



AGENDA

Tuesday, June 6, 2023: 6:00 PM

Town Council Agenda Meeting

C. Michael Haney Community Room: Southern Pines Police Department
450 W. Pennsylvania Ave

1. CALL TO ORDER

2. TOWN MANAGER'S COMMENTS

3. REVIEW JUNE 13 PUBLIC HEARING ITEMS

a. 2nd Public Hearing on Proposed FY 23-24 Budget

This is the second and final public hearing on the proposed budget, to begin July 1, 2023.

b. PD-02-23: Conceptual Development Plan for +/- .786 acres on the West Side of S. Bennett St. between New York Ave. and Pennsylvania Ave. (continued)

Mr. Colin Webster, on behalf of Grovsner Land, LLC, has submitted an application for a mixed-use development with condominiums, single-family townhouses, office, retail, and restaurant.

c. Z-02-23: Rezoning of 2.6 acres on west side of Valley View Road adjacent to Hyland Hills Golf Course

Frank Thigpen, Esq. requests to rezone a 2.6-acre parcel from Facilities, Resources, and Recreation (FRR) to Residential Single-Family (RS-2).

d. Z-03-23: Rezoning of 1 acre of town-owned land on the north side of Eastman Road

The Town proposes to rezone a 1-acre parcel from Residential Single-Family (RS-1) to Facilities, Resources, and Recreation (FRR). The parcel is on the north side of Eastman Road, Parcel ID 00040888.

4. REVIEW PROPOSED ACTION ITEMS FOR JUNE 13 AGENDA

a. Consider AR-05-23: Sheetz Inc. Convenience Store

Mr. Tom Anastasi of Sheetz, Inc., requests an Architectural Compliance Permit to construct a convenience store with gas sales at 1930 North Poplar St, at the intersection with U.S. Highway 1.

b. Consider Ordinance #2066 Adopting the FY 23-24 Budget

This is the proposed FY 23-24 budget which has been presented by the Town Manager to take effect on July 1, 2023. This ordinance approves the budget, sets the tax rate at 29 cents per \$100 valuation, and also sets an additional 60 cents per \$100 valuation in Municipal Service District #1.

5. REVIEW PROPOSED CONSENT AGENDA FOR JUNE 13 AGENDA

a. Approve Ordinance #2067 to Amend the Code of Ordinances Chapter 50 Water and Sewer Use, Appendix A, Rates Fees and Charges

This amendment establishes the proposed water and sewer fees that will take effect July 1, 2023, as discussed during the budget process and planned in the FY 23-24 budget.

b. Approve Ordinance #2068 to Amend the Code of Ordinances 32.076 for FY 23-24 Solid Waste Fees

This amendment establishes the proposed solid waste fees that will take effect July 1, 2023, as discussed

during the budget process and planned in the FY 23-24 budget.

c. Approve Ordinance #2069 Amending CRF Fund 64 to Appropriate Water System Development Fees

This amendment recognizes the water SDF collected April 1, 2022 to March 30, 2023.

d. Approve Ordinance #2070 Amending CRF Fund 65 to Appropriate Sewer System Development Fees

This amendment recognizes the sewer SDF collected April 1, 2022 to March 30, 2023.

e. Approve Ordinances #2071 - #2083 Amending the Town's Capital Project Funds

The amendments to the Town's Capital Project Funds have been prepared in order to align with the FY 23-24 budget.

- Ordinance #2071 - Amending the Recreation Improvements Fund
- Ordinance #2072 - Amending the Water Treatment Process Modernization Fund
- Ordinance #2073 - Amending the Sidewalks Phase II Budget
- Ordinance #2074 - Amending Sanitary Sewer Modernization Fund
- Ordinance #2075 - Amending Reservoir Park Improvements Fund
- Ordinance #2076 - Amending Facility Modernization Fund
- Ordinance #2077 - Amending Warrior Woods Lift Station Fund
- Ordinance #2078 - Amending Pennsylvania - PeeDee Fund
- Ordinance #2079 - Amending the Paving Streets Transfer to Parking
- Ordinance #2080 - NC DOT Waterline Project Fund
- Ordinance #2081 - Amending the Parking Lot Fund
- Ordinance #2082 - Amending the Paving Streets Fund
- Ordinance #2083 - Amending the Lift Station Upgrades Project Fund

f. Approve Ordinance #2084 to Establish a Municipal Service District Special Revenue Fund

g. Approve Ordinance #2088 to Amend or Repeal Outdated Provisions of the Town Code of Ordinances

Town Attorney Mac McCarley is drafting an ordinance to amend or repeal certain sections of the Town Code to align with current case law.

h. Approve Resolution #1047 Granting Permission to the Moore County Historical Association to Use Copyrighted Material for Non-Commercial Uses

The Town published and holds valid copyrights to two books: *The 1st Hundred Years of Southern Pines, North Carolina* and *Perspective on a Resort Community: Historic Buildings Inventory, Southern Pines, North Carolina*. The Association is producing an online archive of local history photographs and has requested permission to use certain material from these publications to caption these photographs.

i. Approve Resolution #1048 to Establish a Materiality Threshold and Ordinance #2065 to Amend the FY 22-23 Budget for Recognition of SBITAs Under GASB 96

GASB Statement No. 96 is a new requirement for public sector organizations related to accounting for the use of subscription-based software. Staff recommends that, for GASB Statement No. 96 accounting purposes, the Town Council approve a materiality threshold to exclude SBITA assets that are immaterial to the Town's financial statements.

j. Approve Resolution #1053: Set Public Hearing Date for AX-01-23: PARID 00040888

The Town of Southern Pines is annexing approximately one acre of land located on the north side of Eastman Road, approximately 1,000 feet west of the intersection with W. New York Ave. The Public Hearing is to be set for the Town Council Business meeting on July 11, 2023.

k. Approve Resolution #1054: Set Public Hearing Date for AX-02-23: **PENDING**

Morganton Park Realty, LLC and PACN Realty, LLC are petitioning the Town of Southern Pines for

annexation of approximately 26.27 acres of land located on the north side of West Morganton Road just west of Brucewood Road. The Public Hearing is to be set for the Town Council Business meeting on July 11, 2023.

l. Approve Resolution #1055 to Appropriate System Development Fees

Council must annually adopt this ordinance to appropriate system development fees (SDF).

m. Approve Resolution #1056 Adopting the 2023-2033 Capital Improvement Plan (CIP)

Staff has updated the Town's 2023-2033 CIP to align with capital projects and transfers outlined in the FY 23-24 budget.

n. Approve Contract Extension for Sale of Water to Moore County Utilities

Extends an existing bulk water contract that expires in 2025, updating the rates charged.

o. Approve Meeting Minutes for May 2023

Staff has prepared the following meeting minutes for approval:

- May 2, 2023 Agenda Meeting
- May 9, 2023 Business Meeting
- May 23, 2023 Work Session

p. Approve Resolution Related to MPO

Staff anticipates receiving a resolution related to the Town's participation in the new MPO.

q. Approve Appointment for Vacant Planning Board Position

Cooper Carter has resigned from the Planning Board effective June 4, as he is moving overseas. Jennifer Garner is a recent applicant for the Planning Board who meets the criteria to fill Mr. Carter's vacant seat, if Council desires to appoint her.

6. ADJOURNMENT

Meetings/work sessions of the Southern Pines Town Council are now available on the Town's [YouTube channel](#). Video of the Town Council meetings will be live streamed on the channel for viewing either during the meetings or after they have concluded. Please note, the video is provided only for the purposes of viewing the meetings; public comments or questions are not accepted via the live stream. To receive notifications when new content is published, please "subscribe" to the Town's channel at <https://bit.ly/3hXx2Qk>

Agenda Item

To: Reagan Parsons

From: BJ Grieve, Planning Director

Subject: PD-02-23: Planned Development District - Conceptual Development Plan for +/- .786 Acres on the West Side of S. Bennett Street Between New York Avenue and Pennsylvania Avenue

Date: June 13, 2023

I. SUMMARY OF APPLICATION REQUEST:

Mr. Colin Webster, on behalf of Grosvenor Land, LLC, has submitted a Planned Development District – Conceptual Development Plan application pursuant to §2.18.4 of the Town of Southern Pines Unified Development Ordinance (UDO) to allow a four-story, mixed-use building that allows for multi-family residential (in the form of condominiums), office, retail, and restaurant land uses. The proposed development will allow for up to 41 multi-family residential units while requiring no less than a minimum of 25 units. The proposed development will also allow for up to 18,000 square feet of office space with no more than 2,500 square feet on the ground floor and up to 10,000 square feet of retail on the ground floor. A minimum of 57 on-site parking spaces will be provided on-site, and the development also proposes to improve 8 parking spaces on New York Avenue for use by the public as well as occupants and customers of the proposed development. The proposal's project area consists of two adjoining parcels totaling +/- .786 acres located in the Central Business (CB) Zoning and Downtown Transition Overlay Districts, identified as PIN: 858105282734 (PARID: 00032263) and PIN: 858105281747 (PARID: 00031983). The owner of record for both parcels is Grosvenor Land, LLC.

II. PLANNING BOARD REVIEW:

On March 23, 2023, the Planning Board held a public hearing regarding PD-02-23 to accept public comments and make a recommendation on the application for rezoning to Planned Development.

Following a presentation by staff and discussion with the applicant, the Planning Board found the proposal to be consistent with the CLRP, but recommended denial of PD-02-23 on a 5-1 vote (Carter dissenting) with the following items noted as a basis for the recommendation for denial:

1. The safety issue created by the diagonal parking on South Bennet Street;
2. The building is five (5) stories and the current standard of the UDO is three (3) stories;

3. The total building height will be near or over 50 ft and current zoning limits the height to 45 feet, and the top floor ceiling height is 44 feet and the current zoning limits ceiling height to 38 ft.

III. TOWN COUNCIL REVIEW

Following the Planning Board meeting in March, the Town Council advertised and opened the public hearing at the April 11, 2023 Regular Meeting. The applicant requested, and was immediately granted, a continuance. A second continuance was granted at the May 9, 2023 Regular Meeting. Both continuances were requested and granted to allow the applicants time to modify the project design based on Planning Board feedback. Primary modifications to the project that were made following the Planning Board meeting include:

1. Eliminating proposal for diagonal parking on South Bennett Street.
2. Decreasing number of stories¹ from five to four.
3. Modifying building footprint and orientation.

The Town Council is now reviewing an application for rezoning to Planned Development that has been modified following the Planning Board meeting to reflect the feedback provided by the Planning Board.

IV. PROJECT INFORMATION:

A. Property Owner(s)

Grosvenor Land, LLC
PO Box 1872
Southern Pines, NC 28388

B. Applicant & Authorized Agent

Grosvenor Land, LLC
PO Box 1872
Southern Pines, NC 28388

The property has been purchased by the applicants since this application for rezoning was submitted. A copy of the deed showing the current owner and the applicant are the same is attached to this staff report.

C. Property Information:

1. Street Address:

The subject parcels are addressed 164 S. Bennett Street and 235 W. New York Avenue. Additional addresses may be assigned by Moore County upon approval of a development plan.

2. Size of Property:

¹ Per UDO definition of “story” found in §4.2.1(C) and “floor” found in Chapter 9 Definitions.

164 S. Bennett Street = .33 Acres
235 W. New York Avenue = .45 Acres

3. Subject Property Description:

The subject property is vacant, with significant change of grade and overgrowth. Though no identified wetlands or floodplain exist on the property, it does lie within the Little River Intake No. 2 Water Supply Watershed.

[illegible]

Figure 2: Vicinity Zoning Map:

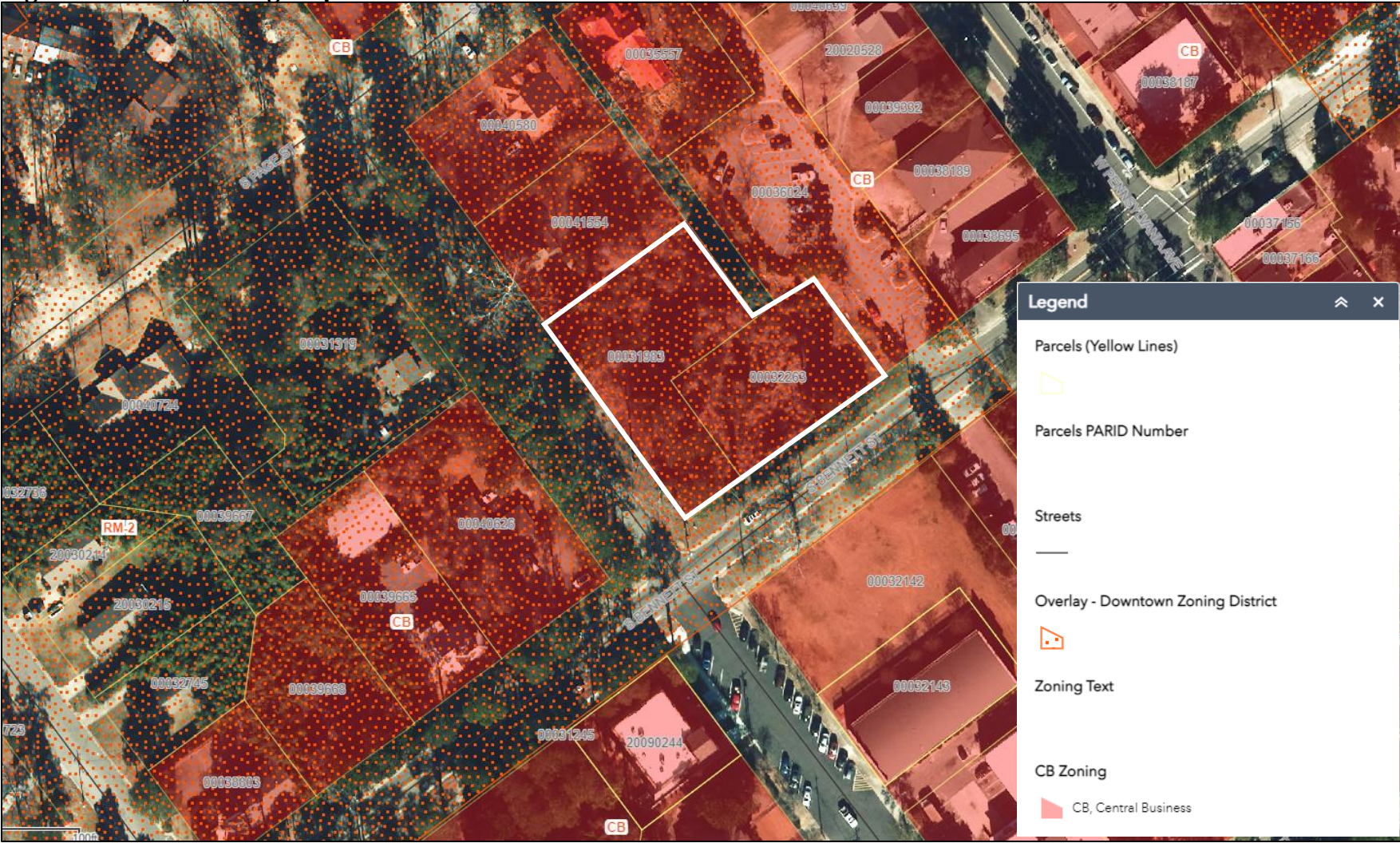


Figure 3: Oblique Aerial Image of Present Condition of Subject Property (February 3, 2023):



Figure 4: Oblique Aerial Image of Subject Property with Approximate Boundaries (February 3, 2023):



Figure 5: Future Land Use Map for PD-02-23:



Figure 6: Proposed Conceptual Development Plan Layout for PD-02-23 (revised since Planning Board Meeting):

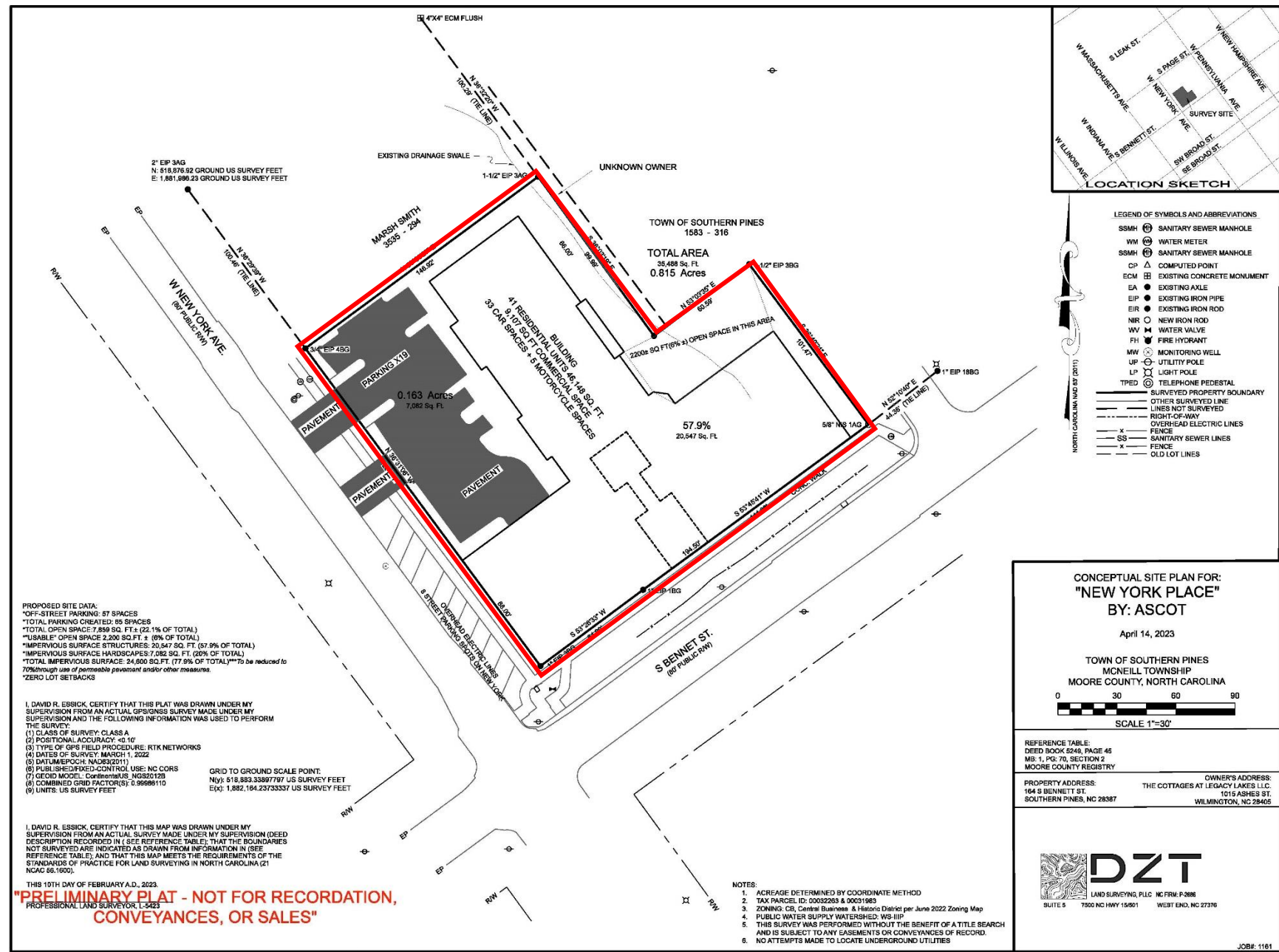


Figure 7: Proposed Conceptual Landscaping Plan with more clear depiction of site layout for PD-02-23:



V. STAFF REVIEW:

A. Review Process:

Applications for a Planned Development District (PD) are reviewed in accordance with UDO §2.18. Creating a Planned Development District is a three-step process including Conceptual Development Plan (CDP), Preliminary Development Plan (PDP) and Final Development Plan (FDP). The first step, CDP, is when the unique zoning standards to which the entire project will be subject in the future are established via a rezoning process. This application is for a CDP.

B. Application Review Dates:

- CDP Application Submitted: January 3, 2023 (subsequent submittals on February 15, 2023, February 21, 2023, April 17, 2023, April 19, 2023 and April 24, 2023)
- The developers held a Neighborhood Meeting on January 26, 2023 in compliance with UDO §2.18.3(D). A sign-in sheet and written comments from the meeting are attached to the CDP.
- Application Deemed Complete: February 17, 2023
- Notice of March 23, 2023 Planning Board Public Hearing:
 - Posted On-site: March 2, 2023
 - Mailed: March 2, 2023
 - Publication Dates: March 8, 2023 and March 15, 2023
 - Request for Agency Comments: February 24, 2023
- Planning Board Regular Meeting: March 23, 2023
- Notice of April 11, 2023 Town Council Public Hearing:
 - Posted On-site: March 2, 2023
 - Mailed: March 28, 2023
 - Publication Dates: March 29, 2023 and April 5, 2023
- Town Council Public Hearing Opened and Immediately Continued to May 9, 2023: April 11, 2023
- Town Council Public Hearing Continued to June 13, 2023: May 9, 2023.
- Town Council Public Hearing: June 13, 2023

C. Criteria for Review:

The criteria for review and approval of a Conceptual Development Plan (CDP) are found in UDO §2.18.4(H) and are listed in this section. Additionally, because an approved CDP proposal results in a new zoning designation for the subject properties, an application for approval of a Conceptual Development Plan (CDP) follows the *procedures* outlined in the UDO for a zoning map amendment and must address UDO *criteria* for a zoning map amendment as well as those of a CDP. The applicant has addressed the proposal's consistency with the zoning map amendment criteria in Section 2.4 of the submitted CDP document, which is offered below for ease of review. UDO language is provided at each numbered point, with the applicant's responses to the criteria following in italicized type.

1. Criteria for Zoning Map Amendments (UDO §2.17.9, A-H)

- a. **Consistency.** Rezoning shall be consistent with the adopted Comprehensive Plan.

The applicants have provided a narrative in the CDP application addressing how the proposed Planned Development is consistent with the CLRP. See Section 2.4 of the applicant's CDP application attached to this report.

Staff has identified the following CLRP Goals and Policies that are relevant to the proposal, presented here for the Town Council's consideration:

G-3. Downtown – Enhance the commercial and civic vitality of Downtown while protecting its historic and aesthetic character, as well as its role as the focal point of the Town.

G-4. Neighborhoods – Protect and enhance the civic vitality, function, stability and character of Southern Pines commercial and residential neighborhoods.

G-10. Economy – Achieve a sustainable, resilient, balanced economy, providing community prosperity and fiscal health.

G-13. Growth – Ensure that services, facilities and land resources accommodate anticipated growth while enhancing the quality of life for Southern Pines' residents.

P-1. Downtown –

- Ensure that new growth and renovation in the Downtown are compatible with Downtown's overall scale, architectural, transportation and public-space characteristics.
- Manage growth, land use and infrastructure decisions within Town and ETJ in ways that preserve Downtown as Southern Pines' essential and defining commercial center.

P-2. Neighborhoods – Ensure that new development and redevelopment are compatible with the overall scale, architectural, transportation and public-space characteristics of the neighborhood in which it occurs.

P-3. Activity Centers – Encourage the development of compatible neighborhood mixed-use and civic activity centers that are accessible to neighborhoods and located so that traffic, parking and land use impacts are compatible with surrounding uses.

P-4 – Future Land Use – Use the future land use map in Chapter 4 of this Plan as a guide for zoning decisions. Recognizing that the map accommodates projected growth through the year 2040, decisions to approve zoning map amendments, proposed development and infrastructure extensions need to consider both the proposed future land use and whether the timing of the action is consistent with the Town's other goals and policies. For instance, when considering action on a development proposal that matches the use shown on the future land use map, the Town should consider whether the development is premature and would encourage sprawl while reducing the incentive for infill development that would capitalize on existing infrastructure and support

Downtown vitality. Staff note: The subject parcels are categorized as Commercial by the CLRP's Future Land Use Map.

P-11. Economy – Foster a healthy, sustainable and resilient economy by:

- Encouraging business diversity;
- Supporting a healthy mix of Downtown uses that capitalize on local and regional business.

P-15. Growth Coordination – To maintain the Town's fiscal integrity and ability to provide public facilities and services in a cost-effective manner:

- Favor infill development in areas with access to public facilities over development on the perimeter that requires extension of public facilities.

- b. Adverse Impacts on Neighboring Lands.** The Hearing Body shall consider the nature and degree of an adverse impact upon neighboring lands. Lots shall not be rezoned in a way that is substantially inconsistent with the uses of the surrounding area, whether more or less restrictive. The Town finds and determines that vast acreages of single-use zoning produces uniformity with adverse consequences, such as traffic congestion, air pollution, and social alienation. Accordingly, rezonings may promote mixed uses subject to a high degree of design control.

The applicants have provided a narrative in the CDP application addressing how the proposed Planned Development does not adversely impact neighboring lands. See Section 2.4 of the applicant's CDP application. Furthermore, the applicants have modified the Planned Development standards in response to feedback from both neighboring properties as well as the Planning Board. The applicants have provided a sketch in their CDP of the proposed building height in relation to other buildings in the area.

The main issue for consideration by the Town Council is the proposed mix of land uses and the massing and orientation of the proposed building. Determining if the impact of the proposed building would be "adverse" to the neighboring lands is the purview of the Town Council.

- c. Suitability as Presently Zoned.** The Hearing Body shall consider the suitability or unsuitability of the tract for its use as presently zoned. This factor, like the others, should be weighed in relation to the other standards, and instances can exist in which the land may be rezoned to meet public need, to reflect substantially changed conditions in the neighborhood, or to effectuate important goals, objectives and policies of the Comprehensive Plan or UDO.

The subject parcels proposed for development are presently zoned CB – Central Business, with a DTO – Downtown Transition Overlay. The applicants address the current zoning and compare and contrast development scenarios allowed under the current zoning with the proposed zoning throughout the CDP application and narrative. The primary issues between the current zoning and the proposed zoning appears to be the limitation on multi-family residential

development within the current zoning, as well as the limitation on the number of floors allowed in a building and the minimum parking requirement. All of these issues are reviewed later in this report. Some other deviations from the design requirements of the current zoning, such as landscaping and windows, are also reviewed later in this report.

- d. Health, Safety, and Welfare.** The amending ordinance must bear a substantial relationship to the public health, safety or general welfare, or protect and preserve historical and cultural places and areas. The rezoning may be justified, however, if a substantial public need or purpose exists, even if the private owner of the tract will also benefit.

The applicants have provided a narrative on how they feel the proposed project benefits the health, safety and welfare of Southern Pines broadly and the downtown specifically. The narrative can be found on page 7 of the CDP attached to this report.

- e. Public Policy.** Certain public policies in favor of the rezoning may be considered. Examples include a need for affordable housing, economic development, mixed-use development, or sustainable environmental features, which are consistent with neighborhood, area, or specific plans.

The applicants have provided a narrative on how they feel the proposed project is consistent with public policies as outlined in the CLRP. The narrative can be found on pages 5-6 of the CDP attached to this report.

- f. Size of Tract.** The Hearing Body shall consider the size, shape, and characteristics of the tract in relation to the affected neighboring lands. Amendatory ordinances shall not rezone a single lot when there have been no intervening changes or other saving characteristics. Proof that a small tract is unsuitable for use as zoned, or that there have been substantial changes in the immediate area, may justify ordinance rezoning.

The proposed development is located on two adjoining parcels that total approximately .8-acres of land. While this is a relatively small parcel of land for a Planned Development, the applicants are proposing a mixed-use development containing multi-family residential dwelling units that cannot be developed without approval of a PD - Planned Development. The overall development context of the downtown Southern Pines area surrounding the subject parcels is very different than larger Planned Developments such as Morganton Park South or the Knollwood Tract. The appropriateness of the proposed Planned Development, in relation to the size, shape and characteristics of the tract of land on which it is proposed and in relation to the affected neighboring lands, is the matter for consideration by the Town Council.

The applicants have provided a narrative on how they feel the proposed project is appropriate and suitable on the subject parcels. The narrative can be found on page 7 of the CDP attached to this report.

- g. Other Factors.** The Hearing Body may consider any other factors relevant to a rezoning application under state law.

The applicants put forth a variety of points in favor of the proposed development throughout the CDP application and narrative that is attached to this report.

- h. Applicant Representations.** Except for rezoning requests submitted in accordance with the provisions herein for conditional zoning districts, the Hearing Body shall not consider any representations made by the petitioner that, if the change is granted, the rezoned property will be used for only one of the possible range of uses permitted in the requested classification. Rather, the Hearing Body shall consider whether the entire range of permitted uses in the requested classification is more appropriate than the range of uses in the existing classification.

While this provision allows for Conditional Zoning Districts to be bound by a specific range of land uses, *Planned Developments* also provides for a range of specific land uses that will be allowed should the zoning be approved, and limits the project to those specific uses. This is clarified in UDO §2.18.4(I)(2) which states: “Approval of a Conceptual Development Plan shall constitute acceptance of the general land-use mix, range of Development types and intensities, street patterns, parks and open space, and pedestrian and bicycle trails”.

2. Criteria for Conceptual Development Plans (UDO §2.18.4, H, 1-4)

- a. The proposed PDD satisfies the criteria for a zoning map amendment established in this chapter.** A detailed response to this criterion is provided above.
- b. The Conceptual Development Plan represents an overall Development Pattern that is consistent with the goals and policies of the Comprehensive Plan, Official Zoning Map, Capital Improvements Program, and any other applicable planning documents adopted by the Town.** The applicant has addressed the proposal’s consistency with the Town’s Comprehensive Long-Range Plan in the narrative submitted with the application, in *Section 2.4 – Compliance*. This information is also provided in this report in Section C. 1., Criteria for Zoning Map Amendments, Subsection a. – Consistency.
- c. The proposed Development is appropriate for the area of the Town in which it is located.** The applicant has provided reasoning for why the proposal is appropriate for the area by demonstrating that the proposed mix of uses are either currently categorized as uses by right (in some cases with supplementary use

regulations), or require approval as a Planned Development District (which is the impetus behind this application). The rezoning request to PD is due to the UDO requirement (§3.7.1(F)) that multi-family development proposals consisting of ten or more units be presented as Planned Developments. This project proposes up to 41 residential units as part of the mix of uses for the development. The proposed building would also not be allowed without approval of a Planned Development because the building has four stories and is providing less than the minimum amount of parking required under UDO §4.5.

The applicant's CDP document describes how the proposal complies with the applicable purposes of the Conceptual Development Plan (UDO §2.18.4). The applicants provide further justification for the development being an improvement over the current conditions of the property, and state that the project will not require an extension of, or upgrade to, public utilities or services.

- d. The proposed Development will not generate the need for inefficient extensions and expansions of public facilities, utilities and services.** The project site has direct access to existing water and sewer mains along South Bennett Street and West New York Avenue. Being contained within the Town's corporate boundary, the property is currently afforded police and fire protection. A Conceptual Stormwater Plan has been provided that proposes alterations to an existing stormwater pipe, allowing conveyance to a proposed onsite stormwater collection area that is immediately adjacent to land that appears to be a narrow unimproved Town right-of-way running north to S. Page Street. An early conceptual design was brought to the TRC's attention during their March 14, 2023 meeting, with no immediate issues noted. Should the CDP be approved, the project may not move forward until approval of a PDP with more specific detail about the proposed development as well as final approval by the TRC of engineering plans, including a detailed stormwater design.

D. Staff Comments

1. The applicants have provided a narrative addressing the purpose of a Planned Development per UDO §2.18.4(A), and addressing the criteria for a CDP per UDO §2.18.4(H). Copies of the applicant's narrative documents containing their descriptions of the project's alignment with applicable criteria are attached to this staff report.
2. The applicant has provided a CDP containing the design standards within the New York Place Planned Development. Any development design requirements not specifically modified within the CDP will default to the requirements set forth in the UDO. It can be helpful for the public and the Town Council to understand what deviations from the UDO are being requested pursuant to the proposed Planned Development.

- **Building Height.** As currently proposed (and modified since presentation to the Planning Board) the building is four stories with an overall building height not exceeding 45 feet. Amendments earlier this year to the UDO set the maximum number of stories at three and the ceiling height of the top story at 38' for buildings in the CB, GB, and PD Districts. The proposed design therefore constitutes a deviation from the standards of the UDO. The applicant provides multiple justifications for the request throughout the CDP document. The applicant also provides pictures of nearby buildings and a cross-section sketch of building heights in the vicinity.

Any way you describe it, the proposed building is going to look and feel big as viewed from South Bennett Street, just like the Growler Building did to most people when they first saw it. It is worth noting and considering that as land values and construction prices increase, the cost of developing nice buildings and sites with nice amenities will require more leasable square footage and/or sellable dwelling units in the building to pay for it. This is a normal trend in all growing town. If Southern Pines envisions a future with nice-looking, pedestrian-oriented and engaging buildings surrounded by usable open space and filled with desirable land uses, then building heights and overall development intensity will likely need to increase to help pay for it. The main issue being considered as a result of the requested rezoning is how tall of buildings and how intense of site development will be allowed in what locations at what time.

- **Parking.** The CDP as submitted allows for less than the minimum number of parking spaces that would be required for the mix and scale of proposed land uses. A simple analysis, based on some assumptions of final mix of uses and square footage allocations, can be made regarding minimum parking requirements using Exhibit 4-6 in the UDO:
 - 41 two-bedroom dwelling units = 90 parking spaces
 - 5,000 square feet retail = 25 parking spaces
 - 5,000 square feet restaurant = 50 parking spaces
 - 10,000 square feet office = 25 parking spaces

Using the assumptions above, it is possible that the minimum parking standards in the UDO would require approximately 190 parking spaces. 190 surface parking spaces built to Southern Pines standards (approximately 350 square feet each space to include landscaping and access) would take up approximately 66,500 square feet, or over 1.5 acres. Even if the building was three stories, minimum parking requirements would consume no less than an acre.

One need only think of the character of some areas of downtown that do provide nearly the minimum amount of off-street surface parking (see Figure 8 below) to imagine the impact of strict adherence to off-street parking requirements to the character of downtown Southern Pines.

Figure 8: 55 off-street parking spaces for retail and service land uses at Harbour Place.



The applicants are providing 57 on-site parking spaces, 38 of which are beneath the building (including 5 motorcycle spaces) and 19 of which are surface parking adjoining the building, and are improving 8 street parking spaces on West New York Avenue that will be available for use by the public. The remaining parking will need to be absorbed using on-street parking and public parking areas in the blocks surrounding the proposed development. This is consistent with how parking has been provided in the downtown area for many years.

It is worth noting there that if the proposed development was on the other side of South Bennett Street, no on-site parking would be required per UDO §4.5.3(A). Finally, UDO §3.5.14 (A)(6) states that common or shared parking is encouraged in Planned Development Districts. The proposed on-street parking on West New York may be considered common parking, as are the existing +/- 32 spaces in the Town-owned parking lot immediately adjacent to the site.

- Landscaping. The proposed CDP, as presently written, would not require compliance with UDO §4.3 for landscaping. The CDP sets forth a landscaping standard in Section 4.4 that simply requires adherence to the landscaping as depicted on the concept plan in the CDP, depicted on page 11.

- Building elements: Section 4.5 of the CDP will allow the proposed development to have buildings segments that are wider than they are tall, or no segmentation at all. Furthermore, the CDP allows a departure from the window fenestration requirements of UDO 4.10.4(D) without giving a new standard or providing a degree to which deviation is proposed. Finally, the CDP deviates from UDO 4.10.4(G) because no parapets are required.
4. A few additional project elements are worth noting for Town Council consideration:
- The application has included a Watershed Protection Permit application with the CDP submittal. The application indicates that 69% of the site's +/- .80 acres will be built upon at the conclusion of construction. Pursuant to UDO Exhibit 3-14, development proposals located in the Central Business District shall qualify for 5/70 Exemption Allocation on a first come, first serve basis. The current balance of exemption allocation in the Little River Intake No. 2 Water Supply Watershed is 449.82 acres. Approval of the CDP will result in a reduction to the balance by .786 acres.
 - The proposed Planned Development is located within the Downtown Transition Overlay (DTO). This overlay intends to allow greater land use flexibility than the CB District and promotes compatible design transitions in blocks facing the Historic District Overlay district. It also creates a set of use and development standards for the area. While it is common for Planned Developments to create their own use and development standards, the sign standards from the DTO are relevant to this proposal, and will apply due to there being no deviation requests contained within the CDP. Sign standards for any parcel facing the Historic District Overlay district shall comply with adopted Historic District Standards as interpreted by the Planning Director, per UDO §3.6.3(D)(7).
 - Although the CDP document states that the estimated number of trips are below the minimums that require a full traffic study, a Traffic Design Analysis (TDA) was required for the project based on the CDP's estimate of 952 average daily trips generated by the development. Town Engineer James Michel has reviewed the TDA provided by the applicant and concurs that the calculated service levels meet the requirements defined in the UDO. A copy of the TDA is attached to this report.
 - The CDP states that the project meets the 20% open space requirement for Planned Developments, a requirement found in UDO §3.5.14(G). Staff has reviewed the conceptual landscaping plan submitted by the applicant and notes the presence of an area labeled "open space." However, it is unclear if this area is .16 of an acre and if it is usable or unusable open space as described in the aforementioned section of the UDO. However, the standard is established in the CDP and open space meeting the requirements of the approved CDP and the UDO will be required to be shown during PDP review.

5. The proposed development was presented to the Town of Southern Pines Technical Review Committee (TRC) on March 14, 2023. The discussion was primarily focused on the Conceptual Drainage Plan, with no major issues noted, and the fact that the off-street parking shown on the plans will need to fall into one of the standard angled dimensions found in UDO Exhibit 4-7.

At this time, the TRC is unable to provide further specific feedback because the CDP process focuses primarily on zoning standards rather than specific design components to review. Should the CDP be approved, the TRC will meet again to review more specific plans submitted for the Preliminary Development Plan proposal.

After significant time spent with the applicant working on modifications to the original PDP application and after the applicant made significant revisions to the project based on Planning Board feedback, planning staff recommends approval of the proposed Planned Development.

VI. AGENCY REVIEW AND COMMENTS:

A request for comments from agencies was emailed to representatives of the Town's Technical Review Committee (TRC), the North Carolina Department of Transportation (NCDOT), U.S. Fish and Wildlife Service, and Regional Land Use Advisory Commission (RLUAC) on February 24, 2023.

- Vagn Hansen with RLUAC responded that the agency did not have any comments on this case. No additional comments have been received.

VII. ATTACHMENTS:

The following materials are provided as attachments to this staff report:

1. Planning Board Resolution to Adopt a Written Recommendation
2. Applicant's CDP w/ Exhibits and Appendices:
 - Exhibit 1 - CDP Application
 - Current Grosvenor Land, LLC Deed (added by Planning staff)
 - Exhibit 2 - Site Plan
 - Exhibit 3 - Neighborhood Meeting Submittal
 - Appendix A – Existing Conditions Survey
 - Appendix B – Stormwater Management Concept
 - Appendix C – Landscape Concept
 - Appendix D – Wetland Survey
 - Appendix E – Biological Survey
 - Appendix F – Watershed Protection Permit
 - Appendix G – Utilities Map
 - Appendix H – NY Street Sectional Elevations
 - Appendix I – Traffic Design Analysis
3. Regional Land Use Advisory Commission (RLUAC) comment.

VIII. TOWN COUNCIL ACTION:

A request for approval of a Conceptual Development Plan is a request for a rezoning. Per North Carolina General Statute 160D-605(a), when approving or denying a request for a rezoning, the Town Council shall also approve a statement addressing consistency with the Comprehensive Long-Range Plan and the reasonableness of the rezoning. Both statements may be combined, and the statements may be a clear indication in the minutes. Furthermore, per North Carolina General Statute 160D-605(b), the Town Council must also approve a statement about the reasonableness of the rezoning.

To assist the Town Council, town staff have prepared the following draft motions for consideration, modification as necessary, and adoption:

I move that after reviewing the proposed Conceptual Development Plan and the criteria for consideration of a Conceptual Development Plan, and after considering the comments received at the Town Council's public hearing and the Planning Board's written recommendation:

1. The requested Conceptual Development Plan is consistent with the Comprehensive Long Range Plan because... (INSERT REASONS) and is a reasonable request for rezoning for the following reasons... (INSERT REASONS).

-- OR --

2. The requested Conceptual Development Plan is consistent with the Comprehensive Long Range Plan but is not a reasonable request for rezoning for the reasons set forth in the written Planning Board recommendation attached to staff report PD-02-23;

--OR--

3. The requested Conceptual Development Plan is consistent with the Comprehensive Long Range Plan but is not a reasonable request for rezoning for the reasons set forth in the written Planning Board recommendation attached to staff report PD-02-23 and as further modified as follows...

--OR--

4. The requested Conceptual Development Plan is inconsistent with the Comprehensive Long Range Plan and is not a reasonable request for rezoning for the following reasons...

And, therefore, I move to:

1. Approve PD-02-23 as submitted.

--OR--

2. Approve PD-02-23 with revisions to the CDP pursuant to the following conditions of CDP approval:

--OR--

3. Deny PD-02-23.



ATTACHMENT A

PLANNING BOARD RESOLUTION TO ADOPT A WRITTEN RECOMMENDATION FOR CONCEPTUAL DEVELOPMENT PLAN APPLICATION PD-02-23

WHEREAS, Section 160D-604(d) of the North Carolina General Statutes specifies that the Planning Board shall provide a written recommendation to the Town Council that addresses plan consistency and other matters as deemed appropriate by the Planning Board, but that a comment by the Planning Board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

WHEREAS, pursuant to Section 160D-701 of the North Carolina General Statutes, zoning regulations shall be made in accordance with a comprehensive plan and shall be designed to promote the public health, safety, and general welfare.

WHEREAS, the Planning Board conducted a public hearing on March 23, 2023 for consideration of a Planned Development - Conceptual Development Plan for the New York Complex Planned Development;

NOW, THEREFORE BE IT RESOLVED that the Planning Board finds and recommends to the Town Council that the Conceptual Development Plan application PD-02-23 (Information relevant to these criteria may be found in the applicant's CDP document Section 2.4 and Section C.1 of the staff report. It is not necessary for the Planning Board to determine that all of the following criteria are satisfied in order to recommend approval of the rezoning, nor must they find that none of the criteria are satisfied in order to recommend denial of the rezoning. However, a recommendation for approval or denial should be supported by some number of the criteria and identified in the Planning Board's resolution):

1. **Is consistent** with the Town of Southern Pines Comprehensive Long-Range Plan (CLRP) because it complies with the majority of the CLRP.
2. Based on information presented by staff, the applicant, and other interested parties, PD-02-23 **does not satisfy** the following UDO criteria for zoning map amendments:
 - a. Has an acceptable level of impact on neighboring lands;
 - b. Is suitable as presently zoned (the Planning Board may find the land to be suitable as presently zoned and yet still favor the proposed rezoning to a Planned Development District, because the rezoning request is required for all multi-family residential proposals of ten or more units);
 - c. Is not in conflict with the public health, safety, and welfare;

- d. Is not in conflict with known public policies such as those reflecting the need for affordable housing, economic development, mixed-use development, and sustainability of environmental concerns;
- e. The size of the tract in its context is not inconsistent with those in the immediate area;
- f. Any other relevant factors.

AND, THEREFORE, BE IT FURTHER RESOLVED that the following additional matters were considered by the Planning Board as a basis for a recommendation of denial to the Town Council regarding PD-02-23:

- 1. The safety issue created by the diagonal parking;
- 2. The proposal's deviation from UDO standards regarding the number of stories and building height.

ADOPTED this the 23rd day of March, 2023.


Gary Carroll, Chairman

ATTEST:


Cindy Williams
Secretary to the Planning Board

PD - CONCEPTUAL DEVELOPMENT PLAN
PLANNED DEVELOPMENT PLAN
NEW YORK PLACE – MIXED USE DEVELOPMENT
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1.0 Purpose/Summary

Purpose:

The purpose of this Conceptual Development Plan (CDP) application is to:

- Modify the approved zoning of the 0.8-acre site from current CB to PD as required by the UDO due to the proposal including a multi-family residential component.
- Obtain approval to the submitted Conceptual Development Plan (CDP).
- Establish the permitted uses, standards, and conditions under which the property will be developed.

The Town's CDP application form is included as Exhibit 1 and the required documentation, per Section 2.18.4 Conceptual Development Plan of the Town's Unified Development Ordinance (UDO) are included as a part of this application.

The proposed CDP for New York Place is consistent with the Town's Comprehensive Long-Range Plan (CLRP) and promotes its objectives. The property is in the Central Business area of the Town's zoning Map. The proposal is consistent with the approved CB zoning uses as well as the CLRP which has designated this zoning as suitable for mixed Residential and Commercial use.

Summary:

The proposed New York Place is a mixed-use development with approximately 46,000 Square Feet (Sq Ft) (approx.41 units) of residential condominiums, and approximately 9,100 Sq Ft of mixed office/retail space facing S. Bennett St.

Conceptually, it provides needed space to live, work and play, reflecting a trend toward how residents are choosing to live. Closer to work, schools, restaurants, shopping, entertainment, and friends while minimizing the time and cost of commuting. It provides the town with a better investment return on infrastructure (consistent with the new CLRP Infrastructure Assessment objectives) and supports local businesses.

The project is consistent with the Town's current CLRP and zoning map. It is also consistent with the objectives of the PD (Planned Development District). Its purpose among others is to:

- Encourage planned development, including service, office, commercial, residential, public, or private recreation.
- Promote creativity and innovation in a design that leads to more appropriate relationships between land uses and features.
- Facilitate clustering of development thereby increasing the amount of saved land.
- Promote mobility and enhance walkability.
- Promote both physical and fiscal health.

Chapter 3 of the UDO allows for maximum building heights of 45' in the CB District (the current zoning of the property). Also in Chapter 3, PD District proposals are instructed to adhere to the building height limitations for the RM-1 District, which is 40', adding that an applicant may propose an alternative height that exceeds this limitation, provided that the increased height does not negatively affect surrounding properties and is approved by Town Council.

In Chapter 4 of the UDO, restrictions to building heights in the CB, GB, and PD Districts state that buildings are limited to a maximum of three stories with the ceiling of the top story not to exceed 38' in height.

Were it not for the multi-family portion of this proposal, the building could reach an exterior height of 45', with no more than three stories and a 38' maximum ceiling height. With the multi-family being a desirable and needed component of this mixed-use project, the design of the building is further restricted to an

exterior height of 40'. We respectfully ask that Town Council consider the central location of the project being especially conducive to a more intensive development pattern than is typically seen for more traditional PD proposals, the context of existing buildings in the vicinity that have successfully maximized their sites' potential, and the challenges presented by the site itself in our request for a deviation from the building height limitations to allow an exterior building height of 45', maximum number of floors of four, and a maximum ceiling height of 44' as described in Table 4.2.2.

For perspective, the heights of the buildings on the corner of New York and S. Bennet as well at 271-287 W. Pennsylvania are both of similar height (see below).



The Growler Building



The Pinnacle Building (note the loft on unit 2)

The project also seeks a deviation from parking standards to one parking place per unit (see details in section 2.4 (H) and section 4.3.

- 2.0 Project Overview

NEW YORK PLACE MIXED USE DEVELOPMENT OVERVIEW





2.3 Applicant and Project Team

The Applicant is Grosvenor Properties, LLC.

Conceptual design by: The Ascot Corporation, LLC

Engineering by: Crawford Engineering, PLLC

Traffic Study: Davenport Engineering, PLLC

Environmental Consulting by: Wetland Solutions

Surveying by: Matthews Land Surveying

Legal Assistance: Van Camp, Meacham & Newman – Pinehurst and Bradshaw Robinson Slawter – Chapel Hill.

2.4 Compliance

A. The proposed development is consistent with the Comprehensive Land Use Plan (CLRP).

The Town's CLRP envisions a vibrant downtown community and provides a policy on housing on page 60. It identifies the desirability of housing in proximity to the core as well as attainable housing options and promoting mixed use development.

Page 29 in the CLRP discusses sustenance of Downtown Vitality. Southern Pines' Downtown is the Town's key asset as is evident by the vision, goals, policies, and development of the Downtown Neighborhood Development Plan. Retaining an appropriate mix of uses, the historic character, the desirability of surrounding neighborhoods are key challenges facing the Town. An equally important challenge is to facilitate compatible infill (including residential, mixed-use, and non-residential development) that would help support commercial uses and attract the private investment needed to maintain Downtown's vibrancy.

The long-term health and vitality of Southern Pines' downtown will likely depend on how successfully the community maintains the quantity, value, and accessibility of housing in proximity to the core.

Based on strong participant support, the CLRP supports increasing the number of residences in the Downtown core.

The CLRP identifies the desirable uses in the CB district to be a wide variety of commercial activities in an intensive development pattern in the town's central business district, and mixed use with residences. It also encourages mixed use with residences. Furthermore, CLRP page 150 describes a need for additional residential development near the business corridor to help the vitality of Downtown businesses.

The planning Board found the proposed project in compliance with the Town's CLRP.

B. The proposed Development is in an area of the Town that is appropriate.

The proposed project is in a district currently zoned CB. The CB district is designed to accommodate a wide variety of commercial activities (particularly those that are pedestrian oriented) in an intensive Development Pattern in the Town's central business district. The regulations of this district are intended to:

- (1) Preserve the general character and integrity of the current development in the central business district.
- (2) Encourage land uses that provide for a multi-purpose central business district including retail, offices, services, entertainment and living space.
- (3) Encourage land uses that do not require large amounts of outdoor use areas.
- (4) Encourage common or shared off-street parking.

C. The proposed project will not have detrimental effects on the safety or viability of permitted uses on adjacent land nor on their future development potential.

The project shares common boundaries with public streets on two sides (New York Ave. and South Bennett St.). A third boundary is shared with a municipal parking lot and the fourth, with the office of Mr. Marsh Smith. This last would be the only one impacted in our view given that the height of the building exceeds his own. Air and sun are not affected given the east-west orientation of the property (sunlight travels east to west and prevailing winds are typically from the west). The original submission to the Planning Board was modified to reduce the profile, height and overlook on Mr. Marsh's property. Public lighting would comply with the Town standards and wouldn't result in light projecting onto Mr. Marsh's property.

Stormwater will follow its current path and will not increase runoff in accordance with Pre-Post 10-year stormwater rules. Water that comes off S. Bennett St. will be piped to the drainage easement at the lower end of the property to where it currently runs. Stormwater originating on-site will be collected and treated in an underground cistern under the central park area and released at Pre-10-year rates. The result is that there will be no increase in the rate of stormwater from the site. A sketch of the stormwater concept is included in Appendix D.

D. Existing public facilities, emergency services and transportation infrastructure are adequate to serve this project without additional public investment.

The project would not require the extension or upgrade of public utilities or services. No additional roads or modifications are required. The project would add sidewalk and public parking on New York Ave. A traffic study has determined there is no need for the addition of safety measures and that the traffic generated falls below the standard imposed by the Town for the creation of a full traffic impact study. Proposed parking on Bennett St to both provide additional public parking as well as to introduce

a traffic calming device per UDO standards was rejected by the Planning Board as affecting safety and has therefore been removed from this proposal.

Water and sewer are present at the location with sufficient capacity. A GIS map of existing water, sewer and electrical supply is attached as Appendix G.

The project is within a few blocks of security and emergency services that are already equipped and trained to attend to the needs of this project.

- E. The proposed project meets the required Health, Safety and Welfare standards:** The CLRP describes health as physical and fiscal. This project would enhance the fiscal well-being of the town by converting a non-performing asset into a performing asset with no adverse impact on the Town's finances. Physical health is provided by being within walking distance of downtown. Public welfare requires equitable access, encouragement of social interaction, and protection of the environment. This project would provide more affordable access than currently available in the area by nature of vertical construction efficiency, its location and traffic as well as to slow down suburban sprawl.

The project would clean up an unsightly and unsafe tract of land close to the center of the Town and enhance it aesthetically.

- F. The tract size is suitable for the proposed project:** The tract of approximately 0.8 acres is not substantially larger or smaller than other nearby tracts of land. For reference it is approximately the same size as the townhouse project under construction on the corner of Wisconsin and S Bennet St.

The plan projects a 69% impervious surface requiring a 5/70 allocation. Request for the allocation is included in the Appendices via Watershed Protection Permit Allocation request. An alternate method called Density Averaging is being explored but no suitable sites have yet been found. The search will continue and will be the proposed option if feasible. Staff has advised that with the allocation request granted, a balance of nearly 450 acres remains available for future projects within the water supply watershed.

- G. The project's proposed alternative standards are reasonable:** UDO 3.5.14 (F) allows for alternative standards if they:
- Meet or exceed the general intent of the UDO standards for the base zoning districts (CB and DTO in this case). The building height limitation reverted to in January of 2023 addressed a concern emanating from 2022 projects. The intent was to keep building heights consistent with their surroundings. This project's proposed height is consistent with several buildings in proximity and not inconsistent with its surroundings.



- b. Are appropriate given the specific mix of uses and character of the development, and achieve a more efficient, safe, or economical land use without detracting from the quality of the development or detrimentally impacting its surrounding development or the community as a whole.

This site is difficult and expensive to develop because of its severe topography and 18' drop in height from next to Bennet St to the lower corner of the property. Developer is aware and sensitive to the reluctance to grant a deviation from the height standard in general, and in particular given how recently the height was limited to 40' with 38' on the upper floor ceiling and the number of floors limited to 3.

There are alternatives that would allow compliance but are not recommended. These would be:

- Alternative #1: Develop the property as Townhouses through a quasi-judicial subdivision process. The result would not contribute retail space and look something like the picture below. Given that these would be single family residential units the Town would not be able to regulate architectural standards.



- Alternative #2: Remove the retail space altogether and lower the front portion of the proposed building. This would result in a project that doesn't meet the intent of the CLRP as well as the proposed project, and result in both less economic value to the Town, more suburban sprawl, and higher priced residential units.

Parking Requirements: UDO 3.5.8 (A) encourages the construction of "common or shared off-street parking" 3.5.14 (6) also encourages common or shared parking.

This application proposes 1 parking space per dwelling plus 4 common spaces for a total of 45 spaces or 1.1 per dwelling vs an UDO average requirement of 1.7 spaces.

It also proposes 14 common spaces on-site and 8 additional parking spaces on the New York Ave. public right-of-way to support the commercial portion of the development. Retail/Office space parking requirements range from 1 space per 200sqft for retail to 1 per 400sqft for office space. With an average of 1 per 300sqft the project would have to provide an additional 30 spaces on site. An adjacent public parking lot with 34 public parking spaces is significantly underutilized.

25 new public parking places were submitted to the Planning Board with the original application. 17 parking spaces on Bennett St. were removed at the Planning Board's request leaving 8 spaces on W. New York Ave.

This proposal also requires approval to deviate from design standards as described in section 4.5.

3.0 Existing Conditions

Existing conditions on the two lots are as follows:

1. The site consists of two lots in their natural state. The lots are very lightly wooded and heavily overgrown with invasive weed species. The lot is also characterized by severe topography. The right of the lot drops eighteen (18) feet below S Bennett St.
2. The site has streets on two sides (W. New York and S. Bennett), and a Town Parking lot on a third. The remaining boundary on the NW side abuts an office space and a stormwater drain.
3. The site rests within the Little River Intake 2 area as does most of the downtown area. A 5/70 impervious surface allocation would be required to comply with the Town's and States' impervious surface limitations. Application for this allocation is made via the attached Watershed Protection Permit Application.
4. There are no wetlands present. Letter included in Appendix D.
5. A protective species review of the site was conducted, and no protected species (Federal or State) were detected. There are no known active red cockaded woodpecker (RCW) clusters on site. Letter included in Appendix E.
6. There are no unique land formations, waterfalls, rock outcroppings or other features. There are no trails present on the site connecting to any of Southern Pines greenway trail systems.
7. Streets, Roads, Parking or Other Structures: There are no existing streets, roads, sidewalks, walkways, or associated drainage structures on the site, except for a sidewalk and split rail fence along S. Bennett St. recently installed by the Town.
8. Storm Water Facilities and Structures: Other than a culvert pipe that drains from under S. Bennett St. onto the property there are no other stormwater facilities or structures present. A detail of how stormwater would be managed was outlined in 2.4.2 above and included in Appendix B. There would be no increase in the average 10-year stormwater runoff as designed.
9. Utilities: Public water, sewer, electricity, and telephone/internet service are presently available. No extensions or upgrades to infrastructure are anticipated. Water, sewer, and electrical services are located on the site plan. A GIS map of the water and sewer lines is attached in Appendix G.
10. Buildings, Structures, Signs and Historical Structures: There are no historical structures or other historical features of record on the site.

3.1 Existing Legal Features

1. Zoning Information: The subject property is currently zoned Central Business (CB) district as shown on the Town of Southern Pines Zoning Map and subject as well to the Downtown Zoning Overlay.

2. Property Lines – see Exhibit 2 for surveyed boundaries.
3. Rights of Way – None on site. Adjacent rights of way on Bennet St (80ft) and New York Place (60ft) as well as municipal parking on the north side.
4. Ownership Information – The property is comprised of two lots identified by PID 00031983 and 00032263 recently acquired by applicant Grosvenor Land, LLC.

4.0 Development Standards

This project adheres to approved standards stated in this document. As allowed under UDO Section 3.5.14, unique standards, differing from baseline UDO standards, can be established to facilitate a Planned Development District to allow for flexibility in design. The standards in this document that vary from the UDO shall supersede the UDO. Design would otherwise comply with the standards in the Town UDO.

Prior to the issuance of a building permit and start of any construction, a Preliminary Development Plan for each phase must be submitted and approved per Section 2.18.5 of the UDO. Architectural review, rules and regulations and must be approved by the Town of Southern Pines. To the extent this document does not otherwise establish a development standard, the UDO standard in effect at the time of an application would apply. The development and building permits are subject to all Local, State and Federal regulations and laws. This project would have a single development phase.

This project complies with the published standards for the CB district except for parking requirements as previously described. Seeking a PD zoning is forced on the project by treating it as a multifamily project exceeding 10 units rather than a mixed-use commercial development. For this reason a request for deviation from height and number of floors is required.

The proposed uses, dimensional standards and open space are presented in section 4.1 and 4.2, and in tables 4.2.1 and 4.2.2, below. The proposed parking standard is presented in 4.3 and Table 4.3.1 below.

4.1 Allowable Uses

Residential/Multifamily/Office Space/Retail/Restaurant defined by UDO.

4.2 Design Elements

Table 4.2.1

Design Element	Proposed Standards	Description
Recreation Areas & Amenities	+/- 0.04 acres (5%)	5% shall be active and landscaped.
Residential	41 Max – 25 Min	No standards
Office	Up to 18,000 sqft	Flexibility to substitute residential space.
Retail/Restaurant	Up to 10,000 sqft	Limited to S. Bennet ground floor.

Note #1: Architectural drawings are still preliminary and could change. Overall square footage would not change, but interior layouts and unit totals may change.

Note #2: Ground floor office square footage shall be limited to 2500 sqft.

Table 4.2.2

Design Element	Proposed Standards	UDO Standards
Maximum Roof Height	45'	45' See Notes #1 & 2 below
Maximum Ceiling Height	44'	38' UDO 4.2.1 (F)
Number of Floor	4 Floors	3 Floors UDO 4.2.1 (F)
Maximum Front setback	5'	5' UDO Table 4.2
Minimum Side setback	No Minimum	5' feet exterior Table 4.2
Minimum Rear setback	No Minimum	Consistent with UDO
Maximum Lot Width	No Maximum	50' Exhibit 3.8 Ref 4.2.1
Minimum Lot Size	No Minimum	None Exhibit 3.8 Ref 4.2.1

Note #1: CB zoning allows for 45' height, so does the UDO's Table 4.2., however 4.2.1 (F) limits buildings in CB zoning to 3 stories and a top ceiling height of 38' in PD zoning. The applicant is forced into a CDP application because of the multifamily component.

Note #2: Fire and Rescue Department was consulted on design height. Current equipment and training can provide adequate fire and medical rescue for this building.

4.3 Parking

Parking Space requirements are shown in Table 4.3.1 below. The UDO's onsite parking requirements for this project are calculated to be 103 spaces. This plan proposes the creation of 45 spaces for onsite residents at a rate of 1.1 space per dwelling unit. It proposes the creation of an additional 14 spaces on-site for the commercial space vs an estimated 30 spaces required by the UDO. It also proposes to add an additional approx. 8 spaces on W. New York Ave. for a total of 22. While the UDO does not allow spaces in the public right-of-way to be counted towards the required total, it would provide needed spaces in the area. There is also an underutilized public parking next to the project with 34 spaces for reference. An additional 17 spaces designed in accordance with UDO and the Town's Engineering Standards were proposed in our initial submission but rejected by the Planning Board.

Table 4.3.1

Land Use	Parking Standard	Discussion
Residential on-site	45 Proposed	63 required by UDO
Office/ Commercial/Restaurant	14 Proposed	30 on-site Required by UDO

Note #1: Angled parking would be allowed on public roads but is only proposed for New York Avenue based on Planning Board input.

Note #2: Plus an additional 8 spaces on New York.

4.4 Landscaping and Open Space

Landscaping would be allowed to depart from UDO standards to be in substantial compliance with the colored conceptual site plan on page 11.

The project would be allowed to deviate under from the standards in section 4.3 of the UDO. A detailed landscape plan will be provided with Construction Drawings.

Landscaping shall be allowed to depart from UDO's section for buffer requirements if unable to comply due to street parking design. The project would not be required to plant evergreens (table 4-4) and from 4.3.6 and table 4.5 entirely due to the underground nature of the parking on-site and the destructive nature of its root system.

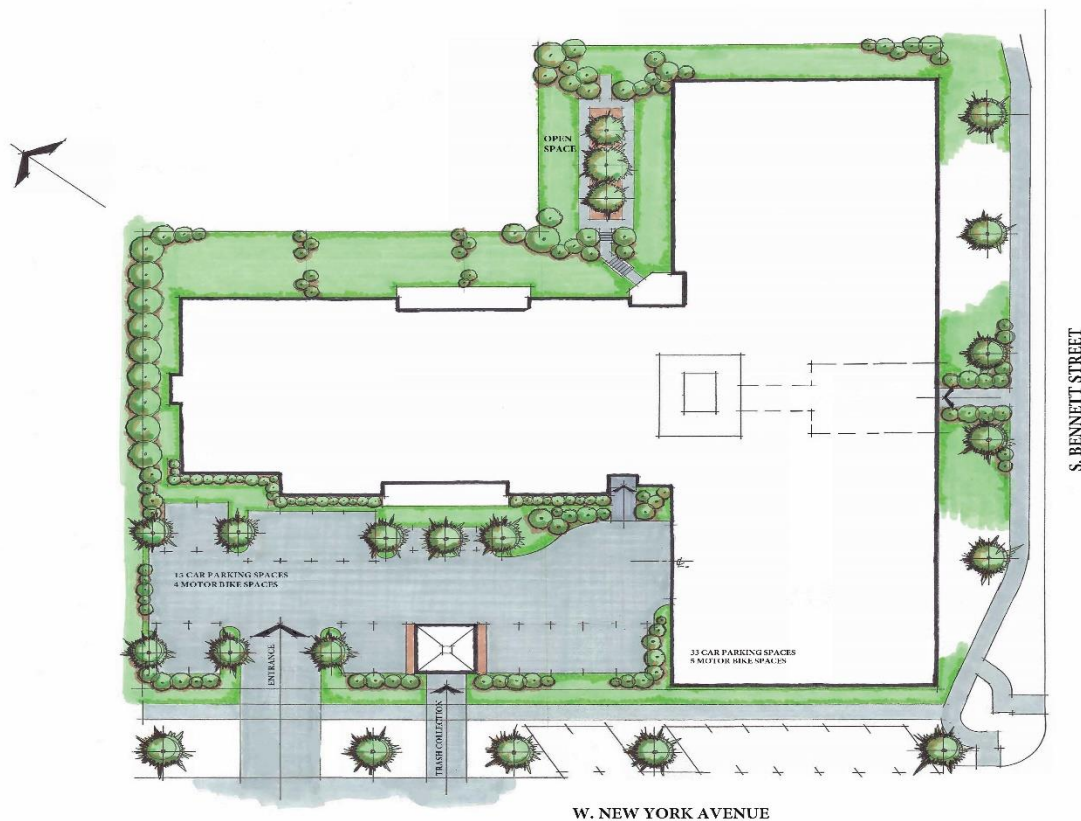
The proposed project meets the 20% open space requirements of a PD zone.

4.5 Building Design Requirements

The building shall be allowed to depart from 4.10.4.B. It shall be allowed to be wider than taller. It shall also be allowed to depart from window fenestration size standards to deliver on the concept drawing being submitted. Final drawings shall be subject to architectural design review. Parapets per 4.10.4.G shall not be required.

Landscaping Concept:

CONCEPTUAL LANDSCAPING PLAN
SCALE: 1/16" = 1' 0"



4.6 Utilities

Utilities: The property is well-served by utilities, with existing utility locations.

- Water & Sewer: The Town provides both water and sewer to the Project.
- Electric: Duke Energy electric power is available at the site.
- Gas: Piedmont supplies natural gas and service is currently available to the site.

- Telephone/Cable: Both Spectrum and Brightspeed services are currently served by telephone and cable service.

Projected Water & Sewer Demand at Full Build-out		
Description	Design Flow	Total Flow at Buildout – Gallons
Residential - 43 Units	120 gal/day/bed	11,160
Commercial - 9,007 Sqft	120 gal/day/1000 SqFt	1092
	Subtotal Flow at buildout	12,252
	Annual Flow in Gallons	447,198

Note: These numbers are for maximum possible in all areas. Actual flows would likely be much less.

4.7 Traffic

Trip Generation and traffic: The number of trips estimated (in accordance with the 11th Edition Traffic Generation Manual) are below the minimums that require a full Traffic Impact Assessment (TIA). Nevertheless, an engineered Traffic Design Analysis (TDA Attached) review has been requested and a draft has been submitted to the Town engineer for review. As summary chart has been include below. The existing public street network would not require modification other than to add parking spaces to W. New York Ave. Ingress and egress from the property would be off New York Ave. No additional driveway connections to public roads or new public roads are proposed.

Table 4.6.1

Table 1.0 - ITE Trip Generation									
Average Weekday Driveway Volumes					Weekday 24 Hour	AM Peak Hour		PM Peak Hour	
					Two-Way				
Land Use	ITE Land Code	Size		Data Source	Volume	Enter	Exit	Enter	Exit
Multifamily Housing (Low- Rise)	220	39	DU	Adjacent - Equation	325	8	27	24	13
Strip Retail Plaza (<40K)	822	9.1	1000 SF GFA	Adjacent - Equation ⁽¹⁾	614	16	11	36	37
Unadjusted Trips					939	24	38	60	50
Internal Capture Overall %					--	0.0%		24.5%	
Internal Capture: Residential Reduction					--	0	0	-10	-4
Internal Capture: Retail Reduction					--	0	0	-3	-10
Total Internal Trips Reduction					--	0	0	-13	-14
Total Adjusted (Primary) Trips					939	24	38	47	36
(1) NCDOT Congestion Management recommends local data during adjacent street peak hour. In absence of local data, equation for adjacent street peak hour used.									

Notes: 1. Trips likely to be less than calculated because of Live-Work-Play location.

5.0 Exhibit 1

Conceptual Development Plan – Application – Attached

6.0 Exhibit 2 Survey and Preliminary Plat

Attached

7.0 Exhibit 3 Adjoining Property Owners

Owner	LRK/PIN	Address
FHM Properties LLC	00032142/858000283640	376 Thompson Street Pittsboro NC 27312
Town of Southern Pines	00036024/858105282901	PO Box 870 Southern Pines NC 28388
SMH Real Estate Grp	0040626/858105189693	PO Box 1956 Southern Pines 28388
Marsh Smith	0041554/858105280877	PO Box 1075 Southern Pines 28388
4GS Family LLC	00038695/858105284805	370 James H Rd Cameron NC 28326
4GS Family LLC	00038189/858105283971	370 James H Rd Cameron NC 28326
Steaks unlimited LTD	00039332/85815283936	575 Fairway Dr Southern Pines NC 28387
Jammin Management LLC	20020528/858105293001	250 W Pennsylvania Ave Southern Pines NC 28327
Donald & Anne Jorgensen	00040439/858105292074	Po Box 515 Southern Pines NC 28388
Mark & Cheryl Smith	00038063/858105292121	500 S Valley Rd Southern Pines NC 28387
Cynthia Ward/Courtney Huntley	00035557/858105291031	145 S Page St Southern Pines NC 28387
Ronald Russell	00040580/85810528925	188 Mills Rd Kennebunkport ME 04046
Shannyn & Jared Little	00031319/858100188767	250 W New York Ave Southern Pines 28387
Heath Trigg	00039665/858105189517	230 S. Bennett St NC 28387
McPeake Retail Group, LLC	00031172/858106285723	PO Box 1497 Southern Pines NC 28388
Nancy Rapatas	00038045/858105284668	PO Box 603 Southern Pines NC 28388
United States Postal Service	00039825/858105284651	251 N Main Street Winston Salem NC 27155
New York Ave, LLC	00032143/858100283459	155 W New York Ave Ste 200 Southern Pines NC 28327
Krausen Holdings LLC	20090244/858100281434	25 McDonald Rd East Pinehurst NC 28374

Adjacent Property Owners Meeting Summary and Comments

1. Have fewer apartments and one less story on buildings A & B to reduce congestion and crowding.
Action: The building was redesigned to lower height by removing scenery lofts. It was also re-oriented to reduce profile facing neighbor Mr. Marsh Smith.
2. Eliminate Bennett Street pull-in parking b/c of impediment to traffic flow.
Action: Parking spaces on Bennett Street were removed.
3. Conform project to Watershed & HQW density requirements without using 5/70 allocation; instead of 5/70, obtain conservation easements from other landowners in McDeeds Creek watershed and use density averaging for non-contiguous parcels to achieve density requirements.
Action: A suitable space for Density Averaging is being sought after.
4. Use wood from the two long leaf pines on the corner lot in the lobby of Building A.
Action: We will.
5. Conduct a wildlife inventory and relocate species, such as Eastern Box Turtles, before

conducting land-disturbing activities.

Action: A survey was done by a qualified biological surveyor. No Eastern Box Turtles were found. Development crew will be educated to look for the species.

6. Restore the watercourse extending west from Bennett Street through the middle of the block.

Action: Stormwater will follow its existing course and will not be altered.

7. Shift part of the open space from between Building A and Building B to the western boundary w/ 255 West New York Avenue property and plant natural screening.

Action: Building was re-oriented to provide a lower side-profile and overlook of neighbor's properties. Central open space was lost in the process.

Appendices

Appendix A – Survey

Appendix B – Stormwater Management Concept

Appendix C – Landscape Concept

Appendix D – Wetland Survey

Appendix E – Biological Survey

Appendix F – Watershed Protection Permit Allocation Application

Appendix G – Utilities Map

Appendix H – New York Street Sectional Elevations

Appendix I – Traffic Design Analysis



Planned Development District Conceptual Development Plan

REQUIRED APPLICATION MATERIALS:

- ☒ **Application fee** in the amount of **\$1,800.00**.
- ☒ **Completed Application** for a Planned Development District - Conceptual Development Plan signed by the applicant.
- ☒ **Appointment of Agent**, if applicable, signed by the property owner(s) and the agent.
- ☒ **List of Adjacent Property Owners**: Please list all properties that are that are within two hundred (200) feet of the outermost boundaries of the subject property (**not counting streets, railroads or other transportation corridors**). Attach additional pages if needed. No fewer than ten (10) property owners shall be notified by mail.
- ☒ **Deed** copy to provide proof of ownership and property boundaries.
- ☒ **Written narrative**: It is the responsibility of the applicant to demonstrate compliance with all applicable criteria. Please address **UDO §2.18.4(H) Criteria (1) through (4)**. The list of criteria is attached.
- ☐ **Additional documentation**: Additional text and/or maps to demonstrate consistency with the approval criteria listed in **UDO §2.18.4(H) Criteria (1) through (4)**.
- ☒ **Neighborhood meeting materials**: Submit copies of graphics presented at the meeting; a copy of the sign-in sheet showing attendees; representations made by the Applicant regarding the proposed development; and a summary of public comments and responses.
- ☒ **PDD Conceptual Development Plan**: One (1) full-size copy of a scaled drawing (1" to 100') of the entire tract to be subdivided. Please refer to the **UDO Appendices** to obtain plan requirements.
- ☒ **Nature of service**: Planned utility services and providers.
- ☐ **Drainage concept plan** if applicable.
- ☐ **Conceptual Transportation Plan** if applicable.
- ☒ **Electronic copy (PDF) of all application materials** submitted to plan@southernpines.net.

PLEASE SUBMIT ONLY ONE (1) COMPLETE SET OF ALL MATERIALS.

REVIEW AND APPROVAL:

1. **Staff review**: Planning staff will review the application and notify the applicant if additional information or materials are needed.
2. **Public hearings**: The applicant is expected to attend a public hearing on the application before the Planning Board and before the Town Council the following month. (Please refer to the **Application Processing Timeline** to determine the hearing dates.) The Planning Board will recommend approval, conditional approval or denial to the Town Council. The Town Council will consider that recommendation, as well as evidence and testimony presented, and approve, conditionally approve or deny the request.
3. **Approval**: Please see **UDO §2.18.4(I) Effect of Approval**.



Planned Development District Conceptual Development Plan Application

Fee: \$1,800.00

Date Received: _____

Case No.: PD-____-____

Project Information:

Project Name: New York Place

Physical address: 164 S. Bennet St

PIN: 00032263/00031983

Parcel ID: 858105282734/858105281747

Site Size: .786

Zoning: CB

Applicant:

Name(s): The Ascot Corporation, LLC

Email: Colin Webster

Phone: 910-688-7361

Mailing Address: P.O. Box 1872, Southern Pines NC 28388

Authorized Agent, if different from Applicant:

Name(s): _____

Email: _____

Phone: _____

Mailing Address: _____

Legal Property Owner(s), if different from Applicant:

Name(s): The Cottages at Legacy Lakes, LLC

Email: _____

Phone: 910-688-7361

Mailing Address: 237 Legacy Lakes Way, Aberdeen NC 28315

1/12/22

TO THE TOWN OF SOUTHERN PINES PLANNING BOARD AND TOWN COUNCIL:

I, the undersigned, do hereby make application to and petition the Planning Board and Town Council for approval of a Planned Development District – Conceptual Development Plan as required by the Town of Southern Pines Zoning Ordinance. The following information is submitted in support of this application:

The property which is the subject of this application is located on the West side of Bennet St (St./Ave.), between New York (St./Ave.) and Pennsylvania (St./Ave.). The property has a frontage of 201 feet and a depth of 200 feet.

The request is based upon **Section 2.18** of the **Town of Southern Pines Unified Development Ordinance**. The proposed use of the property is as follows:

Residential, Office Space and General Business/ Services

Date: 1 Feb 2023



Applicant

PLANNING DEPARTMENT
TOWN OF SOUTHERN PINES
801 SE Service Road, Southern Pines, NC 28387
plan@southernpines.net (910) 692-4003 www.southernpines.net

1/12/22

For Registration Register of Deeds

William Britton

Moore County, NC

Electronically Recorded

April 28, 2023 4:13:32 PM

Book: 6006 Page: 230 - 233 #Pages: 4

Fee: \$26.00 NC Rev Stamp: \$700.00

Instrument # 2023005467

GENERAL WARRANTY DEED**THIS INSTRUMENT PREPARED BY:**

Richard Lee Yelverton III, Esq.
 Van Camp, Meacham & Newman, PLLC
 2 Regional Circle (28374)
 P.O. Box 1389
 Pinehurst, North Carolina 28370

NO TITLE WORK COMPLETED BY PREPARING ATTORNEY

Excise Tax: \$700.00
Parcel I.D.: 00031983, 00032263

TO BE RECORDED IN THE
 DEED RECORDS OF
 MOORE COUNTY, NC

THIS DEED made this 25th day of April, 2023, by and between:

GRANTOR

**THE COTTAGES AT
 LEGACY LAKES LLC,
 a North Carolina
 Limited Liability Company**
 Address: 1015 Ashes Street, Ste 202
 Wilmington, NC 28405

GRANTEE

**GROSVENOR LAND LLC,
 a North Carolina
 Limited Liability Company**
 Mailing Address: PO Box 1872
 Southern Pines, NC 28388

WITNESSETH:

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, the Grantor, for valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that certain lot or parcel of land (referred to in the singular, whether one or more) situated in the Town of Southern Pines, McNeill Township, Moore County, North Carolina, and more particularly described as follows:

See attached Exhibit "A"

submitted electronically by "sandhills Law Group"
 in compliance with North Carolina statutes governing recordable documents
 and the terms of the submitter agreement with the Moore County Register of Deeds.

This property herein described __ is, or is is not the primary residence of the Grantor.

And being the same property conveyed by instrument recorded in Book 5249, Page 45, in the Moore County, North Carolina, Register of Deeds.

This conveyance is made subject to (i) the lien of the County of Moore for taxes and other assessments for the current year, which taxes or other assessments shall be pro-rated as of the date of closing and which Grantee by acceptance of this deed expressly agrees to pay; (ii) utility easements of record; and (iii) unviolated restrictive covenants of record that do not materially affect the value of the property.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And Grantor covenants with the Grantee, that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances, and that Grantor will warrant and defend the title against the lawful claims of all persons whomsoever except for the exceptions noted herein.

IN WITNESS WHEREOF, the said Grantor has hereunto set their hand and seal the day and year first above written.

[SIGNATURES AND NOTARY ACKNOWLEDGMENT ON FOLLOWING PAGE]

THE COTTAGES AT LEGACY LAKES, LLC
a North Carolina Limited Liability Company

By: Jon T. Vincent, Member

(SEAL)

4/25/23
 Date

STATE OF North Carolina
 COUNTY OF New Hanover

I, Stephani L. Garrett a notary public for the
 County of New Hanover and the State of North Carolina certify
 that Jon T. Vincent, personally appeared before me this day, and

- a) ☒ I have personal knowledge of the identity of the principal(s)
 b) ☐ I have seen satisfactory evidence of the principal's identity, by a current state
 or federal identification with the principle's photograph in the form of a:

c) ☐ A credible witness has sworn to the identity of the principal(s)
 each acknowledging to me that he or she voluntarily signed the foregoing document for
 the purpose stated therein and in the capacity indicated.

WITNESS my hand and seal this 25th day of April, 2023.

Signature of Notary Public: Stephani L. Garrett

My Commission Expires: 1/3/25

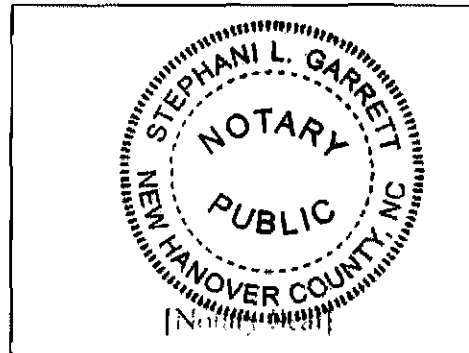
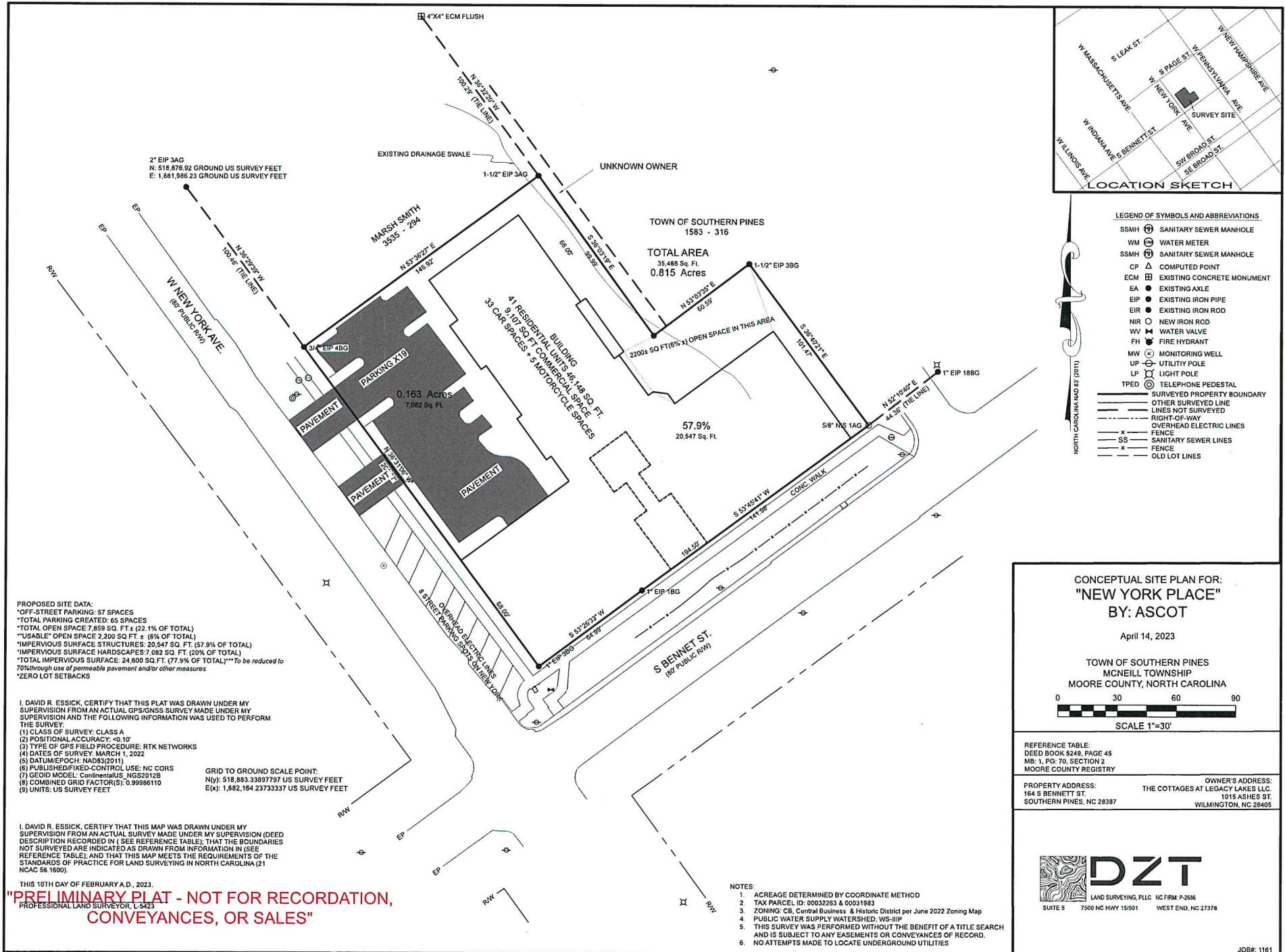


Exhibit "A"

TRACT ONE: BEGINNING at a stake on the West side of Bennett Street, Southern Pines, NC at a point sixty-five (65) feet North 53° 15' East from the intersection of Bennett Street and New York Avenue; running thence parallel with New York Avenue 36° 45' feet West 100.0 feet to a stake; thence North 53° 15' East 141.0 feet to a stake; thence South 36° 45' East 100 feet to a stake in the lot line facing Bennett Street; thence South 53° 15' West 141.0 feet to the point of beginning, being a portion of Lots 2, 3, 4, and part of Clark Street in Block L & 5, as shown on the official map of the Town of Southern Pines, North Carolina, as recorded in Map Book 1, Section 2, Page 70, Moore County Registry, and being a portion of the lands conveyed to Wintrop P. Haynes and wife, Anne Morse Haynes by deeds dated September 28, 1939 (see Deed Book 130, Page 305) and October 19, 1939 (see Deed Book 154, Page 359) from Amella W. Morris, widow, said deeds being duly recorded in the Office of the Register of Deeds for Moore County.

TRACT TWO: BEGINNING at the corner of Block L and 5 at the point of the northwest intersection of New York Avenue and Bennett Street, said point being the southwest corner of Lot No. 1 in said block as shown on a map entitled "A Map of Southern Pines, Moore County, North Carolina", duly filed for record in the Office of the Register of Deeds of Moore County; and running thence along the northerly edge of New York Avenue 36-45 W 200 feet to an iron bar; thence a new line N 53-15 E 146 feet to a stake in the southerly edge of Clark Street, so called; thence with the southerly edge of said street S 36-45 E 100 feet to a stake; thence a new line S 53-15 W 86 feet to a stake; thence a new line S 36-45 E 100 feet to a stake in the westerly edge of Bennett Street; thence S 53-15 W 60 feet to the point of beginning.

EXHIBIT 2 - SITE PLAN



Sign-in Sheet -New York Place 26 Jan 2023

[illegible]

Suggestions Regarding Proposed Buildings – Corner of NY Ave. & Bennett St.

1. Have fewer apartments and one less story on buildings A & B to reduce congestion and crowding.
2. Eliminate Bennett Street pull-in parking b/c of impediment to traffic flow.
3. Conform project to Watershed & HQW density requirements **without** using 5/70 allocation; instead of 5/70, obtain conservation easements from other landowners in McDeeds Creek watershed and use density averaging for non-contiguous parcels to achieve density requirements.
4. Use wood from the two longleaf pines on the corner lot in the lobby of Building A.
5. Conduct a wildlife inventory and relocate species, such as Eastern Box Turtles, before conducting land-disturbing activities.
6. Restore the watercourse extending west from Bennett Street through the middle of the block.
7. Shift part of the open space from between Building A and Building B to the western boundary w/ 255 West New York Avenue property and plant natural screening.

Law Office of Marsh Smith, P.A.

P.O. Box 1075

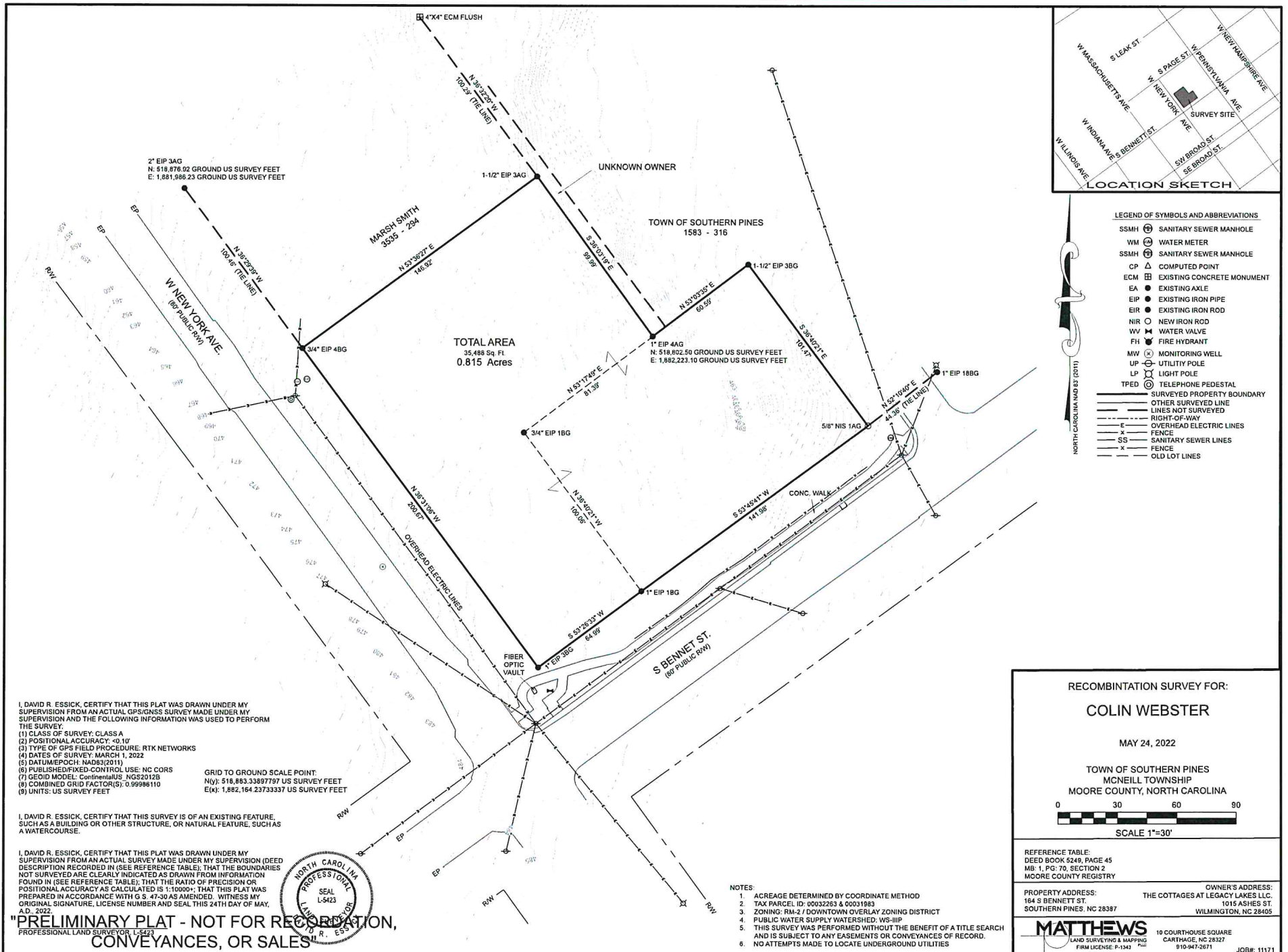
Southern Pines, NC 28388-1075

910-695-0800 office

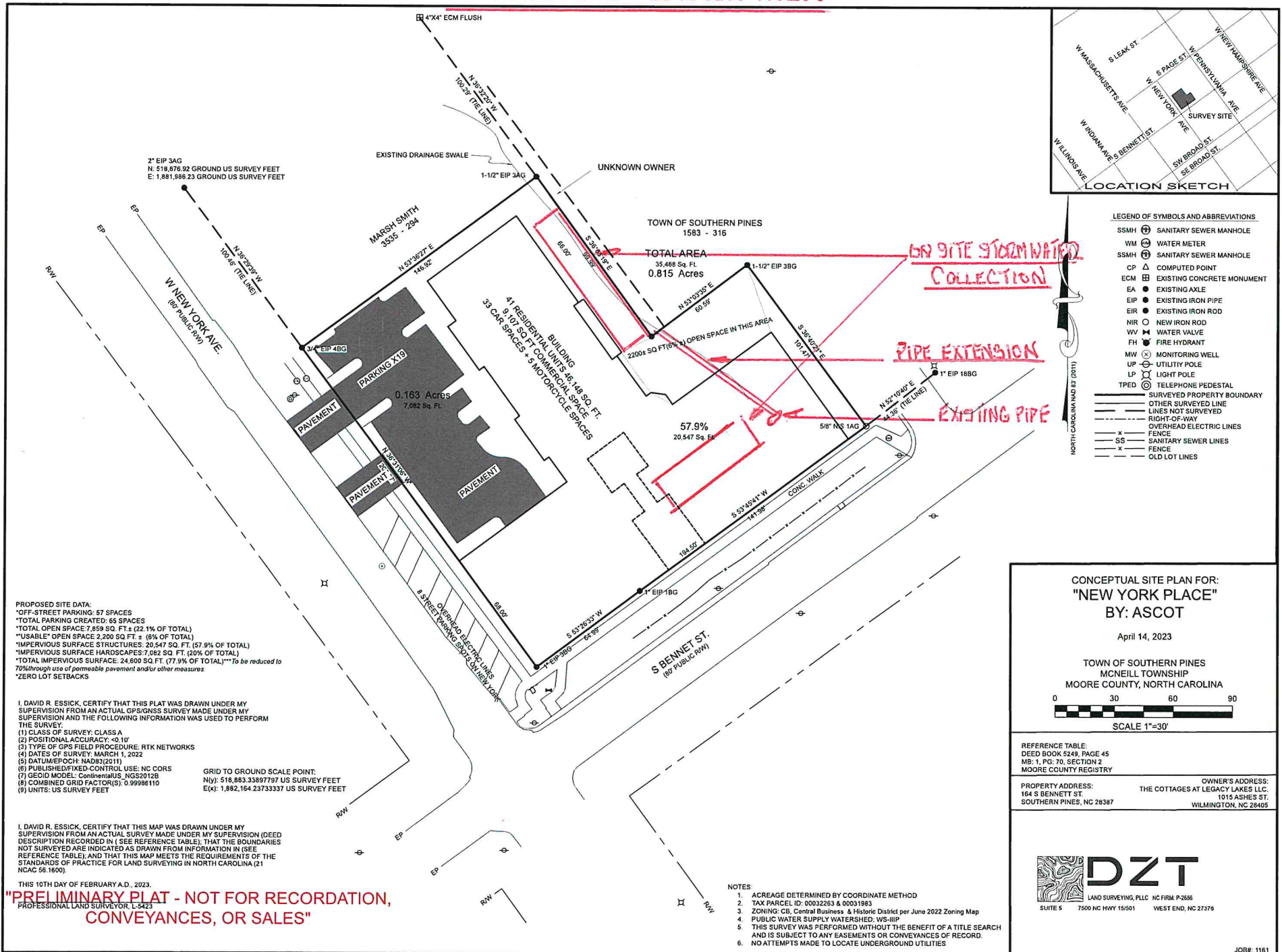
910-695-0903 fax

910-215-6629 cell

APPENDIX - A EXISTING CONDITION SURVEY



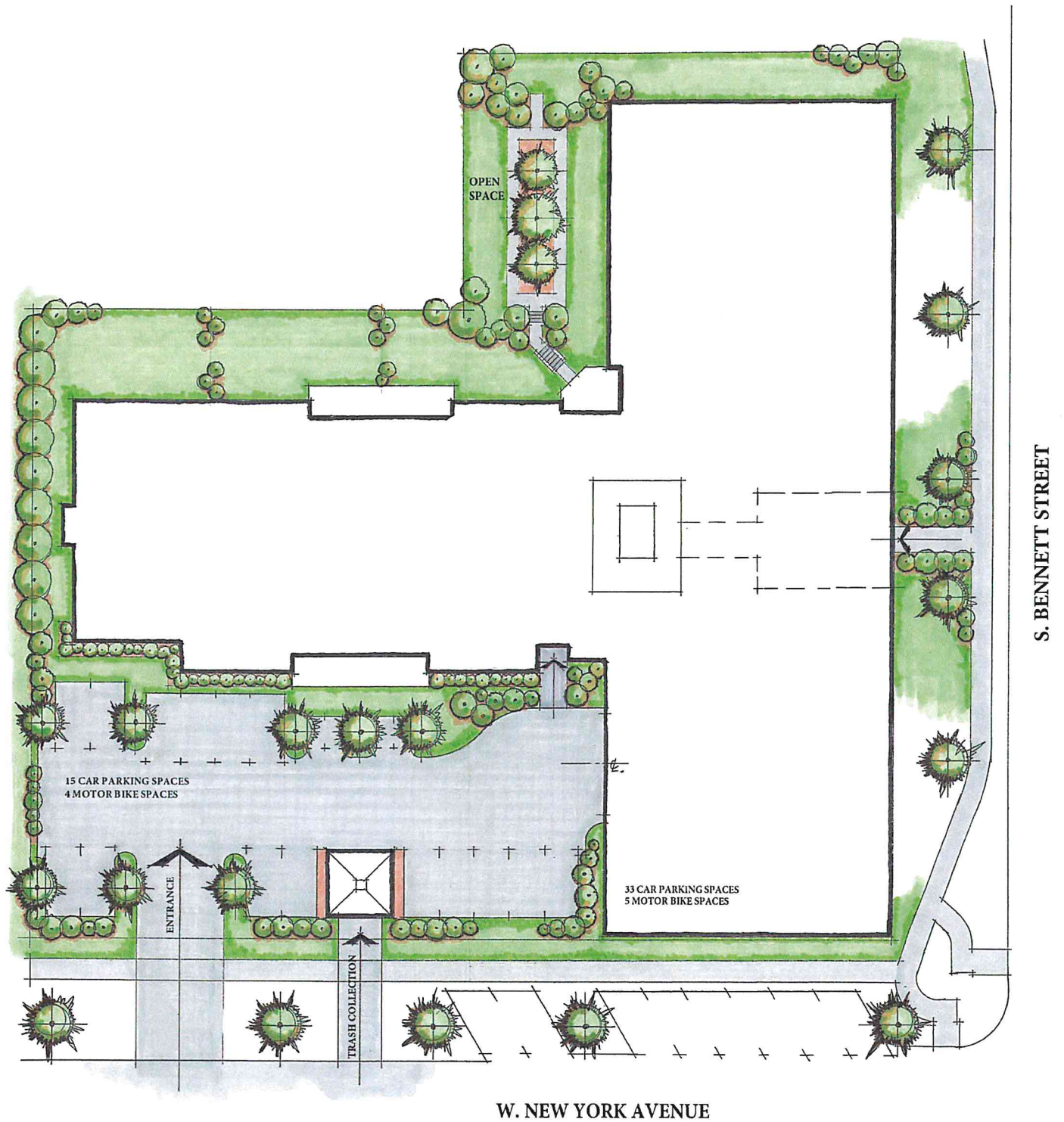
APPENDIX B - STORMWATER



APPENDIX C - LANDSCAPE

CONCEPTUAL LANDSCAPING PLAN

SCALE: 1/16" = 1'-0"



APPENDIX D - WETLAND SURVEY



P.O. Box 244 Bunnlevel, NC 28323 (910) 890-2779

Colin Webster
The Ascot Corporation, LLC
910-688-7361
colin@ascotgrp.com

February 10, 2023

Subject: Wetland/Stream Assessment on 235 W New York Avenue, Southern Pines NC 28387
PINs: 858105281747 & 858105282734

Dear Mr Webster,

A site investigation based upon section 404/401 of the Clean Water Act has been conducted for the above referenced property, located on 235 W New York Avenue, Southern Pines, Moore County, North Carolina ("site"). The purpose of this investigation was to determine the existence and extent of areas that exhibit the characteristics of jurisdictional wetlands under Section 404 of the Clean Water Act and/or jurisdictional streams. All wetland investigations were completed in accordance with the 1987 US Army Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (Version 2.0).

This report represents my professional opinion that areas that clearly meet the required criteria for jurisdictional wetlands were NOT observed at the site. These criteria include hydric soils, hydrophytic vegetation and wetland hydrology. Similarly, no areas were found to meet the criteria of jurisdictional streams either. The crenulation located on the tract was purely stormwater sourced, showed no ground water tie or OHWM or vegetation. This crenulation can be piped to the existing culverts that abut the system. If you prefer, Wetland Solutions can pursue concurrence by the US Army Corps of Engineers or the NC Department of Environmental Quality; Division of Water Resources.

I appreciate the opportunity to provide this service and trust that you will feel free to call on me again in the future. If you have any questions or need additional information, please contact me at your convenience.

Sincerely,

Adam Carter
Senior Environmental Scientist

APPENDIX E - BIOLOGICAL SURVEY

DR. J.H. CARTER III & ASSOCIATES, INC.

Environmental Consultants
P.O. Box 891 • Southern Pines, N.C. 28388
(910) 695-1043 • Fax (910) 695-3317

7 February 2023

Ms. Shawna Muhly
150 SW Broad Street
Southern Pines, NC 28388

Dear Ms. Muhly:

On 2 February 2023, a biologist from Dr. J. H. Carter III & Associates, Inc. (JCA) conducted a red-cockaded woodpecker (*Dryobates borealis*=*Picoides borealis*) (RCW) survey of two adjacent undeveloped lots; a 0.33-acre lot (ID#0003226) and a 0.45-acre lot (#00031983) on New York Avenue and South Bennett Street, Southern Pines, Moore County, North Carolina (NC). The biologist did note the perennial stream channel on the eastern lot as noted by Mr. Marsh Smith in his comments that you forwarded to our office. This channel is an unnamed tributary that drains to McDeeds Creek and is part of a High Quality Water (HQW) drainage. The HQW will need to be delineated, as any proposed project impacts to this channel and associated wetlands will require permits from the US Army Corps of Engineers and the North Carolina Department of Environmental Quality.

The parcels had a sparse to moderately dense overstory of loblolly (*Pinus taeda*) and longleaf (*P. palustris*) pines, tulip poplar (*Liriodendron tulipifera*) and American sycamore (*Platanus occidentalis*), a sparse midstory of flowering dogwood (*Bethamidia florida*) and loblolly pine, a dense shrub layer of Chinese privet (*Ligustrum sinense*) and mimosa (*Albizia julibrissin*) with a dense cover of kudzu (*Pueraria montana*), common green brier (*Smilax rotundifolia*) and muscadine grape (*Muscadina rotundifolia*).

No RCW cavity trees were observed on the parcel. The parcel is not within an RCW foraging habitat partition. The nearest known RCW cavity tree (#01314) contains a relic cavity and is located approximately 0.75 mile northeast of the parcel in abandoned SOPI 21.

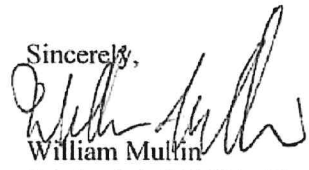
The RCW Recovery Plan (USFWS 2003) defines a cluster as the aggregation of cavity trees used and defended by a group of RCWs plus a 200-ft. buffer of contiguous forest. The Recovery Plan also outlines the minimum acreage, distribution and stocking levels of foraging

habitat required to conserve a family group of RCWs. Foraging habitat is defined as stands of pine or pine-hardwood more than 30 years old, located within one-half mile of, and contiguous to, an active or managed RCW cluster. Landowners within RCW habitat have a responsibility to minimize the removal of RCW foraging habitat (pine trees ≥ 10 inches in diameter at breast height (dbh)) and must notify the USFWS prior to such removals.

Property development within a cluster and associated foraging habitat, if not carefully conducted, is potentially harmful to RCWs and may violate the Endangered Species Act if not specifically authorized by the USFWS. Removing pine trees within the cluster contributes to habitat fragmentation, making RCWs more vulnerable to predation and more susceptible to having other species take over their cavities.

The RCW survey results are valid for a period of one year from the date of this letter. A copy of this letter along with a letter from the USFWS will be required when you request a building permit from your local Planning and Zoning office. If a RCW constructs a cavity in a pine tree on the aforementioned lot within the one-year time frame, this letter **does not** allow disturbance (within 50 ft.) or removal of the cavity tree. You must get additional approval from the USFWS for removal or disturbance of a RCW cavity tree.

Please feel free to call if you have any questions or comments.

Sincerely,

William Mullin
Wetland & Wildlife Biologist



Watershed Protection Permit

REQUIRED APPLICATION MATERIALS:

- ✓ Completed Application for a Watershed Protection Permit signed by the applicant. Please do not leave anything blank and make sure that all of the information provided is correct.
- ✓ Appointment of Agent, if applicable, signed by the property owner(s) and the agent
- ✓ Site Plan
- ✓ Vicinity Map
- Narrative (if the property is outside of the **CB** zoning district) addressing each of the criteria listed in Exhibit 3-14, Table Note 3, of the UDO
- ✓ Electronic copy (PDF) of all application materials submitted to plan@southernpines.net

PLEASE SUBMIT ONLY ONE (1) COMPLETE SET OF ALL MATERIALS.

REVIEW AND APPROVAL:

1. **Staff review:** Planning staff will review the application and notify the applicant if additional materials are needed.
2. **Approval:** The Town Council, at its regular meeting, will review and approve, approve with conditions, or deny the application.

PLANNING DEPARTMENT
TOWN OF SOUTHERN PINES
801 SE Service Road, Southern Pines, NC 28387
plan@southernpines.net (910) 692-4003 www.southernpines.net



Watershed Protection Permit Application

Date Received: _____

Case No.: WP-____-____

I, the undersigned, do hereby make application to the Town of Southern Pines Town Council for a Watershed Protection Permit for the property described below.

Project Information:

Project Name: New York Place Zoning District: CB Total Property Acreage: .80

PIN: 00032263/00031983 Parcel ID: 858105282734/858105281747 Watershed: WS IIIP

Type of Development: Mixed Use Total Built-Up Area*: .59

% of Total Property Acreage Proposed to be Built-Up Area*: 69

Applicant:

Name(s): The Ascot Corporation, LLC Email: Colin@ascotgrp.com

Mailing Address: P.O. Box 1872, Southern Pines NC 28388 Phone: 910-688-7361

Authorized Agent, if different from Applicant:

Name(s): _____

Email: _____ Phone: _____

Mailing Address: _____

Legal Property Owner(s), if different from Applicant:

Name(s): The Cottages at Legacy Lakes, LLC

Email: _____ Phone: _____

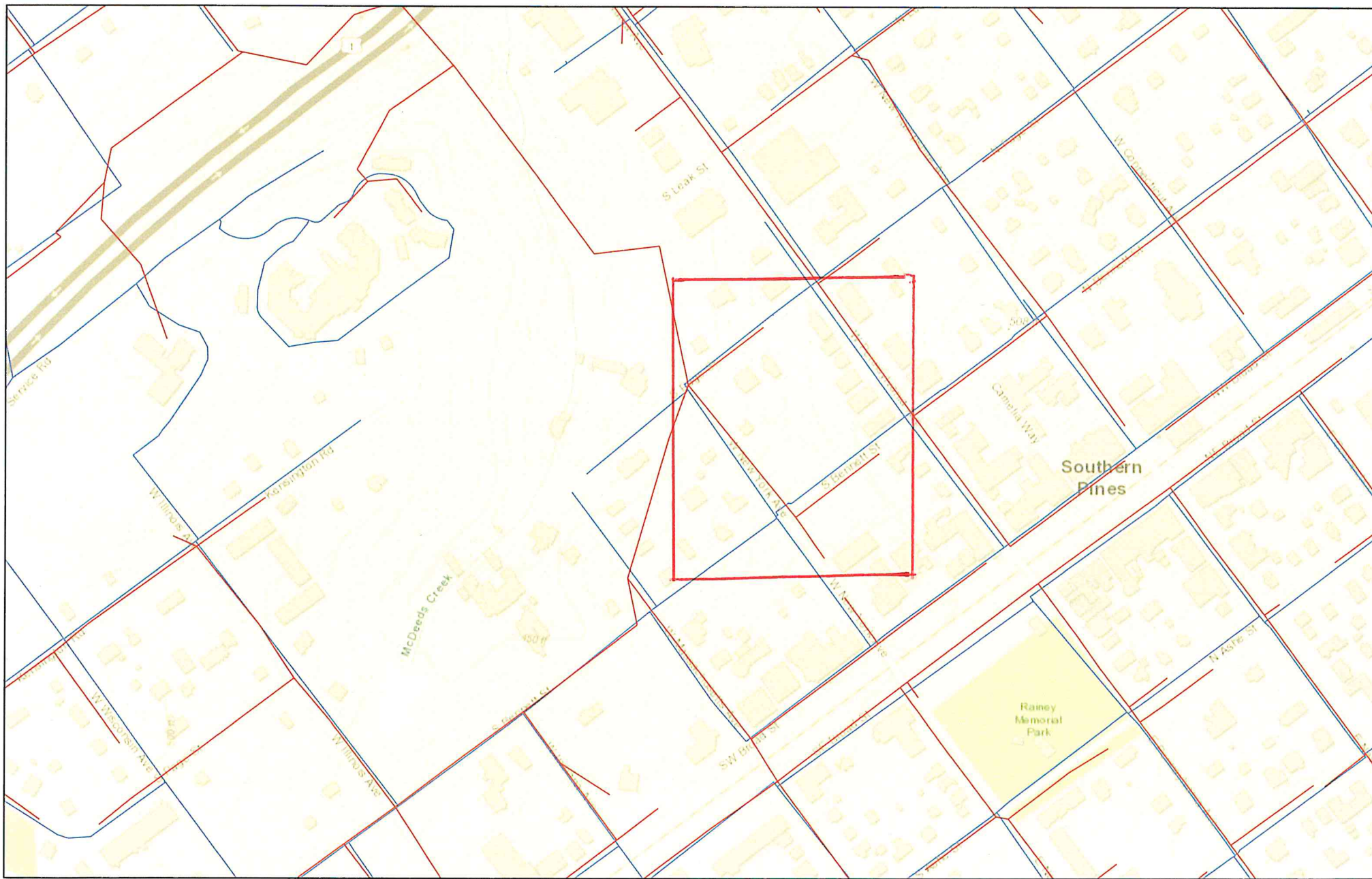
Mailing Address: 237 Legacy Lakes Way, Aberdeen NC 28315

Signature of Applicant

*Definition of Built-Up Area May be Found in Chapter 9 of the Unified Development Ordinance.

Please review **UDO §3.6.8 Watershed Protection Overlay District** in its entirety.

Town of Southern Pines

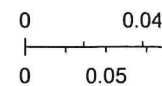


2/12/2023, 5:02:21 PM

— Sewer Mains

Water Mains

04 11 9 500/T



APPENDIX H - NEW YORK ST ELEVATIONS



NEW YORK PLACE - 05.17.2023

W. NEW YORK AVENUE - SITE CROSS SECTIONAL ELEVATION
SCALE: 1/32" = 1'-0"

New York Place

Southern Pines, NC

PREPARED FOR: ASCOT

May 11, 2023

PROJECT # 230017



TRAFFIC DESIGN ANALYSIS

Celebrating
20
YEARS



DAVENPORT



Traffic Design Analysis

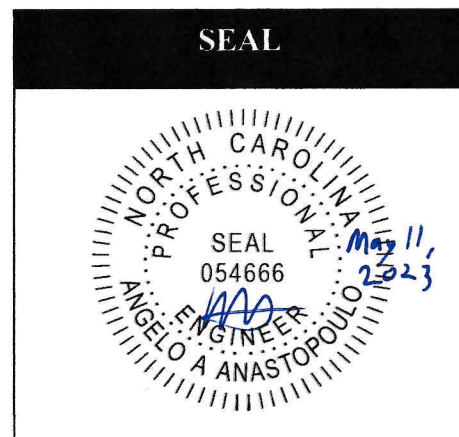
New York Place
Southern Pines, NC

Prepared for ASCOT
May 11, 2023

Analysis, Drafting, and Graphics by:
AJ Anastopoulos, PE

Reviewed by:
Erin Govea, PE

Sealed by:
AJ Anastopoulos, PE



This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT shall be without liability to DAVENPORT and shall be a violation of the agreement between DAVENPORT and the client.

EXECUTIVE SUMMARY

The proposed New York Place development is located east of W New York Avenue just north of S Bennett Street in Southern Pines, NC. It will consist of two buildings with a total of 41 multifamily apartments and 9,107 square feet of retail space. Two full movement access points are proposed on W New York Avenue to serve the multifamily portion of the development. The retail space will utilize the proposed on-street parking on S Bennett Street. The expected build-out year for this development is 2024. Information regarding the property was provided by ASCOT and DZT Land Surveying.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of the new development traffic.

The Traffic Design Analysis (TDA) was performed based on the scope agreed upon with the Town of Southern Pines. This site has a trip generation potential of 952 daily trips, 64 trips in the AM peak hour, and 84 trips in the PM peak hour.

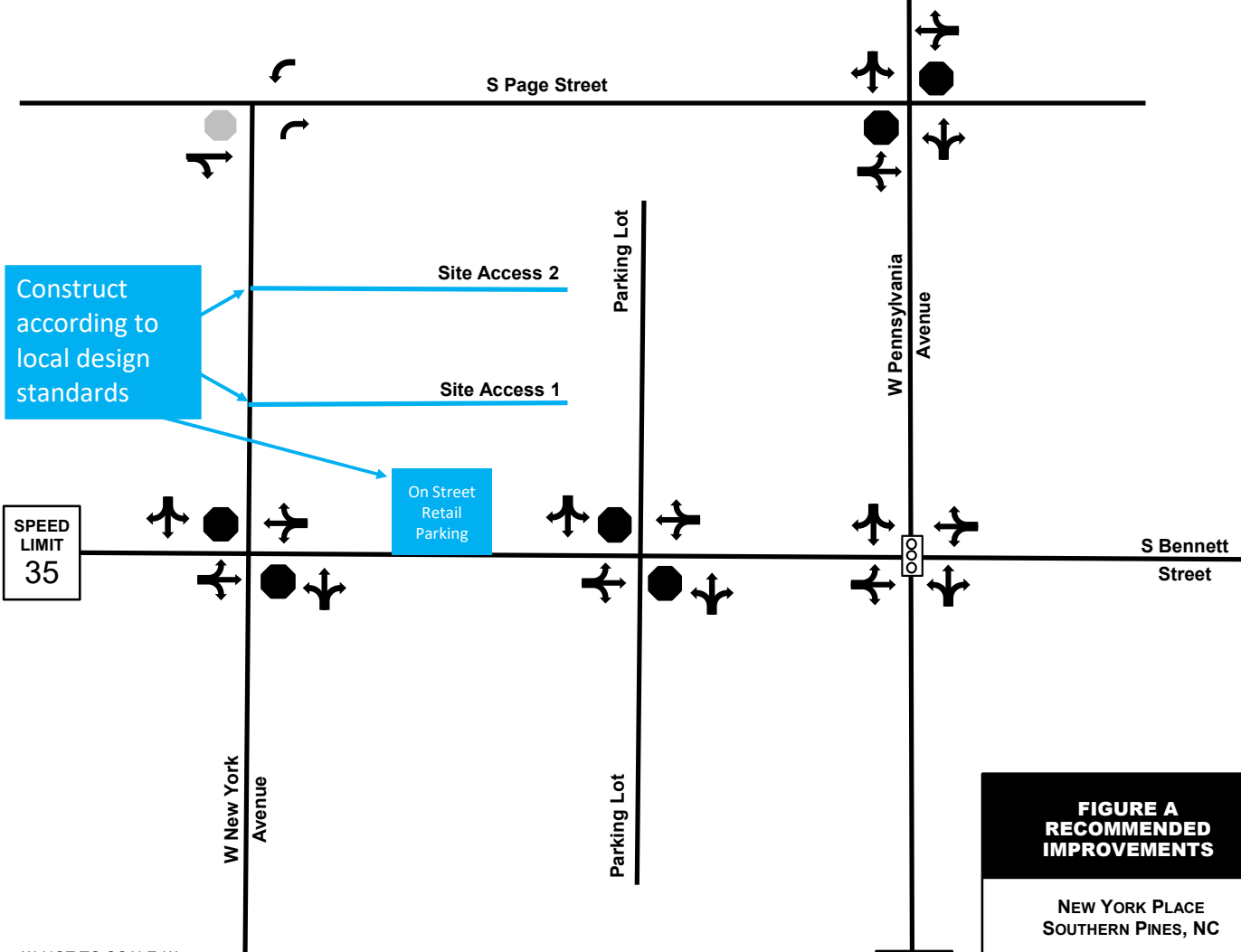
In conclusion, this study has determined the potential traffic impacts of this development and determined that no improvements are necessary to mitigate the impacts of future traffic. The proposed site is not expected to have a detrimental effect on transportation capacity and mobility in the study area. The site access recommendations summarized in Figure A and in Table A should be constructed to comply with applicable local standards.

Table A – Recommended Improvements

INTERSECTION	RECOMMENDATIONS
W New York Avenue and S Bennett Street	• No improvements recommended.
S Bennett Street and Parking Lot driveways	• No improvements recommended.
S Bennett Street and W Pennsylvania Avenue	• No improvements recommended.
S Page Street and W Pennsylvania Avenue	• No improvements recommended.
W New York Avenue and Site Access 1	• No improvements are recommended. • Design site drive according to applicable local standards.
W New York Avenue and Site Access 2	• No improvements are recommended. • Design site drive according to applicable local standards.



LEGEND	
	STOP
	SIGNAL
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING BLUE = PROPOSED	



*** NOT TO SCALE ***

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT, shall be without liability to DAVENPORT, and shall be a violation of the agreement between DAVENPORT and the client.

FIGURE A RECOMMENDED IMPROVEMENTS

NEW YORK PLACE
SOUTHERN PINES, NC

PROJECT NUMBER 230017



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1.0 Introduction

The proposed New York Place development is located east of W New York Avenue just north of S Bennett Street in Southern Pines, NC. It will consist of two buildings with a total of 41 multifamily apartments and 9,107 square feet of retail space. Two full movement access points are proposed on W New York Avenue to serve the multifamily portion of the development. The retail space will utilize the proposed on-street parking on S Bennett Street. The expected build-out year for this development is 2024. Per the Town of Southern Pines UDO, a 10-year analysis was also performed. Information regarding the property was provided by ASCOT and DZT Land Surveying.

A conceptual site plan is shown in Figure 1, and a site location map and a vicinity map are provided in Figures 2A and 2B, respectively.

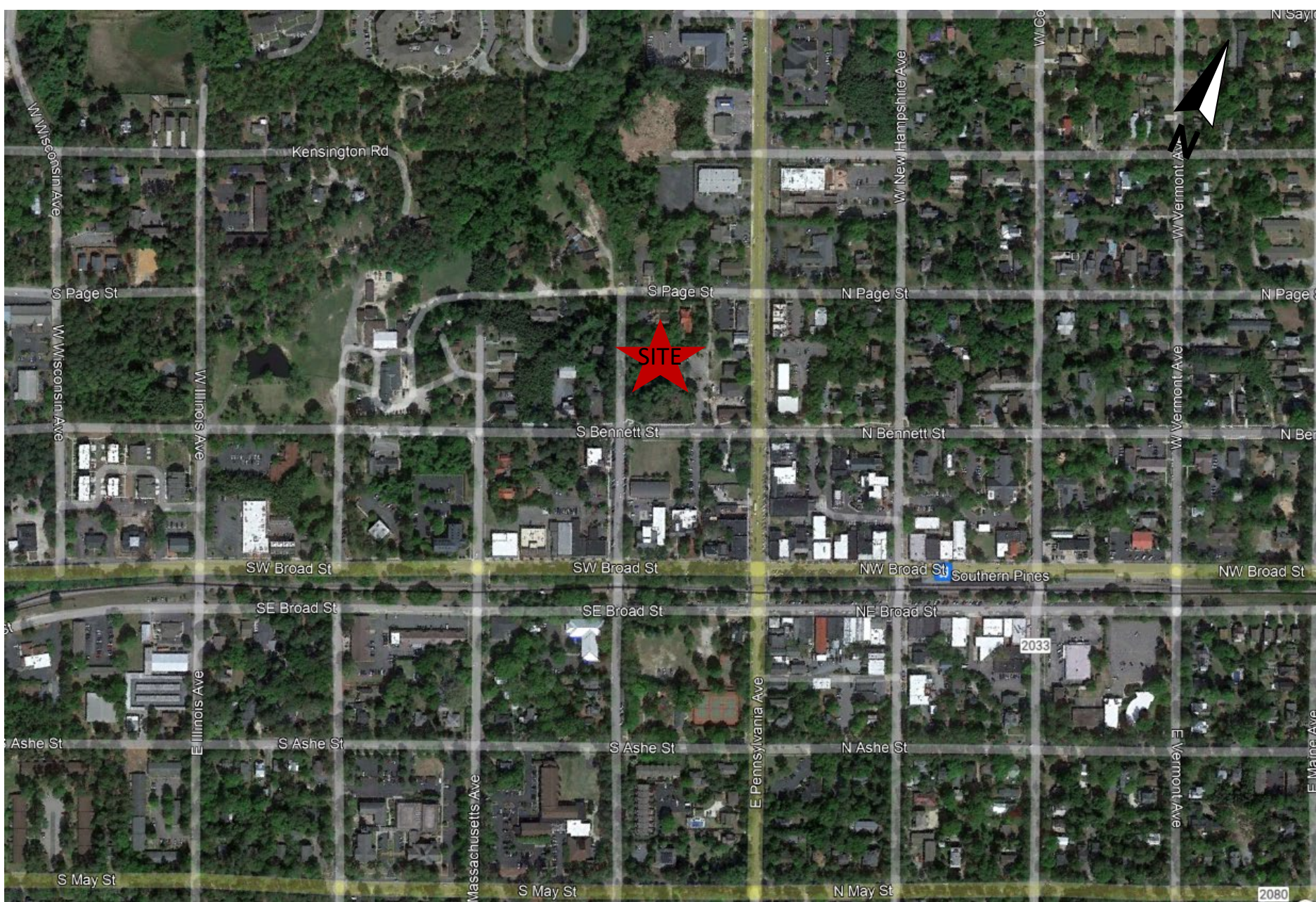
DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of the new development traffic. The following intersections are included in the study:

1. S Bennett Street and W New York Avenue (unsignalized)
2. S Bennett Street and Parking Lot driveways (unsignalized)
3. S Bennett Street and W Pennsylvania Avenue (signalized)
4. S Page Street and W Pennsylvania Avenue (unsignalized)
5. W New York Avenue and Site Access 1
6. W New York Avenue and Site Access 2

These intersections were analyzed during the AM and PM peaks for the following conditions:

- 2023 Existing Conditions
- 2024 Future No Build Conditions
- 2024 Future Build Conditions
- 2033 Future No Build Conditions
- 2033 Future Build Conditions

The Traffic Design Analysis (TDA) was performed based on the scope agreed upon with the Town of Southern Pines. It was conducted according to the standards and best practices of the transportation engineering profession.



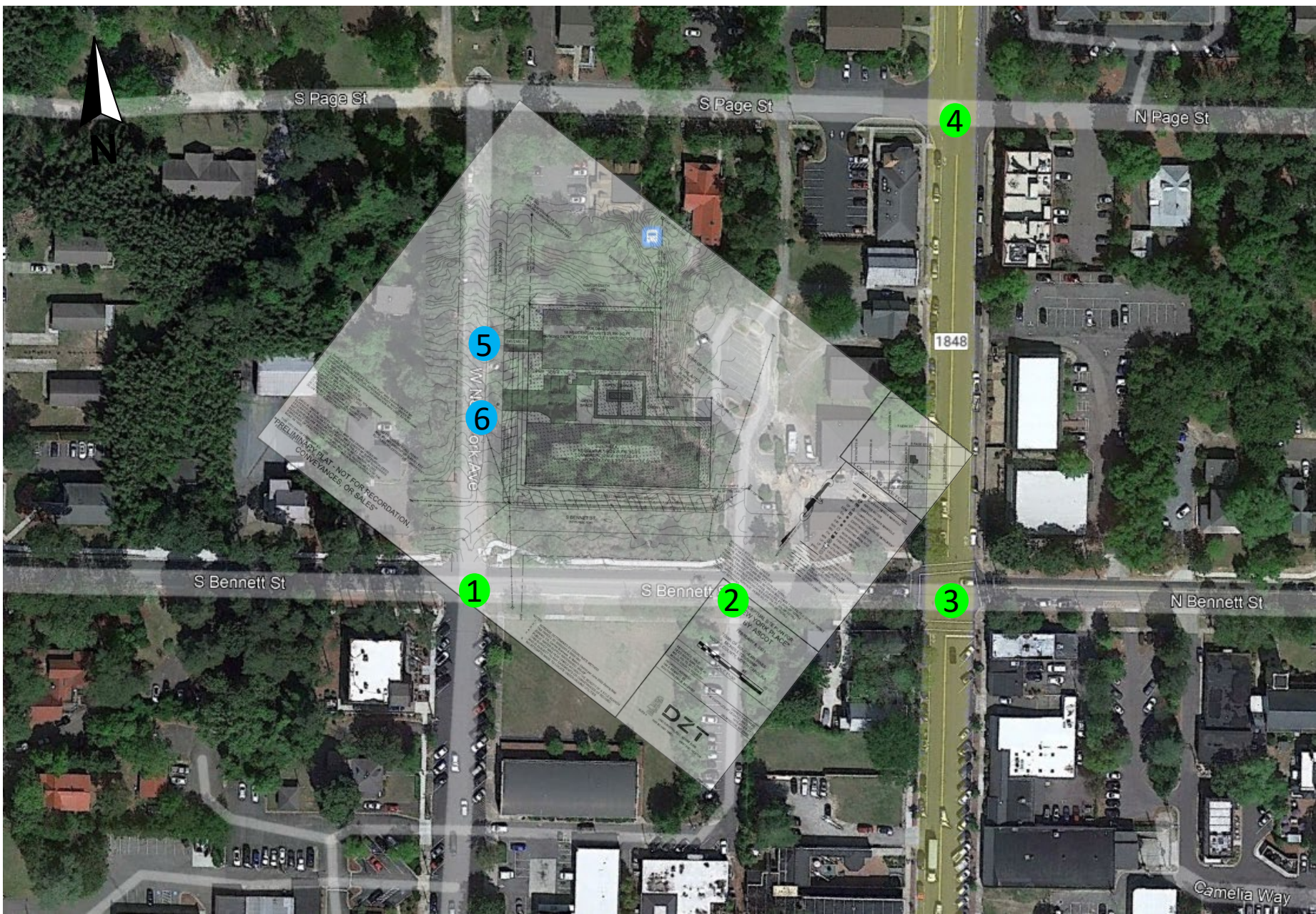


FIGURE 2B
VICINITY MAP

STUDY INTERSECTIONS
EXISTING
PROPOSED

2.0 Existing Conditions

2.1 Inventory

Table 2.1 presents a summary of the study area roadway conditions. Figure 3 shows the existing lane geometry.

Table 2.1 - Street Inventory						
Facility Name	Route #	AADT (vpd)	Typical Cross Section	Pavement Width	Speed Limit (MPH)	Maintained By
W New York Avenue	n/a	Not reported	4-lane divided	11-foot lanes	25**	Town of Southern Pines
S Page Street	n/a	Not reported	2-lane undivided	11-foot lanes	25**	Town of Southern Pines
S Bennett Street	n/a	Not reported	2-lane undivided	12-foot lanes	35	Town of Southern Pines
W Pennsylvania Avenue	SR 1848	3,700*	2-lane undivided w/ sharrow	15-foot lanes w/ shared bike space	20	NCDOT

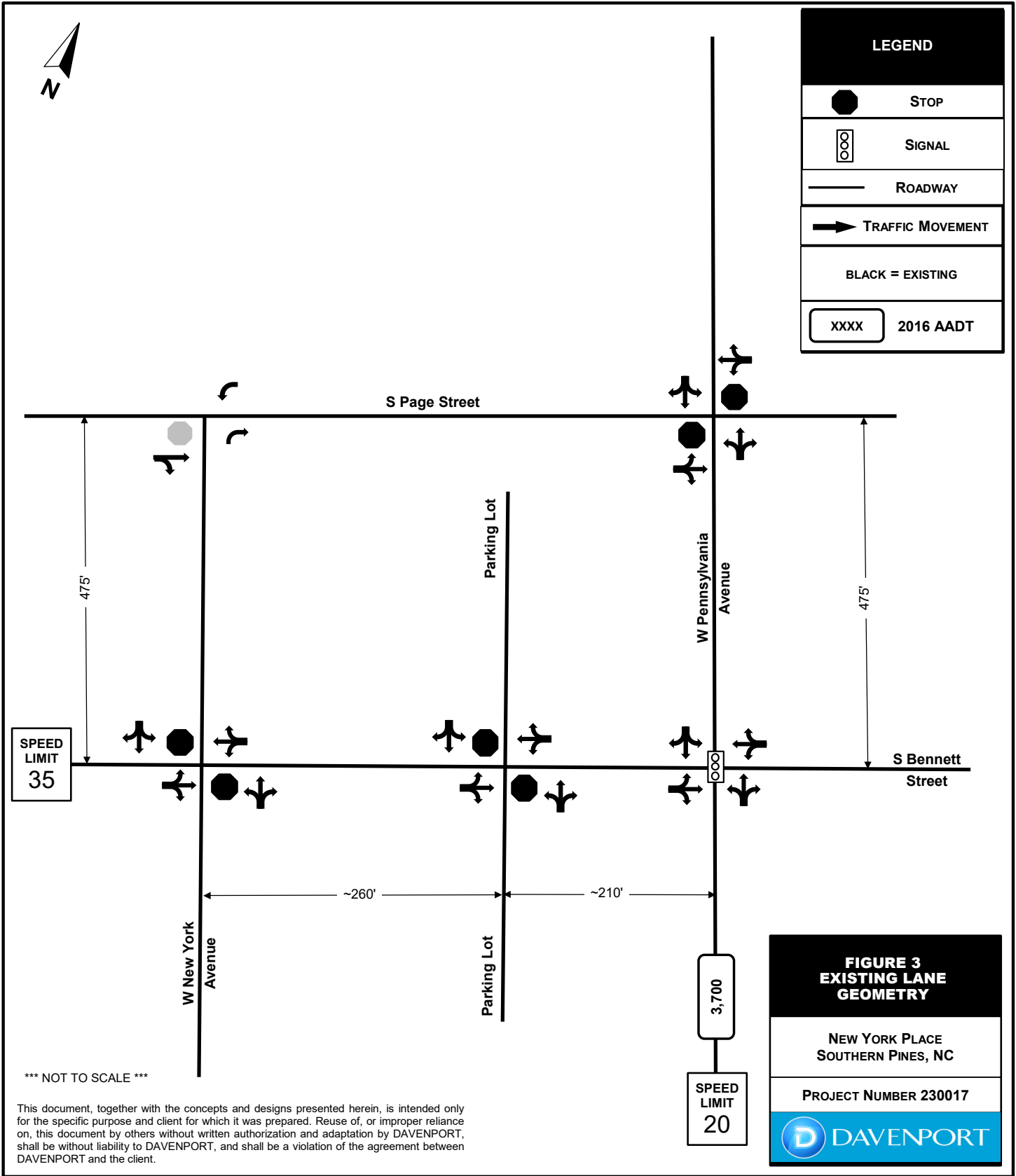
*2016 AADT

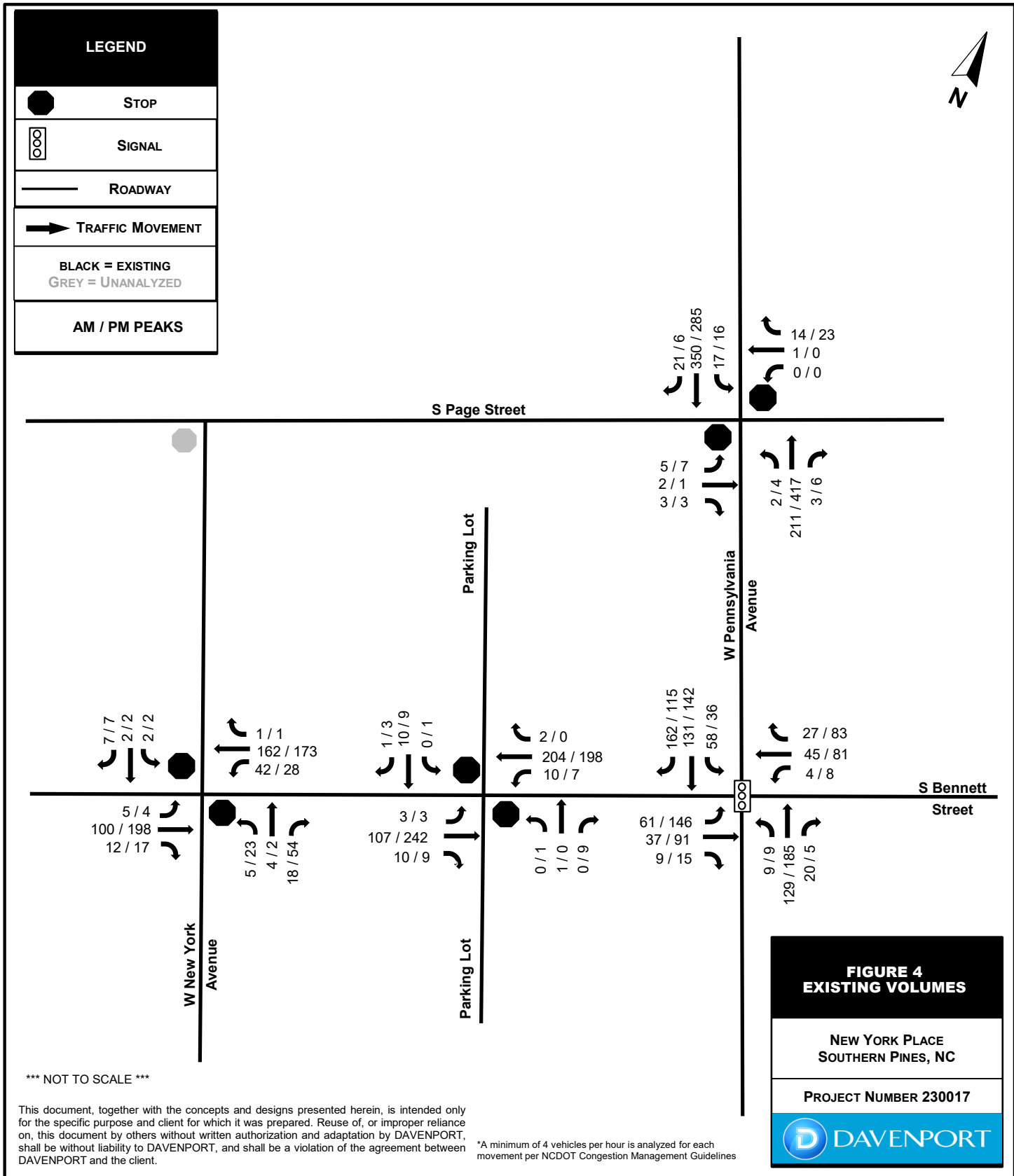
**Assumed speed limit

2.2 Existing Traffic Volumes

Turning movement counts for this project were collected by DAVENPORT staff when schools were in session. Table 2.2 contains the location, dates, and times these counts were conducted. The traffic volumes were balanced between the study intersections on Bennett Street to provide a more conservative analysis. Additionally, a minimum of four vehicles per hour were assigned to all movements, per NCDOT Congestion Management standards. The existing AM and PM peak hour volumes are shown in Figure 4. Traffic count data are provided in the Appendix.

Table 2.2 - Traffic Volume Data		
Count Location	Date Taken	Hours
S Bennett Street at W New York Avenue (unsignalized)	Tuesday, March 21, 2023	7-9 AM, 4-6 PM
S Bennett Street at Parking Lot driveways (unsignalized)	Thursday, March 23, 2023	7-9 AM, 4-6 PM
W Pennsylvania Avenue at S Bennett Street (signalized)	Tuesday, March 21, 2023	7-9 AM, 4-6 PM
W Pennsylvania Avenue at S Page Street (unsignalized)	Tuesday, March 21, 2023	7-9 AM, 4-6 PM





3.0 Approved Development and Committed Improvements

3.1 *Approved Developments*

Approved developments are developments that have been recently approved in the area but are not yet constructed. Per the scoping meeting with the Town, the Townhomes on Bennett Street project is included in the background traffic. Relevant information is provided in the Appendix.

3.2 *Committed Improvements*

Committed improvements are improvements that are planned by NCDOT, the County, or City, or that are associated with a prior approved development in the area but are not yet constructed. Per the approved scoping, there are no committed improvements to be included in this study.

4.0 Methodology

4.1 *Base Assumptions and Standards*

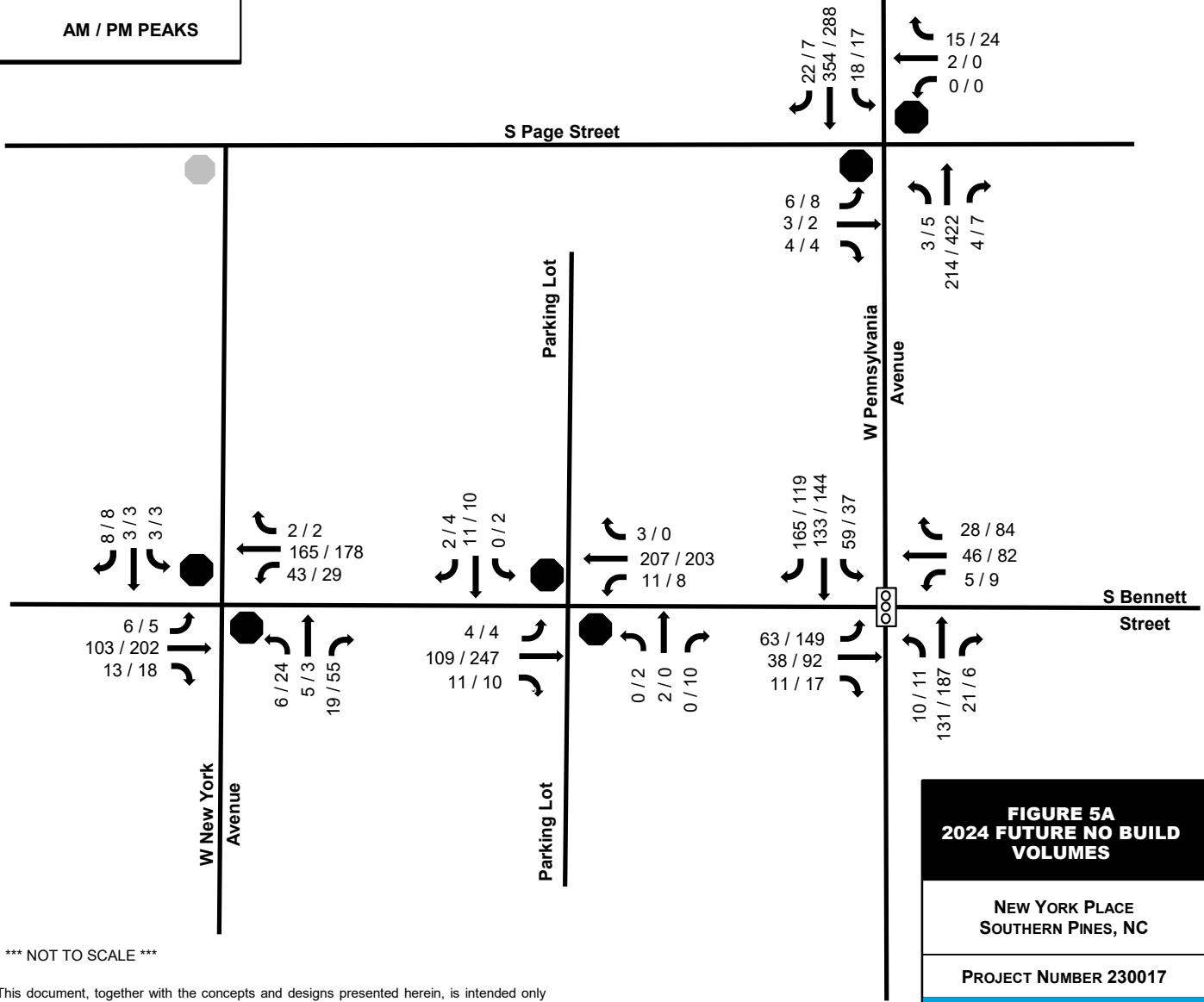
In general, the analysis for this project was conducted utilizing commonly accepted NCDOT standards. Table 4.1 contains a summary of the base assumptions.

Table 4.1 - Assumptions	
Annual Growth Rate	1%
Analysis Software	Synchro/SimTraffic
Lane Widths	12 feet
Peak Hour Factor	0.90
Truck Percentage	2%

4.2 *Future No Build Volumes*

The 2024 and 2033 future no build traffic volumes were computed by applying a one percent (1%) compounded annual growth rate to the 2023 existing traffic volumes and adding approved development trips. Figures 5A and 5B show the 2024 and 2033 future no build traffic volumes for AM and PM peaks.

LEGEND	
	STOP
	SIGNAL
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING GREY = UNANALYZED	
AM / PM PEAKS	



*** NOT TO SCALE ***

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT, shall be without liability to DAVENPORT, and shall be a violation of the agreement between DAVENPORT and the client.

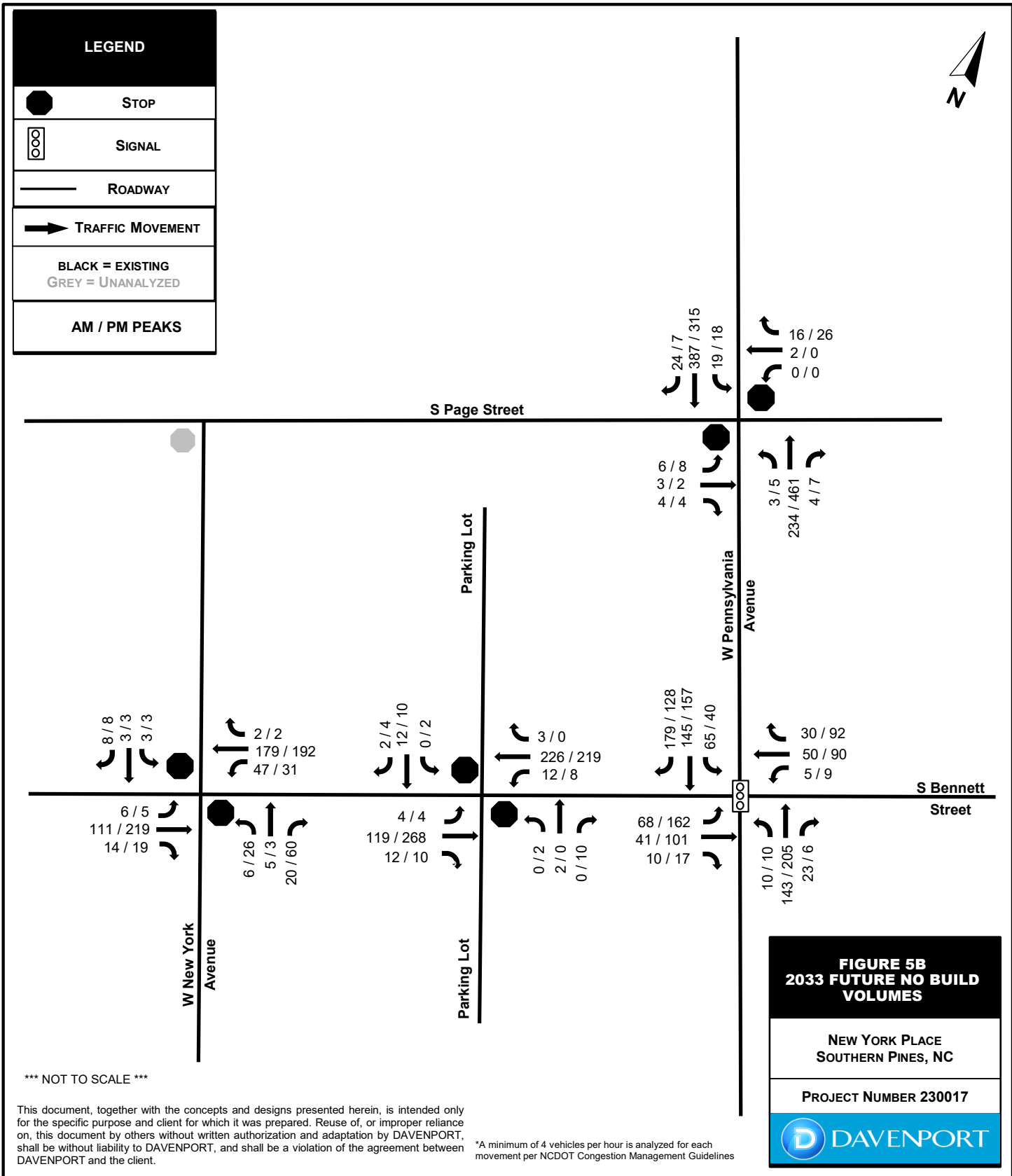
*A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines

FIGURE 5A
2024 FUTURE NO BUILD
VOLUMES

NEW YORK PLACE
SOUTHERN PINES, NC

PROJECT NUMBER 230017





4.3 Trip Generation

The proposed development will contain retail space and apartments. The trip generation potential of this site was projected based on the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* and guidance from NCDOT Congestion Management on the selection of appropriate variables. Table 4.2 presents the results.

Internal capture is defined as trips that visit different land uses while remaining within the site. The NCHRP 684 Internal Trip Capture Estimation Tool was used to calculate the reduction in the number of primary (external) trips. Primary trips are new trips on the external roadways.

4.4 Trip Distribution and Assignment

Site trips for this proposed development were distributed based on the existing traffic patterns and engineering judgment. Multifamily and retail trip distributions were separated in this analysis. The site accesses on W New York Avenue will not be utilized by the retail portion of the development. Retail trips are distributed to the proposed on-street parking along S Bennett Street and the multifamily trips are distributed to the site accesses. The agreed upon multifamily and retail trip distribution models are shown in Figures 6A and 6B, respectively. The directional distribution for new multifamily site trips is:

- 40% to/from the north on W New York Avenue
- 60% to/from the south on W New York Avenue

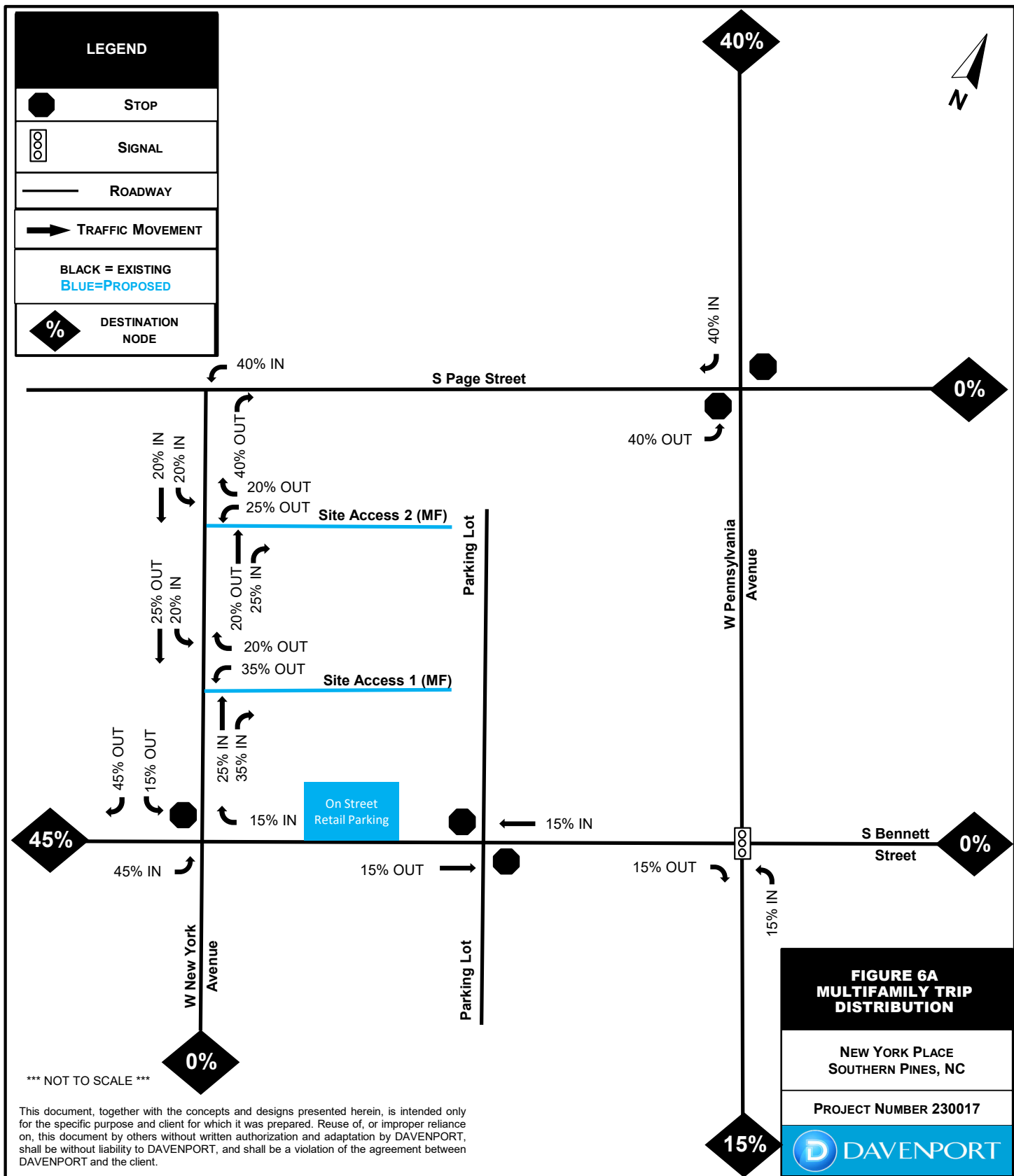
The directional distribution for new retail site trips is:

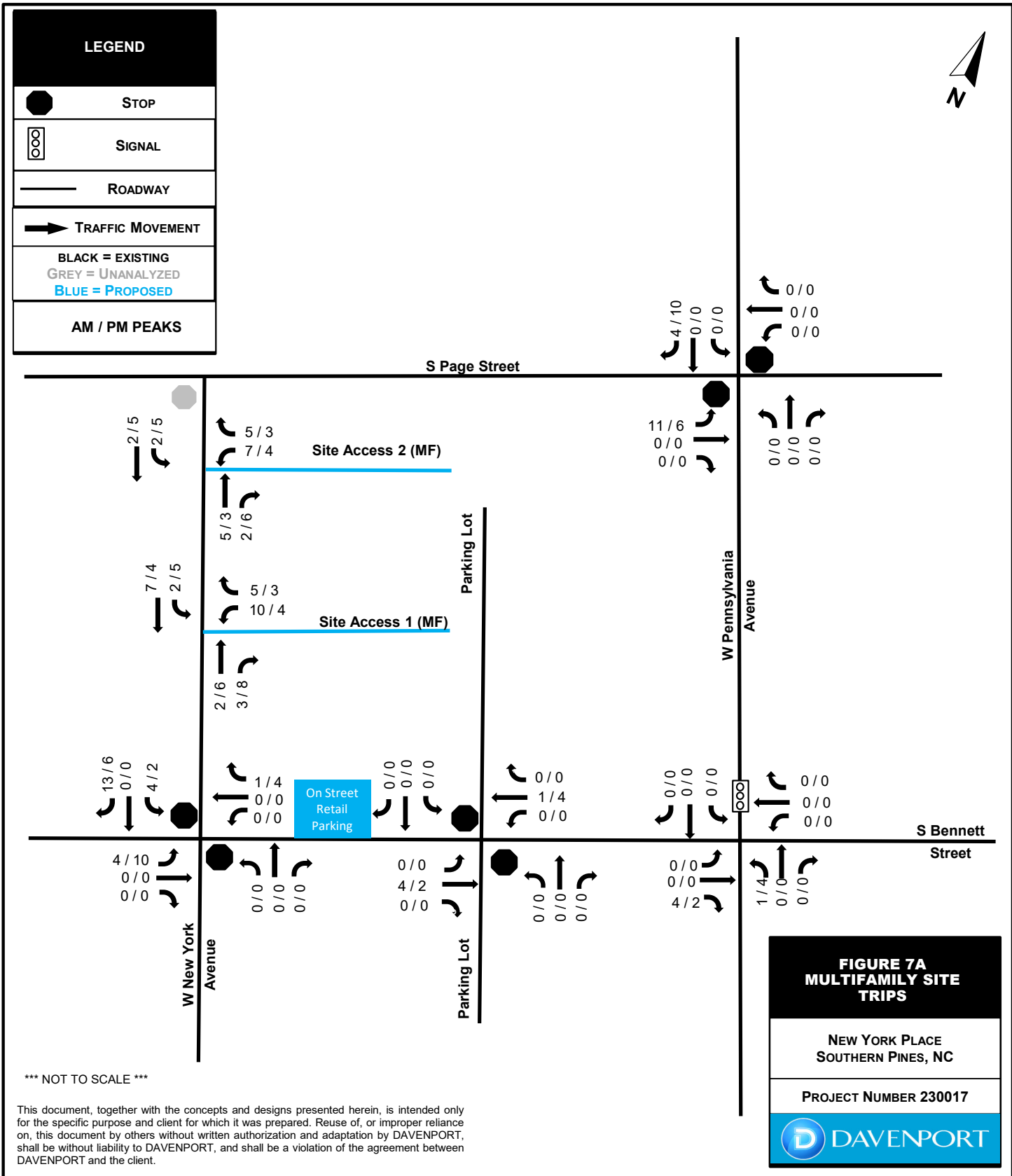
- 30% to/from the west on S Bennett Street
- 70% to/from the east on S Bennett Street

4.5 Future Build Volumes

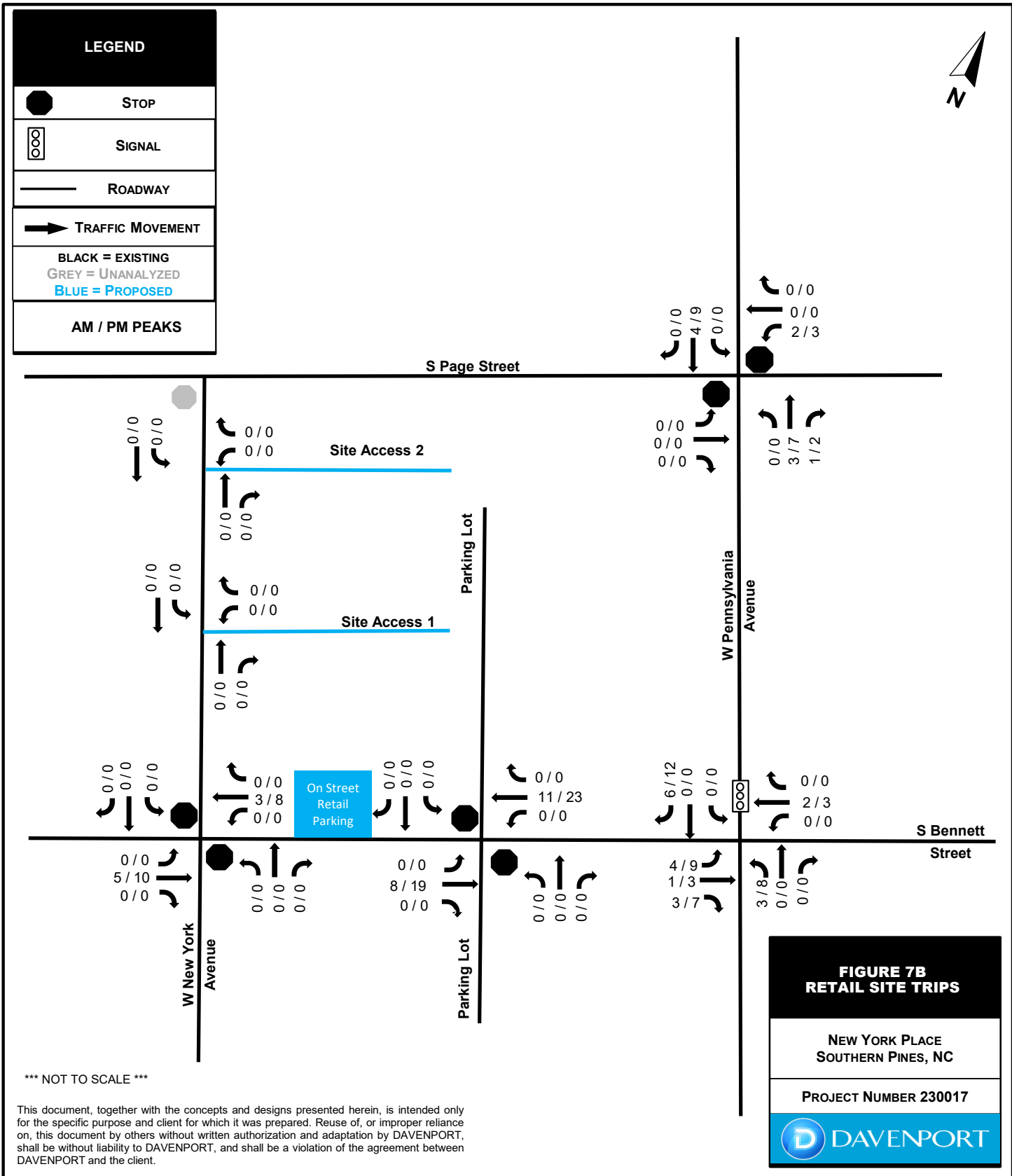
Site trip volumes were added to the future no build volumes to compute the 2024 and 2033 Future Build volumes. Trip reductions for the PM peak period were applied for internal capture. Multifamily site trips are shown in Figure 7A, and retail site trips are shown in Figure 7B. 2024 and 2033 Future Build volumes are shown in Figures 8A and 8B, respectively.

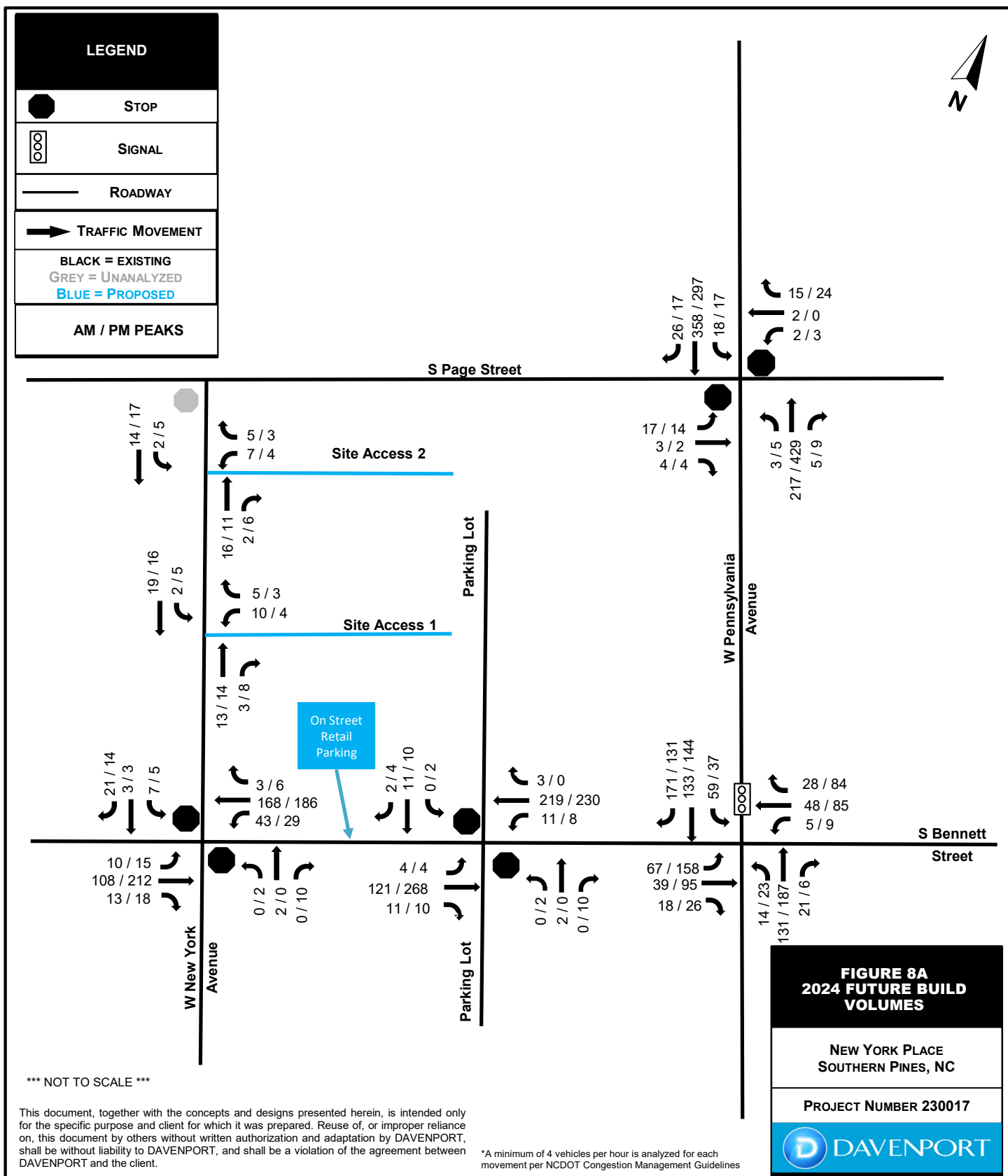
Table 4.2 - ITE Trip Generation									
Average Weekday Driveway Volumes					Weekday 24 Hour	AM Peak Hour		PM Peak Hour	
					Two-Way				
Land Use	ITE Land Code	Size		Data Source	Volume	Enter	Exit	Enter	Exit
Multifamily Housing (Low- Rise)	220	41	DU	Adjacent - Equation	338	9	27	24	14
Strip Retail Plaza (<40K)	822	9.1	1000 SF GFA	Adjacent - Equation ⁽¹⁾	614	16	11	36	37
Unadjusted Trips					952	25	38	60	51
Internal Capture Overall %					--	0.0%		24.3%	
Internal Capture: Residential Reduction					--	0	0	-10	-4
Internal Capture: Retail Reduction					--	0	0	-3	-10
Total Internal Trips Reduction					--	0	0	-13	-14
Total Adjusted (Primary) Trips					--	25	38	47	37
(1) NCDOT Congestion Management recommends local data during adjacent street peak hour. In absence of local data, equation for adjacent street peak hour used.									

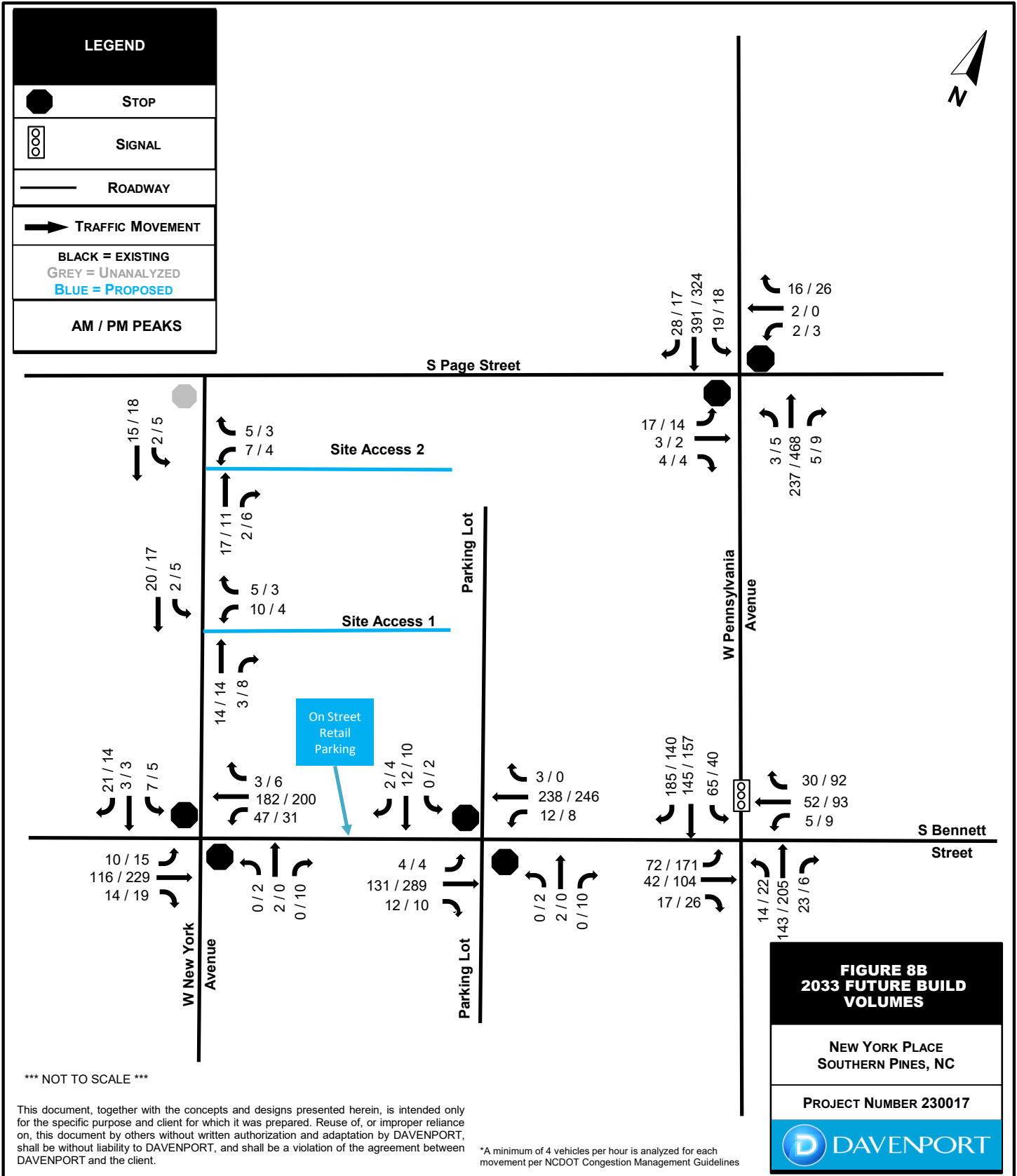




*A minimum of 4 vehicles per hour is analyzed for each







5.0 Capacity Analysis

5.1 Level of Service Evaluation Criteria

The Transportation Research Board's *Highway Capacity Manual* (HCM) utilizes a term "level of service" (LOS) to measure how traffic operates in intersections and on roadway segments. There are six levels of service ranging from A to F as shown in Table 5.1. Level of service "A" represents low-volume traffic operations and level of service "F" represents high-volume, oversaturated traffic operations. Synchro traffic modeling software is used to determine the LOS and delay for study intersections. Synchro analysis worksheet reports are provided in the Appendix.

Table 5.1 – Highway Capacity Manual			
Levels of Service and Control Delay Criteria			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay Per vehicle (seconds)	Level of Service	Delay Range (seconds)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

5.2 Level of Service Results

The results of the capacity and queue analyses are discussed by intersection in the following paragraphs. The LOS, delay, and queue results are summarized in Tables 5.2 to 5.7.

W New York Avenue and S Bennett Street (unsignalized)

All approaches operate at LOS B or better in existing, future no build, and future build scenarios for AM and PM peak hours. No improvements are recommended.

Table 5.2 - W New York Avenue and S Bennett Street					
Scenario	LOS of Worst Approach	Level of Service by Approach (delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
AM Peak Hour					
2023 Existing	SB Approach B (10.9)	A (0.3)	A (1.5)	B (10.1)	B (10.9)
2024 Future No-Build	SB Approach B (10.9)	A (0.4)	A (1.5)	B (10.3)	B (10.9)
2024 Future Build	SB Approach B (10.6)	A (0.6)	A (1.5)	B (10.4)	B (10.6)
2033 Future No-Build	SB Approach B (11.1)	A (0.4)	A (1.5)	B (10.4)	B (11.1)
2033 Future Build	SB Approach B (10.8)	A (0.5)	A (1.5)	B (10.6)	B (10.8)
PM Peak Hour					
2023 Existing	NB Approach B (11.6)	A (0.1)	A (1.1)	B (11.4)	B (10.6)
2024 Future No-Build	NB/SB Approach B (11.6)	A (0.2)	A (1.1)	B (11.6)	B (11.6)
2024 Future Build	NB Approach B (12.0)	A (0.5)	A (1.0)	B (12.0)	B (11.5)
2033 Future No-Build	NB Approach B (12.0)	A (0.2)	A (1.1)	B (12.0)	B (11.9)
2033 Future Build	NB Approach B (12.5)	A (0.4)	A (1.0)	B (12.5)	B (11.9)

S Bennett Street and Parking Lot driveways (unsignalized)

All approaches operate at LOS B or better in existing, future no build, and future build scenarios for AM and PM peak hours. No improvements are recommended.

Table 5.3 - W New York Avenue and Parking Lot Driveways					
Scenario	LOS of Worst Approach	Level of Service by Approach (delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
AM Peak Hour					
2023 Existing	SB Approach B (11.3)	A (0.3)	A (0.3)	B (10.8)	B (11.3)
2024 Future No-Build	SB Approach B (11.5)	A (0.2)	A (0.4)	B (10.9)	B (11.5)
2024 Future Build	SB Approach B (11.7)	A (0.2)	A (0.4)	B (11.1)	B (11.7)
2033 Future No-Build	SB Approach B (11.8)	A (0.2)	A (0.4)	B (11.1)	B (11.8)
2033 Future Build	SB Approach B (12.0)	A (0.2)	A (0.4)	B (11.4)	B (12.0)
PM Peak Hour					
2023 Existing	SB Approach B (12.3)	A (0.1)	A (0.3)	B (11.4)	B (12.4)
2024 Future No-Build	SB Approach B (12.6)	A (0.1)	A (0.3)	B (11.5)	B (12.6)
2024 Future Build	SB Approach B (13.2)	A (0.1)	A (0.3)	B (11.9)	B (13.2)
2033 Future No-Build	SB Approach B (13.1)	A (0.1)	A (0.3)	B (11.8)	B (13.1)
2033 Future Build	SB Approach B (13.7)	A (0.1)	A (0.2)	B (12.2)	B (13.7)

S Page Street and W Pennsylvania Avenue (unsignalized)

The approach with the worst LOS is the eastbound approach. In the AM peak hour, this approach operates at LOS B under existing and future no build conditions. Under future build conditions, this approach operates at LOS C. In the PM peak hour, this approach operates at LOS C under existing, future no build, and future build conditions. No improvements are recommended.

Table 5.4 - W Pennsylvania Avenue and S Page Street					
Scenario	LOS of Worst Approach	Level of Service by Approach (delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
AM Peak Hour					
2023 Existing	EB Approach B (14.1)	B (14.1)	B (11.9)	A (0.1)	A (0.3)
2024 Future No-Build	EB Approach B (14.4)	B (14.4)	B (11.9)	A (0.1)	A (0.4)
2024 Future Build	EB Approach C (15.8)	C (15.8)	B (11.9)	A (0.1)	A (0.3)
2033 Future No-Build	EB Approach B (15.4)	B (15.4)	B (12.2)	A (0.1)	A (0.3)
2033 Future Build	EB Approach C (16.9)	C (16.9)	B (12.3)	A (0.1)	A (0.3)
PM Peak Hour					
2023 Existing	EB Approach C (16.6)	C (16.6)	B (13.3)	A (0.1)	A (0.4)
2024 Future No-Build	EB Approach C (17.2)	C (17.2)	B (13.4)	A (0.1)	A (0.5)
2024 Future Build	EB Approach C (18.9)	C (18.9)	B (13.7)	A (0.1)	A (0.4)
2033 Future No-Build	EB Approach C (18.7)	C (18.7)	B (14.1)	A (0.1)	A (0.5)
2033 Future Build	EB Approach C (20.7)	C (20.1)	B (14.4)	A (0.1)	A (0.4)

S Bennett Street and W Pennsylvania Avenue (signalized)

The overall intersection operates at LOS A in existing conditions and 2024 future no build conditions in the AM peak hour. Under all other conditions in the AM and PM peak hours, the intersection is expected to operate at LOS B. No improvements are recommended.

Table 5.5 - W Pennsylvania Avenue and S Bennett Street					
Scenario	Overall LOS	Level of Service by Approach (delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
AM Peak Hour					
2023 Existing	A (8.5)	B (12.8)	B (11.3)	A (6.1)	A (7.6)
2024 Future No-Build	A (8.6)	B (12.9)	B (11.5)	A (6.2)	A (7.7)
2024 Future Build	B (10.1)	B (14.2)	B (12.1)	A (7.3)	A (9.6)
2033 Future No-Build	B (10.3)	B (14.7)	B (12.7)	A (7.1)	A (9.8)
2033 Future Build	B (10.6)	B (15.3)	B (12.9)	A (7.3)	A (10.0)
PM Peak Hour					
2023 Existing	B (13.4)	B (16.1)	B (11.5)	B (11.2)	B (13.8)
2024 Future No-Build	B (13.7)	B (16.3)	B (11.6)	B (11.5)	B (14.2)
2024 Future Build	B (14.4)	B (17.8)	B (11.9)	B (11.9)	B (14.5)
2033 Future No-Build	B (14.6)	B (18.0)	B (12.3)	B (11.8)	B (15.0)
2033 Future Build	B (15.5)	B (19.5)	B (12.6)	B (12.4)	B (15.7)

W New York Avenue at Site Access 1 (unsignalized)

Under future build conditions, the minor-street approach is expected to operate at LOS A in the AM and PM peak hours. The need for left- and right-turn lanes was reviewed based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Existing two-way peak hour volumes are shown to be under 22 vehicles in both peak hours at the site access. Assuming peak hour traffic is 12% of daily traffic, daily traffic would fall below 4,000 vehicles per day; therefore, turn lanes would not be warranted. The site access should be designed in accordance with applicable local standards. No other improvements are recommended.

Table 5.6 - W New York Avenue and Site Access 1					
Scenario	LOS of Worst Approach	Level of Service by Approach (delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
AM Peak Hour					
2024 Future Build	WB Approach A (8.7)		A (8.7)	A (0.0)	A (1.3)
2033 Future Build	WB Approach A (8.7)		A (8.7)	A (0.0)	A (1.2)
PM Peak Hour					
2024 Future Build	WB Approach A (8.6)		A (8.6)	A (0.0)	A (1.7)
2033 Future Build	WB Approach A (8.6)		A (8.6)	A (0.0)	A (1.7)

W New York Avenue at Site Access 2 (unsignalized)

Under future build conditions, the minor-street approach is expected to operate at LOS A in the AM and PM peak hours. The need for left- and right-turn lanes was reviewed based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Existing two-way peak hour volumes are shown to be under 22 vehicles in both peak hours at the site access. Assuming peak hour traffic is 12% of daily traffic, daily traffic would fall below 4,000 vehicles per day; therefore, turn lanes would not be warranted. The site access should be designed in accordance with applicable local standards. No other improvements are recommended.

Table 5.7 - W New York Avenue and Site Access 2					
Scenario	Overall LOS	Level of Service by Approach (delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
AM Peak Hour					
2024 Future Build	WB Approach A (8.6)		A (8.6)	A (0.0)	A (1.6)
2033 Future Build	WB Approach A (8.7)		A (8.7)	A (0.0)	A (1.5)
PM Peak Hour					
2024 Future Build	WB Approach A (8.6)		A (8.6)	A (0.0)	A (1.7)
2033 Future Build	WB Approach A (8.6)		A (8.6)	A (0.0)	A (1.6)

6.0 Sight Distance

A field investigation was conducted to evaluate the horizontal and vertical alignment and determine if the available sight distance in each direction from the proposed site accesses meet the minimum requirements. Sight distance requirements are based on the AASHTO *Policy on Geometric Design of Highways and Streets* and NCDOT *Policy on Street and Driveway Access to North Carolina Highways* standards. W New York Avenue does not have a posted speed limit. A speed limit of 25 mph was assumed based upon roadway characteristics. A design speed of 30 mph (speed limit plus 5 mph) was used to determine the stopping sight distance (SSD) and intersection sight distance (ISD). Table 6 summarizes the measured and required sight distance at the given speeds.

Based on the proposed driveway locations on W New York Avenue, the sight distance is not met due to the proximity to the neighboring intersections. Site Access 1 is to be located approximately 135 feet north of S Bennett Street and Site Access 2 is to be located approximately 195 feet north of S Bennett Street. Turning movements from S Page Street and S Bennett Street onto W New York Avenue are not stop controlled. It should be noted that the intersections at S Page Street and S Bennett Street are visible from both site accesses. It can be assumed that vehicles would not be traveling the design speed of 30 mph for the entire distance from the intersections to the site accesses due to the turning movement required from S Bennett Street and S Page Street onto W New York Avenue. The site accesses should be designed to ensure maximum available sight distance and freedom from obstructions along the line of sight.

Table 6 – Sight Distance Review				
Direction	Measured SSD*	AASHTO Required SSD	Measured ISD*	AASHTO Required ISD
W New York Avenue and Site Access 1				
NB W New York Avenue Approach	135 feet*	200 feet	--	--
SB W New York Avenue Approach	330 feet*	200 feet	--	--
WB Site Approach Looking south (left)	--	--	135 feet*	335 feet
WB Site Approach Looking north (right)	--	--	330 feet*	335 feet
W New York Avenue and Site Access 2				
NB W New York Avenue Approach	195 feet*	200 feet	--	--
SB W New York Avenue Approach	270 feet*	200 feet	--	--
WB Site Approach Looking south (left)	--	--	195 feet*	335 feet
WB Site Approach Looking north (right)	--	--	270 feet*	335 feet
SSD: Stopping Sight Distance ISD: Intersection Sight Distance				

* Visibility reaches the neighboring intersection

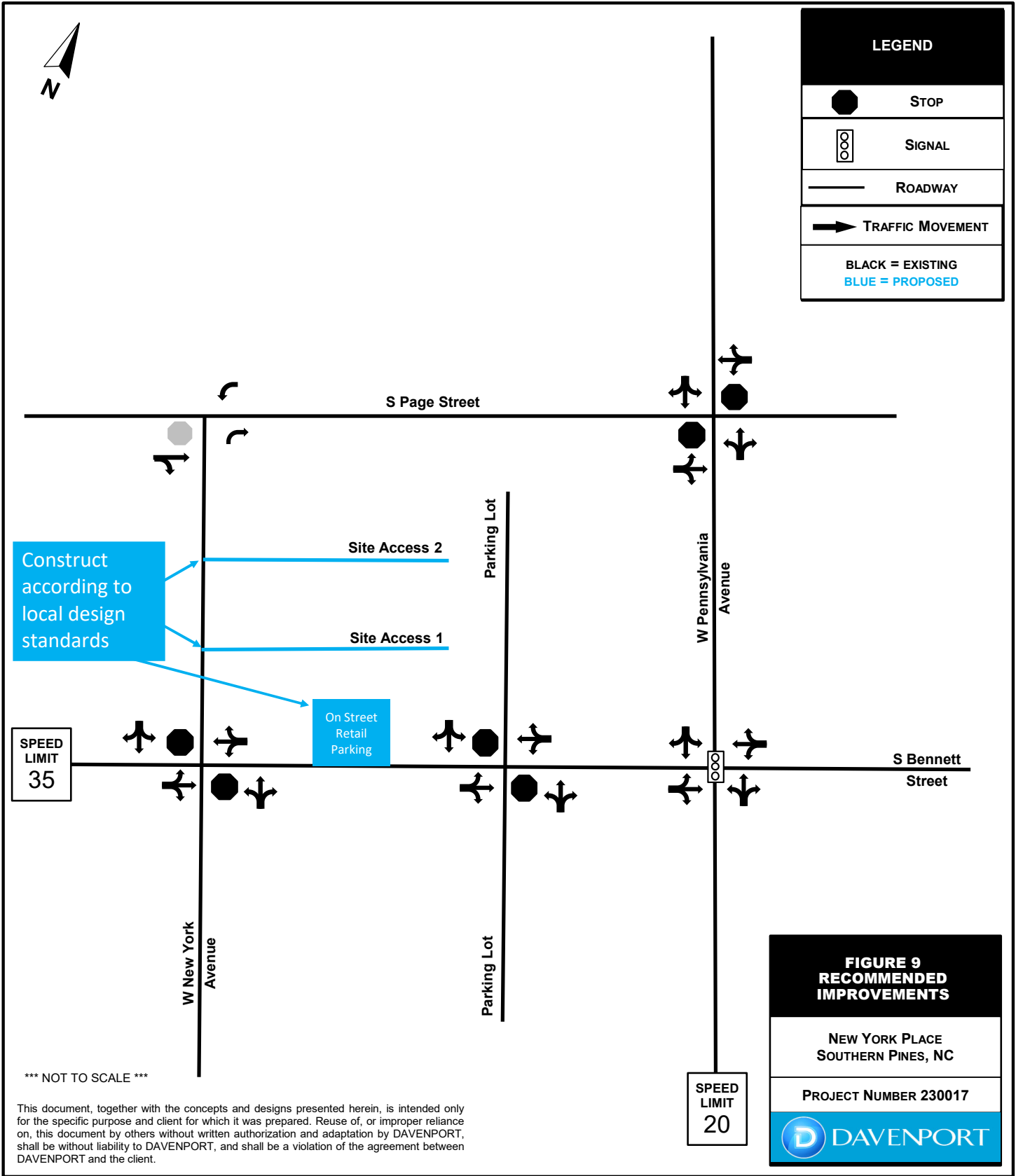
7.0 Summary and Conclusion

The proposed New York Place development is located east of W New York Avenue just north of S Bennett Street in Southern Pines, NC. It will consist of two buildings with a total of 41 multifamily apartments and 9,107 square feet of retail space. Two full movement access points are proposed on W New York Avenue to serve the multifamily portion of the development. The retail space will utilize the proposed on-street parking on S Bennett Street. The expected build-out year for this development is 2024. Information regarding the property was provided by ASCOT and DZT Land Surveying.

The Traffic Design Analysis (TDA) was performed based on the scope agreed upon with the Town of Southern Pines. This site has a trip generation potential of 952 daily trips, 64 trips in the AM peak hour, and 84 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impacts of this development. No improvements are recommended to accommodate the impacts of new development traffic. While the sight distance requirements are not met, the site accesses are visible from both neighboring intersections. Table 7.1 summarizes the site access recommendations, which are also reflected in Figure 9.

Table 7.1 – Recommended Improvements	
INTERSECTION	RECOMMENDATIONS
W New York Avenue and S Bennett Street	No improvements recommended.
S Bennett Street and Parking Lot driveways	No improvements recommended.
S Bennett Street and W Pennsylvania Avenue	No improvements recommended.
S Page Street and W Pennsylvania Avenue	No improvements recommended.
W New York Avenue and Site Access 1	- No improvements are recommended. - Design site drive according to applicable local standards.
W New York Avenue and Site Access 2	- No improvements are recommended. - Design site drive according to applicable local standards.



Appendix

Approved Scoping Documents

From: [James Michel](#)
To: [AJ Anastopoulos](#)
Cc: [Alex Crow](#); [Pam Graham](#)
Subject: RE: Ascot New York Condominiums- Traffic Study
Date: Wednesday, March 15, 2023 9:01:10 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image022.png](#)
[image023.png](#)
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[image012.png](#)

AJ,

This is a doubled edged sword. I can buy into the argument, but the Town's policy is that on-street parking along publicly maintained roads cannot be counted towards project parking requirements. By making this claim you are essentially stating that the project can't park without utilizing the public on-street parking and you may find this to be a more difficult hurdle to get over.

If this is the manner in which you want to make your proposal, then you do not meet the thresholds described in the UDO and a TIA is not required. You still have to prepare a Traffic Design Analysis (TDA) in accordance with 4.12.2 (B). The main content of the TDA is the same as a TIA with the exception that the study area for a TDA shall include all street segments, intersections and driveways on or within 150 feet of the site. The required study intersection would be W. New York and Bennet Street. You would also be required to study the two parking lot driveways just northeast of the site (see below picture). I would recommend that you also look at Penn/Bennet and Penn/Page intersections, but it is not a requirement.

Thanks



James Michel, PE, MBA

Town of Southern Pines

Town Engineer/Asst. Public Works Director

801 SE Service Road

Southern Pines, NC 28387

(910)692-1983

From: AJ Anastopoulos <AAnastopoulos@davenportworld.com>

Sent: Tuesday, March 14, 2023 3:26 PM

To: James Michel <JMichel@southernpines.net>

Cc: Alex Crow <alex@ascotgrp.com>

Subject: RE: Ascot New York Condominiums- Traffic Study

Good afternoon James,

I wanted to follow up with you once more regarding this TIA. It was our understanding that a TIA was required based off the access point threshold in the UDO based off lack of interconnectivity between the two site access points.

- (a) The proposed development will generate more than 1,000 average daily trips at full occupancy, according to most current version of the ITE Trip Generation Informational Report or comparable research data approved by the Town Engineer; or
- (b) The proposed development will concentrate three hundred (300) or more trips per day through a single access point.

The retail portion of this development will not access either driveway, they will use on-street parking. Therefore, only the multifamily housing will utilize the site access points. Building A contains 21 units. This will generate 210 daily trips at the Building A access point, based off ITE trip generation. Building B contains 18 units. This will generate 191 daily trips at the Building B access point, based off ITE trip generation. Although the driveways are not interconnected, both site drives will concentrate fewer than 300 trips per day at a single access point.

We had previously calculated the overall trip generation, including retail, for this development. The overall daily trips fell below the 1,000 trip threshold noted in the UDO.

Table 1.0 - ITE Trip Generation									
Average Weekday Driveway Volumes					Weekday 24 Hour	AM Peak Hour		PM Peak Hour	
					Two-Way				
Land Use	ITE Land Code	Size		Data Source	Volume	Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise)	220	39	DU	Adjacent - Equation	325	8	27	24	13
Strip Retail Plaza (<40K)	822	9.1	1000 SF GFA	Adjacent - Equation ⁽¹⁾	614	16	11	36	37
Unadjusted Trips					939	24	38	60	50
Internal Capture Overall % ⁽²⁾					--	0.0%		24.5%	
Internal Capture: Residential Reduction					--	0	0	-10	-4
Internal Capture: Retail Reduction					--	0	0	-3	-10
Total Internal Trips Reduction					--	0	0	-13	-14
Total Adjusted (Primary) Trips					939	24	38	47	36
(1) NCDOT Congestion Management recommends local data during adjacent street peak hour. In absence of local data, equation for adjacent street peak hour used.									

It appears this development would fall below the daily trip threshold and the site access point threshold for requiring a TIA stated in the UDO. Based upon this information, will the Town still require a TIA for this development?

If it is determined a TIA is required by the Town. Can you please confirm our study intersections for this project. We had previously scoped the following:

1. S Page Street and W New York Avenue
2. S Bennett Street and W New York Avenue
3. S Bennett Street and W Pennsylvania Avenue
4. S Page Street and W Pennsylvania Avenue

Please let me know your thoughts. Thank you.

AJ Anastopoulos, P.E. | Project Manager
DAVENPORT



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From: AJ Anastopoulos
Sent: Thursday, March 9, 2023 2:18 PM
To: James Michel <JMichel@southernpines.net>
Cc: Alex Crow <alex@ascotgrp.com>
Subject: RE: Ascot New York Condominiums- Traffic Study

Good afternoon James,

Thank you for your time and the information provided in yesterday's scoping meeting. I wanted to follow up with you regarding our study intersections. Below is the section of the UDO referenced during the scoping meeting:

- (2) Study Area. The analysis shall identify the geographic area under study and identify the critical intersections and access points to be analyzed. Unless an alternative is approved the Town Engineer, the study shall include: all intersections and driveways on or within 150 feet of the site; all intersections along collector or arterial streets within one-quarter (¼) mile of the site; and all intersections along arterial streets that the proposed development is projected generate five (5) percent or more of the peak hour traffic.

Based upon this language that would include the following:

1. S Page Street and W New York Avenue
2. S Bennett Street and W New York Avenue
3. S Bennett Street and W Pennsylvania Avenue
4. S Page Street and W Pennsylvania Avenue
5. S Bennett Street and W Massachusetts Avenue
6. S Bennett Street and W Indiana Avenue
7. W Pennsylvania Avenue and SW Broad Street
8. W Pennsylvania Avenue and SE Broad Street
9. W Pennsylvania Avenue and N Leak Street

During the scoping meeting, we had noted that we are proposing to include the following in our analysis (along with the two site accesses). This is based upon the low trip generation and similarity of surrounding intersections.

1. S Page Street and W New York Avenue
2. S Bennett Street and W New York Avenue
3. S Bennett Street and W Pennsylvania Avenue
4. S Page Street and W Pennsylvania Avenue

Can you confirm that these four intersections are acceptable for this study. We would like to confirm this is an acceptable scope prior to releasing counts for this study. Please let me know if you need any additional information.

Thank you,



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From: AJ Anastopoulos
Sent: Monday, March 6, 2023 3:22 PM
To: James Michel <JMichel@southernpines.net>
Subject: RE: Ascot New York Condominiums- Traffic Study

Yes, that works fine with me. I can send the Zoom invite.



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From: James Michel <JMichel@southernpines.net>
Sent: Monday, March 6, 2023 3:03 PM
To: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>
Subject: RE: Ascot New York Condominiums- Traffic Study

Does 4:00 Wednesday work?

James Michel, PE, MBA
Town of Southern Pines
Town Engineer/Asst. Public Works Director
801 SE Service Road
Southern Pines, NC 28387
(910)692-1983

From: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>
Sent: Monday, March 6, 2023 12:05 PM
To: James Michel <JMichel@southernpines.net>
Subject: RE: Ascot New York Condominiums- Traffic Study

Good afternoon James,

I wanted to follow up with you regarding scheduling the scoping meeting for this TIA. Please let me know if you have any availability this week for the scoping meeting. Thank you.

AJ Anastopoulos, P.E. | Project Manager
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From: AJ Anastopoulos
Sent: Wednesday, March 1, 2023 9:25 AM
To: James Michel <JMichel@southernpines.net>
Subject: RE: Ascot New York Condominiums- Traffic Study

Thank you for the quick response, James. Yes, let's proceed with scheduling the scoping meeting. I can be pretty flexible to your schedule and would like to try to get this scheduled as soon as possible. Would any time tomorrow from 9am-12pm work for you?



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From: James Michel <JMichel@southernpines.net>
Sent: Wednesday, March 1, 2023 8:27 AM
To: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>
Subject: RE: Ascot New York Condominiums- Traffic Study

AJ,

A TIA is required for this project. The logic behind the language of a single access point is that a site with interconnected driveways provides options to motorist. Your site has two access points, but they are not connected and the vast majority of the trips will be concentrated out of the Building A access. Let me know when you would like to schedule a scoping meeting.

Thanks

James Michel, PE, MBA
Town of Southern Pines
Town Engineer/Asst. Public Works Director
801 SE Service Road
Southern Pines, NC 28387
(910)692-1983

From: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>
Sent: Tuesday, February 28, 2023 3:17 PM
To: James Michel <JMichel@southernpines.net>
Subject: Ascot New York Condominiums- Traffic Study

Good afternoon James,

I am reaching out regarding the Ascot New York Condominiums Traffic Study. I believe you have had some previous discussions with Alex Crow regarding the possibility of a traffic study. I have attached the thresholds for requiring a TIA found in the Southern Pines UDO. Also attached is the site plan; unadjusted trip generation is shown below. We are under the 1,000 daily trip threshold. This development also proposes two access points. Since two access points are proposed, I'm assuming the single access point threshold would not apply? Based upon what is provided, please let me know your thoughts if a TIA will be required. Feel free to give me a call if you would like to discuss.

Table 1.0 - ITE Trip Generation									
Average Weekday Driveway Volumes					Weekday 24 Hour	AM Peak Hour		PM Peak Hour	
					Two-Way				
Land Use	ITE Land Code	Size		Data Source	Volume	Enter	Exit	Enter	Exit
Multifamily Housing (Low-Rise)	220	39	DU	Adjacent - Equation	325	8	27	24	13
Strip Retail Plaza (<40K)	822	9.1	1000 SF GFA	Adjacent - Equation ⁽¹⁾	614	16	11	36	37
Unadjusted Trips					939	24	38	60	50
(1) NCODT Congestion Management recommends local data during adjacent street peak hour. In absence of local data, equation for adjacent street peak hour used.									

Thank you,



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From: [James Michel](#)
To: [AJ Anastopoulos](#)
Subject: RE: New York Place- TDA
Date: Thursday, April 20, 2023 9:50:32 AM
Attachments: [image004.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[image018.png](#)

AJ,

I don't have any additional questions at this time.

Thanks

James Michel, PE, MBA
Town of Southern Pines
Town Engineer/Asst. Public Works Director
801 SE Service Road
Southern Pines, NC 28387
(910)692-1983

From: AJ Anastopoulos <AAnastopoulos@davenportworld.com>
Sent: Wednesday, April 19, 2023 10:26 AM
To: James Michel <JMichel@southernpines.net>
Subject: RE: New York Place- TDA

Good morning James,

I wanted to follow up once again about the proposed distributions for the New York Place TIA. Please let me know if you have any questions or comments on the distributions. We will proceed with our future build analysis once we agree upon distributions.

Also, please note, the client has updated the number of residential units from 39 to 41. This adds 1 entering trip in the AM peak hour and 1 exiting trip in the PM peak hour. The updated number of residential units will be reflected in the trip generation in the final TDA report.

Thank you,



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From: AJ Anastopoulo
Sent: Wednesday, April 12, 2023 8:43 AM
To: James Michel <JMichel@southernpines.net>
Subject: RE: New York Place- TDA

My apologies for not providing initially, counts have been taken and are attached. Distributions were based upon engineering judgement, the surrounding roadway network, location of existing origins and destinations in the area, and the traffic counts. Please let me know if you have any additional questions or comments.

Thank you,



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From: James Michel <JMichel@southernpines.net>
Sent: Tuesday, April 11, 2023 4:38 PM
To: AJ Anastopoulo <AA Anastopoulo@davenportworld.com>
Subject: RE: New York Place- TDA

AJ,

Can you provide a narrative explaining the assumptions behind the proposed distributions? Also, wouldn't it be better to wait and see the existing distribution patterns from the traffic counts before finalizing?

Thanks

James Michel, PE, MBA
Town of Southern Pines
Town Engineer/Asst. Public Works Director
801 SE Service Road
Southern Pines, NC 28387
(910)692-1983

From: AJ Anastopoulo <AA Anastopoulo@davenportworld.com>
Sent: Tuesday, April 11, 2023 4:03 PM
To: James Michel <JMichel@southernpines.net>
Subject: RE: New York Place- TDA

Good afternoon James,

I wanted to follow up with you regarding the proposed distributions and trip generation for the New York Place TDA. Please let me know if you have any questions or comments on the trip generation or proposed distributions. Thank you.



AJ Anastopoulos, P.E. | Project Manager
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From: AJ Anastopoulos
Sent: Thursday, March 30, 2023 9:08 AM
To: James Michel <JMichel@southernpines.net>
Subject: RE: New York Place- TDA

Good morning James,

Attached is the trip generation along with the proposed distributions for the multifamily site trips and retail site trips for the New York Place development. Distributions between multifamily and retail were separated based upon different access point and different origin-destination patterns between multifamily and retail trips. Please let me know if you have any questions or comments on the trip generation or proposed distributions. Thank you.



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From: James Michel <JMichel@southernpines.net>
Sent: Wednesday, March 29, 2023 1:17 PM
To: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>
Subject: RE: New York Place- TDA

It's the Townhomes on Bennet Street project...

James Michel, PE, MBA
Town of Southern Pines
Town Engineer/Asst. Public Works Director
801 SE Service Road
Southern Pines, NC 28387
(910)692-1983

From: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>
Sent: Wednesday, March 29, 2023 1:14 PM
To: James Michel <JMichel@southernpines.net>
Subject: RE: New York Place- TDA

Thanks James. Do you have a name of the project by chance? I had previously asked Alex for something, but he wasn't quite sure what he had. I believe he's recently getting acquainted with Ascot's projects.



AJ Anastopoulos, P.E. | Project Manager
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From: James Michel <JMichel@southernpines.net>
Sent: Wednesday, March 29, 2023 11:21 AM
To: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>
Subject: RE: New York Place- TDA

AJ,

The 10-year is from existing. The Townhome project is being developed by Ascot and can provide you any of the information you need.

Thanks

James Michel, PE, MBA
Town of Southern Pines
Town Engineer/Asst. Public Works Director
801 SE Service Road
Southern Pines, NC 28387
(910)692-1983

From: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>
Sent: Wednesday, March 29, 2023 10:52 AM
To: James Michel <JMichel@southernpines.net>
Subject: New York Place- TDA

Good morning James,

During our scoping meeting, it was mentioned that there was a townhome development that should be considered in our background traffic. I believe the townhomes were located on Bennett Street.

Do you have any info on this development (exact location, number of townhomes, site access point)? We can run trip gen and assumes some distributions if there is any information you can provide on this development.

Also, the UDO mentions a 10-year projections analysis. Is this 10 years from existing or 10-years from buildout?

Thank you,



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Capacity Analysis Synchro Worksheets

Existing Conditions

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

03/29/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	100	12	42	162	4	5	4	18	4	4	7
Future Volume (vph)	5	100	12	42	162	4	5	4	18	4	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998			0.910			0.932	
Flt Protected		0.998			0.990			0.990			0.988	
Satd. Flow (prot)	0	1833	0	0	1840	0	0	1678	0	0	1715	0
Flt Permitted		0.998			0.990			0.990			0.988	
Satd. Flow (perm)	0	1833	0	0	1840	0	0	1678	0	0	1715	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			475	
Travel Time (s)		38.1			4.7			43.9			13.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	111	13	47	180	4	6	4	20	4	4	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	231	0	0	30	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.8%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	100	12	42	162	4	5	4	18	4	4	7
Future Vol, veh/h	5	100	12	42	162	4	5	4	18	4	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	111	13	47	180	4	6	4	20	4	4	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	124	0	0	412	408	118	418	412	182
Stage 1	-	-	-	-	-	-	130	130	-	276	276	-
Stage 2	-	-	-	-	-	-	282	278	-	142	136	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1391	-	-	1463	-	-	550	533	934	545	530	861
Stage 1	-	-	-	-	-	-	874	789	-	730	682	-
Stage 2	-	-	-	-	-	-	725	680	-	861	784	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1463	-	-	525	511	934	513	508	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	525	511	-	513	508	-
Stage 1	-	-	-	-	-	-	870	785	-	726	657	-
Stage 2	-	-	-	-	-	-	688	656	-	834	780	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.5			10.1			10.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	737	1391	-	-	1463	-	-	630				
HCM Lane V/C Ratio	0.041	0.004	-	-	0.032	-	-	0.026				
HCM Control Delay (s)	10.1	7.6	0	-	7.5	0	-	10.9				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

03/29/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	107	10	10	204	4	4	4	4	4	10	4
Future Volume (vph)	4	107	10	10	204	4	4	4	4	4	10	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.998			0.955			0.972	
Flt Protected		0.999			0.998			0.984			0.990	
Satd. Flow (prot)	0	1840	0	0	1855	0	0	1750	0	0	1792	0
Flt Permitted		0.999			0.998			0.984			0.990	
Satd. Flow (perm)	0	1840	0	0	1855	0	0	1750	0	0	1792	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	119	11	11	227	4	4	4	4	4	11	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	242	0	0	12	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.2%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	107	10	10	204	4	4	4	4	4	10	4
Future Vol, veh/h	4	107	10	10	204	4	4	4	4	4	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	119	11	11	227	4	4	4	4	4	11	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	231	0	0	130	0	0	392	386	125	388	389	229
Stage 1	-	-	-	-	-	-	133	133	-	251	251	-
Stage 2	-	-	-	-	-	-	259	253	-	137	138	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1337	-	-	1455	-	-	567	548	926	571	546	810
Stage 1	-	-	-	-	-	-	870	786	-	753	699	-
Stage 2	-	-	-	-	-	-	746	698	-	866	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1337	-	-	1455	-	-	550	541	926	560	539	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	550	541	-	560	539	-
Stage 1	-	-	-	-	-	-	867	784	-	751	693	-
Stage 2	-	-	-	-	-	-	723	692	-	854	780	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.3			10.8			11.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	632	1337	-	-	1455	-	-	588				
HCM Lane V/C Ratio	0.021	0.003	-	-	0.008	-	-	0.034				
HCM Control Delay (s)	10.8	7.7	0	-	7.5	0	-	11.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

03/29/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	4	4	4	4	14	4	211	4	17	350	21
Future Volume (vph)	5	4	4	4	4	14	4	211	4	17	350	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.910			0.998			0.993	
Flt Protected		0.979			0.992			0.999			0.998	
Satd. Flow (prot)	0	1753	0	0	1682	0	0	1857	0	0	1846	0
Flt Permitted		0.979			0.992			0.999			0.998	
Satd. Flow (perm)	0	1753	0	0	1682	0	0	1857	0	0	1846	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	4	4	4	4	16	4	234	4	19	389	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	24	0	0	242	0	0	431	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.8%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	4	4	4	4	14	4	211	4	17	350	21
Future Vol, veh/h	5	4	4	4	4	14	4	211	4	17	350	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	4	4	4	4	16	4	234	4	19	389	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	693	685	401	687	694	236	412	0	0	238	0	0
Stage 1	439	439	-	244	244	-	-	-	-	-	-	-
Stage 2	254	246	-	443	450	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	358	371	649	361	366	803	1147	-	-	1329	-	-
Stage 1	597	578	-	760	704	-	-	-	-	-	-	-
Stage 2	750	703	-	594	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	342	362	649	349	358	803	1147	-	-	1329	-	-
Mov Cap-2 Maneuver	342	362	-	349	358	-	-	-	-	-	-	-
Stage 1	595	567	-	757	701	-	-	-	-	-	-	-
Stage 2	728	700	-	574	561	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		11.9		0.1		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	408 549	1329	-	-
HCM Lane V/C Ratio	0.004	-	-	0.035 0.045	0.014	-	-
HCM Control Delay (s)	8.2	0	-	14.1 11.9	7.7	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.1	0	-	-

Lanes, Volumes, Timings
400: W Pennsylvania Avenue & S Bennett Street

03/29/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	37	9	4	45	27	9	129	20	58	131	162
Future Volume (vph)	61	37	9	4	45	27	9	129	20	58	131	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.952			0.983			0.938	
Flt Protected		0.972			0.998			0.997			0.992	
Satd. Flow (prot)	0	1791	0	0	1770	0	0	1826	0	0	1733	0
Flt Permitted		0.776			0.974			0.971			0.925	
Satd. Flow (perm)	0	1430	0	0	1727	0	0	1778	0	0	1616	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	68	41	10	4	50	30	10	143	22	64	146	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	0	0	84	0	0	175	0	0	390	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 AM Existing

Synchro 11 Report
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Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

03/29/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		10.3			10.3			23.5			23.5	
Actuated g/C Ratio		0.29			0.29			0.67			0.67	
v/c Ratio		0.28			0.17			0.15			0.36	
Control Delay		12.8			11.3			6.1			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.8			11.3			6.1			7.6	
LOS		B			B			A			A	
Approach Delay		12.8			11.3			6.1			7.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		16			11			18			47	
Queue Length 95th (ft)		55			40			50			120	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		1052			1270			1511			1374	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.07			0.12			0.28	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 35.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 8.5

Intersection LOS: A

Intersection Capacity Utilization 55.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

			
Ø2			Ø4
35 s			30 s
			
Ø6			Ø8
35 s			30 s

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	196	17	28	173	4	23	4	54	4	4	7
Future Volume (vph)	4	196	17	28	173	4	23	4	54	4	4	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.998			0.910			0.932	
Flt Protected		0.999			0.993			0.986			0.988	
Satd. Flow (prot)	0	1840	0	0	1846	0	0	1671	0	0	1715	0
Flt Permitted		0.999			0.993			0.986			0.988	
Satd. Flow (perm)	0	1840	0	0	1846	0	0	1671	0	0	1715	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			475	
Travel Time (s)		38.1			4.7			43.9			13.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	218	19	31	192	4	26	4	60	4	4	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	0	0	227	0	0	90	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.6%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	196	17	28	173	4	23	4	54	4	4	7
Future Vol, veh/h	4	196	17	28	173	4	23	4	54	4	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	218	19	31	192	4	26	4	60	4	4	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	237	0	0	498	494	228	524	501	194
Stage 1	-	-	-	-	-	-	236	236	-	256	256	-
Stage 2	-	-	-	-	-	-	262	258	-	268	245	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1377	-	-	1330	-	-	483	476	811	464	472	847
Stage 1	-	-	-	-	-	-	767	710	-	749	696	-
Stage 2	-	-	-	-	-	-	743	694	-	738	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1377	-	-	1330	-	-	465	462	811	417	458	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	465	462	-	417	458	-
Stage 1	-	-	-	-	-	-	765	708	-	747	678	-
Stage 2	-	-	-	-	-	-	712	676	-	677	701	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.1			11.4			11.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	650	1377	-	-	1330	-	-	564				
HCM Lane V/C Ratio	0.138	0.003	-	-	0.023	-	-	0.03				
HCM Control Delay (s)	11.4	7.6	0	-	7.8	0	-	11.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.1				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	240	9	7	198	4	4	4	9	4	9	4
Future Volume (vph)	4	240	9	7	198	4	4	4	9	4	9	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.998			0.925			0.970	
Flt Protected		0.999			0.998			0.989			0.989	
Satd. Flow (prot)	0	1852	0	0	1855	0	0	1704	0	0	1787	0
Flt Permitted		0.999			0.998			0.989			0.989	
Satd. Flow (perm)	0	1852	0	0	1855	0	0	1704	0	0	1787	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	267	10	8	220	4	4	4	10	4	10	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	281	0	0	232	0	0	18	0	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	24.8%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	240	9	7	198	4	4	4	9	4	9	4
Future Vol, veh/h	4	240	9	7	198	4	4	4	9	4	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	267	10	8	220	4	4	4	10	4	10	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	277	0	0	525	520	272	525	523	222
Stage 1	-	-	-	-	-	-	280	280	-	238	238	-
Stage 2	-	-	-	-	-	-	245	240	-	287	285	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1345	-	-	1286	-	-	463	461	767	463	459	818
Stage 1	-	-	-	-	-	-	727	679	-	765	708	-
Stage 2	-	-	-	-	-	-	759	707	-	720	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1286	-	-	449	456	767	450	454	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	456	-	450	454	-
Stage 1	-	-	-	-	-	-	724	676	-	762	703	-
Stage 2	-	-	-	-	-	-	739	702	-	703	673	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			11.4			12.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	578	1345	-	-	1286	-	-	506				
HCM Lane V/C Ratio	0.033	0.003	-	-	0.006	-	-	0.037				
HCM Control Delay (s)	11.4	7.7	0	-	7.8	0	-	12.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	4	4	4	4	23	4	417	6	16	285	6
Future Volume (vph)	7	4	4	4	4	23	4	417	6	16	285	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.897			0.998			0.997	
Flt Protected		0.976			0.994						0.997	
Satd. Flow (prot)	0	1756	0	0	1661	0	0	1859	0	0	1852	0
Flt Permitted		0.976			0.994						0.997	
Satd. Flow (perm)	0	1756	0	0	1661	0	0	1859	0	0	1852	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	4	4	4	4	26	4	463	7	18	317	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	34	0	0	474	0	0	342	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	35.7%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	4	4	4	4	23	4	417	6	16	285	6
Future Vol, veh/h	7	4	4	4	4	23	4	417	6	16	285	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	4	4	4	4	26	4	463	7	18	317	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	847	835	321	836	835	467	324	0	0	470	0	0
Stage 1	357	357	-	475	475	-	-	-	-	-	-	-
Stage 2	490	478	-	361	360	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	282	304	720	287	304	596	1236	-	-	1092	-	-
Stage 1	661	628	-	570	557	-	-	-	-	-	-	-
Stage 2	560	556	-	657	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	262	297	720	277	297	596	1236	-	-	1092	-	-
Mov Cap-2 Maneuver	262	297	-	277	297	-	-	-	-	-	-	-
Stage 1	658	615	-	568	555	-	-	-	-	-	-	-
Stage 2	530	554	-	635	613	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.6		13.3		0.1		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	328	466	1092	-
HCM Lane V/C Ratio	0.004	-	-	0.051	0.074	0.016	-
HCM Control Delay (s)	7.9	0	-	16.6	13.3	8.4	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-

Lanes, Volumes, Timings
400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	91	15	8	81	83	9	185	5	36	142	115
Future Volume (vph)	146	91	15	8	81	83	9	185	5	36	142	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.935			0.996			0.947	
Flt Protected		0.972			0.998			0.998			0.994	
Satd. Flow (prot)	0	1796	0	0	1738	0	0	1852	0	0	1753	0
Flt Permitted		0.756			0.976			0.976			0.935	
Satd. Flow (perm)	0	1397	0	0	1700	0	0	1811	0	0	1649	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	162	101	17	9	90	92	10	206	6	40	158	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	0	0	191	0	0	222	0	0	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 PM Existing

Synchro 11 Report
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Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		14.7			14.7			16.5			16.5	
Actuated g/C Ratio		0.35			0.35			0.40			0.40	
v/c Ratio		0.57			0.32			0.31			0.50	
Control Delay		16.1			11.5			11.2			13.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.1			11.5			11.2			13.8	
LOS		B			B			B			B	
Approach Delay		16.1			11.5			11.2			13.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		44			27			32			51	
Queue Length 95th (ft)		124			78			93			143	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		872			1061			1357			1235	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.18			0.16			0.26	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 41.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 13.4

Intersection LOS: B

Intersection Capacity Utilization 65.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

 Ø2	 Ø4
35 s	30 s
 Ø6	 Ø8
35 s	30 s

Future No Build Conditions

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	103	13	43	165	4	6	5	19	4	4	8
Future Volume (vph)	6	103	13	43	165	4	6	5	19	4	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998			0.917			0.929	
Flt Protected		0.997			0.990			0.990			0.988	
Satd. Flow (prot)	0	1831	0	0	1840	0	0	1691	0	0	1710	0
Flt Permitted		0.997			0.990			0.990			0.988	
Satd. Flow (perm)	0	1831	0	0	1840	0	0	1691	0	0	1710	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			475	
Travel Time (s)		38.1			4.7			43.9			13.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	114	14	48	183	4	7	6	21	4	4	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	235	0	0	34	0	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.0%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	103	13	43	165	4	6	5	19	4	4	8
Future Vol, veh/h	6	103	13	43	165	4	6	5	19	4	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	114	14	48	183	4	7	6	21	4	4	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	187	0	0	128	0	0	423	418	121	430	423	185
Stage 1	-	-	-	-	-	-	135	135	-	281	281	-
Stage 2	-	-	-	-	-	-	288	283	-	149	142	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1387	-	-	1458	-	-	541	526	930	535	522	857
Stage 1	-	-	-	-	-	-	868	785	-	726	678	-
Stage 2	-	-	-	-	-	-	720	677	-	854	779	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1387	-	-	1458	-	-	515	504	930	502	500	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	515	504	-	502	500	-
Stage 1	-	-	-	-	-	-	864	781	-	722	653	-
Stage 2	-	-	-	-	-	-	681	652	-	825	775	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.5			10.3			10.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	714	1387	-	-	1458	-	-	632				
HCM Lane V/C Ratio	0.047	0.005	-	-	0.033	-	-	0.028				
HCM Control Delay (s)	10.3	7.6	0	-	7.6	0	-	10.9				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	109	11	11	207	4	4	4	4	4	11	4
Future Volume (vph)	4	109	11	11	207	4	4	4	4	4	11	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.998			0.955			0.973	
Flt Protected		0.999			0.998			0.984			0.990	
Satd. Flow (prot)	0	1839	0	0	1855	0	0	1750	0	0	1794	0
Flt Permitted		0.999			0.998			0.984			0.990	
Satd. Flow (perm)	0	1839	0	0	1855	0	0	1750	0	0	1794	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	121	12	12	230	4	4	4	4	4	12	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	137	0	0	246	0	0	12	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.8%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	109	11	11	207	4	4	4	4	4	11	4
Future Vol, veh/h	4	109	11	11	207	4	4	4	4	4	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	121	12	12	230	4	4	4	4	4	12	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	133	0	0	399	393	127	395	397	232
Stage 1	-	-	-	-	-	-	135	135	-	256	256	-
Stage 2	-	-	-	-	-	-	264	258	-	139	141	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	1452	-	-	561	543	923	565	540	807
Stage 1	-	-	-	-	-	-	868	785	-	749	696	-
Stage 2	-	-	-	-	-	-	741	694	-	864	780	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	1452	-	-	542	536	923	553	533	807
Mov Cap-2 Maneuver	-	-	-	-	-	-	542	536	-	553	533	-
Stage 1	-	-	-	-	-	-	865	783	-	747	689	-
Stage 2	-	-	-	-	-	-	717	687	-	852	778	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.4			10.9			11.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	626	1333	-	-	1452	-	-	579				
HCM Lane V/C Ratio	0.021	0.003	-	-	0.008	-	-	0.036				
HCM Control Delay (s)	10.9	7.7	0	-	7.5	0	-	11.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	4	4	4	4	15	4	214	4	18	354	22
Future Volume (vph)	6	4	4	4	4	15	4	214	4	18	354	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.908			0.998			0.993	
Flt Protected		0.977			0.992			0.999			0.998	
Satd. Flow (prot)	0	1754	0	0	1678	0	0	1857	0	0	1846	0
Flt Permitted		0.977			0.992			0.999			0.998	
Satd. Flow (perm)	0	1754	0	0	1678	0	0	1857	0	0	1846	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	4	4	4	4	17	4	238	4	20	393	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	25	0	0	246	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 39.7%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	4	4	4	15	4	214	4	18	354	22
Future Vol, veh/h	6	4	4	4	4	15	4	214	4	18	354	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	4	4	4	4	17	4	238	4	20	393	24
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	704	695	405	697	705	240	417	0	0	242	0	0
Stage 1	445	445	-	248	248	-	-	-	-	-	-	-
Stage 2	259	250	-	449	457	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	352	366	646	356	361	799	1142	-	-	1324	-	-
Stage 1	592	575	-	756	701	-	-	-	-	-	-	-
Stage 2	746	700	-	589	568	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	335	357	646	344	352	799	1142	-	-	1324	-	-
Mov Cap-2 Maneuver	335	357	-	344	352	-	-	-	-	-	-	-
Stage 1	590	564	-	753	698	-	-	-	-	-	-	-
Stage 2	723	697	-	569	557	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.4		11.9		0.1		0.4					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1142	-	-	397	551	1324	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.039	0.046	0.015	-	-				
HCM Control Delay (s)	8.2	0	-	14.4	11.9	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Lanes, Volumes, Timings
400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	38	11	5	46	28	10	131	21	59	133	165
Future Volume (vph)	63	38	11	5	46	28	10	131	21	59	133	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.952			0.983			0.938	
Flt Protected		0.973			0.997			0.997			0.992	
Satd. Flow (prot)	0	1789	0	0	1768	0	0	1826	0	0	1733	0
Flt Permitted		0.776			0.963			0.968			0.922	
Satd. Flow (perm)	0	1427	0	0	1708	0	0	1772	0	0	1611	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	70	42	12	6	51	31	11	146	23	66	148	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	0	0	88	0	0	180	0	0	397	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 AM 2024 FNB

Synchro 11 Report
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Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		10.5			10.5			23.7			23.7	
Actuated g/C Ratio		0.30			0.30			0.67			0.67	
v/c Ratio		0.29			0.17			0.15			0.37	
Control Delay		12.9			11.5			6.2			7.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.9			11.5			6.2			7.7	
LOS		B			B			A			A	
Approach Delay		12.9			11.5			6.2			7.7	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		17			12			19			49	
Queue Length 95th (ft)		58			42			52			125	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		1050			1257			1494			1359	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.07			0.12			0.29	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 35.3

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 8.6

Intersection LOS: A

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

			
Ø2			Ø4
35 s			30 s
			
Ø6			Ø8
35 s			30 s

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	111	14	47	179	4	6	5	20	4	4	8
Future Volume (vph)	6	111	14	47	179	4	6	5	20	4	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.998			0.915			0.929	
Flt Protected		0.998			0.990			0.990			0.988	
Satd. Flow (prot)	0	1831	0	0	1840	0	0	1687	0	0	1710	0
Flt Permitted		0.998			0.990			0.990			0.988	
Satd. Flow (perm)	0	1831	0	0	1840	0	0	1687	0	0	1710	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			475	
Travel Time (s)		38.1			4.7			43.9			13.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	123	16	52	199	4	7	6	22	4	4	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	255	0	0	35	0	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	32.6%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	111	14	47	179	4	6	5	20	4	4	8
Future Vol, veh/h	6	111	14	47	179	4	6	5	20	4	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	123	16	52	199	4	7	6	22	4	4	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	139	0	0	457	452	131	464	458	201
Stage 1	-	-	-	-	-	-	145	145	-	305	305	-
Stage 2	-	-	-	-	-	-	312	307	-	159	153	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1369	-	-	1445	-	-	514	503	919	508	499	840
Stage 1	-	-	-	-	-	-	858	777	-	705	662	-
Stage 2	-	-	-	-	-	-	699	661	-	843	771	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1369	-	-	1445	-	-	487	479	919	474	476	840
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	479	-	474	476	-
Stage 1	-	-	-	-	-	-	853	772	-	701	635	-
Stage 2	-	-	-	-	-	-	659	634	-	812	766	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			1.5			10.4			11.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	696	1369	-	-	1445	-	-	607				
HCM Lane V/C Ratio	0.049	0.005	-	-	0.036	-	-	0.029				
HCM Control Delay (s)	10.4	7.6	0	-	7.6	0	-	11.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	119	12	12	226	4	4	4	4	4	12	4
Future Volume (vph)	4	119	12	12	226	4	4	4	4	4	12	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.998			0.955			0.974	
Flt Protected		0.999			0.998			0.984			0.991	
Satd. Flow (prot)	0	1839	0	0	1855	0	0	1750	0	0	1798	0
Flt Permitted		0.999			0.998			0.984			0.991	
Satd. Flow (perm)	0	1839	0	0	1855	0	0	1750	0	0	1798	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	132	13	13	251	4	4	4	4	4	13	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	268	0	0	12	0	0	21	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.5%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	119	12	12	226	4	4	4	4	4	12	4
Future Vol, veh/h	4	119	12	12	226	4	4	4	4	4	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	132	13	13	251	4	4	4	4	4	13	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	145	0	0	435	428	139	430	432	253
Stage 1	-	-	-	-	-	-	147	147	-	279	279	-
Stage 2	-	-	-	-	-	-	288	281	-	151	153	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1310	-	-	1437	-	-	531	519	909	535	516	786
Stage 1	-	-	-	-	-	-	856	775	-	728	680	-
Stage 2	-	-	-	-	-	-	720	678	-	851	771	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	1437	-	-	512	512	909	523	509	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	512	512	-	523	509	-
Stage 1	-	-	-	-	-	-	853	773	-	726	673	-
Stage 2	-	-	-	-	-	-	694	671	-	839	769	-
Approach	EB		WB				NB		SB			
HCM Control Delay, s	0.2		0.4				11.1		11.8			
HCM LOS							B		B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	599	1310	-	-	1437	-	-	551				
HCM Lane V/C Ratio	0.022	0.003	-	-	0.009	-	-	0.04				
HCM Control Delay (s)	11.1	7.8	0	-	7.5	0	-	11.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	4	4	4	4	16	4	234	4	19	387	24
Future Volume (vph)	6	4	4	4	4	16	4	234	4	19	387	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.907			0.998			0.992	
Flt Protected		0.977			0.992			0.999			0.998	
Satd. Flow (prot)	0	1754	0	0	1676	0	0	1857	0	0	1844	0
Flt Permitted		0.977			0.992			0.999			0.998	
Satd. Flow (perm)	0	1754	0	0	1676	0	0	1857	0	0	1844	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	4	4	4	4	18	4	260	4	21	430	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	26	0	0	268	0	0	478	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	42.4%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	4	4	4	16	4	234	4	19	387	24
Future Vol, veh/h	6	4	4	4	4	16	4	234	4	19	387	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	4	4	4	4	18	4	260	4	21	430	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	767	758	444	760	769	262	457	0	0	264	0	0
Stage 1	486	486	-	270	270	-	-	-	-	-	-	-
Stage 2	281	272	-	490	499	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	336	614	323	332	777	1104	-	-	1300	-	-
Stage 1	563	551	-	736	686	-	-	-	-	-	-	-
Stage 2	726	685	-	560	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	302	327	614	311	323	777	1104	-	-	1300	-	-
Mov Cap-2 Maneuver	302	327	-	311	323	-	-	-	-	-	-	-
Stage 1	561	539	-	733	683	-	-	-	-	-	-	-
Stage 2	702	682	-	539	532	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.4		12.2		0.1		0.3	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1104	-	-	363	524	1300	-
HCM Lane V/C Ratio	0.004	-	-	0.043	0.051	0.016	-
HCM Control Delay (s)	8.3	0	-	15.4	12.2	7.8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-

Lanes, Volumes, Timings
400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	41	10	5	50	30	10	143	23	65	145	179
Future Volume (vph)	68	41	10	5	50	30	10	143	23	65	145	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.953			0.982			0.938	
Flt Protected		0.972			0.997			0.997			0.992	
Satd. Flow (prot)	0	1791	0	0	1770	0	0	1824	0	0	1733	0
Flt Permitted		0.770			0.969			0.968			0.916	
Satd. Flow (perm)	0	1419	0	0	1720	0	0	1771	0	0	1600	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	76	46	11	6	56	33	11	159	26	72	161	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	0	0	95	0	0	196	0	0	432	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 AM 2033 FNB

Synchro 11 Report
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Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		10.7			10.7			21.7			21.7	
Actuated g/C Ratio		0.28			0.28			0.57			0.57	
v/c Ratio		0.34			0.20			0.20			0.48	
Control Delay		14.7			12.7			7.1			9.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.7			12.7			7.1			9.8	
LOS		B			B			A			A	
Approach Delay		14.7			12.7			7.1			9.8	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		20			14			21			56	
Queue Length 95th (ft)		66			48			58			143	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		946			1147			1417			1280	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.08			0.14			0.34	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 38.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.3

Intersection LOS: B

Intersection Capacity Utilization 57.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

 Ø2	 Ø4
35 s	30 s
 Ø6	 Ø8
35 s	30 s

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	202	18	29	178	4	24	4	55	4	4	8
Future Volume (vph)	5	202	18	29	178	4	24	4	55	4	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.998			0.910			0.929	
Flt Protected		0.999			0.993			0.986			0.988	
Satd. Flow (prot)	0	1840	0	0	1846	0	0	1671	0	0	1710	0
Flt Permitted		0.999			0.993			0.986			0.988	
Satd. Flow (perm)	0	1840	0	0	1846	0	0	1671	0	0	1710	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			475	
Travel Time (s)		38.1			4.7			43.9			13.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	224	20	32	198	4	27	4	61	4	4	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	250	0	0	234	0	0	92	0	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.8%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	202	18	29	178	4	24	4	55	4	4	8
Future Vol, veh/h	5	202	18	29	178	4	24	4	55	4	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	224	20	32	198	4	27	4	61	4	4	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	244	0	0	517	512	234	543	520	200
Stage 1	-	-	-	-	-	-	246	246	-	264	264	-
Stage 2	-	-	-	-	-	-	271	266	-	279	256	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1370	-	-	1322	-	-	469	465	805	451	461	841
Stage 1	-	-	-	-	-	-	758	703	-	741	690	-
Stage 2	-	-	-	-	-	-	735	689	-	728	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1322	-	-	449	450	805	404	446	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	449	450	-	404	446	-
Stage 1	-	-	-	-	-	-	754	699	-	737	671	-
Stage 2	-	-	-	-	-	-	703	670	-	665	693	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1.1			11.6			11.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	635	1370	-	-	1322	-	-	564				
HCM Lane V/C Ratio	0.145	0.004	-	-	0.024	-	-	0.032				
HCM Control Delay (s)	11.6	7.6	0	-	7.8	0	-	11.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.1				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	247	10	8	203	4	4	4	10	4	10	4
Future Volume (vph)	4	247	10	8	203	4	4	4	10	4	10	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.998			0.922			0.972	
Flt Protected		0.999			0.998			0.990			0.990	
Satd. Flow (prot)	0	1852	0	0	1855	0	0	1700	0	0	1792	0
Flt Permitted		0.999			0.998			0.990			0.990	
Satd. Flow (perm)	0	1852	0	0	1855	0	0	1700	0	0	1792	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	274	11	9	226	4	4	4	11	4	11	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	289	0	0	239	0	0	19	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	25.4%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	247	10	8	203	4	4	4	10	4	10	4
Future Vol, veh/h	4	247	10	8	203	4	4	4	10	4	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	274	11	9	226	4	4	4	11	4	11	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	285	0	0	542	536	280	541	539	228
Stage 1	-	-	-	-	-	-	288	288	-	246	246	-
Stage 2	-	-	-	-	-	-	254	248	-	295	293	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1277	-	-	451	451	759	452	449	811
Stage 1	-	-	-	-	-	-	720	674	-	758	703	-
Stage 2	-	-	-	-	-	-	750	701	-	713	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1277	-	-	436	446	759	438	444	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	446	-	438	444	-
Stage 1	-	-	-	-	-	-	717	671	-	755	697	-
Stage 2	-	-	-	-	-	-	728	695	-	695	667	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			11.5			12.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	575	1338	-	-	1277	-	-	492				
HCM Lane V/C Ratio	0.035	0.003	-	-	0.007	-	-	0.041				
HCM Control Delay (s)	11.5	7.7	0	-	7.8	0	-	12.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	4	4	4	4	24	5	422	7	17	288	7
Future Volume (vph)	8	4	4	4	4	24	5	422	7	17	288	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.896			0.998			0.997	
Flt Protected		0.974			0.994			0.999			0.997	
Satd. Flow (prot)	0	1756	0	0	1659	0	0	1857	0	0	1852	0
Flt Permitted		0.974			0.994			0.999			0.997	
Satd. Flow (perm)	0	1756	0	0	1659	0	0	1857	0	0	1852	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	9	4	4	4	4	27	6	469	8	19	320	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	35	0	0	483	0	0	347	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	36.1%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	4	4	4	4	24	5	422	7	17	288	7
Future Vol, veh/h	8	4	4	4	4	24	5	422	7	17	288	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	4	4	4	4	27	6	469	8	19	320	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	863	851	324	851	851	473	328	0	0	477	0	0
Stage 1	362	362	-	485	485	-	-	-	-	-	-	-
Stage 2	501	489	-	366	366	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	275	297	717	280	297	591	1232	-	-	1085	-	-
Stage 1	657	625	-	563	552	-	-	-	-	-	-	-
Stage 2	552	549	-	653	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	254	289	717	269	289	591	1232	-	-	1085	-	-
Mov Cap-2 Maneuver	254	289	-	269	289	-	-	-	-	-	-	-
Stage 1	652	612	-	559	548	-	-	-	-	-	-	-
Stage 2	519	545	-	631	610	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	17.2		13.4		0.1		0.5					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1232	-	-	314	462	1085	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.057	0.077	0.017	-	-				
HCM Control Delay (s)	7.9	0	-	17.2	13.4	8.4	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-				

Lanes, Volumes, Timings
400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	92	17	9	82	84	11	187	6	37	144	119
Future Volume (vph)	149	92	17	9	82	84	11	187	6	37	144	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.935			0.996			0.946	
Flt Protected		0.972			0.997			0.997			0.994	
Satd. Flow (prot)	0	1794	0	0	1736	0	0	1850	0	0	1752	0
Flt Permitted		0.757			0.973			0.971			0.934	
Satd. Flow (perm)	0	1397	0	0	1695	0	0	1801	0	0	1646	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	166	102	19	10	91	93	12	208	7	41	160	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	0	194	0	0	227	0	0	333	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 PM 2024 FNB

Synchro 11 Report
Page 7

Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		15.1			15.1			16.8			16.8	
Actuated g/C Ratio		0.36			0.36			0.40			0.40	
v/c Ratio		0.58			0.32			0.32			0.51	
Control Delay		16.3			11.6			11.5			14.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.3			11.6			11.5			14.2	
LOS		B			B			B			B	
Approach Delay		16.3			11.6			11.5			14.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		46			28			33			53	
Queue Length 95th (ft)		129			80			97			149	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		861			1045			1332			1218	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.19			0.17			0.27	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 42.3

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 13.7

Intersection LOS: B

Intersection Capacity Utilization 64.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

 Ø2	 Ø4
35 s	30 s
 Ø6	 Ø8
35 s	30 s

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	219	19	31	192	4	26	4	60	4	4	8
Future Volume (vph)	5	219	19	31	192	4	26	4	60	4	4	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.998			0.910			0.929	
Flt Protected		0.999			0.993			0.986			0.988	
Satd. Flow (prot)	0	1840	0	0	1846	0	0	1671	0	0	1710	0
Flt Permitted		0.999			0.993			0.986			0.988	
Satd. Flow (perm)	0	1840	0	0	1846	0	0	1671	0	0	1710	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			475	
Travel Time (s)		38.1			4.7			43.9			13.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	243	21	34	213	4	29	4	67	4	4	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	270	0	0	251	0	0	100	0	0	17	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	41.6%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	219	19	31	192	4	26	4	60	4	4	8
Future Vol, veh/h	5	219	19	31	192	4	26	4	60	4	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	243	21	34	213	4	29	4	67	4	4	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	217	0	0	264	0	0	556	551	254	584	559	215
Stage 1	-	-	-	-	-	-	266	266	-	283	283	-
Stage 2	-	-	-	-	-	-	290	285	-	301	276	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1353	-	-	1300	-	-	442	442	785	423	438	825
Stage 1	-	-	-	-	-	-	739	689	-	724	677	-
Stage 2	-	-	-	-	-	-	718	676	-	708	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1353	-	-	1300	-	-	422	427	785	374	423	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	427	-	374	423	-
Stage 1	-	-	-	-	-	-	735	686	-	720	657	-
Stage 2	-	-	-	-	-	-	684	656	-	640	679	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			1.1			12			11.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	611	1353	-	-	1300	-	-	536				
HCM Lane V/C Ratio	0.164	0.004	-	-	0.026	-	-	0.033				
HCM Control Delay (s)	12	7.7	0	-	7.8	0	-	11.9				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.1				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	268	10	8	219	4	4	4	10	4	10	4
Future Volume (vph)	4	268	10	8	219	4	4	4	10	4	10	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.998			0.922			0.972	
Flt Protected		0.999			0.998			0.990			0.990	
Satd. Flow (prot)	0	1852	0	0	1855	0	0	1700	0	0	1792	0
Flt Permitted		0.999			0.998			0.990			0.990	
Satd. Flow (perm)	0	1852	0	0	1855	0	0	1700	0	0	1792	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	298	11	9	243	4	4	4	11	4	11	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	313	0	0	256	0	0	19	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 26.4%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	268	10	8	219	4	4	4	10	4	10	4
Future Vol, veh/h	4	268	10	8	219	4	4	4	10	4	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	298	11	9	243	4	4	4	11	4	11	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	309	0	0	583	577	304	582	580	245
Stage 1	-	-	-	-	-	-	312	312	-	263	263	-
Stage 2	-	-	-	-	-	-	271	265	-	319	317	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1319	-	-	1252	-	-	424	427	736	424	426	794
Stage 1	-	-	-	-	-	-	699	658	-	742	691	-
Stage 2	-	-	-	-	-	-	735	689	-	693	654	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1319	-	-	1252	-	-	410	422	736	410	421	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	410	422	-	410	421	-
Stage 1	-	-	-	-	-	-	696	655	-	739	685	-
Stage 2	-	-	-	-	-	-	713	683	-	675	651	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			11.8			13.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	548	1319	-	-	1252	-	-	467
HCM Lane V/C Ratio	0.036	0.003	-	-	0.007	-	-	0.043
HCM Control Delay (s)	11.8	7.7	0	-	7.9	0	-	13.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	4	4	4	4	26	5	461	7	18	315	7
Future Volume (vph)	8	4	4	4	4	26	5	461	7	18	315	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.894			0.998			0.997	
Flt Protected		0.974			0.995			0.999			0.997	
Satd. Flow (prot)	0	1756	0	0	1657	0	0	1857	0	0	1852	0
Flt Permitted		0.974			0.995			0.999			0.997	
Satd. Flow (perm)	0	1756	0	0	1657	0	0	1857	0	0	1852	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	9	4	4	4	4	29	6	512	8	20	350	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	37	0	0	526	0	0	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.3%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	4	4	4	4	26	5	461	7	18	315	7
Future Vol, veh/h	8	4	4	4	4	26	5	461	7	18	315	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	4	4	4	4	29	6	512	8	20	350	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	939	926	354	926	926	516	358	0	0	520	0	0
Stage 1	394	394	-	528	528	-	-	-	-	-	-	-
Stage 2	545	532	-	398	398	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	244	269	690	249	269	559	1201	-	-	1046	-	-
Stage 1	631	605	-	534	528	-	-	-	-	-	-	-
Stage 2	523	526	-	628	603	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	223	261	690	239	261	559	1201	-	-	1046	-	-
Mov Cap-2 Maneuver	223	261	-	239	261	-	-	-	-	-	-	-
Stage 1	627	590	-	530	524	-	-	-	-	-	-	-
Stage 2	488	522	-	604	589	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.7		14.1		0.1		0.5					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1201	-	-	281	433	1046	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.063	0.087	0.019	-	-				
HCM Control Delay (s)	8	0	-	18.7	14.1	8.5	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-				

Lanes, Volumes, Timings
400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	101	17	9	90	92	10	205	6	40	157	128
Future Volume (vph)	162	101	17	9	90	92	10	205	6	40	157	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.935			0.996			0.947	
Flt Protected		0.972			0.998			0.998			0.994	
Satd. Flow (prot)	0	1796	0	0	1738	0	0	1852	0	0	1753	0
Flt Permitted		0.751			0.975			0.975			0.931	
Satd. Flow (perm)	0	1388	0	0	1698	0	0	1809	0	0	1642	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	180	112	19	10	100	102	11	228	7	44	174	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	212	0	0	246	0	0	360	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 PM 2033 FNB

Synchro 11 Report
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Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		16.0			16.0			17.6			17.6	
Actuated g/C Ratio		0.36			0.36			0.40			0.40	
v/c Ratio		0.62			0.34			0.34			0.55	
Control Delay		18.0			12.3			11.8			15.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.0			12.3			11.8			15.0	
LOS		B			B			B			B	
Approach Delay		18.0			12.3			11.8			15.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		54			33			39			62	
Queue Length 95th (ft)		150			92			104			163	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		823			1007			1288			1169	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.38			0.21			0.19			0.31	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 44.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 14.6

Intersection LOS: B

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

 Ø2	 Ø4
35 s	30 s
 Ø6	 Ø8
35 s	30 s

Future Build Conditions

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	108	13	43	168	4	6	5	19	7	4	21
Future Volume (vph)	10	108	13	43	168	4	6	5	19	7	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.998			0.917			0.911	
Flt Protected		0.996			0.990			0.990			0.989	
Satd. Flow (prot)	0	1831	0	0	1840	0	0	1691	0	0	1678	0
Flt Permitted		0.996			0.990			0.990			0.989	
Satd. Flow (perm)	0	1831	0	0	1840	0	0	1691	0	0	1678	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			176	
Travel Time (s)		38.1			4.7			43.9			4.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	120	14	48	187	4	7	6	21	8	4	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	145	0	0	239	0	0	34	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	31.8%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	108	13	43	168	4	6	5	19	7	4	21
Future Vol, veh/h	10	108	13	43	168	4	6	5	19	7	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	120	14	48	187	4	7	6	21	8	4	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	134	0	0	448	436	127	448	441	189
Stage 1	-	-	-	-	-	-	149	149	-	285	285	-
Stage 2	-	-	-	-	-	-	299	287	-	163	156	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1383	-	-	1451	-	-	521	514	923	521	510	853
Stage 1	-	-	-	-	-	-	854	774	-	722	676	-
Stage 2	-	-	-	-	-	-	710	674	-	839	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1383	-	-	1451	-	-	486	490	923	487	487	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	490	-	487	487	-
Stage 1	-	-	-	-	-	-	846	767	-	716	651	-
Stage 2	-	-	-	-	-	-	660	649	-	807	762	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			1.5			10.4			10.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	695	1383	-	-	1451	-	-	678				
HCM Lane V/C Ratio	0.048	0.008	-	-	0.033	-	-	0.052				
HCM Control Delay (s)	10.4	7.6	0	-	7.6	0	-	10.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	121	11	11	219	4	4	4	4	4	11	4
Future Volume (vph)	4	121	11	11	219	4	4	4	4	4	11	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.998			0.955			0.973	
Flt Protected		0.999			0.998			0.984			0.990	
Satd. Flow (prot)	0	1840	0	0	1855	0	0	1750	0	0	1794	0
Flt Permitted		0.999			0.998			0.984			0.990	
Satd. Flow (perm)	0	1840	0	0	1855	0	0	1750	0	0	1794	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	134	12	12	243	4	4	4	4	4	12	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	0	0	259	0	0	12	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 26.7%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	121	11	11	219	4	4	4	4	4	11	4
Future Vol, veh/h	4	121	11	11	219	4	4	4	4	4	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	134	12	12	243	4	4	4	4	4	12	4
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	247	0	0	146	0	0	425	419	140	421	423	245
Stage 1	-	-	-	-	-	-	148	148	-	269	269	-
Stage 2	-	-	-	-	-	-	277	271	-	152	154	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1319	-	-	1436	-	-	540	525	908	543	522	794
Stage 1	-	-	-	-	-	-	855	775	-	737	687	-
Stage 2	-	-	-	-	-	-	729	685	-	850	770	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1319	-	-	1436	-	-	522	518	908	532	515	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	522	518	-	532	515	-
Stage 1	-	-	-	-	-	-	852	773	-	735	680	-
Stage 2	-	-	-	-	-	-	705	678	-	838	768	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0.2		0.4			11.1			11.7			
HCM LOS						B			B			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	606	1319	-	-	1436	-	-	560				
HCM Lane V/C Ratio	0.022	0.003	-	-	0.009	-	-	0.038				
HCM Control Delay (s)	11.1	7.7	0	-	7.5	0	-	11.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	4	4	4	4	15	4	217	5	18	358	26
Future Volume (vph)	17	4	4	4	4	15	4	217	5	18	358	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.908			0.997			0.991	
Flt Protected		0.966			0.992			0.999			0.998	
Satd. Flow (prot)	0	1763	0	0	1678	0	0	1855	0	0	1842	0
Flt Permitted		0.966			0.992			0.999			0.998	
Satd. Flow (perm)	0	1763	0	0	1678	0	0	1855	0	0	1842	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	4	4	4	4	17	4	241	6	20	398	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	25	0	0	251	0	0	447	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	41.1%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	4	4	4	4	15	4	217	5	18	358	26
Future Vol, veh/h	17	4	4	4	4	15	4	217	5	18	358	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	4	4	4	4	17	4	241	6	20	398	29

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	716	708	413	709	719	244	427	0	0	247	0	0
Stage 1	453	453	-	252	252	-	-	-	-	-	-	-
Stage 2	263	255	-	457	467	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	345	360	639	349	354	795	1132	-	-	1319	-	-
Stage 1	586	570	-	752	698	-	-	-	-	-	-	-
Stage 2	742	696	-	583	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	328	351	639	337	346	795	1132	-	-	1319	-	-
Mov Cap-2 Maneuver	328	351	-	337	346	-	-	-	-	-	-	-
Stage 1	584	559	-	749	695	-	-	-	-	-	-	-
Stage 2	719	693	-	563	551	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.8		11.9		0.1		0.3	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1132	-	-	360	544	1319	-
HCM Lane V/C Ratio	0.004	-	-	0.077	0.047	0.015	-
HCM Control Delay (s)	8.2	0	-	15.8	11.9	7.8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-

Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	39	18	5	48	28	14	131	21	59	133	171
Future Volume (vph)	67	39	18	5	48	28	14	131	21	59	133	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.953			0.983			0.937	
Flt Protected		0.974			0.997			0.996			0.992	
Satd. Flow (prot)	0	1778	0	0	1770	0	0	1824	0	0	1731	0
Flt Permitted		0.783			0.967			0.950			0.921	
Satd. Flow (perm)	0	1429	0	0	1717	0	0	1740	0	0	1608	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	74	43	20	6	53	31	16	146	23	66	148	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	137	0	0	90	0	0	185	0	0	404	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 AM 2024 FB

Synchro 11 Report
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Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		10.7			10.7			21.0			21.0	
Actuated g/C Ratio		0.28			0.28			0.56			0.56	
v/c Ratio		0.34			0.19			0.19			0.45	
Control Delay		14.2			12.1			7.3			9.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.2			12.1			7.3			9.6	
LOS		B			B			A			A	
Approach Delay		14.2			12.1			7.3			9.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		20			12			20			51	
Queue Length 95th (ft)		65			44			56			133	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		968			1163			1414			1307	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.08			0.13			0.31	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 37.7

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 10.1

Intersection LOS: B

Intersection Capacity Utilization 56.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

			
Ø2		Ø4	
35 s		30 s	
			
Ø6		Ø8	
35 s		30 s	

Lanes, Volumes, Timings
500: W New York Avenue & Site Access 1

04/20/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	5	13	4	4	19
Future Volume (vph)	10	5	13	4	4	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.970			
Flt Protected	0.969					0.992
Satd. Flow (prot)	1718	0	1807	0	0	1848
Flt Permitted	0.969					0.992
Satd. Flow (perm)	1718	0	1807	0	0	1848
Link Speed (mph)	30		30			25
Link Distance (ft)	1015		176			86
Travel Time (s)	23.1		4.0			2.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	6	14	4	4	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	18	0	0	25
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 14.4%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	5	13	4	4	19
Future Vol, veh/h	10	5	13	4	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	6	14	4	4	21
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	45	16	0	0	18	0
Stage 1	16	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	965	1063	-	-	1599	-
Stage 1	1007	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	962	1063	-	-	1599	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.7	0		1.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 993		1599	-	
HCM Lane V/C Ratio	-	- 0.017		0.003	-	
HCM Control Delay (s)	-	- 8.7		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

Lanes, Volumes, Timings
600: W New York Avenue & Site Access 2

04/20/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	5	16	4	4	14
Future Volume (vph)	7	5	16	4	4	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942		0.975			
Flt Protected	0.972					0.990
Satd. Flow (prot)	1706	0	1816	0	0	1844
Flt Permitted	0.972					0.990
Satd. Flow (perm)	1706	0	1816	0	0	1844
Link Speed (mph)	30		30			25
Link Distance (ft)	1109		86			213
Travel Time (s)	25.2		2.0			5.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	6	18	4	4	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	22	0	0	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	5	16	4	4	14
Future Vol, veh/h	7	5	16	4	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	6	18	4	4	16

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	44	20	0
Stage 1	20	-	-
Stage 2	24	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	967	1058	-
Stage 1	1003	-	-
Stage 2	999	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	964	1058	-
Mov Cap-2 Maneuver	964	-	-
Stage 1	1003	-	-
Stage 2	996	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1001	1593
HCM Lane V/C Ratio	-	-	0.013	0.003
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	116	14	47	182	4	6	5	20	7	4	21
Future Volume (vph)	10	116	14	47	182	4	6	5	20	7	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998			0.915			0.911	
Flt Protected		0.996			0.990			0.990			0.989	
Satd. Flow (prot)	0	1829	0	0	1840	0	0	1687	0	0	1678	0
Flt Permitted		0.996			0.990			0.990			0.989	
Satd. Flow (perm)	0	1829	0	0	1840	0	0	1687	0	0	1678	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			176	
Travel Time (s)		38.1			4.7			43.9			4.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	129	16	52	202	4	7	6	22	8	4	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	0	0	258	0	0	35	0	0	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	33.3%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	116	14	47	182	4	6	5	20	7	4	21
Future Vol, veh/h	10	116	14	47	182	4	6	5	20	7	4	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	129	16	52	202	4	7	6	22	8	4	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	206	0	0	145	0	0	481	469	137	481	475	204
Stage 1	-	-	-	-	-	-	159	159	-	308	308	-
Stage 2	-	-	-	-	-	-	322	310	-	173	167	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1365	-	-	1437	-	-	495	492	911	495	488	837
Stage 1	-	-	-	-	-	-	843	766	-	702	660	-
Stage 2	-	-	-	-	-	-	690	659	-	829	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1365	-	-	1437	-	-	459	467	911	460	464	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	467	-	460	464	-
Stage 1	-	-	-	-	-	-	835	759	-	696	633	-
Stage 2	-	-	-	-	-	-	639	632	-	796	753	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.5			10.6			10.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	678	1365	-	-	1437	-	-	654				
HCM Lane V/C Ratio	0.051	0.008	-	-	0.036	-	-	0.054				
HCM Control Delay (s)	10.6	7.7	0	-	7.6	0	-	10.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	131	12	12	238	4	4	4	4	4	12	4
Future Volume (vph)	4	131	12	12	238	4	4	4	4	4	12	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.998			0.955			0.974	
Flt Protected		0.999			0.998			0.984			0.991	
Satd. Flow (prot)	0	1840	0	0	1855	0	0	1750	0	0	1798	0
Flt Permitted		0.999			0.998			0.984			0.991	
Satd. Flow (perm)	0	1840	0	0	1855	0	0	1750	0	0	1798	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	146	13	13	264	4	4	4	4	4	13	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	163	0	0	281	0	0	12	0	0	21	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 28.3%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	131	12	12	238	4	4	4	4	4	12	4
Future Vol, veh/h	4	131	12	12	238	4	4	4	4	4	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	146	13	13	264	4	4	4	4	4	13	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	268	0	0	159	0	0	462	455	153	457	459	266
Stage 1	-	-	-	-	-	-	161	161	-	292	292	-
Stage 2	-	-	-	-	-	-	301	294	-	165	167	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1296	-	-	1420	-	-	510	501	893	514	499	773
Stage 1	-	-	-	-	-	-	841	765	-	716	671	-
Stage 2	-	-	-	-	-	-	708	670	-	837	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1420	-	-	491	494	893	503	492	773
Mov Cap-2 Maneuver	-	-	-	-	-	-	491	494	-	503	492	-
Stage 1	-	-	-	-	-	-	838	763	-	714	664	-
Stage 2	-	-	-	-	-	-	682	663	-	825	758	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.4			11.4			12		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	579	1296	-	-	1420	-	-	533				
HCM Lane V/C Ratio	0.023	0.003	-	-	0.009	-	-	0.042				
HCM Control Delay (s)	11.4	7.8	0	-	7.6	0	-	12				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	4	4	4	4	16	4	237	5	19	391	28
Future Volume (vph)	17	4	4	4	4	16	4	237	5	19	391	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.907			0.997			0.991	
Flt Protected		0.966			0.992			0.999			0.998	
Satd. Flow (prot)	0	1763	0	0	1676	0	0	1855	0	0	1842	0
Flt Permitted		0.966			0.992			0.999			0.998	
Satd. Flow (perm)	0	1763	0	0	1676	0	0	1855	0	0	1842	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	4	4	4	4	18	4	263	6	21	434	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	26	0	0	273	0	0	486	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	43.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	4	4	4	4	16	4	237	5	19	391	28
Future Vol, veh/h	17	4	4	4	4	16	4	237	5	19	391	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	4	4	4	4	18	4	263	6	21	434	31

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	777	769	450	770	781	266	465	0	0	269	0	0
Stage 1	492	492	-	274	274	-	-	-	-	-	-	-
Stage 2	285	277	-	496	507	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	314	332	609	318	326	773	1096	-	-	1295	-	-
Stage 1	558	548	-	732	683	-	-	-	-	-	-	-
Stage 2	722	681	-	556	539	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	298	323	609	306	318	773	1096	-	-	1295	-	-
Mov Cap-2 Maneuver	298	323	-	306	318	-	-	-	-	-	-	-
Stage 1	556	536	-	729	680	-	-	-	-	-	-	-
Stage 2	698	678	-	535	527	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.9		12.3		0.1		0.3	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1096	-	-	329	518	1295	-
HCM Lane V/C Ratio	0.004	-	-	0.084	0.051	0.016	-
HCM Control Delay (s)	8.3	0	-	16.9	12.3	7.8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	-

Lanes, Volumes, Timings
400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	42	17	5	52	30	14	143	23	65	145	185
Future Volume (vph)	72	42	17	5	52	30	14	143	23	65	145	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.954			0.983			0.937	
Flt Protected		0.973			0.997			0.996			0.992	
Satd. Flow (prot)	0	1780	0	0	1772	0	0	1824	0	0	1731	0
Flt Permitted		0.777			0.969			0.952			0.916	
Satd. Flow (perm)	0	1421	0	0	1722	0	0	1743	0	0	1599	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	47	19	6	58	33	16	159	26	72	161	206
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	97	0	0	201	0	0	439	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 AM 2033 FB

Synchro 11 Report
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Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		11.0			11.0			22.2			22.2	
Actuated g/C Ratio		0.28			0.28			0.57			0.57	
v/c Ratio		0.36			0.20			0.20			0.48	
Control Delay		15.3			12.9			7.3			10.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			12.9			7.3			10.0	
LOS		B			B			A			B	
Approach Delay		15.3			12.9			7.3			10.0	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		22			14			22			59	
Queue Length 95th (ft)		73			50			61			151	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		932			1130			1372			1259	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.16			0.09			0.15			0.35	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 39.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 58.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

			
Ø2			Ø4
35 s			30 s
			
Ø6			Ø8
35 s			30 s

Lanes, Volumes, Timings
500: W New York Avenue & Site Access 1

04/20/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	5	14	4	4	20
Future Volume (vph)	10	5	14	4	4	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.973			
Flt Protected	0.969					0.992
Satd. Flow (prot)	1718	0	1812	0	0	1848
Flt Permitted	0.969					0.992
Satd. Flow (perm)	1718	0	1812	0	0	1848
Link Speed (mph)	30		30			25
Link Distance (ft)	1015		176			86
Travel Time (s)	23.1		4.0			2.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	6	16	4	4	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	20	0	0	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	5	14	4	4	20
Future Vol, veh/h	10	5	14	4	4	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	6	16	4	4	22
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	48	18	0	0	20	0
Stage 1	18	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	962	1061	-	-	1596	-
Stage 1	1005	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	959	1061	-	-	1596	-
Mov Cap-2 Maneuver	959	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.7	0		1.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	991	1596	-	
HCM Lane V/C Ratio	-	-	0.017	0.003	-	
HCM Control Delay (s)	-	-	8.7	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Lanes, Volumes, Timings
600: W New York Avenue & Site Access 2

04/20/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	5	17	4	4	15
Future Volume (vph)	7	5	17	4	4	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.942		0.977			
Flt Protected	0.972					0.991
Satd. Flow (prot)	1706	0	1820	0	0	1846
Flt Permitted	0.972					0.991
Satd. Flow (perm)	1706	0	1820	0	0	1846
Link Speed (mph)	30		30			25
Link Distance (ft)	1109		86			213
Travel Time (s)	25.2		2.0			5.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	6	19	4	4	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	23	0	0	21
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 14.3%			ICU Level of Service A			
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	5	17	4	4	15
Future Vol, veh/h	7	5	17	4	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	6	19	4	4	17
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	46	21	0	0	23	0
Stage 1	21	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	964	1056	-	-	1592	-
Stage 1	1002	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	961	1056	-	-	1592	-
Mov Cap-2 Maneuver	961	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.7	0		1.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 998		1592	-	
HCM Lane V/C Ratio	-	- 0.013		0.003	-	
HCM Control Delay (s)	-	- 8.7		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	212	18	29	186	6	24	4	55	5	4	14
Future Volume (vph)	15	212	18	29	186	6	24	4	55	5	4	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.996			0.910			0.917	
Flt Protected		0.997			0.994			0.986			0.989	
Satd. Flow (prot)	0	1839	0	0	1844	0	0	1671	0	0	1689	0
Flt Permitted		0.997			0.994			0.986			0.989	
Satd. Flow (perm)	0	1839	0	0	1844	0	0	1671	0	0	1689	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			176	
Travel Time (s)		38.1			4.7			43.9			4.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	236	20	32	207	7	27	4	61	6	4	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	0	0	246	0	0	92	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	33.6%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	212	18	29	186	6	24	4	55	5	4	14
Future Vol, veh/h	15	212	18	29	186	6	24	4	55	5	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	236	20	32	207	7	27	4	61	6	4	16
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	256	0	0	565	558	246	588	565	211
Stage 1	-	-	-	-	-	-	280	280	-	275	275	-
Stage 2	-	-	-	-	-	-	285	278	-	313	290	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1356	-	-	1309	-	-	436	438	793	421	434	829
Stage 1	-	-	-	-	-	-	727	679	-	731	683	-
Stage 2	-	-	-	-	-	-	722	680	-	698	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1356	-	-	1309	-	-	411	419	793	373	415	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	411	419	-	373	415	-
Stage 1	-	-	-	-	-	-	716	669	-	720	664	-
Stage 2	-	-	-	-	-	-	684	661	-	630	662	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1			12			11.5		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	605	1356	-	-	1309	-	-	576				
HCM Lane V/C Ratio	0.152	0.012	-	-	0.025	-	-	0.044				
HCM Control Delay (s)	12	7.7	0	-	7.8	0	-	11.5				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.1				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	268	10	8	230	4	4	4	10	4	10	4
Future Volume (vph)	4	268	10	8	230	4	4	4	10	4	10	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.998			0.922			0.972	
Flt Protected		0.999			0.998			0.990			0.990	
Satd. Flow (prot)	0	1852	0	0	1855	0	0	1700	0	0	1792	0
Flt Permitted		0.999			0.998			0.990			0.990	
Satd. Flow (perm)	0	1852	0	0	1855	0	0	1700	0	0	1792	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	298	11	9	256	4	4	4	11	4	11	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	313	0	0	269	0	0	19	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 26.9%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	268	10	8	230	4	4	4	10	4	10	4
Future Vol, veh/h	4	268	10	8	230	4	4	4	10	4	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	298	11	9	256	4	4	4	11	4	11	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	309	0	0	596	590	304	595	593	258
Stage 1	-	-	-	-	-	-	312	312	-	276	276	-
Stage 2	-	-	-	-	-	-	284	278	-	319	317	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1304	-	-	1252	-	-	415	420	736	416	418	781
Stage 1	-	-	-	-	-	-	699	658	-	730	682	-
Stage 2	-	-	-	-	-	-	723	680	-	693	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1304	-	-	1252	-	-	400	415	736	403	413	781
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	415	-	403	413	-
Stage 1	-	-	-	-	-	-	696	655	-	727	677	-
Stage 2	-	-	-	-	-	-	701	675	-	675	651	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			11.9			13.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	542	1304	-	-	1252	-	-	458				
HCM Lane V/C Ratio	0.037	0.003	-	-	0.007	-	-	0.044				
HCM Control Delay (s)	11.9	7.8	0	-	7.9	0	-	13.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	4	4	4	4	24	5	429	9	17	297	17
Future Volume (vph)	14	4	4	4	4	24	5	429	9	17	297	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.896			0.997			0.993	
Flt Protected		0.968			0.994			0.999			0.997	
Satd. Flow (prot)	0	1762	0	0	1659	0	0	1855	0	0	1844	0
Flt Permitted		0.968			0.994			0.999			0.997	
Satd. Flow (perm)	0	1762	0	0	1659	0	0	1855	0	0	1844	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	16	4	4	4	4	27	6	477	10	19	330	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	35	0	0	493	0	0	368	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.2%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	4	4	4	4	24	5	429	9	17	297	17
Future Vol, veh/h	14	4	4	4	4	24	5	429	9	17	297	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	4	4	4	4	27	6	477	10	19	330	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	888	877	340	876	881	482	349	0	0	487	0	0
Stage 1	378	378	-	494	494	-	-	-	-	-	-	-
Stage 2	510	499	-	382	387	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	264	287	702	269	285	584	1210	-	-	1076	-	-
Stage 1	644	615	-	557	546	-	-	-	-	-	-	-
Stage 2	546	544	-	640	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	243	279	702	258	277	584	1210	-	-	1076	-	-
Mov Cap-2 Maneuver	243	279	-	258	277	-	-	-	-	-	-	-
Stage 1	639	601	-	553	542	-	-	-	-	-	-	-
Stage 2	513	540	-	617	597	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	18.9		13.7		0.1		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1210	-	-	283	450	1076	-
HCM Lane V/C Ratio	0.005	-	-	0.086	0.079	0.018	-
HCM Control Delay (s)	8	0	-	18.9	13.7	8.4	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.1	-

Lanes, Volumes, Timings
400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	95	26	9	85	84	23	187	6	37	144	131
Future Volume (vph)	158	95	26	9	85	84	23	187	6	37	144	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.936			0.996			0.943	
Flt Protected		0.972			0.997			0.995			0.994	
Satd. Flow (prot)	0	1787	0	0	1738	0	0	1846	0	0	1746	0
Flt Permitted		0.760			0.972			0.933			0.935	
Satd. Flow (perm)	0	1397	0	0	1695	0	0	1731	0	0	1642	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	176	106	29	10	94	93	26	208	7	41	160	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	197	0	0	241	0	0	347	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 PM 2024 FB

Synchro 11 Report
Page 7

Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		15.4			15.4			17.1			17.1	
Actuated g/C Ratio		0.36			0.36			0.40			0.40	
v/c Ratio		0.62			0.32			0.35			0.53	
Control Delay		17.8			11.9			11.9			14.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.8			11.9			11.9			14.5	
LOS		B			B			B			B	
Approach Delay		17.8			11.9			11.9			14.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		52			29			37			58	
Queue Length 95th (ft)		146			83			103			156	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		846			1028			1259			1194	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.19			0.19			0.29	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 43

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 14.4

Intersection LOS: B

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

 Ø2	 Ø4
35 s	30 s
 Ø6	 Ø8
35 s	30 s

Lanes, Volumes, Timings
500: W New York Avenue & Site Access 1

04/20/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	4	14	8	5	16
Future Volume (vph)	4	4	14	8	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.951			
Flt Protected	0.976					0.988
Satd. Flow (prot)	1694	0	1771	0	0	1840
Flt Permitted	0.976					0.988
Satd. Flow (perm)	1694	0	1771	0	0	1840
Link Speed (mph)	30		30			25
Link Distance (ft)	1015		176			86
Travel Time (s)	23.1		4.0			2.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	4	16	9	6	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	25	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 15.2%			ICU Level of Service A			
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	14	8	5	16
Future Vol, veh/h	4	4	14	8	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	16	9	6	18
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	51	21	0	0	25	0
Stage 1	21	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	958	1056	-	-	1589	-
Stage 1	1002	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	954	1056	-	-	1589	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.6	0		1.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1002		1589	-	
HCM Lane V/C Ratio	-	- 0.009		0.003	-	
HCM Control Delay (s)	-	- 8.6		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Lanes, Volumes, Timings
600: W New York Avenue & Site Access 2

04/20/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	4	11	6	5	17
Future Volume (vph)	4	4	11	6	5	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.950			
Flt Protected	0.976					0.988
Satd. Flow (prot)	1694	0	1770	0	0	1840
Flt Permitted	0.976					0.988
Satd. Flow (perm)	1694	0	1770	0	0	1840
Link Speed (mph)	30		30			25
Link Distance (ft)	1109		86			213
Travel Time (s)	25.2		2.0			5.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	4	12	7	6	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	19	0	0	25
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	11	6	5	17
Future Vol, veh/h	4	4	11	6	5	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	12	7	6	19

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	47	16	0
Stage 1	16	-	-
Stage 2	31	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	963	1063	-
Stage 1	1007	-	-
Stage 2	992	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	959	1063	-
Mov Cap-2 Maneuver	959	-	-
Stage 1	1007	-	-
Stage 2	988	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1008	1597
HCM Lane V/C Ratio	-	-	0.009	0.003
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings
100: W New York Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	229	19	31	200	6	26	4	60	5	4	14
Future Volume (vph)	15	229	19	31	200	6	26	4	60	5	4	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.996			0.910			0.917	
Flt Protected		0.997			0.994			0.986			0.989	
Satd. Flow (prot)	0	1839	0	0	1844	0	0	1671	0	0	1689	0
Flt Permitted		0.997			0.994			0.986			0.989	
Satd. Flow (perm)	0	1839	0	0	1844	0	0	1671	0	0	1689	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		1955			243			1609			176	
Travel Time (s)		38.1			4.7			43.9			4.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	17	254	21	34	222	7	29	4	67	6	4	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	292	0	0	263	0	0	100	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	36.0%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	229	19	31	200	6	26	4	60	5	4	14
Future Vol, veh/h	15	229	19	31	200	6	26	4	60	5	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	254	21	34	222	7	29	4	67	6	4	16
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	275	0	0	603	596	265	628	603	226
Stage 1	-	-	-	-	-	-	299	299	-	294	294	-
Stage 2	-	-	-	-	-	-	304	297	-	334	309	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1339	-	-	1288	-	-	411	417	774	395	413	813
Stage 1	-	-	-	-	-	-	710	666	-	714	670	-
Stage 2	-	-	-	-	-	-	705	668	-	680	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1339	-	-	1288	-	-	386	398	774	346	394	813
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	398	-	346	394	-
Stage 1	-	-	-	-	-	-	699	656	-	703	650	-
Stage 2	-	-	-	-	-	-	666	648	-	608	650	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	0.4		1				12.5			11.9		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	581	1339	-	-	1288	-	-	550				
HCM Lane V/C Ratio	0.172	0.012	-	-	0.027	-	-	0.046				
HCM Control Delay (s)	12.5	7.7	0	-	7.9	0	-	11.9				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.1				

Lanes, Volumes, Timings
200: Parking Lot & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	289	10	8	246	4	4	4	10	4	10	4
Future Volume (vph)	4	289	10	8	246	4	4	4	10	4	10	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.998			0.922			0.972	
Flt Protected		0.999			0.998			0.990			0.990	
Satd. Flow (prot)	0	1853	0	0	1855	0	0	1700	0	0	1792	0
Flt Permitted		0.999			0.998			0.990			0.990	
Satd. Flow (perm)	0	1853	0	0	1855	0	0	1700	0	0	1792	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		243			220			1586			1026	
Travel Time (s)		4.7			4.3			43.3			28.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	321	11	9	273	4	4	4	11	4	11	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	336	0	0	286	0	0	19	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	27.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	289	10	8	246	4	4	4	10	4	10	4
Future Vol, veh/h	4	289	10	8	246	4	4	4	10	4	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	321	11	9	273	4	4	4	11	4	11	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	277	0	0	332	0	0	636	630	327	635	633	275
Stage 1	-	-	-	-	-	-	335	335	-	293	293	-
Stage 2	-	-	-	-	-	-	301	295	-	342	340	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1286	-	-	1227	-	-	391	399	714	391	397	764
Stage 1	-	-	-	-	-	-	679	643	-	715	670	-
Stage 2	-	-	-	-	-	-	708	669	-	673	639	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1286	-	-	1227	-	-	377	394	714	378	392	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	394	-	378	392	-
Stage 1	-	-	-	-	-	-	676	640	-	712	664	-
Stage 2	-	-	-	-	-	-	686	663	-	655	636	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			12.2			13.7		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	518	1286	-	-	1227	-	-	436				
HCM Lane V/C Ratio	0.039	0.003	-	-	0.007	-	-	0.046				
HCM Control Delay (s)	12.2	7.8	0	-	8	0	-	13.7				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Lanes, Volumes, Timings
300: W Pennsylvania Avenue & S Page Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	4	4	4	4	26	5	468	9	18	324	17
Future Volume (vph)	14	4	4	4	4	26	5	468	9	18	324	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.894			0.997			0.994	
Flt Protected		0.968			0.995			0.999			0.998	
Satd. Flow (prot)	0	1762	0	0	1657	0	0	1855	0	0	1848	0
Flt Permitted		0.968			0.995			0.999			0.998	
Satd. Flow (perm)	0	1762	0	0	1657	0	0	1855	0	0	1848	0
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		449			2587			476			1450	
Travel Time (s)		12.2			70.6			9.3			28.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	16	4	4	4	4	29	6	520	10	20	360	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	37	0	0	536	0	0	399	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	40.6%											
Analysis Period (min)	15											
ICU Level of Service A												

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	4	4	4	4	26	5	468	9	18	324	17
Future Vol, veh/h	14	4	4	4	4	26	5	468	9	18	324	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	4	4	4	4	29	6	520	10	20	360	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	964	952	370	951	956	525	379	0	0	530	0	0
Stage 1	410	410	-	537	537	-	-	-	-	-	-	-
Stage 2	554	542	-	414	419	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	235	259	676	240	258	552	1179	-	-	1037	-	-
Stage 1	619	595	-	528	523	-	-	-	-	-	-	-
Stage 2	517	520	-	616	590	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	215	251	676	230	250	552	1179	-	-	1037	-	-
Mov Cap-2 Maneuver	215	251	-	230	250	-	-	-	-	-	-	-
Stage 1	615	581	-	524	519	-	-	-	-	-	-	-
Stage 2	482	516	-	593	576	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.7		14.4		0.1		0.4	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1179	-	-	253	422	1037	-
HCM Lane V/C Ratio	0.005	-	-	0.097	0.09	0.019	-
HCM Control Delay (s)	8.1	0	-	20.7	14.4	8.5	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.1	-

Lanes, Volumes, Timings
400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	104	26	9	93	92	22	205	6	40	157	140
Future Volume (vph)	171	104	26	9	93	92	22	205	6	40	157	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.936			0.996			0.944	
Flt Protected		0.972			0.998			0.995			0.994	
Satd. Flow (prot)	0	1789	0	0	1740	0	0	1846	0	0	1748	0
Flt Permitted		0.750			0.975			0.941			0.932	
Satd. Flow (perm)	0	1380	0	0	1700	0	0	1746	0	0	1639	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			20			35	
Link Distance (ft)		220			2862			2803			476	
Travel Time (s)		4.3			55.8			95.6			9.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	190	116	29	10	103	102	24	228	7	44	174	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	335	0	0	215	0	0	259	0	0	374	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	76		20	35		20	35		20	76	
Trailing Detector (ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Position(ft)	0	70		0	-5		0	-5		0	70	
Detector 1 Size(ft)	20	6		20	40		20	40		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (s)	30.0	30.0		30.0	30.0		35.0	35.0		35.0	35.0	
Total Split (%)	46.2%	46.2%		46.2%	46.2%		53.8%	53.8%		53.8%	53.8%	
Maximum Green (s)	23.0	23.0		23.0	23.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Scenario 1 11:02 am 03/16/2023 PM 2033 FB

Synchro 11 Report
Page 7

Lanes, Volumes, Timings

400: W Pennsylvania Avenue & S Bennett Street

04/20/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		16.9			16.9			18.2			18.2	
Actuated g/C Ratio		0.37			0.37			0.40			0.40	
v/c Ratio		0.66			0.34			0.37			0.57	
Control Delay		19.5			12.6			12.4			15.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.5			12.6			12.4			15.7	
LOS		B			B			B			B	
Approach Delay		19.5			12.6			12.4			15.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		63			35			44			70	
Queue Length 95th (ft)		170			96			110			170	
Internal Link Dist (ft)		140			2782			2723			396	
Turn Bay Length (ft)												
Base Capacity (vph)		793			977			1205			1131	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.42			0.22			0.21			0.33	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 45.6

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 15.5

Intersection LOS: B

Intersection Capacity Utilization 66.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 400: W Pennsylvania Avenue & S Bennett Street

 Ø2	 Ø4
35 s	30 s
 Ø6	 Ø8
35 s	30 s

Lanes, Volumes, Timings
500: W New York Avenue & Site Access 1

04/20/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	4	14	8	5	17
Future Volume (vph)	4	4	14	8	5	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.951			
Flt Protected	0.976					0.988
Satd. Flow (prot)	1694	0	1771	0	0	1840
Flt Permitted	0.976					0.988
Satd. Flow (perm)	1694	0	1771	0	0	1840
Link Speed (mph)	30		30			25
Link Distance (ft)	1015		176			86
Travel Time (s)	23.1		4.0			2.3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	4	16	9	6	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	25	0	0	25
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	14	8	5	17
Future Vol, veh/h	4	4	14	8	5	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	16	9	6	19
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	52	21	0	0	25	0
Stage 1	21	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	957	1056	-	-	1589	-
Stage 1	1002	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	953	1056	-	-	1589	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.6	0		1.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1002		1589	-	
HCM Lane V/C Ratio	-	- 0.009		0.003	-	
HCM Control Delay (s)	-	- 8.6		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Lanes, Volumes, Timings
600: W New York Avenue & Site Access 2

04/20/2023

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	4	11	6	5	18
Future Volume (vph)	4	4	11	6	5	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.950			
Flt Protected	0.976					0.989
Satd. Flow (prot)	1694	0	1770	0	0	1842
Flt Permitted	0.976					0.989
Satd. Flow (perm)	1694	0	1770	0	0	1842
Link Speed (mph)	30		30			25
Link Distance (ft)	1109		86			213
Travel Time (s)	25.2		2.0			5.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	4	12	7	6	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	19	0	0	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	11	6	5	18
Future Vol, veh/h	4	4	11	6	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	12	7	6	20

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	48	16	0
Stage 1	16	-	-
Stage 2	32	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	962	1063	-
Stage 1	1007	-	-
Stage 2	991	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	958	1063	-
Mov Cap-2 Maneuver	958	-	-
Stage 1	1007	-	-
Stage 2	987	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1008	1597
HCM Lane V/C Ratio	-	-	0.009	0.003
HCM Control Delay (s)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Future Build Conditions with Improvements

Queueing Analysis SimTraffic Worksheets

Turning Movement Counts

DAVENPORT

119 Brookstown Ave., Suite PH1,

Winston Salem NC, 27101

Ph: (336)744-1636

File Name : Bennett_and_Parlikng_Lot_Driveways

Site Code : 2300171

Start Date : 3/23/2023

Page No : 1

Groups Printed- Cars - Buses - Trucks

	Parlikng Lot Driveways Southbound					Bennett Street Westbound					Parlikng Lot Driveways Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	32	0	0	32	44
07:15 AM	0	0	0	0	0	1	24	0	0	25	0	0	0	0	0	0	11	0	0	11	36
07:30 AM	0	0	0	0	0	1	29	0	0	30	0	0	0	0	0	0	16	0	0	16	46
07:45 AM	0	4	0	0	4	5	60	0	0	65	0	1	0	0	1	0	22	4	0	26	96
Total	0	4	0	0	4	8	124	0	0	132	0	1	0	0	1	0	81	4	0	85	222
08:00 AM	0	3	0	0	3	2	39	1	0	42	0	0	0	0	0	1	30	3	0	34	79
08:15 AM	0	3	0	0	3	1	42	1	0	44	0	0	0	0	0	0	27	3	0	30	77
08:30 AM	0	0	1	0	1	2	37	0	0	39	0	0	0	0	0	1	28	0	0	29	69
08:45 AM	0	0	0	0	0	2	38	1	0	41	0	0	0	0	0	0	33	0	0	33	74
Total	0	6	1	0	7	7	156	3	0	166	0	0	0	0	0	2	118	6	0	126	299
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,

Winston Salem NC, 27101

Ph: (336)744-1636

File Name : Bennett_and_Parlikng_Lot_Driveways

Site Code : 2300171

Start Date : 3/23/2023

Page No : 2

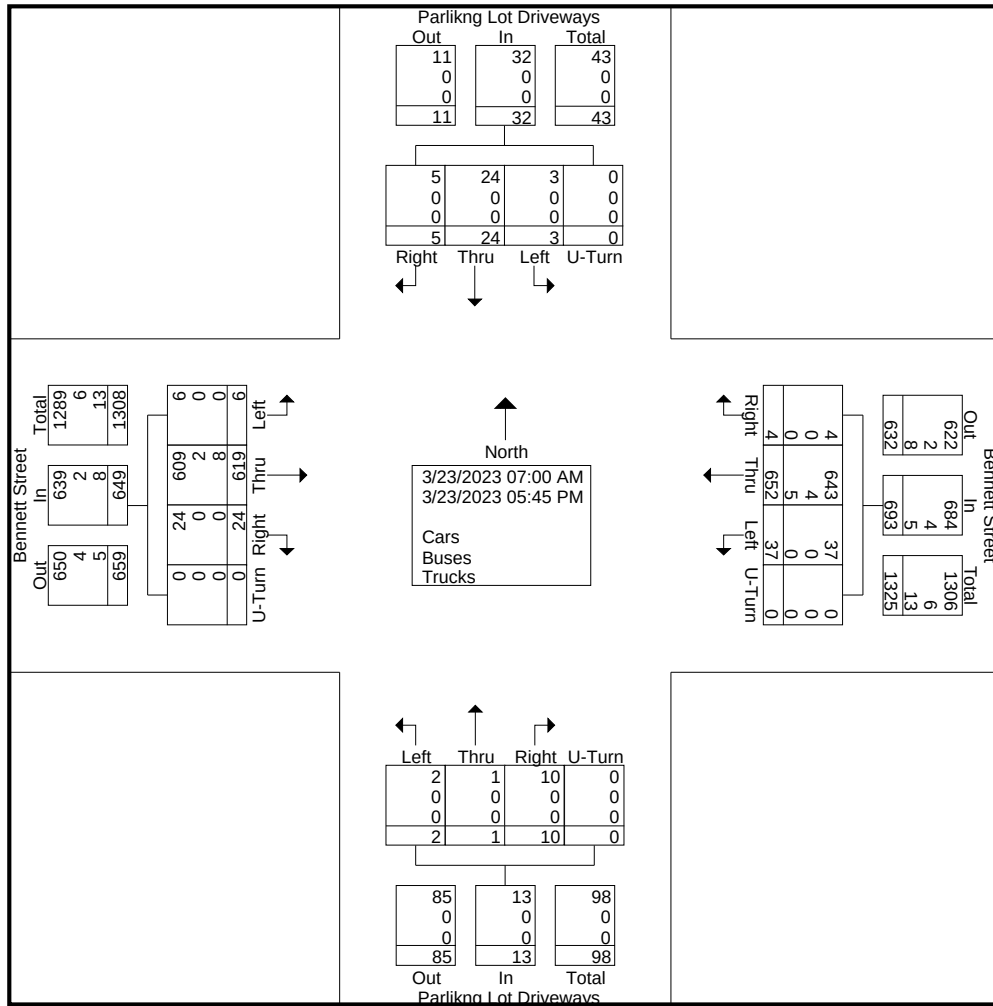
Groups Printed- Cars - Buses - Trucks

	Parlikng Lot Driveways Southbound					Bennett Street Westbound					Parlikng Lot Driveways Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	0	0	1	7	48	0	0	55	1	0	0	0	1	0	38	1	0	39	96
04:15 PM	1	4	0	0	5	4	43	0	0	47	0	0	0	0	0	0	56	4	0	60	112
04:30 PM	0	1	0	0	1	2	45	0	0	47	0	0	2	0	2	0	57	1	0	58	108
04:45 PM	1	1	2	0	4	1	50	0	0	51	1	0	1	0	2	2	64	1	0	67	124
Total	2	7	2	0	11	14	186	0	0	200	2	0	3	0	5	2	215	7	0	224	440
05:00 PM	0	4	1	0	5	3	50	0	0	53	0	0	6	0	6	1	59	4	0	64	128
05:15 PM	0	3	0	0	3	1	53	0	0	54	0	0	0	0	0	0	61	3	0	64	121
05:30 PM	1	0	0	0	1	2	40	1	0	43	0	0	0	0	0	0	39	0	0	39	83
05:45 PM	0	0	1	0	1	2	43	0	0	45	0	0	1	0	1	1	46	0	0	47	94
Total	1	7	2	0	10	8	186	1	0	195	0	0	7	0	7	2	205	7	0	214	426
Grand Total	3	24	5	0	32	37	652	4	0	693	2	1	10	0	13	6	619	24	0	649	1387
Apprch %	9.4	75	15.6	0		5.3	94.1	0.6	0		15.4	7.7	76.9	0		0.9	95.4	3.7	0		
Total %	0.2	1.7	0.4	0	2.3	2.7	47	0.3	0	50	0.1	0.1	0.7	0	0.9	0.4	44.6	1.7	0	46.8	
Cars	3	24	5	0	32	37	643	4	0	684	2	1	10	0	13	6	609	24	0	639	1368
% Cars	100	100	100	0	100	100	98.6	100	0	98.7	100	100	100	0	100	100	98.4	100	0	98.5	98.6
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.3	0	0	0.3	0.4
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13
% Trucks	0	0	0	0	0	0	0.8	0	0	0.7	0	0	0	0	0	0	1.3	0	0	1.2	0.9

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : Bennett_and_Parlikng_Lot_Driveways
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Start Date : 3/23/2023
Page No : 3

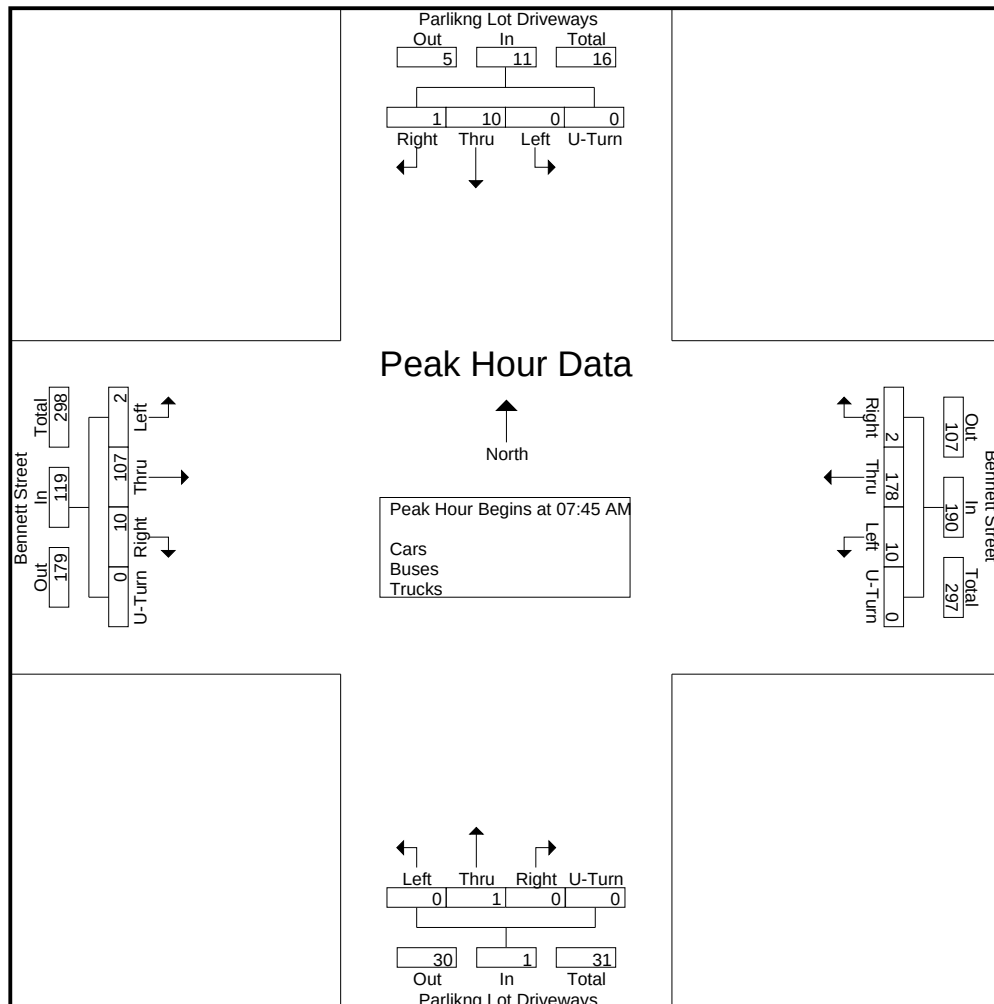


DAVENPORT

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File Name : Bennett_and_Parlikng_Lot_Driveways
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	Parlikng Lot Driveways Southbound					Bennett Street Westbound					Parlikng Lot Driveways Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	4	0	0	4	5	60	0	0	65	0	1	0	0	1	0	22	4	0	26	96
08:00 AM	0	3	0	0	3	2	39	1	0	42	0	0	0	0	0	1	30	3	0	34	79
08:15 AM	0	3	0	0	3	1	42	1	0	44	0	0	0	0	0	0	27	3	0	30	77
08:30 AM	0	0	1	0	1	2	37	0	0	39	0	0	0	0	0	1	28	0	0	29	69
Total Volume	0	10	1	0	11	10	178	2	0	190	0	1	0	0	1	2	107	10	0	119	321
% App. Total	0	90.9	9.1	0		5.3	93.7	1.1	0		0	100	0	0		1.7	89.9	8.4	0		
PHF	.000	.625	.250	.000	.688	.500	.742	.500	.000	.731	.000	.250	.000	.000	.250	.500	.892	.625	.000	.875	.836

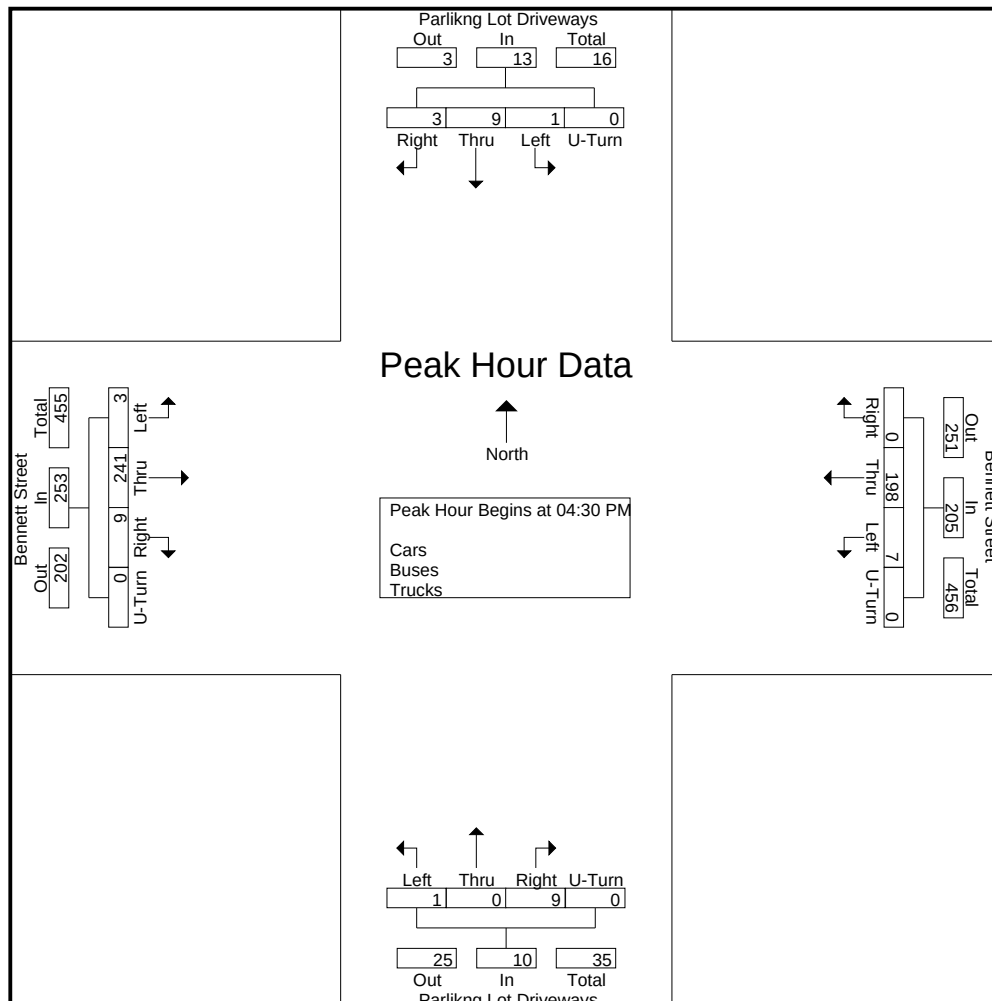


DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : Bennett_and_Parlikng_Lot_Driveways
Site Code : 2300171
Start Date : 3/23/2023
Page No : 5

	Parlikng Lot Driveways Southbound					Bennett Street Westbound					Parlikng Lot Driveways Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	1	0	0	1	2	45	0	0	47	0	0	2	0	2	0	57	1	0	58	108
04:45 PM	1	1	2	0	4	1	50	0	0	51	1	0	1	0	2	2	64	1	0	67	124
05:00 PM	0	4	1	0	5	3	50	0	0	53	0	0	6	0	6	1	59	4	0	64	128
05:15 PM	0	3	0	0	3	1	53	0	0	54	0	0	0	0	0	0	61	3	0	64	121
Total Volume	1	9	3	0	13	7	198	0	0	205	1	0	9	0	10	3	241	9	0	253	481
% App. Total	7.7	69.2	23.1	0		3.4	96.6	0	0		10	0	90	0		1.2	95.3	3.6	0		
PHF	.250	.563	.375	.000	.650	.583	.934	.000	.000	.949	.250	.000	.375	.000	.417	.375	.941	.563	.000	.944	.939



DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : New_York_Avenue_and_Bennett_Street
Site Code : 2300172
Start Date : 3/21/2023
Page No : 1

Groups Printed- Cars - Buses - Trucks

	New York Avenue Southbound					Bennett Street Westbound					New York Avenue Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	15	0	0	16	3	0	0	0	3	0	6	0	0	6	25
07:15 AM	0	0	0	0	0	1	21	0	0	22	0	0	2	0	2	0	11	1	0	12	36
07:30 AM	0	0	1	0	1	4	38	0	0	42	0	1	4	0	5	1	24	4	0	29	77
07:45 AM	0	1	2	0	3	11	39	0	0	50	4	0	8	0	12	1	19	4	0	24	89
Total	0	1	3	0	4	17	113	0	0	130	7	1	14	0	22	2	60	9	0	71	227
08:00 AM	0	0	2	0	2	19	40	0	0	59	1	1	4	0	6	2	20	3	0	25	92
08:15 AM	2	1	2	0	5	8	47	1	1	57	0	2	2	0	4	1	21	1	0	23	89
08:30 AM	0	1	1	0	2	15	21	0	0	36	2	0	2	0	4	0	17	2	0	19	61
08:45 AM	0	1	0	0	1	14	25	0	0	39	4	1	7	0	12	3	12	1	0	16	68
Total	2	3	5	0	10	56	133	1	1	191	7	4	15	0	26	6	70	7	0	83	310
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,

Winston Salem NC, 27101

Ph: (336)744-1636

File Name : New_York_Avenue_and_Bennett_Street

Site Code : 2300172

Start Date : 3/21/2023

Page No : 2

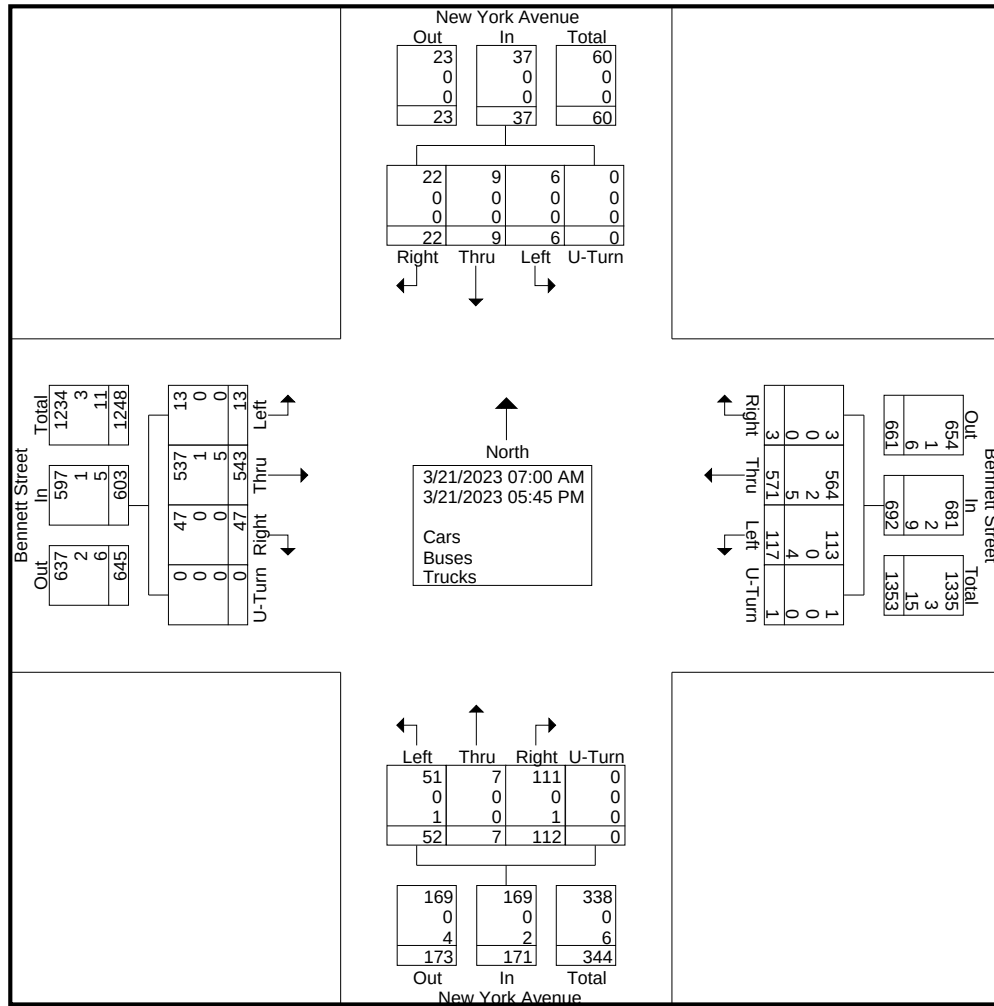
Groups Printed- Cars - Buses - Trucks

	New York Avenue Southbound					Bennett Street Westbound					New York Avenue Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	1	3	0	5	9	40	0	0	49	3	0	11	0	14	0	65	3	0	68	136
04:15 PM	0	0	0	0	0	6	43	0	0	49	5	0	18	0	23	1	46	7	0	54	126
04:30 PM	0	1	1	0	2	8	37	1	0	46	13	0	12	0	25	2	38	5	0	45	118
04:45 PM	0	0	6	0	6	7	43	0	0	50	2	1	13	0	16	0	61	3	0	64	136
Total	1	2	10	0	13	30	163	1	0	194	23	1	54	0	78	3	210	18	0	231	516
05:00 PM	2	1	0	0	3	7	51	0	0	58	3	1	11	0	15	1	59	2	0	62	138
05:15 PM	0	1	3	0	4	3	42	0	0	45	3	0	7	0	10	0	54	4	0	58	117
05:30 PM	1	1	1	0	3	1	38	0	0	39	6	0	6	0	12	0	50	5	0	55	109
05:45 PM	0	0	0	0	0	3	31	1	0	35	3	0	5	0	8	1	40	2	0	43	86
Total	3	3	4	0	10	14	162	1	0	177	15	1	29	0	45	2	203	13	0	218	450
Grand Total	6	9	22	0	37	117	571	3	1	692	52	7	112	0	171	13	543	47	0	603	1503
Apprch %	16.2	24.3	59.5	0		16.9	82.5	0.4	0.1		30.4	4.1	65.5	0		2.2	90	7.8	0		
Total %	0.4	0.6	1.5	0	2.5	7.8	38	0.2	0.1	46	3.5	0.5	7.5	0	11.4	0.9	36.1	3.1	0	40.1	
Cars	6	9	22	0	37	113	564	3	1	681	51	7	111	0	169	13	537	47	0	597	1484
% Cars	100	100	100	0	100	96.6	98.8	100	100	98.4	98.1	100	99.1	0	98.8	100	98.9	100	0	99	98.7
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.2
Trucks	0	0	0	0	0	4	5	0	0	9	1	0	1	0	2	0	5	0	0	5	16
% Trucks	0	0	0	0	0	3.4	0.9	0	0	1.3	1.9	0	0.9	0	1.2	0	0.9	0	0	0.8	1.1

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : New_York_Avenue_and_Bennett_Street
Site Code : 2300172
Start Date : 3/21/2023
Page No : 3

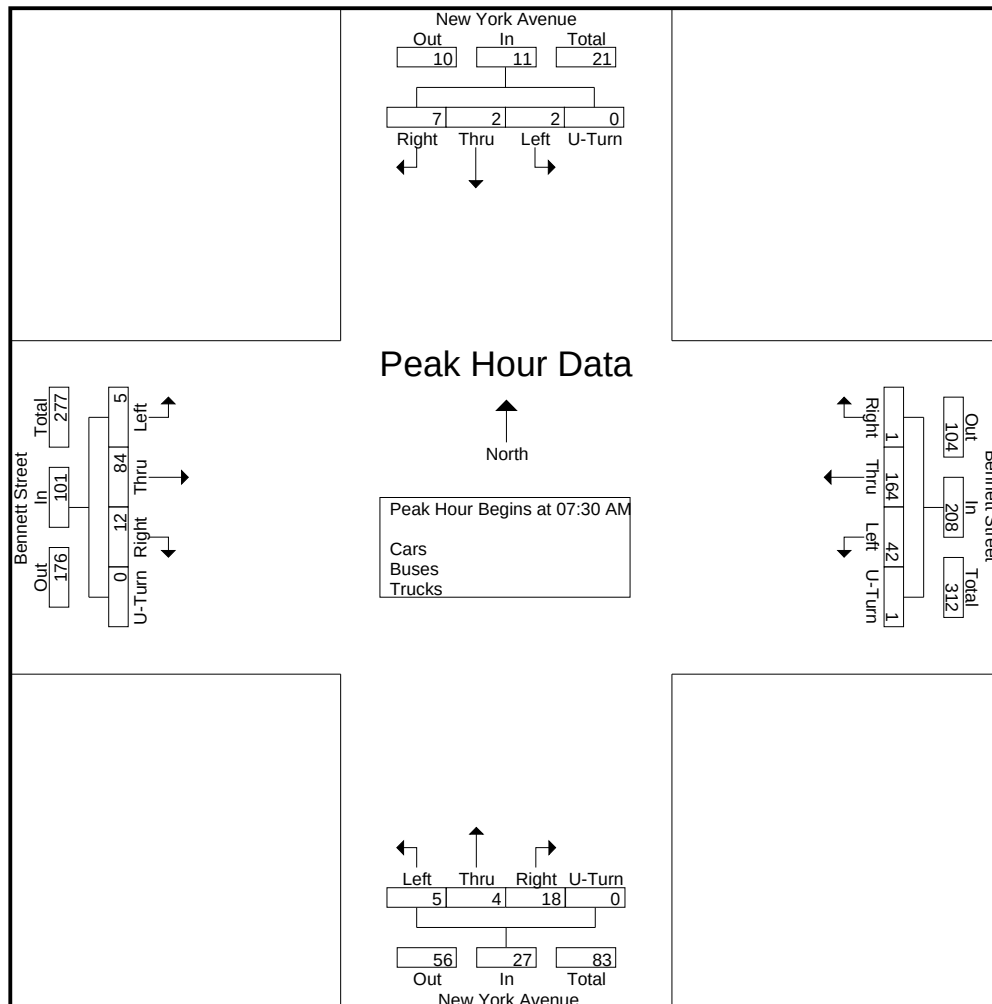


DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : New_York_Avenue_and_Bennett_Street
Site Code : 2300172
Start Date : 3/21/2023
Page No : 4

	New York Avenue Southbound					Bennett Street Westbound					New York Avenue Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	1	0	1	4	38	0	0	42	0	1	4	0	5	1	24	4	0	29	77
07:45 AM	0	1	2	0	3	11	39	0	0	50	4	0	8	0	12	1	19	4	0	24	89
08:00 AM	0	0	2	0	2	19	40	0	0	59	1	1	4	0	6	2	20	3	0	25	92
08:15 AM	2	1	2	0	5	8	47	1	1	57	0	2	2	0	4	1	21	1	0	23	89
Total Volume	2	2	7	0	11	42	164	1	1	208	5	4	18	0	27	5	84	12	0	101	347
% App. Total	18.2	18.2	63.6	0		20.2	78.8	0.5	0.5		18.5	14.8	66.7	0		5	83.2	11.9	0		
PHF	.250	.500	.875	.000	.550	.553	.872	.250	.250	.881	.313	.500	.563	.000	.563	.625	.875	.750	.000	.871	.943

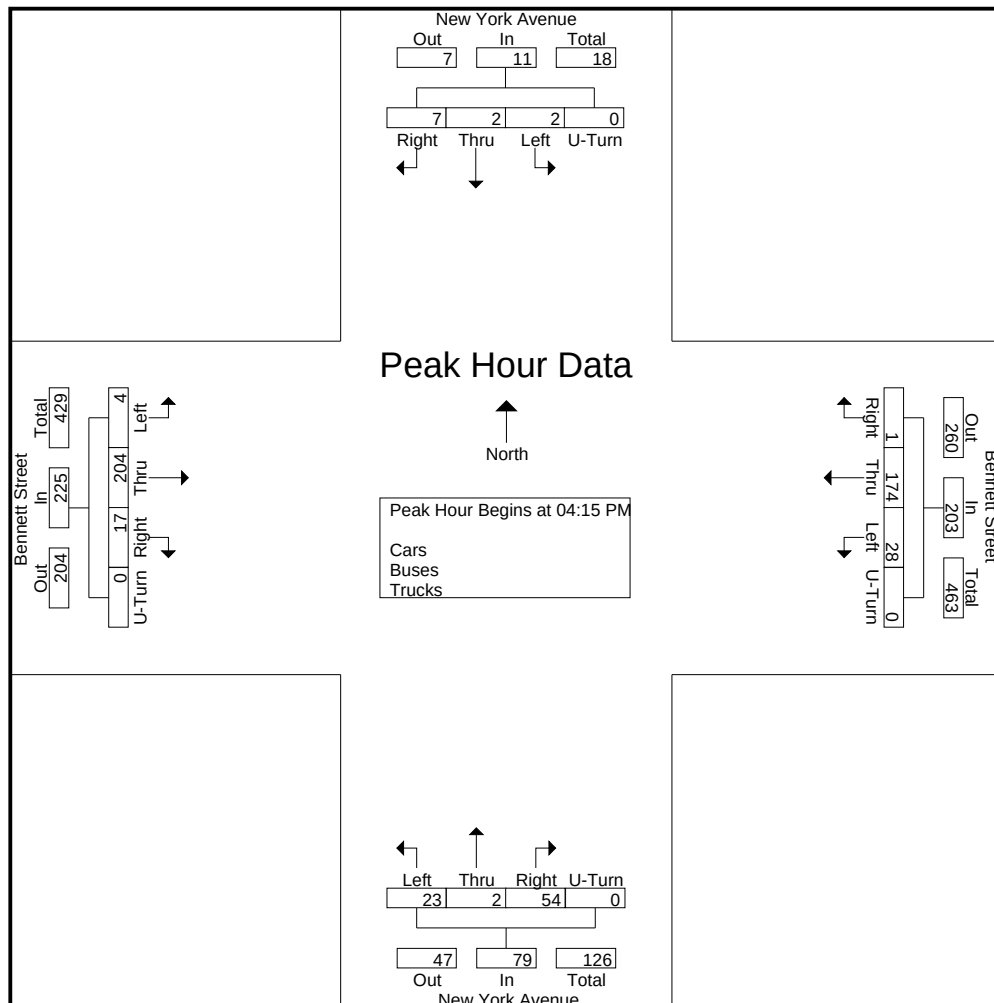


DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : New_York_Avenue_and_Bennett_Street
Site Code : 2300172
Start Date : 3/21/2023
Page No : 5

	New York Avenue Southbound					Bennett Street Westbound					New York Avenue Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	6	43	0	0	49	5	0	18	0	23	1	46	7	0	54	126
04:30 PM	0	1	1	0	2	8	37	1	0	46	13	0	12	0	25	2	38	5	0	45	118
04:45 PM	0	0	6	0	6	7	43	0	0	50	2	1	13	0	16	0	61	3	0	64	136
05:00 PM	2	1	0	0	3	7	51	0	0	58	3	1	11	0	15	1	59	2	0	62	138
Total Volume	2	2	7	0	11	28	174	1	0	203	23	2	54	0	79	4	204	17	0	225	518
% App. Total	18.2	18.2	63.6	0		13.8	85.7	0.5	0		29.1	2.5	68.4	0		1.8	90.7	7.6	0		
PHF	.250	.500	.292	.000	.458	.875	.853	.250	.000	.875	.442	.500	.750	.000	.790	.500	.836	.607	.000	.879	.938



DAVENPORT

119 Brookstown Ave., Suite PH1,

Winston Salem NC, 27101

Ph: (336)744-1636

File Name : Pennsylvania_Avenue_and_Bennett_Street

Site Code : 2300173

Start Date : 3/21/2023

Page No : 1

Groups Printed- Cars - Buses - Trucks

	Pennsylvania Avenue Southbound					Bennett Street Westbound					Pennsylvania Avenue Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	2	16	9	0	27	0	6	6	0	12	0	16	0	0	16	1	4	0	0	5	60
07:15 AM	8	24	13	0	45	0	5	3	0	8	3	18	1	0	22	7	4	2	0	13	88
07:30 AM	11	33	34	0	78	0	10	7	0	17	1	32	0	0	33	16	6	2	0	24	152
07:45 AM	18	42	41	0	101	1	8	6	0	15	1	42	2	0	45	16	11	2	0	29	190
Total	39	115	97	0	251	1	29	22	0	52	5	108	3	0	116	40	25	6	0	71	490
08:00 AM	14	24	44	0	82	0	14	4	0	18	3	30	11	0	44	14	9	1	0	24	168
08:15 AM	15	32	43	0	90	3	13	10	0	26	4	25	7	0	36	10	8	2	0	20	172
08:30 AM	13	31	26	0	70	3	9	17	0	29	0	25	3	0	28	10	10	0	0	20	147
08:45 AM	14	35	33	0	82	1	5	15	0	21	3	33	6	0	42	12	6	1	0	19	164
Total	56	122	146	0	324	7	41	46	0	94	10	113	27	0	150	46	33	4	0	83	651
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : Pennsylvania_Avenue_and_Bennett_Street
Site Code : 2300173
Start Date : 3/21/2023
Page No : 2

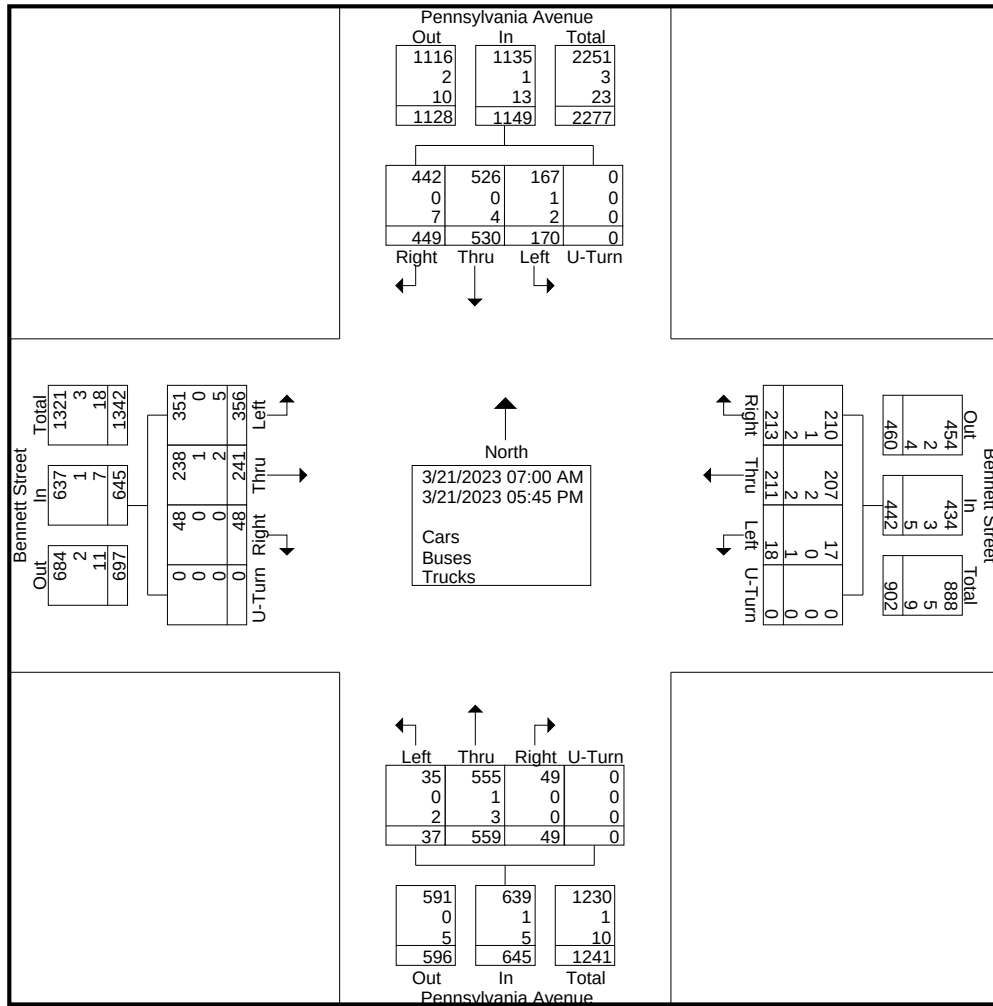
Groups Printed- Cars - Buses - Trucks

	Pennsylvania Avenue Southbound					Bennett Street Westbound					Pennsylvania Avenue Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	15	35	29	0	79	1	19	19	0	39	4	31	5	0	40	45	29	4	0	78	236
04:15 PM	10	48	34	0	92	1	15	11	0	27	4	37	6	0	47	31	19	7	0	57	223
04:30 PM	13	30	25	0	68	2	16	21	0	39	2	41	1	0	44	28	16	3	0	47	198
04:45 PM	5	27	32	0	64	2	12	12	0	26	3	41	1	0	45	29	36	6	0	71	206
Total	43	140	120	0	303	6	62	63	0	131	13	150	13	0	176	133	100	20	0	253	863
05:00 PM	7	36	24	0	67	2	27	29	0	58	3	54	2	0	59	50	22	2	0	74	258
05:15 PM	11	49	25	0	85	2	20	21	0	43	1	49	1	0	51	39	17	4	0	60	239
05:30 PM	7	31	18	0	56	0	19	17	0	36	3	46	2	0	51	26	20	7	0	53	196
05:45 PM	7	37	19	0	63	0	13	15	0	28	2	39	1	0	42	22	24	5	0	51	184
Total	32	153	86	0	271	4	79	82	0	165	9	188	6	0	203	137	83	18	0	238	877
Grand Total	170	530	449	0	1149	18	211	213	0	442	37	559	49	0	645	356	241	48	0	645	2881
Apprch %	14.8	46.1	39.1	0		4.1	47.7	48.2	0		5.7	86.7	7.6	0		55.2	37.4	7.4	0		
Total %	5.9	18.4	15.6	0	39.9	0.6	7.3	7.4	0	15.3	1.3	19.4	1.7	0	22.4	12.4	8.4	1.7	0	22.4	
Cars	167	526	442	0	1135	17	207	210	0	434	35	555	49	0	639	351	238	48	0	637	2845
% Cars	98.2	99.2	98.4	0	98.8	94.4	98.1	98.6	0	98.2	94.6	99.3	100	0	99.1	98.6	98.8	100	0	98.8	98.8
Buses	1	0	0	0	1	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	6
% Buses	0.6	0	0	0	0.1	0	0.9	0.5	0	0.7	0	0.2	0	0	0.2	0	0.4	0	0	0.2	0.2
Trucks	2	4	7	0	13	1	2	2	0	5	2	3	0	0	5	5	2	0	0	7	30
% Trucks	1.2	0.8	1.6	0	1.1	5.6	0.9	0.9	0	1.1	5.4	0.5	0	0	0.8	1.4	0.8	0	0	1.1	1

DAVENPORT

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Page No : 3

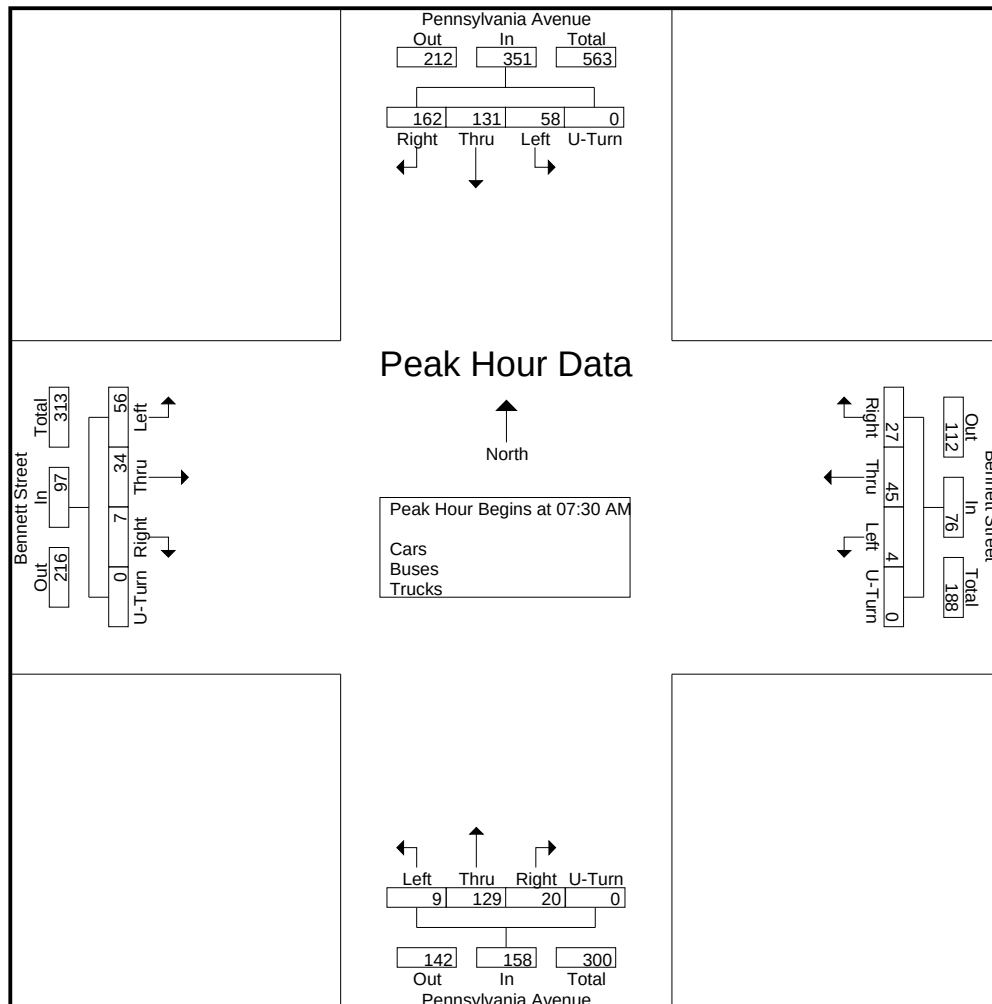


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File Name : Pennsylvania_Avenue_and_Bennett_Street
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Start Date : 3/21/2023
Page No : 4

	Pennsylvania Avenue Southbound					Bennett Street Westbound					Pennsylvania Avenue Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	11	33	34	0	78	0	10	7	0	17	1	32	0	0	33	16	6	2	0	24	152
07:45 AM	18	42	41	0	101	1	8	6	0	15	1	42	2	0	45	16	11	2	0	29	190
08:00 AM	14	24	44	0	82	0	14	4	0	18	3	30	11	0	44	14	9	1	0	24	168
08:15 AM	15	32	43	0	90	3	13	10	0	26	4	25	7	0	36	10	8	2	0	20	172
Total Volume	58	131	162	0	351	4	45	27	0	76	9	129	20	0	158	56	34	7	0	97	682
% App. Total	16.5	37.3	46.2	0		5.3	59.2	35.5	0		5.7	81.6	12.7	0		57.7	35.1	7.2	0		
PHF	.806	.780	.920	.000	.869	.333	.804	.675	.000	.731	.563	.768	.455	.000	.878	.875	.773	.875	.000	.836	.897

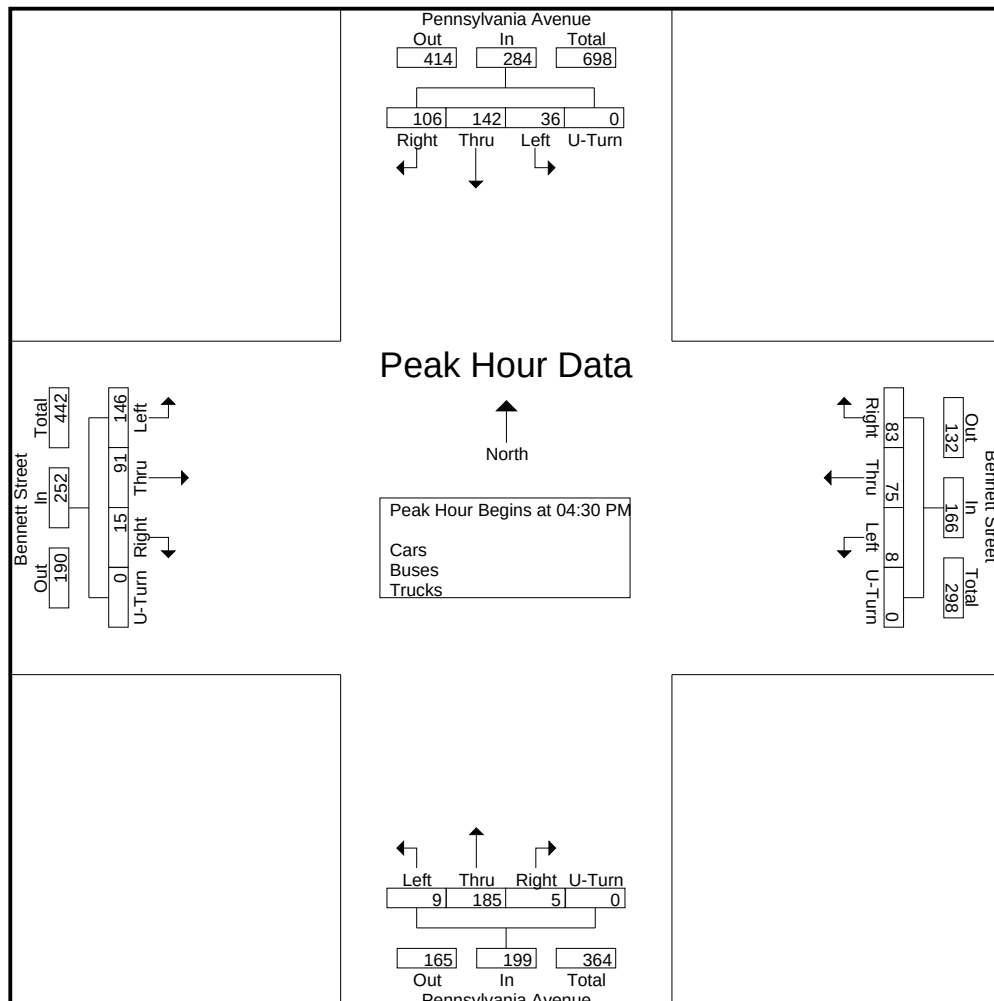


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File Name : Pennsylvania_Avenue_and_Bennett_Street
Site Code : 2300173
Start Date : 3/21/2023
Page No : 5

	Pennsylvania Avenue Southbound					Bennett Street Westbound					Pennsylvania Avenue Northbound					Bennett Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	13	30	25	0	68	2	16	21	0	39	2	41	1	0	44	28	16	3	0	47	198
04:45 PM	5	27	32	0	64	2	12	12	0	26	3	41	1	0	45	29	36	6	0	71	206
05:00 PM	7	36	24	0	67	2	27	29	0	58	3	54	2	0	59	50	22	2	0	74	258
05:15 PM	11	49	25	0	85	2	20	21	0	43	1	49	1	0	51	39	17	4	0	60	239
Total Volume	36	142	106	0	284	8	75	83	0	166	9	185	5	0	199	146	91	15	0	252	901
% App. Total	12.7	50	37.3	0		4.8	45.2	50	0		4.5	93	2.5	0		57.9	36.1	6	0		
PHF	.692	.724	.828	.000	.835	1.00	.694	.716	.000	.716	.750	.856	.625	.000	.843	.730	.632	.625	.000	.851	.873



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Start Date : 3/21/2023
Page No : 1

Groups Printed- Cars - Buses - Trucks

	Pennsylvania Avenue Southbound					Page Street Westbound					Pennsylvania Avenue Northbound					Page Street Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	26	0	0	26	0	0	1	0	1	0	24	0	0	24	0	0	0	0	0	51
07:15 AM	1	50	0	0	51	0	0	4	0	4	0	27	0	0	27	1	0	0	0	1	83
07:30 AM	5	78	2	0	85	0	0	5	0	5	0	55	0	0	55	1	0	0	0	1	146
07:45 AM	7	103	3	0	113	0	1	5	0	6	0	62	3	0	65	1	0	0	0	1	185
Total	13	257	5	0	275	0	1	15	0	16	0	168	3	0	171	3	0	0	0	3	465
08:00 AM	3	83	8	0	94	0	0	3	0	3	2	49	0	0	51	2	0	1	0	3	151
08:15 AM	2	86	8	0	96	0	0	1	0	1	0	45	0	0	45	1	2	2	0	5	147
08:30 AM	5	73	7	0	85	0	0	5	0	5	0	48	1	0	49	4	0	0	0	4	143
08:45 AM	11	89	4	0	104	0	0	4	0	4	1	54	1	0	56	1	0	1	0	2	166
Total	21	331	27	0	379	0	0	13	0	13	3	196	2	0	201	8	2	4	0	14	607
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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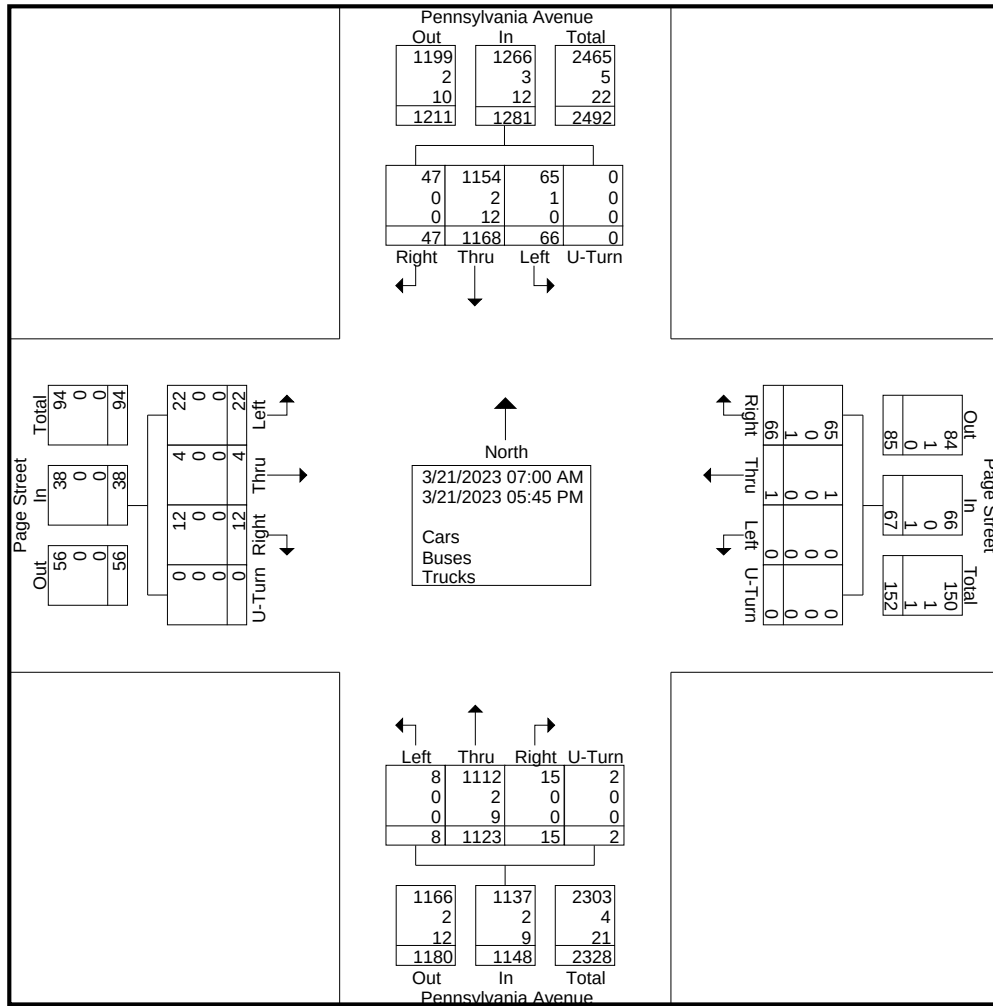
Groups Printed- Cars - Buses - Trucks

	Pennsylvania Avenue Southbound					Page Street Westbound					Pennsylvania Avenue Northbound					Page Street Eastbound					
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03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	6	82	3	0	91	0	0	2	0	2	1	93	2	0	96	0	0	3	0	3	192
04:15 PM	2	90	2	0	94	0	0	3	0	3	0	79	1	0	80	1	0	0	0	1	178
04:30 PM	2	68	0	0	70	0	0	5	0	5	0	95	0	2	97	2	0	1	0	3	175
04:45 PM	4	66	2	0	72	0	0	4	0	4	2	78	3	0	83	2	0	1	0	3	162
Total	14	306	7	0	327	0	0	14	0	14	3	345	6	2	356	5	0	5	0	10	707
05:00 PM	6	62	2	0	70	0	0	6	0	6	2	132	3	0	137	3	0	1	0	4	217
05:15 PM	4	89	2	0	95	0	0	8	0	8	0	112	0	0	112	0	1	0	0	1	216
05:30 PM	4	55	1	0	60	0	0	4	0	4	0	92	1	0	93	0	0	1	0	1	158
05:45 PM	4	68	3	0	75	0	0	6	0	6	0	78	0	0	78	3	1	1	0	5	164
Total	18	274	8	0	300	0	0	24	0	24	2	414	4	0	420	6	2	3	0	11	755
Grand Total	66	1168	47	0	1281	0	1	66	0	67	8	1123	15	2	1148	22	4	12	0	38	2534
Apprch %	5.2	91.2	3.7	0		0	1.5	98.5	0		0.7	97.8	1.3	0.2		57.9	10.5	31.6	0		
Total %	2.6	46.1	1.9	0	50.6	0	0	2.6	0	2.6	0.3	44.3	0.6	0.1	45.3	0.9	0.2	0.5	0	1.5	
Cars	65	1154									1112										
% Cars	98.5	98.8	100	0	98.8	0	100	98.5	0	98.5	100	99	100	100	99	100	100	100	0	100	98.9
Buses	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
% Buses	1.5	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	12	0	0	12	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	22
% Trucks	0	1	0	0	0.9	0	0	1.5	0	1.5	0	0.8	0	0	0.8	0	0	0	0	0	0.9

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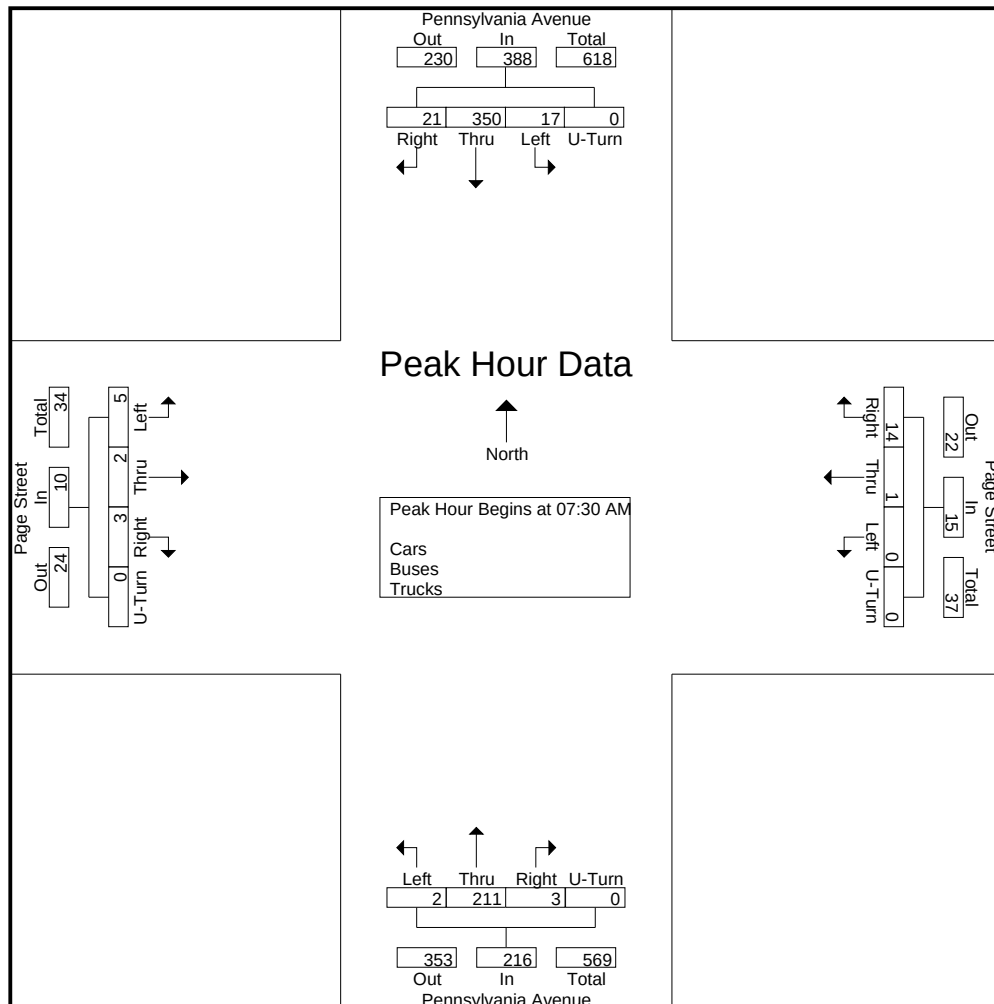


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Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	5	78	2	0	85	0	0	5	0	5	0	55	0	0	55	1	0	0	0	1	146
07:45 AM	7	103	3	0	113	0	1	5	0	6	0	62	3	0	65	1	0	0	0	1	185
08:00 AM	3	83	8	0	94	0	0	3	0	3	2	49	0	0	51	2	0	1	0	3	151
08:15 AM	2	86	8	0	96	0	0	1	0	1	0	45	0	0	45	1	2	2	0	5	147
Total Volume	17	350	21	0	388	0	1	14	0	15	2	211	3	0	216	5	2	3	0	10	629
% App. Total	4.4	90.2	5.4	0		0	6.7	93.3	0		0.9	97.7	1.4	0		50	20	30	0		
PHF	.607	.850	.656	.000	.858	.000	.250	.700	.000	.625	.250	.851	.250	.000	.831	.625	.250	.375	.000	.500	.850

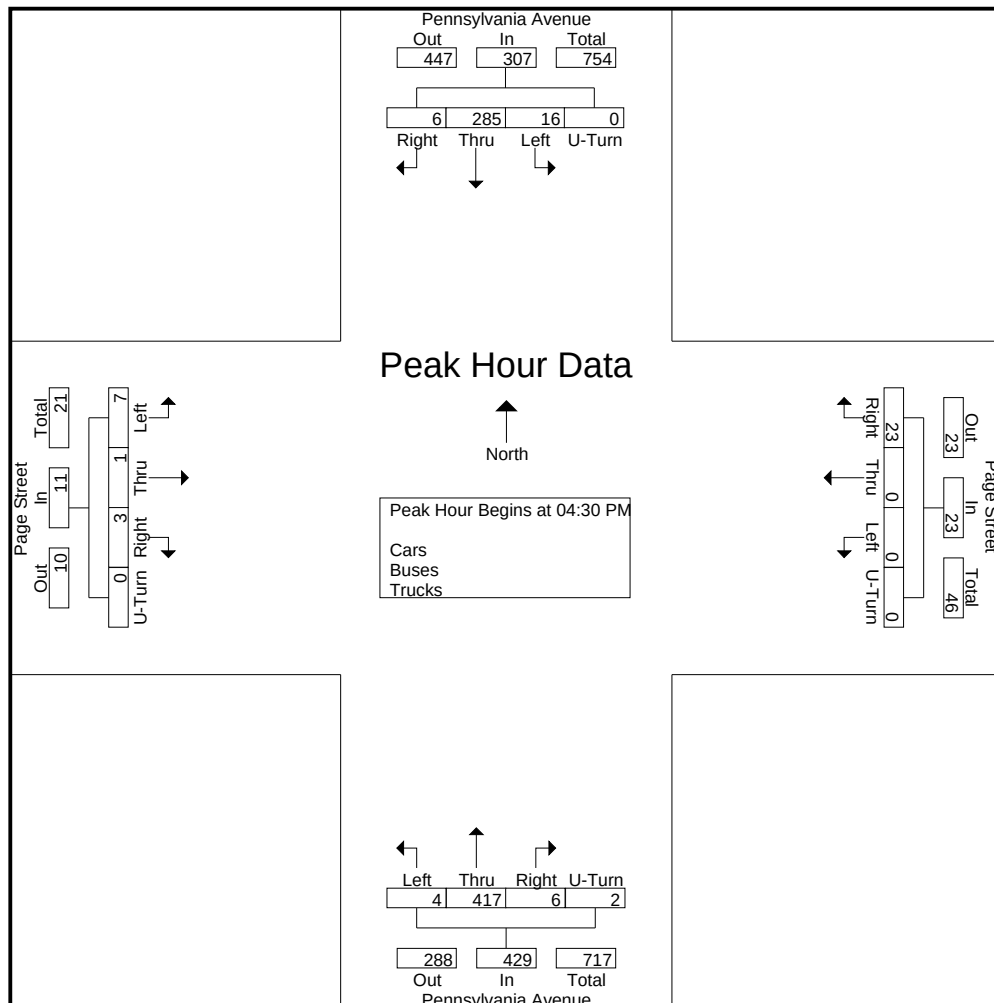


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Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	68	0	0	70	0	0	5	0	5	0	95	0	2	97	2	0	1	0	3	175
04:45 PM	4	66	2	0	72	0	0	4	0	4	2	78	3	0	83	2	0	1	0	3	162
05:00 PM	6	62	2	0	70	0	0	6	0	6	2	132	3	0	137	3	0	1	0	4	217
05:15 PM	4	89	2	0	95	0	0	8	0	8	0	112	0	0	112	0	1	0	0	1	216
Total Volume	16	285	6	0	307	0	0	23	0	23	4	417	6	2	429	7	1	3	0	11	770
% App. Total	5.2	92.8	2	0		0	0	100	0		0.9	97.2	1.4	0.5		63.6	9.1	27.3	0		
PHF	.667	.801	.750	.000	.808	.000	.000	.719	.000	.719	.500	.790	.500	.250	.783	.583	.250	.750	.000	.688	.887



From: [RLUAC Executive Director](#)
To: [Cindy Williams](#)
Subject: RE: PD-02-23 Planned Development Conceptual Development Plan
Date: Thursday, March 9, 2023 5:53:08 PM

Cindy,

RLUAC does not have any comments on this case.

Thanks,

Vagn

Vagn K. Hansen II, AICP, Executive Director
Regional Land Use Advisory Commission
6205 Raeford Road
Fayetteville, NC 28304
(910) 398-3743
director@rluac.com
www.rluac.com

From: Cindy Williams <CWilliams@southernpines.net>
Sent: Friday, February 24, 2023 2:37 PM
To: Archie Daniel <adaniel@southernpines.net>; Cindi King <CKing@southernpines.net>; Cory Albers <calbers@southernpines.net>; David Byrd <DByrd@southernpines.net>; Director <director@rluac.com>; James Michel <JMichel@southernpines.net>; Ken Skipper <KSkipper@southernpines.net>; NCDOT <djuarezpozos@ncdot.gov>; ncsandhillsrcw@fws.gov; Ron Istre <Ristre@southernpines.net>; Ron Maness <rmaness@moorecountyairport.com>
Cc: Pam Graham <PGraham@southernpines.net>; Cindy Williams <CWilliams@southernpines.net>
Subject: PD-02-23 Planned Development Conceptual Development Plan

Good afternoon,

Please review the attached information regarding a proposed Conceptual Development Plan and respond with any comments or concerns at your earliest convenience. Thank you.

Sincerely,

Cindy Williams

Planning Department
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
(910) 692-4003

TOWN OF SOUTHERN PINES ORDINANCE #2085
AMENDING THE ZONING MAP OF THE TOWN OF SOUTHERN PINES
PD-02-23

THAT WHEREAS, after notice being duly given according to law, a public hearing was held before the Town Council of Southern Pines, North Carolina, at its regular meeting held on June 13, 2023 at 6:00 PM for the purpose of considering a request for a Planned Development Conceptual Development Plan.

WHEREAS, after the completion of said public hearing and upon consideration of any comments, objections or presentations at the hearing, the Town of Southern Pines Town Council deems it advisable and in the best interest of the Town of Southern Pines that the Zoning Map be amended as herein set forth below.

NOW THEREFORE, BE IT ORDAINED AND ESTABLISHED by the Town Council of the Town of Southern Pines, North Carolina assembled in regular session on the 13th day of June, 2023:

Section 1. That the Zoning Map of the Town of Southern Pines be, and the same hereby is, amended by changing the zoning of two existing parcels from CB – Central Business to PD - Planned Development with an approved Conceptual Development Plan (CDP). The subject 0.815-acre parcel is identified and described as follows:

PIN: 858105282734 (PARID: 00032263) and PIN: 858105281747 (PARID: 00031983) as described on “Exhibit A” in the Deed recorded at Book 6006, Page 230-233 in the Moore County, North Carolina Registry.

Section 2. That the Planned Development (PD) zoning classification is subject to the mix of land uses set forth in the approved Conceptual Development Plan (CDP).

Section 3. That development of the property referenced in Section 1 of this Ordinance is subject to conformance with the text and site plan that accompanied Planned Development - Conceptual Development Plan (CDP) application PD-02-23, a copy of which may be found on file in the Town of Southern Pines Planning office, 801 SE Service Road, Southern Pines, North Carolina.

Section 4. That this Ordinance shall be and shall remain in full force and effect from the date of its adoption.

Adopted this 13th day of June, 2023.

ATTEST:

TOWN OF SOUTHERN PINES

Elizabeth Robertson, Town Clerk

Carol R. Haney, Mayor

APPROVED AS TO FORM:

DeWitt McCarley, Town Attorney

I certify that this Ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting on June 13, 2023, as shown in the Minutes of the Town Council meeting for that date.

Elizabeth Robertson, Town Clerk

DRAFT

COUNTY OF MOORE
STATE OF NORTH CAROLINA

I swear that this is a true and accurate copy of Ordinance #2085 amending the Zoning Map of the Town of Southern Pines adopted on June 13, 2023 (PD-02-23).

Elizabeth Robertson, Town Clerk

Date

DRAFT

Agenda Item

To: Town Council

Via: BJ Grieve, Planning Director

From: Alaina Mallette, Senior Planner

Subject: Z-02-23: Rezoning ±2.6 acres located on the west side of Valley View Road between Hyland Hills Road and Skyline Manor Road from Facilities, Resources, and Recreation (FRR) to Residential Single-Family (RS-2); Applicant: Preston Reeves and Julie Reeves

Date: June 13, 2023

I. SUMMARY OF APPLICATION REQUEST

Frank Thigpen, Esq., on behalf of Preston Reeves and Julie Reeves, has submitted a request to rezone a 2.6-acre parcel previously under the ownership of Hyland Golf from Facilities, Resources, and Recreation (FRR) to Residential Single-Family (RS-2), which has a minimum lot size of 20,000 square feet. The principal uses authorized in the RS-2 zoning district include low-density single-family residential, some utility and utility services, public and private golf courses, some educational and public safety services, and limited agricultural activities. The subject parcel is located in the Hyland Hills neighborhood on the west side of Valley View Road between Hyland Hills Road and Skyline Manor Road.

II. PLANNING BOARD RECOMMENDATION

On May 18, 2023, the Town of Southern Pines Planning Board convened to hold a legislative public hearing regarding application Z-02-23. The public hearing was opened and concluded on the same day. Planning staff presented a brief description of the subject parcel, existing lot and adjacent land use, and listed the uses of the property that would be permitted if the rezoning was approved. Per UDO §2.17.9, planning staff provided a summary of the contents of the staff report addressing consistency with the zoning map amendment criteria. Planning staff concluded by recommending approval of Z-02-23.

Following staff's comments, Mr. Andy Bleggi asked if there were any restrictions on the deed. Ms. Angelique Fabiani with Thigpen & Jenkins, L.L.P. responded that there were no deed restrictions. Mr. Bleggi asked if any neighbors had objections and Ms. Fabiani responded that the applicant had not received any comments from neighboring property owners. Chairwoman Ms. Diane T. Westbrook asked if the applicant was aware of the comments RLUAC submitted, and Ms. Fabiani responded that she did make the applicants aware of those comments and they indicated that they would comply with any recommendations.

Mr. Cory Longstreet, 1630 Valley View Road, stated that his property is zoned RS-3 and expressed concern that the property could be subdivided and additional lots—including inappropriate flag lots—could be built if the rezoning was approved. He recommended that

if the property is going to be rezoned, that it be rezoned to RS-3 rather than RS-2. Ms. Fabiani responded that a majority of the surrounding properties are zoned RS-2 or RS-3 and the applicant intends to use the site for residential purposes. Mr. Bleggi asked if the applicant would be willing to amend the request to RS-3 zoning. Ms. Fabiani responded that if the Board felt that RS-3 would be more appropriate, the applicant would not object.

After closing the public hearing, a motion was made by Mr. Cooper Carter and seconded by Mr. Matthew Walden. The motion stated that after reviewing the proposed amendments to the Town of Southern Pines Zoning Map and after considering the criteria for approval of map amendments found in UDO §2.17.9, the proposed amendment is consistent with the Comprehensive Long-Range Plan for the reasons set forth in Attachment 1 of staff report Z-02-23 as revised by the Planning Board and therefore, to recommend approval of Z-02-23 but with a change to RS-3 zoning instead of RS-2 zoning. The motion carried by a vote of 6-0.

III. PROJECT INFORMATION

A. Physical Address

No address has been created for the subject property; however, it is located across from 1630 Valley View Road in the Hyland Hills neighborhood.
Parcel ID: 00038516 (PIN 859320707475)

B. Property Owner/Applicant

Preston Reeves and Julie Reeves
240 Fairway Avenue
Southern Pines, NC 28387

C. Authorized Agent

Frank C. Thigpen, Esq.
300 Pinehurst Avenue
Southern Pines, NC 28387

D. Existing Zoning

The subject property is currently zoned FRR. The principal uses in the FRR zoning district include publicly owned open space and facilities as well as privately owned and man-made resource and recreation areas. It is within the Extra-Territorial Jurisdiction and the Watershed Protection Overlay district, specifically the Protected Area that corresponds with the State's high-quality water area.

E. Comprehensive Long-Range Plan Designation for Future Land Uses

Within the Town of Southern Pines Comprehensive Long-Range Plan (CLRP) Future Land Use Map, the site is identified as "Residential/Golf". This category is described as, "areas that include public or private golf courses and residences." Furthermore, land within the Residential/Golf future land use is intended to also accommodate single-family or attached dwellings at a variety of densities, recreational facilities in addition to the golf course, limited guest accommodations, and limited commercial services intended to serve residents of and visitors to the development.

Figure 1: Vicinity Zoning Map with 2021 Aerial Basemap (approximate boundaries of proposed map amendment are outlined in thick yellow lines).



Figure 2: Subject Property as of April 17, 2023, with Approximate Boundaries of Proposed Map Amendment (in Red).



IV. STAFF REVIEW

1. Application Review Dates

Application Submitted: **March 30, 2023**

Application Deemed Complete: **April 17, 2023**

Planning Board Public Hearing Notice: **May 1 (posted on Town website and emailed to agencies); May 2, 2023 (mailed to adjacent landowners); May 3 and 10, 2023 (emailed to The Pilot)**

Planning Board Regular Meeting: **May 18, 2023**

- The Planning Board held a public hearing for this request. The meeting provided an opportunity to hear comment from any member of the public on this legislative matter.

Town Council Agenda Meeting: **June 6, 2023**

Town Council Regular Meeting: **June 13, 2023**

- The Town Council will hold a public hearing for this request. The meeting will provide an opportunity to hear comment from any member of the public on this legislative matter.
- Notices of the Town Council's public hearing were posted, mailed and published as required by the UDO.

2. Staff Consistency Evaluation Based on Criteria for the Rezoning of Subject Parcel for Zoning Map Amendment Review per UDO § 2.17.9

When reviewing an application for zoning, the hearing bodies (Planning Board and Town Council) shall consider and be guided by the following criteria, as set forth in UDO §2.17.9 and outlined below.

*(A) **Consistency.** Rezoning shall be consistent with the adopted Comprehensive Plan.*

Consistency with the CLRP has been reviewed by looking at the document itself as well as the potential new allowed uses in the proposed RS-2 or RS-3 zoning districts. The principal uses authorized in the RS-2 or RS-3 zoning districts include low-density (approximately 2.1 Dwelling Units per acre) and very low-density (approximately 1.4 Dwelling Units per acre) single-family residential—respectively—as well as some utility and utility services, public and private golf courses, some educational and public safety services, and limited agricultural activities. A comprehensive list of land uses that are allowed in RS-2 and RS-3 can be found in bullet point “(H) Applicant Representations” below. The Future Land Use Map designates the parcel as “Residential/Golf”. Therefore, the proposed new residential zoning district would be consistent with this category.

*(B) **Adverse Impacts on Neighboring Lands.** The Hearing Body shall consider the nature and degree of an adverse impact upon neighboring lands. Lots shall not be rezoned in a way that is substantially inconsistent with the uses of the surrounding area, whether more or less restrictive. The Town finds and determines that vast acreages of single-use zoning produces uniformity with adverse consequences,*

such as traffic congestion, air pollution, and social alienation. Accordingly, rezonings may promote mixed uses subject to a high degree of design control.

Neighboring lands adjacent to the subject parcel are zoned FRR, Residential Multi-Family 1 (RM-1), and RS-2. Across the street on Valley View Road, there are parcels zoned Residential Single-Family 3 (RS-3) and OS. In addition to these and within a quarter-mile from the subject property, there are three additional zones: a General Business Conditional Zoning District (currently, Windridge Gardens), Rural Residential, and Rural Estate (see Z-02-22). Considering this mix of uses and the intended character of each district, the proposed RS-2 or RS-3 rezoning would be substantially consistent with the surrounding area.

(C) Suitability as Presently Zoned. *The Hearing Body shall consider the suitability or unsuitability of the Tract for its use as presently zoned. This factor, like the others, should be weighed in relation to the other standards, and instances can exist in which the land may be rezoned to meet public need, to reflect substantially changed conditions in the neighborhood, or to effectuate important goals, objectives and policies of the Comprehensive Plan or UDO.*

- FRR is a non-residential or mixed-use zone, according to UDO §3.3.1 Conventional Districts, which was a suitable zone when the property was owned by AKR Properties, LLC—the owners of the Hyland Hills golf course. However, the property was sold to private landowners in January 2023, and FRR does not allow for any residential land uses.

(D) Health, Safety, and Welfare. *The amending ordinance must bear a substantial relationship to the public health, safety or general welfare, or protect and preserve historical and cultural places and areas. The rezoning may be justified, however, if a substantial public need or purpose exists, even if the private owner of the Tract will also benefit.*

- No health, safety, or welfare concern has been identified based on the information that was provided in the application. Staff has not identified any concerns based on a site visit and routine analysis of the subject parcel and surrounding area. However, it should be noted for the record that no detailed site assessment has been conducted nor is one required in order to request a rezoning.
- There are no historic or archeological sites on the subject property to the applicant's and Planning staff's knowledge.

(E) Public Policy. *Certain public policies in favor of the rezoning may be considered. Examples include a need for affordable housing, economic Development, mixed-use Development, or sustainable environmental features, which are consistent with neighborhood, area, or specific plans.*

- See comments under “(A) Consistency.”

(F) Size of Tract. *The Hearing Body shall consider the size, shape, and characteristics of the Tract in relation to the affected neighboring lands. Amendatory ordinances shall not rezone a single Lot when there have been no intervening changes or other saving characteristics. Proof that a small Tract is unsuitable for use as zoned, or that there have been substantial changes in the immediate area, may justify ordinance rezoning.*

- The rezoning is for a single lot, the ownership of which has substantially changed recently. The lot was originally owned by a neighboring golf course/club, but has since switched to private ownership, which precipitated the rezoning request.
- Furthermore, the applicants assert that publicly-owned open space and facilities as well as privately owned and man-made resource and recreation areas authorized in FRR would “be out of place... given the location and relative size of the subject parcel.”

(G) Other Factors. *The Hearing Body may consider any other factors relevant to a rezoning application under state law.*

- The proposed zoning district’s (i.e., RS-2) current development standards for the subject property—which is approximately 113,250 square feet—are as follows:
 - Maximum height is 35 feet;
 - Minimum lot size is 20,000 square feet, which calculates to a maximum of 5 lots;
 - Minimum lot width is 45’, and the existing lot width is between 300’ and 400’;
 - Minimum front setback from ROW of 30’ and interior side lot line setback of 10’;
 - Minimum rear setback is 30’; and
 - Other development standards would apply to the site.
- The RS-3 zoning district has all the same development standards as the RS-2 zoning district with the exception of a 30,000 square foot minimum lot size.
- For reference, several of the Watershed Protection Overlay district development standards currently are:
 - New Development shall be limited to 1 Dwelling Unit per acre or 12% built upon land area unless (a) the Development disturbance area is less than 1 acre or (b) BMPs or another approved stormwater management-based practices are used;
 - New Development with a Development disturbance area less than 1 acre shall be limited to 2 Dwelling Units per acre or 24% built upon land area;
 - For Residential Projects: New Development requires a state Stormwater Permit if the Development disturbance area exceeds 1

acre. If the new Development exceeds the 24% built upon area the project may apply for the 5/70 exemption; and

- New Development utilizing BMPs or another approved stormwater management-based practices shall be limited to 2 Dwelling Units per acre or 24% built-upon land area in the Watershed outside of the Critical Area.

*(H) **Applicant Representations.** Except for rezoning requests submitted in accordance with the provisions herein for conditional zoning districts, the Hearing Body shall not consider any representations made by the petitioner that, if the change is granted, the rezoned property will be used for only one of the possible range of uses permitted in the requested classification. Rather, the Hearing Body shall consider whether the entire range of permitted uses in the requested classification is more appropriate than the range of uses in the existing classification.*

- The RS-2 zoning district is meant, primarily, to accommodate low-density Single-Family residential land uses (approximately 2.1 Dwelling Units per acre). The district objectives are to (1) Preserve existing Single-Family residential Neighborhoods that have developed at a low-density, and (2) Encourage new residential Development that is Compatible with that in the existing Neighborhoods.
- The boards should consider the full range of possible uses in the proposed RS-2 or RS-3 zones. The authorized uses (either permitted by-right, allowed with supplemental standards, or as conditional uses) are listed below.
 - **RS-2 (proposed district) authorizes, but FRR (current district) does not authorize:** single-family detached dwelling, class a single-family manufactured home, accessory dwelling, assisted-living board and care and adult care group homes, bed and breakfast home or inn, telephone and other wired tele-communications, natural gas service, water service, nursery or preschools, domestic backyard chickens, beekeeping, home occupations, or cluster subdivision; while
 - **FRR authorizes (current district), but RS-2 (proposed district) does not authorize:** markets for farm produce or crafts; air transportation uses; courier and messenger services; towers and antennas taller than 50'; electric substations; drinking water; solid waste collection; waste treatment and disposal; wastewater treatment plants; historical or archeological institution; zoos, botanical gardens, arboreta; golf course resort; horse-riding stables; middle, junior, senior, high schools; college or university; free-standing cemetery; greenhouse production (no on-premise sales); other special events; and
 - **Both districts authorize:** Tele-communications towers and antennas ≤50' tall, utility service distribution lines, wastewater services, public or private golf course, public gyms, natural or other recreational parks, elementary school, public safety facilities,

outdoor crop production, special home events, temporary uses, subdivisions (major and minor), and combination uses.

- The RS-3 zoning district is meant, primarily, to accommodate very low-density Single-Family residential land uses (approximately 1.4 dwelling units per acre). The district objectives are the same as RS-2 zoning district. By-right uses and supplemental requirements for particular by-right uses permitted in RS-3 zoning districts are the same for RS-2 zoning districts.

3. Outside Agency Comments

- A request for comments was emailed to agencies on May 1, 2023. Agencies notified include Town of Southern Pines Streets, Public Works, Utilities, Fire, Recreation and Parks, and Engineering departments, the Regional Land Use Advisory Commission (RLUAC), United States Fish and Wildlife Services (US FWS), the Moore County Airport, and the North Carolina Department of Transportation (NCDOT).
- RLUAC (Mr. Jeff Sanborn, Chairman; and Mr. Vagn Hansen II, Executive Director) responded on May 8, 2023, and stated, “The parcel is classified as Critical to Protect in the Fort Bragg Compatible Use Rating System due to the presence of active red cockaded woodpecker foraging areas on the site.” Fort Bragg’s environmental protection obligations leads them to discourage any cumulative loss of active red-cockaded woodpecker habitat outside their installations. A loss of habitat elsewhere may lead to greater restrictions or limitations within their installations, which would constrain their training capabilities. They also stated, “Beyond the presence of environmental concerns related to RCW foraging areas, the nature of the zoning proposed for the site does not present any additional compatibility concerns with regard to military training or operations.”
- NCDOT (Ms. Janet James, Assistant District Engineer for Division of Highways Division 8 – District 2) stated that they had no comments to offer.

4. Staff Recommendation

Planning staff recommend that the Town Council approve the rezoning request for Parcel ID 00038516 from FRR to either RS-2 or RS-3.

V. ATTACHMENTS

The following materials are provided as attachments to this staff memorandum:

1. Signed Planning Board Resolution Adopting a Written Recommendation for the Zoning Map Amendment Application
2. Zoning Map Amendment Application
3. List of Adjacent Property Owners and Legal Description of the Subject Property
4. Deed
5. Narrative for Proposed Amendment
6. Survey and GIS Tax Parcel Update

7. Agency Comments (all)

Additional documents related to this application including (but not limited to) property deeds, Authorization of Agent forms, email correspondence, meeting minutes and adjacent property notification records are on file in the Town of Southern Pines Planning Office and available for public inspections during normal business hours.

VI. TOWN COUNCIL ACTION:

A request for a zoning map amendment approval is a request for a rezoning. Per North Carolina General Statute 160D-601(a), before adopting the rezoning, the Town Council shall hold a legislative hearing. Per North Carolina General Statute 160D-605(a) the Town Council shall also approve a statement addressing consistency or inconsistency with the Comprehensive Long-Range Plan. Furthermore, per North Carolina General Statute 160D-605(b), the Town Council must also approve a statement about the reasonableness of the rezoning and shall approve a brief statement describing whether its action is consistent with an adopted comprehensive plan.

To assist the Town Council, town staff have prepared the following draft motions consideration, modification as necessary, and adoption:

I move that after reviewing the proposed rezoning and the criteria for consideration of zoning amendments, and after considering the comments received at the Town Council's public hearing and the Planning Board's written recommendation:

1. The proposed amendment to the Town of Southern Pines Zoning Map is reasonable, in the public interest, and consistent with the current character of the Hyland Hills neighborhood and the criteria set forth in the Town of Southern Pines Unified Development Ordinance §2.17.9. considering that the parcel switched ownership from the adjacent golf course to non-golf course, private ownership. The Future Land Use Map categorizes the subject parcel as Residential/Golf, which is consistent with the rezoning request. Therefore, the requested rezoning **from FRR to RS-2 is a reasonable request** for the reasons mentioned above and within this staff report for Z-02-23;

-OR-

2. The proposed amendment to the Town of Southern Pines Zoning Map is reasonable, in the public interest, and partially consistent with the current character of the Hyland Hills neighborhood and the criteria set forth in the Town of Southern Pines Unified Development Ordinance §2.17.9. considering that the parcel switched ownership from the adjacent golf course to non-golf course, private ownership. The Future Land Use Map categorizes the subject parcel as Residential/Golf, which is consistent with the rezoning request. However, the parcel is in a transitional space between higher-density RS-2 zoning and RS-3 zoning. Therefore, rezoning **from FRR to RS-3 would be a more reasonable request** for the reasons mentioned above and within this staff report for Z-02-23. If amenable to the applicant, then

the modified rezoning request is a reasonable request for the reasons set forth in the written Planning Board recommendation attached to staff report Z-01-23.

-OR-

3. The proposed amendment to the Town of Southern Pines Zoning Map is reasonable, in the public interest, and partially consistent with the current character of the Hyland Hills neighborhood and the criteria set forth in the Town of Southern Pines Unified Development Ordinance §2.17.9. considering that the parcel switched ownership from the adjacent golf course to non-golf course, private ownership. The Future Land Use Map categorizes the subject parcel as Residential/Golf, which is consistent with the rezoning request. Therefore, the requested rezoning **from FRR to [REDACTED] would be a reasonable request** for the reasons mentioned above and within this staff report for Z-02-23. The requested rezoning is a reasonable request for the reasons set forth in the written Planning Board recommendation attached to staff report Z-02-23 **as modified by Town Council as follows:**

- a.

-OR-

4. The requested rezoning is **inconsistent** with the Comprehensive Long-Range Plan and is not a reasonable request **for the following reasons:**

- a.

And, therefore, I move to:

1. Approve Z-02-23 as submitted and as set forth in attachments to staff report Z-02-23;

-OR-

2. Approve Z-02-23 as submitted by the applicant, modified by the Town Council, accepted by the applicant, and as set forth in attachments to staff report Z-02-23;

-OR-

3. Deny Z-02-23.



**PLANNING BOARD
RESOLUTION TO ADOPT A WRITTEN RECOMMENDATION
FOR ZONING MAP AMENDMENT APPLICATION
Z-02-23**

WHEREAS, Section 160D-701 of the North Carolina General Statutes specifies that zoning regulations shall be made in accordance with a comprehensive plan and shall be designed to protect the public health, safety and general welfare; and

WHEREAS, Section 160D-604 of the North Carolina General Statutes specifies that the Planning Board shall, with any ordinance amendment or zoning map amendment, advise and comment on whether the proposed action is consistent with the adopted comprehensive plan and on other matters as deemed appropriate by the Planning Board, and that the Planning Board shall provide this in the form of a written recommendation to the Town Council; and

WHEREAS, the Planning Board has reviewed the proposed zoning map amendment—which includes the written staff report, application materials, documentation, and maps showing the proposed district boundaries—and has conducted a public hearing on May 18, 2023, to listen to public comments, ask questions of the Town’s planning staff, and consider zoning map amendment application Z-02-23.

NOW, THEREFORE BE IT RESOLVED that the Planning Board finds and recommends to the Town Council that the proposed amendment to the Town of Southern Pines Zoning Map is reasonable, in the public interest, and consistent with the current character of the Hyland Hills neighborhood and the criteria set forth in the Town of Southern Pines Unified Development Ordinance §2.17.9. The Planning Board recommends that the Town Council approve the zoning map amendment request for the subject property on the west side of Valley View Road between Hyland Hills Road and Skyline Manor Road in the extraterritorial zoning jurisdiction of the Town of Southern Pines with one modification, which was acceptable to the applicant. Due to public comment regarding property density across Valley View Road, the Planning Board further recommends the subject property be rezoned from the Facilities, Resources, and Recreation (FRR) zoning district to the Residential Single-Family zoning district with a minimum 30,000 square foot lot size standard (RS-3) rather than the proposed Residential Single-Family zoning district with a minimum 20,000 square foot lot standard (RS-2). The proposed zoning amendment is consistent with the text of the Town of Southern Pines Comprehensive Long-Range Plan (CLRP) considering that the Future Land Use Map categorizes the subject parcel as Residential/Golf. The Planning Board recommends the governing board adopt the zoning amendment for Z-02-23 with the modification as described in this resolution.

ADOPTED this the 18th day of May, 2023.

Diane Westbrook

Diane Westbrook, Chairwoman

ATTEST:

Cindy Williams

Cindy Williams

Secretary to the Planning Board



Zoning Map Amendment (Rezoning)

REQUIRED APPLICATION MATERIALS:

- ✓ **Application fee** in the amount of **\$1,500.00**.
- ✓ **Completed Application** for a Zoning Map Amendment (Rezoning) signed by the applicant. Please do not leave anything blank and make sure that all of the information provided is correct.
- ✓ **Appointment of Agent**, if applicable, signed by the property owner(s) and the agent.
- ✓ **List of Adjacent Property Owners**: Please list all properties that are that are within two hundred (200) feet of the outermost boundaries of the subject property (**not counting streets, railroads or other transportation corridors**). Attach additional pages if needed. No fewer than ten (10) property owners shall be notified by mail.
- ✓ **Deed** copy to provide proof of ownership and property boundaries.
- ✓ **Reasons for proposed amendment**: Explain the need for the proposed changes to the zoning map. Please provide additional text and/or maps to demonstrate consistency with the approval criteria listed in **UDO §2.17.9 Criteria for Zoning Map Amendments**. The list of criteria is attached.
- ✓ **Survey** of the subject property.
- ✓ **Written metes and bounds description** of the subject property.
- ✓ **Site plan**, if applicable
- ✓ **Electronic copy (PDF) of all application materials** submitted to plan@southernpines.net.

PLEASE SUBMIT ONLY ONE (1) COMPLETE SET OF ALL MATERIALS.

REVIEW AND APPROVAL:

1. **Staff review**: Planning staff will review the application and notify the applicant if additional materials are needed.
2. **Public hearings**: The applicant is expected to attend a public hearing on the application before the Planning Board followed by a public hearing before the Town Council the following month. (Please refer to the **Application Processing Timeline** to determine the hearing dates.) The Planning Board will recommend approval, conditional approval or denial to the Town Council. The Town Council will consider that recommendation, as well as evidence and testimony presented, and approve, conditionally approve or deny the rezoning request.
3. **Approval**: The approval of an amendment to the UDO text or Zoning Map does not authorize the use, occupancy, or development of property until the applicant receives necessary development approvals, such as subdivision, site plan and building permits. (UDO §2.17.12)



Zoning Map Amendment Application

Fee: \$1,500.00

Date Received: _____

Case No.: Z-____-____

Project Information:

Street Address: _____

PIN: 859320707475 _____ Parcel ID: 00038516 _____

Site Size: 2.6 acres _____ Zoning: RECREATIONAL _____

Applicant:

Name(s): PRESTON REEVES and wife, JULIE REEVES _____

Email: Prestonhreeves@gmail.com _____ Phone: _____

Mailing Address: 240 FAIRWAY AVENUE, SOUTHERN PINES, NC 28387 _____

Authorized Agent, if different from Applicant:

Name(s): FRANK C. THIGPEN _____

Email: frank@thigpenjenkins.com _____ Phone: 910-693-3741 _____

Mailing Address: 300 PINEHURST AVE, SOUTHERN PINES, NC 28387 _____

Legal Property Owner(s), if different from Applicant:

Name(s): PRESTON REEVES, and wife JULIE REEVES _____

Email: prestonhreeves@gmail.com _____ Phone: 334-235-7757 _____

Mailing Address: 240 FAIRWAY AVENUE, SOUTHERN PINES, NC 28387 _____

1/12/22

TO THE TOWN OF SOUTHERN PINES PLANNING BOARD AND TOWN COUNCIL:

I, the undersigned, do hereby make application to and petition the Planning Board and Town Council to grant a zoning map amendment as required by the Town of Southern Pines Zoning Ordinance. The following information is submitted in support of this application:

The property which is the subject of this application is located on the Southeast side of Valley View Rd. (St./Ave.), between Skyline Manor (St./Ave.) and U.S. 1 (St./Ave.). The property has a frontage of 306 feet and a depth of 360 feet.

The zoning map amendment sought is based upon Section(s) 3.5.5 of the **Town of Southern Pines Unified Development Ordinance**. The proposed use of the property is as follows:

Residential - single family detached home.

Date: March 27, 2023

Preston

Applicant

John Dean

PLANNING DEPARTMENT
TOWN OF SOUTHERN PINES
801 SE Service Road, Southern Pines, NC 28387
plan@southernpines.net (910) 692-4003 www.southernpines.net

APPOINTMENT OF AGENT

The undersigned owner(s), ^{and Julie} Preston Reeves, hereby appoint(s) Frank C. Thigpen as the exclusive agent for the purpose of making an application to the Town of Southern Pines for a Zoning Map Amendment for a rezoning of the property described in the attached application. The owner(s) hereby agree(s) that this agent has the authority to act for and on behalf of the owner(s) as follows:

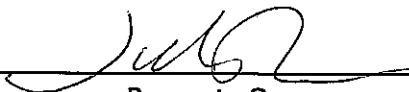
1. to submit an application and required supplemental materials;
2. to appear at public meetings and give representation and comments on behalf of the owner(s);
3. to accept conditions or recommendations made by the Town of Southern Pines Planning Board and Town Council for a Zoning Map Amendment for a rezoning of the subject property; and
4. to act on behalf of the owner(s) without limitations with regard to any and all things directly or indirectly connected with or arising out of any application for a Zoning Map Amendment under the Southern Pines Unified Development Ordinance.

This Appointment of Agent shall remain in effect until final resolution of the attached application.

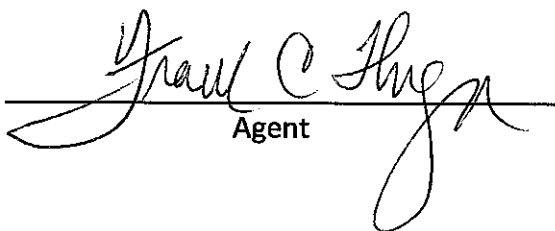
Signed this 27 day of March, 2023.



Property Owner



Property Owner



Agent

FRANK C. THIGPEN
WALTER I. "BUTCH" JENKINS, III
JAMES H. JENKINS

AARON L. BELL
WALTER I. "WALT" JENKINS, IV
Board Certified Specialist in State Criminal Law

THIGPEN AND JENKINS, L.L.P.

ATTORNEYS AT LAW

"A FULL SERVICE LAW FIRM"

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Email: thigpenjenkins@embarqmail.com

PLEASE RESPOND TO ☒

ROBBINS OFFICE

Post Office Box 792
131 South Middleton Street
Robbins, NC 27325-0792
Telephone: (910) 948-3741
Toll Free: (877) 948-3741
Fax (Real Estate): (910) 948-2671
Fax (Domestic/Civil): (910) 948-2891

SOUTHERN PINES OFFICE

300 Pinchurst Avenue
Southern Pines, NC 28387
Telephone: (910) 693-3741
Toll Free: (866) 948-3741
Fax: (910) 692-9831

BISCOE OFFICE

Post Office Box 1208
104 East Main Street
Biscoe, NC 27209-1208
Telephone: (910) 428-3565
Toll Free: (877) 428-3565
Fax: (910) 948-9831

March 30, 2023

Planning Department
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387

RE: Zoning Map Amendment (Rezoning) – Preston Reeves

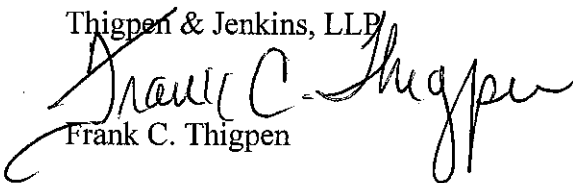
To Whom It May Concern:

I am the authorized agent for Preston and Julie Reeves in connection with their application for a Zoning Map Amendment (Rezoning) for the property identified by Parcel ID 00038516 (PIN 859320707475). Enclosed are all of the documents required by the application, along with a copy of the certified check in the amount of \$1,500 that will be hand delivered to your office. If you need to contact me regarding this application, I can be reached at (910) 693-3741 and Frank@thigpenjenkins.com

With kindest personal regards, I remain

Sincerely yours,

Thigpen & Jenkins, LLP


Frank C. Thigpen

Enclosures

EXHIBIT A

Following is a list of adjacent property owners within two hundred (200) feet of the outermost boundaries of the subject property:

1. Art Geffen: 130 Fairway Avenue, Southern Pines, NC 28387, Apts. 248-250 & 228-230
2. Vasili Grassos: 130 Fairway Avenue, Southern Pines, NC 28387, Apts. 238-240 & 226-227
3. Lee Hurtsburg: 130 Fairway Avenue, Southern Pines, NC 28387, Apts. 231-233
4. Todd Tracy: 1615 Valley View Road, Southern Pines, NC 28387
5. AKR Properties LLC: 115 Fairway Avenue, Southern Pines, NC 28387
6. Corey D. Longstreet: 1630 Valley View Road, Southern Pines, NC 28387 (also owns adjacent property Lot 2, Skyline Manor Rd.)
7. Douglas and Patricia Thompson: 1601 Valley View Road, Southern Pines, NC 28387
8. Robert Allen Pipkin: 901 Dover Street, Southern Pines, NC 28387
9. Hyland Hills Motor Lodge Owners Assn.: 130 Fairway Avenue, Southern Pines, NC 28387

EXHIBIT B

For Registration Register of Deeds
William Britton

Moore County, NC

Electronically Recorded

March 20, 2023 10:49:08 AM

Book: 5987 Page: 97 - 98 #Pages: 2

Fee: \$26.00 NC Rev Stamp: \$0.00

Instrument# 2023003365

NORTH CAROLINA GENERAL WARRANTY DEED

This instrument prepared by: Frank C. Thigpen, Thigpen and Jenkins, L.L.P.

Mail after recording to: Grantee

NO TITLE EXAMINATION COMPLETED

Revenue Stamps-\$ **0**

Brief description for the index: 2.60 Acres +/-

This Deed made this 20th day of January, 2023 by and between:

GRANTOR: AKR Properties, LLC, a North Carolina Limited Liability Company	GRANTEE: Preston Reeves and wife, Julie Reeves 240 Fairway Avenue Southern Pines, NC 28387
---	---

WITNESSETH, that the Grantors, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has bargained and sold, and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that certain lots, tracts, or parcels of land situated in Moore County, North Carolina, and more particularly described as follows:

BEGINNING AT AN IRON PIPE ON THE WESTERN RIGHT-OF-WAY OF S.R. 1857, LOCATED N 03 31' 07" W, 876.94 FEET FROM N.C.G.S. MONUMENT "WHISPER"; THENCE S 37 38' 04" W, 360.57 FEET TO A CONCRETE MONUMENT, CORNER OF MOTOR LODGE PROPERTY AS RECORDED IN MAP BOOK 10, PAGE 53; THENCE AS SAID MOTOR LODGE N 26 51' 53" W, 142.30 FEET TO A CONCRETE MONUMENT; THENCE S 63 08' 27" W, 43.12 FEET TO A CONCRETE MONUMENT; THENCE N 26 55' 10" W, 266.50 FEET TO AN IRON PIPE; THENCE N 87 06' 55" E 134.61 FEET TO AN IRON PIPE; THENCE N 18 20' 15" E, 103.67 FEET TO AN IRON PIPE, CORNER OF LOT 41, HYLAND HILLS, PHASE ONE, PAGE TWO AS RECORDED IN PLAT CABINET 1, SLIDE 157; THENCE AS SAID LOT N 52 35' 34" E, 120.02 FEET TO AN IRON PIPE, CORNER OF LOT 41 ON WESTERN RIGHT-OF-WAY OF S.R. 1857; THENCE AS SAID RIGHT-OF-WAY S 39 06' 11" E, 119.44 FEET; THENCE S 27 51' 33" E, 186.71 FEET TO THE POINT OF BEGINNING CONTAINING 2.60 ACRES MORE OR LESS.

The above described parcels does not include the principal residence of the Grantor.

THE LAW FIRM OF THIGPEN AND JENKINS, LLP, HAS NEITHER EXAMINED NOR CERTIFIES TITLE TO THE ABOVE DESCRIBED PROPERTY.

Submitted electronically by "Thigpen and Jenkins, LLP"
in compliance with North Carolina statutes governing recordable documents
and the terms of the submitter agreement with the Moore County Register of Deeds.

TO HAVE AND TO HOLD THE AFORESAID LOT OR PARCEL OF LAND AND ALL PRIVILEGES AND APPURTENANCES THERETO BELONGING TO THE GRANTEE IN FEE SIMPLE.

And the Grantors covenants with the Grantee, that Grantors are seized of said premises in fee simple and has the right to convey in fee simple; that the title is marketable and free and clear of all encumbrances and that the Grantors will warrant and defend the title against the lawful claims of all persons whomsoever except for the exceptions hereinafter stated.

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

IN WITNESS WHEREOF, the said Grantors have hereunto set their hands and seals the day and year first above written.

AKR PROPERTIES, LLC

Preston Reeves (SEAL)
as Member/Manager

STATE OF NC
COUNTY OF Moore

I certify that the following person personally appeared before me this day, acknowledging to me that they signed the foregoing document: Principal(s):
Preston Reeves as Member/Manager of AKR PROPERTIES, LLC.

Date: 1-20-2023

My Commission expires: 10-1-26

Lauri W. Carter
Notary Public

LAURI W. CARTER
NOTARY PUBLIC
Moore County, North Carolina
My Commission Expires: 10/03/2026

UDO §2.17.9. Criteria for Zoning Map Amendments

In its review of an application for a zoning map amendment, the Hearing Bodies shall consider the following criteria. No single factor is controlling; instead each must be weighed in relation to the other standards.

- (A) **Consistency.** Rezoning shall be consistent with the adopted Comprehensive Plan.
- (B) **Adverse Impacts on Neighboring Lands.** The Hearing Body shall consider the nature and degree of an adverse impact upon neighboring lands. Lots shall not be rezoned in a way that is substantially inconsistent with the uses of the surrounding area, whether more or less restrictive. The Town finds and determines that vast acreages of single-use zoning produces uniformity with adverse consequences, such as traffic congestion, air pollution, and social alienation. Accordingly, rezonings may promote mixed uses subject to a high degree of design control.
- (C) **Suitability as Presently Zoned.** The Hearing Body shall consider the suitability or unsuitability of the Tract for its use as presently zoned. This factor, like the others, should be weighed in relation to the other standards, and instances can exist in which the land may be rezoned to meet public need, to reflect substantially changed conditions in the neighborhood, or to effectuate important goals, objectives and policies of the Comprehensive Plan or UDO.
- (D) **Health, Safety, and Welfare.** The amending ordinance must bear a substantial relationship to the public health, safety or general welfare, or protect and preserve historical and cultural places and areas. The rezoning may be justified, however, if a substantial public need or purpose exists, even if the private owner of the Tract will also benefit.
- (E) **Public Policy.** Certain public policies in favor of the rezoning may be considered. Examples include a need for affordable housing, economic Development, mixed-use Development, or sustainable environmental features, which are consistent with neighborhood, area, or specific plans.
- (F) **Size of Tract.** The Hearing Body shall consider the size, shape, and characteristics of the Tract in relation to the affected neighboring lands. Amendatory ordinances shall not rezone a single Lot when there have been no intervening changes or other saving characteristics. Proof that a small Tract is unsuitable for use as zoned, or that there have been substantial changes in the immediate area, may justify ordinance rezoning.
- (G) **Other Factors.** The Hearing Body may consider any other factors relevant to the rezoning application under state law.

Applicant Representations. Except for rezoning requests submitted in accordance with the provisions herein for conditional use district rezonings, the Hearing Body shall not consider any representations made by the petitioner that, if the change is granted, the rezoned property will be used for only one of the possible range of uses permitted in the requested classification. Rather, the Hearing Body shall consider whether the entire range of permitted uses in the requested classification is more appropriate than the range of uses in the existing classification.

EXHIBIT C

Reasons for Proposed Amendment

Applicant submits this Zoning Map Amendment to rezone Parcel ID 00038516 (PIN 859320707475). The property is currently zoned for commercial use and is vacant. Applicant is requesting that the property be rezoned for residential use so that Applicant can construct one single-family home to be used as he and his family's primary residence. This use is consistent with the criteria set forth in UDO §2.17.9.

EXHIBIT C

Reasons for Proposed Amendment

Applicant submits this Zoning Map Amendment to rezone Parcel ID 00038516 (PIN 859320707475). The subject parcel is currently zoned FRR for commercial use and is vacant. Applicant is requesting that this parcel be rezoned as RS-2 for residential use so that Applicant can construct one single-family home to be used as his family's primary residence. This use is consistent with the criteria set forth in UDO §2.17.9.

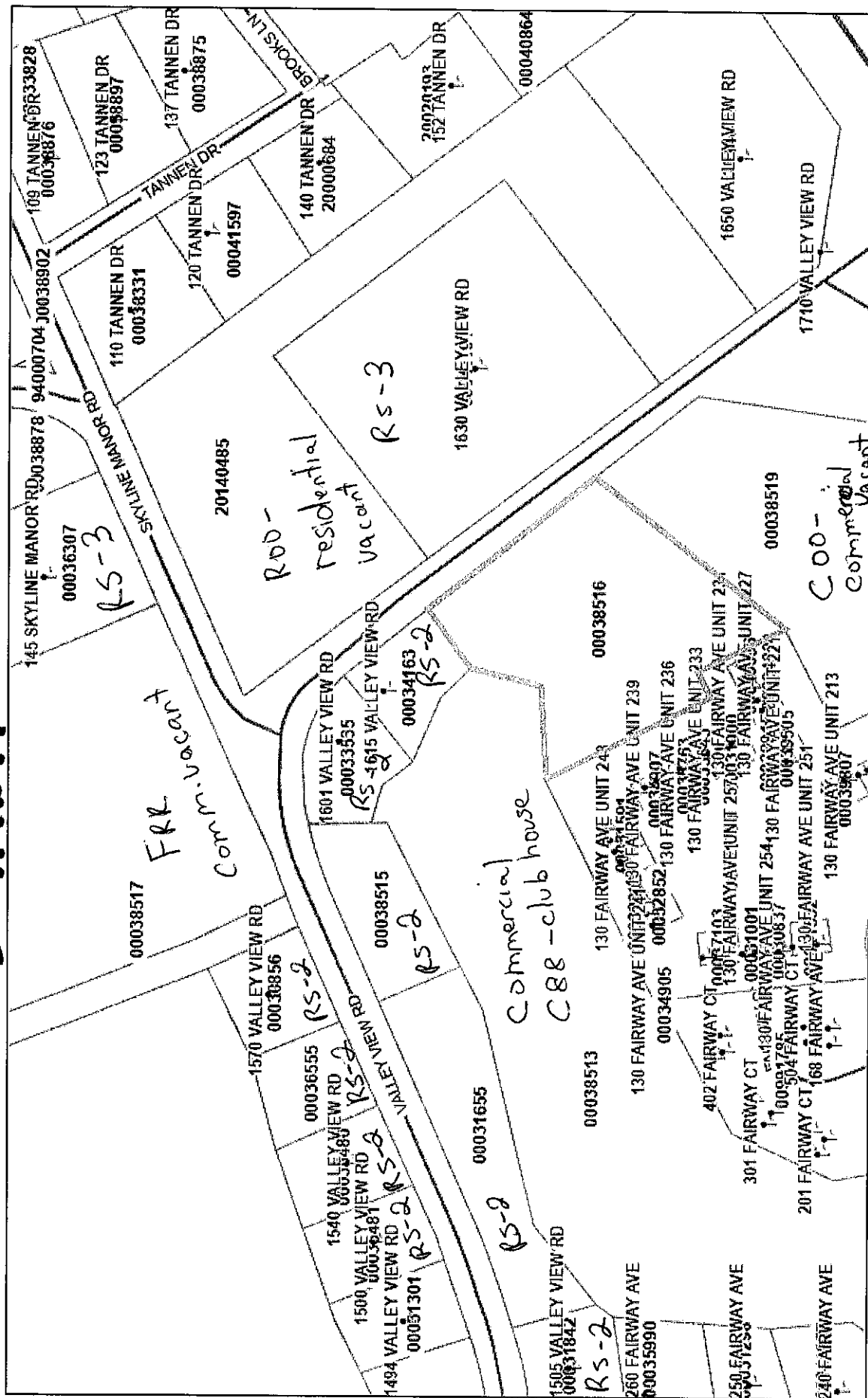
First, a zoning map amendment to RS-2 is consistent with the surrounding area and will not have an adverse impact on neighboring lands. This parcel is adjacent to the Hyland Golf Club and is located on Valley View Road. (See attached Exhibit "1") The golf course is the only property in this surrounding area that is zoned for commercial use. In addition, behind the subject parcel is Highland Hills HOA, which is zoned as RM-1. However, the subject parcel is surrounded by property zoned for residential use (RS-2 and RS-3) on both the same and opposite sides of Valley View Road. In addition, since the Applicant is not requesting zoning for higher density, an RS-2 classification is not only consistent with the surrounding area but also would not lead to adverse consequences such as traffic congestion or air pollution.

Second, the size of the parcel (2.6 acres) is more appropriate for RS-2 use and would be consistent with the changed characteristics of the neighboring lands. The neighborhood has recently spurred new residential growth of one family homes along Valley View Road, as shown by a search of real estate listings on the website Realtor.com. (See attached Exhibit "2") The approximate sizes of these lots is $\frac{1}{4}$ of an acre, more or less. Given the location and relative size

of the subject parcel, a recreational facility on this lot would be out of place. The area does not need any further facilities to accommodate the golf course. Moreover, since the property is currently undeveloped and vacant, a reclassification of the zoning would actually be an improvement to the neighborhood.

Based upon the foregoing reasons, Applicant requests a Zoning Map Amendment to rezone Parcel ID 00038516 (PIN 859320707475) from FRR to RS-2.

Exhibit 1



RM-1
Highland Hills HoA

1 inch = 200 feet
April 10, 2023

Name: AKR PROPERTIES LLC

Parcel ID: 00038516

Deeded Acres: 2.6



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EXHIBIT 2

af_sub4=Misce)



realtor.com



[United States \(/propertyrecord-search\)](#) > [North Carolina \(/propertyrecord-search/North-Carolina\)](#) >
[Moore County \(/propertyrecord-search/Moore-County_NC\)](#) > [Southern Pines \(/propertyrecord-search/Southern-Pines_NC\)](#) > Valley View Rd

Valley View Rd, Southern Pines NC Property Records

Find homes for sale in Valley View Rd, Southern Pines NC, or type an address below:

Valley View Rd, Southern Pines, NC



Property Records & Home Values in Valley View Rd, Southern Pines NC

[1329 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/1329-Valley-View-Rd_Southern-Pines_NC_28387_M92718-69067\)](https://www.realtor.com/realestateandhomes-detail/1329-Valley-View-Rd_Southern-Pines_NC_28387_M92718-69067)

For Sale

\$486,000

[1301 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/1301-Valley-View-Rd_Southern-Pines_NC_28387_M90017-94746\)](https://www.realtor.com/realestateandhomes-detail/1301-Valley-View-Rd_Southern-Pines_NC_28387_M90017-94746)

For Sale

\$467,220

[1311 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/1311-Valley-View-Rd_Southern-Pines_NC_28387_M96001-50229\)](https://www.realtor.com/realestateandhomes-detail/1311-Valley-View-Rd_Southern-Pines_NC_28387_M96001-50229)

For Sale

\$484,000

[1307 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/1307-Valley-View-Rd_Southern-Pines_NC_28387_M95785-16353\)](https://www.realtor.com/realestateandhomes-detail/1307-Valley-View-Rd_Southern-Pines_NC_28387_M95785-16353)

For Sale

\$650,000

[1329 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/1329-Valley-View-Rd_Southern-Pines_NC_28387_M92718-69067\)](https://www.realtor.com/realestateandhomes-detail/1329-Valley-View-Rd_Southern-Pines_NC_28387_M92718-69067)

For Sale

\$486,000

[1311 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/1311-Valley-View-Rd_Southern-Pines_NC_28387_M96001-50229\)](https://www.realtor.com/realestateandhomes-detail/1311-Valley-View-Rd_Southern-Pines_NC_28387_M96001-50229)

For Sale

\$484,000

1307 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1307-Valley-View-Rd_Southern-Pines_NC_28387_M95785-16353)

For Sale

\$650,000

1301 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1301-Valley-View-Rd_Southern-Pines_NC_28387_M90017-94746)

For Sale

\$467,220

1570 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1570-Valley-View-Rd_Southern-Pines_NC_28387_M66128-04115)

Recently Sold

\$463,000

600 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/600-Valley-View-Rd_Southern-Pines_NC_28387_M93776-76721)

Off Market

\$340,000 est.

1630 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1630-Valley-View-Rd_Southern-Pines_NC_28387_M63801-01661)

Off Market

\$326,800 est.

1345 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1345-Valley-View-Rd_Southern-Pines_NC_28387_M60839-86482)

Off Market

\$378,000 est.

675 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/675-Valley-View-Rd_Southern-Pines_NC_28387_M59069-71360)

Off Market

\$1,052,200 est.

1025 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1025-Valley-View-Rd_Southern-Pines_NC_28387_M53299-48501)

Off Market

\$261,100 est.

1045 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1045-Valley-View-Rd_Southern-Pines_NC_28387_M99877-47662)

Off Market

\$138,000 est.

1376 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1376-Valley-View-Rd_Southern-Pines_NC_28387_M60842-47343)

Off Market

\$544,300 est.

1340 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1340-Valley-View-Rd_Southern-Pines_NC_28387_M64971-47596)

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\$313,900 est.

625 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/625-Valley-View-Rd_Southern-Pines_NC_28387_M97813-44126)

Off Market

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1015 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1015-Valley-View-Rd_Southern-Pines_NC_28387_M59169-23262)

Off Market

\$268,300 est.

1540 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1540-Valley-View-Rd_Southern-Pines_NC_28387_M60944-61208)

Off Market

\$489,100 est.

1025 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1025-Valley-View-Rd_Southern-Pines_NC_28387_M66282-49182)

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\$261,100 est.

1325 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1325-Valley-View-Rd_Southern-Pines_NC_28387_M62537-01607)

Off Market

\$455,200 est.

1370 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1370-Valley-View-Rd_Southern-Pines_NC_28387_M67033-77322)

Off Market

\$323,500 est.

1335 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1335-Valley-View-Rd_Southern-Pines_NC_28387_M60027-92463)

Off Market

\$307,000 est.

1500 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1500-Valley-View-Rd_Southern-Pines_NC_28387_M64907-44243)

Off Market

\$457,400 est.

1505 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1505-Valley-View-Rd_Southern-Pines_NC_28387_M68694-40751)

Off Market

\$331,100 est.

1275 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1275-Valley-View-Rd_Southern-Pines_NC_28387_M54944-70514)

Off Market

\$367,300 est.

1035 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1035-Valley-View-Rd_Southern-Pines_NC_28387_M60824-95844)

Off Market

\$321,200 est.

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Off Market

\$385,300 est.

1490 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1490-Valley-View-Rd_Southern-Pines_NC_28387_M94935-28397)

Off Market

\$520,200 est.

1308 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1308-Valley-View-Rd_Southern-Pines_NC_28387_M63176-52931)

Off Market

\$466,600 est.

1480 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1480-Valley-View-Rd_Southern-Pines_NC_28387_M64905-95180)

Off Market

\$463,300 est.

1300 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1300-Valley-View-Rd_Southern-Pines_NC_28387_M59184-88431)

Off Market

\$297,200 est.

1615 Valley View Rd, Southern Pines, 28387, NC (https://www.realtor.com/realestateandhomes-detail/1615-Valley-View-Rd_Southern-Pines_NC_28387_M60843-21875)

Off Market

\$226,100 est.

[1380 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/1380-Valley-View-](https://www.realtor.com/realestateandhomes-detail/1380-Valley-View-Rd_Southern-Pines_NC_28387_M64905-57914)

[Rd_Southern-Pines_NC_28387_M64905-57914\)](https://www.realtor.com/realestateandhomes-detail/1380-Valley-View-Rd_Southern-Pines_NC_28387_M64905-57914)

Off Market

\$436,700 est.

[655 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/655-Valley-View-](https://www.realtor.com/realestateandhomes-detail/655-Valley-View-Rd_Southern-Pines_NC_28387_M95187-40947)

[Rd_Southern-Pines_NC_28387_M95187-40947\)](https://www.realtor.com/realestateandhomes-detail/655-Valley-View-Rd_Southern-Pines_NC_28387_M95187-40947)

Off Market

\$685,000 est.

[1601 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/1601-Valley-View-](https://www.realtor.com/realestateandhomes-detail/1601-Valley-View-Rd_Southern-Pines_NC_28387_M61032-52974)

[Rd_Southern-Pines_NC_28387_M61032-52974\)](https://www.realtor.com/realestateandhomes-detail/1601-Valley-View-Rd_Southern-Pines_NC_28387_M61032-52974)

Off Market

\$416,300 est.

[500 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/500-Valley-View-](https://www.realtor.com/realestateandhomes-detail/500-Valley-View-Rd_Southern-Pines_NC_28387_M67028-18333)

[Rd_Southern-Pines_NC_28387_M67028-18333\)](https://www.realtor.com/realestateandhomes-detail/500-Valley-View-Rd_Southern-Pines_NC_28387_M67028-18333)

Off Market

\$453,500 est.

[1494 Valley View Rd, Southern Pines, 28387, NC \(https://www.realtor.com/realestateandhomes-detail/1494-Valley-View-](https://www.realtor.com/realestateandhomes-detail/1494-Valley-View-Rd_Southern-Pines_NC_28387_M64864-52270)

[Rd_Southern-Pines_NC_28387_M64864-52270\)](https://www.realtor.com/realestateandhomes-detail/1494-Valley-View-Rd_Southern-Pines_NC_28387_M64864-52270)

Off Market

\$578,668 est.

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[Price Reduced \(/realestateandhomes-search/Southern-Pines_NC/show-price-reduced\)](/realestateandhomes-search/Southern-Pines_NC/show-price-reduced)

[New Construction \(/realestateandhomes-search/Southern-Pines_NC/shw-nc\)](/realestateandhomes-search/Southern-Pines_NC/shw-nc)

[Virtual Tours \(/realestateandhomes-search/Southern-Pines_NC/show-virtual-tours\)](/realestateandhomes-search/Southern-Pines_NC/show-virtual-tours)

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[Condos Southern Pines \(/realestateandhomes-search/Southern-Pines_NC/type-condo\)](/realestateandhomes-search/Southern-Pines_NC/type-condo)

[Townhomes Southern Pines \(/realestateandhomes-search/Southern-Pines_NC/type-townhome\)](/realestateandhomes-search/Southern-Pines_NC/type-townhome)

[Lands Southern Pines \(/realestateandhomes-search/Southern-Pines_NC/type-land\)](/realestateandhomes-search/Southern-Pines_NC/type-land)

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[Swimming Pool \(/apartments/Southern-Pines_NC/with_swimmingpool\)](/apartments/Southern-Pines_NC/with_swimmingpool)

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[Single Family Homes Southern Pines \(/apartments/Southern-Pines_NC/type-single-family-home\)](/apartments/Southern-Pines_NC/type-single-family-home)

Page 275 of 480

EXHIBIT E: WRITTEN METES AND BOUNDS DESCRIPTION

BEGINNING AT AN IRON PIPE ON THE WESTERN RIGHT-OF-WAY OF S.R. 1857, LOCATED N 03 31'07" W, 876.94 FEET FROM N.C.G.S. MONUMENT "WHISPER"; THENCE S 37 38'04" W, 360.57 FEET TO A CONCRETE MONUMENT, CORNER OF MOTOR LODGE PROPERTY AS RECORDED IN MAP BOOK 10, PAGE 53; THENCE AS SAID MOTOR LODGE N 26 51' 53" W, 142.30 FEET TO A CONCRETE MONUMENT; THENCE S 63 08' 27" W, 43.12 FEET TO A CONCRETE MONUMENT; THENCE N 26 55' 10" W, 266.50 FEET TO AN IRON PIPE; THENCE N 87 06' 55" E 134.61 FEET TO AN IRON PIPE; THENCE N 18 20' 15" E, 103.67 FEET TO AN IRON PIPE, CORNER OF LOT 41, HYLAND HILLS, PHASE ONE, PAGE TWO AS RECORDED IN PLAT CABINET 1, SLIDE 157; THENCE AS SAID LOT N 52 35' 34" E, 120.02 FEET TO AN IRON PIPE, CORNER OF LOT 41 ON WESTERN RIGHT-OF-WAY OF S.R. 1857; THENCE AS SAID RIGHT-OF-WAY S 39 06' 11"E, 119.44 FEET; THENCE S 27 51' 33" E, 186.71 FEET TO THE POINT OF BEGINNING CONTAINING 2.60 ACRES MORE OR LESS.

From: [Cindy Williams](#)
To: [Archie Daniel](#); [Cindi King](#); [Cory Albers](#); [David Byrd](#); [Director](#); [James Michel](#); [Ken Skipper](#); [NCDOT](#); [ncsandhillsrcw@fws.gov](#); [Ron Istre](#); [Ron Maness](#)
Cc: [Alaina Mallette](#); [Cindy Williams](#)
Subject: Z-02-23 Rezoning Request
Date: Monday, May 1, 2023 10:39:30 AM
Attachments: [Z-02-23 Hyland Hills PB PHN - agency comments.pdf](#)

Good morning,

Please see the attached Notice and respond with any comments or concerns at your earliest convenience.

Sincerely,

Cindy Williams

Planning Department
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
(910) 692-4003

**NOTICE OF PUBLIC HEARING BEFORE THE TOWN OF SOUTHERN PINES
PLANNING BOARD
TO CONSIDER A PROPOSED AMENDMENT TO THE
TOWN OF SOUTHERN PINES ZONING MAP**

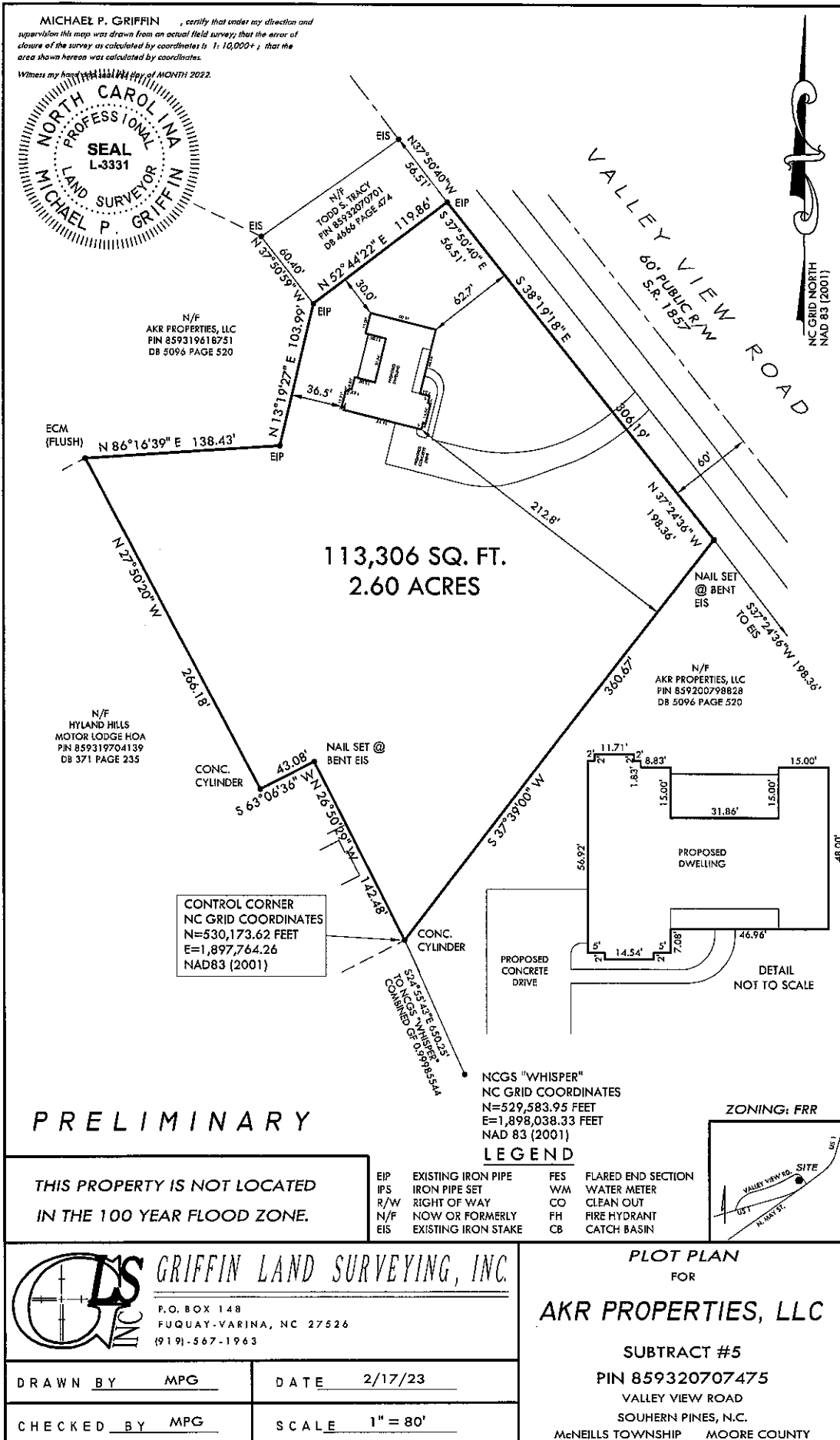
A regular meeting of the Town of Southern Pines Planning Board will be held on Thursday, May 18, 2023, at 6:00 PM at the E.S. Douglass Community Center, 1185 W. Pennsylvania Avenue, Southern Pines, North Carolina. Notice is hereby given that a public hearing on the following Zoning Map Amendment will be held during the meeting:

Z-02-23: Request to apply rezoning to 2.6 acres located on the west side of Valley View Road between Hyland Hills Road and Skyline Manor Road from Facilities, Resources, and Recreation (FRR) to Residential Single-Family (RS-2)

Mr. Frank Thigpen, on behalf of Mr. Preston Reeves and Ms. Julie Reeves, has submitted a request to rezone a 2.6-acre parcel from Facilities, Resources, and Recreation (FRR) to Residential Single-Family (RS-2), which has a minimum lot size of 20,000 square feet. The principal uses authorized in the RS-2 zoning district include low-density single-family residential, some utility and utility services, public and private golf courses, some educational and public safety services, and limited agricultural activities. The subject parcel is identified as PIN 859320707475 (PARID 00038516). The property owners are listed as Preston Reeves and Julie Reeves in Moore County Deed Book 5987 Page 97, as of January 20, 2023.

All interested citizens are invited to attend the hearing and be heard. The complete application may be reviewed at the Planning office, 801 SE Service Road, Southern Pines, North Carolina, or online at www.southernpines.net. Substantial changes in the proposed amendment may be made following the public hearing.

EXHIBIT "F"



From: [James, Janet R](#)
To: [Cindy Williams](#)
Subject: RE: [External] Z-02-23 Rezoning Request
Date: Friday, May 5, 2023 8:09:57 AM
Attachments: [image001.png](#)
[image002.png](#)

Good morning, Ms. Williams.

We have no comments to offer on this planned rezoning.

Thanks.

Janet James

Assistant District Engineer
North Carolina Department of Transportation
Division of Highways
Division 8 - District 2

(910) 944-7621 Office
(910) 944-5623 Fax
jrjames2@ncdot.gov

902 N. Sandhills Boulevard
Aberdeen, NC 28315



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: JuarezPozos, Dagoberto <djuarezpozos@ncdot.gov>
Sent: Monday, May 1, 2023 10:59 AM
To: Cindy Williams <CWilliams@southernpines.net>; James, Janet R <jrjames2@ncdot.gov>
Cc: Garner, James T <ext-jtgarner@ncdot.gov>
Subject: FW: [External] Z-02-23 Rezoning Request

Cindy,

Since I'm no longer with the Aberdeen District Office I am forwarding this email to Janet James with the District for comments.

Dago

Dagoberto Pozos, P.E.

Assistant Resident Engineer
Moore County Resident Engineer's Office

910-944-2344 Office
djuarezpozos@ncdot.gov

902 North Sandhills Blvd.
Aberdeen, NC 28315



*Email correspondence to and from this address is subject to the
North Carolina Public Records Law and may be disclosed to third parties.*

From: Cindy Williams <CWilliams@southernpines.net>

Sent: Monday, May 1, 2023 10:39 AM

To: Archie Daniel <adaniel@southernpines.net>; Cindi King <CKing@southernpines.net>; Cory Albers <calbers@southernpines.net>; David Byrd <DByrd@southernpines.net>; Director <director@rluac.com>; Michel, James <JMichel@southernpines.net>; Ken Skipper <KSkipper@southernpines.net>; JuarezPozos, Dagoberto <djuarezpozos@ncdot.gov>; ncsandhillsrcw@fws.gov; ISTRE, RONALD <ristre@southernpines.net>; Ron Maness <rmaness@moorecountyairport.com>

Cc: Alaina Mallette <amallette@southernpines.net>; Cindy Williams <CWilliams@southernpines.net>

Subject: [External] Z-02-23 Rezoning Request

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Good morning,

Please see the attached Notice and respond with any comments or concerns at your earliest convenience.

Sincerely,

Cindy Williams

Planning Department
Town of Southern Pines
801 SE Service Road

Southern Pines, NC 28387
(910) 692-4003

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.



SOUTHERN PINES COURTESY REVIEW

Case: Z-02-23 (FRR to RS-2)

Location: West side of Valey View Drive north of US Highway 1

PIN#: 859320707475

May 8, 2023

Following a review of the above referenced application by the RLUAC staff and Board of Directors, it has been determined that:

- The parcel is classified as Critical to Protect in the Fort Bragg Compatible Use Rating System due to the presence of active red cockaded woodpecker foraging areas on the site.

Active red-cockaded woodpecker (RCW) foraging areas are critical to protect because the loss of their habitat in the region, regardless of specific location, has the potential to impact Fort Bragg's military mission. If the cumulative loss of habitat outside of the installation causes a significant impact to the viability of the species in the region, the use of critical training land on Fort Bragg may be restricted to ensure that the installation fulfills its environmental protection obligations. This would occur as the result of an increased requirement to preserve habitat for this federally designated endangered species, which, in the past, has severely limited certain types of training activity on Fort Bragg. Constrained training capabilities, in turn, can have a significant impact on military readiness and the sustainment of Fort Bragg's mission.

With the presence of nearby red-cockaded woodpecker clusters, RLUAC encourages the applicant to have this property surveyed by personnel experienced in management and monitoring of the species prior to the removal of any mature pine trees. The protocol can be obtained at: https://www.fws.gov/ncsandhills/pine_tree_removal.html The results of this survey can be sent to the US Fish and Wildlife Service office located in Raleigh, NC, ATTN: John Hammond, for review. The applicant is also encouraged to preserve as many mature pines and as much contiguous undisturbed forested land on the site as possible within the defined foraging area.

RLUAC also encourages the Town of Southern Pines and the applicant / owner to ensure that the site maintains as much forested open space as possible to preserve RCW habitat. Maintaining the integrity of important environmental assets contributes to the overall compatibility of our region with Fort Bragg's environmental protection mission, which goes hand-in-hand with its military training and operational missions.

Beyond the presence of environmental concerns related to RCW foraging areas, the nature of the zoning proposed for the site does not present any additional compatibility concerns with regard to military training or operations.

Thank you for allowing RLUAC to review this case.

Jeff Sanborn, Chairman

Vagn K. Hansen II, AICP, Executive Director

TOWN OF SOUTHERN PINES ORDINANCE #2086
AMENDING THE ZONING MAP OF THE TOWN OF SOUTHERN PINES
Z-02-23

THAT WHEREAS, after notice duly given according to law, a public hearing was held before the Town of Southern Pines Town Council at its regular business meeting on June 13, 2023 at 6:00 PM for the purpose of considering and passing of an ordinance amending the Zoning Map of the Town of Southern Pines, North Carolina; and

WHEREAS, after the completion of said public hearing, and upon consideration of the reasonableness of the request, compliance with the criteria for a zoning map amendment found in UDO §2.17.9, as well as consistency with the adopted Comprehensive Long-Range Plan, the Southern Pines Town Council approved a modified version of petition Z-02-23 to amend the Zoning Map of the Town of Southern Pines;

NOW, THEREFORE, BE IT ORDAINED AND ESTABLISHED by the Town of Southern Pines Town Council, in regular session assembled on the 13th day of June, 2023:

Section 1. That the Zoning Map of the Town of Southern Pines on file in the office of the Town Clerk be amended to reflect that the parcel located on the west side of Valley View Road between Hyland Hills Road and Skyline Manor Road be rezoned Residential Single-Family (RS-3). The subject parcel is described as follows:

BEGINNING at an iron pipe on the western right-of-way of S.R. 1857, located N 03 31' 07" W, 876.94 feet from N.C.G.S. Monument "Whisper";
thence S 37 38' 04" W, 360.57 feet to a concrete monument, corner of motor lodge property as recorded in Map Book 10, Page 53;
thence as said motor lodge N 26 51' 53" W, 142.30 feet to a concrete monument;
thence S 63 08' 27" W, 43.12 feet to a concrete monument;
thence N 26 55' 10" W, 266.50 feet to an iron pipe;
thence N 87 06' 55" E 134.61 feet to an iron pipe;
thence N 18 20' 15" E, 103.67 feet to an iron pipe, corner of Lot 41, Hyland Hills, Phase One, Page Two as recorded in Plat Cabinet 1, Slide 157;
thence as said lot N 52 35' 34" E, 120.02 feet to an iron pipe, corner of Lot 41 on western right-of-way of S.R. 1857;
thence as said right-of-way S 39 06' 11" E, 119.44 feet;
thence S 27 51' 33" E, 186.71 feet to the point of BEGINNING containing 2.60 acres more or less.

Section 2. That this Ordinance shall be and shall remain in full force and effect from the date of its adoption until otherwise amended.

Adopted this 13th day of June, 2023.

ATTEST:

TOWN OF SOUTHERN PINES

Elizabeth Robertson, Town Clerk

Carol R. Haney, Mayor

APPROVED AS TO FORM:

DeWitt McCarley, Town Attorney

I certify that this Ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting on June 13, 2023 as shown in the Minutes of the Town Council meeting for that date.

Elizabeth Robertson, Town Clerk

DRAFT

COUNTY OF MOORE
STATE OF NORTH CAROLINA

I swear that this is a true and accurate copy of Ordinance #2086 amending the Zoning Map of the Town of Southern Pines adopted on June 13, 2023 (Z-02-23).

Elizabeth Robertson, Town Clerk

Date

DRAFT

Agenda Item

To: Town Council

Via: BJ Grieve, Planning Director

From: Alaina Mallette, Senior Planner

Subject: Z-03-23: Request to apply rezoning to 1 acre located on the north side of Eastman Road by the Eastman Water Tower from Residential Single-Family (RS-1) to Facilities, Resources, and Recreation (FRR); Applicant: Town of Southern Pines

Date: June 13, 2023

I. SUMMARY OF APPLICATION REQUEST

The Town of Southern Pines is proposing to rezone a 1-acre parcel from Residential Single-Family (RS-1) to Facilities, Resources, and Recreation (FRR). The principal uses authorized in the FRR zoning district include publicly owned open space and facilities as well as privately owned and man-made resource and recreation areas. The subject parcel is located in the New York Extension neighborhood on the north side of Eastman Road.

II. PLANNING BOARD RECOMMENDATION

On May 18, 2023, the Town of Southern Pines Planning Board convened to hold a legislative public hearing regarding application Z-02-23. The public hearing was opened and concluded on the same day. Planning staff presented a brief description of the subject parcel, existing lot and adjacent land use, and listed the uses of the property that would be permitted if the rezoning was approved. Per UDO §2.17.9, planning staff provided a summary of the contents of the staff report addressing consistency and inconsistency with the zoning map amendment criteria. Planning staff concluded by recommending approval of Z-02-23 with a concurrent amendment to the Comprehensive Long-Range Plan (CLRP) Future Land Use Map.

Following staff's comments, Mr. Andy Bleggi asked what surrounding properties are currently owned by the town. Mr. James Michel provided clarification using a map from Ms. Mallette's Powerpoint. Mr. Cooper Carter inquired about the reason for the rezoning request. Mr. Michel responded that the Town has equipment and supplies currently stored on the property that is the subject of the DFI development. A landscape buffer would be maintained and the equipment would be inside a fenced area.

Ms. Leigh Roberts spoke on behalf of her father, Richard James, 435 S. May Street, who owns the neighboring two-family residence. She inquired about the amount of anticipated traffic and asked how the road will be maintained, how drainage will be mitigated, and the amount of clearing that will occur. There is an existing drainage issue resulting in a significant amount of water draining across the property.

Mr. Bleggi asked if the lot has ever flooded. Ms. Roberts said not the house itself but water has come up to the steps when the water tank is drained. Mr. Michel stated that approximately once each year they drain the water tanks, which is approximately 1,000,000 gallons of water. The water drains downhill toward the West. An upland neighbor built an elevated driveway which could be increasing the drainage issue and that is an issue to be worked out with the neighbor. Mr. John Earp asked if the subject property will be cleared significantly enough to increase the drainage issue. Mr. Michel responded no, that they are not increasing impervious surface.

Ms. Dorothy Brower, 102 Eastman Road, stated that she fully supports the development at the corner of Henley Street and Morganton Road. The storage area that is currently used is not adjacent to a residential neighborhood. Ms. Brower stated that the two-family residence is currently the only home other than one home that was built by Mr. Ron Jackson. She was hoping this would be a recreational area. She has seen Town trucks going in and out of the current storage property. Large trucks entering the subject property may not respect the fact that senior citizens live in that area and that the streets are narrow. She stated that she hopes that the Town would work with the County to improve the road and widen the streets to accommodate trucks going in and out. She does not object to the rezoning but she is concerned about safety and respect for the residents who live on that street.

Mr. Michel stated that all Town staff that drive Town trucks are required to get CDL licenses and undergo a rigorous training. The Town has a very high expectation of the way Town employees handle themselves throughout Town. They have very low tolerance for any employee not following procedures. Eastman Road is outside of the corporate limits; therefore, owned by NCDOT and they have to prioritize where to spend revenue and less-traveled roads do not take priority. A majority of the lots in that area are outside of Town limits. Ms. Brower stated that she would like to see NCDOT take note of the road and make some kind of effort to improve it.

After closing the public hearing, a motion was made by Mr. Cooper Carter and seconded by Mr. Matthew Walden. The motion stated that after reviewing the proposed amendments to the Town of Southern Pines Zoning Map and after considering the criteria for approval of map amendments found in UDO §2.17.9, the proposed amendment was considered inconsistent with the Comprehensive Long-Range Plan for the reasons set forth in Attachment 1 of staff report Z-03-23 as revised by the Planning Board and that the following other matters were considered by the Planning Board:

1. Planning Board found legitimate safety concerns regarding poor road conditions on Eastman Road as presented by neighboring residents—including, but not limited to, Eastman Road's street width and turning radii from both West Pennsylvania Avenue Extension and West New York Avenue onto Eastman Road.
2. Planning Board heard concerns of drainage and runoff issues on properties downhill of the Eastman Water Tower.

The Planning Board recommended approval of Z-03-23 to the Town Council. The motion carried by a vote of 6-0.

III. PROJECT INFORMATION

A. Physical Address

No address has been created for the subject property.

Parcel ID: 00040888 (PIN 857211657012)

B. Property Owner/Applicant

Town of Southern Pines
801 Southeast Service Road
Southern Pines, NC 28387

C. Existing Zoning

The subject property is currently zoned RS-1. The primary principal uses in the RS-1 zoning district include medium density single-family residential land uses (approximately 4.3 Dwelling Units per acre). The subject property is within the Extra-Territorial Jurisdiction.

D. Comprehensive Long-Range Plan Designation for Future Land Uses

Within the Town of Southern Pines Comprehensive Long-Range Plan (CLRP) Future Land Use Map, the site is identified as “Residential,” shown in orange in Figure 1. This category is described as, “... providing for single-family and attached housing at development densities ranging from one unit per acre in areas that are less intensively developed to up to twelve units per acre in places that are clearly more urban.” Furthermore, elementary schools, civic uses, parks and neighborhood scale commercial services may be authorized through the rezoning process without amending the future land use map. The subject property is adjacent to land categorized in the future land use map as Parks/Open Space, shown in dark green in Figure 1.

Figure 1: Future Land Use Map for Subject Property (approximate boundaries of proposed map amendment are outlined in red)

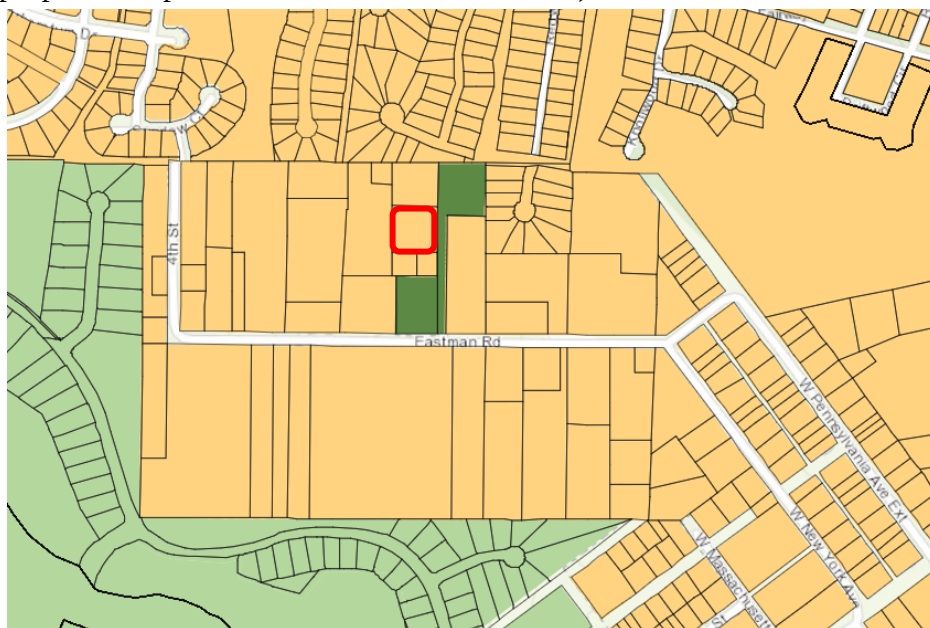


Figure 2: Vicinity Zoning Map with 2021 Aerial Basemap (approximate boundaries of proposed map amendment are outlined in red).

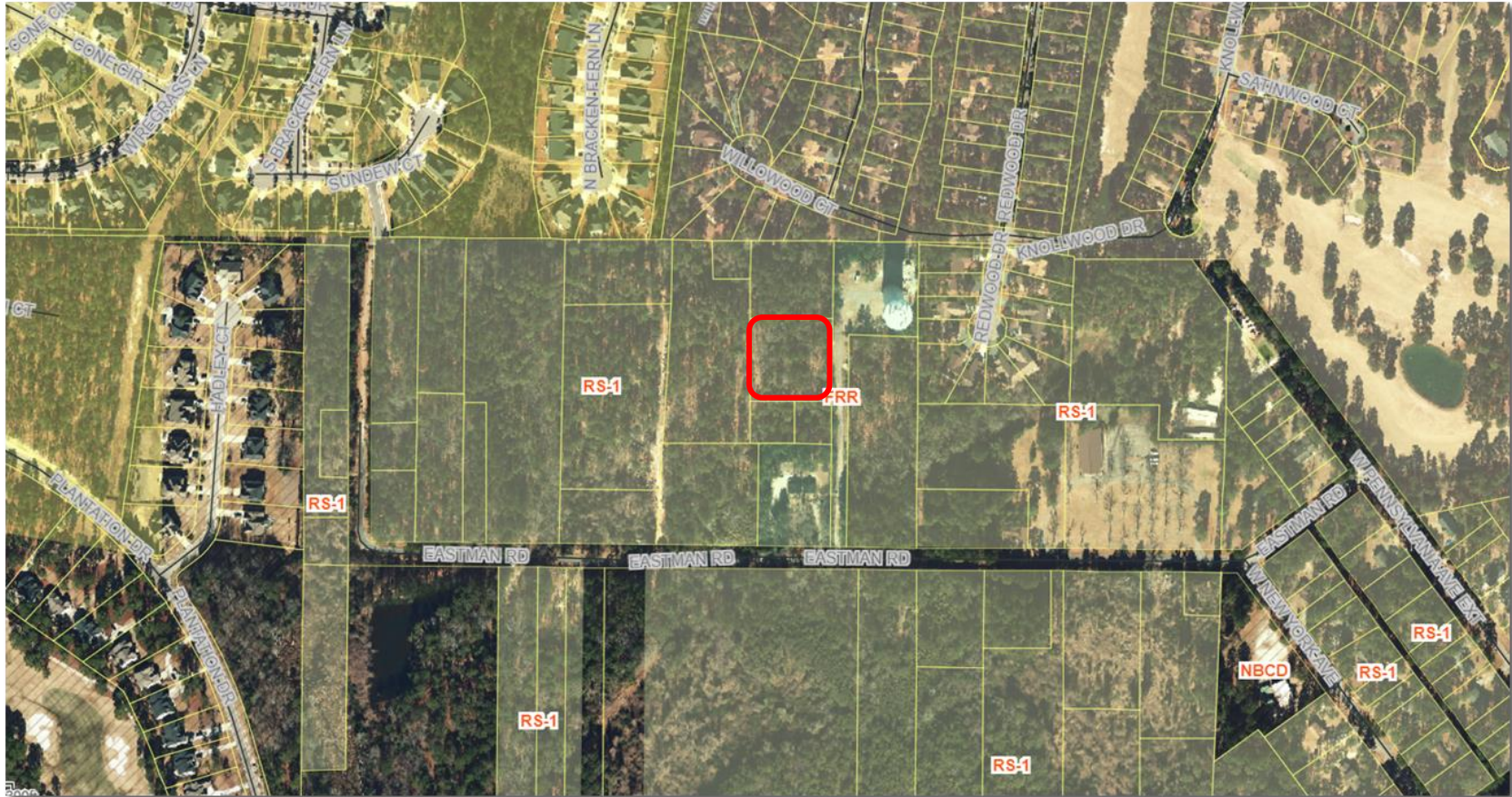
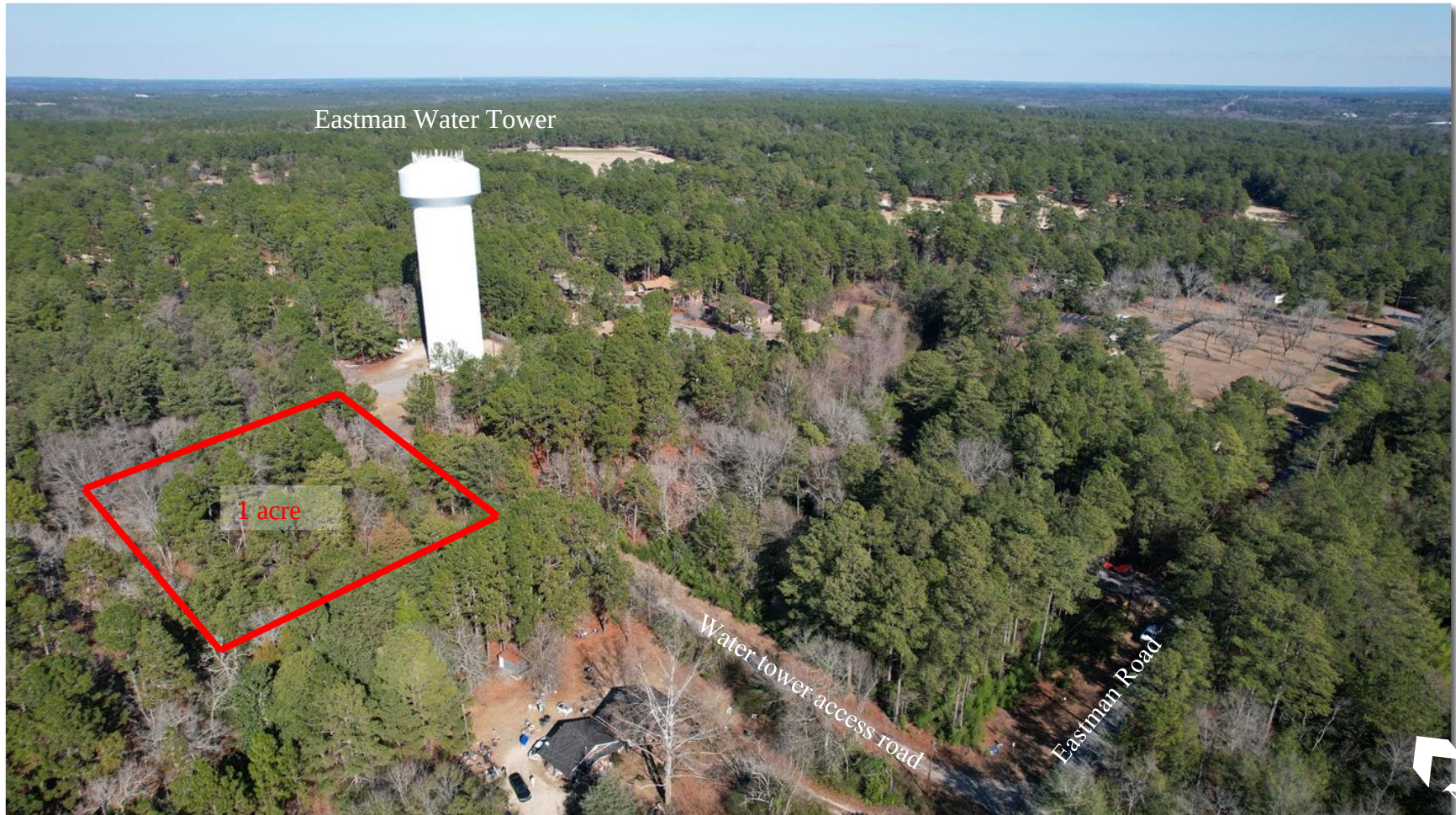


Figure 3: Subject Property as of February 3, 2022, with Approximate Boundaries of Proposed Map Amendment (in Red).



IV. STAFF REVIEW

1. Application Review Dates

Application Submitted: **April 10, 2023**

Application Deemed Complete: **April 17, 2023**

Planning Board Public Hearing Notice: **May 1 (posted on Town website and emailed to agencies); May 2, 2023 (mailed to adjacent landowners); May 3 and 10, 2023 (emailed to The Pilot)**

Planning Board Regular Meeting: **May 18, 2023**

- The Planning Board held a public hearing for this request. The meeting provided an opportunity to hear comment from any member of the public on this legislative matter.

Town Council Agenda Meeting: **June 6, 2023**

Town Council Regular Meeting: **June 13, 2023**

- The Town Council will hold a public hearing for this request. The meeting will provide an opportunity to hear comment from any member of the public on this legislative matter.
- Notices of the Town Council's public hearing were posted, mailed and published as required by the UDO.

2. Staff Consistency Evaluation Based on Criteria for the Rezoning of Subject Parcel for Zoning Map Amendment Review per UDO § 2.17.9

When reviewing an application for zoning, the hearing bodies (Planning Board and Town Council) shall consider and be guided by the following criteria, as set forth in UDO §2.17.9 and outlined below.

*(A) **Consistency.** Rezoning shall be consistent with the adopted Comprehensive Plan.*

Consistency with the CLRP has been reviewed by looking at the document itself as well as the potential new allowed uses in the proposed FRR zoning district. The principal uses authorized in the FRR zoning district include open space, public facilities and privately owned and recreation areas. A comprehensive list of land uses that are allowed in FRR can be found in bullet point "(H) Applicant Representations" below.

The Future Land Use Map designates the parcel as "Residential," which is inconsistent with the rezoning request. If approved, the Future Land Use Map would need to be amended.

*(B) **Adverse Impacts on Neighboring Lands.** The Hearing Body shall consider the nature and degree of an adverse impact upon neighboring lands. Lots shall not be rezoned in a way that is substantially inconsistent with the uses of the surrounding area, whether more or less restrictive. The Town finds and determines that vast acreages of single-use zoning produces uniformity with adverse consequences, such as traffic congestion, air pollution, and social alienation. Accordingly, rezonings may promote mixed uses subject to a high degree of design control.*

Neighboring lands adjacent to the subject parcel are zoned FRR and RS-1. In addition to these and within a quarter-mile from the subject property, there are three additional zones: Residential Single-Family (RS-2; 20,000 maximum lot size) Conditional Zoning District (i.e., Mid-South Subdivision), Residential Multi-Family (RM-2; 5-7 DU/ac), and Neighborhood Business Conditional District (i.e., Rufus McLaughlin American Legion Post 177). Considering this mix of uses and the intended character of each district, the proposed FRR zoning would be substantially consistent with the surrounding area.

(C) Suitability as Presently Zoned. *The Hearing Body shall consider the suitability or unsuitability of the Tract for its use as presently zoned. This factor, like the others, should be weighed in relation to the other standards, and instances can exist in which the land may be rezoned to meet public need, to reflect substantially changed conditions in the neighborhood, or to effectuate important goals, objectives and policies of the Comprehensive Plan or UDO.*

- RS-1 is a residential zone, according to UDO §3.3.1 Conventional Districts, which would be a suitable zone for a private landowner. However, the property is currently owned by the Town of Southern Pines, a public entity. Therefore, FRR is a more suitable zone for public land uses.
- The applicant states, “The health, safety, and welfare of the public are benefitted by the continued maintenance of the Town’s infrastructure including utilities, streets, parks, and facilities.” Many types of public facilities are authorized in FRR, and not in RS-1. These public facilities intend to help the Town of Southern Pines meet public needs.
- The site is centrally-located within the Town of Southern Pines and is near existing Town facilities. Therefore, the Town’s use of said site may increase efficiencies for doing town business, generally.

(D) Health, Safety, and Welfare. *The amending ordinance must bear a substantial relationship to the public health, safety or general welfare, or protect and preserve historical and cultural places and areas. The rezoning may be justified, however, if a substantial public need or purpose exists, even if the private owner of the Tract will also benefit.*

- No health, safety, or welfare concern has been identified based on the information that was provided in the application. Staff has not identified any concerns based on a site visit and routine analysis of the subject parcel and surrounding area. However, it should be noted for the record that no detailed site assessment has been conducted nor is one required in order to request a rezoning.
- Public comment did bring up potential safety concerns regarding negative impacts that increased traffic volumes on Eastman Road could have for the surrounding residential neighborhood.

- There are no historic or archeological sites on the subject property to the applicant's and Planning staff's knowledge.

(E) Public Policy. *Certain public policies in favor of the rezoning may be considered. Examples include a need for affordable housing, economic Development, mixed-use Development, or sustainable environmental features, which are consistent with neighborhood, area, or specific plans.*

- See comments under “(A) Consistency.”

(F) Size of Tract. *The Hearing Body shall consider the size, shape, and characteristics of the Tract in relation to the affected neighboring lands. Amendatory ordinances shall not rezone a single Lot when there have been no intervening changes or other saving characteristics. Proof that a small Tract is unsuitable for use as zoned, or that there have been substantial changes in the immediate area, may justify ordinance rezoning.*

- The rezoning is for a single lot, the ownership of which is inconsistent with the current zoning district as it is a publicly-owned asset.
- Furthermore, the applicants assert that “There are no issues with the size of the tract.”

(G) Other Factors. *The Hearing Body may consider any other factors relevant to a rezoning application under state law.*

- The proposed zoning district's (i.e., FRR) current development standards for the subject property state that building heights and setbacks must conform to those of the abutting district, and that required buffers shall be based on the use established in the FRR district and the abutting use or district, whichever requires the greater buffer.

(H) Applicant Representations. *Except for rezoning requests submitted in accordance with the provisions herein for conditional zoning districts, the Hearing Body shall not consider any representations made by the petitioner that, if the change is granted, the rezoned property will be used for only one of the possible range of uses permitted in the requested classification. Rather, the Hearing Body shall consider whether the entire range of permitted uses in the requested classification is more appropriate than the range of uses in the existing classification.*

- The FRR zoning district is intended for open space, public facilities and privately owned and recreation areas. Publicly owned land uses include governmental, recreational, education, natural resource and utility facilities. Privately owned land uses include golf resorts and related facilities, land trusts established to preserve natural resources, schools and recreational facilities that typically include substantial open space. The district objectives are to (1) Provide land for publicly-owned governmental

facilities and privately-owned natural and man-made resource and recreation areas, and (2) Preclude major residential, retail office, institutional, and industrial uses that typically provide limited open space.

- The boards should consider the full range of possible uses in the proposed FRR zone. The authorized uses (either permitted by-right, allowed with supplemental standards, or as conditional uses) are listed below.
 - **FRR authorizes, but RS-1 does not authorize:** markets for farm produce or crafts; air transportation uses; courier and messenger services; towers and antennas taller than 50'; electric substations; drinking water; solid waste collection; waste treatment and disposal; wastewater treatment plants; historical or archeological institution; zoos, botanical gardens, arboreta; golf course resort; horse-riding stables; middle, junior, senior, high schools; college or university; free-standing cemetery; greenhouse production (no on-premise sales); other special events; while
 - **RS-1 authorizes, but FRR does not authorize:** single-family detached dwelling; class a single-family manufactured home; accessory dwelling; assisted-living board and care and adult care group homes; bed and breakfast home or inn, telephone and other wired tele-communications; natural gas service; water service; in-patient nursing, supervision and other rehabilitative services; domestic backyard chickens, beekeeping, home occupations, or cluster subdivision; and
- **Both districts authorize:** Tele-communications towers and antennas ≤50' tall, utility service distribution lines, wastewater services, public or private golf course, public gyms, natural or other recreational parks, elementary school, public safety facilities, outdoor crop production, special home events, temporary uses, subdivisions (major and minor), and combination uses.

3. Outside Agency Comments

- A request for comments was emailed to agencies on May 1, 2023. Agencies notified include Town of Southern Pines Streets, Public Works, Utilities, Fire, Recreation and Parks, and Engineering departments, the Regional Land Use Advisory Commission (RLUAC), United States Fish and Wildlife Services (US FWS), the Moore County Airport, and the North Carolina Department of Transportation (NCDOT).
- NCDOT (Ms. Janet James, Assistant District Engineer for Division of Highways Division 8 – District 2) stated that they had no comments to offer.

4. Staff Recommendation

Planning staff recommend that the hearing bodies approve the rezoning request for Parcel ID 00040888 (PIN 857211657012) from RS-1 to FRR.

V. ATTACHMENTS

The following materials are provided as attachments to this staff memorandum:

1. Signed Planning Board Resolution Adopting a Written Recommendation for the Zoning Map Amendment Application
2. Zoning Map Amendment Application
3. List of Adjacent Property Owners
4. Deed
5. Narrative for Proposed Amendment
6. Survey
7. Agency Comments (all)

Additional documents related to this application including (but not limited to) property deeds, Authorization of Agent forms, email correspondence, meeting minutes and adjacent property notification records are on file in the Town of Southern Pines Planning Office and available for public inspections during normal business hours.

VI. TOWN COUNCIL ACTION:

A request for a zoning map amendment approval is a request for a rezoning. Per North Carolina General Statute 160D-601(a), before adopting the rezoning, the Town Council shall hold a legislative hearing. Per North Carolina General Statute 160D-605(a) the Town Council shall also approve a statement addressing consistency or inconsistency with the Comprehensive Long-Range Plan. Furthermore, per North Carolina General Statute 160D-605(b), the Town Council must also approve a statement about the reasonableness of the rezoning and shall approve a brief statement describing whether its action is consistent with an adopted comprehensive plan.

To assist the Town Council, town staff have prepared the following draft motions consideration, modification as necessary, and adoption:

I move that after reviewing the proposed rezoning and the criteria for consideration of zoning amendments, and after considering the comments received at the Town Council's public hearing and the Planning Board's written recommendation:

1. The requested rezoning is generally consistent with the Comprehensive Long-Range Plan except for the Future Land Use Map designation as Residential. However, since the subject parcel switched from private to public ownership, the **requested rezoning is a reasonable request** for the reasons set forth in the written Planning Board recommendation attached to staff report Z-03-23.

-OR-

2. The requested rezoning is generally consistent with the Comprehensive Long-Range Plan except for the Future Land Use Map designation as Residential. However, since the subject parcel switched from private to public ownership, the **requested rezoning is a reasonable request** for the reasons set forth in the written Planning Board recommendation attached to staff report Z-03-23 **as modified by Town Council as follows:**

- a.
- b.

-OR-

3. The requested rezoning is **inconsistent** with the Comprehensive Long-Range Plan **and is not a reasonable request for the following reasons:**

- a.
- b.

And, therefore, I move to:

1. Approve Z-03-23 as submitted and as set forth in attachments to staff report Z-02-23;

-OR-

2. Deny Z-03-23.



**PLANNING BOARD
RESOLUTION TO ADOPT A WRITTEN RECOMMENDATION
FOR ZONING MAP AMENDMENT APPLICATION
Z-03-23**

WHEREAS, Section 160D-701 of the North Carolina General Statutes specifies that zoning regulations shall be made in accordance with a comprehensive plan and shall be designed to protect the public health, safety and general welfare; and

WHEREAS, Section 160D-604 of the North Carolina General Statutes specifies that the Planning Board shall, with any ordinance amendment or zoning map amendment, advise and comment on whether the proposed action is consistent with the adopted comprehensive plan and on other matters as deemed appropriate by the Planning Board, and that the Planning Board shall provide this in the form of a written recommendation to the Town Council; and

WHEREAS, the Planning Board has reviewed the proposed zoning map amendment—which includes the written staff report, application materials, documentation, and maps showing the proposed district boundaries—and has conducted a public hearing on May 18, 2023, to listen to public comments, ask questions of the Town’s planning staff, and consider zoning map amendment application Z-03-23.

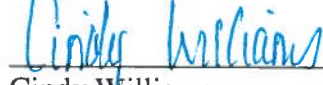
NOW, THEREFORE BE IT RESOLVED that the Planning Board finds and recommends to the Town Council that the proposed amendment to the Town of Southern Pines Zoning Map is reasonable, in the public interest, and consistent with the current character of the New York Extension neighborhood. The proposed amendment is partially consistent with the criteria set forth in the Town of Southern Pines Unified Development Ordinance §2.17.9. The rezoning is inconsistent with the Future Land Use Map within the Comprehensive Long-Range Plan (CLRP). Therefore, pursuant to NCGS 160D-605(a), a plan amendment to the CLRP Future Land Use Map and a zoning amendment should be considered concurrently with no additional request or application for a plan amendment required by the applicant. The Planning Board recommends adopting the zoning map amendment request from Residential Single-Family zoning district with a minimum 10,000 square-foot lot development standard (RS-1) to Facilities, Resources, and Recreation (FRR) zoning district on the north side of Eastman Road near the Eastman Water Tower in the extraterritorial zoning jurisdiction of the Town of Southern Pines. Public comment during the Public Hearing made the Planning Board aware of drainage and runoff issues on properties downhill of the Eastman Water Tower, which is adjacent to the subject property. Furthermore, the Planning Board found legitimate safety concerns regarding poor road conditions on Eastman Road as presented by neighboring residents—including, but not limited to, Eastman Road’s street width and turning radii from both West Pennsylvania Avenue Extension and West New York Avenue

onto Eastman Road. The Planning Board recommends the governing board adopt the zoning amendment for Z-03-23.

ADOPTED this the 18th day of May, 2023.


Diane Westbrook, Chairwoman

ATTEST:


Cindy Williams
Secretary to the Planning Board

Zoning Map Amendment (Rezoning)

REQUIRED APPLICATION MATERIALS:

- N/A **Application fee** in the amount of **\$1,500.00**.
- X **Completed Application** for a Zoning Map Amendment (Rezoning) signed by the applicant. Please do not leave anything blank and make sure that all of the information provided is correct.
- N/A **Appointment of Agent**, if applicable, signed by the property owner(s) and the agent.
- X **List of Adjacent Property Owners**: Please list all properties that are that are within two hundred (200) feet of the outermost boundaries of the subject property (**not counting streets, railroads or other transportation corridors**). Attach additional pages if needed. No fewer than ten (10) property owners shall be notified by mail.
- X **Deed** copy to provide proof of ownership and property boundaries.
- X **Reasons for proposed amendment**: Explain the need for the proposed changes to the zoning map. Please provide additional text and/or maps to demonstrate consistency with the approval criteria listed in **UDO §2.17.9 Criteria for Zoning Map Amendments**. The list of criteria is attached.
- X **Survey** of the subject property.
- X **Written metes and bounds description** of the subject property.
- N/A **Site** plan, if applicable
- X **Electronic copy (PDF) of all application materials** submitted to plan@southernpines.net.

PLEASE SUBMIT ONLY ONE (1) COMPLETE SET OF ALL MATERIALS.

REVIEW AND APPROVAL:

1. **Staff review**: Planning staff will review the application and notify the applicant if additional materials are needed.
2. **Public hearings**: The applicant is expected to attend a public hearing on the application before the Planning Board followed by a public hearing before the Town Council the following month. (Please refer to the **Application Processing Timeline** to determine the hearing dates.) The Planning Board will recommend approval, conditional approval or denial to the Town Council. The Town Council will consider that recommendation, as well as evidence and testimony presented, and approve, conditionally approve or deny the rezoning request.
3. **Approval**: The approval of an amendment to the UDO text or Zoning Map does not authorize the use, occupancy, or development of property until the applicant receives necessary development approvals, such as subdivision, site plan and building permits. (UDO §2.17.12)



Zoning Map Amendment Application

Fee: \$1,500.00

Date Received: N/A

Case No.: Z-____-____

Project Information:

Street Address: Eastman Road

PIN: 857211657012 Parcel ID: 00040888

Site Size: 1 AC Zoning: RS-1

Applicant:

Name(s): Town of Southern Pines

Email: jmichel@southernpines.net Phone: 910-692-1983

Mailing Address: 801 SE Service Road, Southern Pines, NC 28387

Authorized Agent, if different from Applicant:

Name(s): _____

Email: _____ Phone: _____

Mailing Address: _____

Legal Property Owner(s), if different from Applicant:

Name(s): _____

Email: _____ Phone: _____

Mailing Address: _____

1/12/22

TO THE TOWN OF SOUTHERN PINES PLANNING BOARD AND TOWN COUNCIL:

I, the undersigned, do hereby make application to and petition the Planning Board and Town Council to grant a zoning map amendment as required by the Town of Southern Pines Zoning Ordinance. The following information is submitted in support of this application:

The property which is the subject of this application is located on the north side of Eastman Rd. (St./Ave.), between 4th St. (St./Ave.) and W. New York Ave. (St./Ave.). The property has a frontage of 200 feet and a depth of 217 feet.

The zoning map amendment sought is based upon Section(s) 2.17.1(A)(2) of the **Town of Southern Pines Unified Development Ordinance**. The proposed use of the property is as follows:
Rezoning of the property from RS-1 to FRR. The property is proposed to be used by the Town for storage of materials utilized by the Town's Public Works Department

Date: 3/24/2023

James Michel
Applicant

PLANNING DEPARTMENT
TOWN OF SOUTHERN PINES
801 SE Service Road, Southern Pines, NC 28387
plan@southernpines.net (910) 692-4003 www.southernpines.net

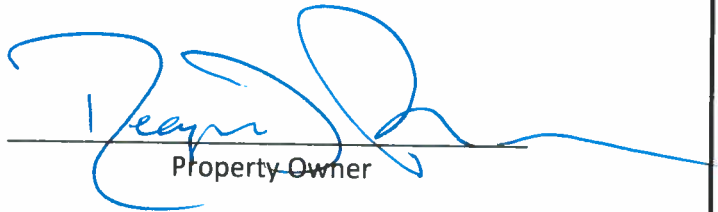
APPOINTMENT OF AGENT

The undersigned owner(s), Town of Southern Pines, hereby appoint(s) James Michel as the exclusive agent for the purpose of making an application to the Town of Southern Pines for a Zoning Map Amendment for a rezoning of the property described in the attached application. The owner(s) hereby agree(s) that this agent has the authority to act for and on behalf of the owner(s) as follows:

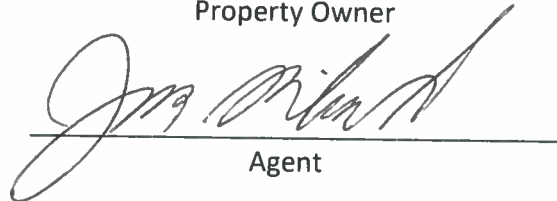
1. to submit an application and required supplemental materials;
2. to appear at public meetings and give representation and comments on behalf of the owner(s);
3. to accept conditions or recommendations made by the Town of Southern Pines Planning Board and Town Council for a Zoning Map Amendment for a rezoning of the subject property; and
4. to act on behalf of the owner(s) without limitations with regard to any and all things directly or indirectly connected with or arising out of any application for a Zoning Map Amendment under the Southern Pines Unified Development Ordinance.

This Appointment of Agent shall remain in effect until final resolution of the attached application.

Signed this 30th day of March, 2023.



Property Owner

Property Owner


Agent

List of Adjacent Property Owners

	Owner Name	Parcel ID	
1.	McNeill, Vondola S, C/O Darlene Mohamud	00036523	1330 Banks Road, Apt 106, Margate, FL 33063
2.	Lane, Ralph C & Ora Bell, C/O W F Jackson	00035546	9643 Plimpton Road, La Mesa, CA 91941
3.	Ewings, Annice	00038806	15523 Jewel Ave, Apt 3B, Flushing, NY 11367
4.	Thompson, Nancy & Jacqueline & Council, Marquette Odessia (HRS)	00039670	291 S Mechanic St, Southern Pines, NC 28387
5.	Town of Southern Pines	00039732	PO Box 870, Southern Pines, NC 28388
6.	Pinehurst Area Realty	00036376	PO Box 1511, Pinehurst, NC 28370
7.	Monroe, Earsell M & Shedeke, Abiola K	00036813	505 S Carlisle St, Southern Pines, NC 28387
8.	James, Richard L	00035017	435 S May St, Southern Pines, NC 28387
9.	Habitat for Humanity of the NC Sandhills, Inc.	00041120	2268 NC Hwy 5, Aberdeen, NC 28315

FOR REGISTRATION REGISTER OF DEEDS
JUDY D. MARTIN
MOORE COUNTY, NC
2003 NOV 17 03:04:29 PM
BK:2441 PG:324-326 FEE:\$19.00
NC REVENUE STAMP:\$2.00
INSTRUMENT # 2003026857

This instrument drafted by: Emily A. Tobias, Gill & Tobias, LLP
After recording, mail to: Emily A. Tobias, Gill & Tobias, LLP
Tax Stamp: \$ 2.00

STATE OF NORTH CAROLINA)
)
MOORE COUNTY) **COMMISSIONER'S DEED**

This deed made and entered into the 3rd of November, 2003, by and between **Emily A. Tobias, as Commissioner**, as hereafter stated ("Grantor"); and **Town of Southern Pines**, Moore County, North Carolina ("Grantee") whose address is: P.O. Box 870 Southern Pines, NC 28388.

WITNESSETH:

That, whereas, in a certain special proceeding entitled "**In The Matter of the Estate of Augusta Godwin, Incompetent**," brought and pending before the Clerk of Superior Court of Moore County, North Carolina, (See Court File 03 SP 175) an order was made by said court appointing said Grantor as Commissioner to sell at public sale, subject to the confirmation of the Court, certain lands, including the lands hereinafter described; and whereas, said Grantor, acting as Commissioner as aforesaid, after due advertisement as required by law and said order of court, offered said lands for sale at public auction at the courthouse door as directed by said Order, at 2:00 pm, on the 2nd day of October, 2003, when and where said Grantee became the last and highest bidder at the price of One Thousand Dollars (\$1,000.00); and whereas, said Grantor reported said sale to the court and the same remained open for ten (10) days and no advanced bid was filed; and whereas, on the 21st of October, 2003, said court entered an order approving and confirming said sale and directing said Grantor as Commissioner to make, execute, and deliver to said Grantee a good and sufficient deed for said land upon payment to him of the said purchase price; and whereas, said purchase price has been fully paid;

Now, therefore, said Grantor, acting as Commissioner as aforesaid, under authority of said order of court and in consideration of the said purchase price of One Thousand Dollars (\$1,000), has bargained and sold and by these present does grant, bargain, sell and convey unto said grantee and his heirs and assigns a certain tract or parcel of land lying and being in McNeill Township, Moore County, North Carolina, and being more particularly described as follows:

Lying and being located on the west side of Southern Pines, North Carolina, bounded and described as follows:

BEGINNING at a stake in the north boundary of a road, said stake being the beginning corner of George Godwin's 5 acre tract as recorded in Deed Book 92, at Page 586, Moore County Registry; running thence with the first line of said tract North 3° 30' East 217.8 feet to a stake; thence South 86° 30' East 200 feet to a stake; thence South 3° 30' West 217.8 feet to the north edge of the road, the south line of five acres; thence with the south line of the 5 acre tract North 86° 30' West 200 feet to the beginning, containing one acre, more or less, and being a portion of George Godwin's aforementioned 5 acre tract.

See also that instrument recorded in Book 705, Page 417, Moore County Registry, which description is herein incorporated by reference. Note that Obie W. Godwin, spouse of Augusta Godwin, died in Moore County on January 3, 1990.

Also known as parcel LRK # 00040888, Moore County Tax Department.

Said property sold subject to all outstanding ad valorem taxes, including current year, if any, together with rights of ways, easements, or encumbrances of record.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and premises, together with all privileges and appurtenances thereto belonging to him the said Grantee and his heirs and assigns in as full and ample a manner as the Grantor as Commissioner as aforesaid is authorized and empowered to convey the same.

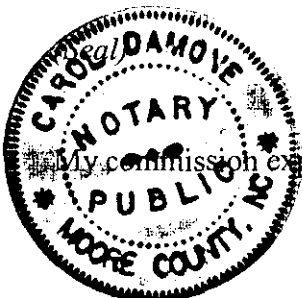
IN TESTIMONY WHEREOF, said Grantor, acting as Commissioner as aforesaid, has hereunto set his hand and seal, the day and year first above written

Emily A. Tobias (SEAL)
Emily A. Tobias, Commissioner

STATE OF NORTH CAROLINA
COUNTY OF MOORE

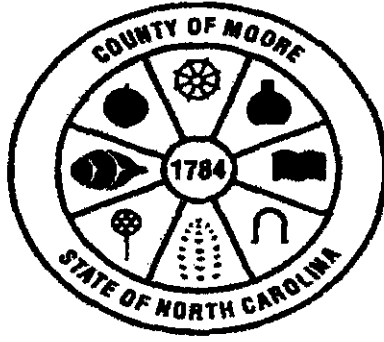
I, Carol Damone a Notary Public of said County and State, certify that
Emily A. Tobias, Commissioner Grantor, personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official stamp or seal, this 17th day of November, 2003.



My commission expires: 2-13-2005

Carol Damone
Notary Public



JUDY D. MARTIN
REGISTER OF DEEDS, MOORE
JUDICIAL BUILDING
100 DOWD STREET
CARTHAGE, NC 28327

Filed For Registration: 11/17/2003 03:04:29 PM

Book: RE 2441 Page: 324-326

Document No.: 2003026857

DEED 3 PGS \$19.00

NC REAL ESTATE EXCISE TAX: \$2.00

Recorder: LINDA CHEEK

State of North Carolina, County of Moore

The foregoing certificate of CAROL DAMONE Notary is certified to be correct. This 17TH of November 2003

JUDY D. MARTIN , REGISTER OF DEEDS

By: Linda W. Cheek
Deputy/Assistant Register of Deeds

2003026857
2003026857

UDO §2.17.9. Criteria for Zoning Map Amendments

In its review of an application for a zoning map amendment, the Hearing Bodies shall consider the following criteria. No single factor is controlling; instead each must be weighed in relation to the other standards.

- (A) **Consistency.** Rezoning shall be consistent with the adopted Comprehensive Plan.
- (B) **Adverse Impacts on Neighboring Lands.** The Hearing Body shall consider the nature and degree of an adverse impact upon neighboring lands. Lots shall not be rezoned in a way that is substantially inconsistent with the uses of the surrounding area, whether more or less restrictive. The Town finds and determines that vast acreages of single-use zoning produces uniformity with adverse consequences, such as traffic congestion, air pollution, and social alienation. Accordingly, rezonings may promote mixed uses subject to a high degree of design control.
- (C) **Suitability as Presently Zoned.** The Hearing Body shall consider the suitability or unsuitability of the Tract for its use as presently zoned. This factor, like the others, should be weighed in relation to the other standards, and instances can exist in which the land may be rezoned to meet public need, to reflect substantially changed conditions in the neighborhood, or to effectuate important goals, objectives and policies of the Comprehensive Plan or UDO.
- (D) **Health, Safety, and Welfare.** The amending ordinance must bear a substantial relationship to the public health, safety or general welfare, or protect and preserve historical and cultural places and areas. The rezoning may be justified, however, if a substantial public need or purpose exists, even if the private owner of the Tract will also benefit.
- (E) **Public Policy.** Certain public policies in favor of the rezoning may be considered. Examples include a need for affordable housing, economic Development, mixed-use Development, or sustainable environmental features, which are consistent with neighborhood, area, or specific plans.
- (F) **Size of Tract.** The Hearing Body shall consider the size, shape, and characteristics of the Tract in relation to the affected neighboring lands. Amendatory ordinances shall not rezone a single Lot when there have been no intervening changes or other saving characteristics. Proof that a small Tract is unsuitable for use as zoned, or that there have been substantial changes in the immediate area, may justify ordinance rezoning.
- (G) **Other Factors.** The Hearing Body may consider any other factors relevant to the rezoning application under state law.

Applicant Representations. Except for rezoning requests submitted in accordance with the provisions herein for conditional use district rezonings, the Hearing Body shall not consider any representations made by the petitioner that, if the change is granted, the rezoned property will be used for only one of the possible range of uses permitted in the requested classification. Rather, the Hearing Body shall consider whether the entire range of permitted uses in the requested classification is more appropriate than the range of uses in the existing classification.



Public Works Department
801 S. E. Service Road ● Southern Pines, NC 28387

Zoning Map Amendment

Reasons for Proposed Change

Property Address: Eastman Road, Southern Pines, NC 28387

Parcel ID: 00040888

Owner: Town of Southern Pines

Agent: James Michel, PE, MBA, Town Engineer

Reason For request:

The Town of Southern pines owns the subject parcel which is located adjacent to the Town's elevated water storage tank off of Eastman Road. The property is currently zoned RS-1 and is being requested to be rezoned to FRR. The Town's Public Works department intends to utilize the property in conjunction with the adjacent tank site as a storage and laydown area. This laydown area will replace the laydown and storage area currently located off of Henley Street within the West Southern Pines Morganton-Henley Conceptual Development Plan area.

(A) **Consistency.** Rezoning shall be consistent with the adopted Comprehensive Plan.

This request is consistent with the Towns Comprehensive as it provides adequate laydown and storage areas for the continued maintenance of the Town's infrastructure including utilities, streets, parks, and facilities.

(B) **Adverse Impacts on Neighboring Lands.** The Hearing Body shall consider the nature and degree of an adverse impact upon neighboring lands. Lots shall not be rezoned in a way that is substantially inconsistent with the uses of the surrounding area, whether more or less restrictive. The Town finds and determines that vast acreages of single-use zoning produces uniformity with adverse consequences, such as traffic congestion, air pollution, and social alienation. Accordingly, rezonings may promote mixed uses subject to a high degree of design control.

This rezoning is not anticipated to impact neighboring properties as it is immediately adjacent to the Town's elevated water tank which is currently zoned FRR. The tank site is used for generic storage of various Town equipment and materials and is similar in nature to the proposed use of the subject parcel.

- (C) **Suitability as Presently Zoned.** The Hearing Body shall consider the suitability or unsuitability of the Tract for its use as presently zoned. This factor, like the others, should be weighed in relation to the other standards, and instances can exist in which the land may be rezoned to meet public need, to reflect substantially changed conditions in the neighborhood, or to effectuate important goals, objectives and policies of the Comprehensive Plan or UDO.

The RS-1 zoning does not currently allow for the property to be used as intended.

- (D) **Health, Safety, and Welfare.** The amending ordinance must bear a substantial relationship to the public health, safety or general welfare, or protect and preserve historical and cultural places and areas. The rezoning may be justified, however, if a substantial public need or purpose exists, even if the private owner of the Tract will also benefit.
- (E) **Public Policy.** Certain public policies in favor of the rezoning may be considered. Examples include a need for affordable housing, economic Development, mixed-use Development, or sustainable environmental features, which are consistent with neighborhood, area, or specific plans.

The health, safety, and welfare of the public are benefitted by the continued maintenance of the Town's infrastructure including utilities, streets, parks, and facilities. The use of this property for laydown and storage will continue to assist the Town's public works department towards these goals.

- (F) **Size of Tract.** The Hearing Body shall consider the size, shape, and characteristics of the Tract in relation to the affected neighboring lands. Amendatory ordinances shall not rezone a single Lot when there have been no intervening changes or other saving characteristics. Proof that a small Tract is unsuitable for use as zoned, or that there have been substantial changes in the immediate area, may justify ordinance rezoning.

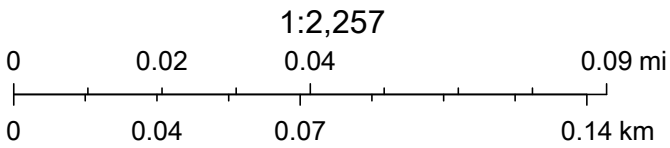
There are no issues with the size of the tract.

Town of Southern Pines

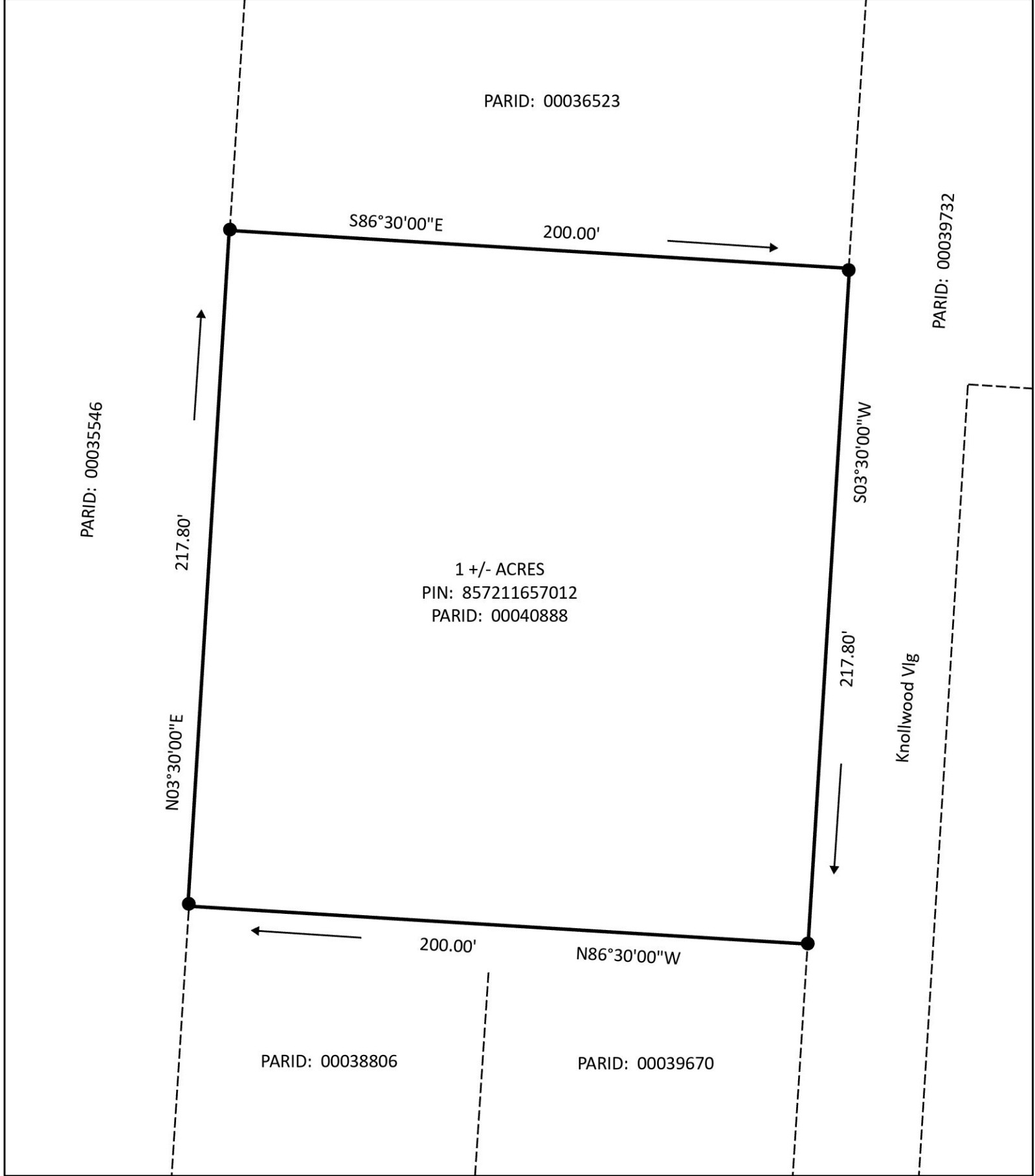


3/24/2023, 10:55:36 AM

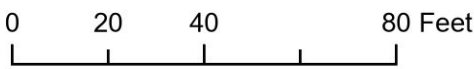
 Parcels (Black Lines)



State of North Carolina DOT, Esri, HERE, Garmin,
INCREMENT P, USGS, EPA, USDA



Map created by Town of Southern Pines GIS staff. Descriptions from BK: 2441 PG: 324-326 Moore County Register of Deeds.



AX-??-23



From: [Cindy Williams](#)
To: [Archie Daniel](#); [Cindi King](#); [Cory Albers](#); [David Byrd](#); [Director](#); [James Michel](#); [Ken Skipper](#); [NCDOT](#); [ncsandhillsrcw@fws.gov](#); [Ron Istre](#); [Ron Maness](#)
Cc: [Alaina Mallette](#); [Cindy Williams](#)
Subject: Z-03-23 Rezoning of TOSP Eastman Road Property
Date: Monday, May 1, 2023 10:49:18 AM
Attachments: [Z-03-23 TOSP Eastman Road PB PHN - agency comment.pdf](#)

Good morning,

Please review the attached Notice and respond with any comments or concerns at your earliest convenience.

Sincerely,

Cindy Williams

Planning Department
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
(910) 692-4003

**NOTICE OF PUBLIC HEARING BEFORE THE TOWN OF SOUTHERN PINES
PLANNING BOARD
TO CONSIDER A PROPOSED AMENDMENT TO THE
TOWN OF SOUTHERN PINES ZONING MAP**

A regular meeting of the Town of Southern Pines Planning Board will be held on Thursday, May 18, 2023, at 6:00 PM at the E.S. Douglass Community Center, 1185 W. Pennsylvania Avenue, Southern Pines, North Carolina. Notice is hereby given that a public hearing on the following Zoning Map Amendment will be held during the meeting:

Z-03-23: Request to apply rezoning to 1 acre located on the north side of Eastman Road by the Eastman Water Tower from Residential Single-Family (RS-1) to Facilities, Resources, and Recreation (FRR)

The Town of Southern Pines has submitted a request to rezone a 1-acre parcel from Residential Single-Family (RS-1) to Facilities, Resources, and Recreation (FRR). The principal uses authorized in the FRR zoning district include publicly owned open space and facilities as well as privately owned and man-made resource and recreation areas. The subject parcel is identified as PIN 857211657012 (PARID 00040888). The property owner is listed as the Town of Southern Pines in Moore County Deed Book 2441 Page 324, as of November 3, 2003.

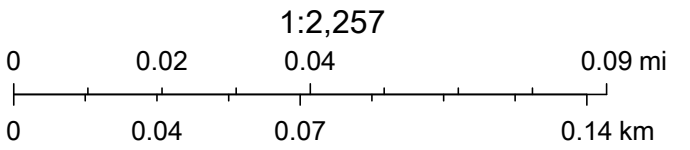
All interested citizens are invited to attend the hearing and be heard. The complete application may be reviewed at the Planning office, 801 SE Service Road, Southern Pines, North Carolina, or online at www.southernpines.net. Substantial changes in the proposed amendment may be made following the public hearing.

Town of Southern Pines



3/24/2023, 10:55:36 AM

 Parcels (Black Lines)



State of North Carolina DOT, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

From: [James, Janet R](#)
To: [Cindy Williams](#)
Subject: FW: [External] Z-03-23 Rezoning of TOSP Eastman Road Property
Date: Friday, May 5, 2023 8:12:01 AM
Attachments: [image001.png](#)
[image002.png](#)
[Z-03-23 TOSP Eastman Road PB PHN - agency comment.pdf](#)

Hi again, Ms. Williams.

We have no comments to offer on this planned rezoning.

Thanks.

Janet James

Assistant District Engineer
North Carolina Department of Transportation
Division of Highways
Division 8 - District 2

(910) 944-7621 Office
(910) 944-5623 Fax
jrjames2@ncdot.gov

902 N. Sandhills Boulevard
Aberdeen, NC 28315



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: JuarezPozos, Dagoberto <djuarezpozos@ncdot.gov>
Sent: Monday, May 1, 2023 11:01 AM
To: James, Janet R <jrjames2@ncdot.gov>
Cc: Garner, James T <ext-jtgarner@ncdot.gov>
Subject: FW: [External] Z-03-23 Rezoning of TOSP Eastman Road Property

Janet,

This is similar to the email I just forwarded you a few minutes ago. You just have to respond with either a "No comments from NCDOT" or NCDOT comments if there are any. If you have any questions, just let me know and we can walk through it.

Dago

From: Cindy Williams <CWilliams@southernpines.net>

Sent: Monday, May 1, 2023 10:49 AM

To: Archie Daniel <adaniel@southernpines.net>; Cindi King <CKing@southernpines.net>; Cory Albers <calbers@southernpines.net>; David Byrd <DByrd@southernpines.net>; Director <director@rluac.com>; Michel, James <JMichel@southernpines.net>; Ken Skipper <KSkipper@southernpines.net>; JuarezPozos, Dagoberto <djuarezpozos@ncdot.gov>; ncsandhillsrcw@fws.gov; ISTRE, RONALD <ristre@southernpines.net>; Ron Maness <rmaness@moorecountyairport.com>

Cc: Alaina Mallette <amallette@southernpines.net>; Cindy Williams <CWilliams@southernpines.net>

Subject: [External] Z-03-23 Rezoning of TOSP Eastman Road Property

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Good morning,

Please review the attached Notice and respond with any comments or concerns at your earliest convenience.

Sincerely,

Cindy Williams

Planning Department
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
(910) 692-4003

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

TOWN OF SOUTHERN PINES ORDINANCE #2087
AMENDING THE ZONING MAP OF THE TOWN OF SOUTHERN PINES
Z-03-23

THAT WHEREAS, after notice duly given according to law, a public hearing was held before the Town of Southern Pines Town Council at its regular business meeting on June 13, 2023 at 6:00 PM for the purpose of considering and passing of an ordinance amending the Zoning Map of the Town of Southern Pines, North Carolina; and

WHEREAS, after the completion of said public hearing, and upon consideration of the reasonableness of the request, compliance with the criteria for a zoning map amendment found in UDO §2.17.9, as well as consistency with the adopted Comprehensive Long-Range Plan, the Southern Pines Town Council approved petition Z-03-23 to amend the Zoning Map of the Town of Southern Pines;

NOW, THEREFORE, BE IT ORDAINED AND ESTABLISHED by the Town of Southern Pines Town Council, in regular session assembled on the 13th day of June, 2023:

Section 1. That the Zoning Map of the Town of Southern Pines on file in the office of the Town Clerk be amended to reflect that the parcel located on the north side of Eastman Road near the Eastman Water Tower be rezoned Facilities, Resources, and Recreation (FRR). The subject parcel is described as follows:

BEGINNING at a stake in the north boundary of a road, said stake being the beginning corner of George Godwin's 5-acre tract as recorded in Deed Book 92, at Page 586, Moore County Registry;
running thence with the first line of said tract North 3° 30' East 217.8 feet to a stake;
thence South 86° 30' East 200 feet to a stake;
thence South 3° 30' West 217.8 feet to the north edge of the road, the south line of five acres;
thence with the south line of the 5-acre tract North 86° 30' West 200 feet to the beginning, containing one acre, more or less, and being a portion of George Godwin's aforementioned 5-acre tract.

Section 2. That, pursuant to NC General Statute Chapter 160D-605(s), this zoning map amendment shall concurrently amend the Future Land Use Map within the Comprehensive Long-Range Plan (2016) for the subject parcel as described above from Residential to Parks/Open Space/Public Facilities.

Section 3. That this Ordinance shall be and shall remain in full force and effect from the date of its adoption until otherwise amended.

Adopted this 13th day of June, 2023.

ATTEST:

TOWN OF SOUTHERN PINES

Elizabeth Robertson, Town Clerk

Carol R. Haney, Mayor

APPROVED AS TO FORM:

Mac McCarley, Town Attorney

I certify that this Ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting on June 13, 2023 as shown in the Minutes of the Town Council meeting for that date.

Elizabeth Robertson, Town Clerk

DRAFT

COUNTY OF MOORE
STATE OF NORTH CAROLINA

I swear that this is a true and accurate copy of Ordinance #2087 amending the Zoning Map of the Town of Southern Pines adopted on June 13, 2023 (Z-03-23).

Elizabeth Robertson, Town Clerk

Date

DRAFT

Agenda Item

To: Reagan Parsons, Town Manager
From: Alaina Mallette, Senior Planner
Subject: AR-05-23, Sheetz, 1930 N. Poplar Street (Frontage on U.S. Highway 1)
Date: June 13, 2023

I. SUMMARY OF APPLICATION REQUEST

The applicant, Mr. Tom Anastasi of Sheetz, Inc., is requesting an Architectural Compliance Permit for properties leased from the legal property owner, Derby Investment Company, LLC, for new development of a convenience store with a gas sales operation at 1930 North Poplar Street, the northeastern corner of the U.S. Highway 1 and North Poplar Street intersection. Sheetz, Inc., according to their company website, is a family-owned convenience store chain based in Altoona, Pennsylvania. The new (vertical) development includes a 6,132 square-foot convenience store that includes a restaurant, a fuel canopy, dumpster enclosure, outdoor sales and operations (i.e., propane exchange station, ice storage freezer, and automobile-related fluids for sale on display outdoors), and signage—including a freestanding sign.

The site is located in the General Business district on the same parcel as a retail building to the east extending southward. It is within the Urban Village Highway Corridor Overlay district, as well. This parcel will have access from U.S. Highway 1 and from an internal drive aisle off North Poplar Street.

II. PROJECT INFORMATION

A. Properties Owner

PIN 857100639088 (PARID 20220756)	PIN 857115720651 (PARID 00054172)
Derby Investment Company, LLC	Derby Investment Company, LLC
1930 North Poplar Street, Suite 21	1930 North Poplar Street, Suite 21
Southern Pines, NC 28387	Southern Pines, NC 28387

B. Applicants and Authorized Agents*

Tom Anastasi
Sheetz, INC.
5700 Sixth Avenue
Altoona, PA 16602

Figure 1. Zoning and Vicinity Map for Properties with Approximate Leased Area Highlighted in Red. The proposed portion of the subject properties is located at the U.S. Highway 1 and North Poplar Street intersection close to the jurisdictional boundary with the Town of Aberdeen. The building fronts U.S. Highway 1, which is a part of the Urban Village Highway Corridor Overlay district. The relevant portion of the subject properties is in the General Business district and adjacent parcels are zoned General Business, as well. The broader neighborhood is zoned General Business.



Figure 2. CLRP Future Land Use Map Designation with Subject Properties Highlighted in Red. The zones filled with pink, including the subject properties, have a Future Land Use Map designation as “commercial”.



Figure 3. Google Street View of existing building and lot from the intersection of U.S. Highway 1 and North Poplar Street.



Figure 4. Google Street View from the intersection of the existing parking lot entrance and North Poplar Street.



Figure 5. Aerial/Drone imagery (April 12, 2023) of site with adjacent land uses.



III. STAFF REVIEW

1. Application Review Dates

Application Submitted: **March 20, 2023**

Application Complete: **March 27, 2023**

Town Council Agenda Meeting: **May 2, 2023 (continued)**

Town Council Agenda Meeting: **June 6, 2023**

Town Council Regular Meeting: **June 13, 2023**

2. Criteria for Review per UDO §2.26.7 and Staff Comments

✓ = compliant ✗ = not compliant

⚡ = compliance has not been determined

Applications for Architectural Compliance Permits are reviewed pursuant to UDO §2.26. When reviewing an application for an Architectural Compliance Permit, the Town Council shall approve, conditionally approve, or deny the application based on the following criteria, as set forth in **UDO §2.26.7**. The proposed new development includes the construction of a 6,132 square-foot convenience store with restaurant, 12 fueling stations under a fuel pump canopy, outdoor seating area, trash enclosure, signage, a propane exchange station, and outdoor ice freezer and display. Staff has reviewed the project for compliance with **UDO §2.26.7**. See staff comments for each requirement below.

(A) *The application is consistent with applicable Comprehensive Plan goals and policies;*

- ✓ No inconsistency with the CLRP has been identified.

(B) *The application substantially conforms with the applicable multi-family or commercial design standards and other applicable provisions of the UDO, including the purposes of the zoning district in which the property is located;*

This specific use must comply with the following UDO sections. Comment about compliance are provided for each applicable section. Text in green indicate compliance with the relevant architectural standards while text in red indicate non-compliance.

- 3.5.9 General Business. *Building walls facing streets shall be finished with brick, stucco, wood, or other non-metal siding determined by the Planning Director to be of comparable appearance and durability. Side and rear Building walls that do not face streets shall be finished with the same materials as the walls facing the streets for at least the lesser of twenty-five (25) percent or twenty-five (25) feet of the length of the wall extending from the nearest street facing walls. Building sides facing streets shall have parapets, mansard or false mansard roofs or shingled or standing seam roofs with a minimum pitch of 6:12 (vertical rise:horizontal run). The maximum building height is 45'.*
- Exhibit 3-13 and Urban Village HCO district development standards. *In the urban village highway corridor overlay district, the Exterior Side or Rear Setback for any non-residential structure shall be increased to accommodate a ten (10) foot wide buffer unless the side or rear of the Building complies with the Building façade*

standards of section 4.10. These standards will be reviewed during site plan review with the Technical Review Committee.

- 4.3.5 Landscape Screens. *Service areas, outside storage or operation areas, dumpster, HVAC units and other mechanical equipment, and fuel pumps all shall be screened from unobstructed off-site views. Required landscape screens shall provide a visual obstruction from adjacent properties in conformance with the following standards: (1) The screen may be composed of view-obscuring vegetation, wall, or fence, which may be used individually or in combination; (2) The minimum result shall be an opaque screen that obscures views from the ground to a height of the object being screened or a maximum height of 15 feet; (3) Plant materials shall be at least 5 feet tall at the time of installation and reach the desired height within 5 years of planting; and (4) When a combination of features is proposed, 1/3 of the surface area of all walls or fences that face off-site must be screened by plant material within 3 years. Additionally, landscape screen areas shall be sufficient to allow for the mature growth of plant materials when used.* Further compliance with the Landscaping Code is being determined during site plan review with the Technical Review Committee. A site plan application has been submitted for this portion of the parcel, and landscaping shown in the unapproved site plan included in this staff report (i.e., Attachment 4) should not be considered final landscaping plans.
- 4.6 Signs. Compliance with all provisions for signage will be determined during the Sign Permit Application review process. Staff have provided feedback to the applicant on signage as shown in the color renderings and elevations (i.e., Attachment 5).
- Exhibit 4-1: Building Height, Setbacks and Lot Dimensions. *45' maximum building height.*
- 4.10.4 Development Design Standards. Of the 10 standards, 7 apply, and **1 deviation** is being requested. See staff comments in the following section for more details.
- 4.10.5. Frontage. *Minimum 3-foot frontage zone where dining areas may be established; Minimum 12-foot pedestrian zone; and a minimum 5-foot furniture zone.*
- 5.3 Accessory Uses and Accessory Structures. *Fuel pumps and canopies shall be considered Accessory Structures when established in association with convenience stores or automobile service stations in all applicable zoning districts. An Accessory Structure may be established subject to the issuance of a zoning permit if it... is proportionate to and Compatible with the Principal Structure.*
- 5.4 Automobile Service Stations/Gas Sales Operations. *Fuel pump canopies shall adhere to the same requirements for building materials that apply to the primary Building serving the fuel station set forth in Section 4.10 Development Design Standards and shall also be consistent with Section 5.3.2 Accessory Structures. Air compressors, hydraulic hoists, pits, repair equipment, greasing and lubrication equipment, autowashing equipment and similar equipment shall be entirely*

*enclosed within a Building. All garbage and refuse shall be stored in mechanical loading containers located near the rear of the Lot or Building, but not less than 20 feet from any adjacent property lines. All accessory retail features including, but not limited to: vending machines, newspaper machines, ice machines, and the like shall be placed underneath the canopy or properly screened per the standards set forth in **Section 5.12 Outside Storage** and shall be located 20 feet or more from any property line.*

- 5.4.1 Fuel Sales in the HCO. *Fuel pumps shall not be located between the Building and a public street or in any required Building Setback or buffer area. For corner Lots, the fuel pumps may be located in the Side Yard if a landscape screen is provided per Section 4.3.5 Landscape Screens. Fuel pump canopies shall not exceed the height of the roof of the primary Building it serves.*
- 5.13 Outside Operations. *All other outdoor displays shall be limited to the displays within areas that are enclosed by walls or fences and located behind the front Building line.*

(C) *The application is consistent with applicable conditions of prior Development approvals; and*

- ✓ To the planning staff's knowledge, there are no prior development approvals on subject properties.

(D) *The development as proposed will be compatible with neighboring development and has mitigated potential conflicts.*

- ✓ The proposed development appears to be compatible with neighboring commercial development.

3. Staff Comments based on Commercial Building Design Requirements per UDO §4.10.4

✓ = compliant ✗ = not compliant
▲ = not applicable

The proposed new development includes the construction of a 6,132 square-foot convenience store with restaurant, 12 fueling stations under a fuel pump canopy, outdoor seating area, trash enclosure, signage, a propane exchange station, and outdoor ice freezer and display. Staff has reviewed the project for compliance with UDO §4.10.4 *Building Design Requirements*. See staff comments for each requirement below.

- **Applicant is generally compliant** for UDO §4.10.4 (A), which states that the front of buildings shall face and have the primary customer entry facing the street. Maximum spacing or distance between customer entries shall not exceed the standards in Exhibit 4-15, 150 feet in the General Business Zone, which may be increased for buildings located at least 40 feet back from the sidewalk.
 - ✓ The UDO defines frontage as “The length of that side of the Principal Building that faces the street. For corner Lots, the front shall be determined

by the Planning Director based on other Development along the faces of the block on which the corner Lot is located.” Since this is a corner lot, on February 7, 2023, the Town of Southern Pines Planning Director determined that the elevation facing U.S. Highway 1 will constitute the building’s frontage. The proposed convenient store with restaurant will have 4 customer entries on 3 of the 4 elevations. The front elevation is 104’ 1.5” wide and the left and right elevations are 61’ 8.5” wide, so the spacing between customer entries is compliant.

- **Applicant is generally compliant** for UDO §4.10.4 (B), *which states in other districts, the width of buildings or building segments shall not be more than twice the building height. Building segments may be created through a combination of vertical features such as changes in material, building offsets, courtyards, changes in rooflines or architectural features that create the appearance of building segments.*
 - ✓ There appears to be sufficient segmenting on all elevations through changing roofline, materials, and building offsets to fulfill the width-no-more-than-twice-the-height regulation.
 - ✓ Note that this determination impacts the applicability of increased buffer development standards as provided in UDO 3.6.5(F)(3).
- **Applicant requires a deviation** for UDO §4.10.4 (C), *which states the exterior finish of building walls shall be primarily comprised of brick. Cementitious horizontal lap siding, textured concrete masonry, cast stone and stucco may be used for accents, provided that they cover no more than twenty (20) percent of the exterior walls, exclusive of doors and windows. Wood and metal may be used as trim around doors and windows.*
 - ✓ Rear elevation: 82% (1556 SF of brick out of a total of 1903 SF).
 - ✓ Walls and landscape screening for the dumpster, HVAC units, ice freezer, propane exchange station, and product sales are sufficient for screening requirements. Note that the windshield wiper fluid display will be on the right/N. Poplar Street as shown in the Sidewalk Plan and Equipment Plan in Attachment 4 not on the front elevation as was shown in a previous draft of the Site Plan and Landscaping Plans in Attachment 4.
 - ✗ The proposed design of the front, left, and right of the building, and fuel canopy elevations, has less than 80% brick, excluding doors and windows. However, the proposed alternative materials (primarily stone and metal) have equal durability to brick. The Town Council may consider approving the use of alternative building materials that establish an equivalent appearance and have equal or greater durability as well as alternative building materials that satisfy minimum building code standards on walls that are screened and not visible from public streets.
 - Front elevation is 66% brick (756 SF of brick out of a total of 1139 SF).
 - Left elevation is 64% (423 SF of brick out of a total of 658 SF).

- Right elevation is 63.5% (535 SF of brick out of a total of 842 SF).
- Fuel canopy is 18.5% (33 SF of brick out of a total of 177 SF). The applicant states that, “Installing the brick to the ceiling to increase the [percentage] would conflict with the truss structure. To get closer to the 80% [brick coverage requirement,] we would have to change the style of the canopy to a flat roof [without] the truss which architecturally would not be desirable.”
- **Applicant is generally compliant** for UDO §4.10.4 (D), *which states that windows shall be glazed in non-reflective clear glass. The following standards apply in the GB district: windows and doors shall comprise at least twenty-five (25) percent of street-facing building façades between the elevations of two (2) and ten (10) feet above the grade of the building entry.*
 - ✓ Windows will be non-reflective, glazed and cover approximately 24.66% of the U.S. Highway 1-facing façade. In order to address the Energy Efficiency Codes, Sheetz utilizes a low reflective tint on store doors and windows. The product is the Pilkington Eclipse Advantage Bronze with 38% light transmission, 11% reflection (outside-in), and 27% reflection (inside-out). The applicant states that the proposed glazing has relatively low reflective qualities when looking outside-in and inside-out to maximize energy-efficiency. The treatment is transparent enough to see inside and out for customer interest and also for safety of employees and customers.
- **Applicant is generally compliant** for UDO §4.10.4 (E), *which states that (1) awnings are encouraged and may encroach up to six feet into any street side setback within the GB district, (2) the minimum clearance between the lowest point of an awning and sidewalk shall be eight feet, and (3) awnings shall be canvas or material of similar appearance and flexibility, or metal. Street facing awnings shall not be taller than six feet unless specifically approved by the Town Council.*
 - ✓ All proposed awnings will be metal standing seam shed style. The awning will be “brite red” with a dark bronze frame color to match roofing. All proposed awnings are compliant for clearance height, awning height, and material.
- **Requirement does not apply** for UDO §4.10.4 (F), *which states galleries and arcades are encouraged and may encroach up to six (6) feet into any street side setback but may not encroach into public right-of-way. The minimum clearance for arcades and galleries shall be twelve (12) feet between the sidewalk and the ceiling of the gallery or arcade.*
 - ▲ There will be no galleries or arcades provided. Therefore, this provision is not applicable.
- **Applicant is generally compliant** for UDO §4.10.4 (G), *which states that in the GB zone buildings may use parapets with cornices, gable or hip roofs. Changes in parapet height or design, gables or other changes in the roofline as viewed from any public street shall be required for any building that is wider*

than 100 feet. For buildings that are wider than 100 feet, changes in rooflines shall be used to avoid uninterrupted planes of longer than 200 feet. The provision further states that shingles or standing seam, non-reflective metal shall be used on all roofs visible public streets. Brightly colored roofs, such as intense blues, reds or oranges are prohibited.

- ✓ The front elevation (facing U.S. Highway 1) is about 104 feet wide and the right elevation (facing North Poplar Street) is about 62 feet wide. There are several changes in roofline, including a cupola, which satisfies UDO requirements. The proposed standing seam metal roof will be dark bronze colored and non-reflective.
- **Applicant is generally compliant** for UDO §4.10.4 (H), *which states that mechanical equipment shall be screened from view from the street and cannot be located between the building and the street.*
 - ✓ Mechanical equipment will be located on the roof hidden behind parapets and a metal roof screen.
- **Requirement does not apply** for UDO §4.10.4 (I), *which states garage doors and loading bays shall face an interior lot line alley or service drive and shall not face a street unless buffered or screened per the landscaping code in UDO §4.3.*
 - ▲ There will be no garage doors or loading bays. Therefore, this provision is not applicable.
- **Compliance will be determined during sign permit review** for UDO §4.10.4 (J), *which states signage shall comply with the standards in section 4.6 and any applicable zoning district standards.*
 - ▲ Signage will be reviewed for compliance during the sign permit application process. Therefore, compliance will be determined at a later date. However, the applicant has received initial feedback from staff about proposed signage as submitted in this application. Note that HCO sign standards apply to this site.

4. Noteworthy Project Elements for Town Council Consideration and Staff Recommendation

The new (vertical) development includes a 6,132 square-foot convenience store that includes a restaurant, a fuel canopy, dumpster enclosure, outdoor sales and operations (i.e., propane exchange station, ice storage freezer, and automobile-related fluids for sale on display outdoors), and signage—including a freestanding sign. As mentioned in this report, the proposed development substantially conforms with the applicable commercial design standards and other applicable provisions of the UDO with the exception of one deviation from the Town’s architectural standards. There is one deviation requested for building materials as the front, right, and left elevation as well as the fuel canopy have less than 80% brick (i.e., more than 20% non-brick accents).

Planning Staff has communicated with the applicant via email and via phone since March 22, 2023, requesting both additional information and design modifications to

the original submitted renderings and elevations. The applicant has been consistently forthcoming with information and modifications addressing staff's questions, as shown in Attachment 6 Communications and the final renderings and elevations attached to this staff report.

Staff recommends approval of AR-05-23 with the following deviations:

- Regarding UDO §4.10.4 (C) Building Materials, the Planning Department recommends granting the deviation, since alternative building materials are proposed (i.e., stone) that have equal or greater durability.

IV. ATTACHMENTS PROVIDED BY THE APPLICANT

1. Completed Application, including Appointment of Agent Form
2. Deeds
3. Narrative Addressing Building Design Requirements
4. Site Layout and Landscaping Plans
5. Exterior Building Elevations and Renderings
6. Staff Communication with Applicant

V. TOWN COUNCIL ACTION

The Town Council should consider the purpose of an architectural compliance permit per UDO §2.26 and shall vote on whether the proposed application complies with the criteria per UDO §2.26, the commercial building design requirements per UDO §4.10.4, and additional provisions in UDO §3.5.9, Urban Village HCO district standards and Exhibit 3-13, §4.3.5, §4.6, Exhibit 4-1, §4.10.5, §5.3, §5.4, and §5.13.

The Town Council may make one of the following motions or any alternative they wish:

I move to:

1. Approve AR-05-23;
2. Approve AR-05-23 with the following conditions:

3. Deny AR-05-23.



Architectural Compliance Permit

REQUIRED APPLICATION MATERIALS:

- ✓ **Application fee** in the amount of **\$100.00** (gross floor area of 3,499 sq. ft. or less); or **\$300.00** (gross floor area of 3,500 sq. ft. or greater).
- ✓ **Completed Application** signed by the applicant. Please do not leave anything blank and make sure that all of the information provided is correct.
- ✓ **Appointment of Agent**, if applicable, signed by the property owner(s) and the agent.
- ✓ **Deed** copy to provide proof of ownership and property boundaries.
- ✓ **Written narrative**: It is the responsibility of the applicant to demonstrate compliance with **UDO §2.26.7**. Please also address **UDO §4.10.4** as part of the narrative.
- ✓ **Renderings of elevations** (color).
- ✓ **Site plan** if applicable.
- ✓ **Electronic copy (PDF) of all application materials** submitted to plan@southernpines.net.

PLEASE SUBMIT ONLY ONE (1) COMPLETE SET OF ALL MATERIALS.

REVIEW AND APPROVAL:

1. **Staff review**: Planning staff will review the application and notify the applicant if additional information or materials are needed.
2. **Public hearing**: A public hearing will be held before the Town Council at its regular monthly meeting. (Please refer to the **Application Processing Timeline** to determine the hearing date.) In addition to the regular meeting, the applicant or a representative is expected to attend the Town Council agenda meeting the Wednesday prior to the regular meeting.
3. **Approval**: The Town Council may approve, conditionally approve or deny the application based on the criteria listed in **UDO §2.26.7**.
4. **Issuance of an Architectural Compliance Permit**: If the request is approved by the Town Council, an Architectural Compliance Permit setting forth any conditions of approval will be issued to the applicant.

PLANNING DEPARTMENT
TOWN OF SOUTHERN PINES
801 SE Service Road, Southern Pines, NC 28387
plan@southernpines.net (910) 692-4003 www.southernpines.net



Architectural Compliance Permit Application

Date Received: _____ Fee Paid: _____ Case No.: AR-____-____

TO THE TOWN COUNCIL OF THE TOWN OF SOUTHERN PINES:

I, the undersigned, do hereby make application for an Architectural Compliance Permit regarding for the following project:

Project Information:

Project Name: Sheetz Southern Pines
Street Address: 1930 N. Poplar Street
PIN: 857115720651 Parcel ID: 00054172 Zoning: GB
Type of building (retail, office, etc.): Commercial Total square footage: 6,132

Applicant:

Name: Tom Anastasi, Sheetz, Inc.
Email: tanastas@sheetz.com Phone: 919.437.9859
Mailing Address: 5700 Sixth Avenue, Altoona, PA 16602

Legal Property Owner(s), if different from Applicant:

Name(s): DERBY Investment Company, LLC
Email: grenner@tridentmarketing.com Phone: 910.693.4084
Mailing Address: 1930 N Poplar Street Suite 21

Date: 2023-02-21

Applicant

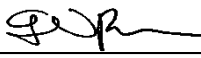
APPOINTMENT OF AGENT

The undersigned owner(s), DERBY Investment Company, LLC, hereby appoint(s) Tom Anastasi, Sheetz, Inc. as the exclusive agent for the purpose of making an application to the Town of Southern Pines for an **Architectural Compliance Permit** for improvements to the property described in the attached application. The owner(s) hereby agree(s) that this agent has the authority to act for and on behalf of the owner(s) as follows:

1. to submit an application and required supplemental materials;
2. to appear at public meetings and give representation and comments on behalf of the owner(s);
3. to accept conditions or recommendations made by the Town of Southern Pines Town Council for the issuance of an **Architectural Compliance Permit** for improvements to the subject property; and
4. to act on behalf of the owner(s) without limitations with regard to any and all things directly or indirectly connected with or arising out of any application for an **Architectural Compliance Permit** under the Southern Pines Unified Development Ordinance.

This Appointment of Agent shall remain in effect until final resolution of the attached application.

Signed this 15th day of March, 2023



Property Owner

Property Owner



Agent

UDO §2.26.7. Criteria

No Architectural Compliance Permit shall be approved unless the Town Council finds that:

- (A) The application is consistent with applicable Comprehensive Plan goals and policies;
- (B) The application substantially conforms with the applicable multi-family or commercial design standards and other applicable provisions of the UDO, including the purposes of the zoning district in which the property is located;
- (C) The application is consistent with applicable conditions of prior Development approvals; and
- (D) The development as proposed will be compatible with neighboring development and has mitigated potential conflicts.

UDO §2.26.9. Effect of Approval

- (A) The Architectural Compliance Permit shall expire unless a Building Permit is issued within one (1) year of approval.
- (B) Development activities subject to this section shall conform to the approved application and any conditions or restrictions. Any deviation from the approved Architectural Compliance Permit, unless approved in advance and in writing by the Planning Director, is deemed a violation of the UDO.

Please review UDO §2.26 in its entirety as well as UDO §4.10.4 for Building and Design Requirements (www.southernpinesudo.org).



MOORE COUNTY

Friday, March 24, 2023 by Moore County GIS Department

Ownership Data

Pin: 857100639088

Parcel Id: **20220756**

Owner Name: **DERBY INVESTMENT COMPANY, LLC**

Tax Address: 1930 N POPLAR STE 18
SOUTHERN PINES, NC, 28387

Deed/Bk Page: **5955 / 387**

Trans Date: 12/28/2022

Sale Amt: \$625,000.00

Accessed Acres: 0.7000

Cal. Acreage: 0.7000

Location Data

City Code: SP

Fire District: N/A

Class Code: CV

Land Use Type: C00

Zoning: SO PIN

NBHD#: 759

Property Desc.: LOT A & B

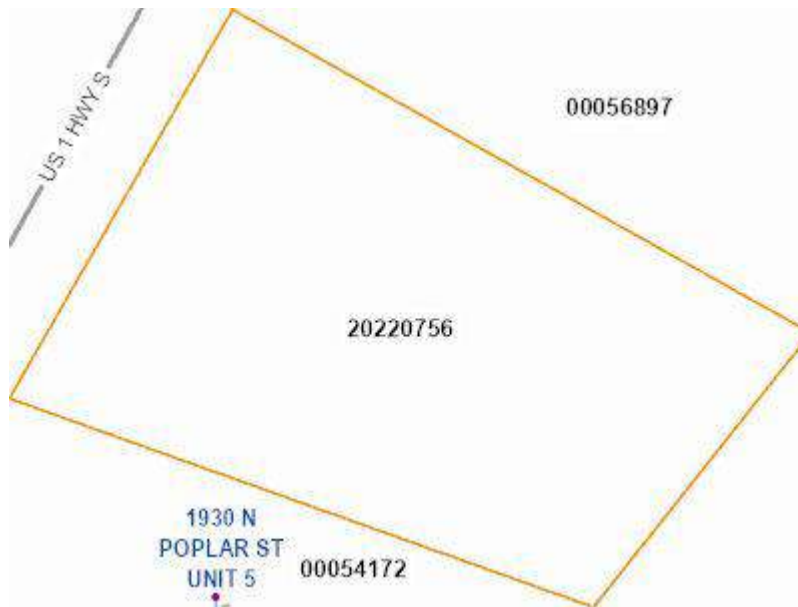
Assessment Summary/ Rates Per \$100 Value

Values

Land Value: \$641,480.00

Assessed Value: \$641,480.00

Bldg Imp Value: N/A

Parcel Map**Moore County GIS Disclaimer**

All the information contained on this media is prepared for the inventory of real property found within Moore. All data is compiled from recorded deeds, plats, and other public records and data. Users of this data are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information. Information contained herein was created for the County's internal use. MOORE COUNTY, ITS OFFICIALS, AGENTS AND EMPLOYEES MAKE NO WARRANTY AS TO THE CORRECTNESS OR ACCURACY OF THE INFORMATION SET FORTH ON THIS MEDIA WHETHER EXPRESS OR IMPLIED, IN FACT OR IN LAW, INCLUDING WITHOUT LIMITATION THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR USE. Any resale of this data is strictly prohibited in accordance with North Carolina General Statutes 132-10. Grid is based on North Carolina State Plane Coordinate System NAD83 (feet).

For Registration Register of Deeds
William Britton

Moore County, NC

Electronically Recorded

December 28, 2022 11:44:44 AM

Book: 5955 Page: 387 - 389 #Pages: 3

Fee: \$26.00

NC Rev Stamp: \$1,250.00

Instrument# 2022020614

NORTH CAROLINA GENERAL WARRANTY DEED

Excise Tax:	\$1250
Parcel ID:	857115731280
Mail/Box to:	Thigpen & Jenkins, L.L.P., 300 Pinehurst Ave, Southern Pines, NC 28387
Prepared by:	F. Stuart Clarke (R-08348-22) without title examination or certification
Brief description for the index:	Parcel ID(s): 857115731280 M&B 707 Acre

THIS GENERAL WARRANTY DEED ("Deed") is made on the 15 day of Nov, 2022, by and between:

GRANTOR	GRANTEE
Shri Om Shivshakti LLC, a North Carolina limited liability company 1495 Sawyer Ave High Point, NC 27265	Derby Investment Company, LLC a North Carolina Limited Liability Company Property Address: 1675 US 1 Highway South Southern Pines, NC 28387 Mailing Address: 1930 N Poplar St, Ste 18 Southern Pines, NC 28387

Enter in the appropriate block for each Grantor and Grantee their name, mailing address, and, if appropriate, state of organization and character of entity, e.g. North Carolina or other corporation, LLC, or partnership. Grantor and Grantee includes the above parties and their respective heirs, successors, and assigns, whether singular, plural, masculine, feminine or neuter, as required by context.

FOR VALUABLE CONSIDERATION paid by Grantee, the receipt and legal sufficiency of which is acknowledged, Grantor by this Deed does hereby grant, bargain, sell and convey to Grantee, in fee simple, all that certain lot, parcel of land or condominium unit in the City of Southern Pines, Southern Pines City, Moore County, North Carolina and more particularly described as follows (the "Property"):

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

All or a portion of the Property was acquired by Grantor by instrument recorded in Book 5545 Page 95.

All or a portion of the Property ☐ includes or ☒ does not include the primary residence of a Grantor.

A map showing the Property is recorded in Book _____ Page _____.

TO HAVE AND TO HOLD the Property and all privileges and appurtenances thereto belonging to Grantee in fee simple. Grantor covenants with Grantee that Grantor is seized of the Property in fee simple, Grantor has the right to convey the Property in fee simple, title to the Property is marketable and free and clear of all encumbrances, and Grantor shall warrant and defend the title against the lawful claims of all persons whomsoever, other than the following exceptions:

Restrictions, easements and rights-of-way of record; and ad valorem taxes for the current year.

IN WITNESS WHEREOF, the Grantor has duly executed this North Carolina General Warranty Deed, if an entity by its duly authorized representative.

Name: _____

Shri Om Shivshakti LLC, a North Carolina limited liability company

Entity Name

Name: _____

By: A. R. Tailor

Name: Atishkumar Rameshbhai Tailor

Title: Member

Name: _____

By: D. C. Vyas

Name: Dhavalkumar Chetanbhai Vyas

Title: Member

STATE OF NORTH CAROLINA, COUNTY OF Cumberland

I, Vanessa King Southerland, a Notary of the above state and county, certify that the following person(s) personally appeared before me on the 15th day of November, 2022 each acknowledging to me that he/she/they signed the foregoing document, in the capacity represented and identified therein (if any):

Atishkumar Rameshbhai Tailor as Member and Dhavalkumar Chetanbhai Vyas as Member of Shri Om Shivshakti LLC, a North Carolina limited liability company

Affix Notary Seal/Stamp



Vanessa King Southerland
Notary Public (Official Signature)

My commission expires: 11/29/2023

EXHIBIT A

Metes and Bounds Description of That Part of PARID 00056897

Containing 0.707 Acres To Be Recombined with PARID 00054172.

That certain tract or parcel land fronting and lying on the East side of U. S. Highway 1 located in Sandhill Township, Moore County, Southern Pines, North Carolina, being further described by metes and bounds as follows:

BEGINNING at an iron rod found (atop a concrete monument found about two feet below grade) located in the east right of way line of U. S. Highway 1, said iron rod being the Northwest corner of Tract B as shown in Plat Cabinet 3, Slide 271, in the Moore County Register of Deeds Office, said iron rod further located as having NC Ground Coordinates at $x = 1,876,891.00$ feet and $y = 513,129.87$ feet, said Ground Coordinates being referenced from NCGS monument "WICKS", the Scale Point, having NC Grid coordinates of $x = 1,875,43.55$ feet and $y = 510,807.74$ and applying a combined factor of 1.0001314, grid distance to ground distance, to determine said Ground Coordinates;

Thence from said beginning corner with said east right of way line of U. S. Highway 1, North $29^{\circ}46'32''$ East a distance of 89.32 feet to an iron rod set, a new corner;

Thence as a new line, South $60^{\circ}49'17''$ East a distance of 228.96 feet to an iron rod set, a new corner;

Thence as a new line, crossing a retaining wall, South $76^{\circ}26'50''$ East a distance of 7.49 feet to a concrete monument found, said monument being the Northeast corner of said Tract B;

Thence as a new line, South $11^{\circ}39'16''$ East a distance of 0.83 feet to an iron rod found, said iron rod being a corner of PARID 00056897 as described in Book 5545, Page 95, in the Moore County Register of Deeds Office;

Thence with a line of said PARID 00056897 described in Book 5545, Page 95, South $39^{\circ}29'41''$ West a distance of 124.50 feet to an iron pipe found, said iron pipe being a common corner of said PARID 00056897 and PARID 00054172 (see Book 3041, Page 186);

Thence with the common line of said PARID 00056897 and said PARID 00054172, North $69^{\circ}12'30''$ West a distance of 218.48 feet to an iron rod found in said right of way line of said U. S. Highway 1, said iron rod being a common corner said PARID 00056897 and said PARID 00054172;

Thence with said right of way line of said U. S. Highway 1, North $29^{\circ}53'46''$ East a distance of 63.66 feet to the BEGINNING, containing 0.707 acres, more or less, and being that "Part of PARID 00056897 To Be Recombined" as shown on the plat recorded in Plat Cabinet 19, Slide 617.



MOORE COUNTY

Friday, March 24, 2023 by Moore County GIS Department

Ownership Data

Pin: 857115720651

Parcel Id: 00054172

Owner Name: DERBY INVESTMENT COMPANY, LLC

Tax Address: 1930 N POPLAR STE 18
SOUTHERN PINES, NC, 28387

Deed/Bk Page: 3041 / 186

Trans Date: 6/8/2006

Sale Amt: N/A

Accessed Acres: 8.9000

Cal. Acreage: 8.8980

Location Data

City Code: SP

Fire District: G

Class Code: CI

Land Use Type: C53

Zoning: N/A

NBHD#: 759

Property Desc.: US 1 & POPLAR

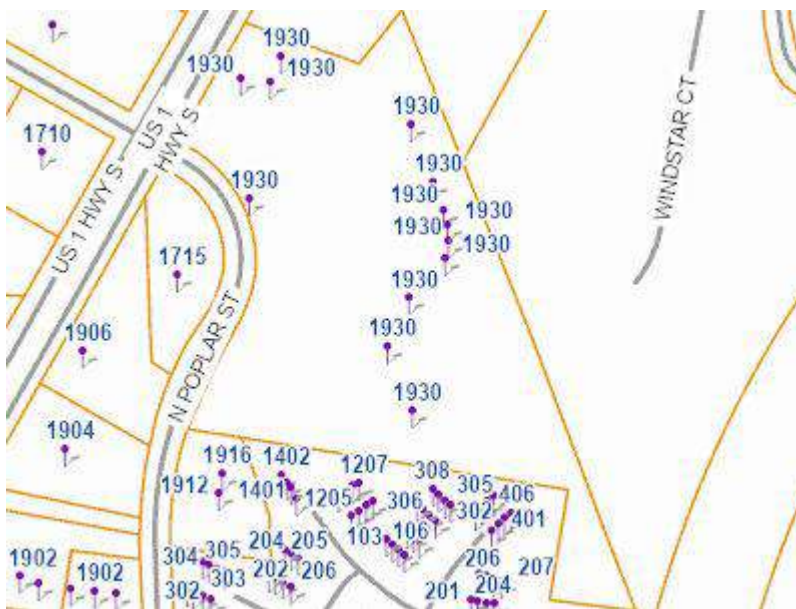
Assessment Summary/ Rates Per \$100 Value

Values

Land Value: \$3,510,000.00

Assessed Value: \$8,383,600.00

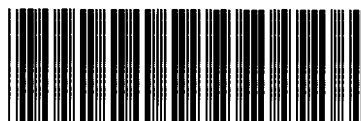
Bldg Imp Value: \$4,873,600.00

Parcel Map**Moore County GIS Disclaimer**

All the information contained on this media is prepared for the inventory of real property found within Moore. All data is compiled from recorded deeds, plats, and other public records and data. Users of this data are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information. Information contained herein was created for the County's internal use. MOORE COUNTY, ITS OFFICIALS, AGENTS AND EMPLOYEES MAKE NO WARRANTY AS TO THE CORRECTNESS OR ACCURACY OF THE INFORMATION SET FORTH ON THIS MEDIA WHETHER EXPRESS OR IMPLIED, IN FACT OR IN LAW, INCLUDING WITHOUT LIMITATION THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR USE. Any resale of this data is strictly prohibited in accordance with North Carolina General Statutes 132-10. Grid is based on North Carolina State Plane Coordinate System NAD83 (feet).

LL

FOR REGISTRATION REGISTER OF DEEDS
Judy D. Martin
Moore County, NC
DEED
June 08, 2006 11:00:00 AM
Book 3041 Page 186-190
FEE: \$26.00
NC REVENUE STAMP: \$8,000.00
INSTRUMENT # 2006011383



INSTRUMENT # 2006011383

Excise Tax \$

Recording time, Book and page

Tax Lot No. _____ Parcel Identifier No. _____
Verified by _____ County on the _____ day of _____,
200____
by: _____

Mail after recording to: James M. Iseman, Jr., Esq., Bell, Davis & Pitt, P.A., P.O. Box 21029, Winston-Salem,
NC 27120-1029

This instrument was prepared by: Christopher T. Toll, Esq., Otten Johnson, Robinson, Neff & Ragonetti, P.C.,
950 17th Street, Suite 1600, Denver, Colorado 80202

Brief Description for the index

9.903 Acres

THIS DEED made as of June 8, 2006 by and between

GRANTOR

GRANTEE

PHL-OPCO, LP
a Delaware limited partnership
c/o Beta West, Ltd.
1050 Seventeenth Street, Suite 1000
Denver, Colorado 80265

Derby Investment Company, LLC
P.O. Box 396
Pineland, FL 33945

Enter in appropriate block for each party: name, address, and, if appropriate, character of entity, e.g., corporation or partnership.

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that certain lot or parcel of land situated in the City of Southern Pines, Sandhills Township, Moore County, North Carolina and more particularly described as follows:

See Exhibit A attached hereto and incorporated herein by reference.

The property hereinabove described was acquired by Grantor by instrument recorded in Book 1457, Page 549.

A map showing the above described property is recorded in Book _____, Page _____.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor covenants with the Grantee, that Grantor has done nothing to impair such title as Grantor received, and Grantor will warrant and defend the title against the lawful claims of all persons claiming by, under or through Grantor, except for the exceptions hereinafter stated.

Title to the property hereinabove described is subject to the following exceptions:

(a) all liens, encumbrances, easements, covenants, conditions and restrictions of record; (b) all matters that would be revealed or disclosed in an accurate survey of the real property; (c) all matters that would be revealed or disclosed by a physical inspection of the real property; (d) interests of tenants in possession; (e) a lien not yet delinquent for taxes for real property and personal property, and any general or special assessments against the real property; (f) zoning ordinances and regulations and any other laws, ordinances or governmental regulations restricting or regulating the use, occupancy or enjoyment of the real property; and (g) the Permitted Encumbrances attached hereto as Exhibit B.

IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal, or if corporate, has caused this instrument to be signed in its corporate name by its duly authorized officers and its seal to be hereunto affixed by authority of its Board of Directors, the day and year first above written.

PHL-OPCO, LP, a Delaware limited partnership

By: PHL-GP, LLC, a Delaware limited liability company, its general partner

By: PHL-HOLDCO, LLC, a Delaware limited liability company, its managing member

By: Laura L. Hahn
Laura L. Hahn, Authorized Agent

STATE OF COLORADO, CITY AND COUNTY OF DENVER

SEAL-STAMP



I, Linda O'Neal, a Notary Public of Denver County, State of Colorado, do hereby certify that Laura L. Hahn personally came before me this day and acknowledged that she is the authorized agent of PHL-HOLDCO, LLC, a Delaware limited liability company (the "First Company"), and that by authority duly given and (a) as the act of the First Company, (b) as the act of PHL-GP, LLC, a Delaware limited liability company in which the First Company is its managing member (the "Second Company"), and (c) as the act of PHL-OPCO, LP, a Delaware limited partnership in which the Second Company is its general partner (the "Partnership"), the foregoing instrument was signed by the authorized agent as her act and deed and as the act and deed of the Partnership, the First Company, and the Second Company.

Witness my hand and notarial seal, this ____ day of June, 2006.

My commission expires: My Commission Expires 10/30/2008 Notary Public

The foregoing Certificate(s) of _____ is certified to be correct. This instrument and this Certificate are duly registered at the date and time and in the Book and Page shown on the first page hereof.

By _____ Deputy/Assistant-Register of Deeds

EXHIBIT A TO DEED

In Sandhills Township, Moore County, North Carolina.

BEGINNING at an iron stake in the southeastern margin of U. S. Highway No. 1 (100 feet wide) and in the eastern margin of State Road No. 2055 (60 feet wide), said iron stake being located North 33 deg. 05 min. 10 sec. East 2313.47 ft. and North 20 deg. 23 min. 40 sec. East 139.73 ft. from North Carolina Geodetic Survey Monument "Wicks"; running thence from the beginning, with the margin of U.S. Highway No. 1, North 29 deg. 38 min. 40 sec. East 227.74 ft. to an iron stake on the southeastern margin of U.S. Highway No. 1; thence, leaving the road, the following calls and distances: South 69 deg. 14 min. 20 sec. East 218.40 ft. to an iron stake; thence North 39 deg. 10 min. 10 sec. East 125.00 ft. to a concrete monument; thence South 20 deg. 36 min. 40 sec. East 273.92 ft. to a concrete monument; thence South 20 deg. 19 min. 50 sec. East 141.16 ft. to a concrete monument; thence South 20 deg. 20 min. 00 sec. East 219.47 ft. to a concrete monument; thence South 20 deg. 22 min. 05 sec. East 168.27 ft. to a concrete monument; thence South 20 deg. 20 min. 05 sec. East 352.04 ft. to a concrete monument; thence North 82 deg. 14 min. 55 sec. West 151.50 ft. to an iron stake; thence North 8 deg. 53 min. 20 sec. East 200.00 ft. to an iron stake; thence North 81 deg. 05 min. 50 sec. West 689.40 ft. to an iron stake on the eastern margin of State Road No. 2055 (Poplar Street); thence with the eastern margin of State Road No. 2055 as it curves to the right, having a radius of 540.39 ft., an arc distance of 116.73 ft., a chord bearing and distance of North 23 deg. 36 min. 44 sec. East 116.50 ft. to an iron stake; thence continuing with the margin of the road, North 29 deg. 38 min. 40 sec East 100.00 ft. to an iron stake; thence with the margin of the road as it curves to the left, having a radius of 230.00 ft., an arc distance of 361.32 ft., a chord bearing and distance of North 15 deg. 18 min. West 325.30 ft. to an iron stake on the eastern margin of State Road No. 2055; thence continuing with the margin of the road North 15 deg. 21 min. 20 sec. West 33.94 ft. to the BEGINNING, containing 9.903 acres more or less. This description is drawn in accordance with a recent survey by C. H. Blue and Associates, P.A., dated August 13, 1987, entitled "HVM Partners No. 104, a Limited Partnership."

Together with and subject to an easement granted to the holder of the title of the subject property by Charles M. Winston and wife, recorded May 12, 1987, in Deed Book 560, Page 874.

Commencing at a N.C.G.S. monument "Wicks", point being the POC or the point of Commencement; thence leaving the POC North 32 degrees 22 minutes 05 seconds East 2,449.98 feet to an iron, said iron being the POB or Point of BEGINNING; thence from the POB North 29 degrees 38 minutes 40 seconds East 227.74 feet to an iron; thence South 69 degrees 14 minutes 20 seconds East 218.40 feet to an iron; thence North 39 degrees 07 minutes 49 seconds East 125.01 feet to an iron stake; thence South 20 degrees 37 minutes 42 seconds East 273.9 feet; thence South 20 degrees 50 minutes 13 seconds East 141.44 feet; thence South 19 degrees 58 minutes 37 seconds East 219.22 feet; thence South 20 degrees 32 minutes 41 seconds East 167.76 feet; thence South 20 degrees 17 minutes 02 seconds East 352.55 feet to a pipe; thence North 82 degrees 04 minutes 57 seconds West 151.12 feet to a pipe; thence North 8 degrees 53 minutes 52 seconds East 199.94 feet to a pipe; thence North 81 degrees 06 minutes 42 seconds West 689.49 feet to an iron; thence with a curve to the right having a radius of 540.39 feet and an arc length of 116.92 feet; thence North 29 degrees 38 minutes 40 seconds East 100.00 feet; thence with a curve to the left having a radius of 230.00 feet and an arc distance

of 361.33 feet; thence North 14 degrees 46 minutes 16 seconds West 33.94 feet to the point of BEGINNING.

EXHIBIT B TO DEED

(Permitted Encumbrances)

1. All taxes for the year 2006 and subsequent years, not yet due and payable.
2. Rights of those tenants, as tenants only, under unrecorded existing leases, which tenants are listed on the rent roll provided by Grantor to Grantee.
3. Those matters affecting title, if any, shown on the ALTA/ACSM Land Title Survey prepared by Jimmy F. Cain on behalf of J.F. Cain & Associates, dated June 2, 2006, of the above-described real property.
4. Memorandum of Lease Termination Agreement and Restatement of Lease Restriction recorded in Book 1976, Page 29, Moore County Registry. Original Lease recorded in Book 549, Page 700, Moore County Registry.
5. Terms, conditions and requirements of Lease Assignment between Horse Creek Enterprises, Inc., as assignor and M-Tyrtle, Inc., as assignee, as tenants only and Phoenix Mutual Life Insurance Company, as landlord, and recorded in Book 625, Page 534, Moore County Registry.
6. Terms and provisions of an easement as more particularly set forth in Easement (Encroachment) Agreement recorded in Book 560, Page 874, Moore County Registry.
7. Terms and provisions of Deed of Easement for Sewer Line granted to the Town of Aberdeen recorded in Book 1303, Page 239, Moore County Registry.
8. Terms, conditions and requirements of Lease Agreement with Kroger Company, as tenants only, recorded in Book 549, Page 700, Moore County Registry.
9. Terms and provisions of an Easement to Carolina Power and Light Company recorded in Book 557, Page 807, Moore County Registry.
10. Terms and provisions of a Right of Way granted to North Carolina Natural Gas Company recorded in Book 560, Page 985, Moore County Registry.



MEMORANDUM

To: Town of Southern Pines
Planning Department
801 SE Service Road
Southern Pines, NC 28387

From: Tom Anastasi, Sheetz, Inc.

Date: February 21, 2023
Revised: March 24, 2023

Project: Sheetz Southern Pines, NC (N. Poplar)

Re: **Architectural Compliance Application Supplemental Narrative**

Please accept the following Architectural Compliance Narrative supporting the Architectural Compliance Application for the proposed Sheetz located at 1930 N. Poplar Street.

As illustrated on the architectural elevations and further described here within, the proposed Sheetz architectural design is substantially consistent with and meets and/or exceeds the criteria set forth in Section 2.26.7 of the Town of Southern Pines Unified Development Ordinance (UDO).

The proposed Sheetz is located at the northwest quadrant of the US Highway 1 and N. Poplar Street intersection with an anticipated site address of 1930 N. Poplar Street. The proposed site will consist of a 6,132 sf Sheetz convenience store with restaurant, 12 fueling positions and approximately 30 on-site parking spaces with additional parking shared with the existing shopping center. The proposed building will have four (4) customer entry points / doors spread across three (3) of the four (4) sides (# 1 facing N. Poplar, #2 facing US 1, & the 3rd & 4th interior facing the gas awning). Included as supplemental support information to the application package is an email communication with the Town of Southern Pines Planning Department assigning the "front" of the store as the façade facing US Highway 1.

Consistent with UDO Section 4.10.4, the Sheetz front building façade facing US Highway 1 will have a primary customer entrance. The Sheetz building materials are predominantly masonry and further enhanced with glazing, architectural awnings and canopies. Refer to the material calculation tables on the elevations contained within this application package for more information and UDO compliance. The UDO specifies material / canvas awnings; however, we retired use of material window awnings due to how quickly they fade / deteriorate in the elements. Our current material for our awnings is an architectural metal which is more durable and holds up much better over time. In addition, the architectural metal window awnings are a better compliment to the architectural metal canopies over the customer entry doors than the material canvas awnings. For compliance with UDO Section 4.10.4 G, our roofline incorporates height changes by way of parapets and the cupola peak roof has been changed from our trademarked red color to bronze to specifically honor UDO Section 4.10.4 G (3). The bronze will match / complement the bronze window frames, roof coping, light sconces, roof screening shroud, and door frames along all four (4) facades. Our Mechanical equipment will be screened from view using a metal screening shroud as shown on the building elevations. The rooftop equipment height is further illustrated by way of dashed lines superimposed onto the screening shroud to illustrate the effectiveness of the screening shroud. Although not facing a public road requiring enhancements, the rear façade has been enhanced with additional pilasters and an architectural herringbone masonry inlay accent for additional interest.

Per UDO Section 2.6.7 (B), the following application substantially conforms with the applicable commercial design and other applicable provisions of the UDO, including the purposes of the zoning district in which the property is located with the minor exceptions as highlighted in yellow below.

UDO Section 5.4. AUTOMOBILE SERVICE STATIONS/GAS SALES OPERATIONS

The following standards shall apply to uses that service automobiles or other vehicles, or sell gasoline or diesel fuel.

(A) Fuel pump canopies shall adhere to the same requirements for building materials that apply to the primary building serving the fuel station set forth in Section 4.10 Development Design Standards and shall also be consistent with Section 5.3.2 Accessory Structures. The proposed fuel pump awning will be constructed with the same architectural materials, colors and complementing accents as the proposed main building. To best comply with the 80% "appearance" of brick requirement, at the advisement of the Planning Department at a recent Technical Review Committee meeting, Sheetz added brick to the columns as shown from the bottom of the truss to grade. This is a similar treatment as the Harris Teeter and Lowes Foods gas kiosk examples recently approved in the Town of Southern Pines.

(B) Signs shall be regulated per Section 4.6. Signs, except: Signs located on the canopy or the primary structure shall be considered wall signs as defined in the UDO. The maximum number of wall signs shall not exceed more than one (1) wall sign per street frontage. Currently, for the main building, Sheetz proposes three (3) wall signs, one (1) fronting US 1, one (1) fronting N. Poplar, and one (1) internal to the site not visible to or fronting the public Right of Way. For the gas awning, Sheetz proposes one (1) wall sign per street frontage, one (1) fronting US 1 and one (1) fronting N. Poplar. Both awning signs are mounted directly to the fascia with no part of the sign extending above or below the fascia. The other signs currently shown on the gas awning architectural elevation are directional in nature, conveying customers to the appropriate fuel dispenser for their vehicle. Sheetz understands further coordination, revisions, additions, or deletions may be required when proper permit applications are filed with a separate sign permit review process.

(C) Air compressors, hydraulic hoists, pits, repair equipment, greasing and lubrication equipment, auto- washing equipment and similar equipment shall be entirely enclosed within a building. Sheetz offers two (2) free accessible public air stations on our sites that are not enclosed within a building. 5.4 (C) appears to be geared more toward the "Service Repair Station" use and not a specifically to a Fuel Sales operator who does not offer "Service Repair". If this interpretation is inaccurate then to maximize accessibility to the two (2) free public air stations, we respectfully request a deviation from this standard to enclose the air stations within a structure.

(D) All garbage and refuse shall be stored in mechanical loading containers located near the rear of the lot or building, but not less than twenty (20) feet from any adjacent property lines. Our trash enclosures are fully contained / screened, are 7'-4" in height and constructed with the same materials, colors and accents as the main building and gas awning. The proposed trash enclosure is located in close proximity to a proposed condo lease line but more than 20 feet from an adjacent recorded property boundary.

(E) All accessory retail features including, but not limited to: vending machines, newspaper machines, ice machines, and the like shall be placed underneath the canopy or properly screened per the standards set forth in Section 5.12 Outside Storage and shall be located twenty (20) feet or more from any property line. As illustrated on the proposed architectural building elevations, our outdoor sale items consist of a windshield wiper fluid display as well as ice merchandisers both along the front facade, and propane cages along the right façade. All outdoor sale transactions occur inside the store. Post purchase, customers pick up the merchandise that all reside under window awnings as shown on the architectural elevations. As mentioned previously, our window awnings are constructed with architectural metals and not material fabric as required by the UDO. Respectfully, we request a deviation from the awning material requirement of the UDO only.

(F) Certification by a registered engineer shall be required to ensure the prevention of petroleum and petroleum related product runoffs into the existing municipal storm drainage system. (Ord. #1696) A certification will be provided with our future TRC re-submittal. We haul / deliver our own petroleum products with our own employees, vehicles, and equipment. All petroleum transport employees as well as store employees are trained to contain, stop, react, report, mitigate, all petroleum related spills before they reach / impact downstream facilities. Included is a spill response document as reference until the future certified statement is provided to the TRC.

Lastly, being that our building is oriented towards two (2) public roadways with both facades having a customer entry, Sheetz incorporated an outdoor dining plaza along at least 50% of both the US Highway 1 and N. Poplar frontages to creatively satisfy the frontage requirements and pedestrian zones of UDO Section 4.10.5.

Thank you in advance for your feedback and cooperation with this Architectural Compliance Request. We look forward to working with Staff and Council on the remainder of the project in the upcoming months.



SPILL RESPONSE PROCEDURES

In the event of a gasoline, kerosene, diesel and/or another hazardous substance spill please follow the procedures below.

911 EMERGENCY NUMBER
STORE SUPPORT: 800-280-4357

1 STOP THE FLOW OF FUEL

Stop the flow of fuel by activating the shut off switch/button located behind the register and outside the store.

Notify 911 immediately if there is a fire, health/safety concern, or if the spill cannot be contained or stopped with the materials on hand.



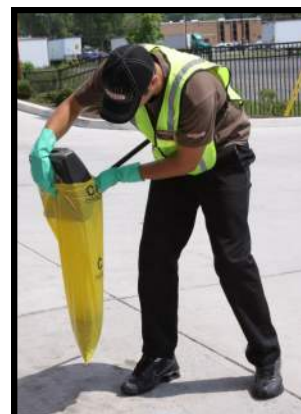
2 IMMEDIATELY CONTAIN THE SPILL & BARRICADE THE AREA

1. Put on appropriate PPE including safety vest/reflective jacket, nitrile gloves, and safety glass/goggles.
2. At leading edge of spill or in front of any storm drains, pour loose absorbent in a "U" shape along the spill's edge to stop the spread of fuel.
3. Use white absorbent pads or, if necessary, spread loose absorbent over the spill to soak it up.
4. Use caution tape, etc. to ensure the safety of our customers and employees and to prevent vehicles from driving through the spill area.



3 CLEAN UP THE SPILL

1. Sweep/pick up the spill absorbent and pads into the disposable bags provided in your spill kit.
2. Tie off the bags with the zip ties provided.
3. Place all the bagged spill materials in the correct drum located in the hazardous material storage shed at your site for pick up.
4. If fuel contacts the skin or eyes, flush with water immediately for 15 minutes. If symptoms continue, seek medical attention.



4 REPORT THE SPILL TO STORE SOLUTIONS

1. Investigate if any fuel or hazardous substances has entered any drains, catch basins, or grassy areas of the roadway.
2. Call Store Solutions to report the spill and obtain additional assistance for help.

5 BAG OFF THE PUMP

In the event that the spill was caused by a faulty dispenser or defective nozzle, bag-off the nozzle and enter a service desk ticket to have a gas technician replace the nozzle.



6 ALWAYS KEEP YOUR SPILL KIT FULLY STOCKED

Log a Service Desk ticket to have your spill kit supplies replenished after every spill to ensure that you have the minimum supply of spill materials noted below.

THINGS YOU CAN DO TO HELP :

- If you observe a customer that is NOT tending the pump, turn that pump off at the POS (NOT the E Stop) immediately until the customer returns to their vehicle.
- Always keep your spill kit fully stocked.
- Routinely check the onsite storm water drains for fuel, hazardous substance or pooled products.
- Bag off faulty nozzles.
- Place a service call for anything that looks out of the ordinary.

If you have any questions on the spill procedures or would like any further information, please contact Store Solutions and ask for the Environmental Compliance Department.

EACH RED SPILL CONTAINMENT CENTER AT THE GASOLINE PUMPS MUST CONTAIN THE FOLLOWING MINIMUM QUANTITIES:



2 Pairs Nitrile Gloves



2—50ft Rolls of Caution Tape



5 Polyethylene Disposal Bags



20lbs Loose Absorbent

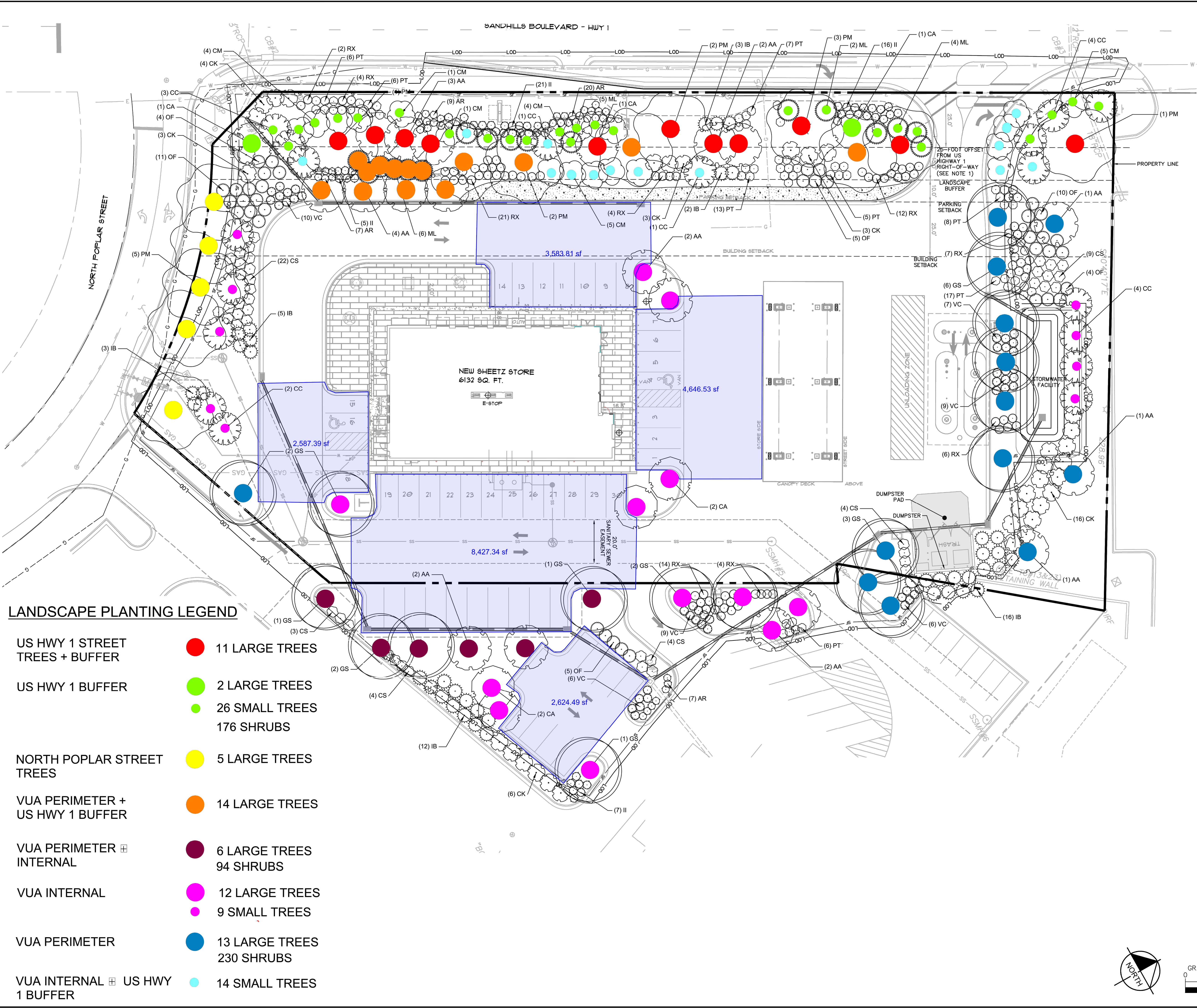


15 Absorbent Pads



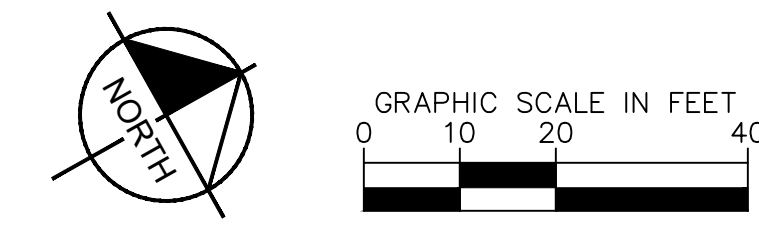
1 Plastic Broom & Dust Pan

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



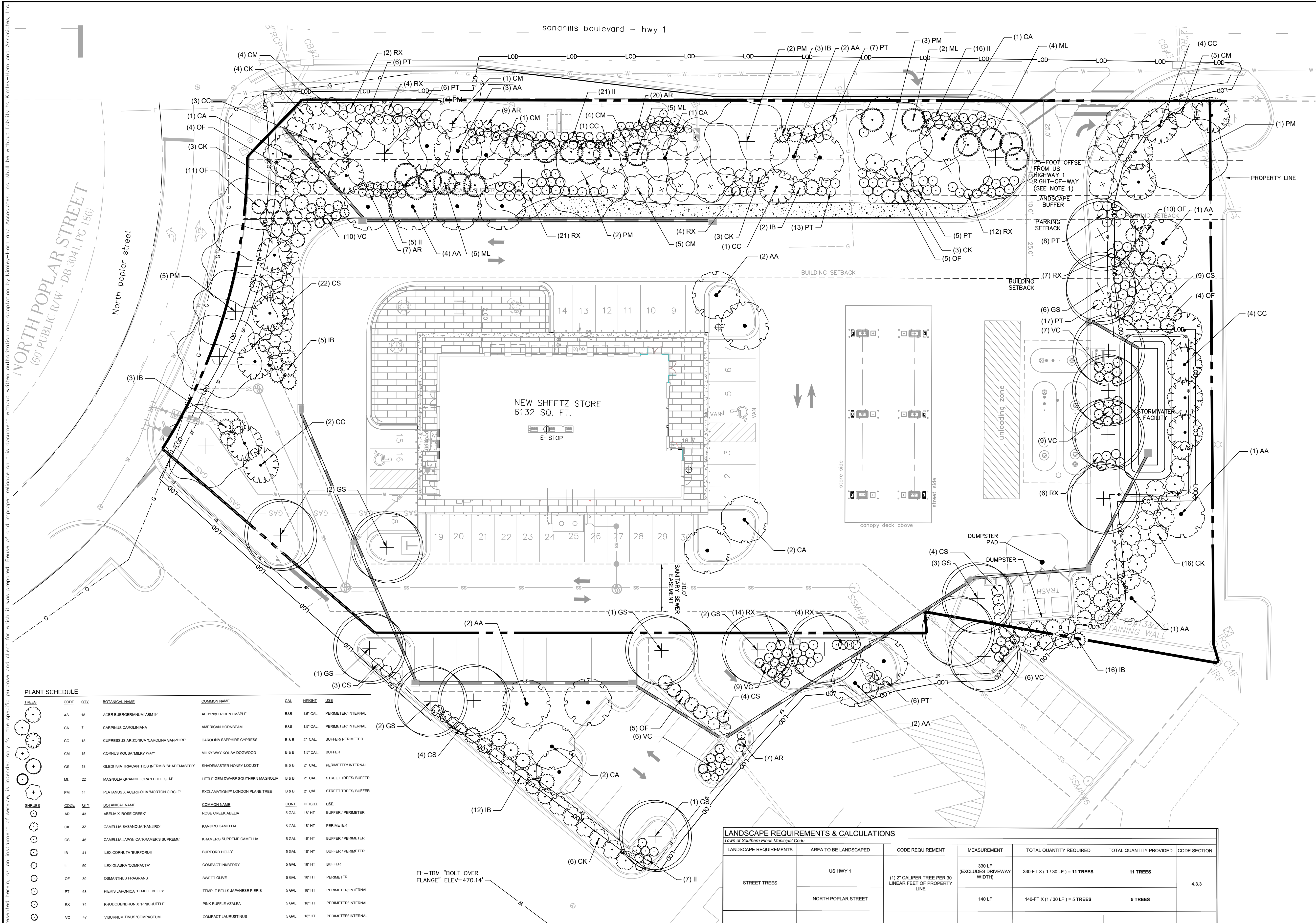
LANDSCAPE PLANTING LEGEND

- US HWY 1 STREET TREES + BUFFER
 - 11 LARGE TREES
- US HWY 1 BUFFER
 - 2 LARGE TREES
 - 26 SMALL TREES
 - 176 SHRUBS
- NORTH POPLAR STREET TREES
 - 5 LARGE TREES
- VUA PERIMETER + US HWY 1 BUFFER
 - 14 LARGE TREES
- VUA PERIMETER INTERNAL
 - 6 LARGE TREES
 - 94 SHRUBS
- VUA INTERNAL
 - 12 LARGE TREES
 - 9 SMALL TREES
- VUA PERIMETER
 - 13 LARGE TREES
 - 230 SHRUBS
- VUA INTERNAL + US HWY 1 BUFFER
 - 14 SMALL TREES



KHA PROJECT 012702030	DATE 02/15/2023	SCALE AS SHOWN	DESIGNED BY AMS	DRAWN BY AMS	CHECKED BY COB	SHEET NUMBER L1.1	TOWN OF SOUTHERN PINES	NORTH CAROLINA	PREPARED FOR SHEETZ, INC.	LANDSCAPE EXHIBIT	Kimley»Horn	© 2023 KIMLEY-HORN AND ASSOCIATES, INC. 421 FAYETTEVILLE STREET, SUITE 600, RALEIGH, NC 27601 PHONE: 919-677-2000 FAX: 919-677-2050 WWW.KIMLEY-HORN.COM #F-0102	TOWN COMMENTS	REVISIONS	DATE	BY	
1	No.																

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PLANT SCHEDULE							
TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	GAL	HEIGHT	USE
	AA	18	ACER BUERGERIANUM 'ARMAT'	ASYRINE TRIDENT MAPLE	B&B	15' CAL	PERIMETER/INTERNAL
	CA	7	CARPINUS CAROLINANA	AMERICAN HORNBEAM	B&B	15' CAL	PERIMETER/INTERNAL
	CC	18	CUPRESSUS ARIZONICA CAROLINA SAPPHERE	CAROLINA SAPPHERE CYPRESS	B & B	2' CAL	BUFFER/PERIMETER
	CM	15	CORNUS KOUSA MILKY WAY	MILKY WAY KOUSA DOGWOOD	B & B	1.5' CAL	BUFFER
	GS	18	GLEDITSIA TRIACANTHOS NERMIS 'SHADEMASTER'	SHADEMASTER HONEY LOCUST	B & B	2' CAL	PERIMETER/INTERNAL
	ML	22	MAGNOLIA GRANDIFLORA LITTLE GEM	LITTLE GEM DWARF SOUTHERN MAGNOLIA	B & B	2' CAL	STREET TREE/BUFFER
	PM	14	PLATANUS X ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION™ LONDON PLANE TREE	B & B	2' CAL	STREET TREE/BUFFER
	CODE	QTY	BOTANICAL NAME	COMMON NAME	GAL	HEIGHT	USE
	AR	42	ABELIA X ROSE CREEK	ROSE CREEK ABELIA	5 GAL	18' HT	BUFFER/PERIMETER
	CK	32	CAMELLIA SASANKUA 'KANUJO'	KANUJO CAMELLIA	5 GAL	18' HT	PERIMETER
	CS	46	CAMELLIA JAPONICA 'KRAMER'S SUPREME'	KRAMER'S SUPREME CAMELLIA	5 GAL	18' HT	BUFFER/PERIMETER
	IB	41	ILEX CORNUTA 'BURFORDI'	BURFORD HOLLY	5 GAL	18' HT	BUFFER/PERIMETER
	II	50	ILEX GLABRA 'COMPACTA'	COMPACT RASBERRY	5 GAL	18' HT	BUFFER
	OF	39	OSMANTHUS FRAGRANS	SWEET OLIVE	5 GAL	18' HT	PERIMETER
	PT	68	PIERIS JAPONICA 'TEMPLE BELLS'	TEMPLE BELLS JAPANESE PIERIS	5 GAL	18' HT	PERIMETER/INTERNAL
	RX	74	RHOODODENDRON 'X PINK RUFFLE'	PINK RUFFLE AZALEA	5 GAL	18' HT	PERIMETER/INTERNAL
	VC	47	VIBURNUM TUNIS 'COMPACTUM'	COMPACT LAURUSTINUS	5 GAL	18' HT	PERIMETER/INTERNAL

<u>GROUND COVERS</u>	<u>CODE</u>	<u>QTY</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>
	CT	1,277 SF	CYNODON DACTYLON 'TIFGRAND'	TIFGRAND BERMUDAGRASS	SEED

ALL BEARINGS ARE BASED ON NORTH
CAROLINA STATE PLAN SYSTEM (NAD 83).

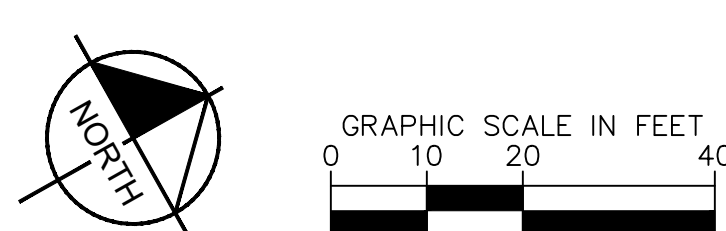
SURVEY NOTE:
EXISTING INFORMATION TAKEN FROM AN ALTA/NSPS LAND TITLE
SURVEY PROVIDED BY CHANDLER LAND SURVEYING, 83 ADAMS
POINT DRIVE, GARNER, N.C. 27529. PHONE: 919-291-9163 AND
DATED OCTOBER 6, 2022.

ALL CONSTRUCTION METHODS AND MATERIALS AND OTHER STANDARDS AND SPECIFICATIONS SHALL BE IN ACCORDANCE WITH THE TOWN OF SOUTHERN PINES STANDARDS AND SPECIFICATIONS AS OUTLINED IN THE MOST CURRENT UNIFIED DEVELOPMENT ORDINANCE (UDO). IN THE EVENT OF A CONFLICT BETWEEN METHODS, MATERIALS, STANDARDS AND/OR SPECIFICATIONS IN THE APPROVED PLANS AND THE UDO, THE UDO GOVERNS UNLESS A WRITTEN WAIVER IS ISSUED BY THE TOWN ENGINEER. ANY CHANGE IN APPROVED PLANS MUST BE AUTHORIZED BY PRIOR WRITTEN APPROVAL. PUBLIC SANITARY SEWER AND UTILITY EASEMENTS SHALL BE RECORDED PRIOR TO FINAL ACCEPTANCE AND/OR ISSUANCE OF A CERTIFICATE OF OCCUPANCY BY THE TOWN.

NOTES:

1: PER TOWN OF SOUTHERN PINES UDO Section 4.3.3.D, BUFFER TREES MAY BE COUNTED TOWARDS STREET TREE REQUIREMENTS IF THEY ARE LOCATED WITHIN 25- FEET OF THE STREET RIGHT-OF-WAY

LANDSCAPE REQUIREMENTS & CALCULATIONS						
Town of Southern Pines Municipal Code						
LANDSCAPE REQUIREMENTS	AREA TO BE LANDSCAPED	CODE REQUIREMENT	MEASUREMENT	TOTAL QUANTITY REQUIRED	TOTAL QUANTITY PROVIDED	CODE SECTION
STREET TREES	US HWY 1	(1) 2" CALIPER TREE PER 30 LINEAR FEET OF PROPERTY LINE	330 LF (EXCLUDES DRIVEWAY WIDTH)	330-FT X (1 / 30 LF) = 11 TREES	11 TREES	4.3.3
	NORTH POPLAR STREET		140 LF	140-FT X (1 / 30 LF) = 5 TREES	5 TREES	
BUFFERS	HWY 1 BUFFER YARD	(1) LARGE TREE, (1) SMALL TREE PER 400 SQUARE FEET (1) SHRUB PER 75 SQUARE FEET	HWY YARD 13,200 SF	13,200-SF X (1 / 400 SF) = 33 LARGE/ SMALL TREES 13,200-SF X (1 / 75 SF) = 176 SHRUBS	33 LARGE/ SMALL TREES, 176 SHRUBS	4.3.4
VEHICLE USE AREA	PERIMETER LANDSCAPING	(1) LARGE TREE PER 30 PERIMETER FEET, (1) EVERGREEN SHRUB PER 3 PERIMETER FEET	970 LINEAR FEET	970-FT X (1 / 30 LF) = 33 LARGE TREES 970-FT X (1 / 3 LF) = 324 EVERGREEN SHRUBS	33 LARGE TREES 324 EVERGREEN SHRUBS	4.3.6
	INTERNAL PARKING LOT LANDSCAPING	15% OF PAVED SURFACE SHALL BE USED FOR PLANTS. 20% OF LOT SHALL BE SHADED AT MATURITY. (1) LARGE TREE PER 250 SQUARE FEET OF LOT, (1) SMALL TREE PER 125 SQUARE FEET OF LOT, (1) EVERGREEN SHRUB PER 30 SQUARE FEET OF LOT	21,900 SF	21,900-SF X (15) = 3,285 SF OF REQUIRED LANDSCAPE AREA 3,285-SF X (1 / 250 SF) = 14 LARGE TREES, 27 SMALL TREES, 94 EVERGREEN SHRUBS	3,285 SF OF PLANTS 14 LARGE TREES 27 SMALL TREES 94 SHRUBS	
		LARGE TREES SHALL BE PLANTED SO THAT AT LEAST 20 PERCENT OF THE PARKING LOT SHALL BE SHADED AT MATURITY	21,900 SF	21,900-SF X (20) = 4,380 SF OF SHADE	4,380 SF OF SHADE	



Know what's below.
Call before you dig.

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SOUTHERN PINES

5700 SIXTH AVE.
ALTOONA, PA 16602

KEYPLAN

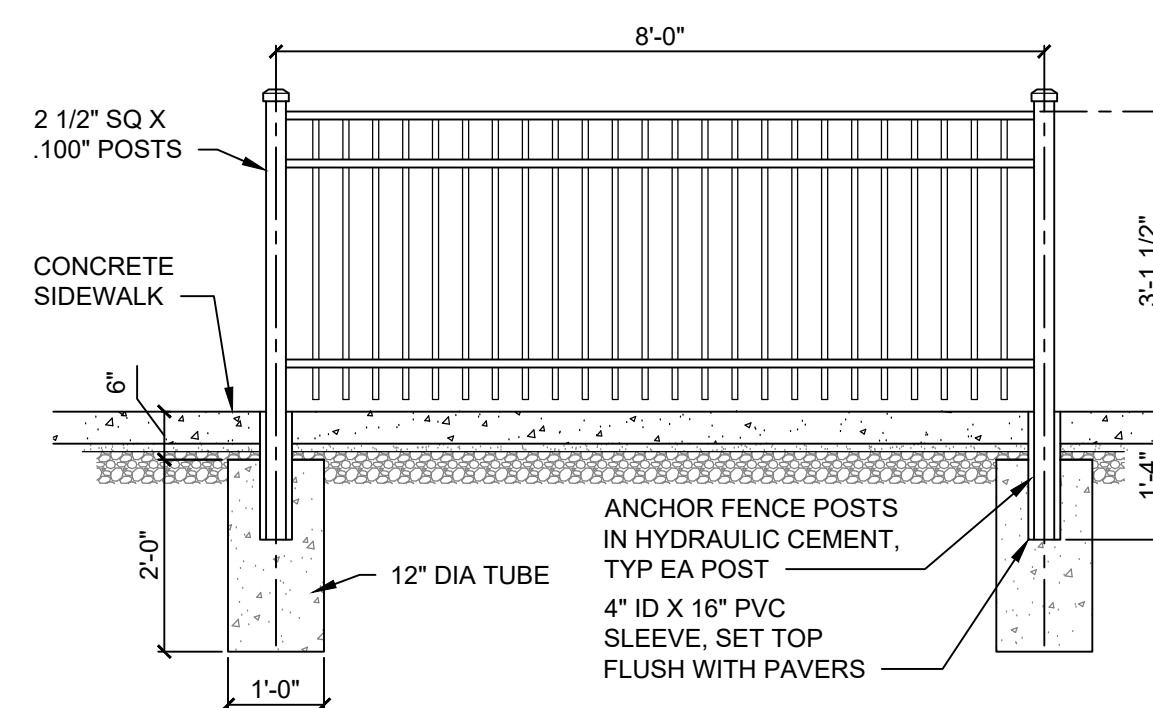
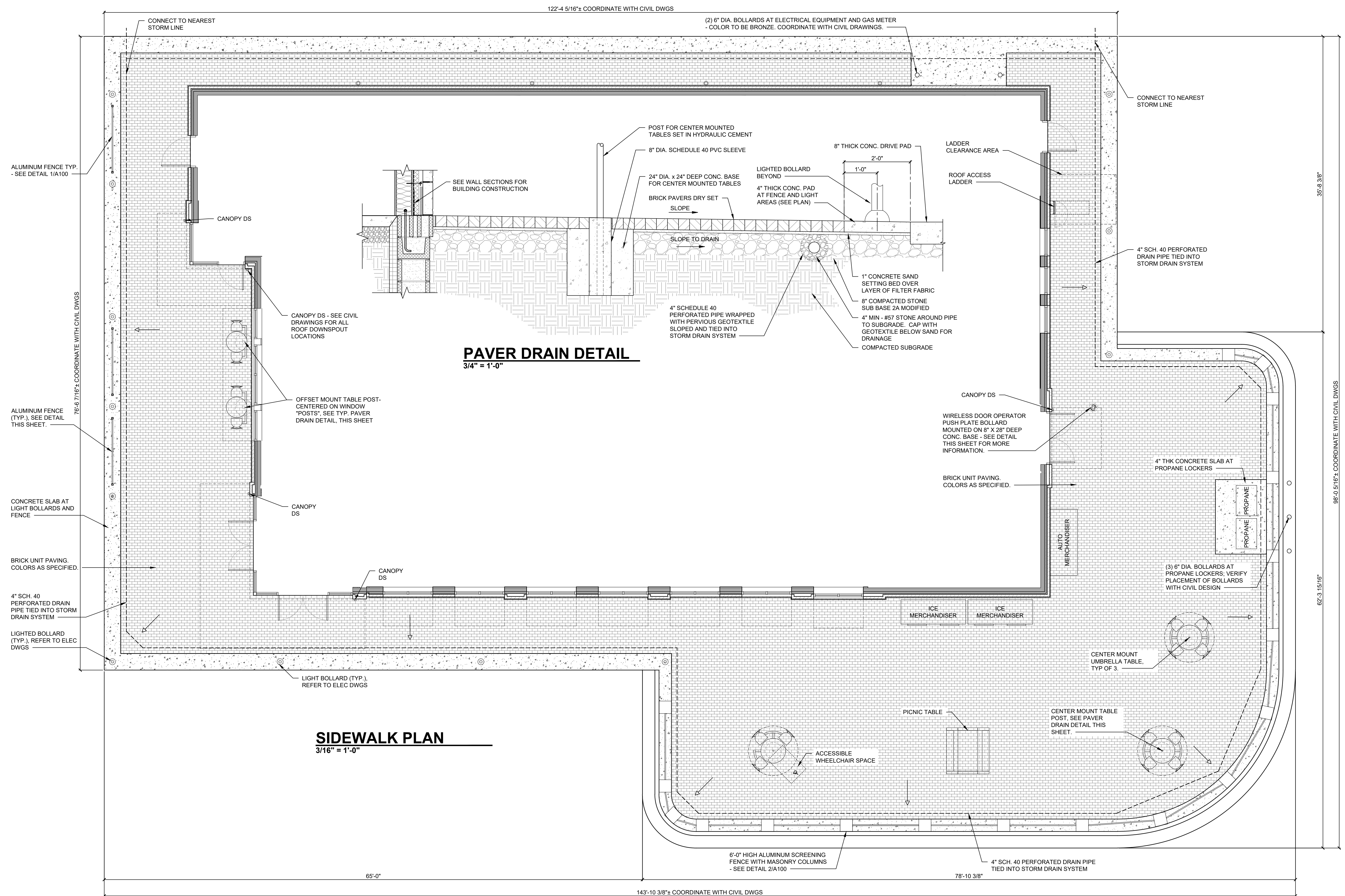
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FILE ID NO:	214397
THROW BY:	JNW / RJK
VIEW BY:	NMV
VERSION:	6132L_v1.4

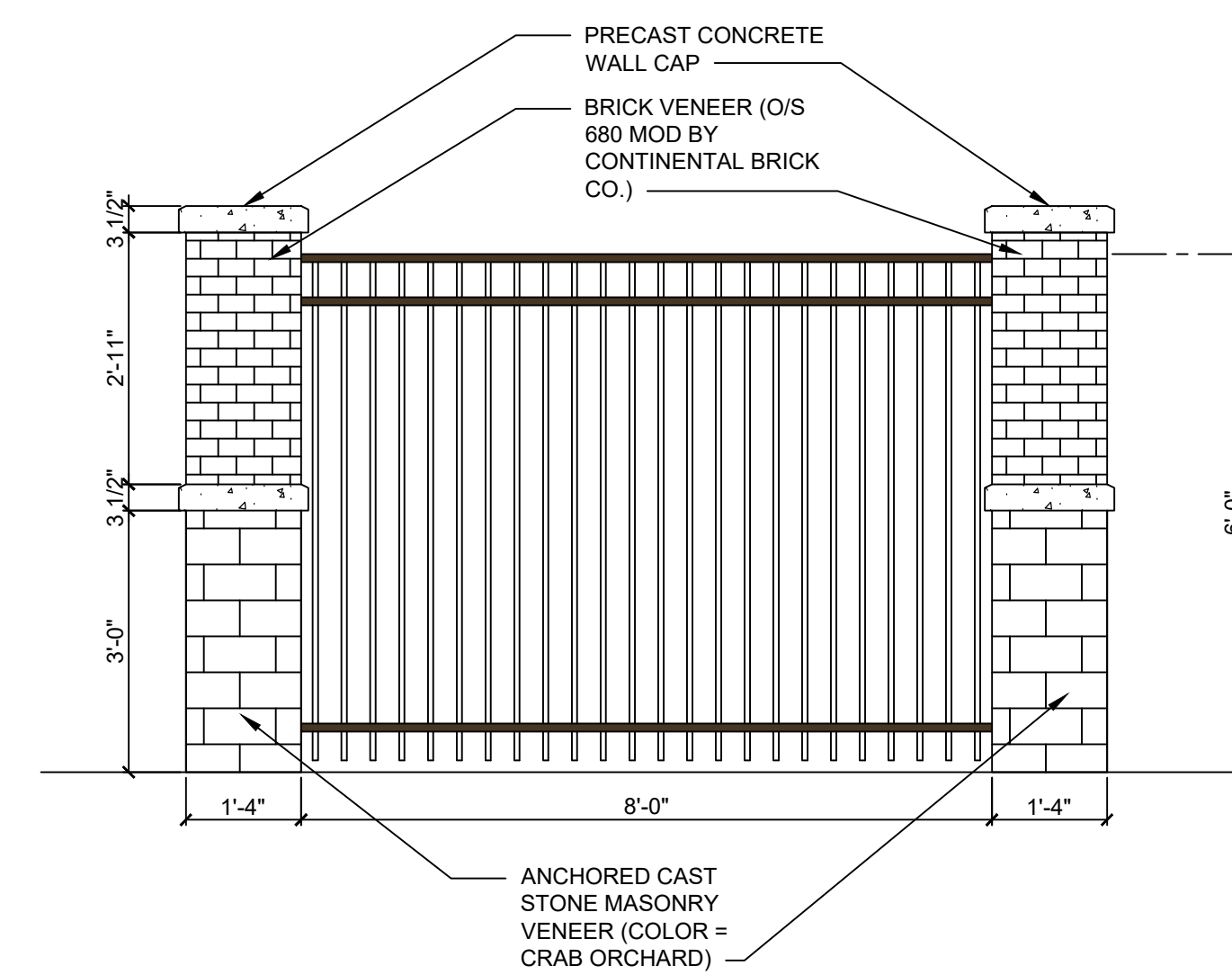
SIDEWALK PLAN

A100

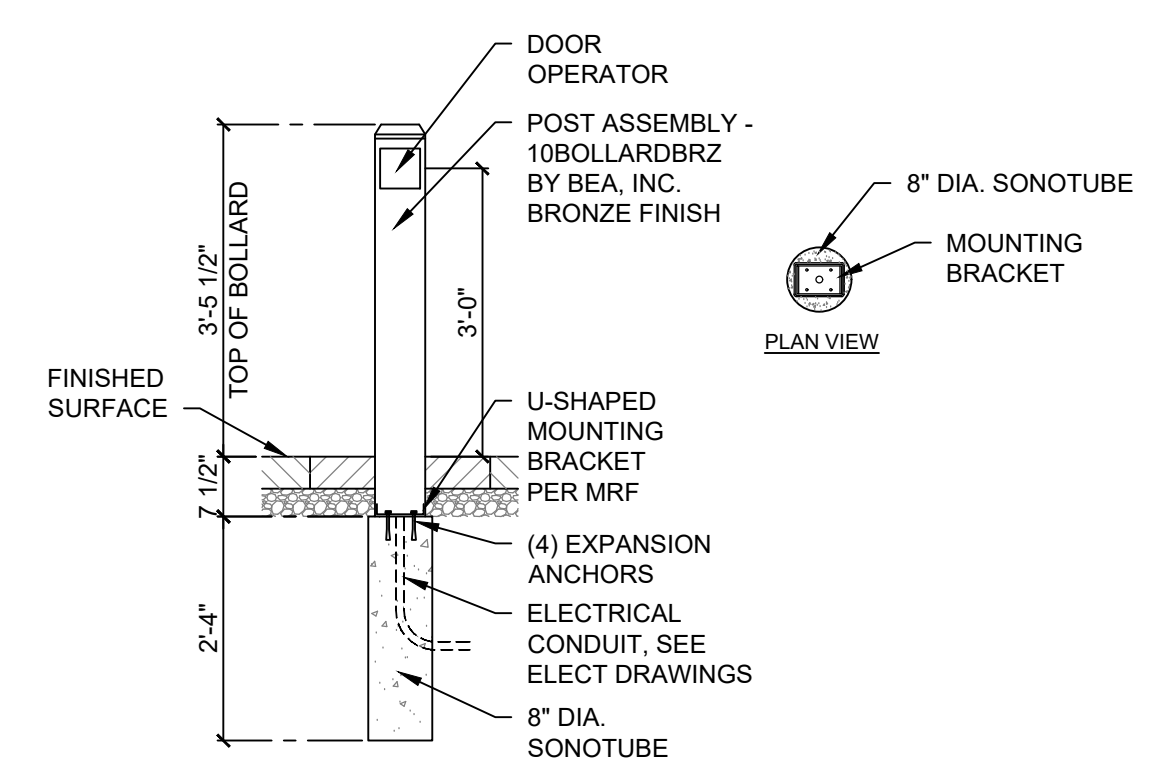
PRELIMINARY ELEVATIONS



1 FENCE DETAIL @ SEATING AREA
1/2" = 1'-0"



2 FENCE DETAIL @ SEATING AREA
1/2" = 1'-0"



PUSHPLATE BOLLARD DETAIL

PROJECT NAME:

NEW SHEETZ STORE SOUTHERN PINES

Int. of North Poplar Street
and U.S. Route 1
Southern Pines, North Carolina

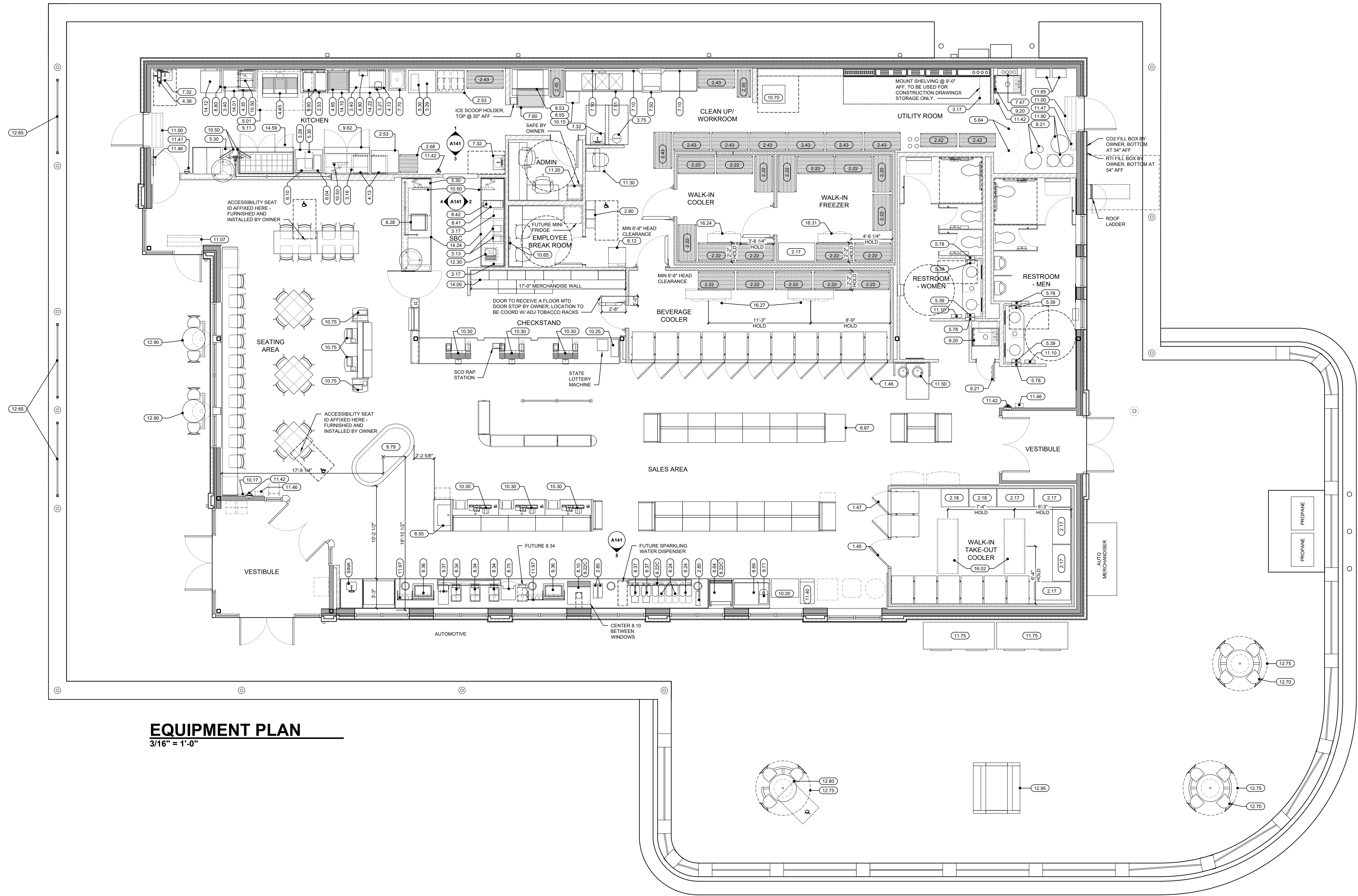
OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN



EQUIPMENT PLAN
3/16" = 1'-0"

SALES FIXTURE CHART - 6132	
NUMBER OF GONDOLAS	43
LINEAR FEET OF GONDOLA	131'-11"
NUMBER OF REACH-IN COOLER DOORS	13 (2 W/ BEER)
LINEAR FEET OF REACH-IN COOLER DOORS	33'-4"
NUMBER OF RTE UNITS	2 (1 HOT, 1 COLD)
NUMBER OF NOVELTY ICE CREAM FREEZERS	1
LINEAR FEET OF TABACCO WALL	17'-0"
NUMBER OF CHECKOUTS	6 (3 POS, 3 SCO)
NUMBER OF INDOOR SEATS	30 (2 HC)

SPECIALTY EQUIPMENT SCHEDULE				
Equip No	Item Description	Count	Installed by	Connected by
1.45	TAKE-HOME COOLER DOORS MAN DOOR	1	OWNER	N/A
1.46	TAKE-HOME FLANGELESS COOLER DOORS	11	OWNER	N/A
1.47	TAKE-HOME FULL FLANGE COOLER DOORS	2	OWNER	N/A
2.17	24 x 48 DUNNAGE RACK	6	OWNER	N/A
2.18	24 x 36 DUNNAGE RACK	2	OWNER	N/A
2.22	24 x 48 EPOXY SHELVING W/ CASTERS	18	OWNER	N/A
2.42	18x48 CHROME SHELVING W/ CASTERS	2	OWNER	N/A
2.43	24x48 CHROME SHELVING W/ CASTERS	9	OWNER	N/A
2.45	18 x 36 CHROME SHELVING W/ CASTERS	2	OWNER	N/A
2.53	36 x 30 SS TABLE	3	OWNER	N/A
2.68	24 x 24 MOBILE BREAD RACK	1	OWNER	N/A
2.80	STEEL LOCKER - 6-HIGH BOX 12"x12", 1 MIN ACCESSIBLE	3	OWNER	OWNER
2.85	LID & STRAW HOLDER	3	OWNER	OWNER
3.13	VITAMIX BLENDER	2	OWNER	OWNER
3.16	WALL MOUNTED SOLID SHELVING 24 x 48	1	OWNER	N/A
3.17	WALL MOUNTED SOLID SHELVING 14 x 36	3	OWNER	N/A
3.21	SCALE	1	OWNER	OWNER
3.29	36 x 30 SS TABLE - W/O UNDERSHELF	2	OWNER	N/A
3.40	WALL MOUNTED WIRE SHELVING 24 x 48	2	OWNER	N/A
3.75	EYE WASH	1	PC	OWNER
4.13	MICROWAVE	3	OWNER	OWNER
4.35	FRY HOLDING STATION	1	OWNER	OWNER
4.38	HOSE REEL	1	PC	PC
4.45	ELECTRIC FRYER - 3 VAT	1	OWNER	OWNER

4.65	ROLLER GRILL	1	OWNER	OWNER
4.80	LABEL MINDER 2	1	OWNER	OWNER
5.01	KITCHEN HOOD	1	OWNER	MC
5.11	FIRE SUPPRESSION SYSTEM	1	OWNER	OWNER
5.30	TRASH CAN	4	OWNER	OWNER
5.39	PAPER TOWEL DISPENSER	4	OWNER	OWNER
5.64	RTI INDOOR GREASE TANK SYSTEM	1	OWNER	OWNER
5.78	RECESSED BOX FOR PAPER TOWELS	4	OWNER	OWNER
6.04	HEATED CHILI CHEESE DISPENSER	1	OWNER	OWNER
6.10	HOT FOOD PRODUCT HOLDING UNIT	1	OWNER	OWNER
6.55	HEATED GLASS MINI-MERCHANDISER WARMER	1	OWNER	OWNER
6.67	FREEZER MERCHANDISER	1	OWNER	OWNER
7.10	MODULAR WALL WIRE SHELF, MAT, AND HOOK SYSTEM	3	OWNER	OWNER
7.32	KNEE OPERATED HANDSINK	3	PC	PC
7.47	WALL MOUNTED WATER FILTRATION SYSTEM	1	PC	PC
7.50	VENTLESS DISH MACHINE	1	OWNER	EC/PC
7.51	SCULLERY DISH TABLE 102" W/ 3 BOWL SINK	1	OWNER	PC
7.60	TROUGH STYLE FLOOR DRAIN 24X36	1	PC	PC
7.70	ONE-COMPARTMENT RINSE SINK WITH COVERED EDGING	1	PC	PC
8.10	BEVERAGE DISPENSER	1	OWNER	OWNER
8.12	ICE MACHINE (WITH ELEVATED SUPPORT STAND)	1	OWNER	EC
8.21	CO2 CARBONATION SYSTEM	1	OWNER	OWNER
8.22C	UNDER COUNTER COMPACT WATER BOOSTER	3	OWNER	OWNER
8.24	2 HEAD FUB	3	OWNER	OWNER
8.28	ESPRESSO MACHINE	1	OWNER	OWNER
8.34	FRANKE COFFEE BREWER	3	OWNER	OWNER
8.37	NARROW ICED BEVERAGE DISPENSERS	2	OWNER	OWNER

8.41	GAS MODULE (DASHED) UNDER NITRON	1	OWNER	OWNER
8.42	NITRON COLD DRAFT ON 5" LEGS	1	OWNER	OWNER
8.53	REMOTE ICE CUBE MACHINE	1	OWNER	OWNER
8.55	ICE STORAGE BIN - 8-STYLE	1	OWNER	OWNER
8.64	SELF-CONTAINED FCJ MACHINE	1	OWNER	OWNER
8.69	MILKSHAKE BLENDING BAR	1	OWNER	OWNER
8.71	MILKSHAKE BLENDER	1	OWNER	OWNER
8.75	5 HOPPER HOT BEVERAGE SYSTEM	1	OWNER	OWNER
8.79	OPEN AIR RTE CASE	1	OWNER	EC
8.80	COUNTERTOP CUP DISPENSING CABINETS	1	OWNER	OWNER
9.20	24" MOP AND BROOM HOLDER	2	OWNER	OWNER
9.21	18" MOP AND BROOM HOLDER	1	OWNER	OWNER
9.36	REMOTE REFRIGERATED DROP-IN WELL	2	OWNER	OWNER
9.37	CREAMER DISPENSER	1	OWNER	OWNER
9.62	FOOD PREP TABLE - 60" SOLID DOOR SANDWICH UNIT	1	OWNER	OWNER
9.90	HIGH SPEED OVEN	2	OWNER	OWNER
10.15	ICE BAGGER CART	1	OWNER	OWNER
10.17	STORE CLOCK (BATTERY OPERATED)	1	OWNER	OWNER
10.20	LOTTERY MACHINE	1	OWNER	OWNER
10.25	LOTTERY COUNTERTOP TICKET DISPENSER	1	OWNER	OWNER
10.30	POS TERMINAL	6	OWNER	OWNER
10.50	ORDER MONITOR	6	OWNER	OWNER
10.65	EMPLOYEE KIOSK	1	OWNER	OWNER
10.70	STORE SERVER	1	OWNER	OWNER
10.75	TOUCH SCREEN	4	OWNER	OWNER
11.00	AIR CURTAIN - 42" WHITE	2	OWNER	EC
11.07	AIR CURTAIN - 42" BRONZE	1	OWNER	EC
11.10	HAND DRYER	2	OWNER	EC
11.20	MULTI-FUNCTION PRINTER	1	OWNER	OWNER
11.30	TV SECURITY WALL MOUNT ENCLOSURE	1	OWNER	OWNER
11.40	ATM - CASH DISPENSER	1	OWNER	OWNER

11.41	FIRE EXTINGUISHER "CLASS K"	1	OWNER	OWNER
11.42	FIRE EXTINGUISHER	4	BC	BC
11.46	INSECT LIGHT TRAP - AURA MODEL	3	OWNER	OWNER
11.47	INSECT LIGHT TRAP - HALO MODEL	1	OWNER	PC
11.50	WATER FOUNTAIN	1	OWNER	OWNER
11.75	OUTDOOR ICE MERCHANDISER	2	OWNER	OWNER
11.85	TANKLESS WATER HEATER	2	OWNER	EC/PC
11.90	WATER SOFTENER	1	OWNER	EC/PC
11.97	SELF-SERVE COFFEE FIXING RACK	2	OWNER	OWNER
12.30	SINGLE BOWL UNDERMOUNT SS SINK	1	OWNER	PC
14.00	TOBACCO MERCHANDISER	1	OWNER	OWNER
14.01	WORKTOP DRAWERED FREEZER - 43"	1	OWNER	OWNER
14.10	29"D WORKTOP FREEZER - 27"	1	OWNER	OWNER
14.12	27" WORKTOP REFRIGERATOR	1	OWNER	OWNER
14.22	WORKTOP DOUBLE DOOR COOLER - 48"	1	OWNER	OWNER
14.24	UNDERCOUNTER SINGLE DOOR COOLER - 27"	2	OWNER	OWNER
14.59	REFRIGERATED FOOD PREP TABLE - 72"	1	OWNER	OWNER
16.02	EVAPORATOR - WALK-IN TAKE-OUT COOLER	2	OWNER	EC
16.24	EVAPORATOR - WALK-IN COOLER	1	OWNER	EC
16.27	EVAPORATOR - BEVERAGE COOLER	2	OWNER	EC
16.31	EVAPORATOR - WALK-IN FREEZER	1	OWNER	EC

OUTDOOR FURNITURE SCHEDULE		
MARK	DESCRIPTION	Count
12.65	ULTRA ALUMINUM FENCING - 8'-0"	3
12.70	4 SEAT OUTDOOR TABLE CLUSTER	2
12.75	ALUMINUM UMBRELLA	3
12.80	3 SEAT OUTDOOR TABLE CLUSTER	1
12.90	2 SEAT OUTDOOR TABLE CLUSTER	2
12.95	ALUMINUM PICNIC TABLE	1

LEGEND:

BC = BUILDING CONTRACTOR
EC = ELECTRICAL CONTRACTOR
MC = MECHANICAL CONTRACTOR
PC = PLUMBING CONTRACTOR
SC = SPECIALTY CONTRACTOR

NOTES:

- ALL EQUIPMENT LISTED IS SUPPLIED BY OWNER, UNO.
- ALL OVERHEAD EQUIPMENT TO BE MOUNTED 80" AFF MIN. UNO.

ISSUE: 4.27.2023
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REVIEW BY: NMV
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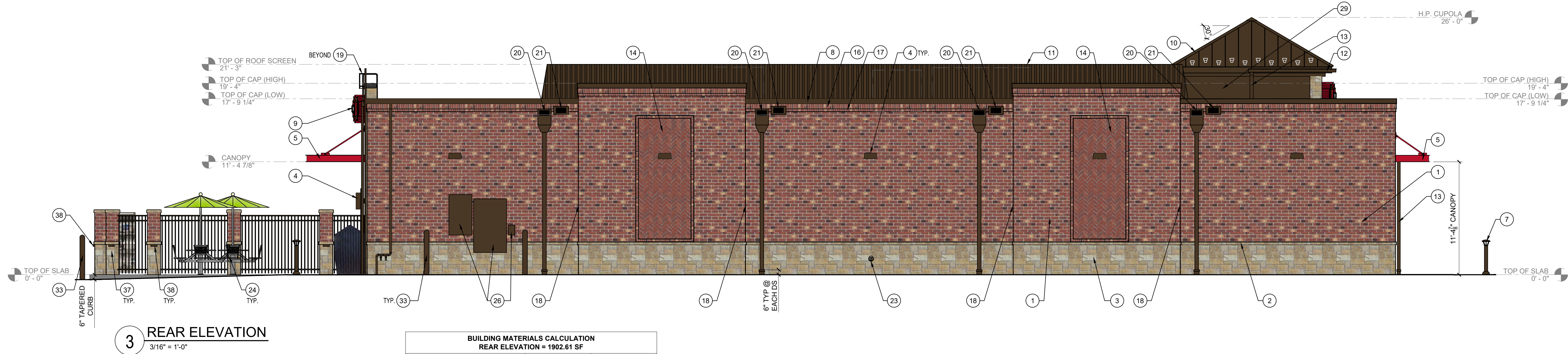
EQUIPMENT PLAN

A140

PRELIMINARY ELEVATIONS

LIGHT REFLECTANCE VALUE OF COATED ARCHITECTURAL METALS		
COLOR		LIGHT REFLECTANCE VALUE
RED		8.22
DARK BRONZE		--

TRANSMITTANCE VALUES FOR GLAZING (PILKINGTON ECLIPSE ADVANTAGE BRONZE)		
LIGHT TRANSMISSION		38%
TOTAL SOLAR HEAT TRANSMISSION		38%
REFLECTION (OUTSIDE-IN)		45%
REFLECTION (INSIDE-OUT)		45%



TYPICAL EXTERIOR ELEVATION NOTES:

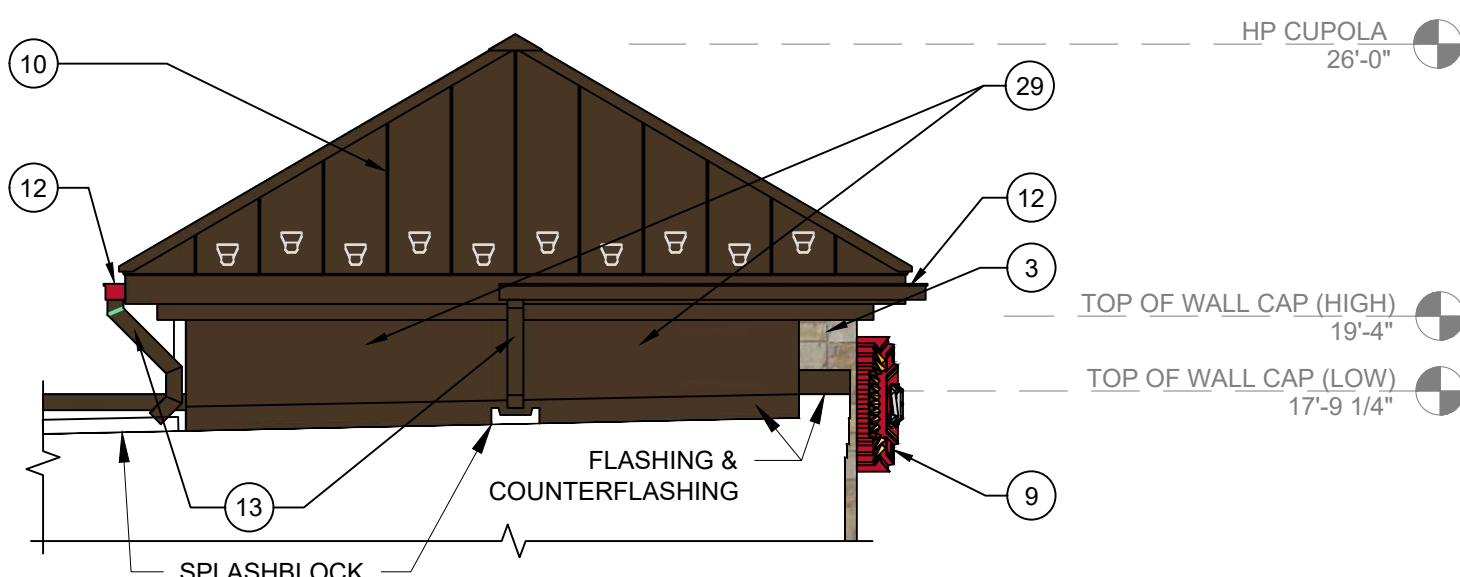
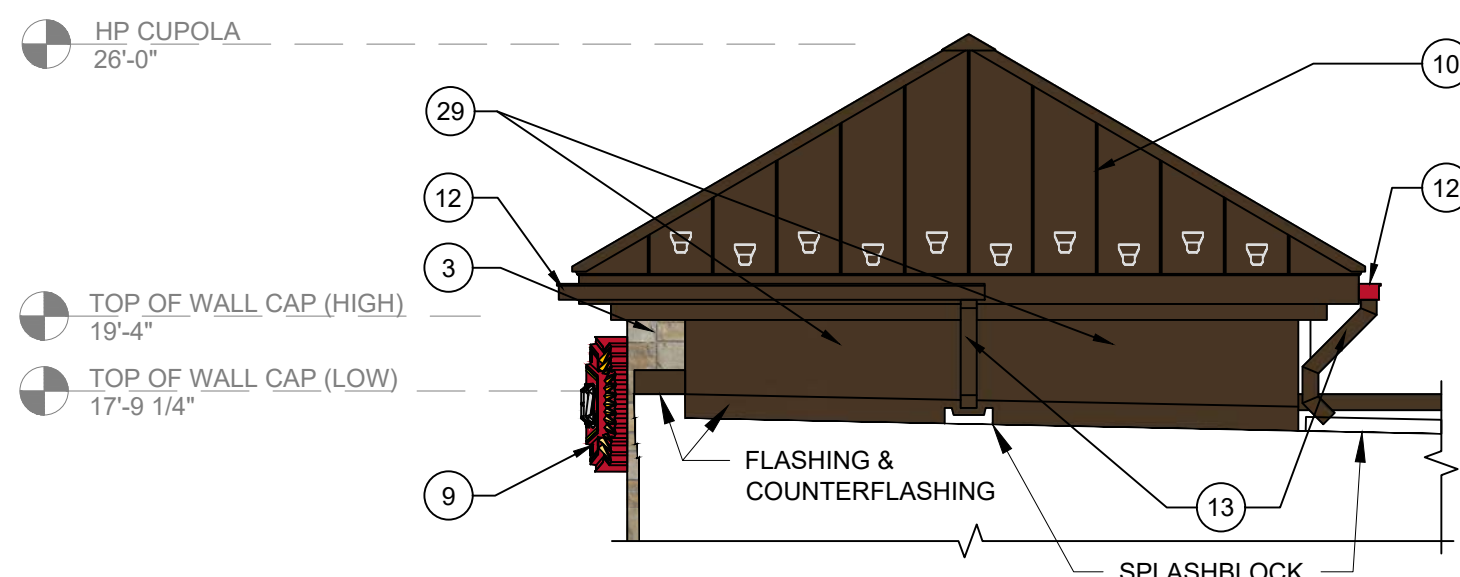
- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.
- EXTERIOR SEALANT FOR STONE SHALL COMPLY WITH SECTION 07 9005 JOINT SEALANTS, GENERAL BUILDING FASCIAE WEATHER SEALANT AND SHALL MATCH THE COLOR OF THE STORE.

EXTERIOR ELEVATION KEYNOTES:

- BRICK VENEER (0/S 680 MOD BY CONTINENTAL BRICK CO.)
- CAST STONE SILL (COLOR = CRAB ORCHARD)
- ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
- EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
- ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
- BRICK PAVER WALKWAY
- LIGHTED BOLLARD
- METAL COPING (COLOR = DARK BRONZE)
- WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED, SEE SHEET A200.
- STANDING SEAM METAL ROOF (COLOR = DARK BRONZE)
- ROOF EQUIPMENT SCREEN (COLOR = DARK BRONZE)
- GUTTER (COLOR = DARK BRONZE)
- DOWNSPOUT (COLOR = DARK BRONZE)
- ARCHITECTURAL ACCENT - HERRINGBONE MASONRY INLAY
- METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY (ROOF COLOR = BRITTE RED, FRAME COLOR = DARK BRONZE)
- BRICK SOLDIER COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
- BRICK ROWLOCK COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
- CONTROL JOINT SEE MASONRY SPECS FOR COLOR
- STEEL ROOF LADDER AND CRANKY POST (COLOR = DARK BRONZE)
- STANDARD THROUGH WALL SCUPPER W/ CONDUCTOR HEAD & DOWNSPOUT (COLOR = DARK BRONZE)
- OVERFLOW SCUPPER
- ALUMINUM STOREFRONT SYSTEM
- EXTERIOR HOSE BIB
- OUTDOOR FURNITURE
- ELECTRICAL RECEPTACLE (REFER TO ELECTRICAL DRAWINGS)
- ELECTRICAL EQUIPMENT (REFER TO ELECTRICAL DRAWINGS)
- HM DOOR AND FRAME (COLOR = DARK BRONZE)
- EMERGENCY WATER CONNECTION
- SEAMLESS ALUM. PANEL SYSTEM W/ EXPOSED FASTENERS - COLOR: DARK BRONZE
- PROPANE LOCKER
- ICE MERCHANDISER
- RTI FILLPORT
- STEEL BOLLARD (COLOR = DARK BRONZE)
- CO2 FILLPORT
- DECORATIVE ALUMINUM FENCE
- FAUX WINDOWS WITH ACM RED GRAPHICS
SEE DETAIL 7 FOR PHOTO OF INSTALLED FAUX WINDOW
- MASONRY STONE AND BRICK FENCE COLUMN WITH 6" TALL SCREENING FENCE
- EXTERIOR DOWNLIGHT INTEGRATED INTO MASONRY



GLAZING CALCULATION SIDE 2 TO 10' ELEVATION = 493.75 SF		
DESCRIPTION	AREA (SF)	% OF COVERAGE
GLAZING BETWEEN 2'-10'	191.51	38.79%



SIGNAGE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SIGNAGE APPROVALS / PERMITS WILL BE SUBMITTED UNDER A SEPARATE PERMIT PROCESS.

AR-05-23

Convenience Architecture
and Design P.C.
351 Sheetz Way, Claysburg, PA 16625

phone (814) 239-6013
email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:

NEW SHEETZ STORE
SOUTHERN PINES

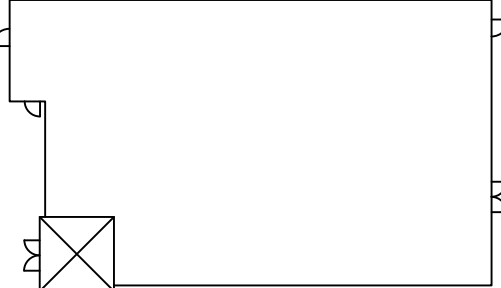
Int. of North Poplar Street
and U.S. Route 1
Southern Pines, North Carolina

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL



KEYPLAN

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EXTERIOR
ELEVATIONS

A201

PRELIMINARY ELEVATIONS

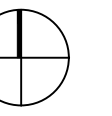
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outhern Pines
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00 SIXTH AVE.
LETOONA, PA 16602

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PROFESSIONAL

KEYPLAN

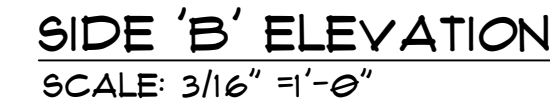


DNC	04-20-23	ADDED MATERIAL CALCS
NMI	03-17-23	REVISED COLUMN MATERIAL
MARK	DATE	DESCRIPTION

DATE:	11-25-22
SUBJECT NO:	
APPROVED BY:	DNC
REVIEW BY:	
REPORT TITLE	

GAS AWNING

AWNING



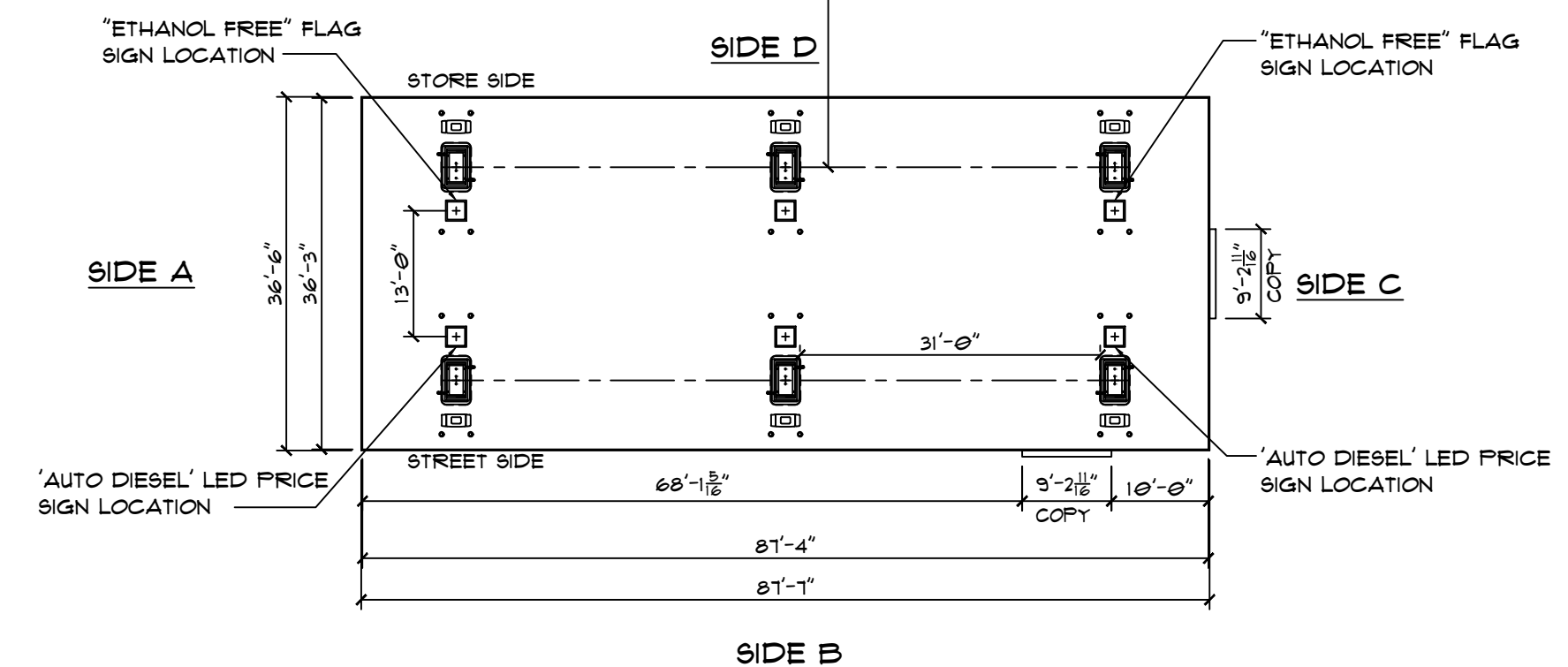
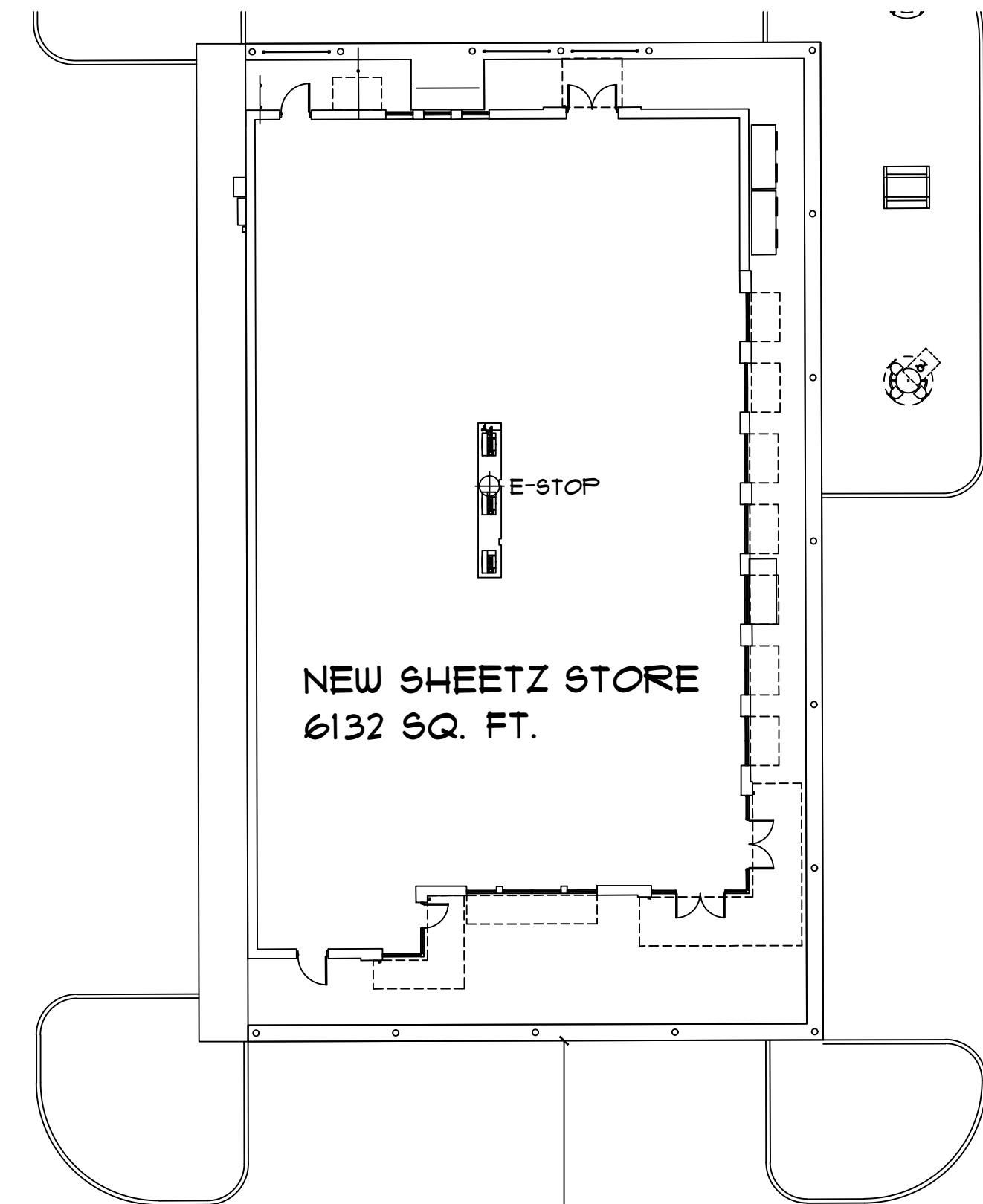
SIDE 'D' ELEVATION
SCALE: 3/16" = 1'-0"



BRICK COLUMN CALCULATION		
EACH COLUMN = 29.13 SQ FT (TYP. OF 6 COLUMNS)		
DESCRIPTION	AREA (SQ FT)	% OF COVERAGE
BRICK PANEL	16.33	56.06%
DARK BRONZE ACM	12.8000	43.94%



"ETHANOL FREE" FLAG SIGN ELEVATION AND DETAIL
SCALE: 1/4" = 1'-0"



PLAN VIEW FOR LOGO LOCATIONS

SOUTHERN PINES

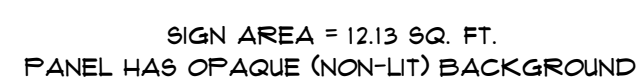
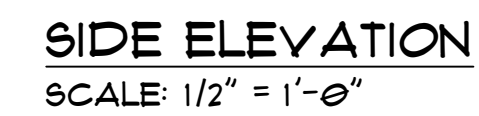
5700 SIXTH AVE.
ALTOONA, PA 16602

KEYPLAN

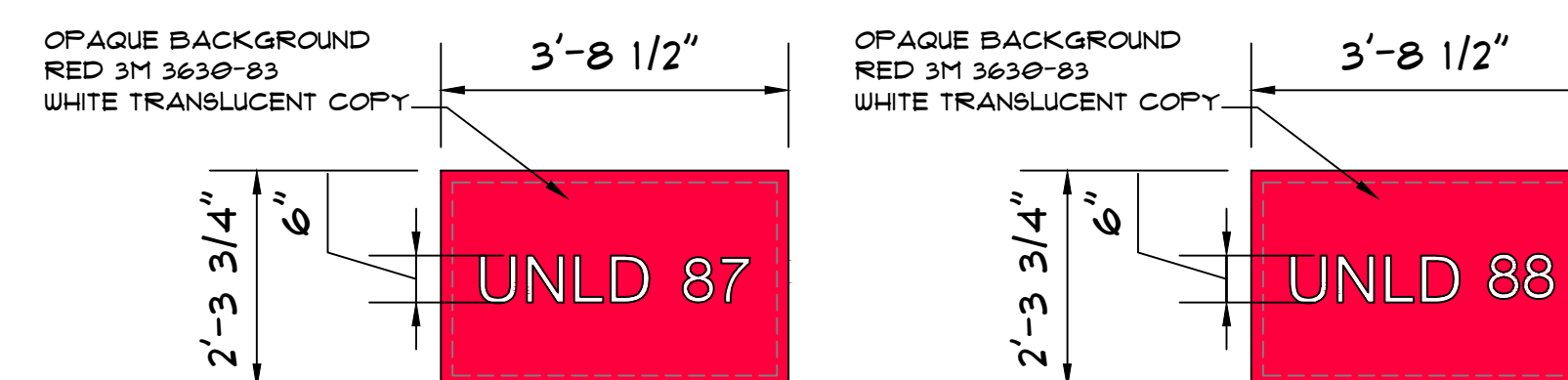
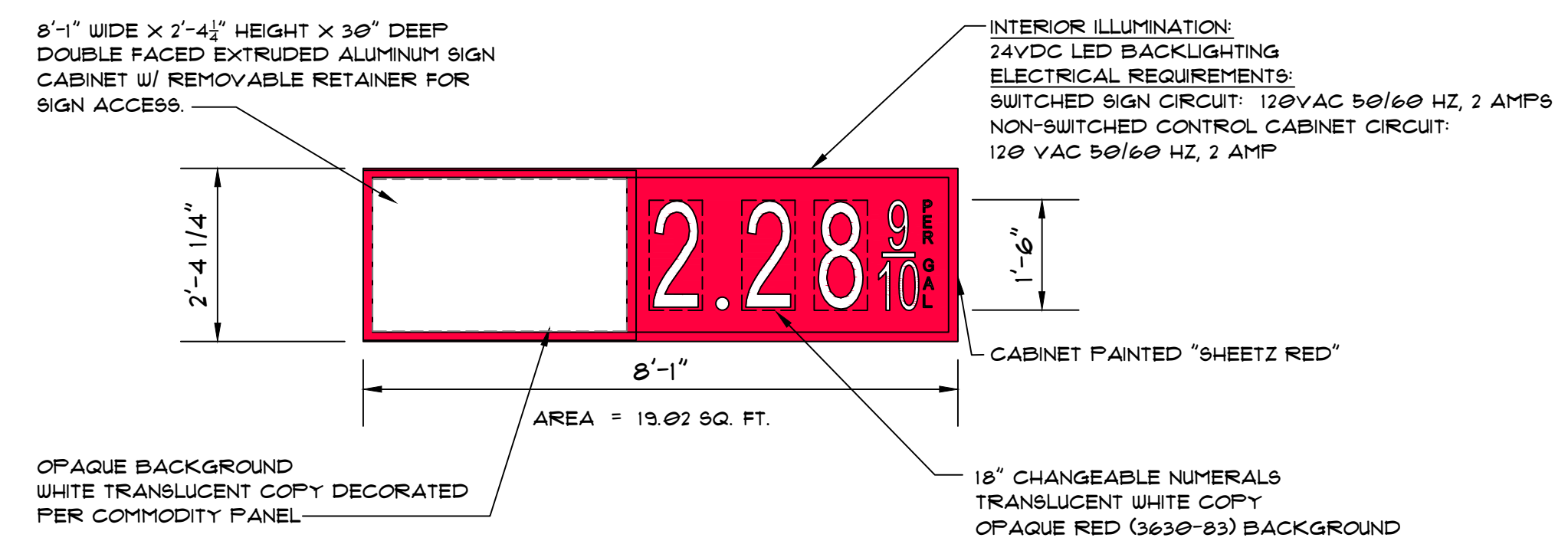
[illegible]

SHEET TITLE

SIGN



TOTAL SIGN AREAS: 50.17 SQ. FT.



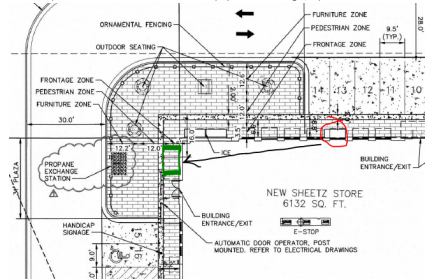
From: [Alaina Mallette](#)
To: [Tom Anastasi](#)
Cc: [Blaine Webb](#); [Lisa Webb](#)
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review
Date: Monday, May 14, 2023 12:48:00 PM
Attachments: [pmap001.png](#)
[pmap002.png](#)
[pmap003.png](#)
[pmap004.png](#)

Hi Tom,

I've reviewed the AR application, and have the following information to share in advance of our meeting on Wednesday, May 17 at 2:00 p.m.

Feedback/Final Questions on AR

- Can you confirm that the fuel merchandiser display will be on the right/Poplar St elevation as shown on the Sidewalk and Equipment Plans (pages 3 and 4 of 7)? The site plan (page 5 of 7) appears to still show it on the front/US 1 elevation.



- Landscape screening questions
 - The Town has a provision that states, "When a combination of features is proposed, 1/3 of the surface area of all walls or fences that face off-site must be screened by plant material within 3 years." Can you comment on when the landscaping will be installed?
- One deviation appears to be required per my evaluation.
 - Applicant requires a deviation** for UDO §4.10.4 (C), which states the exterior finish of building walls shall be primarily comprised of brick. Cementitious horizontal lap siding, textured concrete masonry, cast stone and stucco may be used for accents, provided that they cover no more than twenty (20) percent of the exterior walls, exclusive of doors and windows. Wood and metal may be used as trim around doors and windows.
 - Rear elevation: 82% (1556 SF of brick out of a total of 1903 SF).
 - Walls for the dumpster, HVAC units, ice freezer, propane exchange station, and product sales are sufficient for screening requirements.
 - The proposed/existing design of each elevation has less than 80% brick, excluding doors and windows. However, the proposed materials have equal durability to brick. The Town Council may consider approving the use of alternative building materials that establish an equivalent appearance and have equal or greater durability as well as alternative building materials that satisfy minimum building code standards on walls that are screened and not visible from public streets.
 - Front elevation: 66% brick (756 SF of brick out of a total of 1139 SF)
 - Left elevation: 64% (423 SF of brick out of a total of 658 SF)
 - Right elevation: 63.5% (535 SF of brick out of a total of 842 SF)
 - Fuel canopy: 18.5% (33 SF of brick out of a total of 177 SF)

Feedback on signage (see detailed compliance evaluation below my signature)

- The Sign Sheet (7 of 7) shows the proposed freestanding sign. Can you calculate the square footage of just the red area excluding the brick? I did a calculation based on the values shown, but it includes the empty space between the brick and the sign. It totaled 53 SF, and our sign code only allows 50 SF for lots with over 400' of frontage.
- Wall signs [UDO Sections 4.6 and 5.4(B)]
 - The wall signs on the front and right elevation of the principal structure are permitted.
 - The wall sign on the left elevation of the principal structure is not permitted.
 - The fuel canopy signs are considered wall signs and must comply with UDO Section 4.6, which only allows 1 wall sign per street-fronting elevation. In other words, only 1 wall sign is allowed between the fuel canopy and the principal building along Poplar for a total of 2 wall signs.
- We will need two separate applications for signs: one for the fuel canopy sign(s) and another for the building and freestanding signage.
- Note that "No Wall Sign attached flat to a Building may project more than twelve (12) inches from the Building wall."
- Is there any sign illumination? If so, see 4.6.11 Sign Illumination and Signs Containing Lights.
- Include sight triangles for the intersection of Poplar and U.S. Highway 1 to check for compliance with UDO 4.6.17(D) and (N)(1).

Best,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28587
Office: (910) 692-4003
<http://www.southernpines.net/>



SIGN COMPLIANCE EVALUATION

- UDO 4.6.5. Determining the Number of Signs through 4.6.7. Total Sign Area
 - 1 Logo Emblem Sign is allowed in addition to the permitted number of Wall Signs.
 - Subject to the other provisions of this section, the maximum total Sign area on any Lot in the GB or I district shall be determined by multiplying the number of feet of street frontage of the Lot by 1 foot (approx. 410 square feet on U.S. Highway 1 and approx. 130 square feet on North Poplar Street). If a Lot has frontage on more than 1 street, then the total Sign area permitted on that Lot shall be the sum of the Sign area allotments related to each street on which the Lot has frontage. However, the total Sign area that is oriented toward a particular street may not exceed the portion of the Lot's total Sign area allocation that is derived from frontage on that street.
 - The area of any Sign located on a wall of a structure may not exceed 50% of the total surface area of the wall on which the Sign is located (max. for front elevation is 948 square feet and max. for right elevation is 554 square feet). 1 Wall Sign and 1 Logo Emblem Sign per establishment are permissible... A second Wall Sign may be established if the business has frontage on more than one street... The area of the secondary Wall Sign shall not exceed the lesser of 35 square feet or the maximum size allowed for the street facing Wall Sign.
- UDO 4.6.9 Number of Signs Allowed
 - Single side of a Freestanding Sign may not exceed... 50 square feet on Lots with 400 or more feet of frontage on the street toward which the Sign is primarily oriented. If a Development is located on a corner Lot that has at least 100 feet of frontage on each of the 2 intersecting public streets, then the Development may have not more than 1 Freestanding Sign along each side of the Development bordered by such streets. All Freestanding Signs shall be of a shape that the ratio between the maximum and minimum dimensions shall not exceed 2 to 1.
- 4.6.10 Sign Location and Height Requirements.
 - (A) No Sign may extend above any parapet or be placed upon any roof surface, except that for purposes of this section, roof surfaces constructed at an angle of seventy-five (75) degrees or more from horizontal shall be regarded as wall space.
 - (B) No Wall Sign attached flat to a Building may project more than twelve (12) inches from the Building wall.
 - (C) No Sign or supporting structure may be located in or over the traveled portion of any public Right-of-Way unless the Sign is attached to a structural element of a Building and an encroachment permit has been obtained from the Town.
 - (D) No part of a Freestanding Sign may exceed a height, measured at average grade at the base of the Sign, established in Exhibit 4-9 (10 feet).
- 4.6.17(H). Canopy Signs are permitted when suspended or attached to the underside of a canopy provided such Signs do not exceed six (6) square feet in area and shall be located at least eight feet above the sidewalk.
- UDO 5.4 Automobile Service Stations/Gas Sales Operations
 - (B) Signs shall be regulated per Section 4.6. Signs, except: Signs located on the canopy or the primary structure shall be considered Wall Signs as defined in the UDO. The maximum number of Wall Signs shall not exceed more than 1 Wall Sign per street frontage

From: Tom Anastasi <tanastasi@sheetz.com>

Sent: Thursday, May 11, 2023 3:11 PM

To: Alaina Mallette <amallette@southernpines.net>; BJ Grievé <BJGrieve@southernpines.net>

Cc: Pam Graham <PGraham@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com>; STClair, Ashlyn <Ashlyn.STClair@kimley-horn.com>; Sean Poole <spoodle@sheetz.com>

Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Sure, here is my availability at the moment

M	9 to 11, & after 3
T	After 1
W	10 to 12 & 2 to 3
Th	after 3
F	wide open

Thank you,
Tom

Tom Anastasi, PE
Direct: (910) 437-0850
tanastasi@sheetz.com

From: Alaina Mallette <amallette@southernpines.net>

Sent: Thursday, May 11, 2023 2:43 PM

To: Tom Anastasi <tanastasi@sheetz.com>; BJ Grievé <BJGrieve@southernpines.net>

Cc: Pam Graham <PGraham@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com>; STClair, Ashlyn <Ashlyn.STClair@kimley-horn.com>; Sean Poole <spoodle@sheetz.com>

Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Tom,

That's good news that you're progressing nicely on the text amendments. I have the Sheetz architectural review on my task list today and tomorrow, so if I have any questions, I'll reach out. Would you like to schedule a time to talk sometime next week to discuss Staff's report?

Best,
Alaina

Alaina Mallette, MSc



From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Thursday, May 11, 2023 2:37 PM
To: BJ Grievé <BJGrievé@southernpines.net>; Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoolse@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi BJ

We will send to you and Pam for feedback before officially being placed on agendas. I think this is a great idea.

Thank you,
Tom

Tom Anastasi, PE
Direct | 910-437-9859
tanastasi@sheetz.com

From: BJ Grievé <BJGrievé@southernpines.net>
Sent: Thursday, May 11, 2023 2:34 PM
To: Tom Anastasi <tanastasi@sheetz.com>; Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoolse@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Thanks for the update. Are you planning to ask for any feedback on the proposed text amendment before you formally submit for Planning Board and Town Council review? We'd probably like to see the scope of the change and work collaboratively to ensure the change is something staff understands and can support.

Thanks,

BJ Grievé, AICP®, CEM®, CZO
Planning Director
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4003
<http://www.southernpines.net/>



From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Thursday, May 11, 2023 2:30 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoolse@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Alaina

Just checking-in to see how the review of the latest submittal. If you need anything from us just let us know.

For Pam & BJ....separately, we are closing-in on officially submitting for the lighting text amendment. I am hopeful to submit that late next week.

Thank you,
Tom

Tom Anastasi, PE
Direct | 910-437-9859
tanastasi@sheetz.com

From: Tom Anastasi
Sent: Thursday, April 27, 2023 3:50 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoolse@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Super, thank you for the confirmation of receipt.

Thank you,
Tom

Tom Anastasi, PE
Direct | 910-437-9859
tanastasi@sheetz.com

From: Alaina Mallette <amallette@southernpines.net>
Sent: Thursday, April 27, 2023 3:45 PM
To: Tom Anastasi <tanastasi@sheetz.com>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoolse@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Good afternoon - Email received, Tom, and thank you. I will review and get back to you within the next week or so.

Best,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4003
<http://www.southernpines.net/>



From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Thursday, April 27, 2023 3:39 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoolse@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Good Afternoon

Due to file size, kindly acknowledge receipt. Attached please find our updated elevations, calculations, etc. for AR-05-23. Let us know if you need anything else prior to the upcoming June Agenda meeting.

Thank you,
Tom

Tom Anastasi, PE
Direct | 910-437-9859
tanastasi@sheetz.com

From: Tom Anastasi
Sent: Tuesday, April 25, 2023 9:37 AM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoolse@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Good Morning Alaina

Understood. Thank you for the detailed feedback.

Thank you,
Tom

Tom Anastasi, PE
Direct | 910-437-9859
tanastasi@sheetz.com

From: Alaina Mallette <amallette@southernpines.net>
Sent: Tuesday, April 25, 2023 8:53 AM
To: Tom Anastasi <tanastasi@sheetz.com>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grieve <BJGrieve@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spooles@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Good morning, Tom,

We have received your request. Since it is 7 days prior to the date when the application is scheduled to be heard, AR-05-23 Sheetz is automatically granted a continuance, per UDO Section 2.5.14 Continuance. The application will instead be heard at the June 6, 2023, Town Council agenda meeting (see details below). Please provide the additional materials (as discussed in our conversations/correspondence and mentioned in your letter) no later than May 24, 2023, to provide staff enough time to review for the staff report. I recommend submitting earlier, as—like you said—you have forward momentum and that would give us time to schedule a call to go over staff's compliance evaluation prior to the agenda meeting.

Please note that also per UDO Section 2.5.14 Continuance, AR-05-23 Sheetz is only allowed one more automatic continuance. After that, the Town Council will consider the request for a continuance depending on whether or not there is "good cause." Your team is so close, I don't foresee any more continuances, but just wanted to make sure you were aware of that provision.

AR-05-23 Sheetz will be added to the Town Council's June meetings. The first meeting will be the Agenda Meeting on **Tuesday, June 6, 2023, at 6:00 in the C. Michael Haney Community Room, Southern Pines Police Department, 450 W. Pennsylvania Ave., Southern Pines, NC 28387**. In this meeting staff will present our staff report and you will be able to address any questions that Town Council has at that time. If no additional material is requested, then Town Council will make their final decision on **Tuesday, June 13, 2023, at 6:00 p.m. at the Douglass Community Center, 1185 W. Pennsylvania Ave., Southern Pines, NC 28387** (attendance is optional for this Regular Meeting, unless Town Council explicitly requests that you attend).

As always, feel free to reach out if you need to discuss anything further.

Best,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4003
<http://www.southernpines.net/>



From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Monday, April 24, 2023 5:08 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grieve <BJGrieve@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spooles@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

All

Please find our formal request attached.

Thank you,
Tom

Tom Anastasi, PE
Direct | (910) 437-9859
tanastasi@sheetz.com

From: Tom Anastasi
Sent: Monday, April 24, 2023 4:19 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grieve <BJGrieve@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spooles@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Sounds good, I will wait for Ana's call. We unfortunately were unable to produce the revised elevations; therefore, I will prepare our formal request to defer the case to the June hearing and get that to you tomorrow. We appreciate all of the concessions on the deadlines / timelines the town so graciously offered. Even with the timeline extensions, it was just too much for our internal designers to overcome due to the numerous projects that were in their queue ahead of this one. My apologies for the inconvenience.

Thank you,
Tom

Tom Anastasi, PE
Direct | (910) 437-9859
tanastasi@sheetz.com

From: Alaina Mallette <amallette@southernpines.net>
Sent: Friday, April 21, 2023 4:47 PM
To: Tom Anastasi <tanastasi@sheetz.com>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grieve <BJGrieve@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spooles@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Great (and thoughtful) design! Thanks for sharing the update. Also, a heads up that our local paper, The Pilot, is planning on writing a "preview" article about the project. So, you may hear from a Ms. Ana Risano, one of their staff writers.

Have a great weekend, and we'll talk to you on Monday.

Best,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4003
<http://www.southernpines.net/>



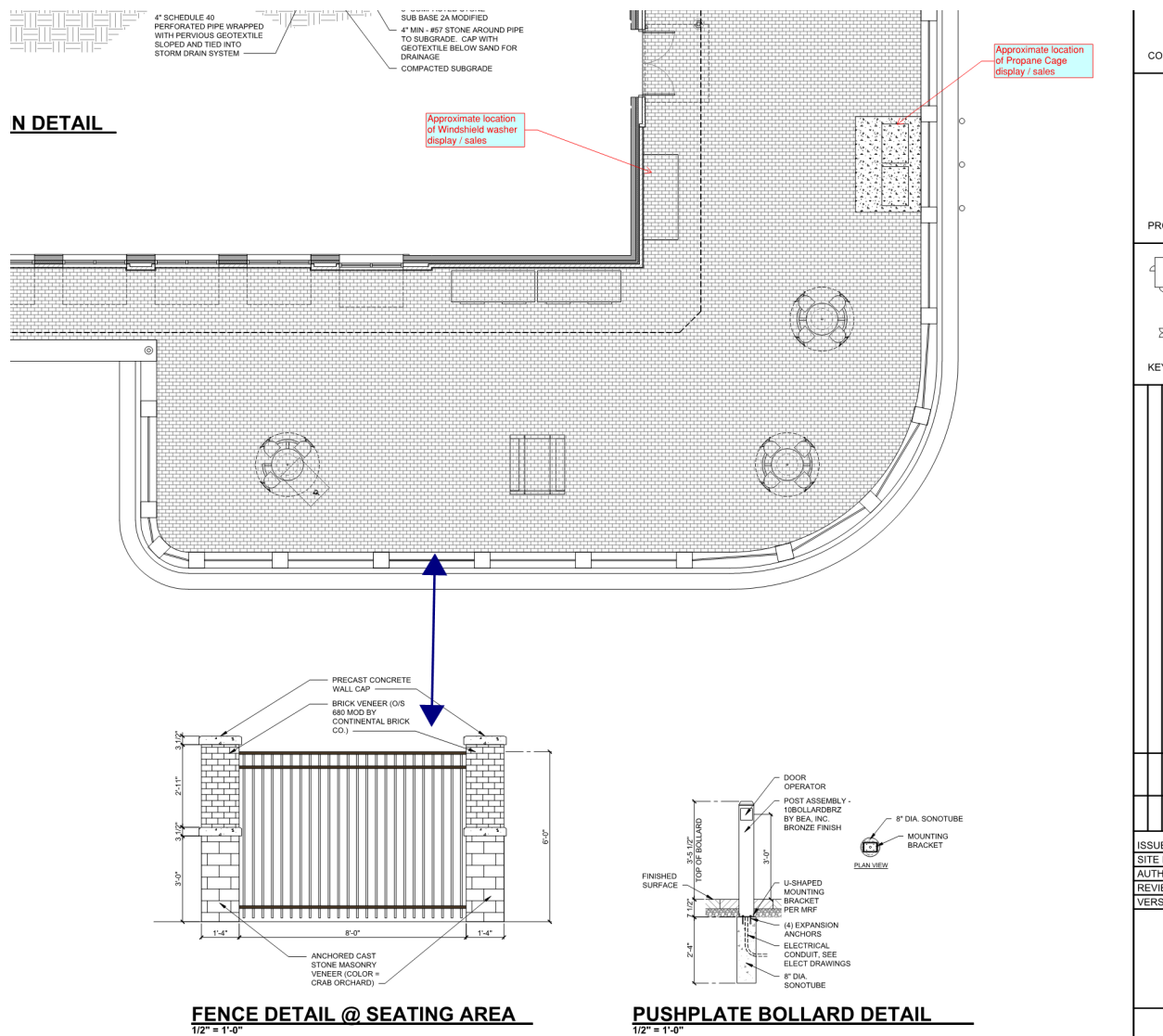
From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Friday, April 21, 2023 4:26 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grieve <BJGrieve@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spooles@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

All

Update, thank you for your continued patience and understanding as we continue with our Architectural Compliance Application / Elevations. My designers did not meet my goal I set for them so I could submit today ☹️. Unfortunately, I will have to take you up on your 1st bullet in the 4-19-2023 phone summary to submit on Monday, April 24, 2023.

In the interim, I wanted to share a bit of good news that we decided to go with a hybrid fence / masonry column design to help with outside sales screening, below. Taking a little bit out of both UDO sections.

Have a nice weekend, I will be in touch again on Monday.



Thank you,
Tom

Tom Anastasi, PE
Direct | 919-437-9859
tanastasi@sheetz.com

From: Tom Anastasi
Sent: Thursday, April 20, 2023 5:32 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PamGraham@southernpines.net>; BJ Grievie <BJGrievie@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spooles@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Thank you for the detailed record of our productive conversations. I will be in touch tomorrow as I am still hopeful our Design Team will produce the revised elevations before EOB tomorrow. More to come.

Thank you,
Tom

Tom Anastasi, PE
Direct | 919-437-9859
tanastasi@sheetz.com

From: Alaina Mallette <amallette@southernpines.net>
Sent: Thursday, April 20, 2023 10:59 AM
To: Tom Anastasi <tanastasi@sheetz.com>
Cc: Pam Graham <PamGraham@southernpines.net>; BJ Grievie <BJGrievie@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spooles@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Good morning, Mr. Anastasi,

I'm glad we were able to address concerns that we both had in our phone conversations yesterday and this morning. As I mentioned in our call, I spoke with the Planning Director and my other colleagues and have some follow-up information for you from our conversation yesterday. I'd also like to share a summary of our discussions for your records. In the summary below you'll see things struck out as Planning has modified the original interpretation. The new interpretations and additional information are in the second section.

Summary of 4/19/2023 Phone Conversation

- Sheetz has a staff deadline to provide additional information to Ms. Mallette for May Town Council review of EOB Monday, April 24 (see additional information in next section). Mr. Anastasi said that since it's taking work with multiple departments, they may not make the Monday deadline. In which case, they would like to continue the application to June's Town Council agenda meeting (see additional information in next session in how to do so). Mr. Anastasi said that they'd be going the route of a text amendment for the lighting plan, so they anticipated a delayed approval for the site plan, anyway.
- UDO 5.12 Outside Storage (B) states "Storage areas shall be fully enclosed by a brick, masonry, wooden or solid face fence or wall not less than six (6) feet and not more than eight (8) feet in height. The decorative side of the fence shall face outward." ~~Sheetz has a storage area for sales products that the front elevation will have windshield washer fluid bottles on display as well as an ice freezer for bags of ice. The right elevation will have a propane gas cage. They are modifying design and fencing on the site plan so there's a brick or stone wall goes in front of each of those areas. See new interpretation in next section.~~
- UDO 3.6.5 HCD (F)(3) states, "In the urban village highway corridor overlay district, the Exterior Side or Rear Setback for any non-residential structure shall be increased to accommodate a ten (10) foot wide buffer unless the side or rear of the Building complies with the Building facade standards of section 4.30." Since it appears they may have deviations for building materials and glazing, then they would not be in full compliance with 4.30, thus triggering an ~~addendum~~ (see new interpretation in the next section) 10' buffering along Poplar. The rear of the property is behind the adjacent building not leased by Sheetz, so Ms. Mallette believes the ~~addendum~~ 10' buffering would make sense mainly along Poplar.
- The right elevation (facing Poplar) does not appear to have 25% glazing 2'-10' of the elevation. So, Mr. Anastasi was wondering if they can count the faux windows toward that 25% glazing requirement. There is merchandise and bathrooms on that side of the building, so Sheetz can't go full transparent glazing. Ms. Mallette said she would chat with the Planning Director.
- Mr. Anastasi said that the appropriate departments are looking at modifying the red fascia on the fuel canopies, per Planning's request.

Summary of 4/20/2023 Phone Conversation/

Additional Follow-Up and Updated UDO Interpretations

- Mr. Anastasi believes the team may be able to provide updated renderings and information by EOB Friday, April 21, 2023. If for any reason your team needs to push out review until June Town Council agenda meeting, then Ms. Mallette will need a written request by EOB April 25, 2023, in order to be automatically granted the request for a continuance. See UDO 2.5.14 copied below my signature for reference.
- The Planning Director has determined that UDO 5.12 Outside Storage does not apply to the merchandise displayed outside. Instead UDO 5.13(C) and 4.3.5 would apply—both copied below my signature for reference. Planning interprets "enclosed" to mean at least as tall and wide as what's being displayed. Mr. Anastasi stated that the outdoor sales will be shifted around and that the proposed fencing material will most likely be used rather than an opaque brick or masonry wall.

Regarding UDO 3.6.5 HCO (F)(3), Planning believes that you are meeting and exceeding the potentially applicability of this provision with the 40' buffer along Poplar. The potential 10' buffering is not additional to, rather a minimum for the side yard buffer dimension from non-residential zones.

- A "shadow box" behind glazed in non-reflective, clear glass would still count toward the 25% glazing requirement for street-facing facades. A window cling/sticker/decals would not be compliant as the glass then becomes opaque. Note that the depiction/poster within the shadow box would be subject to sign requirements if it fits the UDO definition for a sign (below my signature for reference). The star and swirl design, in Planning's interpretation, would not constitute a sign, but another design would have to be reviewed for interpretation.

We appreciate your patience and willingness to create a compliant design, and look forward to reviewing the additional information that you and your team are able to provide. Also, if I'm missing anything or if you need additional clarification, let me know.

Best,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4903
<http://www.southernpines.net/>



2.5.14. Continuance

- (A) Nothing in this section precludes an Applicant and the Planning Director from mutually agreeing to a continuance or extension of any time limit provided by this section.
- (B) If the Planning Director receives the written request for a continuance at least seven (7) days prior to the public hearing at which the application is scheduled to be heard, the Applicant's request for a continuance will be automatically granted. An Applicant is not entitled to more than two (2) automatic continuances.
- (C) If the Planning Director receives the written request for a continuance less than seven (7) days prior to the public hearing at which the application is scheduled to be heard, the Applicant is not entitled to an automatic continuance. The Hearing Body will consider the request for a continuance and shall only grant such request upon a demonstration by the Applicant of good cause for a continuance.
- (D) If an Applicant receives a continuance, the Applicant shall reimburse the Town for all advertising costs associated with rescheduling the public hearing for the application. If the Applicant does not reimburse the Town for such costs by ten (10) days prior to the rescheduled hearing, the hearing will be cancelled and the application will be deemed withdrawn.

5.13. OUTSIDE OPERATIONS

5.13.3. In the GB District

Except as provided above, outdoor display of goods for sale shall be limited to the GB district and shall comply with the following standards:

(C) All other outdoor displays shall be limited to the displays within areas that are enclosed by walls or fences and located behind the front Building line.

4.3.5. Landscape Screens

- (A) The intent of a screen is to use plant materials and/or other landscape architectural elements to obscure views from adjacent properties. Breaks in screens shall be permitted to provide adequate ingress and egress as needed.
- (B) The following uses shall be screened from unobstructed off-site views:
- (1) Service areas;
 - (2) Outside storage or operation areas;
 - (3) Dumpsters;
 - (4) HVAC units and other mechanical equipment;
 - (5) Required landscape screens shall provide a visual obstruction from adjacent properties in conformance with the following standards:
- (1) The screen may be composed of view-obscuring vegetation, wall, or fence, which may be used individually or in combination.
 - (2) The minimum result shall be an opaque screen that obscures views from the ground to a height of the object being screened or a maximum height of fifteen (15) feet.
 - (3) Plant materials shall be at least five (5) feet tall at the time of installation and reach the desired height within five (5) years of planting.
 - (4) When a combination of features is proposed, one-third (1/3) of the surface area of all walls or fences that face off-site must be screened by plant material within three (3) years. Additionally, landscape screen areas shall be sufficient to allow for the mature growth of plant materials when used.

4.10.4. Building Design Requirements

(D) Windows

- (1) Windows shall be glazed in non-reflective, clear glass. (3) In other zoning districts, windows and doors shall comprise at least twenty-five (25) percent of street-facing Building façades between the elevations of two (2) and ten (10) feet above the grade of the Building entry.

Sign. Any device, depiction, lettering, or symbol that:

- (A) Is sufficiently visible to persons not located on the Lot where it is located to accomplish either of the objectives set forth in paragraph (b) of this definition, and
- (B) Is designed to attract the attention of such persons or communicate information to them.

From: Tom Anastasi <tanastasi@sheetz.com>

Sent: Tuesday, April 18, 2023 5:28 PM

To: Alaina Mallette <amallette@southernpines.net>

Cc: Pam Graham <Pgraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoole@sheetz.com>

Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Thank you for the kind words and glad the format was easy to follow. I am checking with my Architectural Design group to see if they can get everything in-order by EOB Thursday. Yep, I definitely didn't read far enough about the "other zoning districts" regarding the glazing. If we are unable to pull it off by Thursday I will let you know so we can continue towards perhaps a June Council Agenda

For my curiosity, why are there 2 applicable UDO sections for outdoor sales / storage, when would 1 apply over the other? In other words, if our ornamental fence and landscaping are acceptable as a satisfactory landscape screen for outdoor storage, why the second layer of UDO requirements for a wall to further screen outdoor storage from view? We don't have to solve now but what would the situation be where the landscaping and ornamental fencing only applies and not a wall and vice versa?

Thank you,
Tom

Tom Anastasi, PE
Direct | 910-437-9859
tanastasi@sheetz.com

From: Alaina Mallette <amallette@southernpines.net>

Sent: Tuesday, April 18, 2023 4:59 PM

To: Tom Anastasi <tanastasi@sheetz.com>

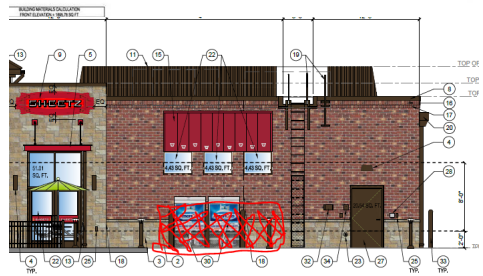
Cc: Pam Graham <Pgraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoole@sheetz.com>

Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Tom,

First, I want to say that I appreciate the format that you have provided for your responses. It makes our job a lot easier. I hope we can help get you across the finish line in the next few days, so here are some comments and questions I have in response to the April 14th memo:

1. The proposed landscaping and the proposed "ornamental" fencing shown on the site plan and Sheet A10D of the preliminary elevations will satisfy 4.3.5 Landscape Screens for outside storage and operation areas, which includes the ice freezer and the product sales shown on the front elevation and the right elevation, but it will not satisfy UDO 5.12 Outside Storage. UDO 5.12 states, "No articles, goods, materials, or similar items shall be stored, kept in the open or exposed view from adjacent sites, streets or sidewalks. Storage areas shall be fully enclosed by a brick, masonry, wooden or solid face fence or wall not less than 6 feet and not more than 8 feet in height." So, Planning would be satisfied with a brick or similar solid-faced fence in the areas highlighted in red below (for illustrative purposes only). The seating area is part of the furniture zone described in UDO 4.10.5 Frontage, and does not require similar opaque fencing.



2. When can we anticipate receiving the updated building material calculations, window calculations (see next comment for reference), and information about the fuel canopy fascia coloring? I will need this information by EOB Thursday to have enough time to make my final compliance evaluations. Once I've completed that part of the process, we can schedule a call so that I can explain what deviations are being requested and so that you know what to prepare for in advance of the agenda meeting.
3. You cited the wrong provision regarding UDO 4.10.4(D)—4.10.4(D)(3) applies to all non-CB districts, and it states, "In other zoning districts, windows and doors shall comprise at least twenty-five (25) percent of street-facing Building façades between the elevations of two (2) and ten (10) feet above the grade of the Building entry." So, the glazing calculations will still be needed to determine compliance.

Best,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4903
<http://www.southernpines.net/>



From: Tom Anastasi <tanastasi@sheetz.com>

Sent: Tuesday, April 18, 2023 11:40 AM

To: Alaina Mallette <amallette@southernpines.net>

Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <sipoole@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Sounds good. Thank you for the feedback

Tom

On Apr 18, 2023, at 11:38 AM, Alaina Mallette <amallette@southernpines.net> wrote:

Hi Tom – It is received. I'm still reviewing. I'll be in touch once I've completed my staff report or in case I have additional questions. As always, we appreciate you being so proactive throughout the review process.

Best,
Alaina

From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Tuesday, April 18, 2023 11:23 AM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <sipoole@sheetz.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Alaina

My intent is not to interrupt or rush your review, I just wanted to confirm receipt of the attached from last week and make certain you didn't need anything else from us. I know the Council advertising deadline is approaching so just wanted to check-in. Thank you for the continued feedback and dialogue.

Thank you,
Tom

Tom Anastasi, PE
Direct | 919-437-9859
tanastasi@sheetz.com

From: Tom Anastasi
Sent: Friday, April 14, 2023 4:38 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>; Chris Bostic, PE <chris.bostic@kimley-horn.com> <chris.bostic@kimley-horn.com>; StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Alaina

Attached are our formal responses to Staff comments / questions on the Architectural Compliance review. If needed, we can discuss in more detail next week prior to the application / Council Agenda deadline. Have a nice weekend.

Thank you,
Tom

Tom Anastasi, PE
Direct | 919-437-9859
tanastasi@sheetz.com

From: Tom Anastasi
Sent: Thursday, April 13, 2023 2:54 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Thank you, we should be able to get it to you by then.

Thank you,
Tom

Tom Anastasi, PE
Direct | 919-437-9859
tanastasi@sheetz.com

From: Alaina Mallette <amallette@southernpines.net>
Sent: Thursday, April 13, 2023 2:46 PM
To: Tom Anastasi <tanastasi@sheetz.com>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Tom,

I appreciate the quick response. I should have mentioned that I'll need a response by EOB next Thursday, April 20th, so that I'll have enough time to review and finish my staff report that will be reviewed by the Planning Director early the following week and uploaded to the Town Council packet. I'll be available by phone (see below) in the meantime.

Best,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4003 x7232
<http://www.southernpines.net/>
<img001.png>

From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Thursday, April 13, 2023 2:13 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Alaina

Thank you for the detailed feedback. I will work with our designers and Civil site engineers on a corresponding formal response, hopefully within the week. In the interim, for #3, Sheetz would love to get sign feedback as part of this process while understanding the sign permit process will be separate.

Thank you,
Tom

Tom Anastasi, PE
Direct | 919-437-9859
tanastasi@sheetz.com

From: Alaina Mallette <amallette@southernpines.net>
Sent: Thursday, April 13, 2023 1:46 PM
To: Tom Anastasi <tanastasi@sheetz.com>
Cc: Pam Graham <PGraham@southernpines.net>; BJ Grievé <BJGrievé@southernpines.net>; Gene Ruiz <GRuiz@southernpines.net>; Lisa Webb <LWebb@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Good afternoon, Tom,

I have gone through each of the applicable architectural standards and have some questions for clarification. I am copying the Planning site plan review team for their knowledge as well as staff who check for sign compliance, so please reply all in your response as some answers may impact the site plan design.

1. What is the roof pitch of the standing seam roofing (i.e., the cupola)?
2. We need more information about the screening of outside storage and operation areas (i.e., the ice freezer, propane exchange station, and product sales shown on the front elevation). Will vegetation, a wall, and/or a fence be used individually or in combination to satisfy requirements in UDO 4.3.5. Landscape Screens, UDO 5.12 Outside Storage, and UDO 5.13 Outdoor Operations? The proposed screening must be opaque and complete obstruct these areas from view adjacent properties, sites, streets, or sidewalks. Storage areas have to be fully enclosed by a brick, masonry, or solid face fence or wall not less than 6 feet and not more than 8 feet in height. The decorative side of the fence has to face outward. The wall/fence will have to be submitted for architectural compliance review. The wall/fence and landscaping will have to be submitted for site plan review, which
3. I will reiterate what was included in the first submittal, post-TRC comments regarding signage: Approval of all signage, including signage on the... canopy of the fuel area, will occur under the process described in UDO 2.41 and pursuant to the standards found in UDO 4.6 and 5.4. Would you like feedback on signs to be discussed in the architectural compliance staff report, as well? That might be helpful as you/your team/the sign folks prepare to submit the [sign permit application](#). Otherwise, staff will address this when processing the sign permit application.
4. Please provide the building material calculations for the left and rear elevations of the primary building (i.e., convenience store and restaurant) as well as those calculations for each fuel canopy elevation.
5. Please recalculate the glazing square footage and percentage exclusively for the area between 2' and 10' of the front and right elevations. I believe this may bring you into compliance with UDO 4.10.4(D) requirements.
6. Will the glazing be clear and non-reflective?
7. Will the standing seam metal roofing be non-reflective?
8. In looking at UDO 5.3 Accessory Uses and Accessory structures and UDO 5.4 Automobile Service Stations/Gas Sales Operations, we believe that the fuel canopy can be designed to be more compatible with the principal structure. The roofing on the principle structure is dark bronze, which is great design considering that UDO 4.10.4(G) Roofing explicitly prohibits brightly colored roofing, such as intense reds. However, the edge of the fuel canopy is bright red, which gives the appearance of a different motif than the store and restaurant building. Please let us know what alternatives can be considered.

Once I hear back on these questions, I can better provide an overview of the compliance evaluation to assist you in your preparations for the May 2, 2023, Town Council agenda meeting. After responding via email, if you would like to discuss more, I'm happy to schedule a phone call.

Best,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387

Office: (910) 692-4003
<http://www.southernpines.net/>
<image001.png>

From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Tuesday, April 11, 2023 4:06 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Cindy Williams <CWilliams@southernpines.net>; Pam Graham <PGraham@southernpines.net>; BJ Grieve <BJGrieve@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Sounds good. Thank you for the update and prompt response.

Thank you,
Tom

Tom Anastasi, PE
Direct | 919-437-9859
tanastasi@sheetz.com

From: Alaina Mallette <amallette@southernpines.net>
Sent: Tuesday, April 11, 2023 3:54 PM
To: Tom Anastasi <tanastasi@sheetz.com>
Cc: Cindy Williams <CWilliams@southernpines.net>; Pam Graham <PGraham@southernpines.net>; BJ Grieve <BJGrieve@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Tom,

I appreciate you checking in on the process. I have the folder on my desk and am in the process of checking compliance as we speak. I will reach out if we need any further clarification on what was submitted.

Best wishes,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4003
<http://www.southernpines.net/>
<image001.png>

From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Tuesday, April 11, 2023 1:15 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Cindy Williams <CWilliams@southernpines.net>; Pam Graham <PGraham@southernpines.net>; BJ Grieve <BJGrieve@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Good Afternoon

Just wanted to check-in to see how the staff review of our Architectural Compliance Request is progressing. Anything we can do to assist or clarify just let us know.

Thank you,
Tom

Tom Anastasi, PE
Direct | 919-437-9859
tanastasi@sheetz.com

From: Tom Anastasi
Sent: Monday, March 27, 2023 5:20 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Cindy Williams <CWilliams@southernpines.net>; Pam Graham <PGraham@southernpines.net>; BJ Grieve <BJGrieve@southernpines.net>
Subject: Re: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Sounds great. Thank you both for all of the assistance and feedback to date.

Tom

On Mar 27, 2023, at 5:07 PM, Alaina Mallette <amallette@southernpines.net> wrote:

Good afternoon, Tom,
It appears that what you sent on Friday, March 24, is the same as what you provided in the link below. Thank you for providing proof of ownership and additional narrative. The application AR-04-23 for Sheetz is now deemed **complete** for review. I may be in touch in the coming weeks as I review the application for compliance with the relevant provisions of the UDO and previous development approvals and any possible conditions thereof.

Regards,

Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4003
<http://www.southernpines.net/>
<image003.png>

From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Monday, March 27, 2023 4:08 PM
To: Cindy Williams <CWilliams@southernpines.net>; Alaina Mallette <amallette@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review
Did my attachment come through on Friday? If not, here is a link to a file share. You shouldn't need an account login. Thank you for the feedback.
https://my.syncdilly.com/share/onlydylungzrj8kV3_Application%20Architctural%20Compliance%20%23XXX%20hC%20Southern%20Pines%20IN.%20Poplar
Thank you,
Tom
From: Cindy Williams <CWilliams@southernpines.net>
Sent: Monday, March 27, 2023 4:01 PM
To: Tom Anastasi <tanastasi@sheetz.com>; Alaina Mallette <amallette@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review
Good afternoon Mr. Anastasi,
There is no need to these documents to the SmartGov portal. Providing a link to the PDF is a more convenient way for Alaina to access your submittal.

Sincerely,

Cindy Williams
Planning Department
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
(910) 692-4003

From: Tom Anastasi <tanastasi@sheetz.com>
Sent: Monday, March 27, 2023 2:52 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Cindy Williams <CWilliams@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review
Good Afternoon

Just wanted to verify receipt of the resubmitted Architectural Compliance Application / Support package via email. Again, if I need to submit via the portal instead just let me know when you have time to assist since I am unable to see a way to resubmit under the same AR-05-23 number.

Thank you,
Tom

From: Tom Anastasi
Sent: Friday, March 24, 2023 3:52 PM
To: 'Alaina Mallette' <amallette@southernpines.net>
Cc: 'Cindy Williams' <CWilliams@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Alaina & Cindy
Attached, please find the revised Architectural Compliance Application for AR-05-23 as revised based on Alaina's feedback. Unfortunately, I was unable to figure out how to re-submit on the portal; therefore, I am attaching via email. If it needs to get to the portal then I would be glad to post but will need some guidance as to how. Thank you for the feedback to date and look forward to hearing from you. Have a great weekend.
Thank you,
Tom

Tom Anastasi, PE
Engineering Permit Project Manager
Direct | 919-437-9859
tanastasi@sheetz.com
<image001.jpg>

From: Tom Anastasi
Sent: Wednesday, March 22, 2023 5:00 PM
To: Alaina Mallette <amallette@southernpines.net>
Cc: Cindy Williams <CWilliams@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review
Hi Alaina

Thank you for the feedback. I am a little embarrassed and apologize that I clearly omitted the Deed requirement of the Architectural Compliance Application. I will get that resolved on the resubmittal. If you have time this Friday, would you be willing to briefly discuss the items you mentioned where I may have been deficient in the narrative? I just want to be certain to include the additional detail with the next application request. If you are willing to take a few minutes, I can meet virtually any time after 10:00 am this Friday. At your convenience, let me know your availability. Thank you
Thank you,
Tom

Tom Anastasi, PE
Engineering Permit Project Manager

Direct | 919-437-9859

lanadas@sheetz.com

<image007.png>

From: Alaina Mallette <amallette@southernpines.net>

Sent: Wednesday, March 22, 2023 2:38 PM

To: Tom Anastasi <lanadas@sheetz.com>

Cc: Cindy Williams <CWilliams@southernpines.net>

Subject: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Good afternoon, Tom,

Our office received the application for an Architectural Compliance Permit for the development of a Sheetz gas station on PARID 00054172 (1930 N. Poplar St.) on March 22, 2023. Upon reviewing the information submitted for architectural compliance review—and in accordance with the Town of Southern Pines UDO §2.6 Completeness Review, §2.26 Architectural Compliance Permit, and page A-23 of UDO Appendix A—the application AR-04-23 for **residential common Sheetz** is deemed **incomplete** for review. Please note that review for completeness of application forms is solely for the purpose of determining whether preliminary information required for submission with the application is sufficient to allow further processing, and shall not constitute a decision as to whether application complies with the relevant provisions of the UDO. Additional information and/or clarification may be required following an in-depth review of the application materials.

At your earliest convenience, please provide proof of Derby Investment Company, LLC's ownership of subject property by providing a filed deed, vendor's lien, act of donation, or tax assessment with legal description. Furthermore, the narrative provided is missing information. The last sentence of the second paragraph was left open-ended. With the updated submittal, please explain how the proposed design is consistent with UDO Section 5.4 Automobile Service Stations, per 2.26.7(B) criterion. Where you believe the proposed design does not comply, please state a request for deviation from the design standard. Thank you, in advance, for getting this information to us.

Please submit the materials mentioned previously. Until such time as our office has a complete application, we will take no further action on the Sheetz Architectural Compliance Permit application.

Sincerely,

Alaina

Alaina Mallette, MSc

Senior Planner

Town of Southern Pines

801 SE Service Road

Southern Pines, NC 28387

Office: (910) 692-4003

<http://www.southernpines.net/>

<image003.png>

Tom Anastasi

From: Pam Graham <PGraham@southernpines.net>
Sent: Tuesday, February 7, 2023 9:53 AM
To: Tom Anastasi; Bostic, Chris
Cc: StClair, Ashlyn; Sean Poole; Lisa Webb; Gene Ruiz
Subject: RE: Sheetz Southern Pines
Attachments: Pages from DD1805-Growler Final Plans 4.24.19.pdf

External Email - Think Before You Click or Download, and DO NOT provide your username or password

Hi Tom. I pushed this to **BJ and he has selected US 1 to constitute frontage**, based on the UDO definition (highlighted in my last email, below). There are multiple examples of the buildings on US 1 clearly facing that road, and fewer such examples on Poplar. I believe an argument could be made for splitting the standard across both street-facing facades if you feel strongly about this being a better design for this site, but you would need to create frontage zones across no less than 50% of each façade in order for this to be considered. What you have currently is likely no more than 10% of the Poplar-facing façade.

I am attaching a plan from a project that was approved in 2019 showing compliance with these standards. The applicant elected to create additional outdoor seating areas for their corner lot and is addressing both streets, but we would have only required them to apply the standard to one.

Pamela Graham, AICP
Principal Planner
Planning Department
Town of Southern Pines
801 SE Service Road, Southern Pines, NC 28387
(910) 692-4003



From: Tom Anastasi <tanastas@sheetz.com>
Sent: Monday, February 6, 2023 2:22 PM
To: Pam Graham <PGraham@southernpines.net>; Bostic, Chris <Chris.Bostic@kimley-horn.com>
Cc: StClair, Ashlyn <Ashlyn.StClair@kimley-horn.com>; Sean Poole <spoole@sheetz.com>; Lisa Webb <LWebb@southernpines.net>; Gene Ruiz

PROJECT NAME:

NEW SHEETZ STORE SOUTHERN PINES

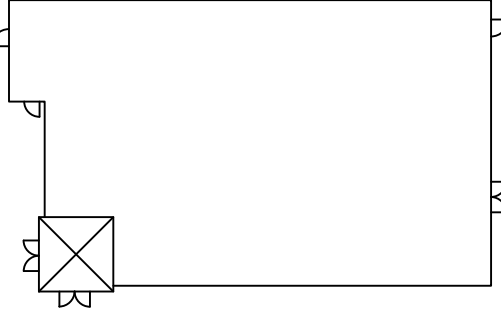
Int. of North Poplar Street
and U.S. Route 1
Southern Pines, North Carolina

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL



KEYPLAN

ISSUE: 2.21.2023
SITE ID NO: 214397
AUTHOR BY: JNW
REVIEW BY: NMV
VERSION: 6132L_v1.3

EXTERIOR
ELEVATIONS

A200

PRELIMINARY ELEVATIONS



1 FRONT ELEVATION - (SAND HILLS BLVD.)
3/16" = 1'-0"

BUILDING MATERIALS CALCULATION FRONT ELEVATION = 1895.78 SQ FT		
DESCRIPTION	AREA (SQ FT)	% OF COVERAGE
GLAZING	407.43	21.49%
STONE	302.60	15.96%
BRICK	756.24	39.90%
METAL (MUNINGS & CANOPIES)	289.50	15.27%

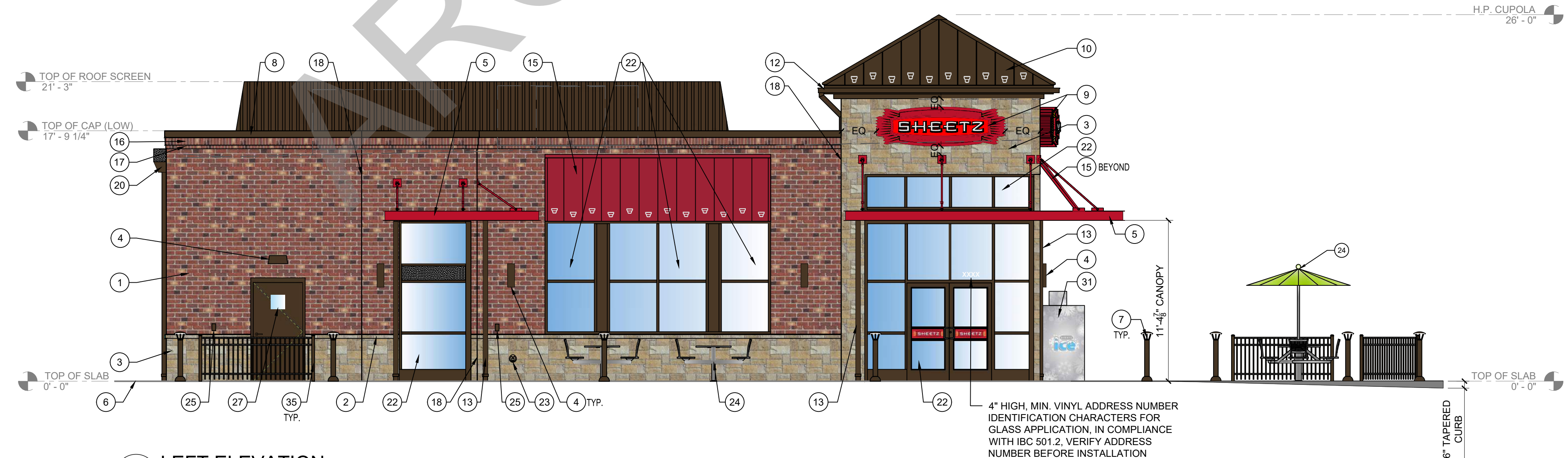
GLAZING CALCULATION FRONT 2 TO 10' ELEVATION = 831.02 SQ FT		
DESCRIPTION	AREA (SQ FT)	% OF COVERAGE
GLAZING BETWEEN 2'-10"	317.45	38.00%

TYPICAL EXTERIOR ELEVATION NOTES:

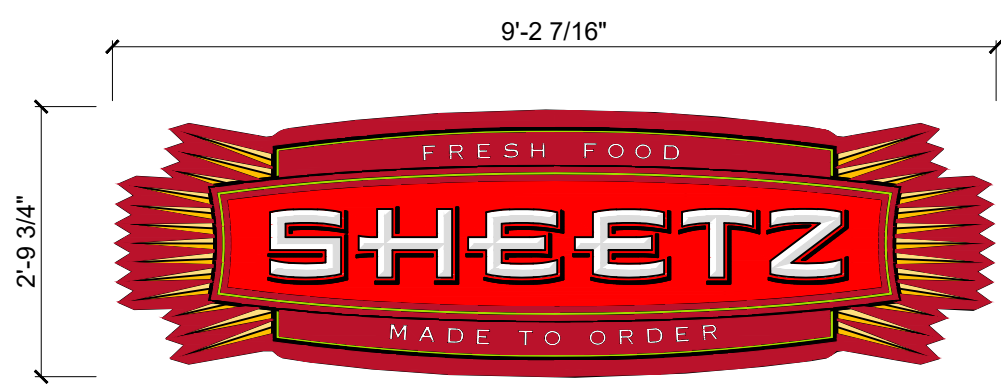
- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.
- EXTERIOR SEALANT FOR STONE SHALL COMPLY WITH SECTION 07 9005 JOINT SEALANTS. GENERAL BUILDING FASCIA WEATHER SEALANT AND SHALL MATCH THE COLOR OF THE STONE.

EXTERIOR ELEVATION KEYNOTES:

- BRICK VENEER (0/S 680 MOD BY CONTINENTAL BRICK CO.)
- CAST STONE SILL (COLOR = CRAB ORCHARD)
- ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
- EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
- ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
- BRICK PAVER WALKWAY
- LIGHTED BOLLARD
- METAL COPING (COLOR = DARK BRONZE)
- WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A200.
- STANDING SEAM METAL ROOF (COLOR = DARK BRONZE)
- ROOF EQUIPMENT SCREEN (COLOR = DARK BRONZE)
- GUTTER (COLOR = DARK BRONZE)
- DOWNSPOUT (COLOR = DARK BRONZE)
- ARCHITECTURAL ACCENT - HERRINGBONE MASONRY INLAY
- METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY (ROOF COLOR = BRITE RED, FRAME COLOR = DARK BRONZE)
- BRICK SOLDIER COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
- BRICK ROWLOCK COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
- CONTROL JOINT SEE MASONRY SPECS FOR COLOR
- STEEL ROOF LADDER AND CRANKY POST (COLOR = DARK BRONZE)
- STANDARD THROUGH WALL SCUPPER W/ CONDUCTOR HEAD & DOWNSPOUT (COLOR = DARK BRONZE)
- OVERFLOW SCUPPER
- ALUMINUM STOREFRONT SYSTEM
- EXTERIOR HOSE BIB
- OUTDOOR FURNITURE
- ELECTRICAL RECEPTACLE (REFER TO ELECTRICAL DRAWINGS)
- ELECTRICAL EQUIPMENT (REFER TO ELECTRICAL DRAWINGS)
- HM DOOR AND FRAME (COLOR = DARK BRONZE)
- EMERGENCY WATER CONNECTION
- SEAMLESS ALUM. PANEL SYSTEM W/ EXPOSED FASTENERS - COLOR: DARK BRONZE
- PROPANE LOCKER
- ICE MERCHANDISER
- RTI FILLPORT
- STEEL BOLLARD (COLOR = DARK BRONZE)
- CO2 FILLPORT
- DECORATIVE ALUMINUM FENCE
- FAUX WINDOWS WITH ACM RED GRAPHICS



2 LEFT ELEVATION
3/16" = 1'-0"



OUTLINE AREA = 21.65 SQ.FT.
BOX AREA = 25.94 SQ.FT.
TYPICAL OF THREE

A WALL MOUNTED "SHEETZ" BUILDING SIGN
1/2" = 1'-0"

PROJECT NAME:

NEW SHEETZ STORE

SOUTHERN PINES

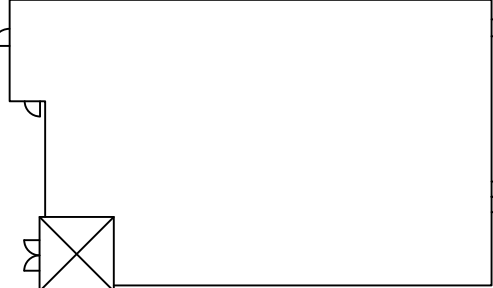
Int. of North Poplar Street
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OWNER:
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5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL



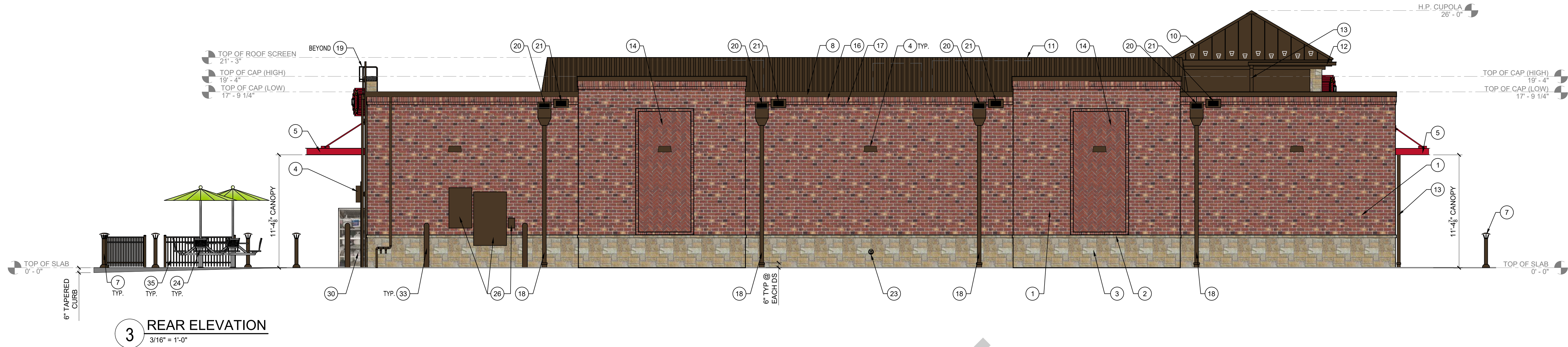
KEYPLAN

ISSUE: 2.21.2023
SITE ID NO: 214397
AUTHOR BY: JNW
REVIEW BY: NMV
VERSION: 6132L_v1.3

EXTERIOR
ELEVATIONS

A201

PRELIMINARY ELEVATIONS



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- EXTERIOR SEALANT FOR STONE SHALL COMPLY WITH SECTION 07 9005 JOINT SEALANTS, GENERAL BUILDING FASCIADE WEATHER SEALANT AND SHALL MATCH THE COLOR OF THE STONE.

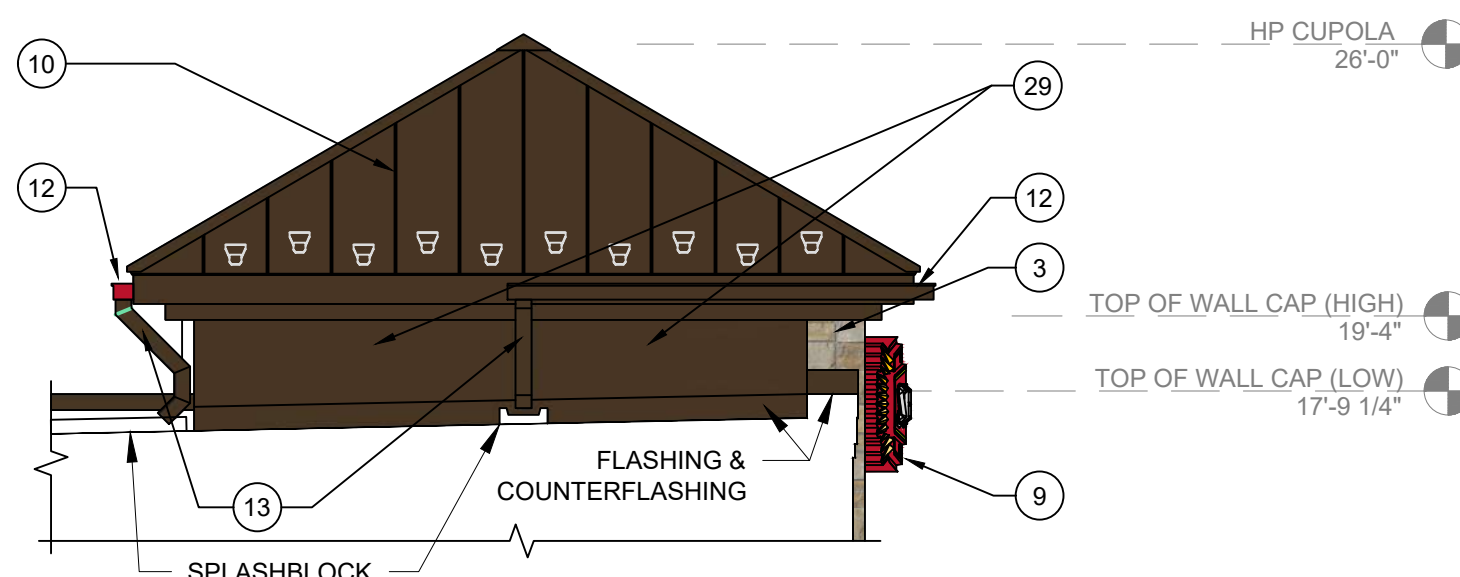
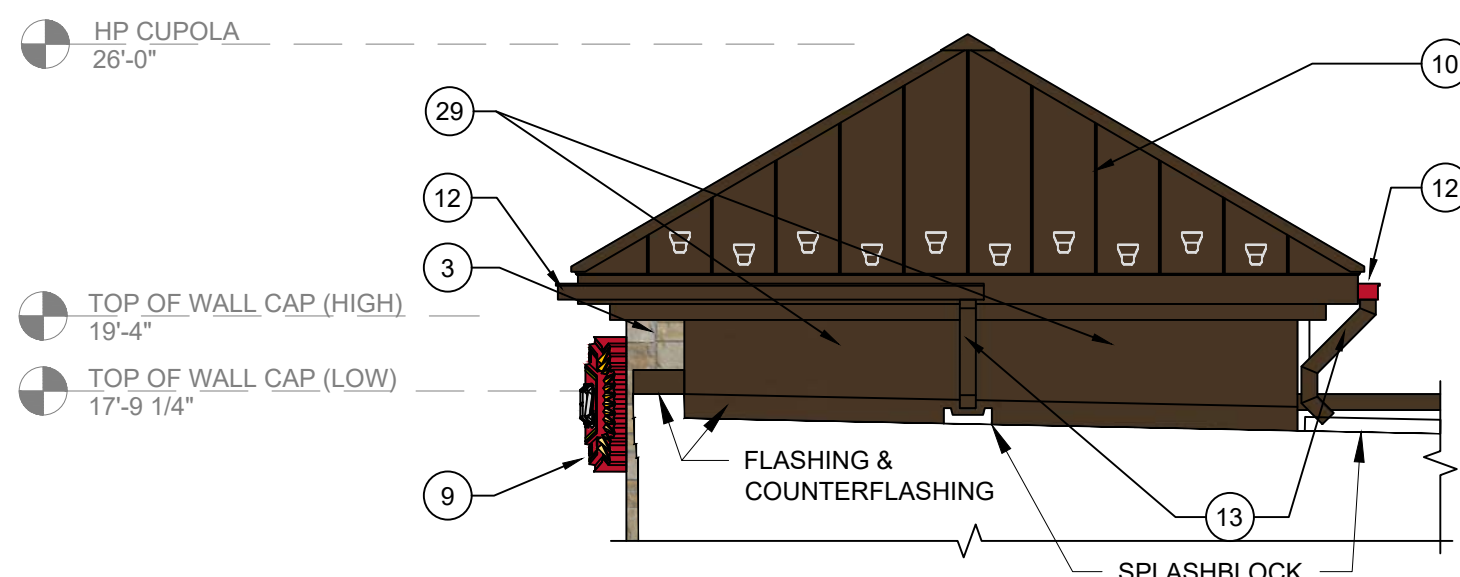
EXTERIOR ELEVATION KEYNOTES:

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- CAST STONE SILL (COLOR = CRAB ORCHARD)
- ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
- EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
- ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
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- LIGHTED BOLLARD
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- OVERFLOW SCUPPER
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- RTI FILLPORT
- STEEL BOLLARD (COLOR = DARK BRONZE)
- CO2 FILLPORT
- DECORATIVE ALUMINUM FENCE
- FAUX WINDOWS WITH ACM RED GRAPHICS



BUILDING MATERIALS CALCULATION SIDE ELEVATION = 1107.01 SQ FT		
DESCRIPTION	AREA (SQ FT)	% OF COVERAGE
GLAZING	147.30	13.31%
STONE	302.82	27.35%
BRICK	534.70	48.30%
METAL (AWNINGS, CANOPIES & DOOR)	112.19	10.13%

GLAZING CALCULATION SIDE 2 TO 10' ELEVATION = 495.75 SQ FT		
DESCRIPTION	AREA (SQ FT)	% OF COVERAGE
GLAZING BETWEEN 2' - 10'	104.26	21.03%



NEW SHEETZ STORE
SOUTHERN PINES

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL



KEYPLAN

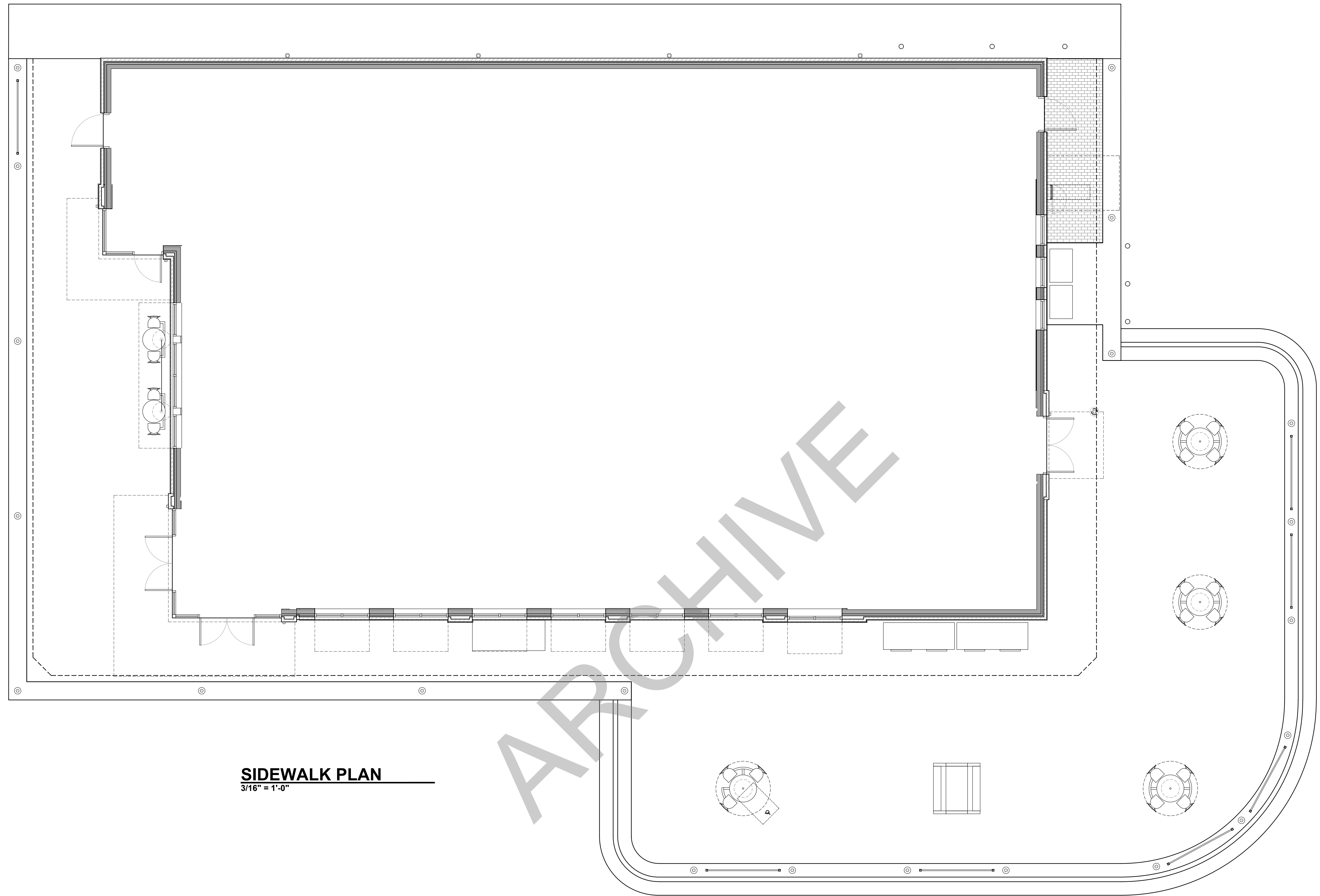
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DATE:	2.21.2023
FILE ID NO:	214397
THROW BY:	JNW
VIEW BY:	NMV
VERSION:	6132L_v1.3

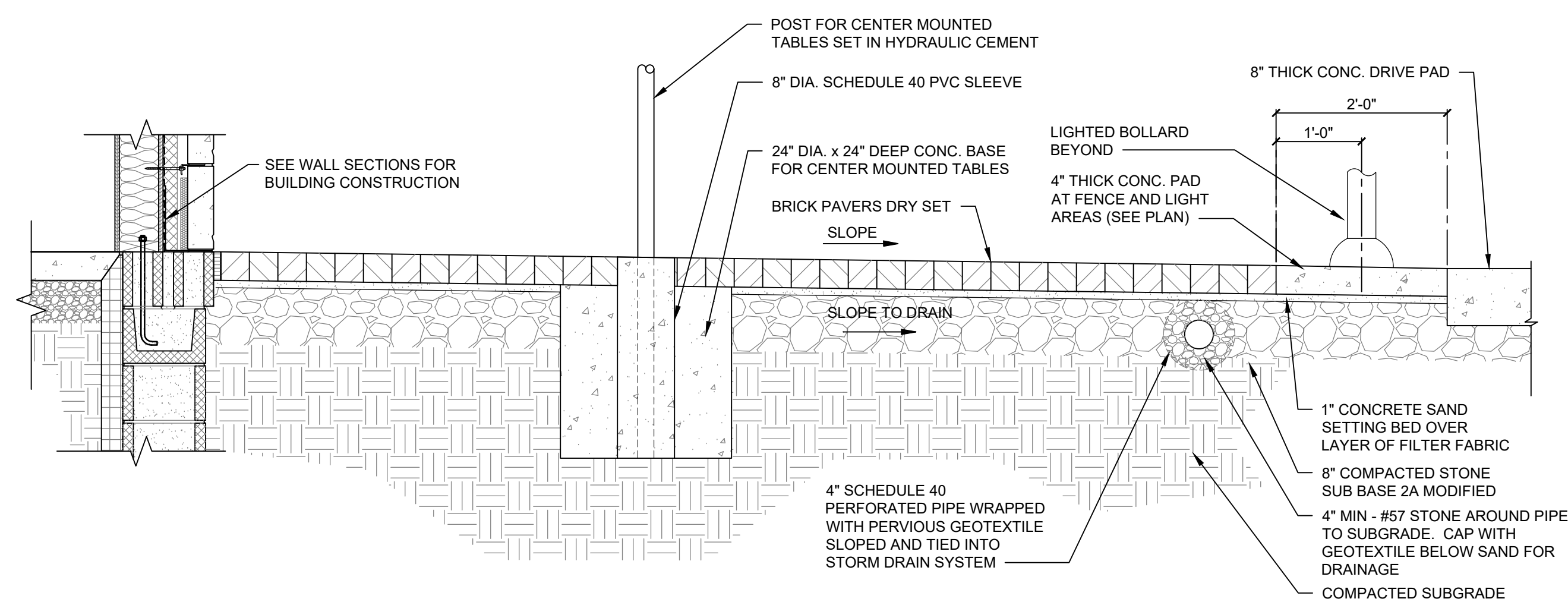
SIDEWALK PLAN

A100

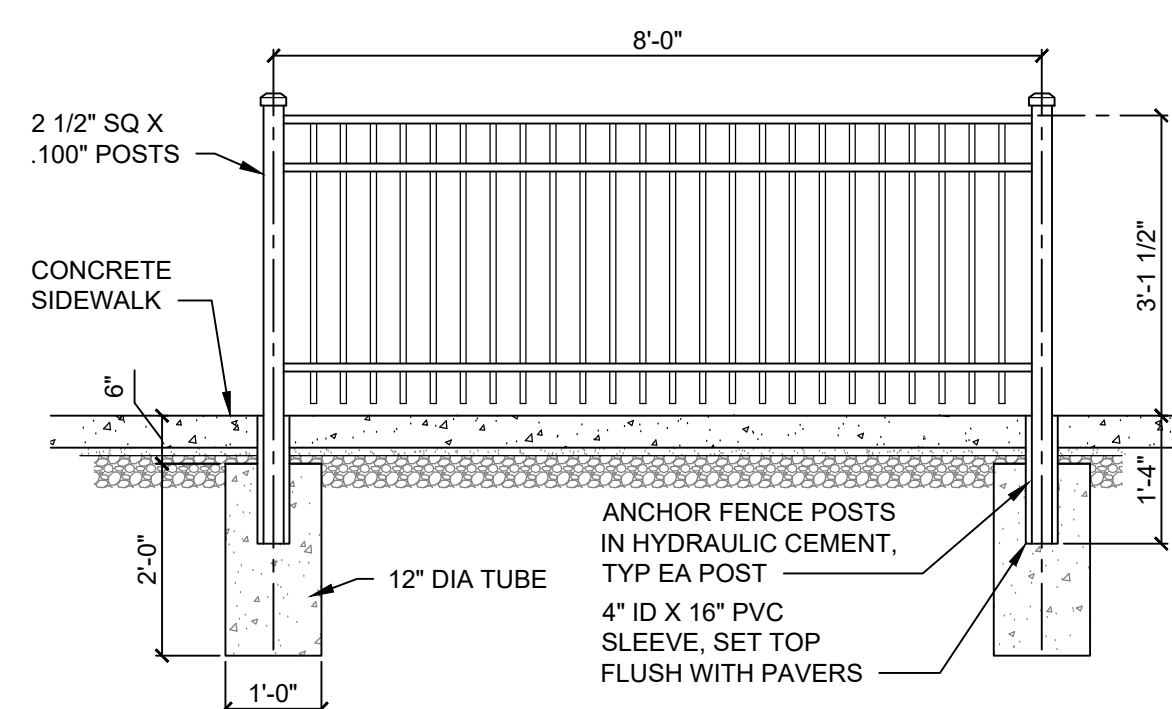
PRELIMINARY ELEVATIONS



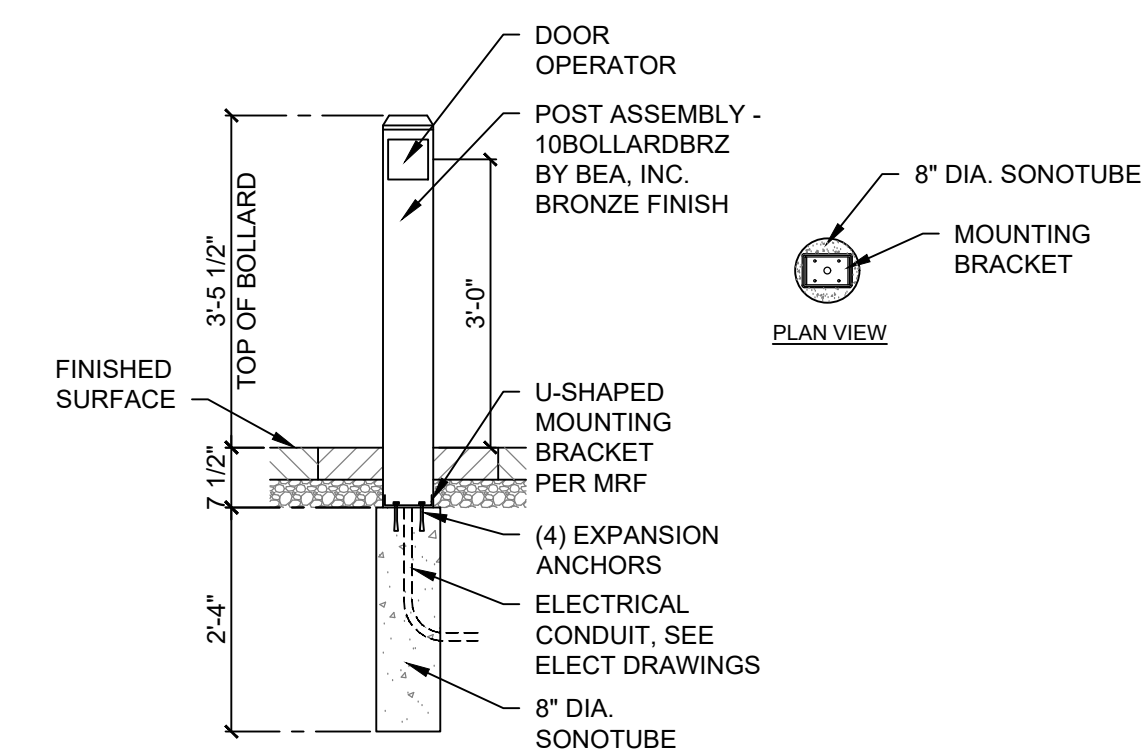
SIDEWALK PLAN



PAVER DRAIN DETAIL



FENCE DETAIL @ SEATING AREA
1/2" = 1'-0"



PUSHPLATE BOLLARD DETAIL

PROJECT NAME:
NEW SHEETZ STORE
SOUTHERN PINES

int. of North Poplar Street
and U.S. Route 1
Southern Pines
North Carolina

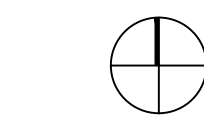
OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

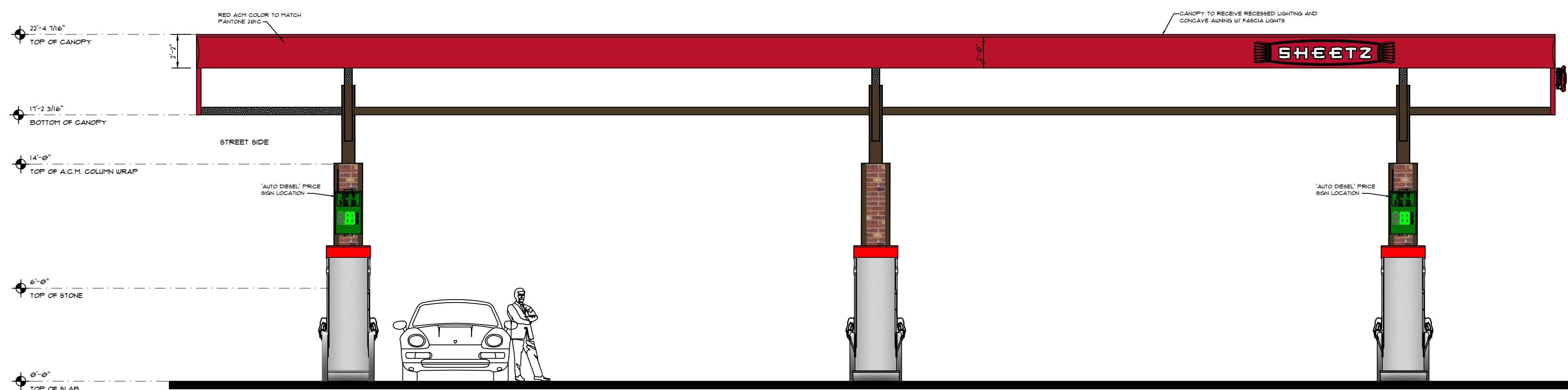


REVISI
DATE
DESCRIPTION

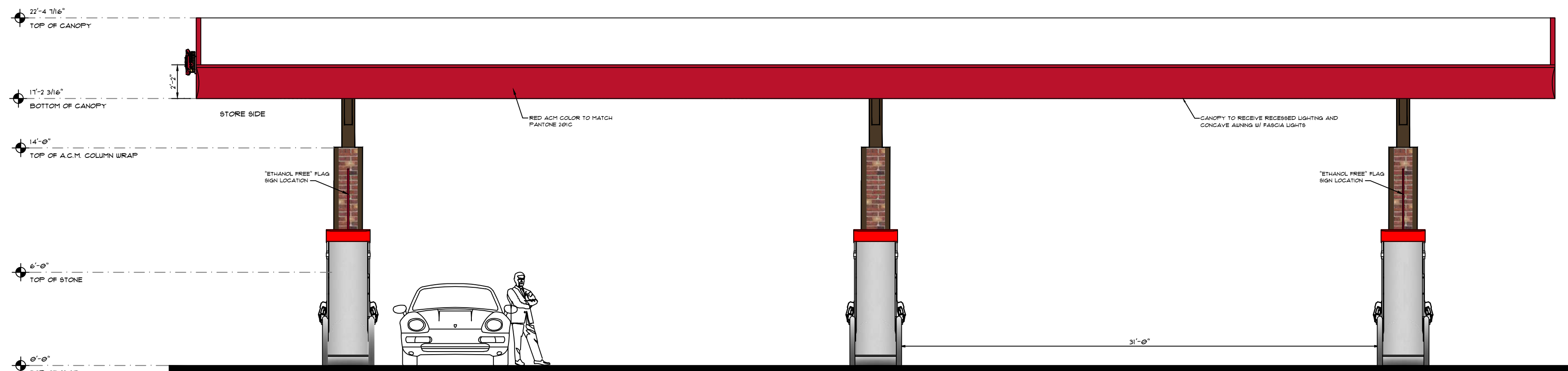
ISSUE: 11-25-22
PROJECT NO:
AUTHOR BY: DNC
REVIEW BY:
SHEET TITLE

GAS AWNING

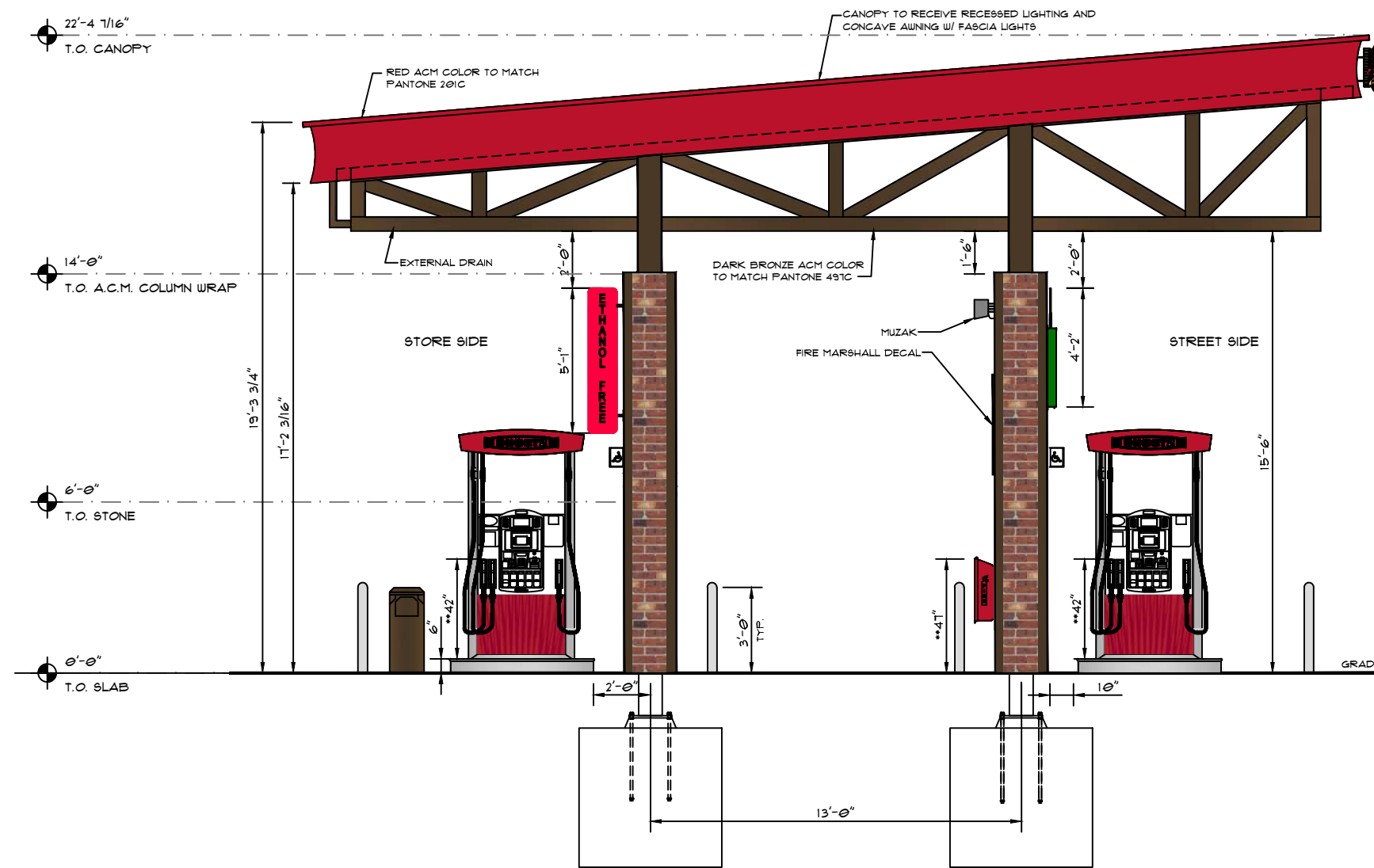
AWNING



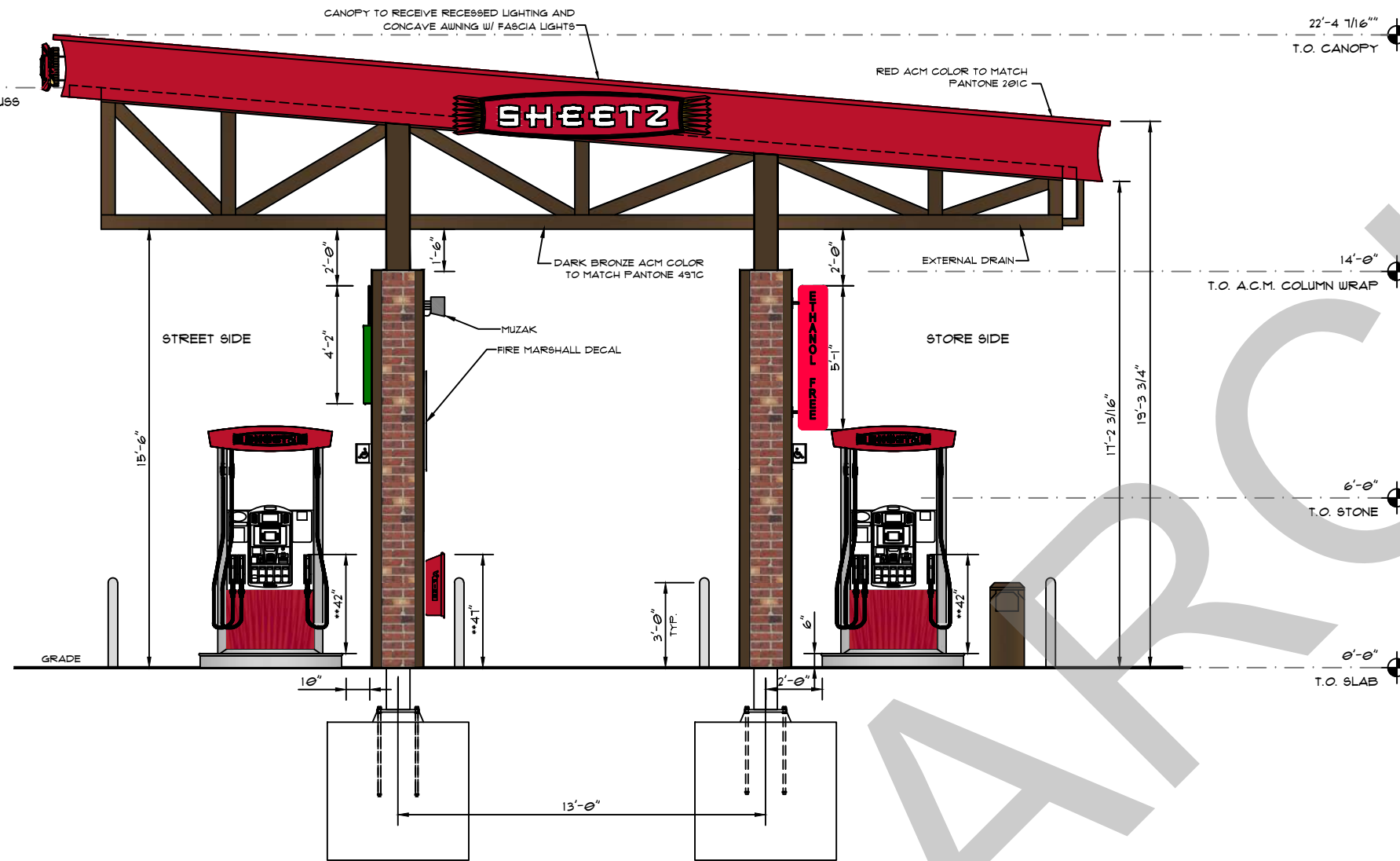
SIDE 'B' ELEVATION
SCALE: 3/16" = 1'-0"



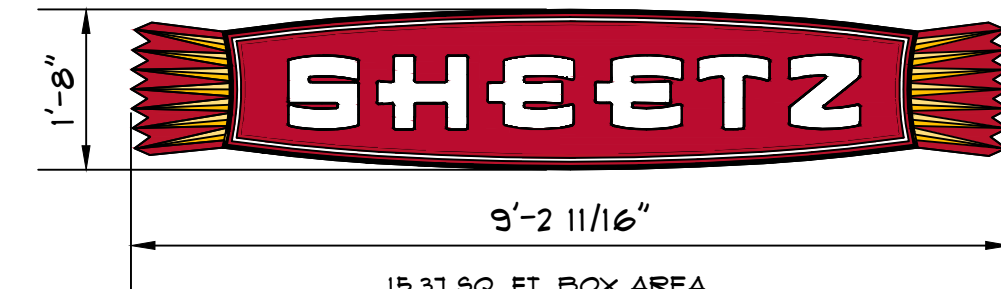
SIDE 'D' ELEVATION
SCALE: 3/16" = 1'-0"



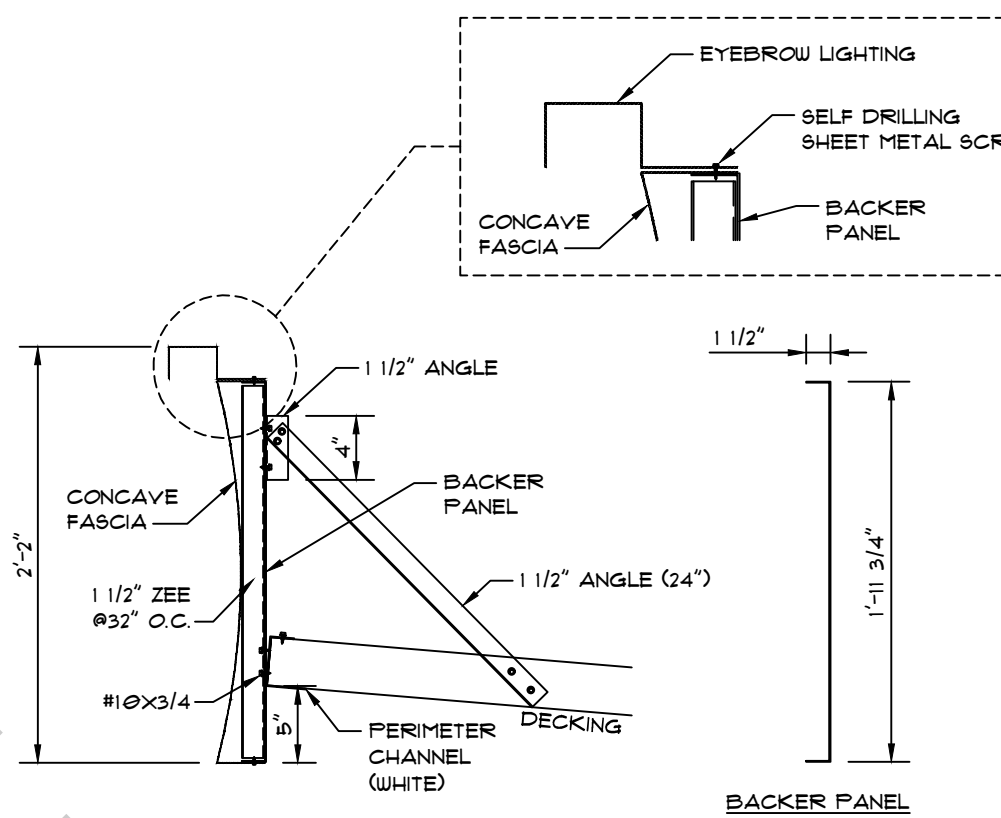
SIDE 'A' LEFT SIDE ELEVATION
SCALE: 3/16" = 1'-0"



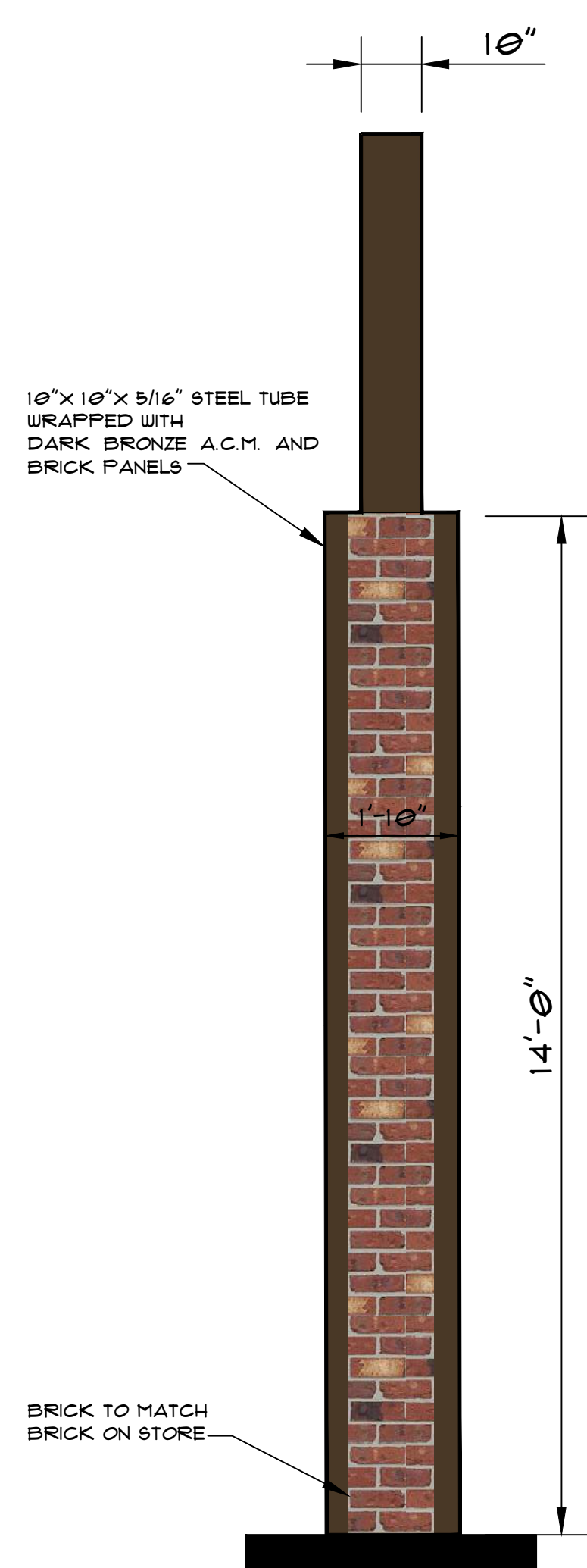
SIDE 'C' RIGHT SIDE ELEVATION
SCALE: 3/16" = 1'-0"



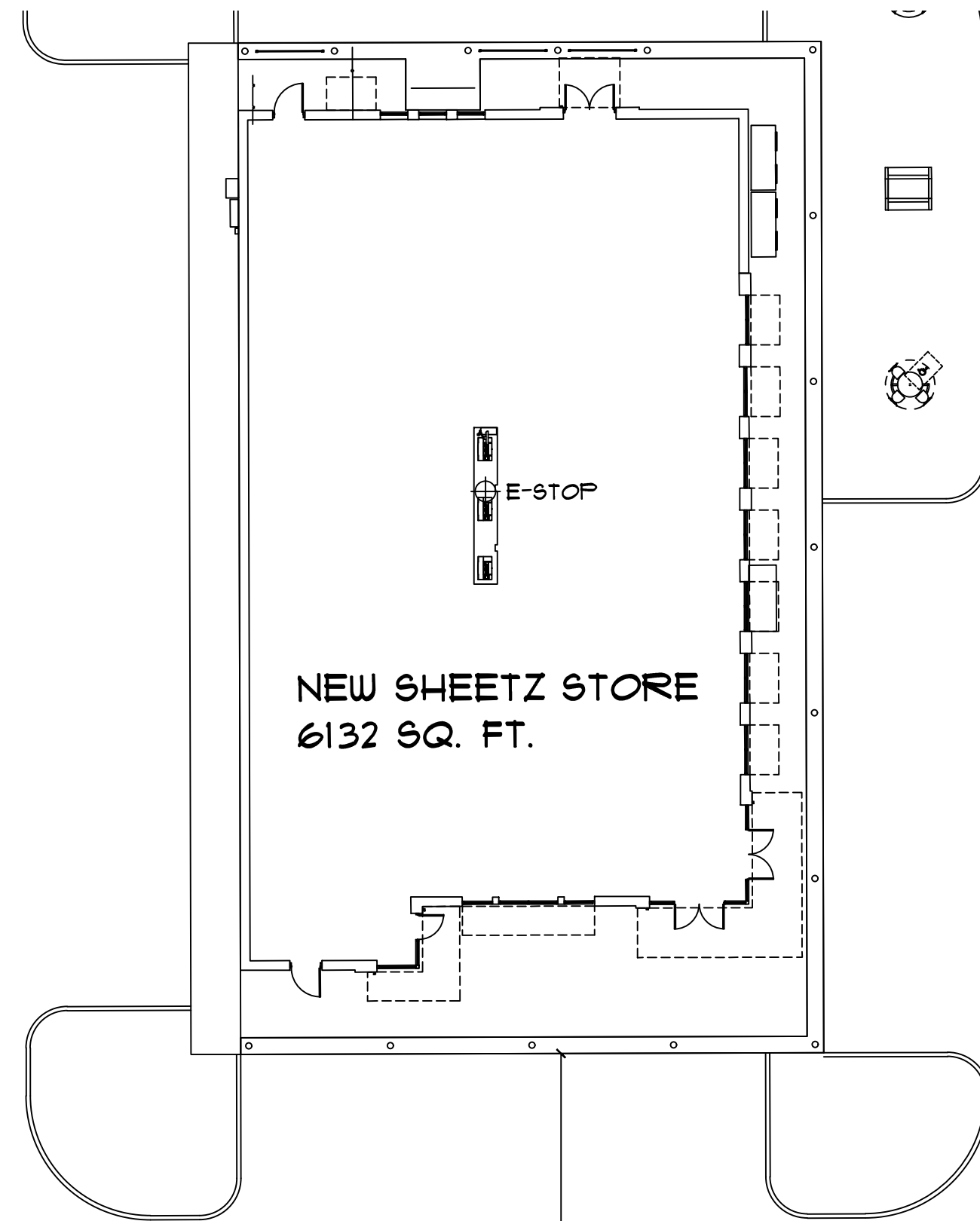
CANOPY MOUNTED SHEETZ SIGN DETAIL
SCALE: 1/2" = 1'-0"



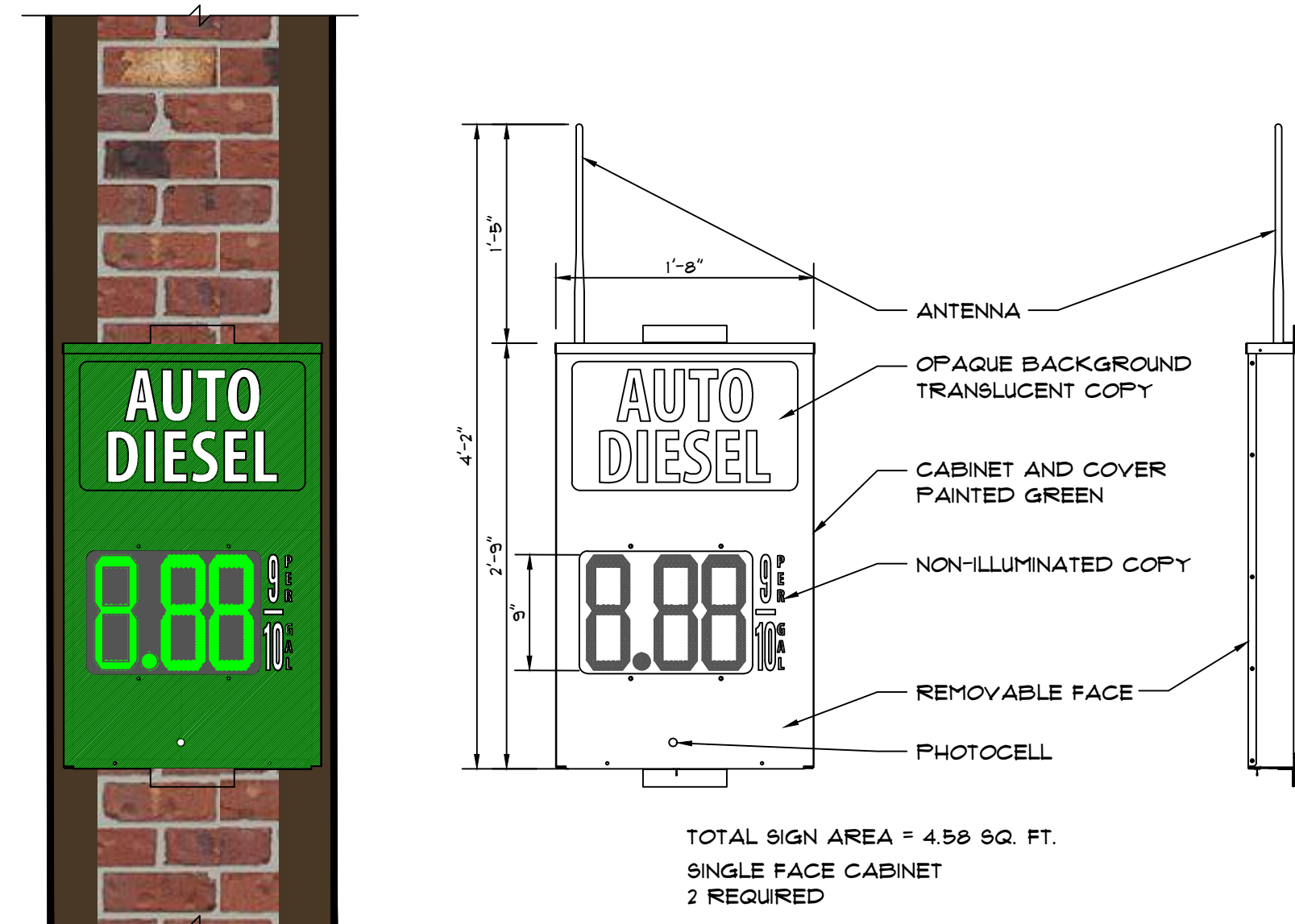
CONCAVE FASCIA MOUNTING DETAIL
SCALE: 1/4" = 1'-0"



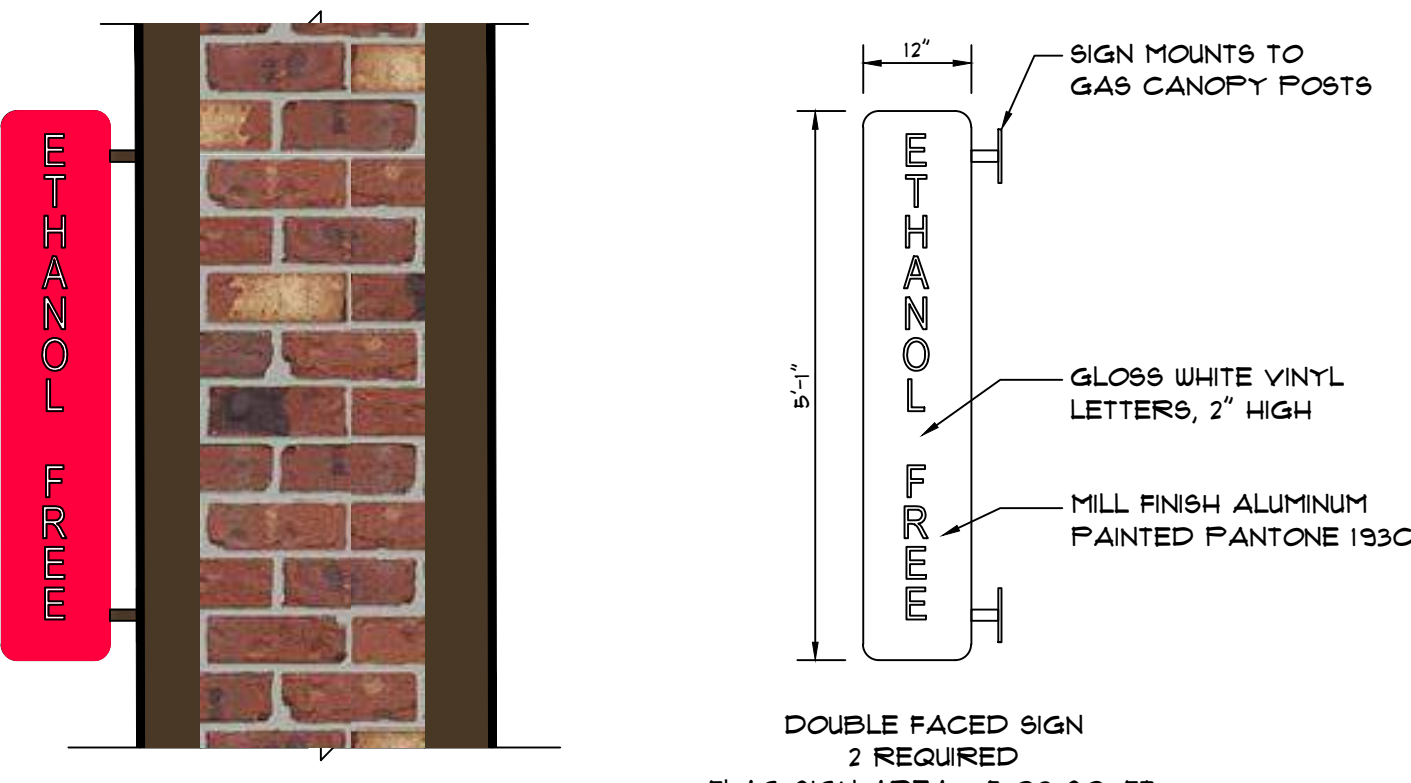
COLUMN ELEVATION
SCALE: 1/2" = 1'-0"



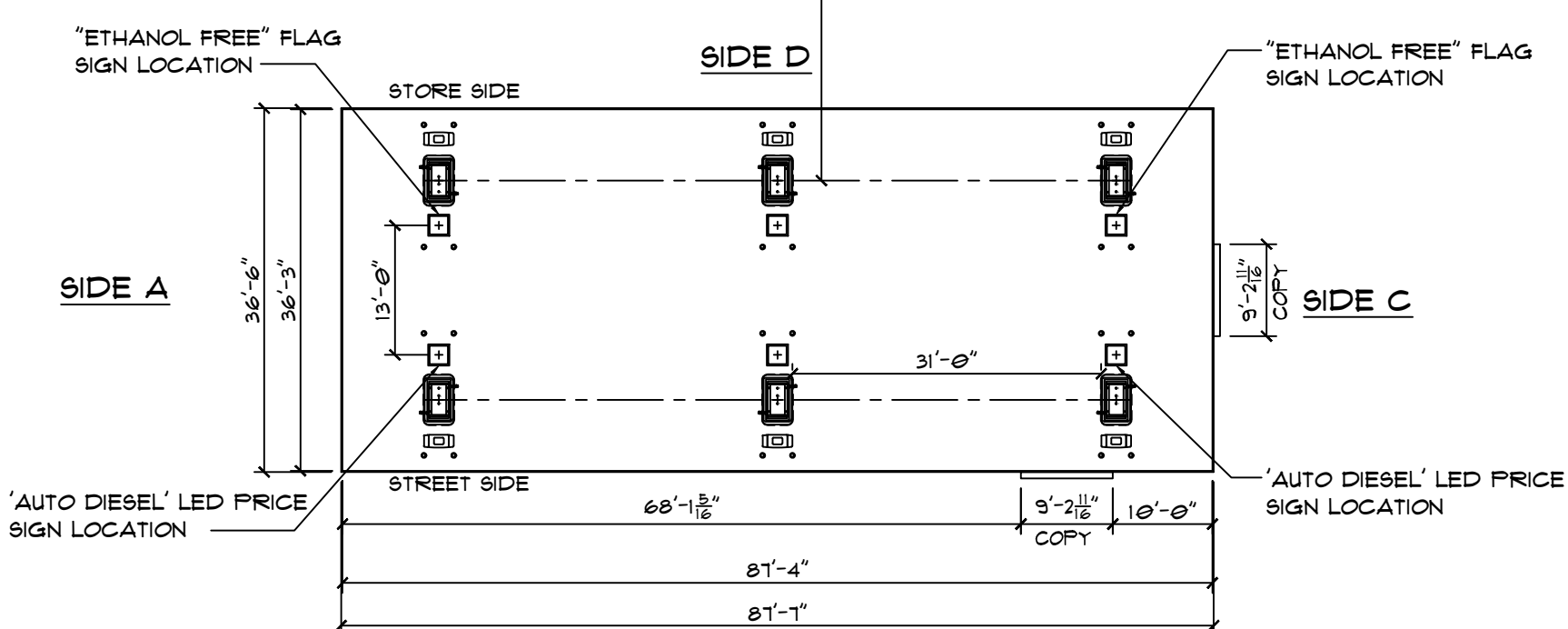
PLAN VIEW FOR LOGO LOCATIONS



"AUTO DIESEL" PRICE SIGN ELEVATION AND DETAIL
SCALE: 1/4" = 1'-0"

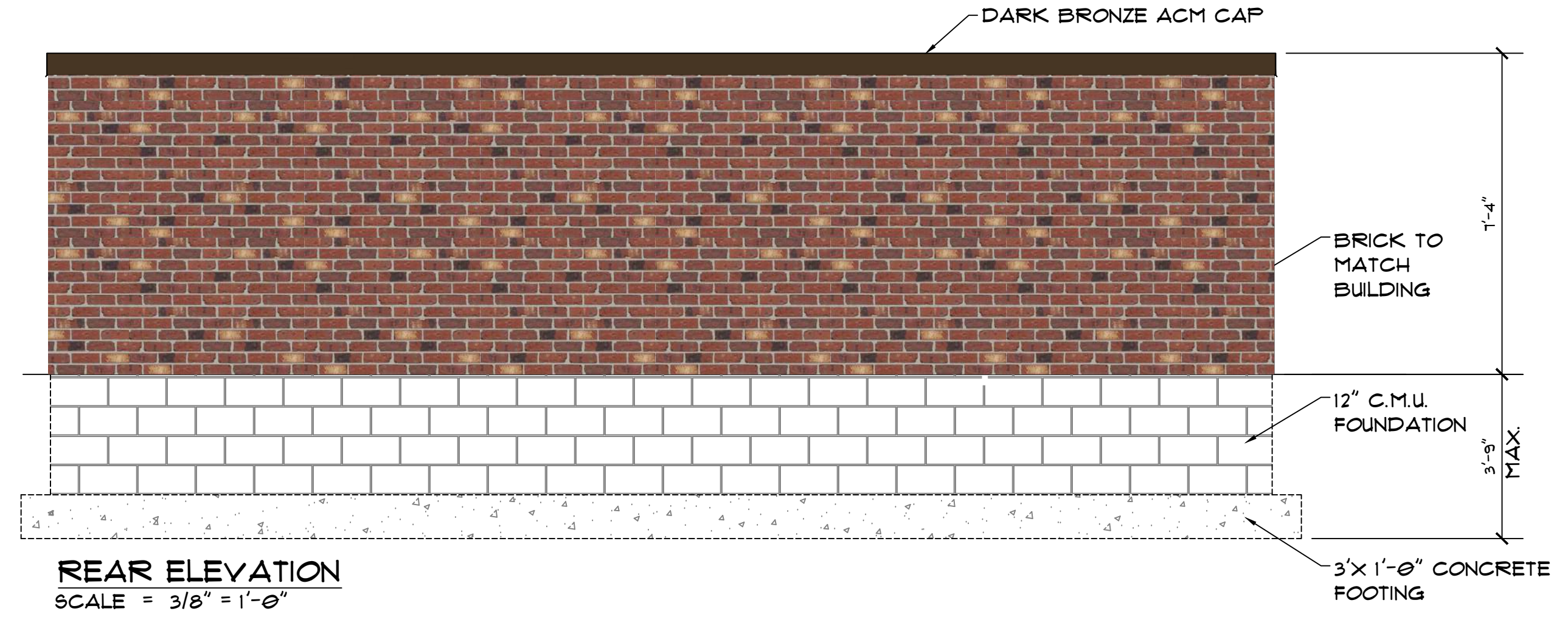


"ETHANOL FREE" FLAG SIGN ELEVATION AND DETAIL
SCALE: 1/4" = 1'-0"



ANY TOWN

700 SIXTH AVE.
ALTOONA, PA 16602



DUMPSTER ENCLOSURE
SCALE: $3/8" = 1'-0"$

ISSUE:	10-12-22
PROJECT NO:	
AUTHOR BY:	NMI
REVIEW BY:	
SHEET TITLE	

1

SOUTHERN PINES

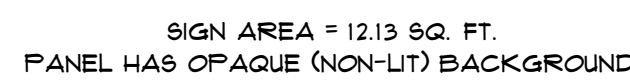
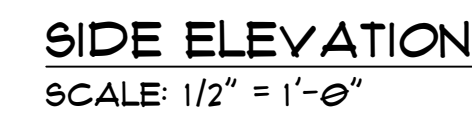
5700 SIXTH AVE.
ALTOONA, PA 16602

KEYPLAN

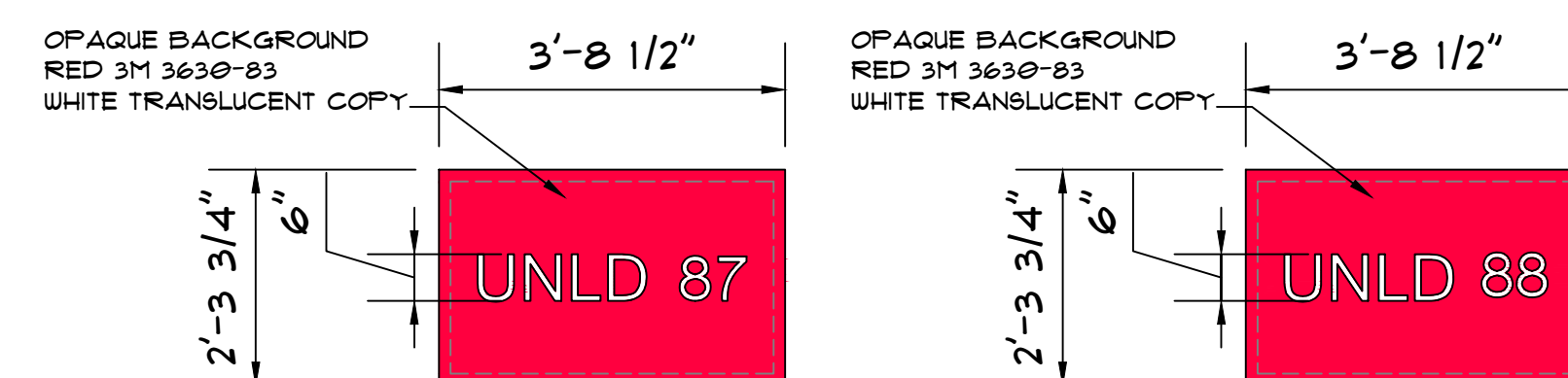
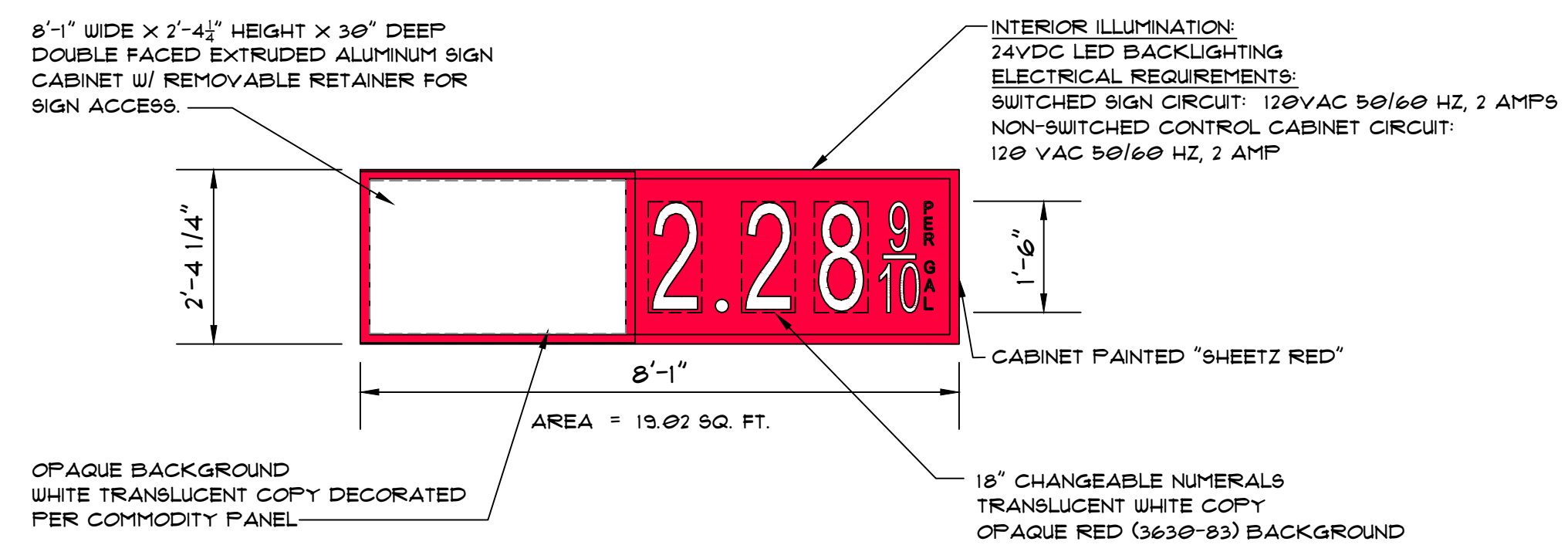
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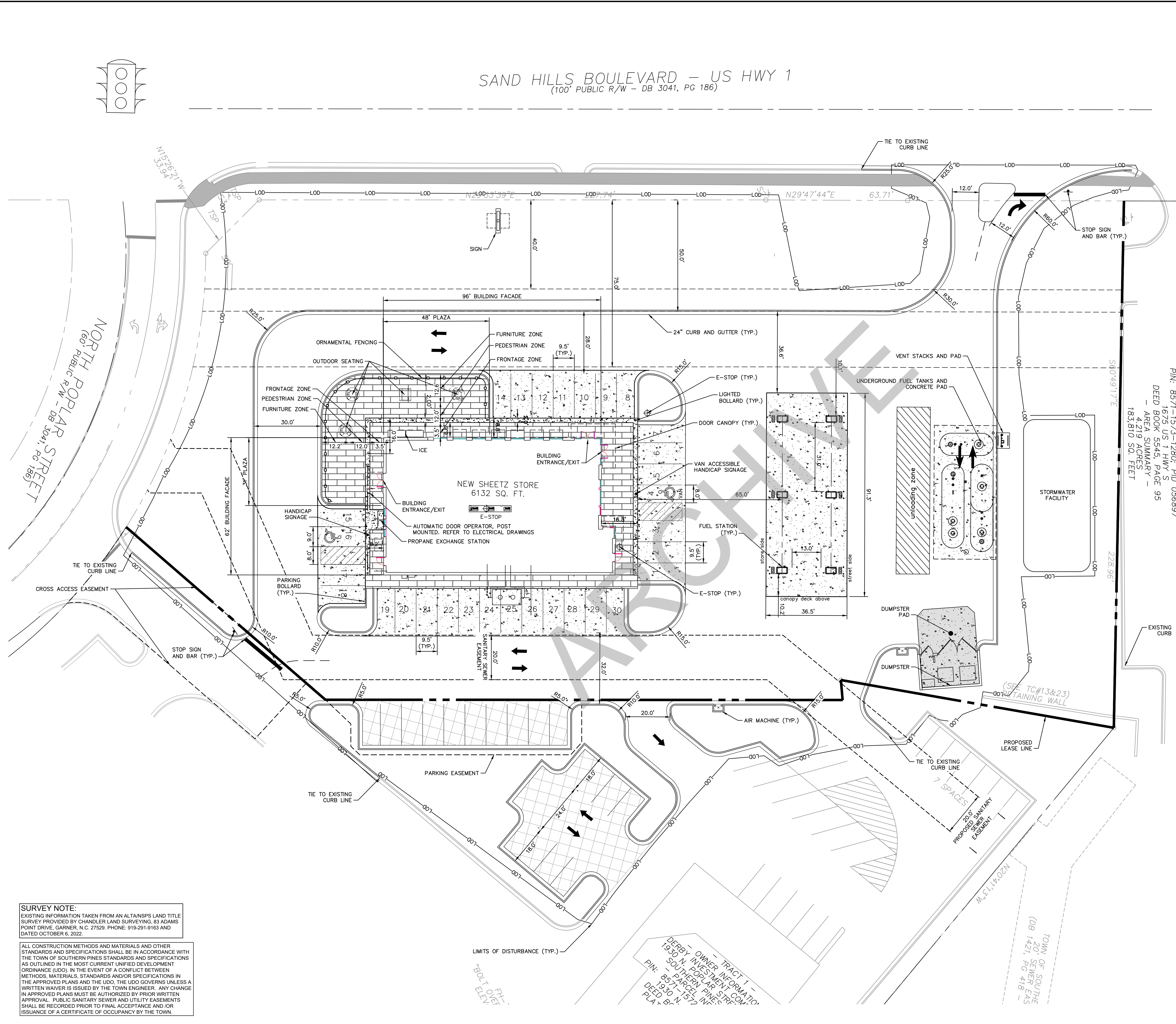
SHEET TITLE

SIGN



TOTAL SIGN AREAS: 50.17 SQ. FT.





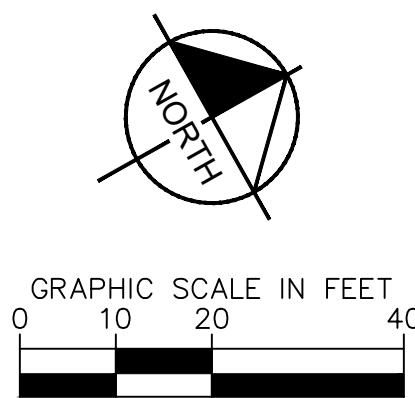
SITE LEGEND

	PROPERTY LINE
	EASEMENT LINE
	FENCE
	STANDARD CURB AND GUTTER
	SPILL CURB AND GUTTER
	PARKING SPACE COUNT
	SIGN (SEE PLAN)
	LIGHT POLE
	WHEEL STOP
	ACCESSIBLE PARKING MARKING (V INDICATES VEHICLE)
	DIRECTIONAL PAVEMENT ARROWS
	ACCESSIBLE RAMP
	DEPRESSED CURB RAMP
	HEAVY DUTY ASPHALT
	LIGHT DUTY ASPHALT
	STANDARD DUTY CONCRETE
	HEAVY DUTY CONCRETE
	CONCRETE SIDEWALK

PARKING CALCULATIONS	
MINIMUM:	1 PER 200 SF = $6132/200 = 31$ SPACES
MAXIMUM:	5 PER 1000 SF = $6132/1000 * 5 =$ 31 SPACES

FRONTAGE ZONE CALCULATIONS	
BUILDING FAÇADE LENGTH	96' + 62' = 158'
PLAZA LENGTH	48' + 31' = 79'
PERCENTAGE	50%

PIN: 8571-1573-1280; PID 056897
1675 US 1 HWY S
DEED BOOK 5545, PAGE 95
- AREA SUMMARY -
4,219 ACRES
183,810 SQ. FEET

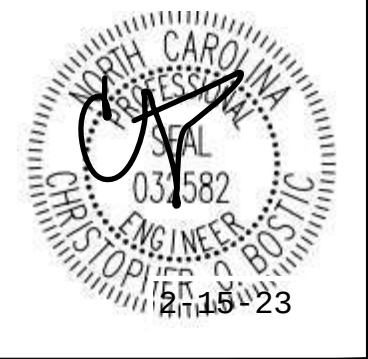


Know what's **below**.
Call before you dig.

[illegible]

Kimley»»Horn

© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
421 FAYETTEVILLE STREET, SUITE 600, RALEIGH, NC 27601
PHONE: 919-677-2000 FAX: 919-677-2050
WWW.KIMLEY-HORN.COM



KHA PROJECT 012702030	DATE 02/15/2023	SCALE AS SHOWN	DESIGNED BY AMS	DRAWN BY AMS	CHECKED BY COB
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SITE PLAN

SHEETZ SOUTHERN

PINES
PREPARED FOR
SHEETZ, INC.

TOWN OF
SOUTHERN PINES
NORTH CAROLINA

SHEET NUMBER
C2.0

PROJECT NAME:

NEW SHEETZ STORE

SOUTHERN PINES

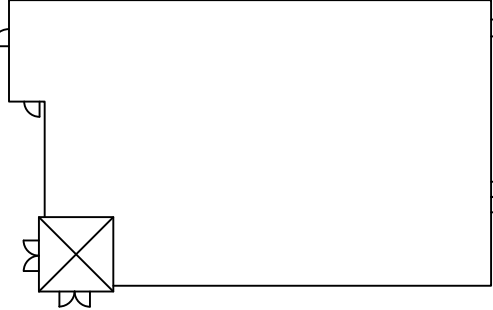
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CONSULTANT

PROFESSIONAL



KEYPLAN

ISSUE: 2.21.2023
SITE ID NO: 214397
AUTHOR BY: JNW
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ELEVATIONS

A200

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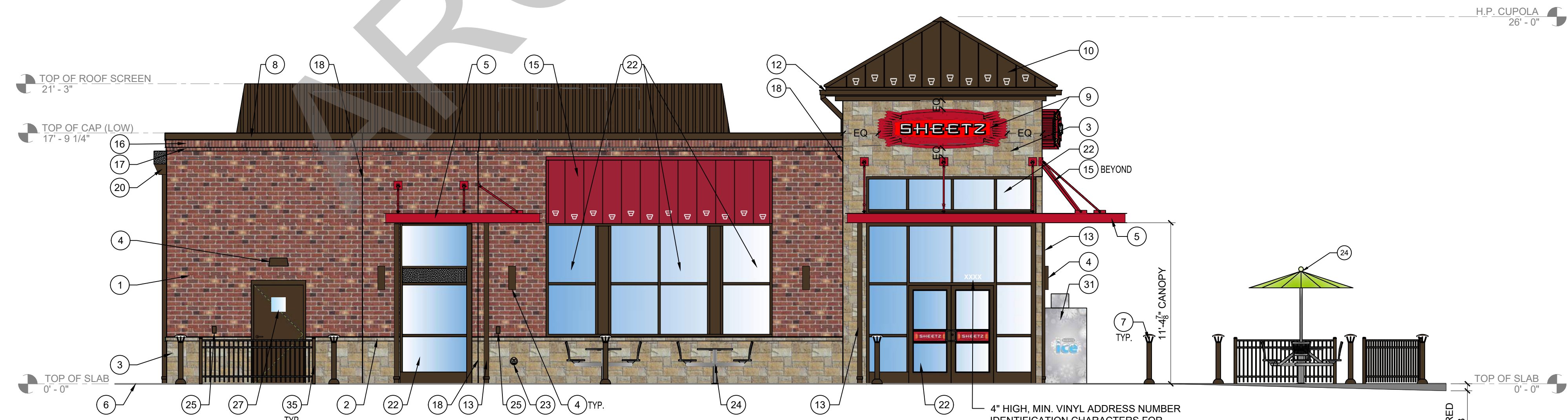
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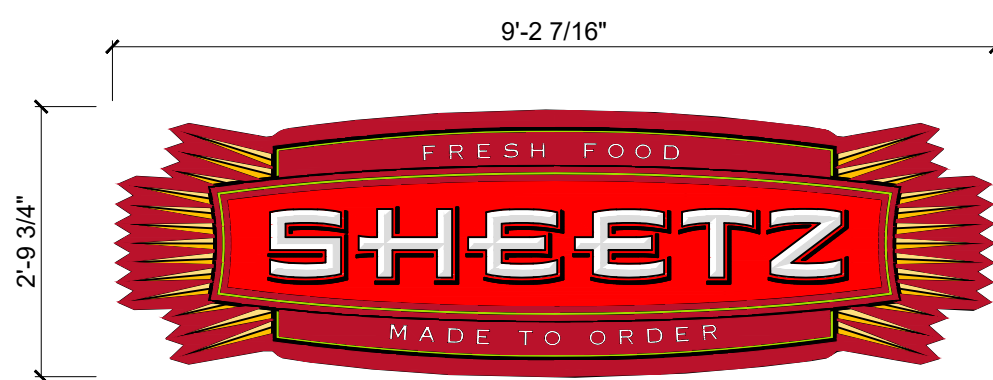
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- ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
- EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
- ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
- BRICK PAVER WALKWAY
- LIGHTED BOLLARD
- METAL COPING (COLOR = DARK BRONZE)
- WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A200.
- STANDING SEAM METAL ROOF (COLOR = DARK BRONZE)
- ROOF EQUIPMENT SCREEN (COLOR = DARK BRONZE)
- GUTTER (COLOR = DARK BRONZE)
- DOWNSPOUT (COLOR = DARK BRONZE)
- ARCHITECTURAL ACCENT - HERRINGBONE MASONRY INLAY
- METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY (ROOF COLOR = BRITE RED, FRAME COLOR = DARK BRONZE)
- BRICK SOLDIER COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
- BRICK ROWLOCK COURSE (0/S 680 MOD BY CONTINENTAL BRICK CO.)
- CONTROL JOINT SEE MASONRY SPECS FOR COLOR
- STEEL ROOF LADDER AND CRANKY POST (COLOR = DARK BRONZE)
- STANDARD THROUGH WALL SCUPPER W/ CONDUCTOR HEAD & DOWNSPOUT (COLOR = DARK BRONZE)
- OVERFLOW SCUPPER
- ALUMINUM STOREFRONT SYSTEM
- EXTERIOR HOSE BIB
- OUTDOOR FURNITURE
- ELECTRICAL RECEPTACLE (REFER TO ELECTRICAL DRAWINGS)
- ELECTRICAL EQUIPMENT (REFER TO ELECTRICAL DRAWINGS)
- HM DOOR AND FRAME (COLOR = DARK BRONZE)
- EMERGENCY WATER CONNECTION
- SEAMLESS ALUM. PANEL SYSTEM W/ EXPOSED FASTENERS - COLOR: DARK BRONZE
- PROPANE LOCKER
- ICE MERCHANDISER
- RTI FILLPORT
- STEEL BOLLARD (COLOR = DARK BRONZE)
- CO2 FILLPORT
- DECORATIVE ALUMINUM FENCE
- FAUX WINDOWS WITH ACM RED GRAPHICS



2 LEFT ELEVATION
3/16" = 1'-0"



A WALL MOUNTED "SHEETZ" BUILDING SIGN
1/2" = 1'-0"

PROJECT NAME:

NEW SHEETZ STORE

SOUTHERN PINES

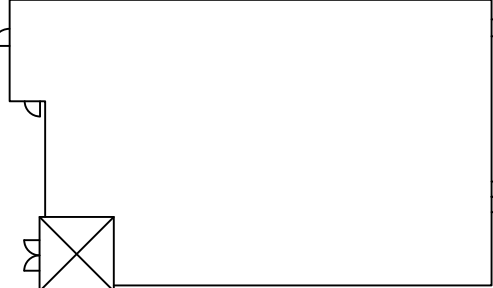
Int. of North Poplar Street
and U.S. Route 1
Southern Pines, North Carolina

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL



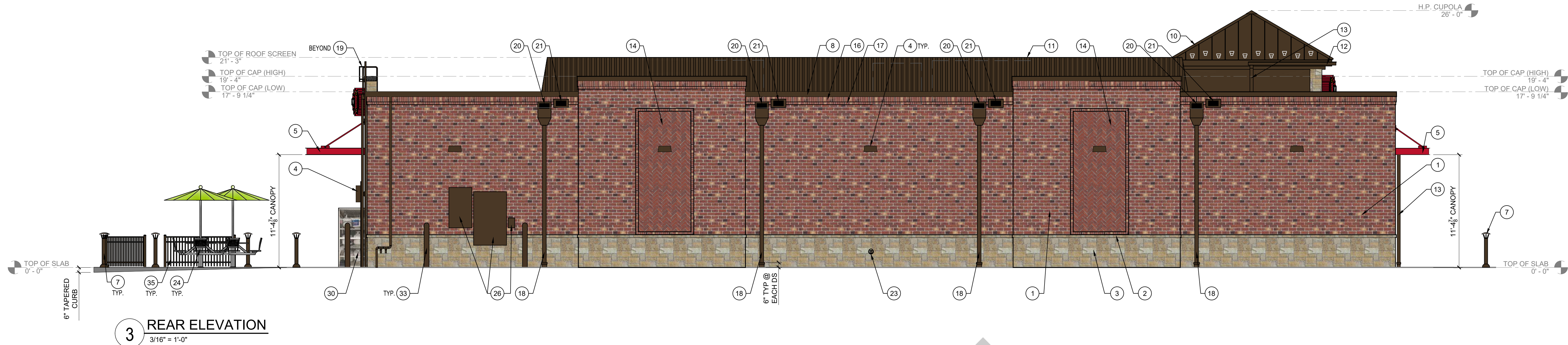
KEYPLAN

ISSUE: 2.21.2023
SITE ID NO: 214397
AUTHOR BY: JNW
REVIEW BY: NMV
VERSION: 6132L_v1.3

EXTERIOR
ELEVATIONS

A201

PRELIMINARY ELEVATIONS



TYPICAL EXTERIOR ELEVATION NOTES:

- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
- FIXTURES/EQUIPMENT BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED EQUALLY.
- EXTERIOR SEALANT FOR STONE SHALL COMPLY WITH SECTION 07 9005 JOINT SEALANTS, GENERAL BUILDING FASCIADE WEATHER SEALANT AND SHALL MATCH THE COLOR OF THE STONE.

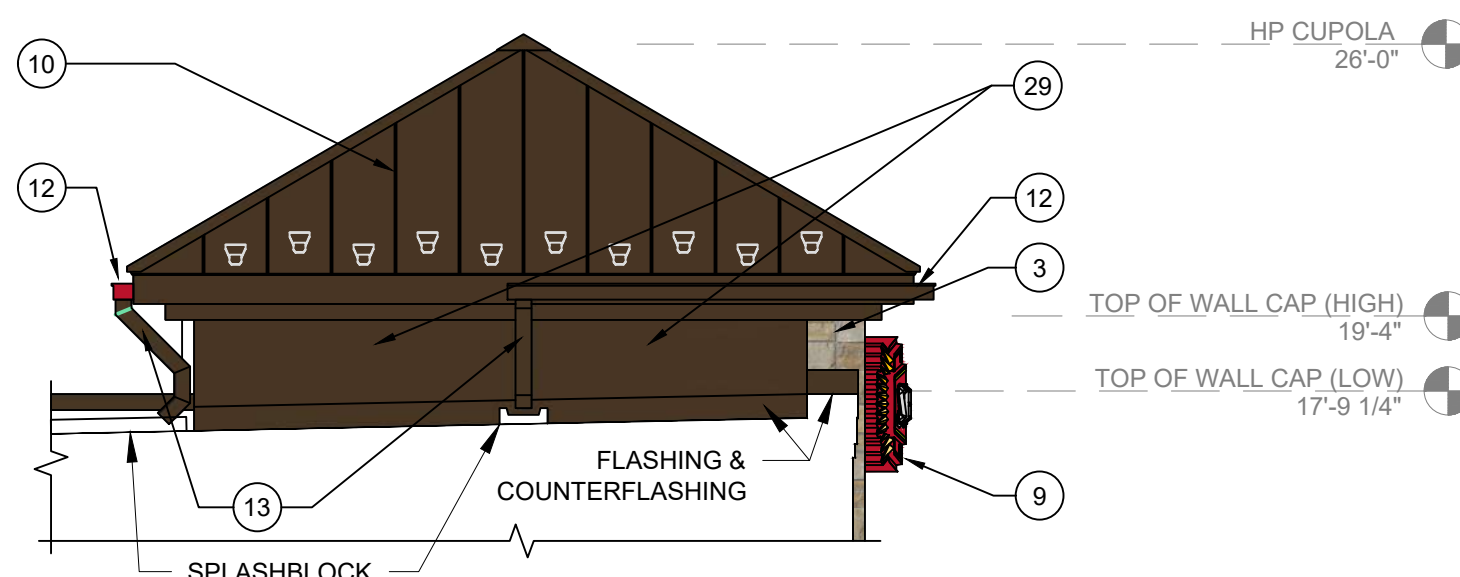
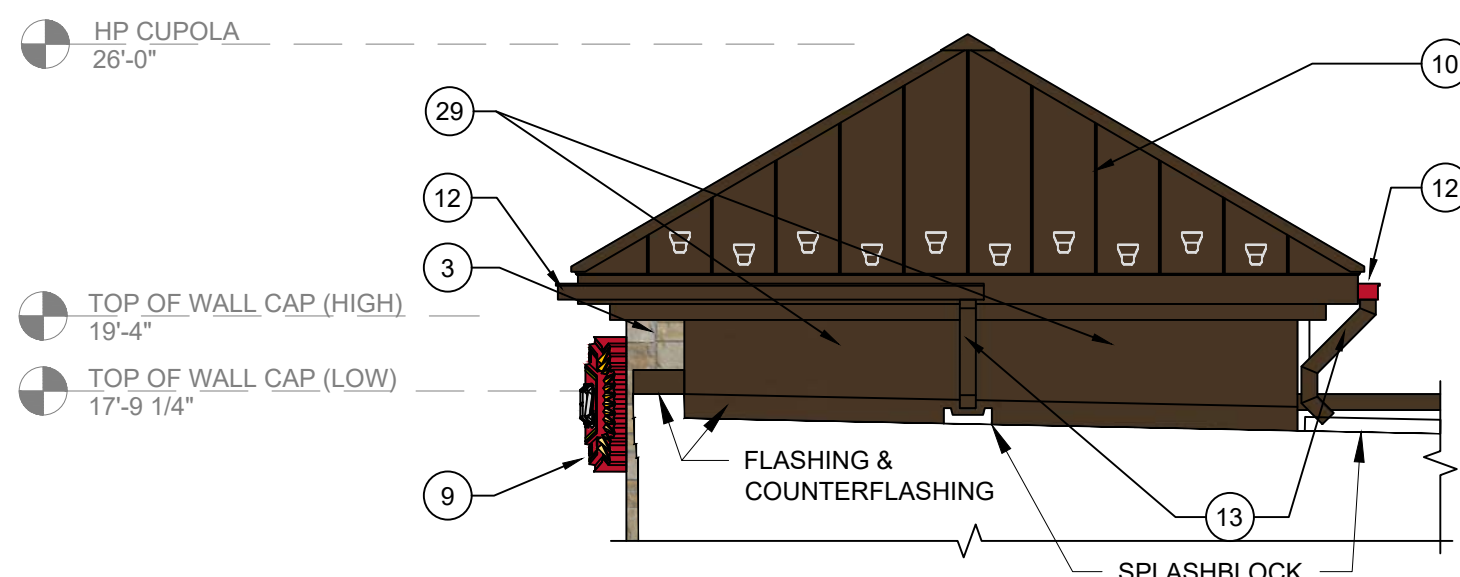
EXTERIOR ELEVATION KEYNOTES:

- BRICK VENEER (O/S 680 MOD BY CONTINENTAL BRICK CO.)
- CAST STONE SILL (COLOR = CRAB ORCHARD)
- ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
- EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
- ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
- BRICK PAVER WALKWAY
- LIGHTED BOLLARD
- METAL COPING (COLOR = DARK BRONZE)
- WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A200.
- STANDING SEAM METAL ROOF (COLOR = DARK BRONZE)
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- DOWNSPOUT (COLOR = DARK BRONZE)
- ARCHITECTURAL ACCENT - HERRINGBONE MASONRY INLAY
- METAL STANDING SEAM SHED STYLE AWNING AND FRAME ASSEMBLY (ROOF COLOR = BRITISH RED, FRAME COLOR = DARK BRONZE)
- BRICK SOLDIER COURSE (O/S 680 MOD BY CONTINENTAL BRICK CO.)
- BRICK ROWLOCK COURSE (O/S 680 MOD BY CONTINENTAL BRICK CO.)
- CONTROL JOINT SEE MASONRY SPECS FOR COLOR
- STEEL ROOF LADDER AND CRANKY POST (COLOR = DARK BRONZE)
- STANDARD THROUGH WALL SCUPPER W/ CONDUCTOR HEAD & DOWNSPOUT (COLOR = DARK BRONZE)
- OVERFLOW SCUPPER
- ALUMINUM STOREFRONT SYSTEM
- EXTERIOR HOSE BIB
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- ELECTRICAL RECEPTACLE (REFER TO ELECTRICAL DRAWINGS)
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- PROPANE LOCKER
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- RTI FILLPORT
- STEEL BOLLARD (COLOR = DARK BRONZE)
- CO2 FILLPORT
- DECORATIVE ALUMINUM FENCE
- FAUX WINDOWS WITH ACM RED GRAPHICS



BUILDING MATERIALS CALCULATION SIDE ELEVATION = 1107.01 SQ FT		
DESCRIPTION	AREA (SQ FT)	% OF COVERAGE
GLAZING	147.30	13.31%
STONE	302.82	27.35%
BRICK	534.70	48.30%
METAL (AWNINGS, CANOPIES & DOOR)	112.19	10.13%

GLAZING CALCULATION SIDE 2 TO 10' ELEVATION = 495.75 SQ FT		
DESCRIPTION	AREA (SQ FT)	% OF COVERAGE
GLAZING BETWEEN 2'-10'	104.26	21.03%



PROJECT NAME:
NEW SHEETZ STORE
SOUTHERN PINES

int. of North Poplar Street
and U.S. Route 1
Southern Pines
North Carolina

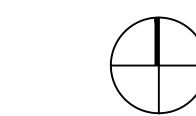
OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

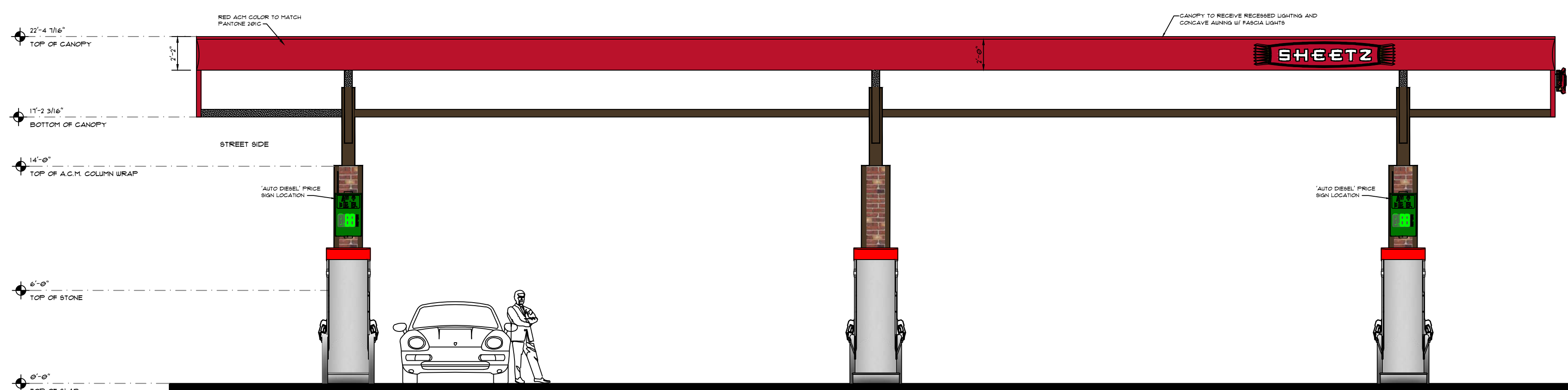


REVISI
DATE
DESCRIPTION

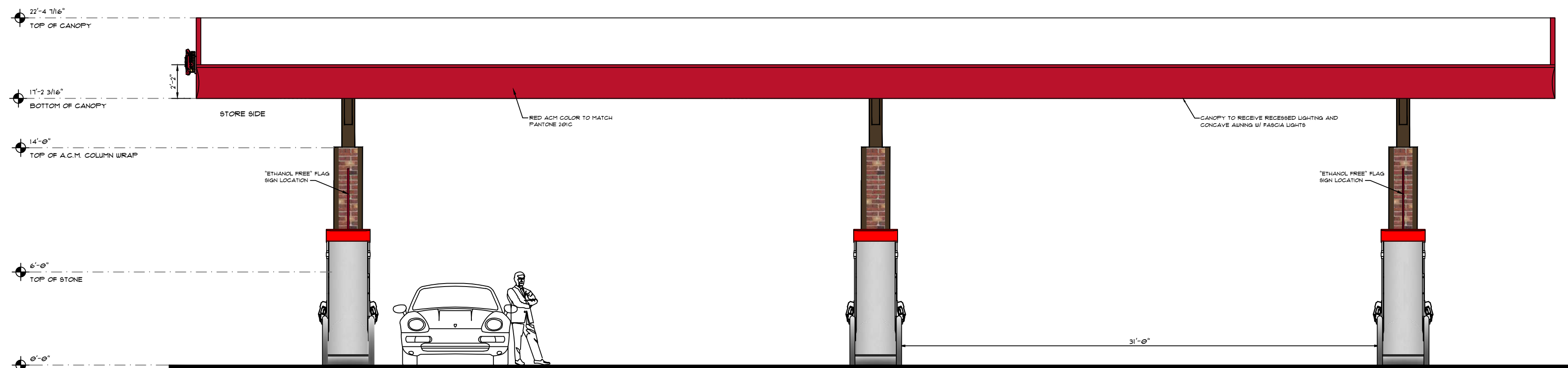
ISSUE: 11-25-22
PROJECT NO:
AUTHOR BY: DNC
REVIEW BY:
SHEET TITLE

GAS AWNING

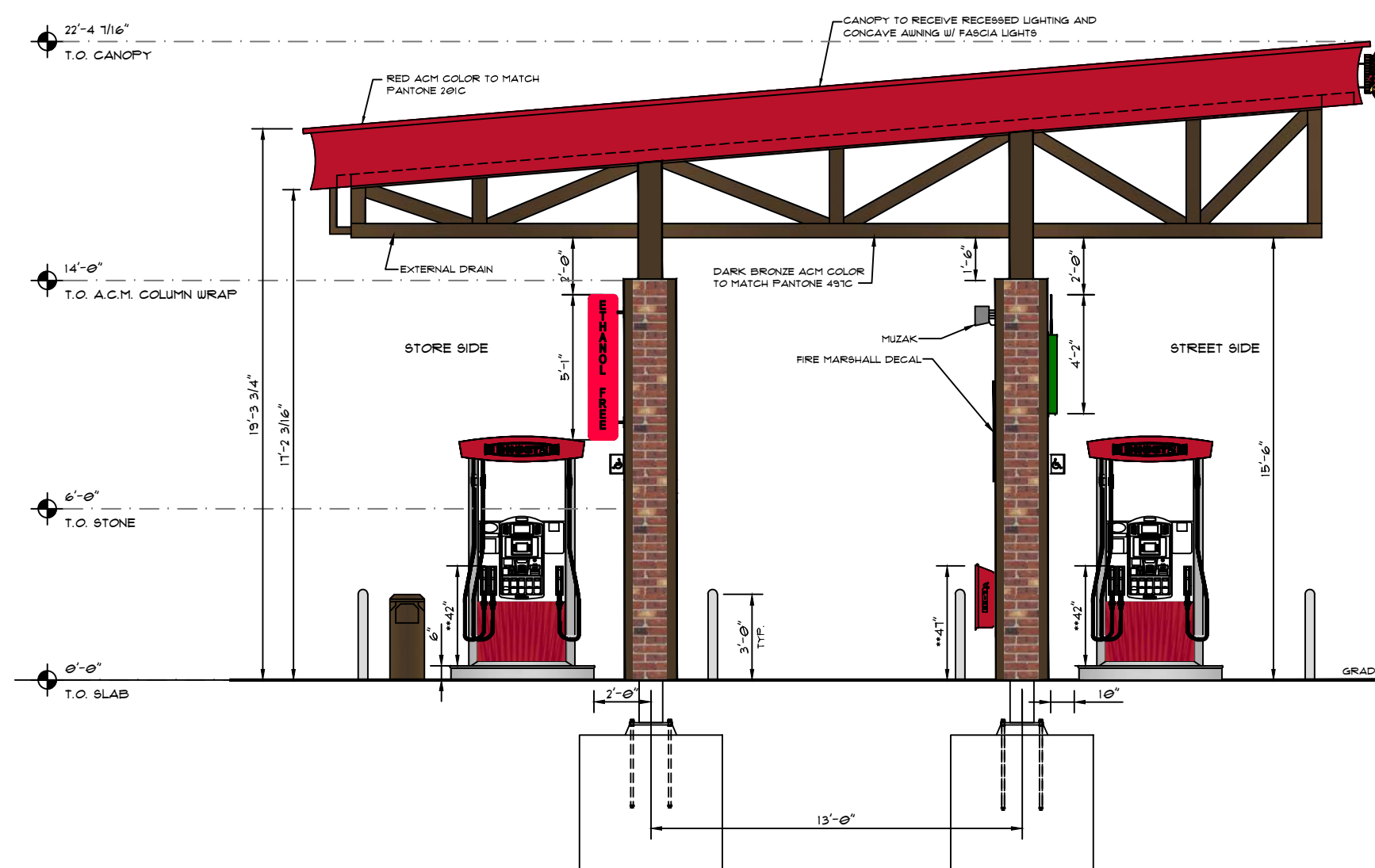
AWNING



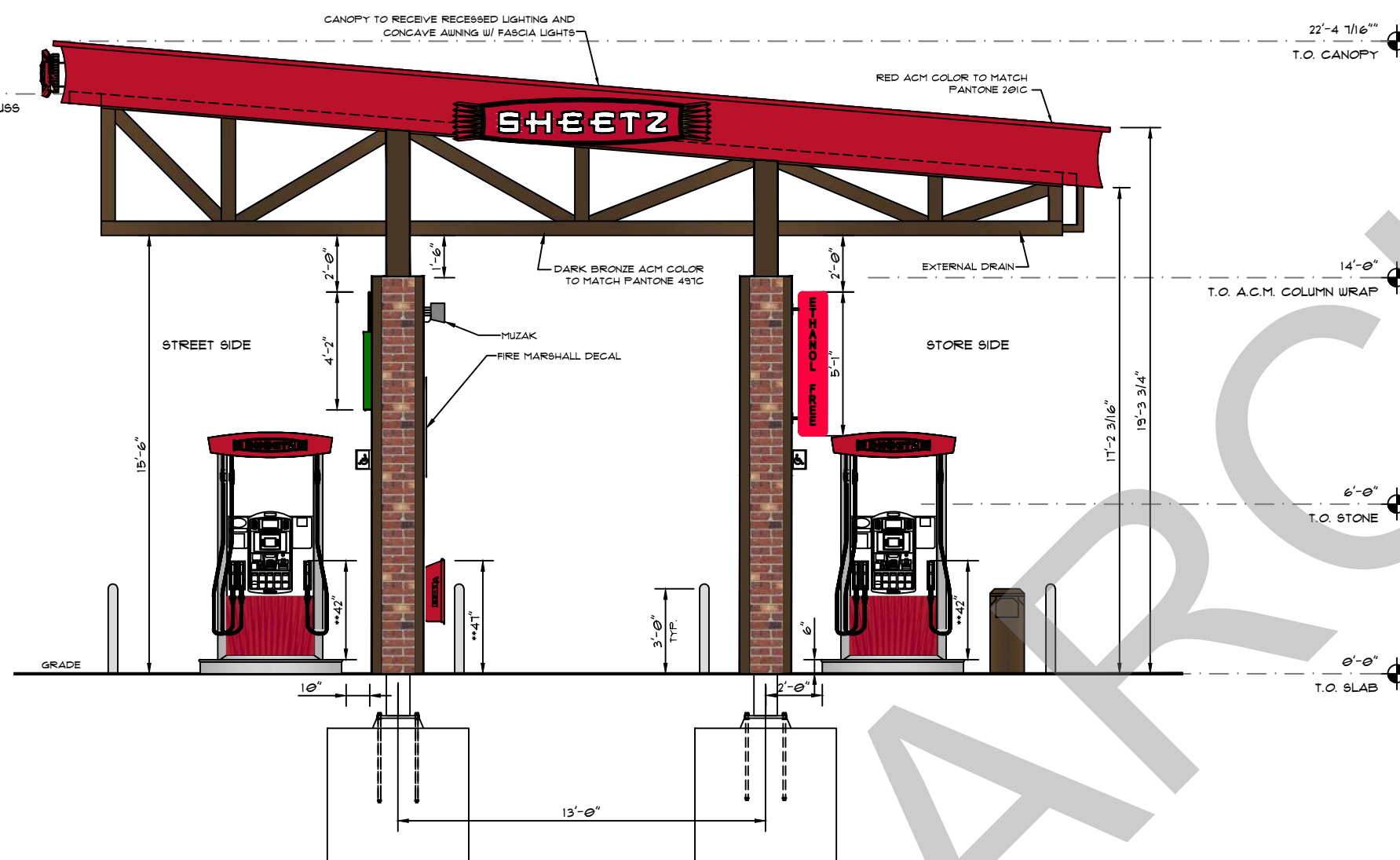
SIDE 'B' ELEVATION
SCALE: 3/16" = 1'-0"



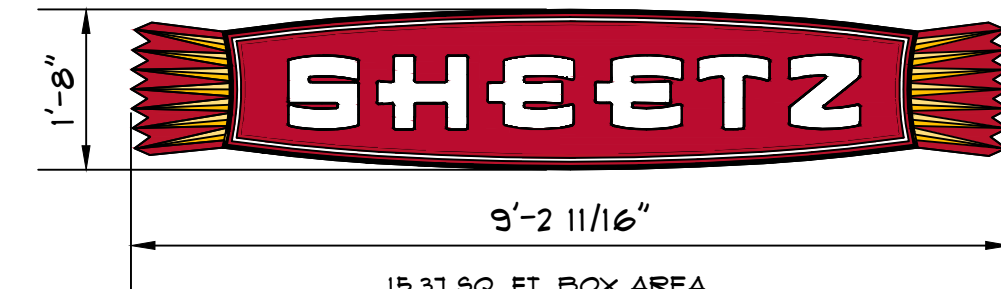
SIDE 'D' ELEVATION
SCALE: 3/16" = 1'-0"



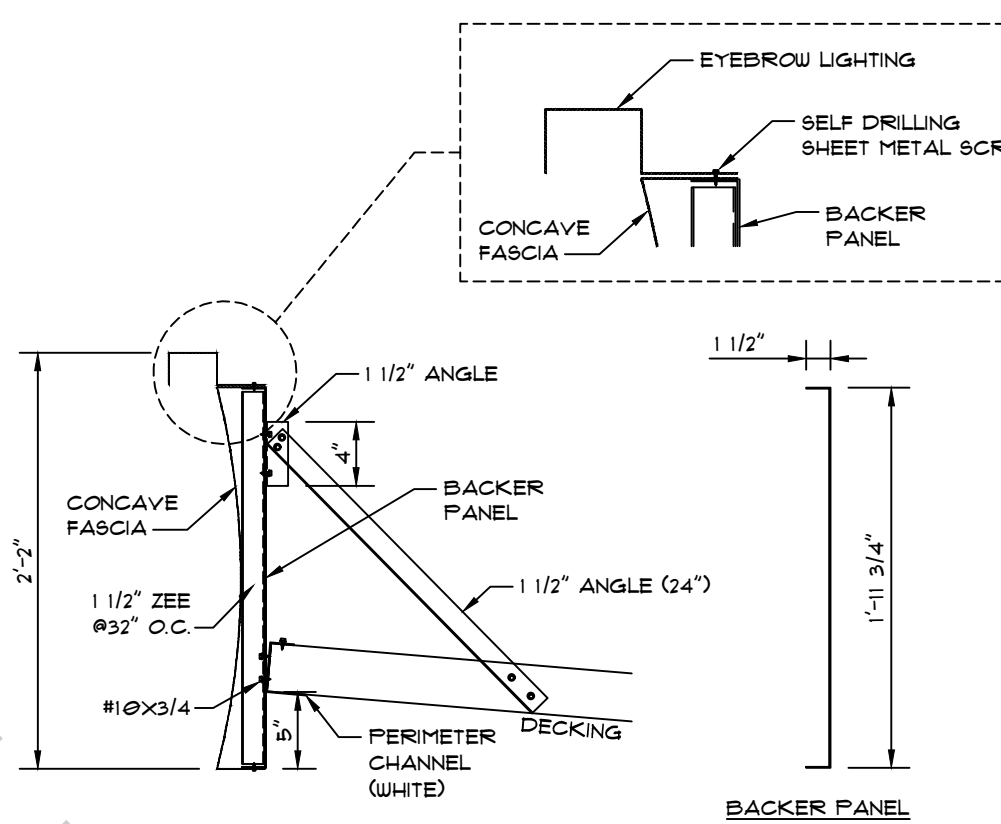
SIDE 'A' LEFT SIDE ELEVATION
SCALE: 3/16" = 1'-0"



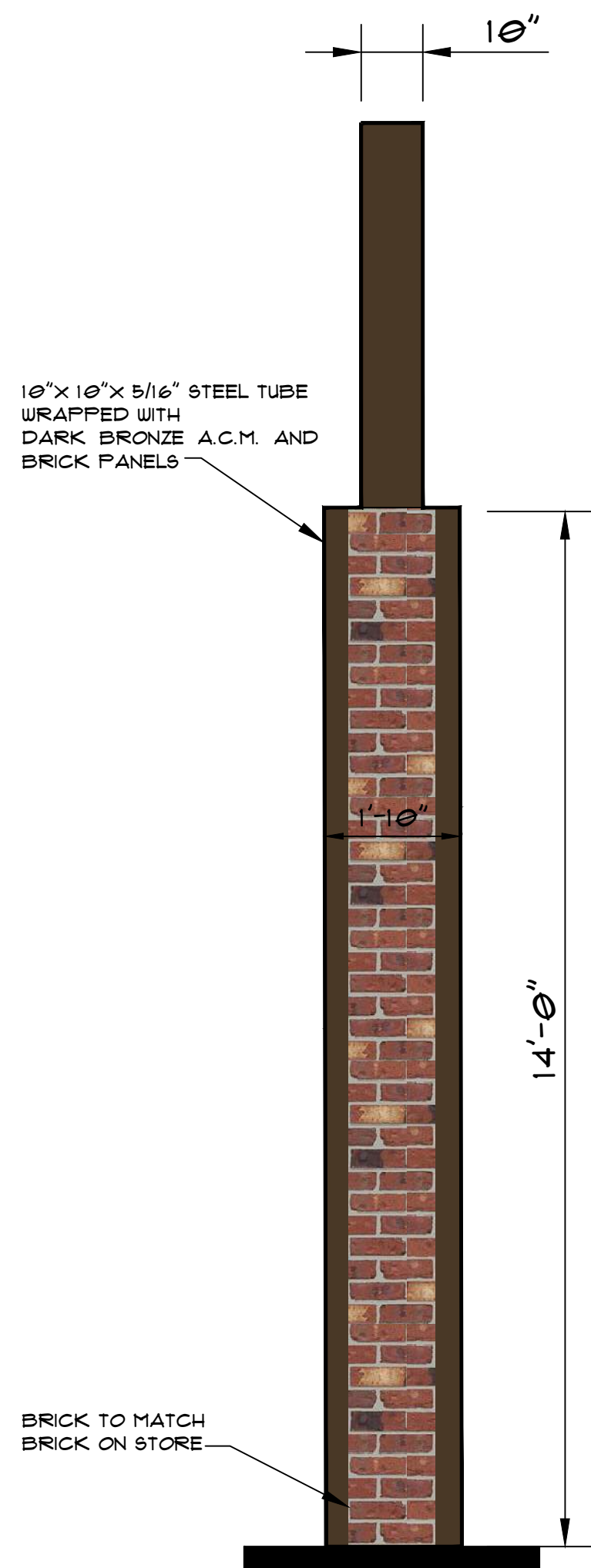
SIDE 'C' RIGHT SIDE ELEVATION
SCALE: 3/16" = 1'-0"



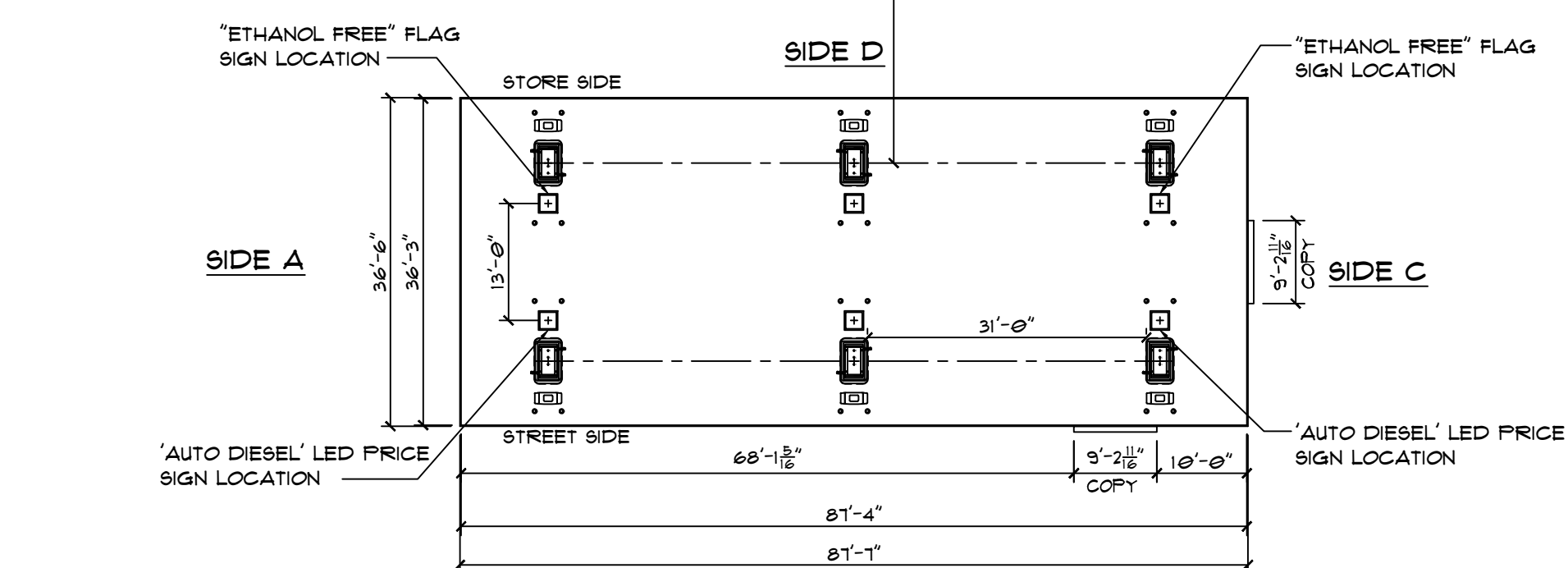
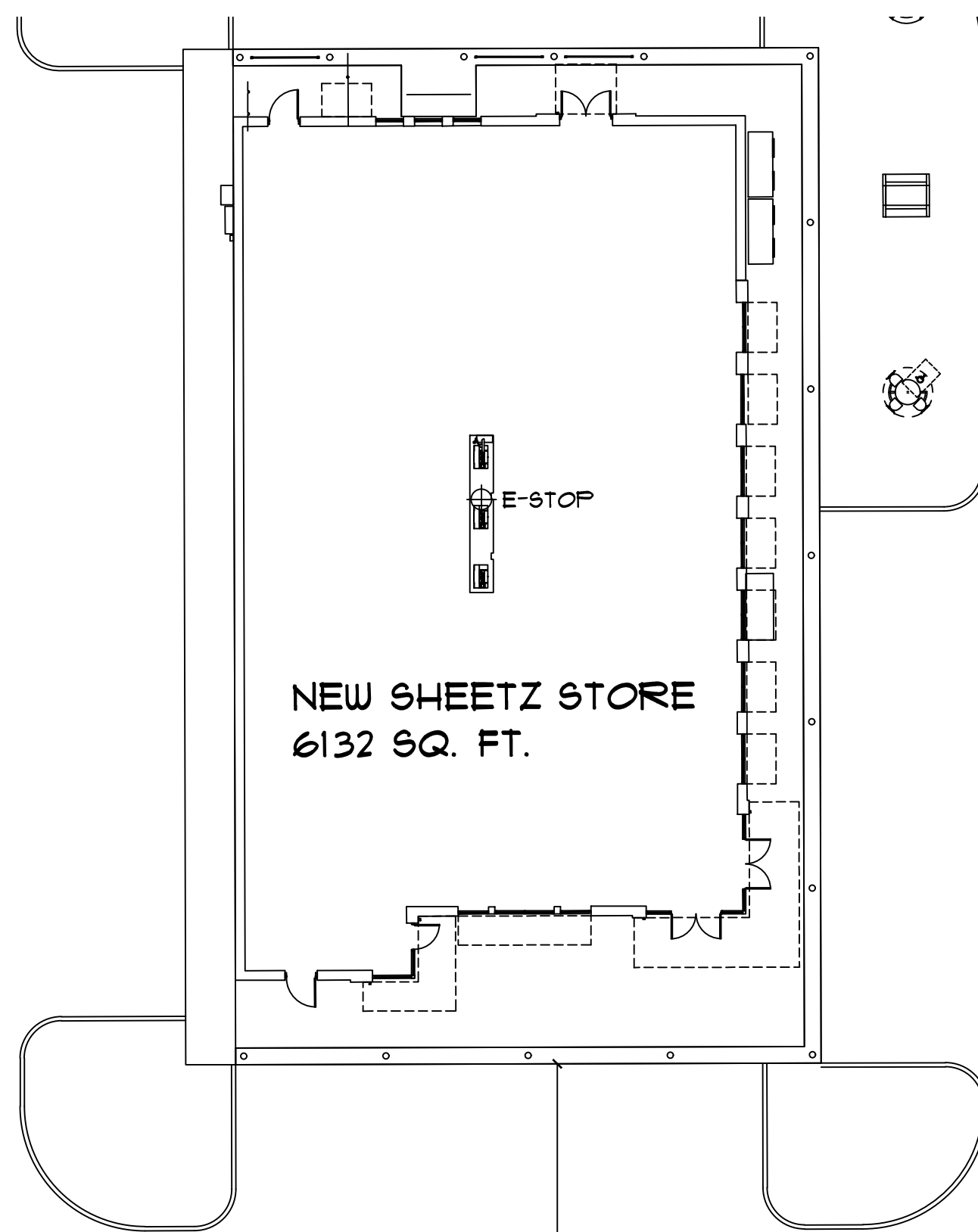
CANOPY MOUNTED SHEETZ SIGN DETAIL
SCALE: 1/2" = 1'-0"



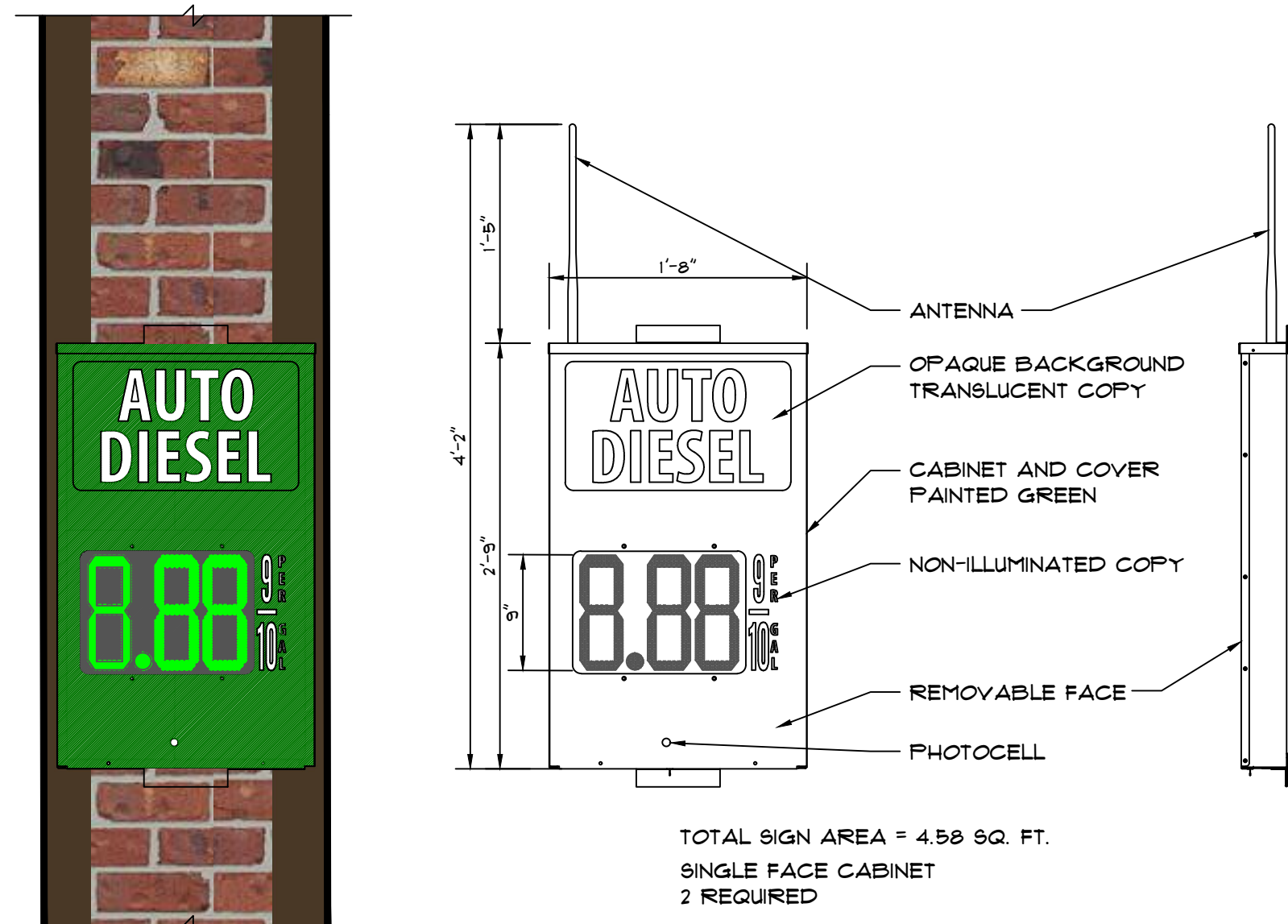
CONCAVE FASCIA MOUNTING DETAIL
SCALE: 1/4" = 1'-0"



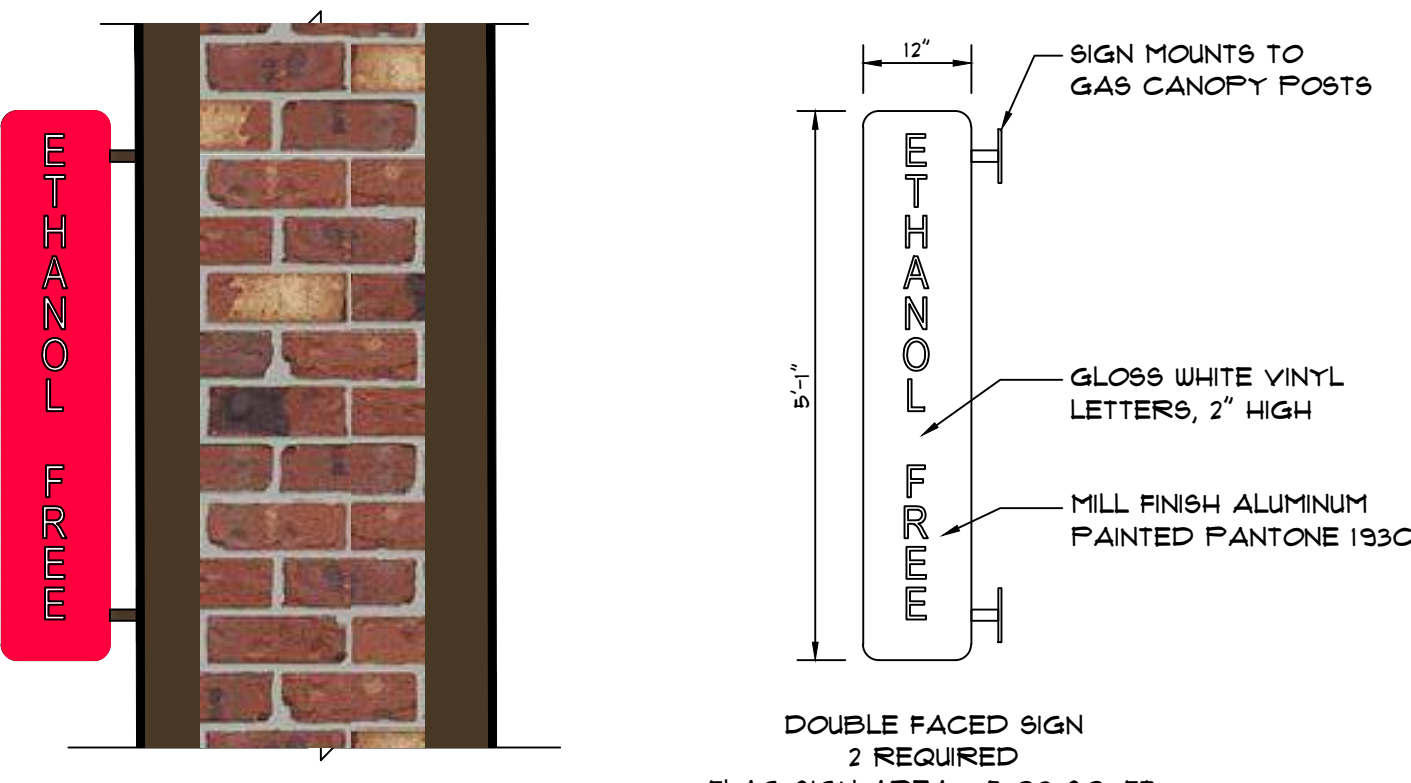
COLUMN ELEVATION
SCALE: 1/2" = 1'-0"



PLAN VIEW FOR LOGO LOCATIONS



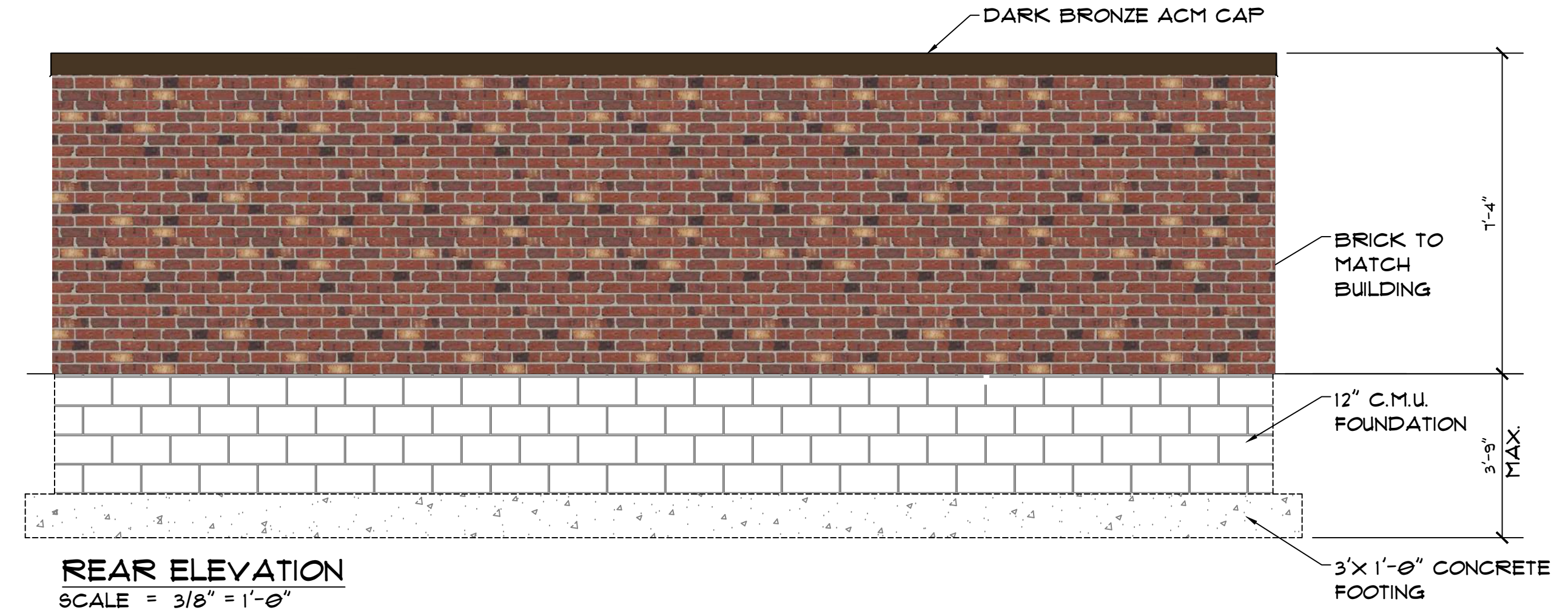
"AUTO DIESEL" PRICE SIGN ELEVATION AND DETAIL
SCALE: 1/4" = 1'-0"



"ETHANOL FREE" FLAG SIGN ELEVATION AND DETAIL
SCALE: 1/4" = 1'-0"

ANY TOWN

700 SIXTH AVE.
ALTOONA, PA 16602



DUMPSTER ENCLOSURE
SCALE: $3/8" = 1'-0"$

ISSUE:	10-12-22
PROJECT NO:	
AUTHOR BY:	NMI
REVIEW BY:	
SHEET TITLE	

1

Int. of North Poplar Street
and U.S. Route 1
Southern Pines
North Carolina

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

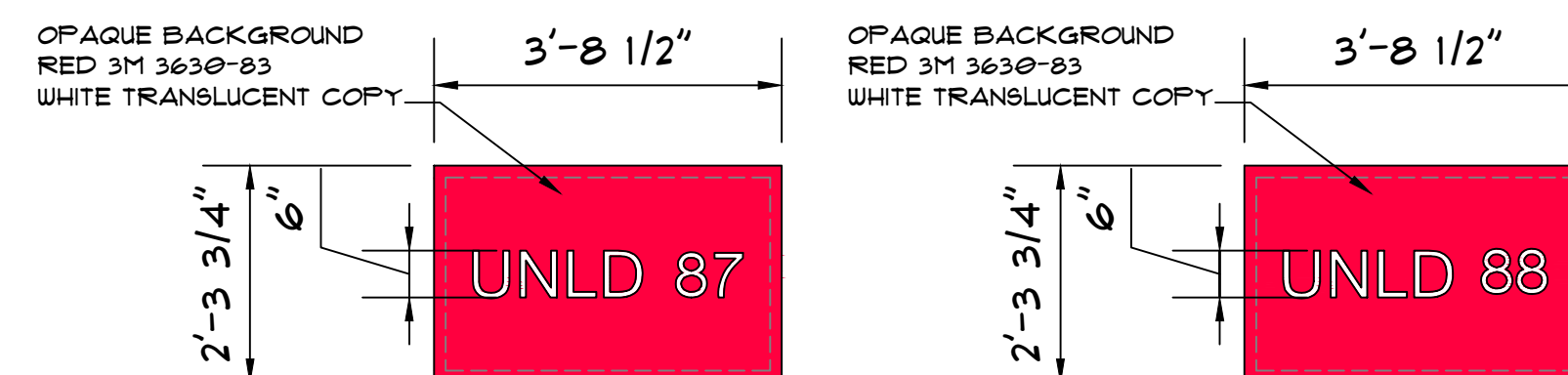
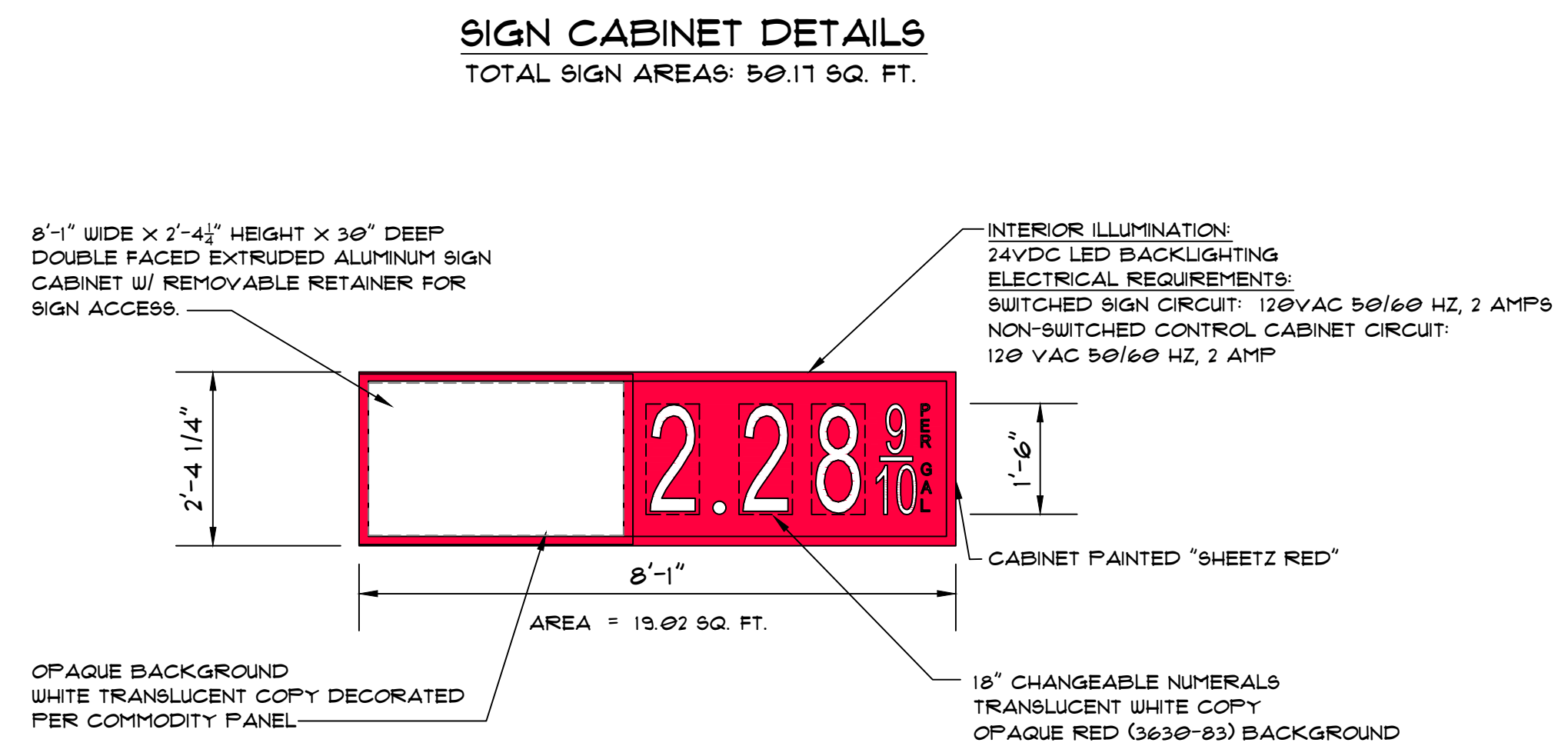
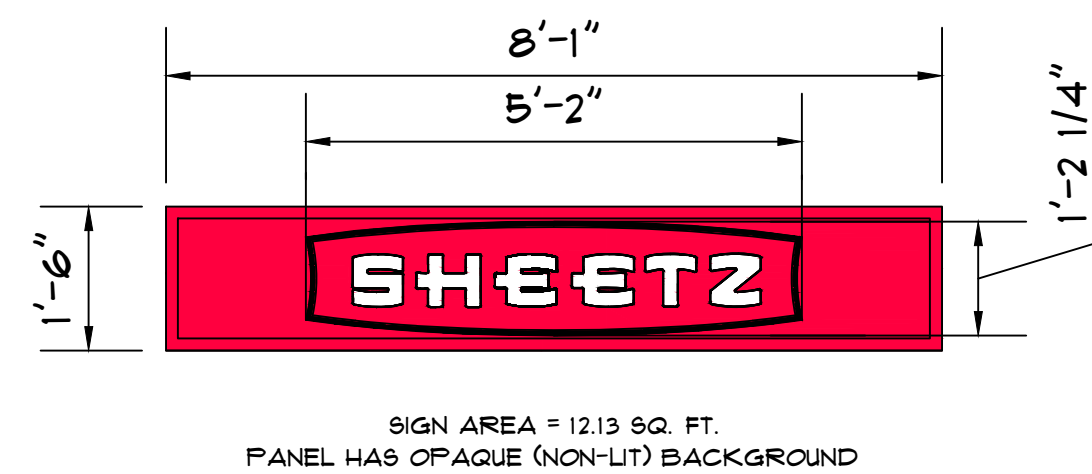
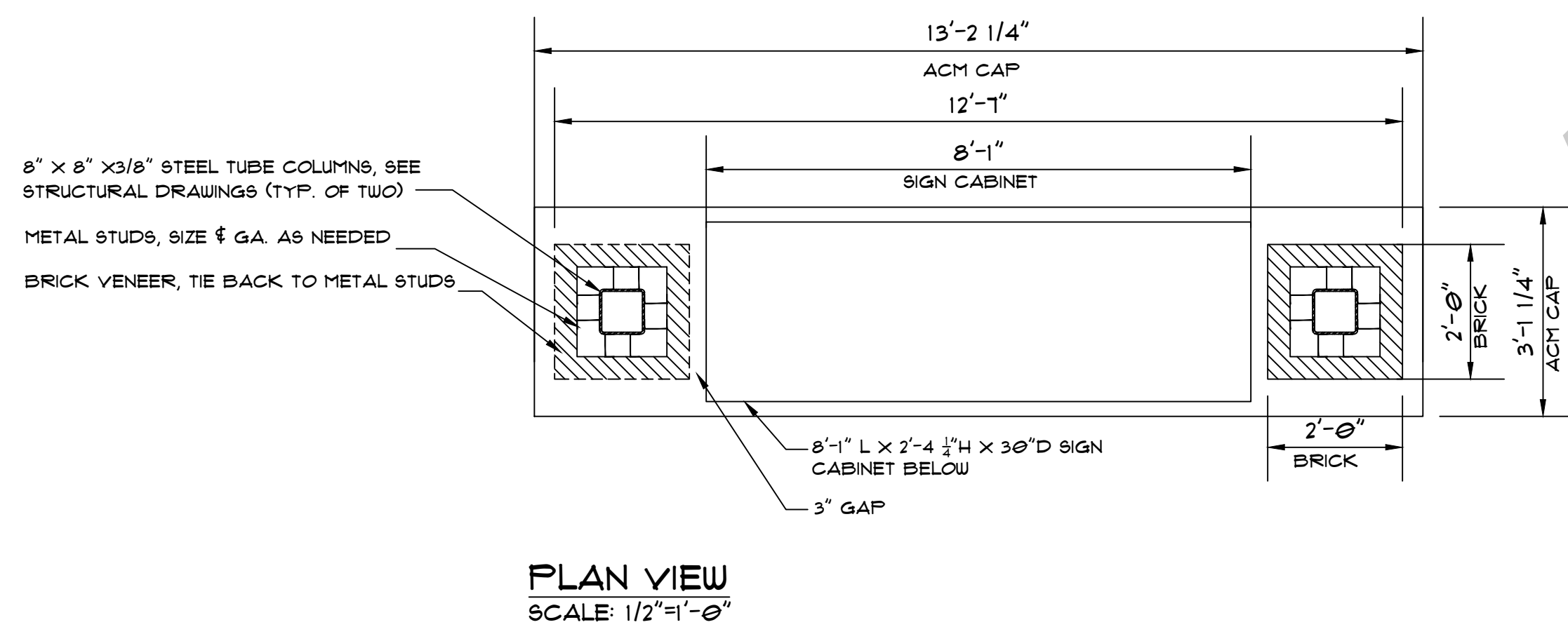
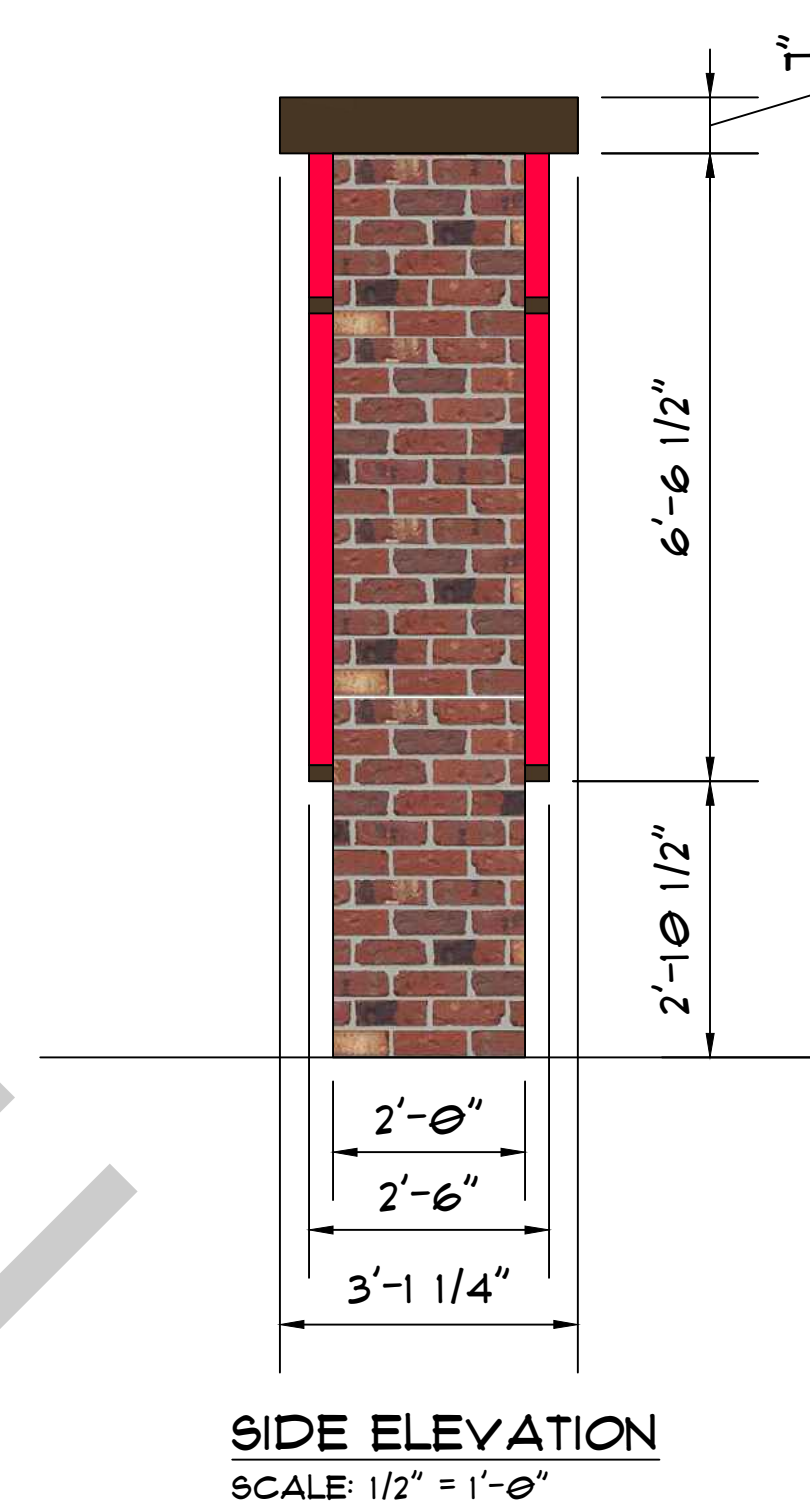
KEYPLAN

[illegible]

ISSUE:	11-25-22
PROJECT NO:	
AUTHOR BY:	DNC
REVIEW BY:	
SHEET TITLE	

MONUMENT SIGN
DETAILS

SIGN



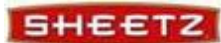
From: [Tom Anastasi](#)
To: [Alaina Mallette](#)
Cc: [Cindy Williams](#)
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review
Date: Friday, March 24, 2023 3:54:14 PM
Attachments: [image006.png](#)
[V3_Application Architectural Compliance #XXX NC Southern Pines \(N. Poplar\).pdf](#)

Hi Alaina & Cindy

Attached, please find the revised Architectural Compliance Application for AR-05-23 as revised based on Alaina's feedback. Unfortunately, I was unable to figure out how to re-submit on the portal; therefore, I am attaching via email. If it needs to get to the portal then I would be glad to post but will need some guidance as to how. Thank you for the feedback to date and look forward to hearing from you. Have a great weekend.

Thank you,
Tom

Tom Anastasi, PE
Engineering Permit Project Manager
Direct | 919-437-9859
tanastas@sheetz.com



From: Tom Anastasi
Sent: Wednesday, March 22, 2023 5:00 PM
To: 'Alaina Mallette' <amallette@southernpines.net>
Cc: Cindy Williams <CWilliams@southernpines.net>
Subject: RE: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Hi Alaina

Thank you for the feedback. I am a little embarrassed and apologize that I clearly omitted the Deed requirement of the Architectural Compliance Application. I will get that resolved on the resubmittal. If you have time this Friday, would you be willing to briefly discuss the items you mentioned where I may have been deficient in the narrative? I just want to be certain to include the additional detail with the next application request. If you are willing to take a few minutes, I can meet virtually any time after 10:00 am this Friday. At your convenience, let me know your availability. Thank you

Thank you,
Tom

Tom Anastasi, PE
Engineering Permit Project Manager
Direct | 919-437-9859

tanastas@sheetz.com



From: Alaina Mallette <amallette@southernpines.net>

Sent: Wednesday, March 22, 2023 2:38 PM

To: Tom Anastasi <tanastas@sheetz.com>

Cc: Cindy Williams <CWilliams@southernpines.net>

Subject: AR-05-23 Sheetz Architectural Compliance Permit Application Completeness Review

Good afternoon, Tom,

Our office received the application for an Architectural Compliance Permit for the development of a Sheetz gas station on PARID 00054172 (1930 N. Poplar St.) on March 22, 2023. Upon reviewing the information submitted for architectural compliance review—and in accordance with the Town of Southern Pines UDO §2.6 Completeness Review, §2.26 Architectural Compliance Permit, and page A-23 of UDO Appendix A—the application AR-04-23 for Creston Commons is deemed **incomplete** for review. Please note that review for completeness of application forms is solely for the purpose of determining whether preliminary information required for submission with the application is sufficient to allow further processing, and shall not constitute a decision as to whether application complies with the relevant provisions of the UDO. Additional information and/or clarification may be required following an in-depth review of the application materials.

At your earliest convenience, please provide proof of Derby Investment Company, LLC,'s ownership of subject property by providing a filed deed, vendor's lien, act of donation, or tax assessment with legal description. Furthermore, the narrative provided is missing information. The last sentence of the second paragraph was left open-ended. With the updated submittal, please explain how the proposed design is consistent with UDO Section 5.4 Automobile Service Stations, per 2.26.7(B) criterion. Where you believe the proposed design does not comply, please state a request for deviation from the design standard. Thank you, in advance, for getting this information to us.

Please submit the materials mentioned previously. Until such time as our office has a complete application, we will take no further action on the Sheetz Architectural Compliance Permit application.

Sincerely,
Alaina

Alaina Mallette, MSc
Senior Planner
Town of Southern Pines
801 SE Service Road
Southern Pines, NC 28387
Office: (910) 692-4003
<http://www.southernpines.net/>

TOWN OF SOUTHERN PINES ORDINANCE #2066
THE FISCAL YEAR 2023/2024 BUDGET
ADOPTING AND LEVYING THE TAX RATE

BE IT ORDAINED AND ESTABLISHED by the Town Council of Southern Pines assembled in regular session this 13th day of June 2023, as follows:

SECTION 1. That for the expenses of the Town government and its activities for the fiscal year ending June 30, 2024 as set forth in the Town of Southern Pines, North Carolina Annual Budget, the amounts in the following section, or as much thereof as may be necessary, are hereby appropriated in the manner prescribed in the budget document, and the revenue estimates as forth are hereby adopted:

		BUDGET	
		<u>2023-2024</u>	
I.	GENERAL FUND		
1.	REVENUES		
	AD VALOREM TAXES:		
	Current	\$	12,460,796
	Delinquent		8,000
	Penalties & Interest		4,000
	TOTAL	\$	12,472,796
	OTHER TAXES AND LICENSES		
	1 Cent Local Sales Tax-Article 39	\$	1,799,125
	1/2 Cent Local Sales Tax-Article 40		938,715
	1/2 Cent Local Sales Tax-Article 42		888,550
	1/2 Cent Local Sales Tax-Article 44/Hold Harmless		881,675
	Short Term Rental Property Tax		60,000
	Beer/Wine License		2,400
	Solid Waste Disposal Tax		10,000
	Municipal Vehicle Tax		61,150
	Alcoholic Beverage Ctrl		185,000
	TOTAL	\$	4,826,615
	UNRESTRICTED INTERGOVT		
	REVENUE:		
	Beer and Wine Tax	\$	58,000
	Video Programming		145,000
	Utilities Franchise/Sales		1,000,000
	TOTAL	\$	1,203,000
	RESTRICTED INTERGOVT		
	REVENUE:		
	Powell Bill Allocation	\$	481,723
	Fire Grant		354,772
	Planning Grant		75,000
	State Aid Library		7,500
	Recreation Grants		750
	TOTAL	\$	919,745
	PERMITS AND FEES:		
	Inspections	\$	325,000
	Planning		125,000
	Zoning Fees		20,000
	Homeowner Recovery Fee		1,000
	Street Department		30,000
	Public Works		55,000
	Police Department		10,000
	TOTAL	\$	566,000

BUDGET
2023-2024

SALES AND SERVICES:

Library	\$ 45,000
Police Extra Duty	50,000
Fire Extra Duty	5,000
Recreation Fees	188,000
Rents	0
Facility Rental - Recreation	42,500
Court Facilities Fee	0
Disposal Fee/Recycling Fee	1,460,394

TOTAL	\$ 1,790,894
--------------	---------------------

INVESTMENT EARNINGS:	\$ 150,000
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OTHER REVENUES:

Miscellaneous Revenue	\$ 50,000
Surplus Property Sale	70,000
Lease Revenue	306,425
Cemetery	1,000
Court Costs	2,500
Fire District Revenue	472,000
Fire District Revenue - Escrow	45,000
Fire Donations	2,500
Donations	8,000

TOTAL	\$ 957,425
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FUND BALANCE:	5,891,466
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TOTAL GENERAL FUND REVENUES	\$ 28,777,941
------------------------------------	----------------------

Legislative	\$ 295,397
General Administration	1,051,781
Information Technology	1,756,404
Financial Services	937,214
Police Administration and Patrol	5,169,144
Police Communications	705,085
Investigations	905,221
Fire/Rescue	3,934,634
Planning	976,701
Inspections	574,565
Street Maintenance	1,490,014
Public Works/Sanitation	3,977,228
Garage	378,314
Recreation	1,781,893
Library	1,103,234
Buildings and Grounds	1,858,464
Special Appropriations	30,100
W/S Indirect Cost	(1,369,487)
Debt Service - Fire Sub-Station	418,549
Debt Service - Police Station	220,708
Debt Service - Annex Up Fit	69,431
Debt Service - Leases/SBITAS	10,000
Debt Service - Whitehall Land	304,362
Debt Service - Fire Truck	136,926
Transfer to CP Reservior Dam Improvements	100,000
Transfer to CP Paving	1,214,208
Transfer to CP Recreation Improvements	344,351
Transfer to CP Facility Modernization	203,500
Transfer to CP Sidewalks - Phase II	200,000
TOTAL GENERAL FUND APPROPRIATIONS	\$ 28,777,941

WATER AND SEWER OPERATING FUND		BUDGET
		2023-2024
II.	1. REVENUES	
	Water Charges	\$ 5,233,409
	Sewer Charges	3,238,120
	Connection and Tap Fees	275,000
	Service Charge & Penalties	120,000
	Interest on Investments	50,000
	Bulk Water Sales	800,000
	Gain on Sale of Assets	25,000
	Miscellaneous	15,000
	Transfer In- Retained Earnings	2,538,283
	TOTAL WATER/SEWER FUND OPERATING REVENUES	<u>\$ 12,294,812</u>
	Water Treatment	\$ 1,671,495
	Water Extension/Maintenance	1,581,717
	Sewer Extension/Maintenance	1,514,852
	Billing and Collections	611,783
	Sewage Treatment	2,250,000
	Water/Sewer Indirect Cost	1,369,487
	Transfer to CP NC DOT Line Relocation	2,000,000
	Transfer to CP Lift Station Upgrades	220,000
	Transfer to CP Water Treatment Process Modernization	1,041,281
	Interest Expense/Financing Principal	34,197
	TOTAL WATER/SEWER OPERATING APPROPRIATIONS	<u>\$ 12,294,812</u>

	2022-2023 PROJECT AUTHORIZATION	2023-2024 ADJUSTMENTS INCR/(DECR)	AMENDED PROJECT AUTHORIZATION
CEMETERY PERPETUAL CARE			
1. REVENUES AND OTHER FINANCING SOURCES			
Interest Earned	\$ 14,500	\$ 5,500	\$ 20,000
Sale of Plots	80,000	15,000	95,000
TOTAL	<u>\$ 94,500</u>	<u>\$ 20,500</u>	<u>\$ 115,000</u>
2. APPROPRIATIONS			
Reserved for Future Exp	\$ 94,500	\$ 20,500	\$ 115,000
TOTAL	<u>\$ 94,500</u>	<u>\$ 20,500</u>	<u>\$ 115,000</u>
SPECIAL REVENUE FUND - MUNICIPAL SERVICE DISTRICT #1			
1. REVENUES AND OTHER FINANCING SOURCES			
Ad Valorem Taxes	\$ 68,849	\$ 192,757	\$ 261,606
TOTAL	<u>\$ 68,849</u>	<u>\$ 192,757</u>	<u>\$ 261,606</u>
2. APPROPRIATIONS			
County Collection Fee Expense	\$ -	\$ 3,925	\$ 3,925
Reserve for Parkway Expenses	68,849	188,832	257,681
TOTAL	<u>\$ 68,849</u>	<u>\$ 192,757</u>	<u>\$ 261,606</u>
CAPITAL PROJECT - OPEN SPACE			
1. REVENUES AND OTHER FINANCING SOURCES			
Interest Earned	\$ 9,700	\$ -	\$ 9,700
Financing Proceeds	900,000	-	900,000
Transfer In-General Fund	519,262	-	519,262
Transfer In- Capital Reserve	245,000	-	245,000
Transfer In-Fund 47	126,000	-	126,000
TOTAL	<u>\$ 1,799,962</u>	<u>\$ -</u>	<u>\$ 1,799,962</u>
2. APPROPRIATIONS			
Land	\$ 1,799,962	\$ -	\$ 1,799,962
TOTAL	<u>\$ 1,799,962</u>	<u>\$ -</u>	<u>\$ 1,799,962</u>

	2022-2023 PROJECT AUTHORIZATION	2023-2024 ADJUSTMENTS INCR/(DECR)	AMENDED PROJECT AUTHORIZATION
CAPITAL PROJECT - NICKS CREEK PARKWAY			
1. REVENUES AND OTHER FINANCING SOURCES			
Interest Earned	\$ 15,000	\$ -	\$ 15,000
Land Exc Proceeds/60 Fd	57,000	-	57,000
TOTAL	<u>\$ 72,000</u>	<u>\$ -</u>	<u>\$ 72,000</u>
2. APPROPRIATIONS			
Construction	\$ -	\$ -	\$ -
Transfer Out -CP Streambank Stabili.	72,000	-	72,000
TOTAL	<u>\$ 72,000</u>	<u>\$ -</u>	<u>\$ 72,000</u>
CAPITAL PROJECT - ENTERPRISE INFORMATION AND DOCUMENT MANAGEMENT SYSTEM			
1. REVENUES AND OTHER FINANCING SOURCES			
Interest Earned	\$ 14,200	\$ -	\$ 14,200
Transfer In-CP Police Station	240,500	-	240,500
Transfer In-CP Patrick Road	49,985	-	49,985
Transfer In-Utility Fund	256,500	-	256,500
Transfer In-General Fund	570,874	-	570,874
TOTAL	<u>\$ 1,132,059</u>	<u>\$ -</u>	<u>\$ 1,132,059</u>
2. APPROPRIATIONS			
ERP Expenditures	\$ 907,059	\$ -	\$ 907,059
Transfer Out - CP Lib HVAC	225,000	-	225,000
TOTAL	<u>\$ 1,132,059</u>	<u>\$ -</u>	<u>\$ 1,132,059</u>
CAPITAL PROJECT - PARKING LOT PROJECT			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-General Fund	\$ 388,000	\$ -	\$ 388,000
TOTAL	<u>\$ 388,000</u>	<u>\$ -</u>	<u>\$ 388,000</u>
2. APPROPRIATIONS			
Construction	\$ 388,000	\$ -	\$ 388,000
TOTAL	<u>\$ 388,000</u>	<u>\$ -</u>	<u>\$ 388,000</u>
CAPITAL PROJECT - STORM WATER IMPROVEMENTS			
1. REVENUES AND OTHER FINANCING SOURCES			
Interest Earned	\$ 22,500	\$ -	\$ 22,500
Transfer In-CP Patrick Rd	50,000	-	50,000
Transfer In-General Fund	499,000	-	499,000
TOTAL	<u>\$ 571,500</u>	<u>\$ -</u>	<u>\$ 571,500</u>
2. APPROPRIATIONS			
Construction	\$ 571,500	\$ -	\$ 571,500
TOTAL	<u>\$ 571,500</u>	<u>\$ -</u>	<u>\$ 571,500</u>

	2022-2023 PROJECT AUTHORIZATION	2023-2024 ADJUSTMENTS INCR/(DECR)	AMENDED PROJECT AUTHORIZATION
CAPITAL PROJECT - BIKE TRANSPORTATION PROJECT			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-CP Patrick Rd	\$ 138,000	\$ -	\$ 138,000
Transfer In-General Fund	140,000	-	140,000
TOTAL	<u>\$ 278,000</u>	<u>\$ -</u>	<u>\$ 278,000</u>
2. APPROPRIATIONS			
Construction	\$ 278,000	\$ -	\$ 278,000
TOTAL	<u>\$ 278,000</u>	<u>\$ -</u>	<u>\$ 278,000</u>
CAPITAL PROJECT - STREAMBANK STABILIZATION PROJECT			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-General Fund	\$ 459,484	\$ -	\$ 459,484
Transfer In-CP General Reserve	180,000	-	180,000
Transfer In-CP Nick's Creek	72,000	-	72,000
TOTAL	<u>\$ 711,484</u>	<u>\$ -</u>	<u>\$ 711,484</u>
2. APPROPRIATIONS			
Construction	\$ 711,484	\$ -	\$ 711,484
TOTAL	<u>\$ 711,484</u>	<u>\$ -</u>	<u>\$ 711,484</u>
CAPITAL PROJECT - RESERVOIR DAM IMPROVEMENTS			
1. REVENUES AND OTHER FINANCING SOURCES			
Interest Earned	\$ -	\$ -	\$ -
Transfer In-GF	175,000	100,000	275,000
TOTAL	<u>\$ 175,000</u>	<u>\$ 100,000</u>	<u>\$ 275,000</u>
2. APPROPRIATIONS			
Design & Construction	\$ 175,000	\$ 100,000	\$ 275,000
TOTAL	<u>\$ 175,000</u>	<u>\$ 100,000</u>	<u>\$ 275,000</u>
CAPITAL PROJECT - FACILITY MODERNIZATION FUND			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-General Fund	\$ 677,042	\$ 203,500	\$ 880,542
Transfer In-Utility Fund	312,834	-	312,834
Interest Earned	-	-	-
TOTAL	<u>\$ 989,876</u>	<u>\$ 203,500</u>	<u>\$ 1,193,376</u>
2. APPROPRIATIONS			
Construction-General Fund	\$ 677,042	\$ 203,500	\$ 880,542
Construction-Utility Fund	114,334	-	114,334
Construction-Water Treatment Plant	198,500	-	198,500
TOTAL	<u>\$ 989,876</u>	<u>\$ 203,500</u>	<u>\$ 1,193,376</u>
CAPITAL PROJECT - PAVING STREETS			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-GF	\$ 1,557,500	\$ 1,214,208	\$ 2,771,708
TOTAL	<u>\$ 1,557,500</u>	<u>\$ 1,214,208</u>	<u>\$ 2,771,708</u>
2. APPROPRIATIONS			
Construction	\$ 1,557,500	\$ 1,214,208	\$ 2,771,708
TOTAL	<u>\$ 1,557,500</u>	<u>\$ 1,214,208</u>	<u>\$ 2,771,708</u>

	2022-2023 PROJECT AUTHORIZATION	2023-2024 ADJUSTMENTS INCR/(DECR)	AMENDED PROJECT AUTHORIZATION
CAPITAL PROJECT - SIDEWALKS - PHASE II			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-General Fund	\$ 1,321,150	\$ 200,000	\$ 1,521,150
Transfer In-CP SIDEWALKS	46,727	-	46,727
TOTAL	<u>\$ 1,367,877</u>	<u>\$ 200,000</u>	<u>\$ 1,567,877</u>
2. APPROPRIATIONS			
Construction	\$ 1,367,877	\$ 200,000	\$ 1,567,877
TOTAL	<u>\$ 1,367,877</u>	<u>\$ 200,000</u>	<u>\$ 1,567,877</u>
CAPITAL PROJECT - RECREATION IMPROVEMENTS			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-General Fund	\$ 863,960	\$ 344,351	\$ 1,208,311
TOTAL	<u>\$ 863,960</u>	<u>\$ 344,351</u>	<u>\$ 1,208,311</u>
2. APPROPRIATIONS			
Construction	\$ 863,960	\$ 344,351	\$ 1,208,311
TOTAL	<u>\$ 863,960</u>	<u>\$ 344,351</u>	<u>\$ 1,208,311</u>
GENERAL CAPITAL RESERVE			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-General Fund	\$ 112,500	\$ -	\$ 112,500
Transfer In-CP PS Comm	3,697	-	3,697
Transfer In-CP Library HVAC	161	-	161
Transfer In-CP Tyr Tactical	620	-	620
Transfer In-CP Fiber Optics	2,120	-	2,120
Transfer In-CP Patrick Rd	80,773	-	80,773
Transfer In-Downtown Park	6,748	-	6,748
Transfer In-Pool Park	12,740	-	12,740
Transfer In-Public Access Road	27,590	-	27,590
Transfer In-SRF ARPA	24,009	-	24,009
Transfer In-Building Rennovation	105	-	105
Transfer In-Fire Sub Station	273,642	-	273,642
TOTAL	<u>\$ 544,705</u>	<u>\$ -</u>	<u>\$ 544,705</u>
2. APPROPRIATIONS			
Transfer to Capital Project Fund	\$ 32,205	\$ -	\$ 32,205
Transfer to CP Open Space	245,000	-	245,000
Transfer to CP Streambank Stabilizai	180,000	-	180,000
Transfer to CP Building Renovation	87,500	-	87,500
TOTAL	<u>\$ 544,705</u>	<u>\$ -</u>	<u>\$ 544,705</u>
CAPITAL PROJECT - WARRIOR WOODS LIFT STATION			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-Utility Fund	\$ 263,750	\$ -	\$ 263,750
Transfer In-System Dev Fees-Sewer	606,738	224,238	830,976
Transfer In-Sewer Impact	846,550	-	846,550
TOTAL	<u>\$ 1,717,038</u>	<u>\$ 224,238</u>	<u>\$ 1,941,276</u>
2. APPROPRIATIONS			
Construction	\$ 1,717,038	\$ 224,238	\$ 1,941,276
TOTAL	<u>\$ 1,717,038</u>	<u>\$ 224,238</u>	<u>\$ 1,941,276</u>

	2022-2023 PROJECT AUTHORIZATION	2023-2024 ADJUSTMENTS INCR/(DECR)	AMENDED PROJECT AUTHORIZATION
CAPITAL PROJECT - NORTH PRESSURE WATER ZONE			
1. REVENUES AND OTHER FINANCING SOURCES			
Interest Earned	\$ 10,000	\$ -	\$ 10,000
Transfer In-Utility Fund	750,000	-	750,000
TOTAL	<u>\$ 760,000</u>	<u>\$ -</u>	<u>\$ 760,000</u>
2. APPROPRIATIONS			
Construction	\$ 760,000	\$ -	\$ 760,000
TOTAL	<u>\$ 760,000</u>	<u>\$ -</u>	<u>\$ 760,000</u>
CAPITAL PROJECT - SANITARY SEWER MODERNIZATION			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-System Dev Fees	\$ 154,172	\$ 121,376	\$ 275,548
Grant Proceeds	4,999,950	-	4,999,950
Transfer In-Utility Fund	2,086,360	-	2,086,360
TOTAL	<u>\$ 7,240,482</u>	<u>\$ 121,376</u>	<u>\$ 7,361,858</u>
2. APPROPRIATIONS			
Construction	\$ 2,240,532	\$ 121,376	\$ 2,361,908
Sewer Rehab Grant Expense	4,999,950	-	4,999,950
TOTAL	<u>\$ 7,240,482</u>	<u>\$ 121,376</u>	<u>\$ 7,361,858</u>
CAPITAL PROJECT - WATER SYSTEM DEVELOPMENT FEES			
1. REVENUES AND OTHER FINANCING SOURCES			
System Develop Fees	\$ 1,779,027	\$ 842,150	\$ 2,621,177
TOTAL	<u>\$ 1,779,027</u>	<u>\$ 842,150</u>	<u>\$ 2,621,177</u>
2. APPROPRIATIONS			
Transfer to Cap Imp Water	\$ -	\$ -	\$ -
Transfer to Penn/PeeDee Rd	771,501	301,343	1,072,844
Transfer to Water Treatment Plant	831,598	540,807	1,372,405
Transfer to East Morganton Rd	175,928	-	175,928
TOTAL	<u>\$ 1,779,027</u>	<u>\$ 842,150</u>	<u>\$ 2,621,177</u>
CAPITAL PROJECT - SEWER SYSTEM DEVELOPMENT FEES			
1. REVENUES AND OTHER FINANCING SOURCES			
System Develop Fees	\$ 760,910	\$ 345,614	\$ 1,106,524
TOTAL	<u>\$ 760,910</u>	<u>\$ 345,614</u>	<u>\$ 1,106,524</u>
2. APPROPRIATIONS			
Transfer to Cap Imp Sewer	\$ -	\$ -	\$ -
Transfer to Sanitary Sewer	154,172	121,376	275,548
Transfer to Warrior Woods	606,738	224,238	830,976
TOTAL	<u>\$ 760,910</u>	<u>\$ 345,614</u>	<u>\$ 1,106,524</u>

	2022-2023 PROJECT AUTHORIZATION	2023-2024 ADJUSTMENTS INCR/(DECR)	AMENDED PROJECT AUTHORIZATION
CAPITAL PROJECT - WATER TREATMENT PROCESS MODERNIZATION			
1. REVENUES AND OTHER FINANCING SOURCES			
Interest	\$ 21,600	\$ -	\$ 21,600
Transfer In -CP Water Distribution	1,212,000	-	1,212,000
Transfer In- System Develop Fees	831,598	540,807	1,372,405
Transfer In-Utility Fund	1,888,900	1,041,281	2,930,181
TOTAL	<u>\$ 3,954,098</u>	<u>\$ 1,582,088</u>	<u>\$ 5,536,186</u>
2. APPROPRIATIONS			
Construction	\$ 3,954,098	\$ 1,582,088	\$ 5,536,186
TOTAL	<u>\$ 3,954,098</u>	<u>\$ 1,582,088</u>	<u>\$ 5,536,186</u>
CAPITAL PROJECT - WATER DISTRIBUTION UPGRADES & REPAIR			
1. REVENUES AND OTHER FINANCING SOURCES			
Interest Earned	\$ -	\$ -	\$ -
Transfer In-CP Water Improvements	471,398	-	471,398
Transfer In-SR ARPA	4,584	-	4,584
Transfer In-Utility Fund	130,000	-	130,000
TOTAL	<u>\$ 605,982</u>	<u>\$ -</u>	<u>\$ 605,982</u>
2. APPROPRIATIONS			
Construction	\$ 605,982	\$ -	\$ 605,982
TOTAL	<u>\$ 605,982</u>	<u>\$ -</u>	<u>\$ 605,982</u>
CAPITAL PROJECT - SEWER COLLECTION SYSTEM UPGRADES & REPAIR			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-CP Sewer Dist	\$ 499,018	\$ -	\$ 499,018
Transfer In-Utility Fund	75,000	-	75,000
TOTAL	<u>\$ 574,018</u>	<u>\$ -</u>	<u>\$ 574,018</u>
2. APPROPRIATIONS			
Construction	\$ 574,018	\$ -	\$ 574,018
TOTAL	<u>\$ 574,018</u>	<u>\$ -</u>	<u>\$ 574,018</u>
CAPITAL PROJECT - LIFT STATION UPGRADES			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In-Sewer Collection Fund	\$ 477,000	\$ -	\$ 477,000
Transfer In-Utility Fund	530,000	220,000	750,000
TOTAL	<u>\$ 1,007,000</u>	<u>\$ 220,000</u>	<u>\$ 1,227,000</u>
2. APPROPRIATIONS			
Construction	\$ 1,007,000	\$ 220,000	\$ 1,227,000
TOTAL	<u>\$ 1,007,000</u>	<u>\$ 220,000</u>	<u>\$ 1,227,000</u>

	2022-2023 PROJECT <u>AUTHORIZATION</u>	2023-2024 ADJUSTMENTS <u>INCR/(DECR)</u>	AMENDED PROJECT <u>AUTHORIZATION</u>
CAPITAL PROJECT - PENNSYLVANIA/PEEDEE ROAD LINE REPLACEMENT			
1. REVENUES AND OTHER FINANCING SOURCES			
Transfer In - Water System Dev	\$ 771,501	\$ 301,343	\$ 1,072,844
Transfer In-Utility Fund	1,139,200	-	1,139,200
Transfer In-CP Morganton Rd	7,952	-	7,952
Transfer In-CP Morganton Rd SDF	17,249	-	17,249
Transfer In-CP Morganton Rd Impact	84,251	-	84,251
Transfer In - Impact Fees	1,839,317	-	1,839,317
TOTAL	<u>\$ 3,859,470</u>	<u>\$ 301,343</u>	<u>\$ 4,160,813</u>
2. APPROPRIATIONS			
Design & Construction	\$ 3,859,470	\$ 301,343	\$ 4,160,813
TOTAL	<u>\$ 3,859,470</u>	<u>\$ 301,343</u>	<u>\$ 4,160,813</u>
CAPITAL PROJECT - MIDLAND ROAD WATER LINE REPLACEMENT			
1. REVENUES AND OTHER FINANCING SOURCES			
Impact Fees	\$ 160,438	\$ -	\$ 160,438
TOTAL	<u>\$ 160,438</u>	<u>\$ -</u>	<u>\$ 160,438</u>
2. APPROPRIATIONS			
Design & Construction	\$ 160,438	\$ -	\$ 160,438
TOTAL	<u>\$ 160,438</u>	<u>\$ -</u>	<u>\$ 160,438</u>

SECTION 2. That in order to raise the revenue to meet the expenses of the Town Government and its activities as provided in the foregoing appropriation for the fiscal year ending June 30, 2024, there is hereby levied a tax of twenty-nine cents (\$0.29) per one hundred dollars (\$100) valuation of taxable property as listed for taxes on January 1, 2023. This rate is based on a total valuation of \$4,362,260,000 and an estimated collection rate of 98.5%.

SECTION 3. There is hereby levied a tax at the rate of sixty cents (\$0.60) per one hundred dollars (\$100) valuation of property as listed for taxes as of January 1, 2023, for the purpose of raising revenue in the Municipal Service District Fund #1 in Section 1 of this ordinance. The area is comprised of 99.97+/- acres contained in the approved Morganton Park South Planned Development District (PD08-21) lying between 15-501 to the south and Morganton Road to the north, as graphically depicted in Ordinance #1993, exhibit A according to Moore County tax records as of January 1, 2023 with a total current valuation of property for the purposes of taxation of \$32,126,100 and at an estimated collection rate of 100%.

SECTION 4. There is hereby levied a fee of five dollars (\$5.00) for each vehicle within the Town of Southern Pines, as authorized by North Carolina General Statute 20-97, for the purpose of raising the revenue listed as "Municipal Vehicle Tax" revenue as listed in Section 1 of this ordinance. Under North Carolina Statute 20-97, five dollars (\$5.00) is available for any lawful purpose.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023, as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2067
AMENDMENT TO CHAPTER 50, WATER AND SEWER USE,
APPENDIX A: RATES, FEES AND CHARGES
CODE OF ORDINANCES TOWN OF SOUTHERN PINES

BE IT ORDAINED by the Town Council of the Town of Southern Pines, North Carolina, in regular session assembled on the 13th day of June, 2023, that Chapter 50, Water and Sewer Use, Appendix A: Rates, Fees and Charges of the Code of Ordinances be amended as follows:

1. Revise subsection (A) and (B) under § 1. SCHEDULE OF RATES, FEES AND CHARGES of APPENDIX A: RATES, FEES AND CHARGES to the following:

(A) Water Rates. The rates will be reviewed annually and adjusted as necessary via an ordinance amendment.

- (1) Rates and Minimum Charges.
- (a) These fees shall be in effect beginning on July 1, 2023
- (b) For water service, the charge per 1,000 gallons of water provided by the Town to a customer is as follows:

(a) To property within the Town limits	\$3.85
(b) To property outside the Town limits	\$7.70
(c) To public entities that operate water systems for the public	As provided by written agreement between the Town and the other entity

- ii. For water service, the minimum monthly charge for water is based on the specific water meter size and is as follows:

<i>WATER SERVICE FEES (NO VOLUME)</i>		<i>MINIMUM CHARGE</i>
<i>Meter Size (Inches)</i>	<i>In Town</i>	<i>Out of Town</i>
3/4"	\$14.20	\$28.40
1"	\$23.30	\$46.60
1½"	\$49.23	\$98.46
2"	\$85.58	\$171.16
3"	\$189.51	\$379.02
4"	\$334.89	\$669.78
6"	\$750.50	\$1,501.00
8"	\$1332.31	\$2,664.62

- (2) Bulk water rate calculations.
- (a) *Contract amount.* The contract amount will be for any quantity equal to or greater than 50,000 gallons per day.
 - (b) *Minimum take or pay.* The customer must take or pay for the annual minimum stated in the contract.
 - (c) *Usage over contract amount.* The customer may use an amount greater than the contract amount when capacity is available, and the customer has obtained prior permission from the town.
 - (d) *Annual adjustment to contract amount.* The contract provisions may be modified or altered by mutual written agreement of the parties.
 - (e) *Flat rate charge.* The contract will provide for a flat rate charge, based on per 1,000 gallons purchased, with a minimum total payout.
 - (f) *Rate adjustments.* The town will adjust the rate, same percentage, per 1,000 gallons sold to the purchaser as it does to its regular, in-town, paying customers. The rate charge shall become effective in the July billing each year.

(B) Sewer Rates. These charges will be reviewed annually and adjusted as necessary via an ordinance amendment.

- (1) Rates and Minimum Charges.
- (a) These fees shall be in effect beginning July 1, 2023.
 - i. For sewer service, the charge per 1,000 gallons of water provided by the Town to a customer is as follows:

(a) To property within the Town limits	\$6.95
(b) To property outside the Town limits	\$13.90
(c) To public entities that operate water systems for the public	As provided by written agreement between the Town and the other entity

- ii. For sewer service, the minimum monthly is based on the specific water meter size and is as follows:

<i>SEWER SERVICE FEES (NO VOLUME)</i>		<i>MINIMUM CHARGE</i>
<i>Meter Size (Inches)</i>	<i>In Town</i>	<i>Out of Town</i>
3/4"	\$7.38	\$14.76
1"	\$9.61	\$19.22
1½"	\$15.85	\$31.70
2"	\$24.67	\$49.34
3"	\$49.75	\$99.50
4"	\$84.86	\$169.72
6"	\$185.29	\$370.58
8"	\$325.87	\$651.74

(2) The Town may waive sewerage charges for:

- (a) Water customers who are not connected to a public sewer system; or
 - (b) Water customers who use water provided by the Town for purposes that do not result in discharge to a public sewer system, if the customer provides a separate meter for such water to which standard water rates apply, including minimum and connection fees.
- (3) Sewer service for customers utilizing well water, but desiring sewerage service, must allow the Town to furnish and install, at the property owner's expense, a meter and appurtenances on the well at actual cost for materials, labor and equipment, plus 30%. Unrestricted access will be afforded Town employees to inspect.

Effective July 1, 2023.

Adopted this 13th day of June, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Deputy Town Clerk

Carol R. Haney, Mayor

APPROVED AS TO FORM:

Mac McCarley, Town Attorney

**ORDINANCE #2008 TO AMEND CHAPTER 32, PUBLIC WORKS,
SECTION 32.076 OF THE CODE OF ORDINANCES OF THE
TOWN OF SOUTHERN PINES**

BE IT ORDAINED by the Town Council of the Town of Southern Pines, North Carolina, in regular session assembled on the 14th day of June, 2022, the Code of Ordinances Chapter 32, Public Works Department §32.076 Fees is amended as follows:

1. Delete existing Waste Disposal fees detailed in section (A) of §32.076 FEES and replace with the following:

Waste Disposal (per residential unit) (Waste disposal fee covers the collection and disposal of solid waste, recycling, yard debris, and bulk items.	\$16.75 per month (effective July 1, 2022)
Waste Disposal (per commercial unit) (Waste disposal fee covers the collection and disposal of solid waste and recycling.	\$16.50 per month (effective July 1, 2022)

Adopted this 14th day of June, 2022.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 14, 2022 as shown in the minutes of the Town Council for that date.

ATTEST:

TOWN OF SOUTHERN PINES

Elizabeth Robertson, Town Clerk

Carol R. Haney, Mayor

APPROVED AS TO FORM:

Douglas R. Gill, Town Attorney

TOWN OF SOUTHERN PINES ORDINANCE #2069
AMENDING THE CAPITAL RESERVE FUND WATER SYSTEM DEVELOPMENT
FEES

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital reserve fund budget is hereby amended:

Section 1: The project authorized is for the purpose of accounting for water system development fees to be utilized in the manner described in the Water Capital Reserve Fund Resolution.

Section 2: The officers of this unit are hereby directed to proceed with the water capital reserve fund within the terms of the budget contained herein.

Section 3: The following additional amount is appropriated for the fund:

Transfer to Water Capital Project Funds	<u>\$842,150</u>
Total Project Appropriation	<u>\$842,150</u>

Section 4: The following additional revenue is anticipated to be available to complete this fund:

Water System Development Fees	<u>\$842,150</u>
Total Project Revenues	<u>\$842,150</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this fund.

Section 6: This ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

**TOWN OF SOUTHERN PINES ORDINANCE #2070
AMENDING THE CAPITAL RESERVE FUND SEWER SYSTEM
DEVELOPMENT FEES**

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital reserve fund budget is hereby amended:

Section 1: The project authorized is for the purpose of accounting for sewer system development fees to be utilized in the manner described in the Sewer Capital Reserve Fund Resolution.

Section 2: The officers of this unit are hereby directed to proceed with the water capital reserve fund within the terms of the budget contained herein.

Section 3: The following additional amount is appropriated for the fund:

Transfer to Sewer Capital Project Funds	<u>\$345,614</u>
Total Project Appropriation	<u>\$345,614</u>

Section 4: The following additional revenue is anticipated to be available to complete this fund:

Sewer System Development Fees	<u>\$345,614</u>
Total Project Revenues	<u>\$345,614</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this fund.

Section 6: This ordinance becomes effective July 1, 2022.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 14, 2022 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

**TOWN OF SOUTHERN PINES ORDINANCE #2071
AMENDING THE RECREATION IMPROVEMENTS PROJECT**

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project authorized is for the purpose of various recreational park improvements.

Section 2: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 3: The following additional amount is appropriated for the project:

Construction	<u>\$ 344,351</u>
Total Additional Project Appropriation	<u>\$ 344,351</u>

Section 4: The following additional revenue is anticipated to be available to complete this project:

Transfer In- General Fund	<u>\$ 344,351</u>
Total Additional Project Revenues	<u>\$ 344,351</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 6: This amended ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2072
CAPITAL PROJECT ORDINANCE
AMENDING THE WATER TREATMENT PROCESS MODERNIZATION FUND

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project authorized is for the purpose of modernizing equipment and processes at the Water Treatment Plant.

Section 2: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 3: The following additional amount is appropriated for the project:

Construction	<u>\$ 1,582,088</u>
Total Project Appropriation	<u>\$ 1,582,088</u>

Section 4: The following revenue is anticipated to be available to complete this project:

Transfer In- Utility Fund	\$ 1,041,281
Transfer In- System Development Fees – Water	<u>540,807</u>
Total Project Revenues	<u>\$ 1,582,088</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 6: This ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

**TOWN OF SOUTHERN PINES ORDINANCE #2073
AMENDING THE SIDEWALKS – PHASE II PROJECT BUDGET**

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project authorized is for the purpose of constructing additional and repairing and modifying existing sidewalks in the Town.

Section 2: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 3: The following additional amount is appropriated for the project:

Construction	<u>\$200,000</u>
Total Additional Project Appropriation	<u>\$200,000</u>

Section 4: The following additional revenue is anticipated to be available to complete this project:

Transfer In- General Fund	<u>\$200,000</u>
Total Additional Project Revenues	<u>\$200,000</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 6: This ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2074
CAPITAL PROJECT ORDINANCE
AMEND THE SANITARY SEWER MODERNIZATION CAPITAL PROJECT FUND

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project authorized is for the purpose to identify, investigate, rehabilitate and/or replace the Town’s sewer infrastructure.

Section 2: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 3: The following additional amounts are appropriated for the project:

Construction	<u>\$ 121,376</u>
Total Project Appropriation	<u>\$ 121,376</u>

Section 4: The following revenue is anticipated to be available to complete this project:

Transfer In – System Dev Fees - Sewer	<u>\$ 121,376</u>
Total Project Revenues	<u>\$ 121,376</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 6: This ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Deputy Town Clerk

**TOWN OF SOUTHERN PINES ORDINANCE #2075
CAPITAL PROJECT ORDINANCE
AMENDING THE RESERVOIR PARK DAM IMPROVEMENTS FUND**

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby adopted:

- Section 1: The project authorized is for the purpose of funding and tracking of various projects to rehabilitate and upgrade the dam facilities at Reservoir Park.
- Section 2: The officers of this unit are hereby directed to proceed with the capital project with the terms of the budget contained herein.
- Section 3: The following amount is appropriated for the project:
- | | |
|-----------------------------|------------------|
| Design & Construction | <u>\$100,000</u> |
| Total Project Appropriation | <u>\$100,000</u> |
- Section 4: The following revenue is anticipated to be available to complete this project:
- | | |
|----------------------------|------------------|
| Transfer In – General Fund | <u>\$100,000</u> |
| Total Project Revenues | <u>\$100,000</u> |
- Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project
- Section 6: This ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2076
CAPITAL PROJECT ORDINANCE
AMENDING THE FACILITY MODERNIZATION PROJECT FUND BUDGET

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project authorized is for the purpose of addressing immediate needs of Town owned buildings as designated by the 2019 Facility Condition Assessment.

Section 2: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 3: The following additional amounts are appropriated for the project:

Construction – Building Repair & Renovation -General Fund	<u>\$ 203,500</u>
Total Additional Project Appropriation	<u>\$ 203,500</u>

Section 4: The following additional revenues are anticipated to be available for this project:

Transfer In – General Fund	\$ 203,500
Total Additional Project Revenues	<u>\$ 203,500</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 6: This amended ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

**TOWN OF SOUTHERN PINES ORDINANCE #2077
CAPITAL PROJECT ORDINANCE
AMENDING THE WARRIOR WOODS LIFT STATION**

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

- Section 1:

The project authorized is for the purpose of upgrades to the lift station, which will increase capacity and meet expected future demand.
- Section 2:

The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.
- Section 3:

The following additional amount is appropriated for the project:

Construction	\$ 224,238
Total Project Appropriation	\$ 224,238
- Section 4:

The following revenue is anticipated to be available to complete this project:

Transfer In – System Development Fees - Sewer	\$ 224,238
Total Project Revenues	\$ 224,238
- Section 5:

Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.
- Section 6:

This ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2078
CAPITAL PROJECT ORDINANCE
AMEND THE PENNSYLVANIA/PEEDEE ROAD WATERLINE
REPLACEMENT PROJECT FUND

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project authorized is for the purpose of upgrading existing 10” waterline with a 16” transmission main.

Section 2: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 3: The following additional amounts are appropriated for the project:

Design & Construction	<u>\$ 301,343</u>
Total Project Appropriation	<u>\$ 301,343</u>

Section 4: The following revenue is anticipated to be available to complete this project:

Transfer In- System Development Fees – Water	<u>\$301,343</u>
Total Project Revenues	<u>\$ 301,343</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 6: This ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 14, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2079
AMENDING THE PAVING STREETS CAPITAL PROJECT FUND BUDGET

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project, originally authorized for the purpose of paving unimproved Town streets, was amended for the purpose of utilization with the annual paving activities of the Town per the pavement conditions study performed every four years.

Section 2: The officers of this unit are hereby directed to rename the capital project fund the Paving Capital Project Fund.

Section 3: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 4: The following additional amount is reduced for the project:

Construction	<u>\$106,057</u>
Total Project Appropriation Reduction	<u>\$106,057</u>

Section 5: The following additional amount is appropriated for this project:

Transfer to Capital Project Fund – Parking Lot	<u>\$106,057</u>
Total Additional Project Appropriation	<u>\$106,057</u>

Section 6: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 7: This amended ordinance becomes effective June 13, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2080
CAPITAL PROJECT ORDINANCE
NC DOT WATERLINE RELOCATION FUND

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby adopted:

Section 1: The project authorized is to provide funding for the Town’s 25% match required by NC General Statute for relocation of Town utilities in addition to betterment costs to upgrade the Town’s water transmission main associated with NCDOT’s U-5814 and U-5815 roadway projects.

Section 2: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 3: The following amount is appropriated for the project:

Design and Construction	<u>\$ 2,000,000</u>
Total Project Appropriation	<u>\$ 2,000,000</u>

Section 4: The following revenue is anticipated to be available to complete this project:

Transfer In- Utility Fund	<u>\$2,000,000</u>
Total Project Revenues	<u>\$ 2,000,000</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 6: This ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Roberston, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2081
CAPITAL PROJECT ORDINANCE
AMENDING THE PARKING LOT PROJECT BUDGET FUND

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project authorized is for the purpose of the construction and renovation of parking lots owned by the Town.

Section 2: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 3: The following additional amounts are appropriated for the project:

Construction	<u>\$ 106,057</u>
Total Project Appropriation	<u>\$ 106,057</u>

Section 4: The following additional revenue is anticipated to be available to complete this project:

Transfer In – CPF Paving	<u>\$ 106,057</u>
Total Project Revenues	<u>\$ 106,057</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 6: This ordinance becomes effective June 13, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2082
CAPITAL PROJECT ORDINANCE
AMENDING THE PAVING STREETS CAPITAL PROJECT FUND BUDGET

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project, originally authorized for the purpose of paving unimproved Town streets, was amended for the purpose of utilization with the annual paving activities of the Town per the pavement conditions study performed every four years.

Section 2: The officers of this unit are hereby directed to rename the capital project fund the Paving Capital Project Fund.

Section 3: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 4: The following additional amount is appropriated for the project:

Construction	<u>\$1,214,208</u>
Total Additional Project Appropriation	<u>\$1,214,208</u>

Section 5: The following additional revenue is anticipated to be available for this project:

Transfer In - General Fund	<u>\$1,214,208</u>
Total Additional Project Revenues	<u>\$1,214,208</u>

Section 6: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 7: This amended ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2083
CAPITAL PROJECT ORDINANCE
AMENDING THE LIFT STATION UPGRADES CAPTIAL PROJECT FUND

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project budget is hereby amended:

Section 1: The project authorized is for the purpose of upgrading area Town lift stations to increase capacity in the lift station’s sewer basins.

Section 2: The officers of this unit are hereby directed to proceed with the capital project within the terms of the budget contained herein.

Section 3: The following additional amounts are appropriated for the project:

Construction	<u>\$ 220,000</u>
Total Project Appropriation	<u>\$ 220,000</u>

Section 4: The following revenue is anticipated to be available to complete this project:

Transfer In-Utility Fund	<u>\$ 220,000</u>
Total Project Revenues	<u>\$ 220,000</u>

Section 5: Copies of this capital project ordinance shall be furnished to the Clerk to the Governing Board, and to the Finance Officer for direction in carrying out this project.

Section 6: This ordinance becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

TOWN OF SOUTHERN PINES ORDINANCE #2084
PROJECT BUDGET ORDINANCE
MUNICIPAL SERVICE DISTRICT SPECIAL REVENUE FUND

BE IT ORDAINED, by the Town of Southern Pines Town Council, that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following ordinance is hereby established:

- Section 1: The project authorized is the Municipal Service District #1, described in Ordinance #1993, dated the 12th of April, 2022 and approved at two meetings, May 10th, 2022 and June 14th, 2022.
- Section 2: The officers of this unit are hereby directed to proceed with the project within the terms of the ordinance documents, the rules and regulations of the appropriate state laws and the budget contained herein.
- Section 3: The following additional revenue is anticipated to be available for the project:
- | | |
|-------------------------|------------------|
| Ad Valorem Tax Revenue | <u>\$192,757</u> |
| Total Project Revenues: | <u>\$192,757</u> |
- Section 4: The following additional amount is appropriated for the project:
- | | |
|-----------------------------------|------------------|
| Parkway Expenses | \$188,832 |
| Parkway Expenses – Collection Fee | <u>3,925</u> |
| Total Project Costs: | <u>\$192,757</u> |
- Section 5: The Finance Officer will hereby maintain a separate special revenue fund for the Municipal Service District project. The Finance Officer is hereby directed to maintain within the Special Revenue Fund sufficient specific detailed accounting records to provide accounting to the agency required by the agreement and federal and state regulations.
- Section 6: Copies of the special revenue project ordinance shall be made available to the Finance Officer for direction in carrying out this project.
- Section 7: The Finance Officer is directed to report annually on the financial status of each project element in Section 4 and on the total revenues received or claimed.
- Section 8: The Finance Officer is directed to include a detailed analysis of past and future costs and revenues on this project in every budget submission made to this board.
- Section 9: This amendment becomes effective July 1, 2023.

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

**TOWN OF SOUTHERN PINES ORDINANCE #2088
AMEND OR REPEAL OUTDATED PROVISIONS OF THE
TOWN OF SOUTHERN PINES CODE OF ORDINANCES**

BE IT ORDAINED, by the Town Council of the Town of Southern Pines, North Carolina, in regular session assembled on the 13th day of June, 2023, the Town Code of Ordinances is hereby amended as follows:

- (1) Section 99.06 of the Southern Pines Code of Ordinances is amended by deleting the words “soliciting” and “begging” from the first sentence of that section and adding the word “commercial” such that it will not read as follows:

It shall be unlawful for any person to engage in commercial peddling or selling of any description in any park area or recreation facility, unless written authority is given by the Parks and Recreation Director, or their designee. A violation of this section is subject to the penalty provided in §10.99(A).

- (2) Chapter 114 of the Southern Pines Code of Ordinances is amended by repealing Sections 114.10 through 114.15 inclusive, and Sections 114.25 through 114.32 inclusive.

- (3) This ordinance shall be effective upon adoption

Adopted this 13th day of June, 2023.

ATTEST:

TOWN OF SOUTHERN PINES

Elizabeth Robertson, Town Clerk

Carol R. Haney, Mayor

APPROVED AS TO FORM:

DeWitt McCarley, Town Attorney

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk



**RESOLUTION #1047 GRANTING PERMISSION TO THE
MOORE COUNTY HISTORICAL ASSOCIATION TO USE COPYRIGHTED
MATERIAL FOR NON-COMMERCIAL PURPOSES**

WHEREAS, the Town of Southern Pines published and holds valid copyrights to two books documenting local history: *The 1st Hundred Years of Southern Pines, North Carolina* by Betsy Lindau (published 1987) and *Perspective on a Resort Community: Historic Buildings Inventory, Southern Pines, North Carolina* by Ann Alexander (published 1981); and

WHEREAS, any use of the material in these publications requires the Town's permission; and

WHEREAS, the Moore County Historical Association is a non-profit organization dedicated to collecting, preserving, and sharing the history of Moore County. The Association is producing an online archive of local history photographs and has requested permission to use certain material from these publications to caption these photographs; and

WHEREAS, under GS 160A-12, the Town Council has the authority to grant permission to use material in these copyrighted materials.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Southern Pines, North Carolina in regular session assembled this 13th day of June, 2023, that:

1. The Moore Council Historical Association is granted permission to use copyrighted material from *The 1st Hundred Years of Southern Pines, North Carolina* by Betsy Lindau (published 1987) and *Perspective on a Resort Community: Historic Buildings Inventory, Southern Pines, North Carolina* by Ann Alexander (published 1981).
2. This permission is granted for the non-commercial use of copyrighted material to advance the purposes of collecting, preserving, and sharing the history of Southern Pines and Moore County.
3. This permission extends through the term of the copyrights, defined as life of the authors plus an additional seventy (70) years.

Adopted this 13th day of June, 2023

TOWN OF SOUTHERN PINES

Carol R. Haney, Mayor

I certify that this resolution was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

MEMO

To: Reagan Parsons, Town Manager
From: Jessica Roth, Assistant Town Manager
Date: May 18, 2023
Re: GASB 96 Implementation

The Governmental Accounting Standards Board (GASB) released GASB Statement No. 96 to create a uniform definition and treatment of Subscription-Based Information Technology Arrangements (SBITAs). GASB 96 defines a SBITA as a contract that gives the Town the right to use a vendor's information technology (IT) software for a defined period of time of 12 months or longer in exchange for a subscription payment. A few examples of SBITAs currently used by the Town include CivicClerk (agenda & meeting management), DebtBook (database management & reporting for GASB compliance), and KnowBe4 (cybersecurity awareness training).

FY 22-23 is the first year that GASB 96 applies. It must be retroactive so that the beginning net position as of July 1, 2022 can be accurately restated. In order to complete this implementation, there are two administrative actions that require Council action; both of these items will be included on the June 13, 2023 agenda.

- I. **Approve Resolution #1048 to approve a materiality threshold** to exclude those contracts which, because of their value, are insignificant to report on the Town's financial statements. Staff recommends a threshold of \$10,000 for standalone software. For other applications, where the software is used in combination with specific equipment, typically purchased/obtained when the software is put into use, staff recommends a 50% threshold (where the subscription liability equals 50% or more of the total project costs). Here are some examples of applying the materiality threshold to existing contracts:

Vendor	Purpose	Annual Subscription	Status
CivicHR	Applicant tracking	\$3,694 + 5% annual increase	Excluded due to materiality threshold
CivicPlus	Website hosting, maintenance, server storage	\$4,058 + 5% annual increase	Excluded due to materiality threshold
CivicClerk	Agenda & meeting management	\$11,193 + 5% annual increase	SBITA reported under GASB 96
DebtBook	Database/reporting for GASB compliance	\$13,000	SBITA reported under GASB 96

2. **Approve Ordinance #2065 to amend the current FY 22-23 budget.** Since GASB 96 must be applied retroactively to encompass the entire fiscal year, a budget amendment is necessary. This amendment does not increase/decrease the budget, but rather allows for the proper accounting of the SBITAs so that the beginning net position at July 1, 2022 can be accurately restated.



**RESOLUTION #1048 TO ESTABLISH A MATERIALITY THRESHOLD FOR
RECOGNITION OF SUBSCRIPTION-BASED INFORMATION TECHNOLOGY
ARRANGEMENTS (“SBITAs”) UNDER GASB STATEMENT NO. 96**

WHEREAS, the Governmental Accounting Standards Board (GASB) released GASB Statement No. 96 to support the goal of accurate financial reporting by creating a uniform definition and treatment of Subscription-Based Information Technology Arrangements (SBITAs,) leading to consistency and comparability across governmental bodies; and

WHEREAS, SBITAs are defined as payments made by a public sector organization for the rights to use a vendor's software system, alone or in combination with a tangible capital asset; and

WHEREAS, under GASB Statement No. 96, a government entity generally should recognize a right-to-use subscription asset, and a corresponding subscription liability; and

WHEREAS, certain SBITAs will be immaterial to the Town’s financial statements. Town staff recommends that, for GASB Statement No. 96 accounting purposes, the Town Council approve a materiality threshold to exclude immaterial SBITA assets.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Southern Pines, North Carolina in regular session assembled this 13th day of June, 2023, that:

1. For purposes of reporting in compliance with GASB Statement No. 96, the Town of Southern Pines will exclude those SBITA assets which are clearly immaterial to the financial statements based on a materiality threshold.
2. The SBITA asset is defined as the present value of lifetime subscription payments (the subscription liability) plus capitalized project costs.
 - a. Project costs are cash outlays for activities associated with selecting, implementing, and maintaining SBITAs. Project costs are in addition to subscription payments.
3. If the SBITA asset is used alone and not in combination with a tangible capital asset, the materiality threshold equals \$10,000.00.
 - a. If the SBITA asset is equal to or less than \$9,999.99, it is deemed immaterial and does not have to be accounted for using criteria in GASB Statement No. 96.
 - b. If the SBITA asset is equal to or greater than \$10,000.00, the SBITA asset must be accounted for using criteria in GASB Statement No. 96.
4. If a SBITA is used in combination with a tangible capital asset, the materiality threshold is based on the subscription liability compared to the cost of the underlying tangible capital asset(s).
 - a. If the subscription liability is equal to or less than 49.99% of the cost of the tangible capital asset(s), it is deemed immaterial and does not have to be accounted for using criteria in GASB Statement No. 96.
 - b. If the subscription liability is equal to or greater than 50.00% of the cost of the tangible capital asset(s), the SBITA asset must be accounted for using criteria in GASB Statement No. 96.
5. The Town Council reserves the right to adjust this materiality threshold from time to time as may be needed or recommended for audit purposes.

Adopted this 13th day of June, 2023

TOWN OF SOUTHERN PINES

Carol R. Haney, Mayor

I certify that this resolution was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

**ORDINANCE #2065
AMENDING THE 2022/2023 FISCAL YEAR BUDGET**

BE IT ORDAINED AND ESTABLISHED by the Town Council of the Town of Southern Pines in regular session assembled this 13th day of June, 2023 that the Operating Budget for the Fiscal Year 2022/2023 be and hereby is amended as follows:

<u>DEPARTMENT</u>	<u>LINE ITEM</u>	<u>CODE</u>	<u>INCREASE</u>	<u>DECREASE</u>
IT	Contractual Services	10-430-4500		131,459.00
Finance	Leased Equipment	10-440-2200		2,000.00
IT	Contractual Services	10-430-4500		630.00
General Fund	SBITA Financing	10-692-1050	130,769.00	
General Fund	Debt Interest	10-691-7200	690.00	
General Fund	Other Fin Source– Leases/SBITA	10-397-0100	343,749.00	
IT	Capital – Software – Comp Equip	10-430-7401	346,379.00	

I certify that this ordinance was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk



APPLICATION FOR Voluntary Annexation

SUBMITTAL REQUIREMENTS:

- _____ **Completed Petition for Voluntary Annexation (attached).** Petition signed with original wet ink by the owners of all real property located within the subject area to be considered for annexation.
- _____ **Legal Description.** Written metes and bounds legal description of the subject property.
- _____ **Accurate Map.** Provide a survey or accurate map of subject property.
- _____ **Electronic copy (.pdf) of all application materials.** E-mail to admin@southernpines.net.
- _____ **NCGS § 160A-31** governs the Town's authority to annex property by a voluntary petition.

REVIEW & APPROVAL PROCESS:

- **Submittal (2nd Monday – month #1 of process):** Submit a packet as detailed above to the Town Clerk no later than close of business on the 2nd Monday of the month.
Hard copies shall be submitted in person or by mail to: Town Clerk, Town of Southern Pines Administration Dept., 125 SE Broad St., Southern Pines, NC 28387.
- **Review by Staff:** Town staff will review the petition to ensure all required materials are submitted and properly executed. If the petition is complete, staff will forward it, along with a report, to the Town Council for review at their work session (4th Monday of the same month a complete application is submitted).
- **Town Council Work Session (4th Monday of month #1):** Staff and the petitioner will present the details of the petition to the Town Council. The Council will vote on a Resolution Directing the Town Clerk to Investigate the Sufficiency of a Petition for Annexation.
- **Investigation by Town Staff:** The Town Clerk will investigate the sufficiency of the petition per North Carolina General Statute §160A-31 and prepare a Certificate of Sufficiency.
- **1st Town Council Regular Meeting (2nd Tuesday of month #2):** The Town Council will receive the Certificate of Sufficiency and vote on a resolution scheduling a public hearing for the petition.
- **Legal Notice:** Town staff will publish a notice of the public hearing in the newspaper, at least 10 days prior to the date of the public hearing.
- **2nd Town Council Regular Meeting (2nd Tuesday of month #3):** The Town Council will hold a public hearing to receive public comment on petition and then vote to either approve or deny the petition. If approved, the annexation generally becomes effective the same day.

PETITION FOR VOLUNTARY ANNEXATION

To the Town Council of the Town of Southern Pines, North Carolina:

1. I/We the undersigned owner(s) of real property respectfully request that the area described in the attached Exhibit A be annexed to the Town of Southern Pines.
2. The area to be annexed is **contiguous** to the Town of Southern Pines and the boundaries of such territory are described in the attached metes and bounds description, Exhibit A.
3. The area is identified as PIN: 857211657012; PARID: 00040888.

Property Owner(s):

Name: Town of Southern Pines

Signature: 

Address: PO Box 870

Southern Pines, NC 28388

Name: _____

Signature: _____

Address: _____

Name: _____

Signature: _____

Address: _____

(Duplicate this form to add names, addresses and signatures of property owners, as necessary.)

EXHIBIT A

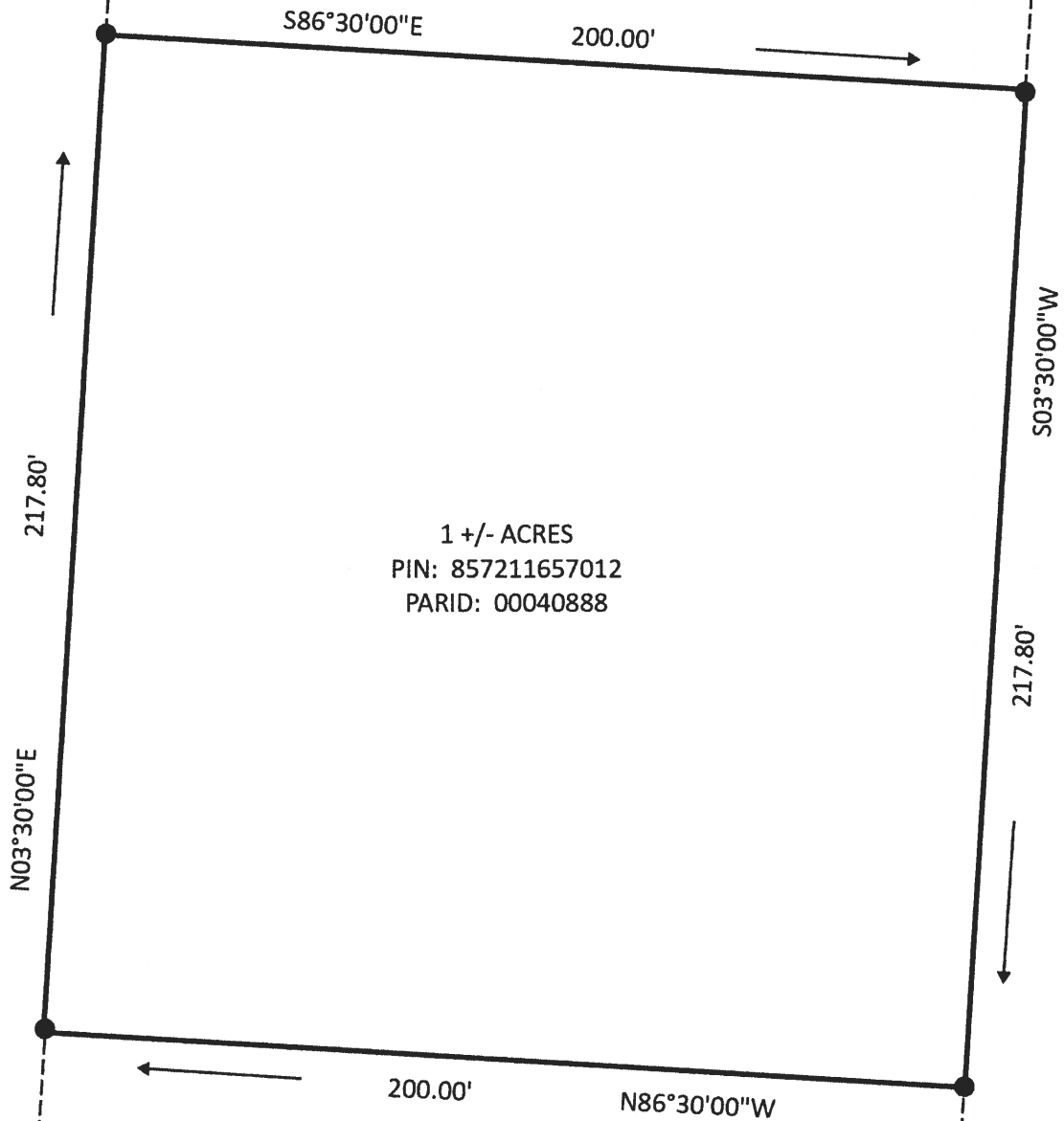
Metes and Bounds Description of Property/Properties Petitioning for Voluntary Annexation

BEGINNING at a stake in the north boundary of a road, said stake being the beginning corner of George Godwin's 5 acre tract as recorded in Deed Book 92, at Page 586, Moore County Registry; running thence with the first line of said tract North 3° 30' East 217.8 feet to a stake; thence South 86 ° 30' East 200 feet to a stake; thence South 3 ° 30' West 217 .8 feet to the north edge of the road, the south line of five acres; thence with the south line of the 5 acre tract North 86 ° 30' West 200 feet to the BEGINNING, containing one acre, more or less, and being a portion of George Godwin's aforementioned 5 acre tract.

PARID: 00035546

PARID: 00036523

PARID: 00039732



Knollwood Vlg

PARID: 00038806

PARID: 00039670

Map created by Town of Southern Pines GIS staff. Descriptions from BK: 2441 PG: 324-326 Moore County Register of Deeds.

0 20 40 80 Feet

AX-??-23



These

Lying and being located on the west side of Southern Pines, North Carolina, bounded and described as follows:

BEGINNING at a stake in the north boundary of a road, said stake being the beginning corner of George Godwin's 5 acre tract as recorded in Deed Book 92, at Page 586, Moore County Registry; running thence with the first line of said tract North 3° 30' East 217.8 feet to a stake; thence South 86° 30' East 200 feet to a stake; thence South 3° 30' West 217.8 feet to the north edge of the road, the south line of five acres; thence with the south line of the 5 acre tract North 86° 30' West 200 feet to the beginning, containing one acre, more or less, and being a portion of George Godwin's aforementioned 5 acre tract.

See also that instrument recorded in Book 705, Page 417, Moore County Registry, which description is herein incorporated by reference. Note that Obie W. Godwin, spouse of Augusta Godwin, died in Moore County on January 3, 1990.

Also known as parcel LRK # 00040888, Moore County Tax Department.

Said property sold subject to all outstanding ad valorem taxes, including current year, if any, together with rights of ways, easements, or encumbrances of record.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and premises, together with all privileges and appurtenances thereto belonging to him the said Grantee and his heirs and assigns in as full and ample a manner as the Grantor as Commissioner as aforesaid is authorized and empowered to convey the same.

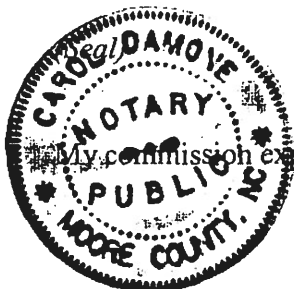
IN TESTIMONY WHEREOF, said Grantor, acting as Commissioner as aforesaid, has hereunto set his hand and seal, the day and year first above written

Emily A. Tobias (SEAL)
Emily A. Tobias, Commissioner

STATE OF NORTH CAROLINA
COUNTY OF MOORE

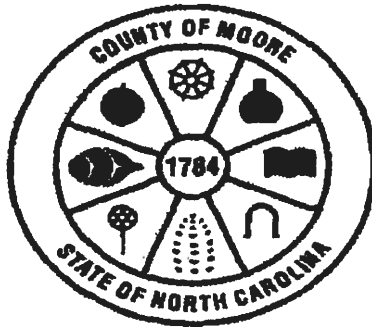
I, Carol Damone a Notary Public of said County and State, certify that
Emily A. Tobias, Commissioner Grantor, personally appeared before me this day and acknowledged the execution of the foregoing instrument.

Witness my hand and official stamp or seal, this 17th day of November, 2003.



My commission expires: 2-13-2005

Carol Damone
Notary Public



JUDY D. MARTIN
REGISTER OF DEEDS, MOORE
JUDICIAL BUILDING
100 DOWD STREET
CARTHAGE, NC 28327

Filed For Registration: 11/17/2003 03:04:29 PM

Book: RE 2441 Page: 324-326

Document No.: 2003026857

DEED 3 PGS \$19.00

NC REAL ESTATE EXCISE TAX: \$2.00

Recorder: LINDA CHEEK

State of North Carolina, County of Moore

The foregoing certificate of CAROL DAMONE Notary is certified to be correct. This 17TH of November 2003

JUDY D. MARTIN , REGISTER OF DEEDS

By: Linda W. Cheek

Deputy/Assistant Register of Deeds

2003026857

2003026857

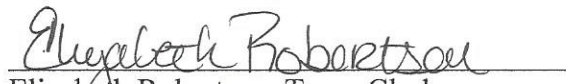
TOWN OF SOUTHERN PINES RESOLUTION #1047
CERTIFICATE OF SUFFICIENCY
AX-01-23: PARID 00040888

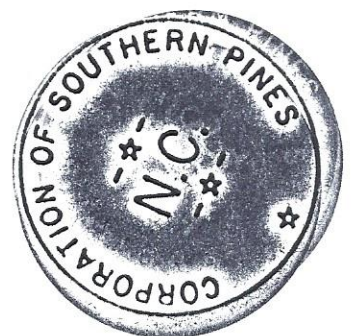
To the Town Council of the Town of Southern Pines, North Carolina;

I, Elizabeth Robertson, Town Clerk, do hereby certify that I have investigated the attached petition and hereby make the following findings:

1. The petition contains an adequate property description of the area proposed for annexation, which is identified as PIN: 857211657012 (PARID: 00040888)
2. The petition is signed by and includes addresses of all owners of real property lying in the area described herein. Per the Moore County Tax Department and Moore County Register of Deeds, the property owner is listed as the Town of Southern Pines. The application is signed by Reagan Parsons, Town Manager for the Town of Southern Pines.
3. The area described in the petition is contiguous to the Town of Southern Pines primary corporate limits, as defined by N.C.G.S. 160A-31.

In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Southern Pines, North Carolina, this 26th day of May, 2023.


Elizabeth Robertson, Town Clerk



TOWN OF SOUTHERN PINES RESOLUTION #1053
SETTING DATE OF PUBLIC HEARING FOR ANNEXATION APPLICATION
AX-01-23: PARID 00040888

WHEREAS, a petition requesting annexation of an area described herein has been received; and

WHEREAS, the Town Council has by resolution directed the Town Clerk to investigate the sufficiency thereof; and

WHEREAS, certification by the Town Clerk as to the sufficiency of said petition has been made;

NOW, THEREFORE BE IT RESOLVED by the Town Council of the Town of Southern Pines, North Carolina:

Section 1. That a public hearing on the question of annexation of the area described herein will be held at the Douglass Community Center at 6:00 pm on July 11, 2023.

Section 2. The area proposed for annexation is described as follows:

Property Owners/Applicants:

Town of Southern Pines
P.O. Box 870
Southern Pines, NC 28388

Property Identification Number (PIN) and Parcel Identification:

PIN: 857211657012; PARID: 00040888

Size of Property:

Total Acreage: 1+/- acres

Meets & Bounds Description:

BEGINNING at a stake in the north boundary of a road, said stake being the beginning corner of George Godwin's 5-acre tract as recorded in Deed Book 92, at Page 586, Moore County Registry;

running thence with the first line of said tract North 3° 30' East 217.8 feet to a stake;

thence South 86 ° 30' East 200 feet to a stake;

thence South 3 ° 30' West 217 .8 feet to the north edge of the road, the south line of five acres;

thence with the south line of the 5-acre tract North 86 ° 30' West 200 feet to the beginning, containing one acre, more or less, and being a portion of George Godwin's aforementioned 5-acre tract.

Section 3. Notice of said public hearing shall be published in The Pilot, a newspaper having general circulation in the Town of Southern Pines, on June 25, 2023, at least ten (10) days prior to the date of said public hearing.

Adopted this 13th day of June, 2023.

ATTEST:

TOWN OF SOUTHERN PINES

Elizabeth Robertson, Town Clerk

Carol R. Haney, Mayor

I certify that this resolution was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk



APPLICATION FOR Voluntary Annexation

SUBMITTAL REQUIREMENTS:

- _____ **Completed Petition for Voluntary Annexation (attached).** Petition signed with original wet ink by the owners of all real property located within the subject area to be considered for annexation.
- _____ **Legal Description.** Written metes and bounds legal description of the subject property.
- _____ **Accurate Map.** Provide a survey or accurate map of subject property.
- _____ **Electronic copy (.pdf) of all application materials.** E-mail to admin@southernpines.net.
- _____ **NCGS § 160A-31** governs the Town's authority to annex property by a voluntary petition.

REVIEW & APPROVAL PROCESS:

- **Submittal (2nd Monday – month #1 of process):** Submit a packet as detailed above to the Town Clerk no later than close of business on the 2nd Monday of the month.
Hard copies shall be submitted in person or by mail to: Town Clerk, Town of Southern Pines Administration Dept., 125 SE Broad St., Southern Pines, NC 28387.
- **Review by Staff:** Town staff will review the petition to ensure all required materials are submitted and properly executed. If the petition is complete, staff will forward it, along with a report, to the Town Council for review at their work session (4th Monday of the same month a complete application is submitted).
- **Town Council Work Session (4th Monday of month #1):** Staff and the petitioner will present the details of the petition to the Town Council. The Council will vote on a Resolution Directing the Town Clerk to Investigate the Sufficiency of a Petition for Annexation.
- **Investigation by Town Staff:** The Town Clerk will investigate the sufficiency of the petition per North Carolina General Statute §160A-31 and prepare a Certificate of Sufficiency.
- **1st Town Council Regular Meeting (2nd Tuesday of month #2):** The Town Council will receive the Certificate of Sufficiency and vote on a resolution scheduling a public hearing for the petition.
- **Legal Notice:** Town staff will publish a notice of the public hearing in the newspaper, at least 10 days prior to the date of the public hearing.
- **2nd Town Council Regular Meeting (2nd Tuesday of month #3):** The Town Council will hold a public hearing to receive public comment on petition and then vote to either approve or deny the petition. If approved, the annexation generally becomes effective the same day.

PETITION FOR VOLUNTARY ANNEXATION

To the Town Council of the Town of Southern Pines, North Carolina:

1. I/We the undersigned owner(s) of real property respectfully request that the area described in the attached Exhibit A be annexed to the Town of Southern Pines.
2. The area to be annexed is **contiguous** to the Town of Southern Pines and the boundaries of such territory are described in the attached metes and bounds description, Exhibit A.
3. The area is identified as PIN: 857100392796 and 857100399573; PARID: 20150046 and 20190270.

Property Owner(s):

Name: Charles Gross

Signature: 

Address: 5 First Village Dr.
PO Box 2000 Pinehurst,
NC 28374

Morganton Park Realty Site 2, LLC

Name: David Grantham

Signature: 

Address: 5 First Village Dr.
Pinehurst NC 28374

PACN Realty, LLC

Name: Jeff KILPATRICK

Signature: 

Address: 5 First Village Dr
Pinehurst NC 28374

PACN Realty, LLC

(Duplicate this form to add names, addresses and signatures of property owners, as necessary.)

EXHIBIT A

Metes and Bounds Description of Property/Properties Petitioning for Voluntary Annexation

7-28-21

LEGAL DESCRIPTION FOR ANNEXATION OF 26.27 ACRES

BEING ALL OF THE PROPERTY CONTAINING 26.27 ACRES, MORE OR LESS, LOCATED IN SOUTHERN PINES, MCNEILL TOWNSHIP, MOORE COUNTY, NORTH CAROLINA, COMPRISING PACN REALTY, LLC (10.49 ACRES), AS SHOWN IN D.B. 5210 PG. 269, AS RECORDED IN THE MOORE COUNTY REGISTER OF DEEDS, AND MORGANTON PARK REALTY, LLC (15.78 ACRES), AS SHOWN IN D.B. 5802 PG. 414, AS RECORDED IN THE MOORE COUNTY REGISTER OF DEEDS. BEING MORE PARTICULARLY DESCRIBED BY BEARINGS AND DISTANCES BELOW.

BEGINNING AT A .5" IRON ROD IN THE WEST MARGIN OF BRUCEWOOD ROAD AND NORTH MARGIN TRANSITION OF WEST MORGANTON ROAD (SR 1309); THENCE WITH SAID NORTH MARGIN TRANSITION S60°46'39"W A DISTANCE OF 77.51 FEET TO A .5" IRON ROD IN THE NORTH MARGIN OF WEST MORGANTON ROAD (SR 1309);

THENCE WITH SAID NORTH MARGIN DESCRIBED ABOVE A CURVE TO THE RIGHT CONCAVE TO THE NORTH HAVING A RADIUS OF 3647.93 FEET, A CHORD BEARING N67°28'28"W, A CHORD DISTANCE OF 777.06 FEET TO A .5" IRON ROD COMMON TO THE SOUTHEAST CORNER OF MORGANTON PARK REALTY, LLC, AS SHOWN IN D.B. 5802, PG. 414; THENCE A CURVE TO THE RIGHT CONCAVE TO THE NORTH HAVING A RADIUS OF 3647.93 FEET, A CHORD BEARING S59°39'07"E, A CHORD DISTANCE OF 213.78 FEET TO A .5" IRON ROD; THENCE N58°47'01"W A DISTANCE OF 508.31 FEET TO A .5" IRON ROD IN THE EAST MARGIN TRANSITION OF TANGLEWOOD DRIVE;

THENCE WITH SAID EAST MARGIN TRANSITION DESCRIBED ABOVE N12°10'55"W A DISTANCE OF 60.90 FEET TO A .5" IRON ROD; THENCE N57°29'32"W A DISTANCE OF 60.03 FEET TO A .5" IRON IN THE WEST MARGIN OF TANGLEWOOD DRIVE;

THENCE WITH THE WEST MARGIN TRANSITION OF TANGLEWOOD DRIVE S77°44'32"W A DISTANCE OF 65.52 FEET TO A .5" IRON ROD IN THE NORTH MARGIN OF WEST MORGANTON ROAD (SR 1309);

THENCE WITH SAID NORTH MARGIN DESCRIBED ABOVE N58°49'00"W A DISTANCE OF 79.53 FEET TO A .5" IRON ROD; THENCE A CURVE TO THE LEFT CONCAVE TO THE SOUTH HAVING A RADIUS OF 1194.93 FEET, A CHORD BEARING N64°09'01"W, A CHORD DISTANCE OF 185.21 FEET TO A .75" IRON ROD COMMON TO THE SOUTHEAST CORNER OF SC BLACK ANGUS REALTY, LLC, AS SHOWN IN D.B. 3028 PG. 34, SAID IRON ROD LOCATED S72°18'21"E A DISTANCE OF 181.12 FEET FROM A MAG NAIL IN A CURVE HAVING A RADIUS OF 1194.63 FEET;

THENCE WITH SAID SC BLACK ANGUS REALTY, LLC DESCRIBED ABOVE N26°11'28"E A DISTANCE OF 23.03 FEET TO A POINT; THENCE N30°34'30"E A DISTANCE OF 269.97 FEET TO A POINT COMMON TO MCNEILL MORGANTON, INC., AS SHOWN IN D.B. 1915 PG. 329;

THENCE WITH SAID MCNEILL MORGANTON, INC. AS DESCRIBED ABOVE N55°01'10"E A DISTANCE OF 146.57 FEET TO A POINT; THENCE N25°06'30"E A DISTANCE OF 168.80 FEET TO A POINT IN THE EXTENDED CENTERLINE OF PATRICK ROAD, AS SHOWN ON A MAP TITLED "PATRICK VILLAGE", AS RECORDED IN P.C. 9 SLIDE 177; THENCE N25°24'43"E A DISTANCE OF 225.59 FEET TO A POINT COMMON TO CRESTON COMMONS, LLC, AS SHOWN IN D.B. 1568 PG. 471, AND COMMON TO THE SOUTH LINE OF PLANTATION INVESTORS, LLC, AS SHOWN IN D.B. 2069 PG. 533, SAID POINT LOCATED S61°07'45"E A DISTANCE OF 188.73 FEET FROM A CONCRETE MONUMENT;

THENCE WITH SAID SOUTH LINE DESCRIBED ABOVE S61°21'44"E A DISTANCE OF 120.90 FEET TO A 1.75" IRON PIPE; THENCE S60°50'31"E A DISTANCE OF 73.58 FEET TO A 1" IRON PIPE IN THE WEST MARGIN OF TANGLEWOOD DRIVE; THENCE S61°17'51"E A DISTANCE OF 60.66 FEET TO A .5" IRON ROD IN THE EAST MARGIN OF TANGLEWOOD DRIVE; THENCE CONTINUING WITH SAID SOUTH LINE AFOREDESCRIBED S61°18'03"E A DISTANCE OF 138.93 FEET TO AN IRON ROD COMMON TO THE NORTHWEST CORNER OF ITAC 483, LLC, AS SHOWN IN D.B. 5758 PG. 287;

THENCE WITH SAID ITAC 483, LLC DESCRIBED ABOVE S27°49'52"W A DISTANCE OF 238.96 FEET TO AN IRON ROD IN THE NORTH MARGIN OF SOUTH CARLISLE STREET;

THENCE WITH SAID NORTH MARGIN DESCRIBED ABOVE N81°55'46"W A DISTANCE OF 98.09 FEET TO A .5" IRON ROD IN THE EAST MARGIN OF TANGLEWOOD DRIVE; THENCE S09°15'56"W A DISTANCE OF 80.03 FEET TO A .5" IRON ROD IN SOUTH MARGIN OF SOUTH CARLISLE STREET;

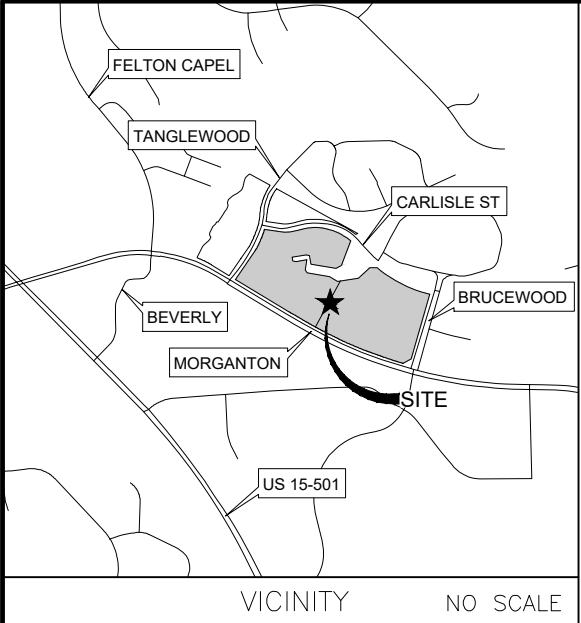
THENCE WITH SAID SOUTH MARGIN DESCRIBED ABOVE S82°07'53"E A DISTANCE OF 132.76 FEET TO A .5" IRON ROD; THENCE A CURVE TO THE LEFT CONCAVE TO THE NORTH HAVING A RADIUS OF 285.00 FEET, A CHORD BEARING N85°49'44"E, A CHORD DISTANCE OF 119.26 FEET TO A .5" IRON ROD; THENCE N73°42'16"E A DISTANCE OF 31.04 FEET TO A .5" IRON ROD; THENCE A CURVE TO THE RIGHT CONCAVE TO THE SOUTH HAVING A RADIUS OF 445.00 FEET, A CHORD BEARING S77°43'24"E, A CHORD DISTANCE OF 424.13 FEET TO A .5" IRON ROD COMMON TO MORGANTON PARK NORTH MASTER ASSOCIATION, INC.;

THENCE WITH SAID MORGANTON PARK NORTH MASTER ASSOCIATION, INC. DESCRIBED ABOVE S19°54'18"W A DISTANCE OF 203.03 FEET TO AN IRON ROD; THENCE S63°19'28"W A DISTANCE OF 51.77 FEET TO AN IRON ROD; THENCE N80°25'15"W A DISTANCE OF 209.35 FEET TO AN IRON ROD; THENCE N10°47'53"W A DISTANCE OF 70.59 FEET TO A POINT; THENCE N73°19'16"W A DISTANCE OF 24.15 FEET TO A POINT; THENCE S79°52'50"W A DISTANCE OF 121.52 FEET TO AN IRON ROD; THENCE S14°05'52"E A DISTANCE OF 31.35 FEET TO AN IRON ROD; THENCE S78°59'09"E A DISTANCE OF 28.85 FEET TO AN IRON ROD; THENCE N79°50'48"E A DISTANCE OF 88.02 FEET TO AN IRON ROD; THENCE S08°51'31"W A DISTANCE OF 85.46 FEET TO AN IRON ROD; THENCE S33°28'44"E A DISTANCE OF 27.46 FEET TO AN IRON ROD; THENCE S80°18'30"E A DISTANCE OF 187.28 FEET TO AN IRON ROD; THENCE S59°37'33"E A DISTANCE OF 76.24 FEET TO

AN IRON ROD; THENCE N81°47'31"E A DISTANCE OF 43.74 FEET TO AN IRON ROD; THENCE N81°59'55"E A DISTANCE OF 128.88 FEET TO AN IRON ROD; THENCE N46°11'45"E A DISTANCE OF 130.70 FEET TO AN IRON ROD; THENCE S87°33'08"E A DISTANCE OF 41.26 FEET TO AN IRON ROD IN THE SOUTH MARGIN OF SOUTH CARLISLE STREET;

THENCE WITH SAID SOUTH MARGIN DESCRIBED ABOVE A CURVE TO THE LEFT CONCAVE TO THE NORTH HAVING A RADIUS OF 1068.00 FEET, A CHORD BEARING S63°04'52"E, A CHORD DISTANCE OF 514.92 FEET TO A .5" IRON ROD IN THE WEST MARGIN OF BRUCEWOOD ROAD;

THENCE WITH SAID WEST MARGIN DESCRIBED ABOVE S15°59'11"W A DISTANCE OF 549.41 FEET TO A .5" IRON ROD, WHICH IS THE BEGINNING, AND HAVING AN AREA OF 26.27 ACRES, NOT INCLUSIVE OF TANGLEWOOD DRIVE RIGHT-OF-WAY.



- GENERAL NOTES
1. THIS MAP IS IN ACCORDANCE WITH GS 47-30.
 2. AREA BY COORDINATE METHOD.
 3. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCE.
 4. DASHED LINES NOT SURVEYED, DRAWN FROM INFORMATION AS INDICATED.
 5. THERE ARE NO VISIBLE ENCROACHMENTS OTHER THAN THOSE SHOWN HEREON.
 6. THIS PROPERTY IS NOT LOCATED IN A WATER SUPPLY WATERSHED.
 7. THIS PROPERTY DOES NOT LIE IN A DESIGNATED FEMA SPECIAL FLOOD HAZARD AREA PER FIRM NO. 3710857100J WITH AN EFFECTIVE DATE OF 10/17/2006
 8. LOCATION OF UNDERGROUND UTILITIES, IF SHOWN, ARE BASED ON VISIBLE EVIDENCE OR DRAWINGS PROVIDED TO THE SURVEYOR. LOCATION OF UNDERGROUND UTILITIES AND STRUCTURES MAY VARY FROM SHOWN LOCATIONS. ADDITIONAL UTILITIES MAY EXIST. LOCAL UTILITY COMPANIES SHOULD BE CONSULTED FOR FURTHER INFORMATION ON UTILITIES AFFECTING THE PROPERTY.
 9. THIS SURVEY WAS DONE WITHOUT THE BENEFIT OF AN ATTORNEY'S TITLE SEARCH WHICH COULD DISCLOSE ZONING, BUILDING SETBACKS OR OTHER INFORMATION WHICH COULD AFFECT THE SURVEYED PROPERTY.
 10. THIS PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS, RIGHT-OF-WAYS AND AGREEMENTS OF RECORD PRIOR TO THE DATE OF THIS PLAT.

TITLE REFERENCE:
TRACT
PARCEL ID 20190270
DEED BOOK 5210 PAGE 269
MOORE COUNTY REGISTRY

TRACT 2A
PARCEL ID 20150046
DEED BOOK 5802 PG 414
MOORE COUNTY REGISTRY

OWNER
PACN REALTY, LLC
205 PAGE ROAD
PINEHURST, NC 28374

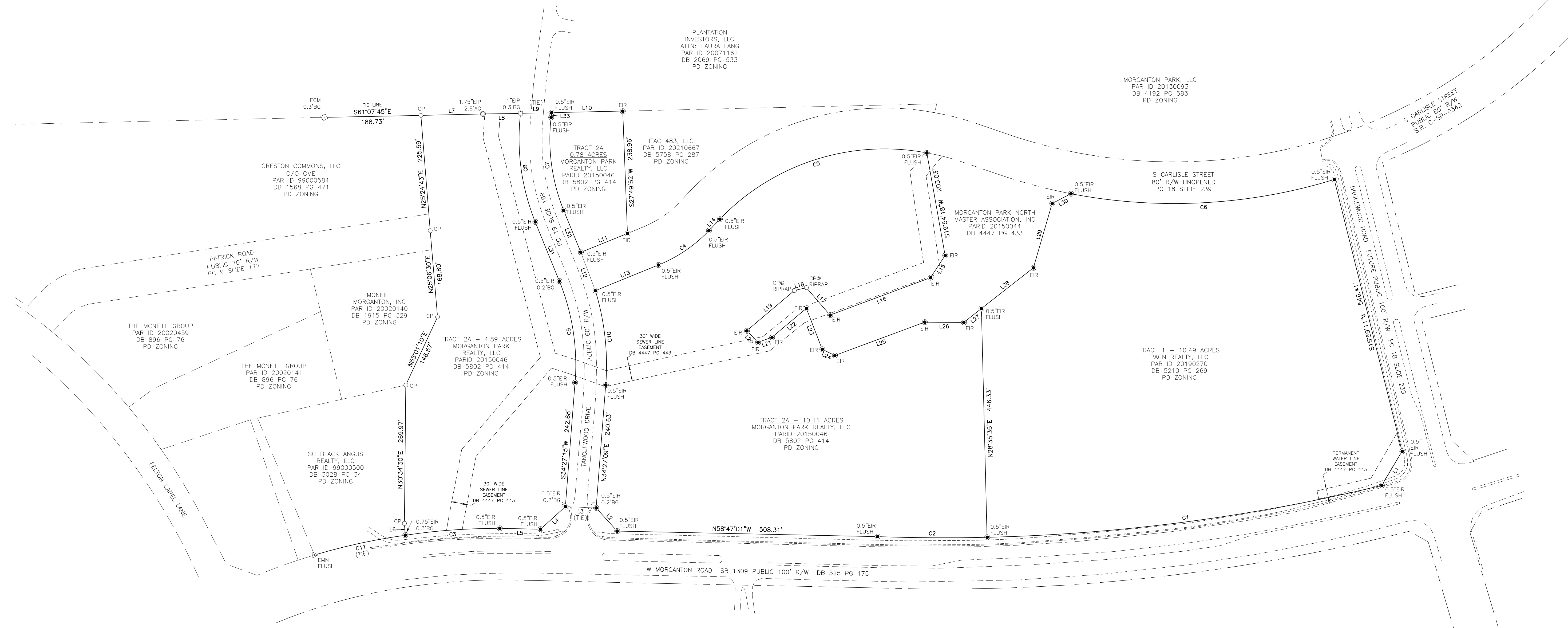
MORGANTON PARK REALTY, LLC
5 FIRST VILLAGE DRIVE
PINEHURST, NC 28374

SITE DATA
JURISDICTION: SOUTHERN PINES
ADDRESS: W MORGANTON ROAD, 28387

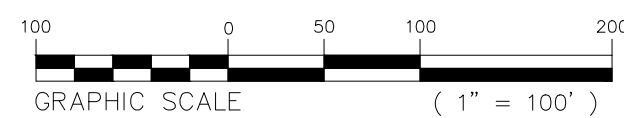
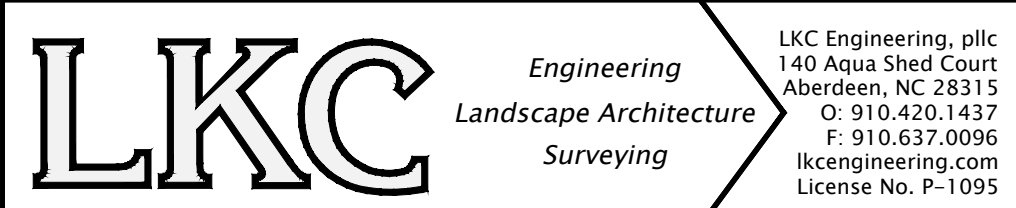
ZONING
PD (PLANNED DEVELOPMENT)

SURVEYOR:
ROBERTO RODRIGUEZ, PLS
LICENSE # 5428
140 AQUA SHED COURT
ABERDEEN, NC 28315

- LEGEND
- CP ○ = CALCULATED POINT
 - EIR ● = EXISTING IRON ROD
 - EIP ○ = EXISTING IRON PIPE
 - ECM □ = EX. CONCRETE MONUMENT
 - EMN ▲ = EXISTING MAG NAIL
 - = RIGHT OF WAY
 - = BOUNDARY SURVEYED
 - = BOUNDARY NOT SURVEYED
 - = EDGE OF PAVEMENT
 - = EDGE OF CONCRETE



BOUNDARY SURVEY
FOR
PACN REALTY, LLC
TRACT ONE - 10.49 ACRES
AND
MORGANTON PARK REALTY, LLC
TRACT 2A - 15.78 ACRES
MCNEILL TOWNSHIP, MOORE COUNTY
SOUTHERN PINES, NORTH CAROLINA
MAY 4, 2023
DRAFTED BY: RR SCALE 1" = 60'



CURVE TABLE				
CURVE #	LENGTH	RADIUS	CHORD BEARING	CHORD DISTANCE
C1	778.53	3647.93	N67°28'28"W	777.06
C2	213.81	3647.93	N59°39'07"W	213.78
C3	185.40	1194.93	N64°09'01"W	185.21
C4	120.15	285.00	N85°49'44"E	119.26
C5	442.09	445.00	S77°43'24"E	424.13
C6	520.04	1068.00	S63°04'52"E	514.92
C7	185.03	370.00	N22°18'01"E	183.11
C8	215.85	430.00	S22°15'59"W	213.59
C9	202.07	436.35	S21°11'00"W	200.27
C10	186.12	496.35	N23°42'14"E	185.03
C11	181.30	1194.63	S72°18'21"E	181.12

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	S60°46'39"W	77.51
L2	N12°10'55"W	60.90
L3	N57°29'32"W	60.03
L4	S77°44'32"W	65.52
L5	N58°49'00"W	79.53
L6	N26°11'28"E	23.03
L7	S61°21'44"E	120.90
L8	S60°50'31"E	73.58
L9	S61°17'51"E	60.66
L10	S61°18'03"E	138.93

LINE TABLE		
LINE #	BEARING	DISTANCE
L11	N81°55'46"W	98.09
L12	S9°15'56"W	80.03
L13	S82°07'53"E	132.76
L14	N73°42'16"E	31.04
L15	S63°19'28"W	51.77
L16	N80°25'15"W	209.35
L17	N10°47'53"W	70.59
L18	N73°19'16"W	24.15
L19	S79°52'50"W	121.52
L20	S14°05'52"E	31.35

LINE TABLE		
LINE #	BEARING	DISTANCE
L21	S78°59'09"E	28.85
L22	N79°50'48"E	88.02
L23	S85°13'17"W	85.46
L24	S33°28'44"E	27.46
L25	S80°18'30"E	187.28
L26	S59°37'33"E	76.24
L27	N81°47'31"E	43.74
L28	N81°59'55"E	128.88
L29	N46°11'45"E	130.70
L30	S87°33'08"E	41.26

I, _____, REVIEW OFFICER OF MOORE COUNTY, NORTH CAROLINA, CERTIFY THAT THE MAP OR PLAT WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

REVIEW OFFICER _____ DATE _____

I, ROBERTO RODRIGUEZ JR., CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK 5210, PAGE 269, BOOK 5802, PAGE 414); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION AS INDICATED; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000; THAT THE GLOBAL POSITIONING SYSTEM (GPS) SURVEY AND THE FOLLOWING INFORMATION WAS USED TO PERFORM THE GPS SURVEY:

- (1) CLASS OF SURVEY: CLASS A
- (2) POSITIONAL ACCURACY: <0.10'
- (3) TYPE OF GPS FIELD PROCEDURE: REAL-TIME KINEMATIC
- (4) DATES OF SURVEY: JULY 2022
- (5) DATUM/EPOCH: NAD83(2011)
- (6) PUBLISHED/FIXED-CONTROL USE: NC CORS
- (7) GEOID MODEL: NGS 2012B
- (8) COMBINED GRID FACTOR(S): 0.99986012
- (9) UNITS: US SURVEY FEET

FURTHER AS REQUIRED PER G.S. 47-30(F)(11); I, ROBERTO RODRIGUEZ JR., PROFESSIONAL LAND SURVEYOR, L-5428, CERTIFY THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET. THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED.

WITNESS MY ORIGINAL SIGNATURE AND SEAL THIS THE _____ DAY OF _____ 2023.

PRELIMINARY PLAT, NOT FOR
RECORDATION, CONVEYANCE OR SALES
PROFESSIONAL LAND SURVEYOR
LICENSE NUMBER L-5428

CAPITAL RESERVE FUND RESOLUTION

WHEREAS, there is a need in the Town of Southern Pines to provide funds for future capital projects related to its combined water and wastewater system, and WHEREAS, NCGS 159-18 authorizes the creation of a capital reserve fund, and WHEREAS, NCGS 162A, Art. 8 requires that all system development fee proceeds be accounted for in a capital reserve fund, the revenue assumptions below reflect an estimate of system development fees to be collected over a period of twelve months beginning April 1, 2023 in addition to any adjustments made necessary as a result of actual collections over/under estimates during the previous twelve month period:

NOW, THEREFORE, BE IT RESOLVED, by the Town Council of Southern Pines that:

Section 1: The Town Council hereby amends the Capital Reserve Fund -Water for the purpose of funding the following capital projects related to the Town's water system:

East Morganton Road Water Line Replacement. An existing 6-inch water line was replaced with a 12-inch water line along East Morganton Road from Ridge Street to Valley Road. This project was initiated in FY19-20 and completed in FY 20-21. Changes resulting from in-field findings during construction and NCDOT requirements, in addition to a volatile construction market at the time, resulted in the project coming in above original estimate. The Town adjusted the SDF appropriations based on final costs at the time of closing the East Morganton Water Line Project Fund. **The final SDF appropriation was \$158,678.88** or thirty-eight percent (38%) of the adjusted final project cost. Final actual cost was \$556,768, while the adjusted cost becomes \$417,576 after accounting for the 25% statutorily mandated developer's discount. The project will address future infill development while reducing areas of low fire flow along Morganton Road, south of Weymouth Woods.

No further appropriation from the budget ordinance to the CRF-Water of SDF proceeds is necessary.

Pennsylvania Avenue/Pee Dee Road Water Line Replacement. An existing 10-inch water line will be replaced with a 16-inch water line originally planned along Pennsylvania/Pee Dee Road from Connecticut Avenue to Central Drive. This project was implemented in 2019 and estimated costs were updated to \$1,957,800 as part of the 2020 SDF Report. Initial engineering uncovered issues related to tree removal and easement acquisition that would have significantly increased project costs. A new alignment was designed utilizing a roadway scheduled for paving anyhow, thereby limiting tree removal and right of way/easement acquisition. Market and supply chain realities resulted in significant cost escalation leading up to bids being opened, with the low bid for construction coming in at \$3,251,748.61 plus contingency. Following bid opening the Town transferred an additional \$1,000,000 to the project. The Town previously added \$17,249.12 in unspent SDF Fees upon closing the East Morganton project, in addition to another \$92,202.88 in other revenues. Last year's SDF appropriation brought the total to date of SDF revenue appropriated for this project to \$788,750.12 in addition to other funding totaling \$3,125,334.50 for a total of \$3,859,470 to the CPF. The balance of upfront costs is being covered by water capital funds and remaining Impact Fees collected prior to October 1, 2018. Ultimately, the project is eligible for an estimated \$1,356,857.72 in SDF, based on 51% of the **current projected costs**, after accounting for the 25% discount (adjusted final estimate \$2,660,505.45) A final accounting will be completed, with appropriate balancing between SDF and other funds, upon close-out of the project fund. The project will address future growth, pressure, and flow rates

to the northern portion of Town and in particular the proposed North Elevated Storage Tank.

The 2023-2024 appropriation from the budget ordinance to the CRF-Water of SDF proceeds for this purpose is \$301,343.

Midland Road Water Line Replacement. An existing 6-inch and 8-inch water line will be replaced with a 12-inch water line along Midland Road from Knoll Road to Pee Dee Road. This project is currently scheduled for possible implementation in FY2025 and will be reviewed as part of the SDF Report update. The original estimated cost upon which the SDF Fee is based was \$1,237,600 but current estimates exceed \$2.5M. Based on the original estimate, the project would be eligible for \$176,358 in SDF, based on 19% of project cost after 25% discount. The balance of upfront costs will be covered by water capital funds and remaining Impact Fees collected prior to October 1, 2018. The project will address future growth and pressures to anticipated further development in the Mid-South and Talamore areas.

The 2023-2024 appropriation from the budget ordinance to the CRF-Water of SDF proceeds for this purpose is \$0

North Pressure Zone. The Town plans to install a 184 ft. high 1.0 MG North Elevated Storage Tank and associated valves. This project is scheduled for implementation in 2023 and the original estimate was \$4,749,400. Current project costs have been updated to approximately \$7M. Based on the original estimate, SDF in the amount of \$1,674,163.50, or 47% of final costs after 25% discount, would be appropriated to the CRF for this purpose with the balance of upfront costs covered by water capital funds and installment loans. The project will successfully add a pressure zone in the northern portion of our service area to address potential low flow conditions which could impact future growth in this area.

The 2023-2024 appropriation from the budget ordinance to the CRF-Water of SDF proceeds for this purpose is \$0

US 1 Booster Pump Addition. The Town plans to install infrastructure to provide for an additional 4,500 gpm Pumping Capacity to the US 1 Booster Pump Station. This project is currently scheduled for implementation in 2026 with an original estimated cost of \$627,600. Based on original estimates, the Town would appropriate approximately \$197,694 based on 42% of project costs after 25% discount, of System Development Fee revenues to the CRF for this purpose with the balance of upfront costs covered by water capital funds and potentially loans. The additional flow will support ongoing development throughout our Water service area.

The 2023-2024 appropriation from the budget ordinance to the CRF – Water of SDF proceeds for this purpose is \$0

Water Treatment Plant Expansion. The Town Water Plant operates off of a license to produce 8.0 MGD but has the ability to produce up to 11.0 MGD. It is anticipated based on current growth models that an application for expansion of Plant capacity will need to be developed and filed around the year 2027. Fees and adjustments associated with application are estimated to be \$137,600 and 21% of the final costs after 25% discount are eligible for SDF. To this end, the Town intends to appropriate \$21,672 of System Development Fee revenues to the CRF for this purpose with the balance of upfront costs covered by water capital funds and Retained Earnings. The additional licensed capacity will support ongoing development throughout our Water service area.

The 2023-2024 appropriation from the budget ordinance to the CRF-Water of SDF proceeds for this purpose is \$0

US1 Parallel Transmission Main. This project was envisioned to install a 20” water line parallel to the existing 18” transmission main from the US1 Booster Pump Station to the intersection of US1 and Saunders in addition to replacing a 6” line along the west side of Old US1 from Murray Hill to Morganton. This project is scheduled for implementation in 2026. Originally projected at \$1,658,700 current estimates approach 3,747,000. It is 79% SDF eligible resulting in a planned SDF appropriation of \$982,779.75, or \$2,220,097.50 based on current projections after the 25% discount. The project improvements will provide increased transmission capacity into the system and reduce excessive head loss and velocity in the existing transmission main. These improvements are needed to meet future demands.

The 2023-2024 appropriation from the budget ordinance to the CRF-Water of SDF proceeds for this purpose is \$0

US 15-501 Water Line Replacement. An existing 8-inch waterline will be replaced with a 12-inch waterline along US-15-501/Commerce Avenue from Murray Hill Road to Turner Street. This project will improve transmission capacity and eliminate an existing bottleneck in the system. The project had an estimated cost of \$682,200, and is eligible for \$46,048.50 in SDF Revenues based on 9% of estimated final costs after the 25% discount.

The 2023-2024 appropriation from the budget ordinance to the CRF-Water of SDF proceeds for this purpose is \$0

System Development Fee Analysis. The \$20,000 update to the SDF report is eligible for 75% SDF funding, 50% (\$7,500) of which will be appropriated from water SDF.

The 2023-2024 appropriation from the budget ordinance to the CRF-Water of SDF proceeds for this purpose is \$0

Water Treatment Plant (Buy-In project). The 2020 depreciated value of the Water Plant was \$17,953,190 and an additional \$13,575,000 in rehabilitation projects are scheduled per the adopted CIP. Previous CRF appropriations for this purpose have been made in the amount of \$1,079,786 and transfers to the Capital Project Fund have been made in the amount of \$951,906

The 2023-2024 appropriation from the budget ordinance to the CRF-Water of SDF proceeds for this purpose is \$540,809

Section 2: The Town Council hereby amends the Capital Reserve Fund- Sewer for the purpose of funding the following capital projects related to the Town’s wastewater system:

Warrior Woods Pump Station Improvements: Significant upgrades to both the Warrior Woods Pump Station and associated Force Main will occur through a series of projects that are ultimately scheduled for completion in 2027. The estimated cost of all projects is \$9,239,300. The Town intends to appropriate approximately \$4,880,812.50 of System Development Fee revenues to the CRF for this purpose with the balance derived from Retained Earnings, Sewer Capital Funds, loans, and remaining Impact Fees collected prior to October 1, 2018. The first phase of this project was initiated in FY 2018-2019 with completion in 2020 with \$791,250 appropriated in the 2018-2019 Budget from the previous Impact Fee account and \$263,750 appropriated from Sewer Capital Funds. Previously, \$729,750 has been appropriated to the CRF-Wastewater SDF toward this multi-phased project with \$606,738 having been transferred to the CPF. The upgrades will address additional capacity needed to support further development within all wastewater infrastructure in addition to replacing the maintenance heavy current facilities.

The 2023-2024 appropriation from the budget ordinance to the CRF-Sewer of SDF proceeds for this purpose is \$224,238

System Development Fee Analysis. The \$20,000 update to the SDF report is eligible for 75% SDF funding, 50% (\$ 7,500) of which will be appropriated from sewer SDF.

The 2023-2024 appropriation from the budget ordinance to the CRF-Sewer of SDF proceeds for this purpose is \$0

Waste Water Collection Rehabilitation (Buy-In project). The 2020 Depreciated value of the Waste Water Collection system was \$4,143,044 and an additional \$6,500,600 in rehabilitation projects are scheduled per the adopted CIP. Previously \$226,496 has been appropriated to the CRF for this purpose and \$154,172 transferred to the Capital Project Fund. The calculation for this portion of the SDF will adjust with the next adopted Engineering Report to take into account federal grant funds that the Town has been preliminarily awarded through the state.

The 2022-2023 appropriation from the budget ordinance to the CRF-Sewer of SDF proceeds for this purpose is \$121,376

Section 3: These Capital Reserve Funds shall remain effective until all the above listed projects, and any projects added in the future, are completed. Capital Reserve Funds may be amended by the Town Council as needed to add additional appropriations, modify or eliminate existing capital projects, and/or add new capital projects.

Section 4: This resolution becomes effective July 1, 2023.

I certify that this resolution was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13th, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk



**2023-2033
CAPITAL
IMPROVEMENT
PROGRAM**

**FY
23-24
PLAN**

Capital Planning in the Local Government Setting

Southern Pines' capital assets are the physical foundation of our service delivery. The Town owns and maintains a variety of public facilities, ranging from a state-of-the-art fire station on NC-22 to historic buildings that reflect the community's character, like the Campbell House, the E.S. Douglass Community Center, both train depots downtown, and multiple other buildings throughout town.

The Southern Pines community benefits from an extensive network of Town-owned parks, trails, and other protected open spaces. The 326-acre Reservoir Park is the 4th largest municipal-owned park in North Carolina. More than 12 miles of hiking and biking trails help us connect recreation spaces to our neighborhoods. For those who enjoy more active recreation, the Town provides 10 athletic fields, 6 tennis courts, 6 pickleball courts, and 1 pool.

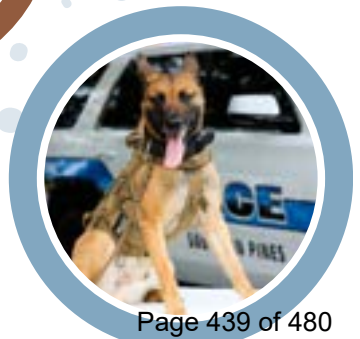
Our public works employees maintain an expansive network of infrastructure, including 84 miles of streets and a water and sewer system that serves nearly 10,000 accounts. In addition to Southern Pines, our water and sewer system also provides bulk water via Moore County Utilities, Whispering Pines via Carolina Water, and the military base at Camp McKall.

The Town owns over 210 vehicles and pieces of equipment ranging from fire trucks, police patrol cars, a street sweeper, and various other vehicles used almost daily to more specialized equipment for maintaining the Town's rights-of-way and easements. Many of the vehicles and equipment are serviced in-house by 3 employees who work in the Town garage.

Like any growing community, Southern Pines is faced with the complex task of meeting the increasing demand for services and facilities, while also managing the constraints of limited financial resources. All of this must be done in a way to continue the high-quality standards that Southern Pines citizens have grown to expect and appreciate in their services and amenities. It is essential that the Town has a comprehensive approach to plan for future assets, while also maintaining and replacing those currently in service.

The Capital Improvement Program (CIP) is a valuable decision-making tool to evaluate the timing, location, and nature of future projects and acquisitions. The CIP is a preview of capital priorities the Town will likely need to consider over the next 5-10 years. It helps promote financial stability, allowing us to see how capital funding affects the operating budget and make forecasts for several years ahead.

In the business world, it's usually clear how companies decide which investments to make and when: what makes the most money. While government investments help the community, they can often be hard to measure since they may not bring in money directly. The CIP helps the Town figure out what it needs and plan for the projects that will serve the community best, while still considering what the Town can realistically afford.



Our Community Assets

The Town has a range of capital assets (land, buildings, machinery, and equipment) that collectively total nearly \$80 million. Many of our resources are infrastructure that is out of sight, out of mind...except when it isn't functioning properly or isn't well maintained. Our 84 miles of roads, over 400 miles of underground water and sewer lines, and more than 1,600 water hydrants fall into this category.

Southern Pines also has an eclectic collection of buildings. Many of them are well recognized and a natural source of community pride. We have a crew of Town employees who work daily to keep these 18 buildings well maintained; it's easy to understand why our projected capital expenses are well over \$8 million in the upcoming year.

Municipal Services

Campbell House was constructed around 1910 as a private estate. The over 4,000 square-foot building houses our Parks & Recreation department on the upper floor and the Moore County Arts Council on the ground floor.

One thing that makes Southern Pines unique is that we don't have a traditional town hall building. Instead, our departments are housed throughout the community, many in other historic buildings. Our administration, finance, and utility billing employees are in historic buildings on Broad Street, one a former medical office and the other the original library.

Our other departments are housed in more modern facilities. Our fire department operates from two stations, including Station #82 which opened in 2019 on NC-22. Station #1 is on W. Pennsylvania Ave. next to our police station, both constructed in the 2000s.

Our planning, public works, inspections, and IT departments are all located in a recently renovated compound that adjoins Memorial Park. This is the hub of many of our services, housing our garage and fleet/equipment yard.

Community Spaces

We also have a variety of community buildings and spaces, some open to the public 7 days a week. Our 14,000 square-foot library was constructed in 1995. Located in the heart of downtown, approximately 75,000 people visited the building last year.

The E. S. Douglass Community Center first opened in 1942 as Our Lady of Victory School and was eventually the first integrated school in Moore County. The building is just as active today, holding Town Council and other public meetings, serving as the hub for our senior programming, and hosting numerous private rentals.

Our Recreation Center was built nearly 30 years ago and anchors Memorial Park. It is the home of the Boys & Girls Club and also hosts many of our parks & recreation programming, including after-school and summer day camps.

The downtown train station is an iconic and frequently photographed site. Originally built in the 1890s, it's still active today as a stop for the Amtrak Silver Star line. The Town leases part of the building for a volunteer-run welcome center and uses the rest of it for recreation programs and private rentals.

2022-2023 Accomplishments

Community Facilities

We completed a number of notable facility upgrades over the past year. The original playground at **Elizabeth Rounds Park** was replaced and we celebrated with a grand re-opening party last summer.

The **E.S. Douglass Center** was enhanced with fully renovated restrooms and a fresh coat of paint in the lobby and central hallway. The Town has also set aside money to pave the parking lot in the near future.

Work at the **Library** was centered on making the building more accessible and efficient for current technology. The public restroom doors were modified to address accessibility needs. We also replaced the original circulation desk with one that better accommodates our staff and patrons.

Our public works crews transformed the **Campbell House grounds** by removing hazardous trees and safeguarding specimen trees. A contractor followed behind with improvements to the fencing throughout the grounds.

Pool Park will open for the 2023 summer season with a brand new pool deck, which addresses safety and maintenance concerns.

Transportation

We advanced or completed a number of projects to improve both pedestrian and vehicle safety around Southern Pines.

New sidewalk along S. Bennett St from W. Massachusetts Ave. to W. Illinois Ave is nearly finished. This is a multi-year project that will connect downtown to Morganton Rd. along S. Bennett St. The Town has committed another \$200,000 in FY 23-24 to continue this work.

The Town set aside \$900,000 for **street resurfacing** projects, a significant increase from \$275,000 the previous year. The goal is to proactively resurface streets so they do not decline to a state that requires rehabilitation. The current resurfacing projects were out to bid at the time the CIP was adopted.

Two small **downtown streetscape projects** were completed. The Town replaced hazardous street trees and uneven sidewalks along W. New Hampshire Ave. A second project was also completed on E. New Hampshire Ave. to extend the hardscape.

Fleet Replacements

The Town invested over \$625,000 to replace various **fleet vehicles**. This included six police vehicles, two fire department vehicles, and a brush truck for the fire department.

Public Safety

In addition to replacing public safety fleet vehicles, the Town also invested in other capital purchases. We spent \$18,000 on **fire & rescue extrication equipment**. We also invested \$110,000 for annual replacements of **portable radios, turnout gear, and self-contained breathing apparatus**.

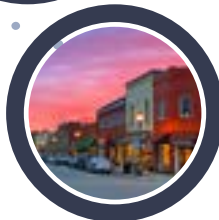
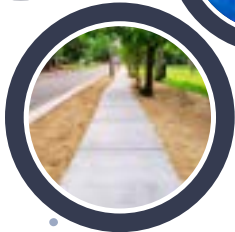
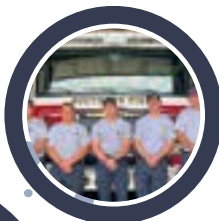
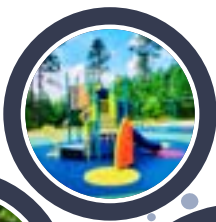
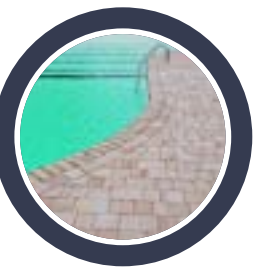
Two additional police officers were hired, which requires vehicles and other equipment. Like the fire department, the police also invest annually in equipment replacements. FY 22-23 expenditures totaled nearly \$140,000 for **tasers, vehicle & body worn cameras, and mobile radios**.

Utilities

The most visible utility project is arguably the **new water line along W. Pennsylvania Ave. and PeeDee Rd.** The existing 10" line will be replaced with a new 16" line, improving low water pressure. The new line will also provide the needed infrastructure to construct another elevated water storage tank in the northern part of Southern Pines. This project began in February 2023 with a contract for \$3.25M.

The Town executed an agreement with NCDOT related to the **US-1 water transmission line**. The Town will contribute \$1.9M to relocate and upsize this line as part of the synchronized street improvements on US-1.

We completed designs to relocate the Warrior Woods lift station and Longleaf dam sewer.

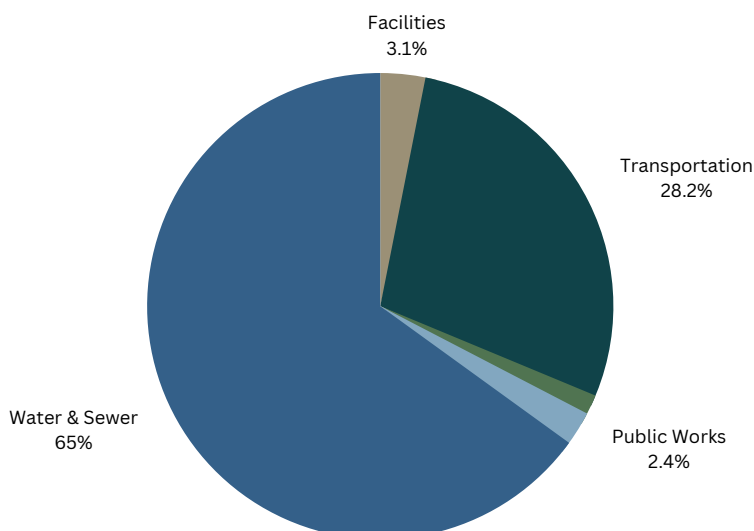


forecasting the future

Project	FY 23-24 Allocation	Near Term 2024-2028	Mid Term 2029-2033	Forecasted Expenses
Facilities	\$908,186	\$2,937,588	\$4,336,127	\$8,181,902
Transportation	\$8,214,208	\$8,013,980	\$9,921,220	\$26,149,408
Public Safety	\$395,000	\$5,092,424	\$3,995,540	\$9,272,964
Public Works	\$685,813	\$50,000	\$120,000	\$805,813
Water & Sewer	\$18,972,076	\$ 18,465,459	\$48,501,888	\$85,939,423
Total Investments	\$ 29,175,283	\$ 34,629,451	\$ 66,754,775	\$130,349,510



FY 23-24 Allocations



The CIP helps forecast and inform future needs so we can best position ourselves to execute these projects and purchases. For example, fund balance can be used toward near-term capital needs, helping to stabilize future budgets. Decisions on tax rates and fees can be aligned with projected expenditures, especially when we see significant increases year-to-year or when cost savings can be achieved by purchasing in one fiscal year versus another.

By looking ahead and contributing to capital project funds, we can also take advantage of grants and outside funding sources. These often require 100% of the project cost to be on hand when the project starts, with the match reimbursed as milestones are accomplished.

With this in mind, the projects in the FY 23-24 column represent those which have been funded. The remaining projects are simply forecasts at this point. During the annual budget process, the Town Council will have the opportunity to review all of the pending needs to determine what should be funded, delayed, modified, or not pursued at all.

Our 23–24 plans: facilities

Ensure existing buildings are appropriately maintained & upgraded as needed.

The Town completed a facilities condition assessment in 2019 to assess needed **repairs & upgrades to our various buildings**. We have been consistently implementing those recommendations, including the recent renovations to the E. S. Douglass Community Center.

The FY 23–24 budget includes nearly \$200,000 for ongoing work. About one-fourth of that budget will be used to convert all remaining non-LED fixtures for energy efficiency and future savings.

Complete repairs to 2 playgrounds

The Town has transitioned to "poured-in-place" rubber surfaces under playground equipment. While the surface lasts much longer than mulch and other ground cover materials, it does have a life expectancy of about 10 years.

The surface at the **Pool Park** playground will be replaced. While some of the damage is due to standard wear and tear, the surface has also been vandalized, which has led to the need to replace the surface sooner than originally planned. Over \$123,000 has been allocated in FY 23–24 to resurface this playground.

Downtown Park is the most used playground in the Town's park system. We have been able to patch areas showing wear and tear, but the areas are getting too extensive, leaving resurfacing as the next step. Over \$171,000 has been allocated in FY 23–24 to resurface this playground.

Evaluate needed renovations & repurposing

There are currently three Town buildings in need of renovations & upgrades as well as potential repurposing. The Town will evaluate the needs and cost estimates in FY 23–24 as a potential construction project in FY 24–25.

Finance Building: This downtown building is partially vacated after planning & inspections moved to the community development facility. The Town intends to renovate the building & move additional staff in.

Administration Building: This building borders Downtown Park and was originally constructed in 1940. It needs to be renovated and modernized for accessibility.

Fire Station #1: The station on W. Pennsylvania Avenue has not been significantly renovated since the original construction in 2001. There are also some space needs due to growth in the department.

Plan for parks needs

The Town has allocated \$50,000 to complete a **needs assessment of the Town's parks and recreation facilities**. Like the 2019 study of buildings, this will help to identify needed repairs and maintenance schedules.

The Town completed the master plan for **Whitehall at Reservoir Park** in 2023. \$260,000 has been allocated for FY 23–24. \$160,000 will be used to prepare construction drawings for future improvements, while \$85,000 will help fund land management needs. The Town will also explore grant opportunities and other outside funding sources, but no construction date has been confirmed at this time.



facilities funding plan

Project	FY 23-24 Allocation
Architectural Services: Pending Building Renovations	\$100,000
Downtown Park: playground resurfacing	\$171,126
Town Facilities: repairs & upgrades	\$203,835
Parks & Recreation Facility Assessment	\$50,000
Pool Park: playground resurfacing	\$123,225
Whitehall at Reservoir Park: construction documents & land management	\$260,000



Our 23-24 plans:

transportation



Continue resurfacing program & avoid costly rehabilitation projects

The Town maintains nearly 85 miles of roadways and is responsible for repairs and resurfacing. While annual needs and costs vary, the Town financially and logistically plans based on resurfacing high-volume collector/arterial streets every 15 years and low-volume residential streets every 22.5 years.

The Town also surveys the condition of every roadway every four years. This helps prioritize upcoming projects based on the greatest needs. In the 2023 survey of Town roads, 85% were rated "very good" or "good."

The Town's goal is to resurface roads when they are in "fair" condition, but before they deteriorate to "poor." While this increases the frequency of resurfacing, this is still considered a "pavement preservation" project. Waiting until the roadways require rehabilitation or reconstruction increases the costs by as much as 1400%. The FY 23-24 budget includes \$1.2 million toward street resurfacing projects.



Learn more about the projects we're doing at sopinesnc.info/projects

Fund Morganton Park South roadway

Midland Southern Pines Retail, LLC (MSPR) is currently developing a mixed-use project called Morganton Park South. As part of this project, MSPR will build a new road that connects Morganton Rd. and US 15-501.

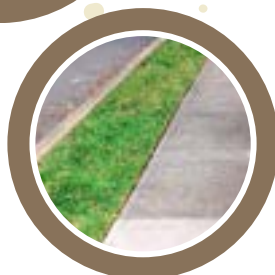
The Town has entered into an agreement with MSPR to help pay for the construction of this road. Once the road is finished, the Town will give MSPR up to \$6.8 million as reimbursement, and the road will become the Town's property. The Town expects to make this reimbursement payment either in FY 23-24 or the following year. To cover this payment, the Town plans to take out a loan.

In 2022, the Town created a special tax district called a municipal service district (MSD) for the properties surrounding the new road. These properties have an additional tax rate of \$0.60, on top of the regular rate of \$0.29 that applies to all properties in Southern Pines (for FY 23-24). This extra tax revenue is intended to cover the debt service payments.

Continue S. Bennett Street Sidewalks

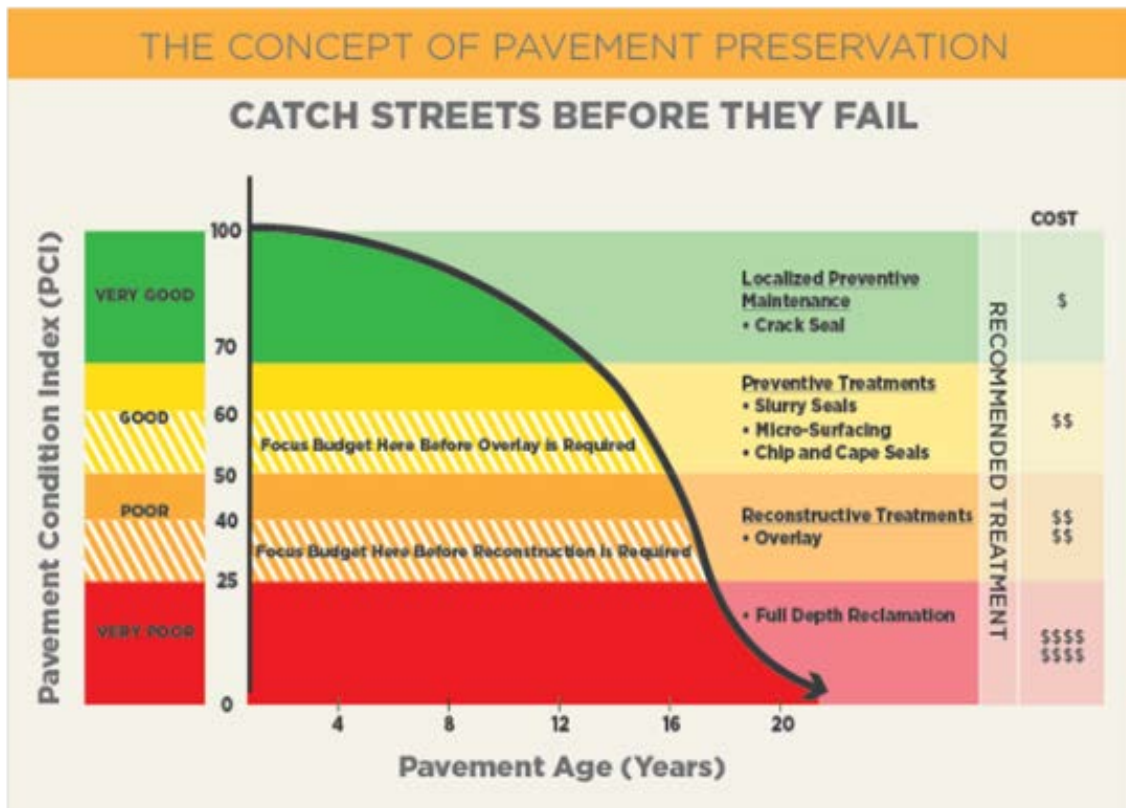
The Town has been installing sidewalk segments along S. Bennett St. to connect downtown to Morganton Rd. Another \$200,000 has been allocated in FY 23-24 to continue this work.

The Town collects a \$5 fee for every vehicle registered in Moore County. The Town anticipates approximately \$61,000 in revenues from this fee in FY 23-24 and this is all dedicated to sidewalk projects.

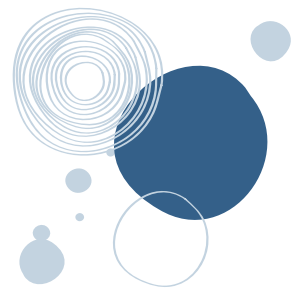


transportation funding plan

Project	FY 23-24 Allocation
Morganton Park South roadway reimbursement	\$6,800,000
Street Resurfacing	\$1,214,208
Sidewalk Construction	\$200,000



Our 23-24 plans: public safety



Continue annual equipment replacements

The fire department currently has 50 full-time and part-time employees and will be adding 6 more in FY 23-24 through a federal SAFER grant. The department also has 8 volunteer firefighters.

Ensuring each firefighter has well-maintained protective gear and equipment is essential. The department annually replaces a certain number of turnout gear (boots, gloves, hood, helmet, & shield), SCBA (self-contained breathing apparatus), and portable radios.

The FY 23-24 budget includes \$117,000 to purchase these items. This is an area where growing costs have had a significant impact; over the past 2 years, these items have increased by over 27%. This has considerable impacts on the budget, when over 60 personnel must be properly outfitted.

Replace police communications recording system

The recording system used in the police communications center is at its end of life. This system is used to record all radio activity in dispatch as well as the phone system in the police station. The FY 23-24 budget includes \$38,000 for this project.

Looking ahead to FY 24-25, there will be additional police technology replacements totaling approximately \$160,000.

Replace 4 police vehicles

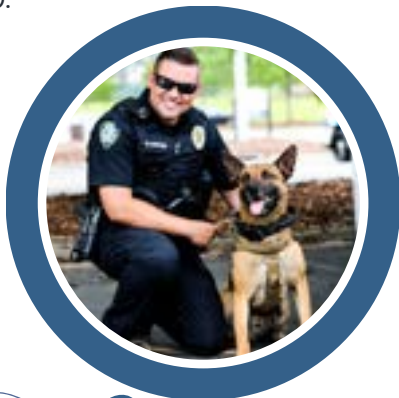
Each year, garage employees evaluate the various vehicles and recommend replacements based on age, condition, anticipated repair costs, and the likelihood of being out-of-service. Four vehicles have been recommended for replacement in the police department – 3 patrol vehicles and 1 K-9 unit vehicle. A total of \$240,000 has been budgeted in FY 23-24 for these vehicles.

Looking ahead...

Two fire apparatus are near their end of useful service life with Southern Pines: engine 813 and ladder 81. Engine 813 was scheduled for replacement in FY 23-24 and ladder 81 in 24-25. As of June 2023, the production and delivery time is multiple years out, which complicates budgeting and ordering.

Apparatus costs have also significantly increased in recent years. The Town purchased engine 811 in 2021 for \$650,000. The cost to order the same engine is now \$1 million, a 57% increase. A ladder truck is approaching \$2 million, almost a 200% increase from the original purchase price of ladder 81.

The Town has historically replaced fire apparatus on a 20-year cycle, as that is the point when maintenance costs and downtime start to factor in considerably. The Town will need to balance all of this to make decisions about when to order these replacements.




**Southern
Pines**

public safety funding plan

Project	FY 23-24 Allocation
Fire portable radios	\$30,000
Fire SCBA (self-contained breathing apparatus)	\$42,000
Fire turnout gear	\$45,000
Police Communications - Eventide Nexlog Replacement	\$38,000
Police fleet vehicles	\$240,000

how our investments paid off for the community in 2022-2023...

2

The NC State Fire Marshal upgraded Southern Pines to a class 2 insurance rating. This directly reduces insurance premiums for our citizens.

82

The number of community events SPPD supported: SPES bike-to-school, SCC alcohol awareness, human trafficking, juvenile gang prevention, and others.

140

The number of community events SPFD supported, reaching over 10k adults and 3k kids.

4.6

SPFD saved 80% of structures from fire loss, which represented \$4.6 million.

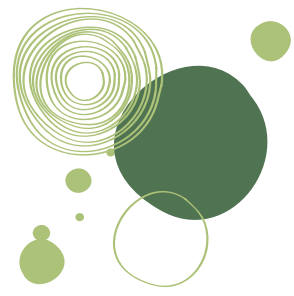
21

TOSP staff safely managed 21 community events, from parades to First Fridays to protests.

214

SPFD installed 214 smoke alarms and changed 201 batteries, a free service to the community.

Our 23-24 plans: public works



Launch in-house yard debris collection

We are currently advancing work to collect yard debris, white goods, and bulky items by Town staff starting January 1, 2024. The Town will provide this service for all residential properties in Southern Pines except for multi-family neighborhoods, i.e. apartments.

The Town has historically contracted out this service, along with garbage and recycling collection. Yard debris collection requires different equipment and service models than garbage and recycling. It has become harder to obtain competitive pricing to continue outsourcing this service. We feel the best option at this time is to use Town staff and equipment. We are still refining the logistics of providing this service, but do not foresee any substantial changes. We will continue collecting yard debris twice a month in piles at the curb. GFL will perform this contracted service through December 31, 2023.



[http://](http://sopinesnc.info/waste)

Learn more about this service at
sopinesnc.info/waste

Yard debris collection by the numbers

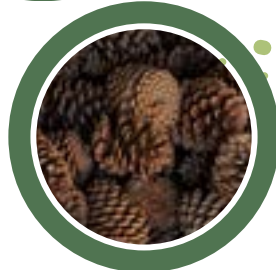
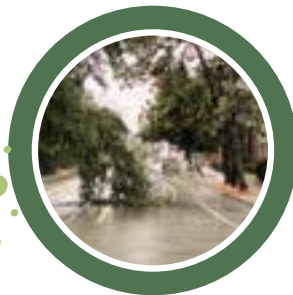
\$686,000: The upfront capital investment to order 3 trucks (2 with a knuckle boom + 1 leaf vacuum). The Town allocated a portion of the "ARPA revenue replacement" funds for this acquisition.

\$1,000,000: The projected operating costs for the first year, including the 6-month contract with GFL.

7: The number of employees that will be hired to perform this service. This new division will be supervised by 1 employee and then each of the 3 routes will be serviced by 2 employees – 1 operator with a CDL (commercial drivers' license) and 1 technician.

5,310: The number of tons our haulers collected last year in yard debris alone. This is 10.6 million pounds of pinecones, branches, grass clippings, and other debris...the equivalent of 0.86 tons from every home in Southern Pines. For comparison, we generated more yard debris than garbage and recyclables *combined*. We're not called the Land of the Pines for just any reason!

\$17.00: The monthly fee for garbage, recycling, and yard debris, effective July 1, 2023. This is a \$0.25 increase from the current fee of \$16.75. This fee is included on the monthly water and sewer bill. The \$17 fee covers approximately half of the collection and disposal costs, with the Town subsidizing the remaining half for FY 23-24.




**Southern
Pines**

public works funding plan

Project	FY 23-24 Allocation
Leaf Collection Truck	\$259,989
2 Yard Debris Collection Trucks	\$425,824

southern pines infrastructure by the numbers

82 247 151 216 1,617 10K

road miles

water line miles

gravity sewer
main miles

fleet vehicles &
pieces of
equipment

water hydrants

10,573 utility
accounts

15

parks

6

tennis courts

6

pickleball courts

10

athletic fields
maintained

1

swimming pool
disc golf course
dog park

11

The Town's
water treatment
plant can
produce up to 11
million gallons
per day
(although our
current permit is
for 8 MGD).



Our 23-24 plans: water & sewer



Northern Service Area Improvements

The Town is working toward the construction of an elevated water storage tank with a capacity of 1 million gallons in the northern part of the service district. There are a number of projects to complete beforehand to provide the needed pressure and flow.

New water line along W. Pennsylvania Ave. and PeeDee Rd:

Construction is currently underway to replace the existing 10" line with a new 16" line and should be complete in FY 23-24. The total cost is anticipated around \$3.6 million, funded through a variety of sources: System Development Fees, water capital funds, and Impact Fees collected prior to October 1, 2018.

North Pressure Zone: The additional pressure zone will improve low flow conditions. Engineering work will take place in FY 23-24 and construction in the following years. The total cost is projected at just over \$7 million and will come from a combination of sources: System Development Fees, water capital funds, and an installment loan for the balance.

Sewer Rehab & Replacement

The Town is addressing aging sewer lines that have breaks and blockages, located primarily in the gridded blocks surrounding downtown, Knollwood Heights, and Sandhurst.

The first step, beginning June 2023, is to explore the lines & manholes using video surveillance. This will provide the data needed for engineering. Current plans are to bid the construction work in summer 2024 and begin the work in FY 24-25.

The overall project estimate is just under \$5 million. We received a grant through the NC State Revolving Funds (SRF) program, funded by the American Rescue Plan Act (ARPA). The grant is expected to cover 100% of the project costs.

Other Sewer Projects

We have been advancing improvements to upgrade the **Warrior Woods pump station**. Work planned for FY 23-24 includes about 1.75 miles of new force main and a new 1,500 gpm (gallons per minute) pump station. This phase has an estimated cost of \$3 million and will address wastewater capacity needs in addition to replacing the current facilities which require extensive maintenance.

We completed the engineering this past year to replace an aerial sewer main, which is currently installed in the face of a private dam located on the **Longleaf Golf Course**. We plan to advance the construction in FY 23-24, at an estimated cost of \$450,000.

We will upgrade the **ARO lift station** to bring it up to modern regulatory requirements and correct existing deficiencies. This work has an estimated cost of \$569,000.

Finally, we will continue improvements to ensure **emergency backups to our sewer lift stations**. We will invest an estimated \$425,000 over the next few years adding more permanent stations, replacing old gas-powered generators, and purchasing new portable emergency station backups.

Equipment Acquisition

We plan to invest over \$940,000 in the next year in **various equipment and vehicles** that are needed to operate our water and sewer division. Planned purchases include replacement fleet vehicles, a mini excavator with trailer, an easement machine, and a new trench box.




**Southern
Pines**

water & sewer funding plan

Project	FY 23-24 Allocation
Utilities Easement Machine	\$95,700
Utilities Fleet Vehicles	\$587,000
Utilities Mini Excavator & Trailer	\$222,000
Utilities Trench Box	\$36,000
Wastewater: ARO Lift Station Replacement	\$569,000
Wastewater: Lift Station Emergency Back-ups	\$220,000
Wastewater: Longleaf Dam Relocation	\$450,000
Wastewater: Rehab & Replacement Projects	\$5,116,376
Wastewater: Warrior Woods Pump Station Upgrade	\$2,998,000
Wastewater: W. New York Ave. Aerial Repair	\$273,000
Water: North Pressure Zone	\$916,000
Water: Pennsylvania Ave/PeeDee Rd. Line	\$3,767,000
Water: US-1 Line Relocation & Upsize	\$1,990,000
Water Treatment Plant Modifications	\$1,732,000



Town of Southern Pines
125 SE Broad Street
Southern Pines, NC 28387
910-692-7021
www.southernpines.net

TOWN OF SOUTHERN PINES 2023-2033 CAPITAL IMPROVEMENT PROGRAM (CIP)

	FUNDED	FOR EVALUATION & POTENTIAL FUNDING					
CATEGORY	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FUTURE YEARS 2029-2033	TOTAL CAPITAL PROJECTION
Facilities	\$ 908,186	\$ 2,542,588	\$ 145,000	\$ 125,000	\$ 125,000	\$ 4,336,127	\$ 8,181,902
Fleet & Public Works	\$ 685,813	\$ 50,000	\$ 70,000	\$ -	\$ -	\$ -	\$ 805,813
Public Safety	\$ 395,000	\$ 3,717,260	\$ 589,102	\$ 386,512	\$ 399,550	\$ 3,995,540	\$ 9,482,964
Transportation	\$ 8,214,208	\$ 2,061,248	\$ 1,984,244	\$ 1,984,244	\$ 1,984,244	\$ 9,921,220	\$ 26,149,408
Utilities	\$ 18,972,076	\$ 5,980,500	\$ 7,191,000	\$ 1,538,135	\$ 3,755,824	\$ 48,501,888	\$ 85,939,423
	\$ 29,175,283	\$ 14,351,596	\$ 9,979,346	\$ 4,033,891	\$ 6,264,618	\$ 66,754,775	\$ 130,559,510



	FUNDED	FOR EVALUATION & POTENTIAL FUNDING					
FACILITIES	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FUTURE YEARS 2029-2033	TOTAL CAPITAL PROJECTION
Administration Building Renovation - cost TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	TBD
Architectural services - building renovations	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Downtown Park - playground resurfacing	\$ 171,126	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 171,126
Town Facilities - Maintenance & Upgrades	\$ 203,835	\$ 185,000	\$ 145,000	\$ 125,000	\$ 125,000	\$ 625,000	\$ 1,408,835
Finance Building Renovation/Repurpose - cost TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	TBD
Fire Station #1 Renovation - cost TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	TBD
Parks Facility Assessment	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Pool Park - bath house	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
Pool Park - playground resurfacing	\$ 123,225	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,225
Whitehall Master Plan Implementation	\$ 260,000	\$ 2,007,588	\$ -	\$ -	\$ -	\$ 3,711,127	\$ 5,978,716
	\$ 908,186	\$ 2,542,588	\$ 145,000	\$ 125,000	\$ 125,000	\$ 4,336,127	\$ 8,181,902

	FUNDED	FOR EVALUATION & POTENTIAL FUNDING					
TRANSPORTATION	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FUTURE YEARS 2029-2033	TOTAL CAPITAL PROJECTION
Downtown Hardscaping	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 35,000
Morganton Park South Parkway	\$ 6,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,800,000
Street Construction*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Resurfacing**	\$ 1,214,208	\$ 1,826,248	\$ 1,784,244	\$ 1,784,244	\$ 1,784,244	\$ 8,921,220	\$ 17,314,408
Sidewalk Construction	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ 2,000,000
	\$ 8,214,208	\$ 2,061,248	\$ 1,984,244	\$ 1,984,244	\$ 1,984,244	\$ 9,921,220	\$ 26,149,408

*The following transportation projects are anticipated for construction as part of development activities, but may include public funding on some level under certain circumstances. These budgets and timelines will be formally approved at that time.

1) Knollwood Road: A Development Spine Road connecting Camp Easter Road to US 1.

**Cost projections for FY 24-25 and beyond are based on the 2023 Labella survey in 2023 dollars.

	FUNDED	FOR EVALUATION & POTENTIAL FUNDING					
PUBLIC WORKS	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FUTURE YEARS 2029-2033	TOTAL CAPITAL PROJECTION
B&G trailer	\$ -	\$ -	TBD	\$ -	\$ -	\$ -	TBD
B&G - 1/2 ton pickup- cost TBD	\$ -	\$ -	TBD	\$ -	\$ -	\$ -	TBD
B&G -3/4 ton pickup - cost TBD	\$ -	TBD	\$ -	\$ -	\$ -	\$ -	TBD
Env. Services - Leaf Collection Truck	\$ 259,989	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 259,989
Env. Services - Yard Debris Collection Trucks (2)	\$ 425,824	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 425,824
Fleet Maintenance - Pickup - cost TBD	\$ -	\$ -	TBD	\$ -	\$ -	\$ -	TBD
Inspections 1/2 ton pickup	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Inspections light duty pickup trucks (2)	\$ -	\$ -	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000
Parks - 1/2 ton pickup - cost TBD	\$ -	TBD	\$ -	\$ -	\$ -	\$ -	TBD
Parks - 3/4 ton pickup- cost TBD	\$ -	\$ -	TBD	\$ -	\$ -	\$ -	TBD
Streets & ROW - Flatbed - cost TBD	\$ -	TBD	\$ -	\$ -	\$ -	\$ -	TBD
Streets & ROW - Mower - cost TBD	\$ -	TBD	\$ -	\$ -	\$ -	\$ -	TBD
Streets & ROW - Sweeper - cost TBD	\$ -	\$ -	TBD	\$ -	\$ -	\$ -	TBD
	\$ 685,813	\$ 50,000	\$ 70,000	\$ -	\$ -	\$ -	\$ 805,813

	FUNDED	FOR EVALUATION & POTENTIAL FUNDING					
PUBLIC SAFETY	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FUTURE YEARS 2029-2033	TOTAL CAPITAL PROJECTION
Fire Brush Truck	\$ -	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ 210,000
Fire Ladder Truck - Replacement of L81	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
Fire Engine Truck - Replacement of 813	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Fire Tanker Truck - Replacement of 830	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
Fire Engine Truck - Replacement of 812	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,350,000	\$ 1,350,000
Fire Fleet Vehicles	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
Fire Portable Radios	\$ 30,000	\$ 33,600	\$ 37,632	\$ 42,148	\$ 47,206	\$ 335,877	\$ 526,462
Fire SCBA	\$ 42,000	\$ 43,260	\$ 44,558	\$ 45,895	\$ 47,271	\$ 258,499	\$ 481,483
Fire Turnout Gear	\$ 45,000	\$ 50,400	\$ 51,912	\$ 53,469	\$ 55,073	\$ 301,164	\$ 557,019
Police Camera System - Station & Interview Room	\$ -	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ 45,000
Police Communications - Eventide Nexlog Replacement	\$ 38,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38,000
Police Communications - VIPER Radio Consolettes	\$ -	\$ 115,000	\$ -	\$ -	\$ -	\$ -	\$ 115,000
Police Fleet Vehicles	\$ 240,000	\$ 245,000	\$ 245,000	\$ 245,000	\$ 250,000	\$ 1,250,000	\$ 2,475,000
Police Radios TDMA Compliance	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ 35,000
	\$ 395,000	\$ 3,717,260	\$ 589,102	\$ 386,512	\$ 399,550	\$ 3,995,540	\$ 9,482,964

	FUNDED	FOR EVALUATION & POTENTIAL FUNDING					
UTILITIES - THROUGH ENTERPRISE FUND	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FUTURE YEARS 2029-2033	TOTAL CAPITAL PROJECTION
Utilities ATV	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
Utilities Easement Machine	\$ 95,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95,700
Utilities Fleet Vehicles	\$ 587,000	\$ -	\$ -	\$ 200,000	\$ 292,915	\$ 1,716,588	\$ 2,796,503
Utilities Mini Excavator w/ Trailer	\$ 222,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 222,000
Utilities Trench Box	\$ 36,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000
ARO Lift Station Replacement (Wastewater Project #4)	\$ 569,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 569,000
Gravity Sewer System - Annual Rehabilitation (Wastewater Project #8)	\$ 5,116,376	\$ 150,000	\$ 154,500	\$ 159,135	\$ 163,909	\$ 900,000	\$ 6,643,920
Longleaf Dam Sewer Relocation (Wastewater Project #7)	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000
Midland Rd. Water Line Replacement (Water Project #2)	\$ -	\$ 331,000	\$ 2,205,000	\$ -	\$ -	\$ -	\$ 2,536,000
North Pressure Zone (Water Project #4)	\$ 916,000	\$ 3,051,500	\$ 3,051,500	\$ -	\$ -	\$ -	\$ 7,019,000
Penn Ave/PeeDee Rd Water Line Replacement (Water Project #1)	\$ 3,767,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,767,000
Pinebluff Parallel Transmission Main (Water Project #8)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,123,000	\$ 30,123,000
Sewer Lift Station Emergency Backups (Wastewater Project #5)	\$ 220,000	\$ 205,000	\$ -	\$ -	\$ -	\$ -	\$ 425,000
US-1 Booster Pump Station Addition (Water Project #5)	\$ -	\$ -	\$ -	\$ 731,000	\$ -	\$ -	\$ 731,000
US-1 Parallel Transmission Main (Water Project #6)	\$ -	\$ -	\$ -	\$ 448,000	\$ 3,299,000	\$ -	\$ 3,747,000
US-1 Water Line Relocation & Upsize (Water Project #3)	\$ 1,990,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,990,000
US-15-501 Water Line Replacement & Upsize (Water Project #7)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,511,000	\$ 1,511,000
W. New York Ave. Aerial Sewer Repair (Wastewater Project #6)	\$ 273,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 273,000
Warrior Woods Pump Station Upgrade Phases IB, II, III (Wastewater Projects #1-3)	\$ 2,998,000	\$ -	\$ -	\$ -	\$ -	\$ 6,241,300	\$ 9,239,300
Water Treatment Plant Capacity Expansion Study/Permit (WTP Project #5)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
Water Treatment Plant Pumping Capacity Improvements (WTP Project #6)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,860,000	\$ 7,860,000
Water Treatment Plant Modifications (WTP Projects #1-4)	\$ 1,732,000	\$ 2,203,000	\$ 1,780,000	\$ -	\$ -	\$ -	\$ 5,715,000
	\$ 18,972,076	\$ 5,980,500	\$ 7,191,000	\$ 1,538,135	\$ 3,755,824	\$ 48,501,888	\$ 85,939,423



**RESOLUTION #1056 ADOPTING THE
2023-2033 CAPITAL IMPROVEMENT PROGRAM**

WHEREAS, the Town of Southern Pines has a population of over 15,000 residents and encompasses nearly 18 square miles. The Town provides a full range of services, including police and fire protection, streets, planning and zoning, parks and recreation, library, fleet maintenance, and general administrative services. The Town also operates a water and sewer utility system; and

WHEREAS, the Town has a history of fiscally responsible budgeting and financial management. This has allowed the Town to cash flow smaller capital projects and reduce borrowing costs on more significant projects; and

WHEREAS, the Town has identified capital projects and estimated costs related to facilities, public safety, transportation, and utilities that may be expected over a ten-year planning horizon and which are identified in the attached Town of Southern Pines 2023-2033 Capital Improvement Program (CIP); and

WHEREAS, the CIP assists the Town in planning for the replacement and rehabilitation of existing capital assets, identifying future acquisitions or projects, providing time to arrange financing and execute project design and engineering, furthering community development, and advancing other financial and community goals; and

WHEREAS, the CIP is a planning and forecasting tool only and is not a formal authorization or appropriation of funding.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Southern Pines, North Carolina in regular session assembled this 13th day of June, 2023, that;

1. The Town Council of Southern Pines hereby adopts the attached 2023-20323 Capital Improvement Program (CIP).
2. The Town Council intends to review, update, and adopt the CIP at least on an annual basis in coordination with the operating budget.

Adopted this 13th day of June, 2023

TOWN OF SOUTHERN PINES

Carol R. Haney, Mayor

I certify that this resolution was adopted by the Town Council of the Town of Southern Pines at its meeting of June 13, 2023 as shown in the minutes of the Town Council for that date.

Elizabeth Robertson, Town Clerk

STATE OF NORTH CAROLINA

WATER PURCHASE CONTRACT

MOORE COUNTY

THIS CONTRACT for the sale and purchase of water is entered into as of the 14th day of June, 2023, between the TOWN OF SOUTHERN PINES (hereinafter referred to as "Seller"), and the COUNTY OF MOORE, (hereinafter referred to as "Purchaser").

WITNESSETH:

WHEREAS, the Purchaser is a body politic duly organized and existing under the laws of the State of North Carolina; and

WHEREAS, the Seller is a municipal organization duly organized and existing under the laws of the State of North Carolina; and

WHEREAS, the Purchaser, among its other functions, operates a water supply and distribution system serving water users within its boundaries, and is in need of an additional supply of treated water therefore: and

WHEREAS, the Seller owns a water supply and distribution system; and

WHEREAS, the Seller currently has available excess capacity of treated water sufficient to supply the request of the Purchaser as set forth in this contract and to satisfy the present and anticipated needs of its customers; and

WHEREAS, the Seller desires to sell to Purchaser and Purchaser desires to buy from Seller a supply of potable water as set forth herein: and

WHEREAS, the Seller and the Purchaser have agreed upon certain terms regarding the sale of water as mentioned above, and now desire to set forth the terms of their agreement; and

WHEREAS, by motion adopted by the Town Council of the Town of Southern Pines at its meeting on the 13th day of June, 2023, the sale of said water to the Purchaser as provided herein was approved, and the execution of this Contract by the Seller was duly authorized; and

WHEREAS, by motion adopted by the Moore County Board of Commissioners at its meeting on June 6, 2023, the purchase of said water from the Seller as provided herein was approved, and the execution of this contract by Purchaser was duly authorized;

NOW THEREFORE, in consideration of the foregoing and the mutual agreements hereinafter set forth, the parties agree as follows:

A. SELLER'S OBLIGATIONS:

1. (Quality and Quantity) Subject to the remaining provisions of this contract, Seller shall furnish to the Purchaser at the point of delivery hereinafter specified, during the term of this contract or any renewal or extension thereof, potable treated water meeting applicable purity standards of the State of North Carolina, Rules Governing Public Water Systems, 15 NCAC 18C, in such quantity as may be required by the Purchaser not to exceed One Million (1,000,000) gallons per day. The annual minimum is Three Hundred Thousand (300,000) gallons per day, averaged over the preceding year or One Hundred Nine Million Five Hundred Thousand (109,500,000) gallons per year. For purposes of this Paragraph A.1, a "year" is defined as July 1st through June 30th. If Purchaser fails to purchase the required annual minimum, and no restrictions on the purchase of water have been imposed by Seller during such year, then Purchaser shall nevertheless be obligated to pay to Seller the difference between the amount paid by Purchaser for the water actually purchased during that year and the amount that Purchaser would have been obligated to pay had Purchaser purchased the 109,500,000 gallons minimum for the year.

2. (Point of Delivery and Pressure) Seller shall furnish water at a reasonably constant pressure from an existing main supply line owned by Seller. The point of delivery shall be at a meter facility owned by Seller and located at the Purchaser's booster pump station on Midland Road. If a greater pressure than that normally available at the point of delivery is required by the Purchaser, the cost of providing such greater pressure shall be borne by the Purchaser. Emergency failures of pressure, supply, or water quality due to main supply line breaks, power failure, water source contamination, flood, drought, fire and use of water to fight fire, earthquake or other cause beyond the control of the Seller shall excuse the Seller from this provision for such reasonable period of time as may be necessary to restore service.

3. (Metering Equipment) The metering equipment owned by Seller and located at the booster pump station on Midland Road described in Paragraph A.2 hereof shall be read by Seller on the last day of each month. An appropriate official of the Purchaser shall have access at all reasonable times to the meter for the purpose of verifying its readings.

4. (Billing Procedure) Seller shall provide to the Purchaser, between the twentieth (20th) day and the twenty fifth (25th) day of each month, an itemized statement of the amount of water furnished the Purchaser during the preceding month. Water bills are due by the 10th of the following month. Water bills are considered past due after 30 days from the date of current bill. After the 30 days, a five percent (5%) penalty will be added to the bill. If payment is not received by the Seller by the 10th of the following month, this shall constitute a material breach of this contract, and Seller may terminate this contract as provided in Paragraph C.6.

B. PURCHASER'S OBLIGATIONS:

1. (Rates and Payment Dates) See above A.4 for payment dates and penalties. The rate shall be \$2.58 per 1,000 gallons. Beginning the 1st day of July, 2023 the rate shall be \$3.22 per 1,000 gallons. Beginning the 1st day of July, 2024 the rate shall be \$3.85 per 1,000 gallons or the rate established by the town for/as in-town rate per 1,000 gallons. Beginning July 1, 2025, the rate shall be adjusted per the provisions of Paragraph C.1. The annual minimum total payout will be calculated using 109,500,000 minimum gallons and the effective rate per 1,000 gallons for the effective fiscal year.

2. (Water Availability) For amounts above 1,000,000 gallons per any given day during this contract, the Purchaser will need to have availability approved in advance by the Town Manager of THE TOWN OF SOUTHERN PINES. In the event the Seller finds it necessary to go elsewhere to purchase water, which Seller then re-sells to Purchaser, the Purchaser agrees to pay ten percent (10%) above the Seller's cost or Purchaser shall have the option to suspend the contract until sufficient water is available.

C. ANNUAL RATE ADJUSTMENTS

1. The Seller will adjust the rate per thousand gallons sold to the purchaser at the same rate as its regular in-town rate paying customer. For the purpose of this contract, the "same" means cost per 1,000 gallons volume charge. If regular in-town rates increase/decrease by a certain percentage, the bulk rate volume will increase/decrease at the same percentage rate.

2. The Seller will adjust the annual minimum total payout at the same rate of adjustment as its regular in-town rate paying customer. If regular in-town rates increase/decrease by a certain percentage, the minimum total payout will increase/decrease at the same percentage rate.

D. IT IS FURTHER AGREED BETWEEN THE SELLER AND THE PURCHASER AS FOLLOWS:

1. (Term of Contract) That this Contract shall extend for a term of five (5) years from the date of adoption of this Contract between the Seller and Purchaser by both parties and, thereafter may be renewed or extended for such term, or terms, as may be agreed upon by the Seller and Purchaser and shall supersede any existing water purchase contract between the parties. This contract will automatically extend for two (2) additional five (5) year terms unless either the Seller or Purchaser within one hundred eighty (180) days of the renewal date decide to make changes to or terminate the contract. Any changes to or termination notice are only valid if received by the other party in writing. For clarification of the one hundred eighty (180) day rule, if the renewal date is July 1st, then any notice to change or terminate would have to be received by the other party on or before December 31st.

2. (Emergency Services) That Seller and Purchaser shall endeavor to provide such quantities of water each to the other as may be needed in the case of emergency water needs, such as water source contamination, production facility failure, natural disaster, or other catastrophe. The cost of such water shall be at the rate described in Paragraph B.I

4. (Failure to Deliver) The Seller will, at all times, operate and maintain its system in an efficient manner and will take such action as may be necessary to furnish the Purchaser with quantities of water required under the terms of this Contract by the Purchaser. Temporary or partial failure to deliver water shall be remedied with all possible dispatch. Notwithstanding the foregoing, Seller retains the right to restrict the amount of water it furnishes under this contract. In the event of an extended shortage of water, or the supply of water available

to the Seller is otherwise diminished over an extended period of time, the supply of water to Purchaser shall be reduced or diminished in the same ratio or proportion as the supply to Seller's consumers is reduced or diminished. The Purchaser shall, upon written notice from the Town Manager of the Town of Southern Pines, shall initiate water shortage conservation measures in accordance with the Seller's Water Use Ordinance.

5. (Modification of Contract). That the provisions of the contract may be modified or altered by mutual written agreement of the parties.

6. (Termination) This contract may be terminated, for cause, by the non-breaching party notifying the breaching party of a substantial failure to perform in accordance with the provisions of this contract and if the failure is not corrected within ten (10) days of the receipt of the notification. Upon such termination, the parties shall be entitled to such additional rights and remedies as may be allowed by applicable law. Termination of this contract shall not form the basis of any claim for loss of anticipated profits by either party.

7. (Notices). Any notice required to be given hereunder by Seller to Purchaser shall be made by Seller in writing and mailed by first class mail, hand delivered, or transmitted by facsimile to the County Manager, County of Moore at the following address: Post Office Box 905, Carthage, NC 28327, or by facsimile to (910) 947-1874. Notice shall be effective upon receipt. Any notices required to be given hereunder by Purchaser to Seller shall be made by Purchaser in writing and mailed by first class mail, hand delivered, or transmitted by facsimile to the Town Manager, Town of Southern Pines, 125 S.E. Broad Street, Southern Pines, North Carolina 28387. Notice shall be effective upon receipt.

8. (Regulatory Agencies) This contract is subject to such rules, regulation, or laws as may be applicable to similar agreements in this State, and Seller and Purchaser will collaborate in obtaining such permits, certificates, or the like, as may be required to comply therewith.

9. (Governing Laws). This contract shall be governed by and in accordance with the laws of the State of North Carolina. All actions relating in any way to this contract shall be brought in the General Court of Justice in the County of Moore and the State of North Carolina.

IN WITNESS WHEREOF, the parties hereto, acting under authority of their respective governing bodies, have caused this contract to be duly executed in duplicate counterparts, each of which shall constitute an original.

The rest of this page is left intentionally blank.

Executed by the Town of Southern Pines this ____ day of _____, 2023

TOWN OF SOUTHERN PINES

BY: _____
Carol Haney Mayor

ATTEST:

Elizabeth Robertson, Town Clerk

Executed by the County of Moore, this ____ day of June, 2023.

BY: _____
Nick Picerno, Chairman

ATTEST:

Laura M. Williams, Clerk to the Board

Pre-Audit Certification

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

Moore County Finance Officer



MINUTES

Tuesday, May 2, 2023: 6:00 PM

Town Council Agenda Meeting

**C. Michael Haney Community Room: Southern Pines Police Department
450 W. Pennsylvania Ave**

1. CALL TO ORDER

Mayor Haney called the meeting to order. The following members of Town Council were present: Mayor Carol Haney; Taylor Clement; Paul Murphy; Bill Pate; and Ann Petersen.

2. TOWN MANAGER'S COMMENTS

Town Manager Reagan Parsons reviewed the agenda and gave a brief update on the MPO meeting from the previous day. Options have been narrowed to 4 map options from the original 16. The next meeting is scheduled for May 15th. There is more detail in email sent out earlier today.

Town Manager Parsons also noted some changes in the figures for tap fees in the proposed budget for FY 23/24 from what was proposed at the last meeting due to additional research and calculations by Town Engineer/Asst. Public Works Director James Michel.

3. ACTION ITEMS

a. Consideration of candidates for two vacant Planning Board positions

There are presently two vacant positions on the Town of Southern Pines Planning Board. One is an ETJ position and one is an in-town position.

Mayor Haney opened the discussion on the item. There are 2 positions, one (1) in-town position and one (1) ETJ position.

Discussion ensued.

Councilmember Petersen endorses John to replace Gary Carroll

Andy Bledgie is currently in the ETJ position and wishes to continue for another term.

Councilmember Clement moves to place John and Andy on the agenda for approval at the business meeting on May 9th. Seconded by Mayor Pro Tem Murphy, the Council unanimously approved.

4. REVIEW PUBLIC HEARING ITEMS FOR MAY 9 AGENDA

a. PD-02-23: Conceptual Development Plan for +/- .786 acres on the West Side of S. Bennett St. between New York Ave. and Pennsylvania Ave. (continued from April 11, 2023 Regular Meeting).

Mr. Colin Webster, on behalf of Grovsner Land, LLC, has submitted an application for a mixed-use development with condominiums, single-family townhouses, office, retail, and restaurant. The initial public hearing was opened at the April 11th meeting and immediately continued to May 9th.

Mayor Haney opened the item discussion.

The applicant has requested a continuance to the June Business meeting.

b. Whitehall Master Plan

Staff will present the recommended Whitehall Master Plan for public comments and adoption by Town Council. The master plan and other project details can be viewed at bit.ly/tosp_whitehall. Mayor Haney opened the discussion. The Council had no comment at this time.

Town Manager Parsons noted that instead of loading the entire plan into the packet, the link was included to reduce the size of the download.

c. FY 23-24 Proposed Budget

This is the first public hearing on the proposed budget for FY 23-24. The second hearing will be on June 13. The [budget](https://bit.ly/tosp_budget) can be viewed at bit.ly/tosp_budget.

Town Manager Parsons advised the Council that the County had missed a parcel when calculating the MSD and now, with that added it will increase the tax revenue by approximately 6 million dollars. The current recommendation for the MSD is 60 pennies.

Councilmember Pate clarified with Town Manager Parson that the 60 pennies is in addition to the 29 pennies charged for town wide taxes.

5. REVIEW PROPOSED ACTION ITEMS FOR MAY 9 AGENDA

a. AR-04-23 Creston Commons

Mr. Patrick Nerz of DHIC, is requesting an Architectural Compliance Permit for modifications to 8 existing multi-family buildings and one existing clubhouse within the Creston Commons planned development.

Senior Planner Alaina Mallette gave an overview of the application and staff report.
Discussion ensued.

b. AR-06-23 American Whiskey Ko. (BHAWK) Rickhouse

Mr. Bryan Welborn of Neal Smith Engineering, is requesting an Architectural Compliance Permit for Rickhouse A (Phase 1.5) of the Brad Halling American Whiskey Ko. (BHAWK) whiskey distillery development.

Senior Planner Alaina Mallette gave an overview of the application and staff report.
Discussion ensued.

Councilmember Pate is ok is the applicant is not present.

Councilmember Petersen requests the applicant be present in case the public has any questions.

6. REVIEW PROPOSED CONSENT AGENDA FOR MAY 9

a. Relief from §50.035 of the Town Code of Ordinances: 385 Eastman Rd.

Mr. Scott Taliaferro is requesting relief from §50.035 of the Town Code of Ordinances, which requires any new house, lot, or subdivision to connect to the Town's water system if it is within 300 feet (plus 100 feet multiplied by the number of additional dwellings) of an existing water distribution pipe.

Town Engineer/Asst. Public Works Director Michel gave an overview of the item to the Council.
Discussion ensued.

b. Resolution Approving Local Water Supply Plan

North Carolina General Statute 143-355 (I) requires that each unit of local government that provides public water services prepares and submits a Local Water Supply Plan.

Town Engineer/Asst. Public Works Director Michel gave an overview of the item to the Council.
Discussion ensued.

7. ADJOURNMENT

Town Manager Parson advised Council that staff is working on legislation to move the Architectural

Review process from Council level to staff level.
Discussion ensued.

Upon motion by Councilmember Petersen, seconded by Councilmember Pate and carried unanimously,
Council adjourned at 7:20 pm.

Respectfully submitted:

Elizabeth Robertson, Town Clerk

DRAFT



MINUTES

Tuesday, May 9, 2023: 6:00 PM

Town Council Business Meeting

E.S. Douglass Community Center: 1185 W. Pennsylvania Ave

1. CALL TO ORDER

Mayor Pro Tem Murphy called the meeting to order. The following members of Town Council were present: Mayor Pro Tem Paul Murphy; Taylor Clement; Bill Pate; and Ann Petersen.

Absent: Mayor Haney

2. PLEDGE OF ALLEGIANCE

3. TOWN MANAGER'S COMMENTS

Town Manager Reagan Parsons reviewed the agenda.

4. PUBLIC COMMENTS

Karen Tussing, a resident of Knollwood Heights, expressed her concern over the new BHAWK facility (also known as American Whiskey Ko. Rickhouse) being built near her home. Ms. Tussing is concerned about the possibility of Whiskey Fungus (*Baudoinia Compaicensis*) as a result of the BHAWK facility and questioned if the Town would be enacting any type of monitoring once the facility is open or requiring the facility to use any preventative measures once open.

Town Manager Parsons advised that the Whiskey Fungus possibility was previously unknown to the Town personnel and that any monitoring or preventative requirement would be under the purview of the Moore County Health Department.

5. CONSENT AGENDA

Town Engineer/Asst Public Works Director James Michel is present to answer any questions by Council.

Councilmember Clement asked Town Engineer Michel how the projected growth numbers were calculated in the report and Town Engineer Michel advised that the projected growth numbers were provided by the State but he feels that the numbers are close to correct.

Town Manager Parsons stated that the projected growth numbers were calculated using the previous 5-6 year's actual growth numbers and that Southern Pines' growth rate is better than average in the State.

Councilmember Pate moved to approve the Consent Agenda, seconded by Councilmember Clement; the vote was unanimous.

Motion passed.

a. Approve Relief from §50.035 of the Town Code of Ordinances: 385 Eastman Rd.

Mr. Scott Taliaferro is requesting relief from §50.035 of the Town Code of Ordinances, which requires any new house, lot, or subdivision to connect to the Town's water system if it is within 300 feet (plus 100 feet multiplied by the number of additional dwellings) of an existing water distribution pipe.

b. Approve Resolution #1046 Approving Local Water Supply Plan

NCGS 143-355 (l) requires that the Town submit a Local Water Supply Plan (LWSP) each year to the state.

c. Authorize Mayor to Execute Contract with FORVIS, LLC to Complete the FY 22-23 Audit

The Town will engage FORVIS, LLC of High Point to complete the audit for the current fiscal year, ending June 30, 2023.

d. Town Council Meeting Minutes for April 2023

Staff has prepared the following meeting minutes for approval:

- April 11, 2023
- April 25, 2023

6. PUBLIC HEARINGS

a. PD-02-23: Conceptual Development Plan for +/- .786 acres on the West Side of S. Bennett St. between New York Ave. and Pennsylvania Ave. (continued from April 11, 2023 Regular Meeting).

NOTE: Mr. Webster has requested that Council postpone this hearing to June 13th to allow for further work on this application.

Mr. Colin Webster, on behalf of Grovsner Land, LLC, has submitted an application for a mixed-use development with condominiums, single-family townhouses, office, retail, and restaurant. The initial public hearing was opened at the April 11th meeting and immediately continued to May 9th.

Councilmember Pate moved to open and continue the public hearing for PD-02-23 to the June 13, 2023 Regular Business Meeting per the applicants request, seconded by Councilmember Petersen; the vote was unanimous.

Motion passed.

b. Whitehall Master Plan

Staff will present the recommended Whitehall Master Plan for public comment and adoption by Town Council. The master plan and other project details can be viewed at bit.ly/tosp_whitehall

Asst. Town Manager Jessica Roth and Parks & Recreation Director Cindi King gave a presentation on the development and resulting proposed Whitehall Master Plan.

Karen Tussing voiced her wishes for the people who live in Southern Pines' opinions and wants be heard by the Council and the Town.

Bill Clemens of 403 Teakwood Lane questioned if the pervious hard surface would continue through the middle section of the park. Asst. Town Manager Roth responded that the intention was that the only path cutting through the middle of the park would be hard surface in order to allow emergency vehicles quick access should it be needed. was stil- lines through center hard surface trails? perhaps for emergency access

Vincent Coliogan of 350 Laurel Road asked if bike riding would be prohibited in Whitehall all together since it is now allowed? Town Manager Parsons responded that this would be a policy decision of the Council at the time, but the hard surface trail around the perimeter might be considered, but not the soft trails due to damage to the ecology.

Mr. Collogan also expressed his concern regarding the increase in vehicles parking at the site and questioned if any traffic studies had been done as parking options are limited now. Town Manager Parsons responded that traffic studies had not been done but existing parking has been added to and improved at Reservoir Park already. Town Manager Parsons also noted that the parking being discussed for Whitehall would not be paved parking but rather areas among the trees to complement the existing environment.

Ann Marie Clark of 1037 N. Lee stated that she was pleasantly surprised at the scaled-down design. Ms. Clark asked if handicap parking would be available and if dogs could be allowed during certain

times of the day. Town Manager Parsons advised that ADA parking would be considered for the parking lot that is planned for the site and the hard surface outer trail would increase accessibility. Future plans for the structures would also take accessibility into account. The allowance of dogs on the property will be a policy discussion that is ongoing. Councilmember Petersen noted the issues and asked for patience to allow the staff and the Council to work through finding solutions.

Dorothy Brower of 102 Eastman Road shared that she found the public meetings very helpful in showing the potential of the Whitehall property and the reasons why the property should be purchased. Ms. Brower is excited for the opportunity to let the citizens enjoy the nature the site provides.

Laura Beth Jones of Foxfire is an Occupational Therapist and a certified Nature & Forest Therapy Guide who has partnered with the Parks and Recreation Department and Whitehall to offer 'forest bathing experiences' to allow people to immerse themselves and enjoy being in nature. Ms. Jones supports the plans and appreciates the listening done by the Town to the citizens' ideas. Ms. Jones suggests that plant species preferred by pollinators be considered for the proposed meadow area to add value to the area and perhaps increase the chances of acquiring grant funds in the future.

Carla Butler of Crest Road expressed her happiness that the landscape would be retained, but questioned the benefit of the pecan and fruit tree groves since they are so high maintenance. Asst. Town Manager Roth advised that the pecan tree grove already exists at the property and the Town just intends to prune and clean the area up while leaving them in their natural state. A fruit orchard is being considered in the future is just a considered option to be seen as an enhancement. Town Manager Parson added that the orchard could possibly be created in partnership with another group to split the maintenance duties. Councilmember Pate reiterated that the items on the list are still just options for the future, not definitive plans at this time.

Marsh Smith of 568 Santee Road shared that the original owner, David Drexel, originated the idea of a land trust. Mr. Smith made the following observations:

- Whitehall offers a great corridor to people who want to ride bicycles to Sandhills Community College, so limited bike access should be considered.
- parking lots like the one at the old Southern Pines Elementary School (now the Montessori School) on E. Massachusetts Ave. are a great example of a parking lot that is gentle to the landscape and should be considered as models when planning future parking at the Reservoir and Whitehall site.
- controlled burning of that site is tricky and there is a lot of duff on the old trees that could result in smoldering which will cook the root base of the trees, leading to their demise.

Joe Black of 1470 Central Drive asked about additional security measures for the property owners near the park to combat the increase in people and vehicles that the new trails and park will bring.

Mr. Black also mentioned the lack of cell service in the area being an issue too. Town Manager Parsons advised that measures were already being taken, such as a camera system at Reservoir Park, to address those concern and options to increase cell service all along NC 22 are being researched.

Morgan Riley, a property owner on PeeDee Road, asked if the Indian Trail would be paved? Asst. Town Manager Roth responded that no, it is not planned to pave that trail.

Ms. Riley also questioned the controlled burns being planned as her research indicated that this would increase the size of the other plants which would be detrimental to the long leaf pines.

Marsh Smith asked if he could respond and gave a brief lesson on longleaf pines, stating that they have evolved to resist fire since this area has the most lightning strikes outside of Florida. Without fire, the other types of trees would take over and the longleaf pines would not be able to get the

nutrients needed from the soil to germinate and grow. Controlled burns actually increases the diversity of plants and make the longleaf pines healthier.

Asst. Town Manager Roth advised that the controlled burns would be conducted with the assistance of the Dept of Forestry and any plans would be carefully planned beforehand to help ensure safety. The Land Trust holds the conservation easement within the Whitehall property and they carefully monitor the land contained within. The Land Trust has reviewed the master plan and they issued the Town a written approval of the plan and the Town will continue to work with them to ensure their comfort.

Councilmember Pate noted that this process began in 2019 and that because of Ms Sherman's desire to continue the Drexels' work on conservation, she generously worked with the Town on price so that we were able to purchase the property without raising taxes.

Councilmember Pate moved to close the hearing for the Whitehall Master Plan, seconded by Councilmember Petersen; the vote was unanimous.

Motion passed.

Councilmember Pate moved to approve the proposed Whitehall Master Plan, seconded by Councilmember Petersen; the vote was unanimous.

Motion passed.

c. FY 23-24 Proposed Budget

This is the first public hearing on the proposed budget for FY 23-24. The second hearing will be on June 13. The [budget](https://bit.ly/tosp_budget) can be viewed at bit.ly/tosp_budget.

Councilmember Pate moved to open the public hearing for the FY 23-24 Proposed Budget, seconded by Councilmember Petersen; the vote was unanimous.

Town Manager Parsons started his presentation by acknowledging the hard work of Finance Director Tess Brubaker-Spies and her staff along with the other department directors and Asst Town Managers to create this budget and stating that they all did a wonderful job. Town Manager Parsons then gave a PowerPoint presentation detailing the FY 23-24 Proposed Budget for the Council and answered any questions proposed by Council.

Councilmember Clement would like to clarify the term "Rainy Day Fund" used within the presentation as more of an "Emergency Fund" for serious weather events such as hurricanes and ice storms.

No public comments were voiced.

Councilmember Clement moved to close the hearing for FY 23-24 Proposed Budget, seconded by Councilmember Pate; the vote was unanimous.

Motion passed.

No vote was taken. The second public hearing on the FY 23-24 Proposed Budget will be at the regular Town Council Business Meeting on June 13, 2023 with a vote immediately following.

7. ACTION ITEMS

a. Consider Appointments for Two Vacant Planning Board Positions

There are presently two vacant positions on the Planning Board. One is an ETJ position and one is an in-town position.

Mayor Pro Tem Murphy opened the discussion into the Planning Board appointments.

Councilmember Pate thanked the citizens who have volunteered as they provide an invaluable

service and encouraged future citizen participation.

Councilmember Clement moved to re-appoint Andy Bleggi to the open Planning Board ETJ position for a second term and to appoint John Earp to the open Planning Board in-town position for his first term, seconded by Councilmember Petersen; the vote was unanimous.

Motion passed.

Mr. Earp thanked the Council for the opportunity.

Town Manager Parsons noted Mr. John Earp will be replacing Mr. Gary Carroll who served 2 complete terms on the Planning Board, some of that time as Chairperson of the Board. The Council extends its thanks to Mr. Carroll for his service.

b. Consider AR-04-23: Creston Commons

Mr. Patrick Nerz of DHIC, is requesting an Architectural Compliance Permit for modifications to 8 existing multi-family buildings and one existing clubhouse within the Creston Commons planned development.

Mayor Pro Tem Murphy opened the discussion for AR-04-23; Creston Commons.

Planning Director Grieve gave a brief overview of the project.

No public input was voiced.

Councilmember Pate moved to approve AR-04-23: Creston Commons as presented in the attached staff report, seconded by Councilmember Clement; the vote was unanimous.

Motion passed.

c. Consider AR-06-23: American Whiskey Ko. (BHAWK) Rickhouse

Mr. Bryan Welborn of Neal Smith Engineering, is requesting an Architectural Compliance Permit for Rickhouse A (Phase 1.5) of the Brad Halling American Whiskey Ko. (BHAWK) whiskey distillery development.

Mayor Pro Tem Murphy opened the discussion.

Councilmember Clement asked Town Manager Parsons for any recommendations to monitor any mold issues. Town Manager Parsons advised that any monitoring should be done by Moore County Health Dept. Mr. Parsons advised that the applicants have been responsive to the Town's input thus far and it will need to be discussed with them.

Councilmember Clement requested a follow-up with the health dept.

Mr. Smith shared that he has spoken with the applicants and they indicated that they want to do whatever they can to ensure that the project continues forward.

Councilmember Petersen stated while she is unsure if Architectural Review is the proper time to address it, if ethanol catching equipment is something that needs to be addressed to protect the surrounding community, then she is not comfortable moving forward with a yay vote.

Town Manager Parsons noted that he doesn't feel this is an architectural issue and that the issue might be addressed through the building code or health dept regulation though more research needs to be done.

Mayor Pro Tem agrees that the mold is a concern but doesn't feel its an issue to be addressed at the Architectural Review.

Councilmember Pate concurs with Mayor Pro Tem Murphy and so moves to approve AR-06-23: American Whiskey Ko. (BHAWK) Rickhouse, seconded by Councilmember Clement; the vote was as follows:

Mayor Pro Tem Murphy - aye
Councilmember Pate - aye
Councilmember Clement - aye
Councilmember Petersen - nay
Motion passed.

8. ADJOURNMENT

Upon motion by Councilmember Clement, seconded by Councilmember Pate and carried unanimously, Council adjourned at 8:35 pm.

Respectfully submitted:

Elizabeth Robertson, Town Clerk

DRAFT



MINUTES

Tuesday, May 23, 2023: 3:00 PM

Town Council Work Session

**C. Michael Haney Community Room: Southern Pines Police Department
450 W. Pennsylvania Ave**

1. CALL TO ORDER

Mayor Haney called the meeting to order. The following members of Town Council were present: Mayor Carol Haney; Taylor Clement; Paul Murphy; Bill Pate; and Ann Petersen.

2. TOWN MANAGER'S COMMENTS

Town Manager Reagan Parsons reviewed the agenda.

3. COUNCIL UPDATES AND DISCUSSION

a. Code of Ordinances: Charitable and Religious Solicitations

Town Attorney Mac McCarley recommends that Council consider an update to Chapter 114 of the Town's Code of Ordinances to ensure protection of citizens' civil rights.

Town Manager Parson reviewed the topic for the Council.

Discussion ensued.

4. ACTION ITEMS

a. Appoint a Representative and Alternate to the Technical Advisory Committee of the MPO

Two members of Council need to be appointed as the representative and alternate to serve on the TAC for the newly formed local Metropolitan Planning Organization (MPO).

After discussion, the following were appointed to the Technical Advisory Committee of the MPO:

Representative - Councilmember Clement

Alternate - Councilmember Petersen

b. Consider Resolution #1049: Direct Clerk to Investigate AX-01-23, Parcel ID 00040888

The Town of Southern Pines is annexing approximately one acre of land located on the north side of Eastman Road, approximately 1,000 feet west of the intersection with W. New York Ave. The first step in the annexation process is for the Town Council to direct the Town Clerk to investigate the sufficiency of the petition and certify the result, per NCGS 160A-31(c).

Councilmember Pate moved to approve Resolution #1049 Directing the Clerk to Investigate a Petition Received Under G.S. 160A-31 for AX-01-23, Parcel ID00040888, seconded by Councilmember Petersen; the vote was unanimous.

Motion passed.

c. Consider Resolution #1050: Direct Clerk to Investigate AX-02-23, Parcel ID 20150046 & 20190270

Morganton Park Realty, LLC and PACN Realty LLC are petitioning the Town of Southern Pines for annexation of approximately 26.27 acres of land located on the north side of West Morganton Road just west of Brucewood Road. The first step in the annexation process is for the Town Council to direct the Town Clerk to investigate the sufficiency of the petition and certify the result, per NCGS 160A-31(c).

Councilmember Pate moved to approve Resolution #1050 Directing the Clerk to Investigate a Petition Received Under G.S. 160A-31 for AX-02-23: Parcel ID 20150046 & 20190270, seconded by Councilmember Petersen; the vote was unanimous.

Motion passed.

5. CLOSED SESSION

Town Manager Parsons asked the Council if there were any topics to be discussed prior to entering the Closed Session since Council Roundtable was mistakenly left off the agenda.

Councilmember Pate has some questions regarding choosing the MPO Lead Planning Agency.

Discussion ensued.

a. Closed Session as Authorized in N.C.G.S. §143-318.11(a)(5)

Council will discuss a potential transaction of real property.

Councilmember Petersen moved to enter Closed Session pursuant to N.C.G.S. §143-318.11(2)(5), seconded by Mayor Pro Tem Murphy; the vote was unanimous.

Motion passed.

Council returned to Open Session at 4:00 pm.

6. ADJOURNMENT

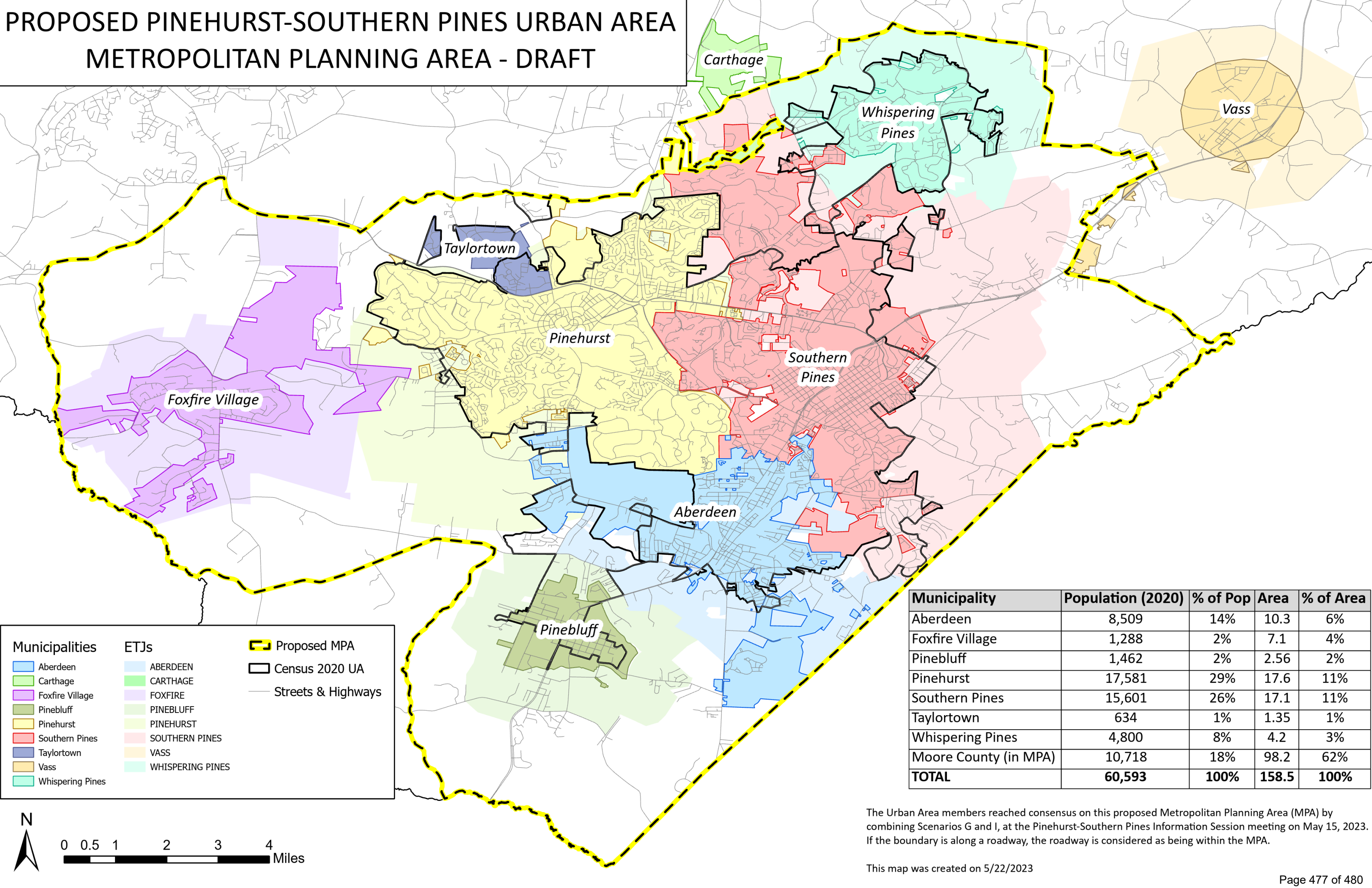
Asst. Town Manager Roth updated Councilmember Clement on an issue at the Pool and the likelihood that it would not open Memorial Day Weekend due to the contractor being behind schedule and some damage that was done to a wall.

Upon a motion by Councilmember Petersen, seconded by Councilmember Clement and carried unanimously, Council adjourned at 4:05 pm.

Respectfully submitted:

Elizabeth Robertson, Town Clerk

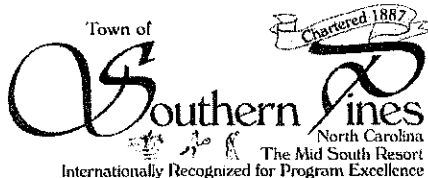
PROPOSED PINEHURST-SOUTHERN PINES URBAN AREA METROPOLITAN PLANNING AREA - DRAFT



Municipality	Population (2020)	% of Pop	Area	% of Area
Aberdeen	8,509	14%	10.3	6%
Foxfire Village	1,288	2%	7.1	4%
Pinebluff	1,462	2%	2.56	2%
Pinehurst	17,581	29%	17.6	11%
Southern Pines	15,601	26%	17.1	11%
Taylortown	634	1%	1.35	1%
Whispering Pines	4,800	8%	4.2	3%
Moore County (in MPA)	10,718	18%	98.2	62%
TOTAL	60,593	100%	158.5	100%

The Urban Area members reached consensus on this proposed Metropolitan Planning Area (MPA) by combining Scenarios G and I, at the Pinehurst-Southern Pines Information Session meeting on May 15, 2023. If the boundary is along a roadway, the roadway is considered as being within the MPA.

This map was created on 5/22/2023



DATA SHEET FOR APPOINTMENT TO COMMITTEES, COMMISSIONS AND BOARDS

COMMITTEE, COMMISSION, OR BOARD IN WHICH INTERESTED: Planning Board

NAME: Jennifer B Garner TELEPHONE: 910-6930043 office

ADDRESS: 208 Lazar Lane Southern Pines EMAIL: jennifer.garner@jennifergarnerlaw.com

EDUCATIONAL BACKGROUND

Pinecrest High School 1987, UNC-G, Magna Cum Laude, BA- Political Science 1990,

Wake Forest School of Law 1994

EMPLOYMENT

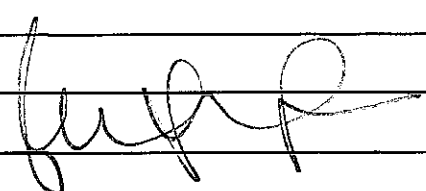
JOB TITLE: Attorney

EMPLOYER: Garner Law Firm, PLLC

CIVIC AND PROFESSIONAL ACTIVITIES: See Attached

PAST MEMBERSHIP IN ORGANIZATIONS AND OFFICES HELD: See attached

ANY ADDITIONAL INFORMATION AND COMMENTS: _____

DATE: 9/30/2022 SIGNATURE: 

PLEASE RETURN TO:

Administration
125 SE Broad Street
Southern Pines, NC 28387

admin@southernpines.net

Your application will remain on file 12 months from the date of completion

Jennifer B. Garner
Garner Law Firm, PLLC
125 Applecross Road
Pinehurst, NC 28374
jennifer.garner@jennifergarnerlaw.com
910-693-0043
910-693-0045 (facsimile)

Education

Pinecrest High School, Moore County, 1987

Bachelor of Arts in Political Science, University of North Carolina at Greensboro,
December 1990, Magna Cum Laude

Wake Forest University of Law, Juris Doctor, 1994

Professional and Community Involvement

Sandhills Area Chamber of Commerce

Operation Thank you, Chair, 1995

Business EXPO, Chair, 1995

Ambassador, Chair, 1996

William F. Hollister Award, Volunteer of the Year, 1996

Board of Directors, 1996- 2004

Treasurer, 2003-2004

Sandhills Career Education Partnership- Executive Committee

Past Member

Moore County Board of Education, 1999-2006

Chair, 2001 and 2002

Moore Regional Hospital Foundation, Professional Advisory Council 1995-present

Chair- 2009

Retired and Seniors Volunteer Program, Board of Directors, 1996-2000

National Academy of Elder Law Attorneys (National and North Carolina Chapter)

Southern Pines Jaycees 1995-2006

President, 1998-1999

Charitable Development Vice President, 1997-1998

Management Development Vice President, 1996-1997

Secretary, 1995-1996

Sandhill Business and Professional Women, 1st Vice-President, 1995

First Tee, Board Member, 2001-2003

Public Education Foundation of Moore County, ex-officio
Until 2003

North Carolina Bar Association
Real Property Section, Elder Law Section, Estate Planning and Probate Section
Elder Law Section Counsel 2002-2012, and 2017-2019

North Carolina Bar

Moore County Bar Association
Secretary, 1997-1998
Member Office Practice Section

US Congressional District Outstanding Citizen Award, 1996

Whispering Pines Board of Adjustment, 2000-2003

Areas of Practice

Elder Law
Estate Planning
Estate Administration
Real Estate

Family

Resident of Southern Pines, 34 years

Resident of Whispering Pines, 1998-2003

Husband, Brad, Airline Pilot, American Airlines

Children- Caitlin (20), Andrew (18), Emma (17)

Parents- George and Lynn Barnhart of Pinehurst

In laws- Harold (Deceased) and Dorothy Garner of Pinehurst

Grandparents- William and Jean Barnhart of Southern Pines (Deceased)
Gerard and Jeanne Hildebrand of Southern Pines (Deceased)