AGENDA

Wednesday, December 8, 2021: 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. ORGANIZATIONAL MATTERS

a. Approve November 22, 2021 Council Work Session Minutes
Staff has prepared the draft minutes for Council's approval.

b. Approve FY 20-21 Audit
Dixon Hughes Goodman LLP has audited the Town's financial statements for FY 20-21.

c. Accept the Certification from the November 2, 2021 Municipal Election
Council will accept the certification documenting the results of the recent municipal election.

d. Recognition of Outgoing Councilmember Mike Saulnier
This is Councilmember Saulnier's final meeting.

e. Swearing In of Newly Elected Councilmembers Taylor Clement and Ann Petersen
Mayor Haney will swear in the new members.

f. Council Roles

1. **Mayor Pro-Tem**
2. **Council Treasurer & Vice Treasurer**
3. **Partners In Progress Representative**
4. **Triangle J Representative and Alternate**
5. **TARPO Representative and Alternate**

These are roles the Councilmembers fulfill and are reviewed annually.

g. Approve 2022 Town Council Meeting Calendar
This is the 2022 schedule for Town Council work sessions, agenda meetings, and business meetings.

4. REVIEW PUBLIC HEARING APPLICATIONS FOR UPCOMING BUSINESS MEETING AGENDA

a. SU-01-21 Patrick's Pointe
On behalf of Francis Maser, Mr. Bob Koontz, of Koontz Jones Design, has submitted an application for a Special Use Permit for the new construction of a multi-family residential and office development.

The applicant is proposing to develop 13 apartment buildings with 276 multi-family residential units and one (1) office outparcel. The subject property is located along US Highway 1 North between West Connecticut Avenue and Midland Road and is comprised of three (3) parcels for a total of 25.4 acres of presently undeveloped, wooded land.

5. REVIEW PROPOSED ACTION ITEMS FOR UPCOMING BUSINESS MEETING AGENDA

a. Consider AR-07-21 Pinnacle Storage (Phase 1)

Cothran Harris, on behalf of Longleaf Pines Storage, LLC, is requesting approval of an Architectural Compliance Permit for a 49,600 square foot commercial self-storage, two story building. The building is Phase I of a self-storage development. The address is 240 Bell Avenue which is located in the General Business (GB) zone. The surrounding streets are US 1 HWY S, Shaw Avenue and S Bennett St.

b. Consider AR-08-21 Rec Room, LLC

Mr. Dean King, on behalf of Rec Room, LLC., is requesting approval of an architectural compliance permit for exterior modifications to an existing 13,471 square foot building within the central business zoning district. The building will be used as a commercial arcade and is located at 750 SW Broad Street. The renovations include the addition of a patio pergola, adding brick and metal columns to the front entrance and garage door openings for the bartop tables on the front elevation.

c. Consider AR-09-21 Freddy's Frozen Custard & Steakburgers

Mr. William Moseley of MREA Southern Pines, LLC., is requesting approval of an architectural compliance permit for Freddy’s Frozen Custard & Steakburger, a 3,200 square foot building within the general business zoning district, for a retail development located at the corner of Murray Hill Road and US Highway 15-501.

d. Consider Proposed Lease of Park Property from the Southern Pines Land and Housing Trust

Staff has drafted a proposed lease agreement with the Southern Pines Land & Housing Trust for park property on the campus of the former Southern Pines Primary School.

e. Consider Adoption of 2022-2032 CIP

Staff has prepared a draft Capital Improvement Program based on the projects that have been presented at the October and November Council work sessions.

6. REVIEW CONSENT AGENDA FOR BUSINESS MEETING

a. Vacancies on Planning Board & Historic District Commission

There are some current vacancies on the Planning Board & Historic District Commission. Three candidates have submitted applications for these seats.

b. Agreement with NCDOT and Town of Aberdeen for Relocation of US-1 Water Transmission Main

NCDOT is currently preparing for the roadway project along US-1 (North Sandhills Boulevard) from Roseland Road to Old US-1. The project scope requires NCDOT to relocate the Town of Southern Pines 18" water transmission main along US-1 to Poplar Street.

c. AX-07-21: Voluntary Annexation Petition

Robert & Julie Van Camp and Morganton Road Enterprises, LLC have petitioned the Town for a voluntary annexation of a parcel totaling +54.94acres. The parcels are identified as PIN 857100575720 and 857100572972 and are located between US 15-501 and W. Morganton Rd. State law requires that Council direct the Town Clerk to investigate the sufficiency of the petition before proceeding further.

7. 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

MINUTES

Monday, November 22, 2021: 3:00 PM
Town Council Work Session
C. Michael Haney Community Room: Southern Pines Police Department
450 W. Pennsylvania Ave

Present: Mayor Carol Haney, Mayor Pro-Tem Paul Murphy, Councilmember Bill Pate, and Councilmember Mike Saulnier.

Absent: None

1. CALL TO ORDER

Mayor Haney welcomed everyone and reminded them of the Town's upcoming tree lighting ceremony on Saturday, November 27th and the Christmas Parade on December 4th.

2. TOWN MANAGER'S COMMENTS

3. COUNCIL UPDATES AND DISCUSSION

a. Consider Proposed Lease of Park Property from the Southern Pines Land and Housing Trust

Staff has drafted a proposed lease agreement with the Southern Pines Land & Housing Trust for park property on the campus of the former Southern Pines Primary School.

Town Manager Reagan Parsons went over the proposed lease agreement with Council and noted some minor changes the wording:

- Blanchie Carter Playground has been changed to Blanchie Carter Discovery Park
- All previous references to 'playground' changed to 'park'
- Section 11 – the word 'and' was replaced with 'in'
- December 10th changed to December 15th so that necessary funds are available for closing.
- Town Attorney Gill is working on the potential addition of some language to protect the Town's investment given the currently unresolved legal issues.

b. FY 2020-2021 Audit

Chad Cook along with Finance Director Tess Brubaker-Speis presented the audit for the Town's FY 20-21 financial statements. He provided the following documents:

- The Financial Statements from the Annual Comprehensive Financial Report for the Town

- Dixon Hughes Goodman's report to Town Council
- 2-page financial summary that highlights fiscal year 2020 versus fiscal year 2021.

The main findings were:

- An unmodified or 'clean' audit opinion was issued for fiscal year 2020/2021.
- A management letter was not issued meaning that there were no internal control comments issued as a result of the audit.
- A compliance audit was not issued this year but expect one next year due to ARPA funds.
- No Budgetary violations
- Received *Certificate of Excellence in Financial Reporting* from GFOA

c. CIP Presentation

Staff is developing a comprehensive Capital Improvement Plan (CIP) to serve as a budgetary planning tool for capital projects and funding. The CIP will be forwarded for consideration by Council in December. Staff will present some details on some of the projects that are recommended for inclusion.

Assistant Town Manager Jessica Roth presented a report with power point presentation reviewing the findings and staff recommendations for a 10-year CIP starting in FY 2022/2023. The proposed CIP is proposed based on the following assumptions:

- Investment earnings are down, reducing availability of cash.
- Increase in materials costs and difficulty in getting products.
- ARPA Funds – rules are still being refined so that money is not included in the projections.

ATM Roth reviewed current capital project from this year's budget and went into detail on future proposed projects.

Facility Modernization Projects – the Town has money put aside each year to proactively perform modernization needs and and have funds available should an emergency occur. Staff proposes that S125,000 be put into a capital fund annually starting in FY 2023/2024.

Public Safety Projects – for the Police fleet replacements, staff recommends an annual flat allocation of $235,000 for the first five years and then reviewing the amount in the futrue. For the Fire Department there is an annual expense of approximately $110,000 for personal protective equipment replacement. For future vehicle and or equipment purchases, staff recommends trying to time purchases based on the Town's debt service schedule since these large purchases are often funded with a loan.

Transportation Projects – Staff recommends continuing the current allocation of $200,000 annually to sidewalks, has identified that the street resurfacing needs are projected at around $1,200,000 annually. New construction projects, including timelines and cost estimates, will be added as they are refined.

Utility Fund Capital Fund – Staff noted that the Town has a CIP for utility projects, but they are largely funded outside the General Fund budget.

Items not currently included in this report include any recreation projects and fleet vehicle replacements. It is anticipated these will be added in conjunction with adoption of the FY 22-23 budget.

d. Skateboarding Discussion

Staff recently reviewed and presented some options at the October work session for addressing skateboards and similar devices in the downtown area. Based on feedback from Council, staff has continued evaluating the broader issue of skateboarding in Southern Pines and will share some potential options for constructing skateboard elements as a recreational amenity.

A moment of silence was observed for Marcel Goneau who passed away 9 days ago. Mr. Goneau originally petitioned the Council for changes to the Town's skateboarding policies.

Assistant Town Manager Roth and Planning Director BJ Grieve went over the proposed options.

- William Dean founder of Skaters for Moore advocates for local skateboarders. Ran a facility that had to close 300 – 400 members. Had to close due to economic issues.
- Terry Grimble of Friends of the Skate Parks Foundation who work to provide affordable skate facilities. Wants assurance from council that this is something the town wants before they invest time and money.
- Downtown Park, Memorial Park or existing area could save money by using an area that already has some infrastructure in place (bathrooms, electricity, parking, etc.).
- Recreation Director Cindi King agreed that a skate park would be well utilized.

At this time, staff is seeking general direction from Council before spending time refining options. Council expressed general support for a skate park and is interested in having future conversations regarding the creation of such a park.

4. ADJOURNMENT

Upon motion by Councilmember Saulnier, seconded by Mayor Pro Tem Murphy and carried unanimously 4-0, the meeting was adjourned at 5:20 pm.

Respectfully Submitted,

_____

Elizabeth Robertson, Deputy Town Clerk

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Report to the
Town Council

Town of Southern Pines, North Carolina

June 30, 2021

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DHG is registered in the U.S. Patent and Trademark Office to Dixon Hughes Goodman LLP.

Contacts

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Communication with Those Charged with Governance

November 19, 2021

Town Council
Town of Southern Pines, North Carolina
Southern Pines, North Carolina

We have audited the financial statements of the governmental activities, the business-type activities, the fiduciary fund, each major fund, and the aggregate remaining fund information of the Town of Southern Pines, North Carolina (the "Town") as of and for the year ended June 30, 2021, and have issued our report thereon dated November 19, 2021. Professional standards require that we provide you with information about our responsibilities in accordance with auditing standards generally accepted in the United States of America, and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated May 27, 2021. Professional standards also require that we communicate to you the following information related to our audit.

Our Responsibility Under Auditing Standards Generally Accepted in the United States of America and Government Auditing Standards

As stated in our engagement letter dated May 27, 2021, our responsibility, as described by professional standards, is to express opinions on each opinion unit about whether the financial statements prepared by us with management's oversight are fairly presented, in all material respects, in conformity with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your responsibilities.

In planning and performing our audit, we considered the Town's internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinion on the financial statements and not to provide assurance on the internal control over financial reporting

As part of obtaining reasonable assurance about whether the Town's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grants, non-compliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit.

We have issued a written report on our consideration of internal controls and compliance in accordance with *Government Auditing Standards*, in which we identified no material weaknesses in internal controls over financial reporting.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Town are described in Note 1 to the financial statements.

During the year ended June 30, 2021, the Town adopted GASB Statement No. 84, *Fiduciary Activities*, which was effective for fiscal years beginning after December 15, 2019. The statement establishes criteria for identifying fiduciary activities of all state and local governments and provides guidance on how to report fiduciary activities within the financial statements. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities. The statement also describes four fiduciary funds that should be reported if criteria outlined in the statement are met: (1) pension (and other employee benefit) trust funds, (2) investment trust funds, (3) private-purpose trust funds, and (4) custodial funds. The use of agency funds was eliminated. The statement also provides for recognition of a liability to the beneficiaries in a fiduciary fund when an event has occurred that compels the government to disburse fiduciary resources. As part of implementing the statement, the Town performed a comprehensive review of its fiduciary relationships and applied the criteria within the guidance. As a result, management determined that the Cafeteria Plan Agency Fund presented as a fiduciary fund by the Town in its Annual Comprehensive Financial Report for the year ended June 30, 2020, should no longer be presented as a fiduciary fund, as the activities of the fund do not meet the definition of a fiduciary activity under the statement. Accordingly, the assets and liabilities of the prior Cafeteria Plan Agency Fund are consolidated with the General Fund as of June 30, 2021. As the prior Cafeteria Plan Agency Fund had no fund balance as of June 30, 2020, there was no impact on the beginning fund balance presented for the General Fund, nor beginning net position for Governmental Activities as of July 1, 2020.

No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

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Accounting estimates are an integral part of the financial statements prepared by management, and are based on management's knowledge and experience about past and current events, and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

- Management's estimate of the allowance for doubtful accounts, which is based on historical collection experience and collateral.
- Management's estimate of depreciable lives of capital assets, which is based on the expected useful lives of individual capital assets.
- Management's estimate of the value of donated or developer dedicated capital assets, which is based on projected aquisition value.
- Management's estimates of the liabilities related to the pension plans, as well as the related deferred inflows and ouflows of resources, which are based on actuarial assumptions and projections that are provided by third parties based on information provided by management.

We evaluated the key factors and assumptions used to develop the estimates above in determining that they are reasonable in relation to the financial statements taken as a whole.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditors' report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain written representations from management that are included in the management representation letter included in Appendix A.

Management Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Town's financial statements or a determination of the type of auditors' opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Significant Matters, Findings, or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Town's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

This information is intended solely for the use of the Town Council and management of Town of Southern Pines, North Carolina, and is not intended to be, and should not be, used by anyone other than these specified parties.

Sincerely,

Dixon Hughes Goodman LLP

High Point, NC

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Appendix A

Management Representation Letter

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Town of Southern Pines
Chartered 1887
North Carolina
The Mid South Resort
Internationally Recognized for Program Excellence

Post Office Box 870, Southern Pines, NC 28388
Phone: (910) 692-2971 Fax: (910) 692-1649

November 19, 2021

Dixon Hughes Goodman LLP

This representation letter is provided in connection with your audits of the financial statements of Town of Southern Pines, North Carolina (the "Town"), which comprise the respective financial position of the governmental activities, the business-type activities, the fiduciary fund, each major fund and the aggregate remaining fund information as of and for the year ended June 30, 2021, and the related notes to the financial statements, for the purpose of expressing an opinion on whether the financial statements are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in the light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm that, to the best of our knowledge and belief, having made such inquiries as we considered necessary for the purpose of appropriately informing ourselves as of the date of this letter:

Financial Statements

1. We have fulfilled our responsibilities, as set out in the terms of the audit engagement dated May 27, 2021, for the preparation and fair presentation of the financial statements in accordance with U.S. GAAP.

2. We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

3. We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.

4. The following have been properly accounted for and disclosed in the financial statements:

   a. Related-party relationships and transactions, including sales, purchases, loans, transfers, leasing arrangements, and guarantees, and amounts receivable from or payable to related parties

   b. Guarantees, whether written or oral, under which the Town is contingently liable

   c. Other liabilities or gain or loss contingencies

5. Significant estimates that may be subject to a material change in the near term have been properly disclosed in the financial statements. We understand that "near term" means the period within one year of the date of the financial statements. In addition, we have no knowledge of concentrations existing at the date of the financial statements that make the Town vulnerable to the risk of severe impact that have not been properly disclosed in the financial statements.

6. Significant assumptions we used in making accounting estimates, including estimates of fair value, are reasonable.

7. The effects of all known actual or possible litigation and claims have been accounted for and disclosed in accordance with U.S. GAAP.

8. There are no uncorrected misstatements or omitted disclosures.

9. We are in agreement with the adjusting journal entries you have proposed, and they have been posted to the Town's accounts.

10. We represent to you the following for the Town's fair value measurements and disclosures:

    a. The underlying assumptions are reasonable and they appropriately reflect management's intent and ability to carry out its stated courses of action.

    b. The measurement methods and related assumptions used in determining fair value are appropriate in the circumstances and have been consistently applied.

    c. The disclosures related to fair values are complete, adequate, and in conformity with U.S. GAAP.

    d. There are no subsequent events that require adjustments to the fair value measurements and disclosures included in the financial statements.

Information Provided

11. We have provided you with:

    a. Access to all information of which we are aware that is relevant to the preparation and fair presentation of the financial statements such as records, documentation and other matters.

    b. Additional information that you have requested from us for the purpose of the audit.

    c. Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.

    d. Minutes of the meetings of Town Council or summaries of actions of recent meetings for which minutes have not yet been prepared.

12. All material transactions have been recorded in the accounting records and are reflected in the financial statements.

13. We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.

14. We have no knowledge of any fraud or suspected fraud affecting the Town involving:

    a. Management.

    b. Employees who have significant roles in internal control.

    c. Others when the fraud could have a material effect on the financial statements.

15. We have no knowledge of any allegations of fraud or suspected fraud affecting the Town's financial statements received in communications from employees, former employees, analysts, regulators, short sellers, or others.

16. There have been no communications from regulatory agencies concerning noncompliance with or deficiencies in financial reporting practices.

17. We have disclosed to you all known instances of noncompliance or suspected noncompliance with laws and regulations whose effects should be considered when preparing the financial statements.

18. There are no regulatory examinations currently in progress for which we have not received examination reports.

19. We have disclosed to you the identity of all the Town's related parties and all the related party relationships

and transactions of which we are aware.

20. The Town has no plans or intentions that may materially affect the carrying value or classification of assets and liabilities.

21. We are not aware of any pending or threatened litigation and claims whose effects should be considered when preparing the financial statements and we have not consulted legal counsel concerning litigation or claims.

22. We have reviewed long-lived assets and certain identifiable intangibles to be held and used for impairment whenever events or changes in circumstances have indicated that the carrying amount of the assets might not be recoverable and have determined no adjustments are necessary.

23. We have adopted the provisions of GASB Statement No. 84, *Fiduciary Activities*, in the financial statements as of and for the year ended June 30, 2021. The implementation of the Statement modified the presentation the previously presented Cafeteria Plan Agency Fund, which is now an internal accounting fund only, and is consolidated with the General Fund in the Town's financial statements for the year ended June 30, 2021. Additionally, as the previous Cafeteria Plan Agency Fund had no fund balance as of June 30, 2020, there is no impact on beginning fund balance for the General Fund, nor net position for Governmental Activities as of July 1, 2020.

24. We agree with the findings of specialists in evaluating the pension related liabilities and have adequately considered the qualification of the specialists in determining the amounts and disclosures used in the financial statements and underlying accounting records. We did not give or cause any instructions to be given to the specialists with respect to the values or amounts derived in an attempt to bias their work, and we are not otherwise aware of any matters that have had impact on the independence or objectivity of the specialists.

25. You have provided the following services:

    - Preparation of the Town's financial statements, inclucding fund to accrual adjustments, and related notes
    - Advising management on appropriate accounting principles and their application
    - Completion and uploading of the audited financial statements to the North Carolina State Treasurer's website
    - Completion of the applicable sections of the Data Input Worksheet and uploading of the worksheet to the North Carolina State Treasurer's website

    In regard to these services provided by you, we have:

    a. Assumed all management responsibilities.
    b. Overseen the service by designating an individual within senior management, who possesses suitable skill, knowledge, or experience.
    c. Evaluated the adequacy and results of the services performed.
    d. Accepted responsibility for the results of the services.
    e. Evaluated and maintained internal controls, including monitoring ongoing activities.

26. With respect to the non-attest services performed by you during this engagement, we have received the deliverables from you and have stored these deliverables in information systems controlled by us. We have taken responsibility for maintaining internal control over these deliverables.

Government - Specific

27. There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.

28. We have identified to you any previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.

29. We are responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits and debt contracts, and legal and contractual provisions for reporting specific activities in separate funds.

30. We have identified and disclosed to you all instances that have occurred or are likely to have occurred, of fraud and noncompliance with provisions of laws and regulations that we believe have a material effect on the financial statements or other financial data significant to the audit objectives, and any other instances that warrant the attention of those charged with governance.

31. We have identified and disclosed to you all instances, which have occurred or are likely to have occurred, of noncompliance with provisions of contracts and grant agreements that we believe have a material effect on the determination of financial statement amounts or other financial data significant to the audit objectives.

32. We have identified and disclosed to you all instances that have occurred or are likely to have occurred, of abuse that could be quantitatively or qualitatively material to the financial statements or other financial data significant to the audit objectives.

33. There are no violations or possible violations of budget ordinances, laws and regulations (including those pertaining to adopting, approving, and amending budgets), provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements, or as a basis for recording a loss contingency, or for reporting on noncompliance.

34. The Town has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets, nor has any asset been pledged as collateral, except as made known to you and disclosed in the notes to the financial statements.

35. The Town has complied with all aspects of contractual agreements that would have a material effect on the financial statements in the event of noncompliance.

36. The financial statements properly classify all funds and activities in accordance with GASB Statement No. 34.

37. All funds that meet the quantitative criteria in GASB Statements No. 34 and 37 for presentation as major are identified and presented as such, and all other funds that are presented as major are particularly important to financial statement users.

38. Components of net position (net investment in capital assets; restricted; and unrestricted) and classifications of fund balance (nonspendable, restricted, committed, assigned, and unassigned) are properly classified and, if applicable, approved.

39. Investments, derivative instruments, and land and other real estate held by endowments are properly valued.

40. Provisions for uncollectible receivables have been properly identified and recorded.

41. Expenses have been appropriately classified in or allocated to functions and programs in the statement of activities, and allocations have been made on a reasonable basis.

42. Revenues are appropriately classified in the statement of activities within program revenues, general

revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.

43. Interfund, internal, and intraentity activity and balances have been appropriately classified and reported.

44. Deposits and investment securities and derivative instruments are properly classified as to risk and are properly disclosed.

45. Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated.

44. We have appropriately disclosed the Town's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position is available and have determined that net position is properly recognized under the policy.

45. We are following our established accounting policy regarding which resources (that is, restricted, committed, assigned, or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available. That policy determines the fund balance classifications for financial reporting purposes.

46. With respect to the reporting requirements of GASB Statement No. 68:

    - We have reported all eligible employees to the Local Government Employees' Retirement System ("LGERS") via the Online Retirement Benefits Integrated Technology ("ORBIT") System. Law Enforcement Officers' Special Separation Allowance ("LEOSSA") via the Online Retirement Benefits Integrated Technology ("ORBIT") System.
    - The census data for all eligible employees reported to LGERS via ORBIT is complete and accurate as of December 31, 2019 (the valuation date for the net pension liability reported at June 30, 2021).
    - We are responsible for the Town's compliance with requirements as established in the Retirement System's Handbook.
    - We are in agreement with the Town's proportionate share of net pension liability, deferred outflows of resources, deferred inflows of resources, and pension expense as determined by the "GASB 68 Journal Entry Template" posted on the North Carolina Department of State Treasurer's website.

47. With respect to the reporting requirements of GASB Statement No. 73:

    - We have reported all eligible employees to the Law Enforcement Officers' Special Separation Allowance ("LEOSSA") via the Online Retirement Benefits Integrated Technology ("ORBIT") System.
    - The census data for all eligible employees reported via ORBIT is complete an accurate as of December 31, 2019 (the valuation date for the total pension liability reported at June 30, 2021).
    - We are responsible for the Town's compliance with requirements as established in the Retirement System's Handbook.

48. We believe that the actuarial assumptions and methods used to measure pension activity for financial accounting purposes are appropriate in the circumstances. In addition, we believe the methods used to allocate pension activity between governmental activities and businesstype activities are reasonable.

49. We acknowledge our responsibility for the required supplementary information (RSI). The RSI is measured and presented within prescribed guidelines, and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.

50. With respect to the combining and individual fund statements, and other schedules:

    - We acknowledge our responsibility for presenting the combining and individual fund statements, and other schedules in accordance with accounting principles generally accepted in the United States of America, and we believe the combining and individual fund statements and other schedules, including their form and content, are fairly presented in accordance with accounting principles generally accepted in the United States of America. The methods of measurement and presentation of the combining and individual fund statements and other schedules have not changed from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.

    - If the combining and individual fund statements and other schedules are not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the supplementary information no later than the date we issue the supplementary information and the auditor's report thereon.

51. Expenditures of Federal and State awards were below the single audit threshold in the year ended June 30, 2021 and were not required to have an audit in accordance with Title 2 U.S. Code of Federal Regulations (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) and the North Carolina State Single Audit Implementation Act.

We have evaluated subsequent events through the date of this letter, which is the date the financial statements were available to be issued. No events have occurred subsequent to the financial position and through the date of this letter that would require adjustment to or disclosure in the aforementioned financial statements.

Town of Southern Pines, North Carolina

Reagan Parsons, Town Manager

Tess Brubaker-Speis, Finance Director

Town of Southern Pines, North Carolina

Annual Comprehensive Financial Report

Fiscal Year Ended June 30, 2021

Prepared by the Department of Finance

Tess Brubaker-Speis, Director of Finance

Town of Southern Pines
Chartered 1887
North Carolina
The Mid South Resort
Internationally Recognized for Program Excellence

Town of
Chartered 1887
Southern Pines
North Carolina

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Introductory Section

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Town of Southern Pines
Chartered 1887
North Carolina
The Mid South Resort
Internationally Recognized for Program Excellence

Post Office Box 870, Southern Pines, NC 28388
Phone: (910) 692-2971 Fax: (910) 692-1649

November 19, 2021

The Honorable Mayor, Members of Town Council, and Citizens of the Town of Southern Pines:

State law requires that all general-purpose local governments publish, within six months of the close of each fiscal year, a complete set of financial statements presented in conformity with generally accepted accounting principles (GAAP) and audited in accordance with generally accepted auditing standards by a firm of licensed certified public accountants. Pursuant to that requirement, the Annual Comprehensive Financial Report (ACFR) of the Town of Southern Pines, North Carolina (Town) for the fiscal year ended June 30, 2021 is hereby submitted.

This report was prepared by the Town's Finance Department and consists of management's representations concerning the finances of the Town of Southern Pines. Consequently, management assumes full responsibility for the completeness and reliability of all the information presented in this report. To provide a reasonable basis for making these representations, management of the Town has established a comprehensive internal control framework that is designed to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the Town's financial statements in conformity with GAAP. Because the cost of internal controls should not outweigh their benefits, the Town's comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. We assert that to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

Dixon Hughes Goodman LLP, a firm of licensed certified public accountants, has audited the Town's financial statements. The goal of the independent audit was to provide reasonable assurance that the financial statements of the Town for the fiscal year ended June 30, 2021, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the Town's financial statements for the fiscal year ended June 30, 2021, are fairly presented in conformity with GAAP. The independent auditor's report is presented as the first component of the financial section of this report.

The Town of Southern Pines is required by State law to have an annual independent financial audit. A compliance audit in accordance with Government Auditing Standards is also required. The auditor's report required by Government Auditing Standards is found in the Compliance Section of this report.

GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The Town's MD&A can be found immediately following the report of the independent auditors.

PROFILE OF THE TOWN

The Town of Southern Pines, North Carolina, which has been recognized as an "All-American City" by the National Civic League, was incorporated in 1887, and is located on the fringe of the Piedmont section of the State in an area known as the Sandhills. The Town, which is located in Moore County (County), has a 2021 population of approximately 15,545 and encompasses 17.679 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 water and sewer utility services.

The Town operates under the Council-Manager form of government. The legislative body of the government of the Town is comprised of a Mayor and a four-member Town Council. The Town Council is responsible, among other things, for passing ordinances, adopting the budget, appointing committees and hiring the Town Manager. The Mayor and Council are elected at-large by the Citizens, with the Mayor being elected separately. The Mayor serves a four-year term, and is the presiding officer of the Council. Members of the Town Council serve four-year terms as well. Town Council elections are held every two years in order that the terms of office are staggered. The Town Manager is responsible for the administration of the policies and ordinances of the Town Council, for overseeing the day-to-day operations of the Town, and for appointing the heads of the various departments.

The annual budget serves as the foundation for the Town's financial planning and control. The Town has a formal operating budget process, which begins in January of each year. The Town Council receives the recommended budget in April. The Council is required to hold a public hearing on the proposed budget and to adopt a final budget by no later than June 30, the close of the Town's fiscal year. Legal budgetary control for operating budgets is exercised at the fund and department level. Transfers of appropriations between departments and funds require the approval of the Town Council. Formal budgetary integration and encumbrance accounting are employed as management control devices during the year. Budget to actual comparisons are provided in this report for each individual governmental fund and the proprietary fund for which an appropriated annual budget has been adopted.

LOCAL ECONOMY

The economic profile of the Town is a mixture of tourism, retirement, professional services and retail. Direct spending by visitors continues to be high, placing Moore County eleventh in the one hundred counties in North Carolina, while its population places it twenty-seventh. Tourism revenues generated $396 million dollars, representing a better than 30% decrease from the previous year but consistent with decreases experienced across the State as a result of the Covid-19 pandemic. Southern Pines continues to attract significant new retail and residential development.

The Morganton Park North mixed-use development continues to experience in-fill, with medical offices for both Pinehurst Medical and Pinehurst Surgical well underway and

scheduled to be occupied in early calendar year 2022. A medical office for Sandhills Pediatricians has also been approved, and plans for an additional medical office potentially housing clinical trials for First Health of the Carolinas are in development. Additionally, a second Phase of the existing Legends at Morganton Park apartment complex will add 72 units to that development.

Redevelopment and infill development projects continued to occur in the Town during 2021, with more anticipated in the near future. Construction has commenced on a new and expanded Leith Honda dealership that will sit in both Southern Pines and Aberdeen jurisdictions. Plans have also been submitted for a redevelopment of an antiquated Urgent Care site along this corridor. Closer to downtown, in the area south of Broad Street, a new Fidelity Bank and an adjacent Food truck corral with bar will open shortly, while construction will begin on a new cross-fit gym, a large indoor climate-controlled storage facility, and an upfit of the former Bo's/IGA building into an adult themed bar and gaming business.

A 100-acre development was recently approved in the Morganton Park South area, with the first Phase of 40+/- acres scheduled to go under construction in early 2022. Businesses planned for the area to date include a Target shopping center, large grocer, and a 270+/- unit Apartment Complex.

In 2021, construction continued on several residential developments. These developments include the Ravensbrook subdivision, the Longleaf Golf and Family Club, Talamore Cottages at Midland, the Traywick subdivision, and a number of smaller townhome style developments. Ravensbrook subdivision consist of 97 single-family homes, the Longleaf Golf and Family Club, Area F, consist of 24 single-family homes and 10 townhomes, the Talamore Cottages at Midland consist of 36 units, and the Traywick subdivision consist of 35 single-family homes.

During 2021, construction also continued on Phase 2(a) and 9 of the Caropines planned development with additional phases currently under Site Plan review. The 288-unit apartment complex known as Eagle Landing located between Morganton Road and 15-501 has opened its initial buildings and should be fully completed in early 2022.

Immediately downtown, the former Growler building on Pennsylvania Avenue has been upfit by Southern Pines Brewing, the second floor of the new Growler and Chamber building has been occupied by mortgage and real estate companies, while a new three-story yoga studio on the site of an old structure on Camelia Way also opened during the year. Work is currently underway on the old theatre building on Broad Street and an upfit of a former restaurant at the corner of Pennsylvania and Bennett, though eventual tenants have not been named to date.

LONG-TERM FINANCIAL PLANNING AND MAJOR INITIATIVES

The Town of Southern Pines maintains an unassigned fund balance sufficient to maintain consistent cash flow, generate interest income, and eliminate the need for short-term borrowings for all but sizable expenses, while providing flexibility for unanticipated opportunities and needs during emergencies or disasters. In addition, fiscally responsible budgeting has contributed to the Town's ability to maintain and improve the Town's bond rating from two agencies.

The Town has several ongoing capital projects to meet the needs of the citizens. During fiscal year 2021, the Town achieved a number of improvements in municipal operations and services provided to the citizens of the Town. Some of the more significant accomplishments for the year and major program initiatives for the future are discussed below.

Construction is nearly completed on an upfit of the former Public Works Annex that will allow for the housing of a Community Development office consisting of personnel across the Public Works, Planning, and Inspections divisions. The offices should open the first of the year in 2022, and will allow for planning to begin for the backfill of space vacated by Planning and Inspections in the Old Library building downtown.

The Town was able to purchase 157 +/- acres in addition to an 8,000 sq. ft. home, barn, and garage building known as the Whitehall Tract. This purchase will allow for future Recreational planning in addition to protecting acres of endangered species habitat and minimizing the traffic and services impact that may have occurred with large scale residential development on our outskirts.

Sewer and water line replacements and improvements continued during 2021 as well as storm water replacements and capital work at the Water Treatment Plant.

AWARDS AND ACKNOWLEDGEMENTS

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Town of Southern Pines, North Carolina for its annual comprehensive financial report for the fiscal year ended June 30, 2020. This was the thirtieth consecutive year that the Town has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government unit must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine eligibility for another certificate.

The preparation of this report would not have been possible without the dedicated efforts of the entire staff of the Finance Department, as well as the cooperation of the other departments of the Town of Southern Pines. We would like to thank Dixon Hughes Goodman LLP the Town's independent auditors, for their assistance and dedication in preparing this report. In addition, we wish to express our appreciation to the Mayor, and the Town Council for their continued support, leadership, and professionalism in conducting the financial affairs of the Town.

Respectfully submitted,

Reagan D. Parsons
Town Manager

Tess Brubaker- Speis
Director of Finance

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Town of Southern Pines
North Carolina

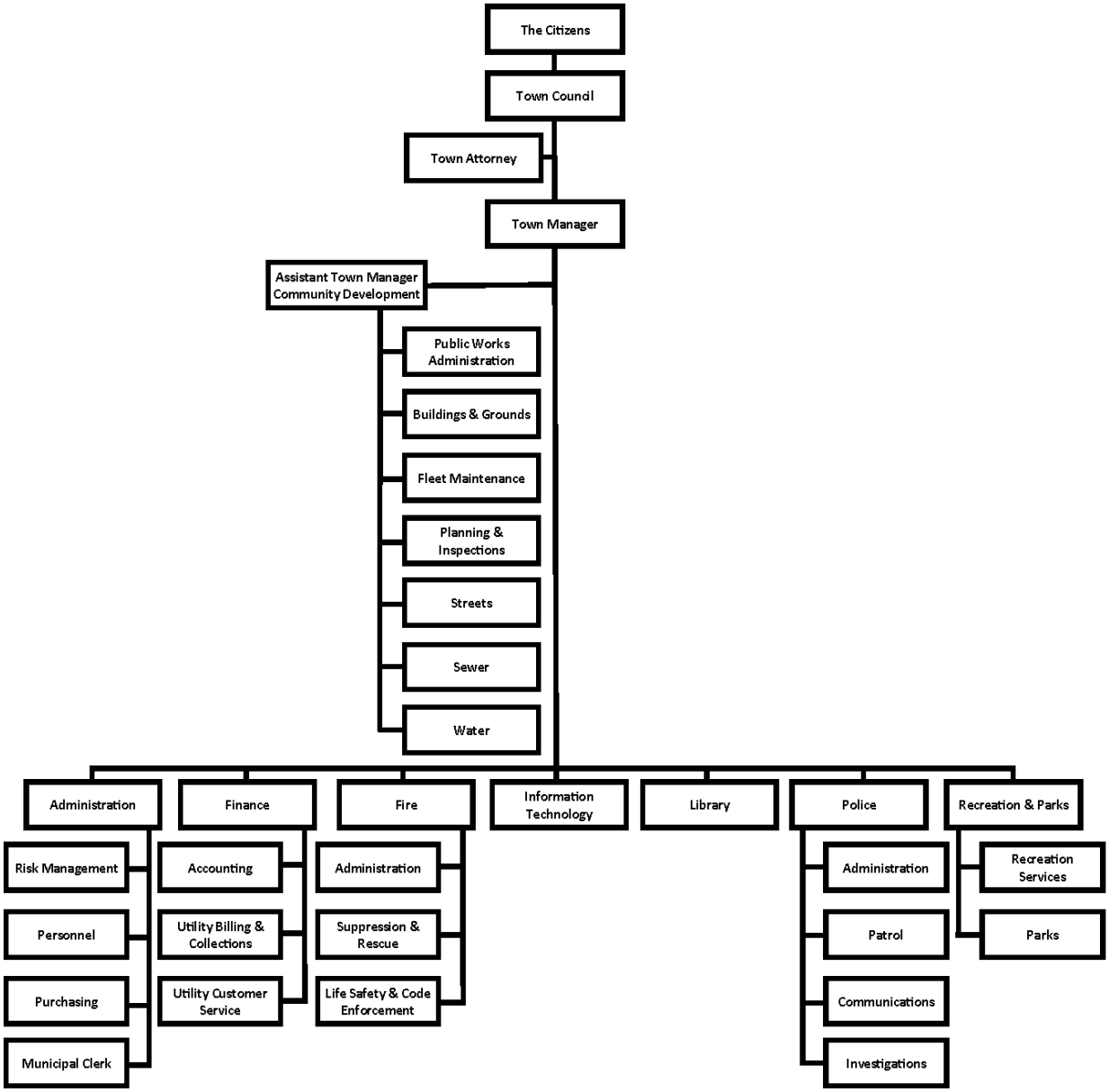
For its Comprehensive Annual
Financial Report
For the Fiscal Year Ended

June 30, 2020

Christopher P. Morrill

Executive Director/CEO

TOWN OF SOUTHERN PINES
ORGANIZATIONAL CHART



TOWN OF SOUTHERN PINES

LIST OF PRINCIPAL OFFICIALS
June 30, 2021

TOWN COUNCIL

Carol R. Haney	Mayor
Paul Murphy	Mayor Pro-tem
Bill Pate	Council Member
Mike Saulnier	Council Member

TOWN OFFICIALS

Reagan D. Parsons	Town Manager
Douglas R. Gill	Town Attorney
Jessica Roth	Assistant Town Manager
Tess Brubaker-Speis	Director of Finance
Mike Cameron	Fire Chief
Cindi King	Director of Recreation & Parks
Bruce Rosenberger	Director of Administrative Services
Nicholas Polidori	Chief of Police
Amanda Brown	Director of Library Services
Nedra Norton	Director of Information Technology
BJ Grieve	Director of Planning

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Financial Section

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Independent Auditors' Report

The Honorable Mayor and Members of the Town Council
Town of Southern Pines
Southern Pines, NC

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, the fiduciary fund, each major fund, and the aggregate remaining fund information of the Town of Southern Pines, North Carolina ("Town") as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Town's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements
Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility
Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall financial statement presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions
In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, the fiduciary fund, each major fund, and the aggregate remaining fund information of the Town as of June 30, 2021, and the respective changes in financial position and cash flows, where appropriate, thereof and the respective budgetary comparison for the General Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter
As discussed in Note 1 to the financial statements, effective July 1, 2020, the entity adopted a new accounting guidance promulgated in GASB Statement No. 84, *Fiduciary Activities*. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information
Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, the Local Government Employees' Retirement System Schedules of the Proportionate Share of the Total Pension Liability and Schedules of Employer Contributions, and the Law Enforcement Officers' Special Separation Allowance schedules of the Changes in Total Pension Liability and Total Pension Liability as a Percentage of Covered Employee Payroll be presented to supplement the basic financial statements. Such information, although not a required part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic finical statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquires of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary and Other Information
Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements of the Town. The combining and individual fund statements, budgetary schedules and other schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining and individual fund statements, budgetary schedules, and other schedules are the responsibility of management and were derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, based on our audit, the procedures performed as described above, the combing and individual fund statements, budgetary schedules, and other schedules are fairly stated, in all material respects, in relation to the basic financial statements

as a whole. The introductory information and the statistical sections have not been subjected to the auditing procedures applied in the audit of basic financial statements, and accordingly, we do not express an opinion or provide assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 19, 2021, on our consideration of Town's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, and other matters. The purpose of the report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Town's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Town's internal control over financial reporting and compliance.

Dixon Hughes Goodman LLP

High Point, NC
November 19, 2021

Town of Southern Pines
Management's Discussion and Analysis
June 30, 2021

As management of the Town of Southern Pines, we offer readers of the Town of Southern Pines' financial statements this narrative overview and analysis of the financial activities of the Town of Southern Pines (Town) for the fiscal year ended June 30, 2021. We encourage readers to review the information presented here in conjunction with the Town's financial statements, which follow this narrative and the transmittal letter found in the Introductory Section.

Financial Highlights

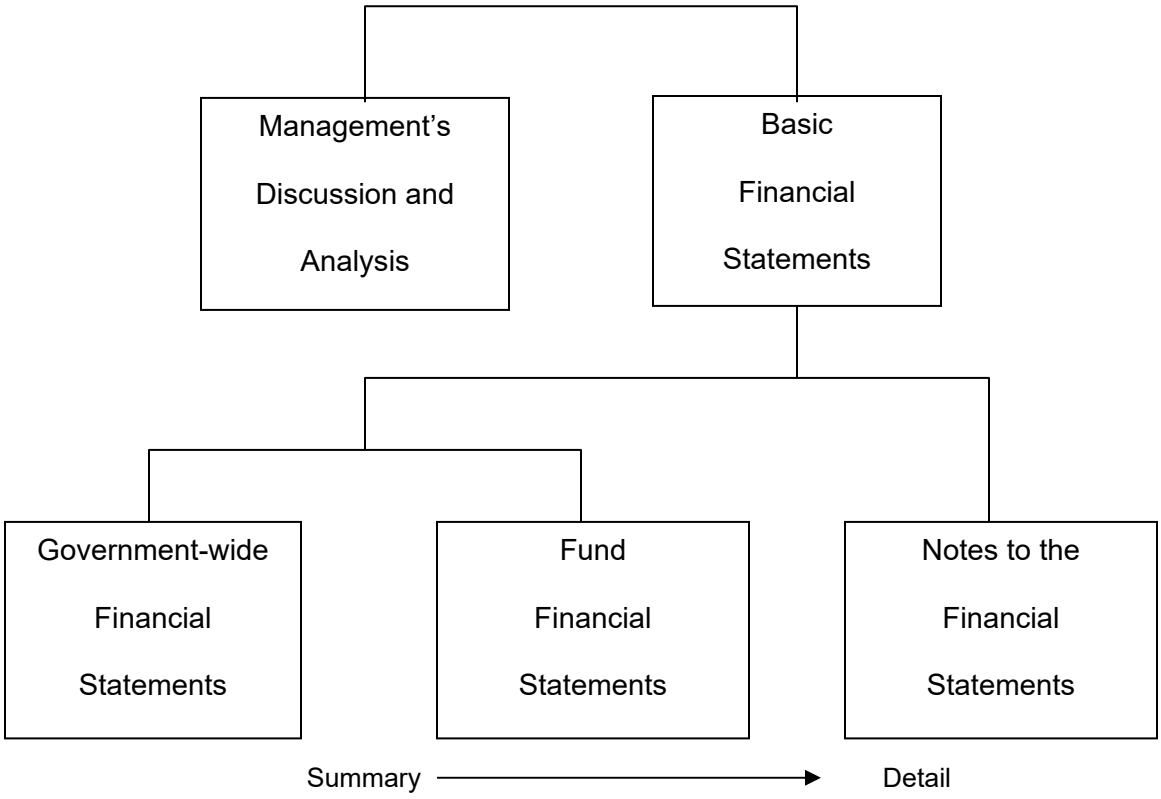
- The assets and deferred outflows of resources of the Town of Southern Pines exceeded its liabilities at the close of the fiscal year by $106,061,007 (net position).
- The government's total net position increased by $7,877,041, due to an increase in both the governmental activities and the business type activities net position, due to lower than expected expenditures/expenses and higher than expected revenues.
- As of the close of the current fiscal year, the Town of Southern Pines governmental funds reported combined ending fund balances of $15,855,592, an increase of $2,081,950 in comparison with the prior year. Approximately 14.54 percent of the total ending fund balance amount, or $2,305,502, is non-spendable or restricted.
- At the end of the current fiscal year, unassigned fund balance for the General Fund was $8,420,430 or 44.95 percent of total General Fund expenditures for the fiscal year.
- The Town of Southern Pines' total debt increased by $871,286 or 11.75 percent during the current fiscal year. The increase was due to scheduled principal payments on existing debt obligations, offset by debt issuance of $1,250,000 for the Annex Remodel and $900,000 for the purchase of the Whitehall Land Tract.
- The Town maintained its A2 bond rating from Moody's Investors Services for the 23rd consecutive year as well as its AA- from Standard and Poor's for the 13th consecutive year. During fiscal year 2013, the Town received an increase in its North Carolina Municipal Council rating from 85 to 86, which is comparable to a rating of A1/A+ by the national rating agencies.

Overview of the Financial Statements

This discussion and analysis are intended to serve as an introduction to the Town's basic financial statements. These basic financial statements consist of three components; (1) government-wide financial statements, (2) fund financial statements, and (3) notes to the financial statements (see Figure 1). The basic financial statements present two different views of the Town through the use of government-wide statements and fund financial statements. In addition to the basic financial statements, this report contains other supplemental information that will enhance the reader's understanding of the financial condition of the Town of Southern Pines.

Figure 1:

Required Components of Annual Financial Report



Basic Financial Statements

The first two statements (Exhibits 1 and 2) in the basic financial statements are the **Government-wide Financial Statements**. They provide both short and long-term information about the Town's financial status.

The next statements (Exhibits 3 through 10) are **Fund Financial Statements**. These statements focus on the activities of the individual parts of the Town's government. These statements provide more detail than the government-wide statements. There are four parts to the Fund Financial Statements: (1) the governmental funds statements; (2) the budgetary comparison statements; (3) the proprietary fund statements; and (4) the fiduciary fund statements.

The next section of the basic financial statements is the **notes**. The notes to the financial statements explain in detail some of the data contained therein. After the notes, **supplemental information** is provided to show details about the Town's individual funds. Budgetary information required by the General Statutes also can be found in this part of the statements.

Government-Wide Financial Statements

The government-wide financial statements are designed to provide the reader with a broad overview of the Town's finances, similar in format to a financial statement of a private-sector business. The government-wide statements provide short and long-term information about the Town's financial status as a whole.

The two government-wide statements report the Town's net position and how it has changed. Net position is the difference between the Town's total assets and deferred outflows of resources and total liabilities and deferred inflows of resources. Measuring net position is one way to gauge the Town's financial condition.

The government-wide statements are divided into two categories: (1) governmental activities and (2) business-type activities. The governmental activities include most of the Town's basic services such as public safety, public works, parks and recreation, library, planning and inspections, transportation, and general administration. Property taxes and intergovernmental revenues finance most of these activities. The business-type activities are those that the Town charges customers to provide. These include the water and sewer services offered by the Town.

The government-wide financial statements are contained in Exhibits 1 and 2 of this report.

Fund Financial Statements

The fund financial statements provide a more detailed look at the Town's most significant activities. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Town, like all other governmental entities in North Carolina, uses fund accounting to ensure and reflect compliance with finance-related legal requirements, such as the General Statutes and the Town's budget ordinance. All of the funds of the Town can be divided into three categories: governmental funds, proprietary funds, and fiduciary funds.

Governmental Funds - Governmental funds are used to account for those functions reported as governmental activities in the government-wide financial statements. Most of the Town's basic services are accounted for in governmental funds. These funds focus on how assets can readily be converted into cash flow in and out, and what monies are left at year-end that will be available for spending in the next year. Governmental funds are reported using an accounting method called modified accrual accounting, which provides a short-term spending focus. As a result, the governmental fund financial statements give the reader a detailed short-term view that helps him or her determine if there are more or less financial resources available to finance the Town's programs. The relationship between government activities (reported in the Statement of Net Position and the Statement of Activities) and governmental funds is described in a reconciliation that is a part of the fund financial statements.

The Town adopts an annual budget for its General Fund, as required by the General Statutes. The budget is a legally adopted document that incorporates input from the citizens of the Town, the management of the Town, and the decisions of the Town Council about which services to provide and how to pay for them. It also authorizes the Town to obtain funds from identified sources to finance these current period activities. The budgetary statement provided for the General Fund demonstrates how well the Town complied with the budget ordinance and whether or not the Town succeeded in providing the services as planned when the budget was adopted. The budgetary comparison statement uses the budgetary basis of accounting and is presented using the same format, language, and classifications as the legal budget document. The statement shows four columns: (1) the original budget as adopted by the Council; (2) the final budget as amended by the Council; (3) the actual resources, charges to appropriations, and ending balances in the General Fund; and (4) the difference or variance between the final budget and the actual resources and charges.

Proprietary Funds - The Town has one type of proprietary fund. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The Town uses an enterprise fund to account for its water and sewer activity. This fund is the same as the function shown in the business-type activities in the Statement of Net Position and the Statement of Activities.

Fiduciary Trust Funds - Trust funds are used to account for resources held for the benefit of parties outside the government. These funds are not reflected in the government-wide financial statements because the resources of those funds are not available to support the Town's own programs.

Notes to the Financial Statements - The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements begin on page 33 of this report.

Other Information - In addition to the basic financial statements and accompanying notes, this report includes certain required supplementary information concerning the Town's progress in funding its obligation to provide pension benefits to its employees. Required supplementary information can be found beginning on page 61 of this report.

Interdependence with Other Entities: The Town depends on financial resources flowing from, or associated with, both the Federal Government and the State of North Carolina. Because of this dependency, the Town is subject to changes in specific flows of intergovernmental revenues based on modifications to Federal and State laws and Federal and State appropriations. It is also subject to changes in investment earnings and asset values associated with U.S. Treasury Securities because of actions by foreign government and other holders of publicly held U.S. Treasury Securities.

Government-Wide Financial Analysis of the Town of Southern Pines

The following (Figure 2) reflects condensed information on the Town's net position.

Figure 2:

The Town of Southern Pines Net Position

	Activities		Activities		Total	
	2021	2020	**2021**	2020	**2021**	**2020**
Assets						
Current and other assets	**$ 17,072,893**	$ 15,722,111	**$ 17,074,968**	$ 16,443,701	**$ 34,147,861**	$ 32,165,812
Capital assets	**45,016,654**	42,549,562	**41,473,756**	37,114,475	**86,490,410**	79,664,037
Total assets	**62,089,547**	58,271,673	**58,548,724**	53,558,176	**120,638,271**	111,829,849
Deferred outflows of resources						
Pension	**3,216,767**	2,022,735	**257,178**	196,388	**3,473,945**	2,219,123
Total deferred outflows of resources	**3,216,767**	2,022,735	**257,178**	196,388	**3,473,945**	2,219,123
Liabilities						
Long term liabilities outstanding	**15,476,253**	12,211,353	**860,593**	1,089,134	**16,336,846**	13,300,487
Other liabilities	**1,111,943**	1,865,957	**483,434**	574,458	**1,595,377**	2,440,415
Total liabilities	**16,588,196**	14,077,310	**1,344,027**	1,663,592	**17,932,223**	15,740,902
Deferred inflows of resources						
Pension	**113,462**	114,327	**5,524**	9,777	**118,986**	124,104
Total deferred inflows of resources	**113,462**	114,327	**5,524**	9,777	**118,986**	124,104
Net position:						
Net investment in capital assets	**37,075,906**	35,851,831	**41,129,762**	36,398,750	**78,205,668**	72,250,581
Restricted	**2,145,753**	1,946,432	**-**	-	**2,145,753**	1,946,432
Unrestricted	**9,382,997**	8,304,508	**16,326,589**	15,682,445	**25,709,586**	23,986,953
Total net position	**$ 48,604,656**	$ 46,102,771	**$ 57,456,351**	$ 52,081,195	**$ 106,061,007**	$ 98,183,966

As noted earlier, net position may serve over time as one useful indicator of a government's financial condition. The assets and deferred outflows of the Town exceeded liabilities and deferred inflows by $106,061,007 as of June 30, 2021. The Town's net position increased by $7,877,041 for the fiscal year ended June 30, 2021 in total for governmental and business-type activities.

By far, the largest portion of the Town's net position, $78,205,668 or 73.74%, reflects the Town's net investment in capital assets (e.g., land, buildings, machinery, and equipment). The Town uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the Town's net investment in its capital assets is reported net of the outstanding related debt, the resources needed to repay that debt must be provided by other sources, since the capital assets cannot be used to liquidate these liabilities.

An additional portion of the Town's net position, $2,145,753 or 2.02%, represents resources that are subject to external restrictions on how they may be used. The remaining balance of $25,709,586 is unrestricted and may be used to meet the Town's ongoing obligations to citizens and creditors.

Several particular aspects of the Town's financial operations positively influenced the total unrestricted governmental net position:

- Continued diligence in the collection of property taxes by maintaining a tax collection percentage of 99.75%, which is greater than the last reported statewide average of 98.96%.
- Increased ad valorem tax revenues of approximately $428,824 due to economic growth in the Town.
- Continued low cost of debt due to the Town's good bond ratings.

Changes in Net Position

The Town's total revenues and expenses for governmental and business-type activities are reflected in Figure 3.

Figure 3:

Town of Southern Pines
Changes in Net Position

	Governmental Activities		Business-Type Activities		Total	
	2021	2020	2021	2020	2021	2020
Revenues:						
Program revenues:						
Charges for services	$ 2,953,943	$ 2,409,875	$ 9,174,008	$ 8,564,595	$ 12,127,951	$ 10,974,470
Operating grants and contributions	775,770	818,736	-	-	775,770	818,736
Capital grants and contributions	888,156	675,854	3,665,740	1,895,667	4,553,896	2,571,521
General revenues:						
Property taxes	11,218,204	10,782,975	-	-	11,218,204	10,782,975
Other taxes	6,263,750	5,460,866	-	-	6,263,750	5,460,866
Other	309,198	705,577	1,189,500	571,419	1,498,698	1,276,996
Total revenues	22,409,021	20,853,883	14,029,248	11,031,681	36,438,269	31,885,564
Expenses:						
General government	5,696,319	5,900,817	-	-	5,696,319	5,900,817
Public safety	8,672,459	8,659,291	-	-	8,672,459	8,659,291
Cultural and recreation	2,985,385	2,521,679	-	-	2,985,385	2,521,679
Transportation	1,390,519	1,903,528	-	-	1,390,519	1,903,528
Economic & physical development	953,077	834,642	-	-	953,077	834,642
Interest on long-term debt	209,377	233,606	-	-	209,377	233,606
Water and sewer	-	-	8,654,092	8,431,055	8,654,092	8,431,055
Total expenses	19,907,136	20,053,563	8,654,092	8,431,055	28,561,228	28,484,618
Change in net position	2,501,885	800,320	5,375,156	2,600,626	7,877,041	3,400,946
Net position, beginning	46,102,771	45,302,451	52,081,195	49,480,569	98,183,966	94,783,020
Net position, June 30	$ 48,604,656	$ 46,102,771	$ 57,456,351	$ 52,081,195	$ 106,061,007	$ 98,183,966

Governmental activities - Governmental activities increased the Town's net position by $2,501,885, thereby accounting for 31.76% of the total increase in the net position of the Town.

Key elements of this change are as follows:

- Current tax collections increased over the prior year due to growth.
- Unrestricted intergovernmental revenue increased due to an increase in the local option sales tax revenue category.

Figure 4:

Town of Southern Pines
Expenses and Program Revenues-Governmental Activities

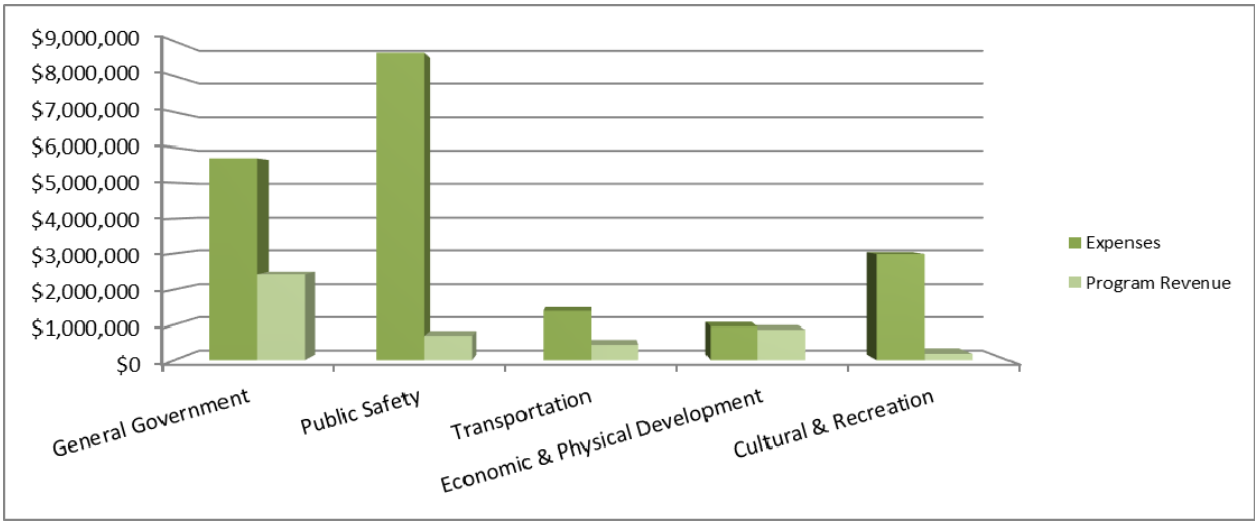
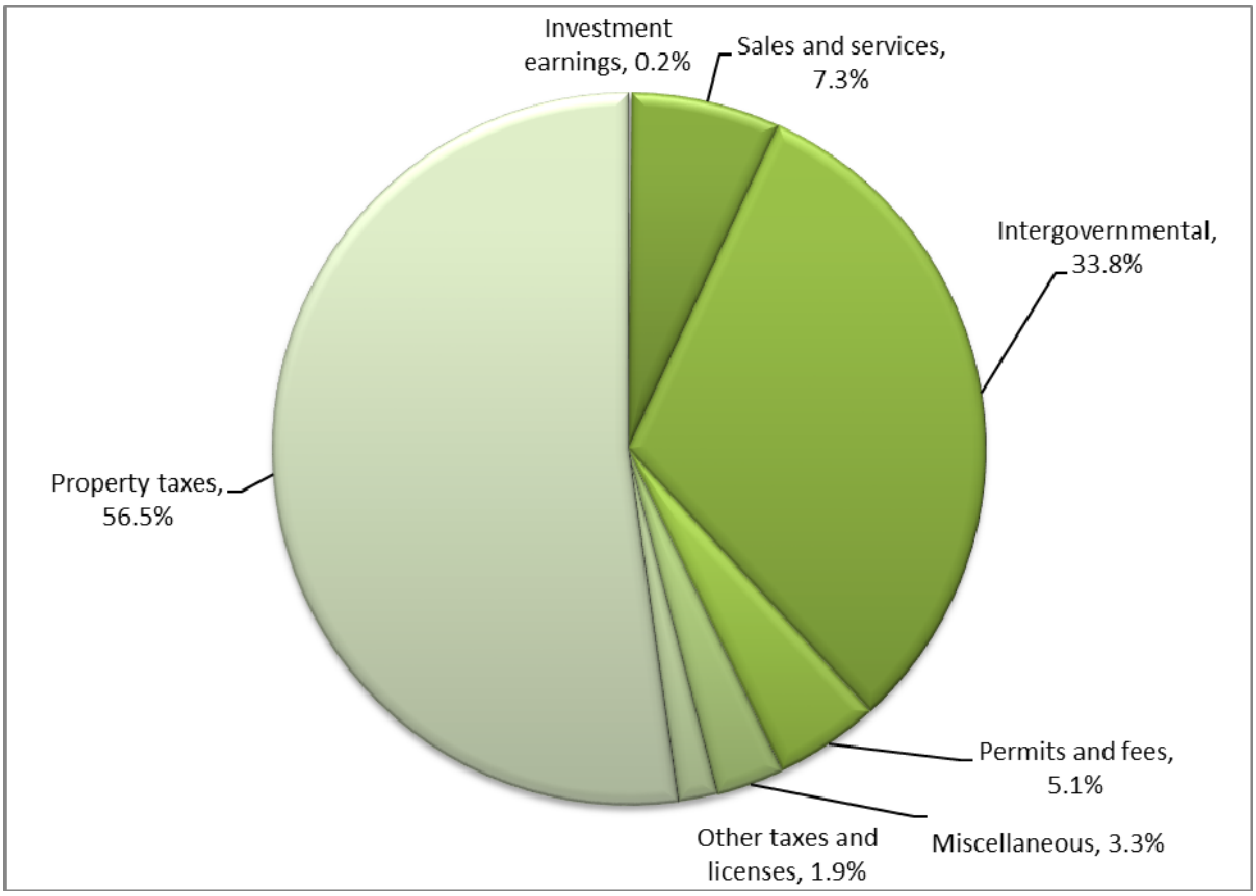


Figure 5:

Town of Southern Pines
Revenues by Source - Governmental Activities



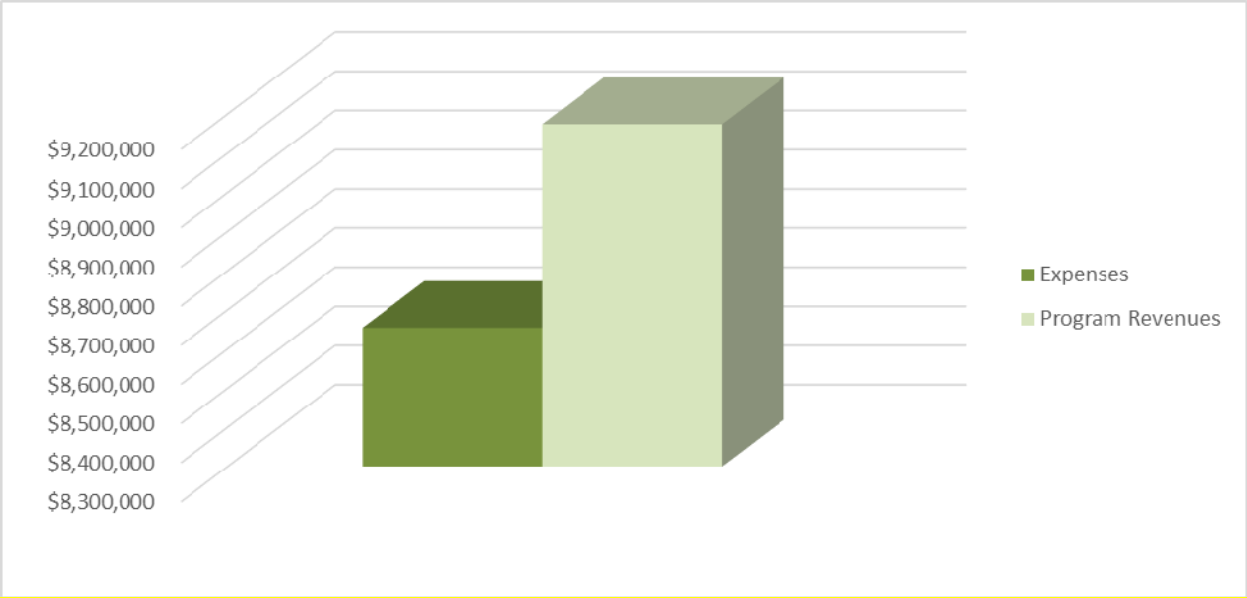
Business-type activities - Business-type activities increased the Town's net position by $5,375,156, accounting for 68.24% of the total increase in the net position of the Town.

The Key elements of the increase are as follows:

- Capital grants and contributions in the amount of $3,665,740.
- Charges for services increased due to an increase in water sales and sewer revenue.

Figure 6:

Town of Southern Pines
Expenses and Program Revenues-Business-Type Activities



Financial Analysis of the Town's Funds

As noted earlier, the Town uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds. The focus of the Town's governmental funds is to provide information on near-term inflows, outflows, and balances of usable resources. Such information is useful in assessing the Town's financing requirements. Specifically, unassigned fund balance can be a useful measure of a government's net resources available for spending at the end of the fiscal year.

The General Fund is the chief operating fund of the Town. At the end of the current fiscal year, the Town of Southern Pines' unassigned fund balance in the General Fund, which is available for spending at the government's discretion, was $8,420,430, while total fund balance reached $13,460,136. The Governing Body of the Town of Southern Pines has determined that the Town should maintain a minimum unassigned fund balance of 25 percent of general fund expenditures in case of unforeseen needs or opportunities, in addition to meeting the cash flow needs of the Town. The Town currently has unassigned fund balance of 44.95 percent of General Fund expenditures, while total fund balance represents 71.86 percent of that same amount.

At June 30, 2021, the governmental funds of the Town reported a combined fund balance of $15,855,592 with a net increase in fund balance of $2,081,950. Included in this change in fund balance is an increase to capital project fund balances and an increase to the General Fund fund balance.

General Fund Budgetary Highlights: During the fiscal year, the Town revised the budget on several occasions. Generally, budget amendments fall into one of three categories: (1) amendments made to adjust the estimates that are used to prepare the original budget ordinance once exact information is available; (2) amendments made to recognize new funding amounts from external sources, such as Federal and State grants; and (3) increases in appropriations that become necessary to maintain services.

During the year, there was a $850,912 net increase in appropriations between the original and final amended budget. Key components of the amendments are as follows:

- an appropriation in the Planning Department in the amount of $73,100 for a DFI contract for support services and for other operational expenditures,
- an appropriation in the Inspections Department in the amount of $33,060 for an increase to operational expenditures,
- an appropriation in the amount of $41,931 for operational expenditures in various departments
- an appropriation in the Building and Grounds Department in the amount of $10,000 to replace trees on Pennsylvania Avenue,
- an appropriation in the Legislation Department in the amount of $27,685 for BB&T prepayment premium and legal fees for Fire Station II refinance,
- transfers to a capital project fund in the amount of $100,000 for the funding of Public Works Annex Up-fit,
- transfers to a capital project fund in the amount of $519,262 for Whitehall purchase,
- transfers to a capital project fund in the amount of $45,874 for IT equipment purchases.

The actual operating revenues for the General Fund were greater than the final budgeted amount by $2,316,516. Unrestricted intergovernmental revenues were $1,526,474 greater than budgeted due primarily to the conservative amount budgeted for local option sales tax and utility franchise taxes. The permits and fees revenue category was $540,653 greater than budgeted due to conservative budgeting in the building inspections area. Ad valorem taxes also were $331,942 greater than the amount budgeted due to a conservative collection rate and valuation.

The actual operating expenses for the General Fund were less than the final budgeted amount by $2,033,468. General government, public safety, transportation, economic and physical development and cultural and recreational realized a savings of $608,022, $674,746, $206,952, $53,741 and $409,487 respectively due primarily to personnel vacancies and the inability to procure items during the budget year due to the pandemic.

Proprietary Funds. The Town's proprietary fund provides the same type of information found in the government-wide statements but in more detail. Unrestricted net position at the end of the fiscal year amounted to $16,326,589. The total change in net position was an increase of $5,375,156. The change in net position is due to the increase in operating revenues and an increase in capital assets due to the donation of easements and water and sewer lines by developers and individuals. A six percent rate increase contributed to the increase in sewer revenue and a three percent rate increase contributed to the increase in water revenue.

Capital Asset and Debt Administration

Capital assets. The Town's investment in capital assets for its governmental and business-type activities as of June 30, 2021, totals $78,205,668 (net of accumulated depreciation). These assets include buildings, streets, storm drainage, sidewalks, land, machinery and equipment, park facilities, and vehicles.

Major capital asset transactions during the year include the following items:

Governmental Funds:

Additions

- Land in the amount of $1,126,255 for the White Hall Tract.
- Various purchases of vehicles and motorized equipment totaling $488,602.
- Various purchases of furniture, fixtures and other equipment equaling $36,391.
- Construction in progress of $1,251,767 in governmental-type activities for the design and installation of storm water infrastructure, continued improvements to the bike plan, building renovations, open space, parking lots, unpaved streets, and facility modernization
- Infrastructure in the amount of $68,040 for storm water improvements transferred from construction in progress.
- Infrastructure in the amount of $888,156 was donated by developers.
- Intangible assets in progress in the amount of $285,103 for the Enterprise Information and Document Management System.
- Other Improvements in the amount of $88.071 for paving and dumpster pad at Camelia Way.
- Machinery and equipment in the amount of $45,111 for Cisco Business Systems servers at Police Department and Fire Station II.
- Building and building improvements in the amount of $521,045 for purchase of White Hall buildings including the main house, garage and barn.

Retirements

- Disposals and surplused assets in the amount of $235,102.
- The transfer of construction in progress to capital assets in the amount of $1,803,411.

Proprietary Funds:

Additions

- Construction in progress of $1,844,478 for water and sewer improvements.
- The addition of intangible assets consisting of water and sewer easements in the amount of $470,768.
- Equipment purchases in the amount of $437,972, which consist of vehicles, generators and an air compressor.
- Plant and distribution system increase in the amount of $3,833.342, which consist of water and sewer lines donated by developers, lift station and force main upgrade from a capital project fund.

Retirements

- Disposals and surplused equipment in the amount of $89,515.

Figure 7:

Town of Southern Pines

	Governmental Activities		Business-Type Activities		Total	
	2021	2020	**2021**	2020	**2021**	2020
Land	**$ 13,431,777**	$ 12,305,522	**$ 540,533**	$ 540,533	**$ 13,972,310**	$ 12,846,055
Buildings and improvements	**15,762,873**	15,681,622	**966,360**	994,852	**16,729,233**	16,676,474
Other improvements	**4,127,392**	4,265,313	**-**	-	**4,127,392**	4,265,313
Machinery and equipment	**281,809**	314,034	**1,795,610**	1,700,754	**2,077,419**	2,014,788
Infrastructure	**5,797,933**	5,307,790	**-**	-	**5,797,933**	5,307,790
Plant and distribution systems	**-**	-	**29,943,124**	27,381,771	**29,943,124**	27,381,771
Vehicles and motorized equipment	**3,061,363**	2,969,750	**-**	-	**3,061,363**	2,969,750
Furniture, fixtures, and other equipment	**830,419**	979,088	**-**	-	**830,419**	979,088
Intangibles	**186,218**	226,278	**3,172,226**	2,701,458	**3,358,444**	2,927,736
Intangibles in progress	**285,103**	246,269	**-**	-	**285,103**	246,269
Construction in progress	**1,251,767**	253,896	**5,055,903**	3,795,107	**6,307,670**	4,049,003
Total Capital Assets (net of accumulated depreciation)	**$ 45,016,654**	$ 42,549,562	**$ 41,473,756**	$ 37,114,475	**$ 86,490,410**	$ 79,664,037

Additional information on the Town's capital assets can be found in Note 5 of the Basic Financial Statements.

Long-term Debt. As of June 30, 2021, the Town did not have any outstanding bonded debt. Previous bonded debt was related to the Proprietary Fund operations and was retired in fiscal year 2010.

During the current fiscal year, the Town of Southern Pines' installment purchase debt increased by a net amount of $871,286 or 11.75 percent.

Included in the long-term debt category is the installment financing of the Police Facility that was obtained during fiscal year 2009, the Raw Water Reservoir installment financing issued in fiscal year 2011, the Meter Reading Project in 2013, and the Fire Sub-station installment financing that was issued in 2018, the Fire Tanker Truck installment financing that was issued in 2020, the Annex Remodel installment financing that was issued in 2021, and the Whitehall Land Tract installment financing that was issued in 2021. The total outstanding balance of debt as of June 30, 2021 is $8,284,742.

(continued on next page)

Figure 8:

Town of Southern Pines
Outstanding Debt
General Obligation Bonds and Installment Purchases

	Governmental Activities		Business-type Activities		Total	
	2021	2020	2021	2020	2021	2020
General Obligation Bonds	$ -	$ -	$ -	$ -	$ -	$ -
Installment Debt	7,940,748	6,697,731	343,994	715,725	8,284,742	7,413,456
Total	$ 7,940,748	$ 6,697,731	$ 343,994	$ 715,725	$ 8,284,742	$ 7,413,456

As mentioned in the financial highlights section of this document, the Town maintained its A2 bond rating from Moody's Investors Services for the 23rd consecutive year, as well as its AA- from Standard and Poor's for the 13th consecutive year. These bond ratings are clear indications of the sound financial condition and management of the Town. These achievements are primary factors in keeping interest costs low on the Town's outstanding debt.

North Carolina General Statutes limit the amount of general obligation debt that a unit of government can issue to 8 percent of the total assessed value of taxable property located within that government's boundaries. The current legal debt margin for the Town is $216,032,742, which is significantly in excess of the Town's outstanding general obligation debt.

Additional information regarding the Town's long-term debt can be found in Note 12 of this report.

Economic Factors and Next Year's Budget and Rates

The following key economic indicators reflect the growth and prosperity of the Town.

The unemployment rate for the county in which the Town is located was 5.6% as of June 30, 2021. The unemployment rate is lower than the State average.

Commercial activity remains strong throughout the Town. The value of commercial building permits increased 181.3% over the previous fiscal year while residential permit values grew by 162.2%.

The fiscal year ending June 30, 2022 budget is balanced and represents an increase of 8.5% in the governmental activities operational budget while revenue growth remains consistent. Included in governmental activities budget is a transfer of $477,000 to capital project funds.

The fiscal year ending June 30, 2022 business type operational budget reflects a decrease of 4.0%. Included in the budget are transfers to capital project funds for funding of long-term capital planning in the amount of $1,036,200.

Governmental Activities: The 2022 budget does not include a tax rate increase. Unrestricted intergovernmental revenue is budgeted to increase in the local option sales tax revenue category as well as franchise tax revenue. Additionally, the Town will continue to offer its citizens a high level of service and will not reduce services in the upcoming year.

Business-type Activities: Business-type revenues represent a conservative fiscal approach in the 2021-2022 fiscal year. The Town has budgeted an increase of 4.0% in water and sewer rates, to offset the increase in treatment costs.

Requests for Information

This report is designed to provide an overview of the Town's finances for those with an interest in this area. Questions concerning any of the information found in this report or requests for additional information should be directed to the Director of Finance, Town of Southern Pines, PO Box 870, Southern Pines, NC 28388. You may also call (910) 692-2971 or visit our website www.southernpines.net for more information.

	Primary Government		
	Governmental Activities	Business-type Activities	Total
ASSETS			
Current assets:			
Cash and cash equivalents	$ 14,530,421	$ 14,148,154	$ 28,678,575
Receivables - net:			
Property taxes	22,744	-	22,744
Accrued interest receivable on taxes	3,010	-	3,010
Due from other governments	1,662,165	-	1,662,165
Accounts receivable	367,227	-	367,227
Accrued interest	6,126	6,416	12,542
Sales tax	125,346	55,538	180,884
Assessments	2,305	49,983	52,288
Customers	-	1,562,332	1,562,332
Other	-	781	781
Inventories	37,820	-	37,820
Prepaids	121,930	-	121,930
Restricted cash and investments	193,799	1,251,764	1,445,563
Total current assets	17,072,893	17,074,968	34,147,861
Noncurrent assets:			
Capital assets			
Land, non-depreciable improvements, and construction in progress	14,968,647	5,596,436	20,565,083
Intangibles - easements	-	3,172,226	3,172,226
Other capital assets, net of depreciation	30,048,007	32,705,094	62,753,101
Total capital assets	45,016,654	41,473,756	86,490,410
Total noncurrent assets	45,016,654	41,473,756	86,490,410
Total assets	62,089,547	58,548,724	120,638,271
DEFERRED OUTFLOWS OF RESOURCES			
Pension deferrals	3,216,767	257,178	3,473,945
Total deferred outflows of resources	3,216,767	257,178	3,473,945

	Primary Government		
	Governmental Activities	Business-type Activities	Total
LIABILITIES			
Current liabilities:			
Accounts payable and accrued liabilities	$ 918,144	$ 397,799	$ 1,315,943
Payable from restricted assets - customer deposits	193,799	85,635	279,434
Current portion of pension liability - LEO	34,825	-	34,825
Current maturities of long-term debt	1,647,986	201,192	1,849,178
Total current liabilities	2,794,754	684,626	3,479,380
Noncurrent liabilities:			
Pension liability - LGERS	4,465,551	469,350	4,934,901
Pension liability - LEO, net of current	2,432,780	-	2,432,780
Due in more than one year	6,895,111	190,051	7,085,162
Total noncurrent liabilities	13,793,442	659,401	14,452,843
Total liabilities	16,588,196	1,344,027	17,932,223
DEFERRED INFLOWS OF RESOURCES			
Pension deferrals	113,462	5,524	118,986
	113,462	5,524	118,986
NET POSITION			
Net investment in capital assets	37,075,906	41,129,762	78,205,668
Restricted for:			
Stabilization by State Statute	2,052,843	-	2,052,843
Cemetery perpetual care:			
Expendable	92,910	-	92,910
Unrestricted	9,382,997	16,326,589	25,709,586
Total net position	$ 48,604,656	$ 57,456,351	$ 106,061,007

Town of Southern Pines, North Carolina
Statement of Activities
Year Ended June 30, 2021

Exhibit 2

Function/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net Revenue (Expense) and Changes in Net Position: Primary Government: Governmental Activities	Net Revenue (Expense) and Changes in Net Position: Primary Government: Business-Type Activities	Net Revenue (Expense) and Changes in Net Position: Primary Government: Total
Primary government:							
Government activities:							
General government	$ 5,696,319	$ 1,341,719	$ 206,458	$ 888,156	$ (3,259,986)	$ -	$ (3,259,986)
Public safety	8,672,459	521,553	170,752	-	(7,980,154)	-	(7,980,154)
Transportation	1,979,859	48,486	386,118	-	(1,545,255)	-	(1,545,255)
Economic and physical development	953,077	863,109	-	-	(89,968)	-	(89,968)
Cultural and recreation	2,396,045	170,651	12,442		(2,212,952)	-	(2,212,952)
Cemetery	-	8,425	-	-	8,425	-	8,425
Interest on long-term debt	209,377	-	-	-	(209,377)	-	(209,377)
Total governmental activities	19,907,136	2,953,943	775,770	888,156	(15,289,267)	-	(15,289,267)
Business-type activities:							
Water and sewer	8,654,092	9,174,008	-	3,665,740	-	4,185,656	4,185,656
Total business-type activities	8,654,092	9,174,008	-	3,665,740	-	4,185,656	4,185,656
Total primary government	$ 28,561,228	$ 12,127,951	$ 775,770	$ 4,553,896	(15,289,267)	4,185,656	(11,103,611)
General revenues:							
Ad valorem taxes					11,218,204	-	11,218,204
Unrestricted intergovernmental					4,936,349	-	4,936,349
Alcoholic Beverage Tax					253,772	-	253,772
Franchise taxes					1,073,629	-	1,073,629
Investment earnings					35,024	36,077	71,101
Miscellaneous					221,669	1,075,233	1,296,902
Gain on disposal					52,505	78,190	130,695
Total general revenues					17,791,152	1,189,500	18,980,652
Change in net position					2,501,885	5,375,156	7,877,041
Net position, beginning					46,102,771	52,081,195	98,183,966
Net position, end of year					$ 48,604,656	$ 57,456,351	$ 106,061,007

The notes to the financial statements are an integral part of this statement.

Fund Financial Statements

	Major Fund	Nonmajor Governmental Funds	Total Governmental Funds
	General		
ASSETS			
Cash and investments	$ 12,093,408	$ 2,437,013	$ 14,530,421
Receivables - net:			
Property taxes	22,744	-	22,744
Due from other governments	1,662,165	-	1,662,165
Accounts receivable	367,227	-	367,227
Accrued interest receivable	5,113	1,013	6,126
Sales tax receivable	119,425	5,921	125,346
Parking lot assessments	2,305	-	2,305
Inventories	37,820	-	37,820
Prepaids	121,930	-	121,930
Restricted assets:			
Cash and investments	193,799	-	193,799
Total assets	$ 14,625,936	$ 2,443,947	$ 17,069,883
LIABILITIES			
Current liabilities:			
Accounts payable	$ 409,541	$ 48,491	$ 458,032
Accrued liabilities:			
Other	429,415	-	429,415
Security deposits	193,799	-	193,799
Total liabilities	1,032,755	48,491	1,081,246
DEFERRED INFLOWS OF RESOURCES			
Taxes receivable	22,744	-	22,744
Parking lot assessments	2,305	-	2,305
Other	107,996	-	107,996
Total deferred inflows of resources	133,045	-	133,045
FUND BALANCES			
Nonspendable:			
Inventories	37,820	-	37,820
Prepaids	121,930	-	121,930
Perpetual maintenance	-	92,910	92,910
Restricted:			
Stabilization by State Statute	2,045,909	6,934	2,052,843
Committed:			
General Government	-	1,705,140	1,705,140
Transportation	-	284,055	284,055
Cultural and Recreational	-	306,417	306,417
Assigned:			
Subsequent year's expenditures	2,834,047	-	2,834,047
Unassigned	8,420,430	-	8,420,430
Total fund balances	13,460,136	2,395,456	15,855,592
Total liabilities, deferred inflows of resources and fund balances	$ 14,625,936	$ 2,443,947	$ 17,069,883

Amounts reported for governmental activities in the statement of net position (Exhibit 1) are different because:

Total fund balance, governmental funds	$ 15,855,592
Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.	45,016,654
Deferred outflows of resources related to pensions are not reported in the funds	3,216,767
Other long-term assets (accrued interest receivable from property taxes) are not available to pay for current-period expenditures and therefore are inflows of resources in the funds	3,010
Earned revenues considered deferred inflows of resources in fund statements	133,045
Deferred inflows of resources related to pensions are not reported in the funds	(113,462)
Some liabilities are not due and payable in the current period and are therefore not reported in the funds:	
Long-term debt included as net position below	(8,573,794)
Pension liability - LGERS	(4,465,551)
Pension liability - LEO	(2,467,605)
Net position of governmental activities	$ 48,604,656

Town of Southern Pines, North Carolina **Exhibit 4**
Statement of Revenues, Expenditures and Changes in Fund Balance **(2 pages)**
Governmental Funds
Year Ended June 30, 2021

	Major Fund	Nonmajor Governmental Funds	Totals Governmental Funds
	General		
Revenues			
Ad valorem taxes	$ 11,209,507	$ -	$ 11,209,507
Other taxes and licenses	381,598	-	381,598
Unrestricted intergovernmental	5,945,474	-	5,945,474
Restricted intergovernmental	760,591	-	760,591
Permits and fees	1,018,653	-	1,018,653
Sales and services	1,437,834	8,425	1,446,259
Investment earnings	29,564	5,460	35,024
Other	654,268	-	654,268
	21,437,489	13,885	21,451,374
Expenditures			
Current:			
General government	5,392,366	809,955	6,202,321
Public safety	7,779,371	-	7,779,371
Transportation	1,470,702	360,921	1,831,623
Economic and physical development	899,557	-	899,557
Cultural and recreational	2,067,594	1,669,241	3,736,835
Debt service:			
Principal	906,983	-	906,983
Interest	215,239	-	215,239
	18,731,812	2,840,117	21,571,929
Revenues over (under) expenditures	2,705,677	(2,826,232)	(120,555)
Other financing sources (uses)			
Installment purchase obligations issued	-	2,150,000	2,150,000
Transfers to other funds	(885,136)	332,500	(552,636)
Transfers from other funds	-	552,636	552,636
Sale of capital assets	52,505	-	52,505
Total other financing sources (uses)	(832,631)	3,035,136	2,202,505
Net change in fund balance	1,873,046	208,904	2,081,950
Fund balance, beginning of year, July 1	11,587,090	2,186,552	13,773,642
Fund balance, end of year, June 30	$ 13,460,136	$ 2,395,456	$ 15,855,592

The notes to the financial statements are an integral part of this statement.

Net changes in fund balances - total governmental funds		$	2,081,950
Governmental funds report capital outlays as expenditures. However, in the Statement of Activities the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlays were exceeded by depreciation expense in the current period			
Capital outlay expenditures which were capitalized	3,410,221		
Depreciation expense for governmental assets	(1,831,284)		
			1,578,937
Contributions to the pension plan in the current fiscal year are not included on the Statement of Activities			860,761
Benefit payments paid and administrative expense for the LEOSSA are not included on the Statement of Activities			37,294
Revenues in the statement of activities that do not provide current financial resources are not reported as revenues in the funds:			
Amount of donated assets			888,156
Change in unavailable revenue for tax revenues			22,307
Proceeds from disposal/transfer of capital assets			(52,505)
Net gain on disposal/transfer of capital assets			52,505
The issuance of long-term debt provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction has any effect on net position. This amount is the net effect of these differences in the treatment of long-term debt and related items.			
Issuance of installment purchase obligations			(2,150,000)
Principal payments on long-term debt			906,983
Decrease in accrued interest payable			5,864
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.			
Compensated absences			54,883
Pension expense			(1,785,250)
Total changes in net position of governmental activities		$	2,501,885

Town of Southern Pines, North Carolina **Exhibit 5**
Statement of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual - General Fund
Year Ended June 30, 2021

	Budget			Variance with Final Budget Favorable
	Original	Final	Actual	(Unfavorable)
Revenues				
Ad valorem taxes	$ 10,877,565	$ 10,877,565	$ 11,209,507	$ 331,942
Other taxes and licenses	285,150	285,150	381,598	96,448
Unrestricted intergovernmental revenues	4,419,000	4,419,000	5,945,474	1,526,474
Restricted intergovernmental revenues	585,381	788,419	760,591	(27,828)
Permits and fees	478,000	478,000	1,018,653	540,653
Sales and services	1,446,658	1,446,658	1,437,834	(8,824)
Investment earnings	110,250	110,250	29,564	(80,686)
Other	666,507	715,931	654,268	(61,663)
	18,868,511	19,120,973	21,437,489	2,316,516
Expenditures				
Current:				
General government	6,019,968	6,000,388	5,392,366	608,022
Public safety	8,306,513	8,454,117	7,779,371	674,746
Transportation	1,662,230	1,677,654	1,470,702	206,952
Economic and physical development	829,703	953,298	899,557	53,741
Cultural and recreational	2,451,760	2,477,081	2,067,594	409,487
Debt service	1,202,742	1,202,742	1,122,222	80,520
	20,472,916	20,765,280	18,731,812	2,033,468
Revenues over (under) expenditures	(1,604,405)	(1,644,307)	2,705,677	4,349,984
Other financing sources (uses)				
Transfer out to Capital Project Funds	(220,000)	(885,136)	(885,136)	-
Sale of capital assets	85,000	85,000	52,505	(32,495)
Total other financing sources (uses)	(135,000)	(800,136)	(832,631)	(32,495)
Revenues over (under) expenditures and other financing uses	(1,739,405)	(2,444,443)	1,873,046	4,317,489
Appropriated fund balance	1,739,405	2,444,443	-	(2,444,443)
Net change in fund balance	$ -	$ -	1,873,046	$ 1,873,046
Fund balance, beginning of year, July 1			11,587,090	
Fund balance, end of year, June 30			$ 13,460,136	

The notes to the financial statements are an integral part of this statement.

	Business-Type Activities - Enterprise Major Fund Water and Sewer
ASSETS	
Current assets:	
Cash and cash equivalents/investments	$ 14,148,154
Receivables - net:	
Sewer assessments	49,983
Customers	1,562,332
Accrued interest	6,416
Sales taxes	55,538
Other	781
Total current assets	15,823,204
Temporarily restricted assets:	
Cash and cash equivalents/investments	1,251,764
Capital assets	
Land, improvements, and construction in progress	5,596,436
Intangibles - easements	3,172,226
Other capital assets, net of depreciation	32,705,094
Total capital assets, net	41,473,756
Total unrestricted noncurrent assets	41,473,756
Total noncurrent assets	42,725,520
Total assets	58,548,724
DEFERRED OUTFLOWS OF RESOURCES	
Pension deferrals	257,178
Total deferred outflows of resources	257,178

	Business-Type Activities - Enterprise Major Fund Water and Sewer
LIABILITIES	
Current liabilities:	
Accounts payable	$ 357,044
Compensated absences - current	30,779
Installment purchases - current	170,413
Accrued liabilities	40,755
Security deposits	85,635
Total current liabilities	684,626
Noncurrent liabilities	
Compensated absences	16,470
Installment purchases	173,581
Net pension liability	469,350
	659,401
Total liabilities	1,344,027
DEFERRED INFLOWS OF RESOURCES	
Pension deferrals	5,524
NET POSITION	
Net investment in capital assets	41,129,762
Unrestricted	16,326,589
Total net position	$ 57,456,351

Town of Southern Pines, North Carolina **Exhibit 7**
Statement of Revenues, Expenses and Changes in Fund Net Position
Proprietary Fund
Year Ended June 30, 2021

	Major Fund Water and Sewer
Operating revenues	
Charges for sales and services	$ 9,174,008
Operating expenses	
Billings and collection	476,958
Water treatment	1,328,979
Sewage treatment	2,146,071
Water extensions and maintenance	992,864
Sewer extensions and maintenance	910,084
Chargeout for administrative expenses	1,141,360
Depreciation and amortization	1,643,597
Total operating expenses	8,639,913
Operating income	534,095
Nonoperating revenues (expenses)	
System development fees	1,075,233
Interest on investments	32,653
BAB interest rebate	3,424
Gain on disposal of capital assets	78,190
Interest expense	(14,179)
Total nonoperating revenues (expenses)	1,175,321
Income before capital contributions and transfers	1,709,416
Capital contributions	3,665,740
Change in net position	5,375,156
Total net position, beginning of year	52,081,195
Net position, end of year	$ 57,456,351

The notes to the financial statements are an integral part of this statement. **28**

	Major Fund Water and Sewer
Cash flows from operating activities	
Cash received from customers and users	$ 8,940,521
Cash paid for goods and services	(5,748,041)
Cash paid to or on behalf of employees for services	(1,267,849)
Customer deposit refunded	(37,910)
Customer deposits received	42,590
Net cash provided by operating activities	1,929,311
Cash flows from capital and related financing activities	
Acquisition and construction of capital assets	(2,337,138)
Proceeds from sale of capital assets	78,190
System development fees	1,075,233
Principal paid on installment purchase obligation	(371,731)
Interest paid on installment purchase obligation	(8,738)
Net cash used by capital and related financing activities	(1,564,184)
Cash flows from investing activities	
Interest on investments	73,887
Net cash provided by investing activities	73,887
Net increase in cash and cash equivalents	439,014
Cash and cash equivalents at beginning of year	14,960,904
Cash and cash equivalents at end of year	$ 15,399,918

	Major Fund Water and Sewer
Cash and investments per Exhibit 6	
Unrestricted	$ 14,148,154
Restricted	1,251,764
Total	$ 15,399,918
Reconciliation of operating income to net cash provided by operating activities:	
Operating income	$ 534,095
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation and amortization	1,643,597
Change in assets, deferred outflows of resources, deferred inflows of resources and liabilities:	
(Increase) decrease in:	
Accounts receivable	(233,487)
Deferred outflows of resources for pensions	(60,790)
Increase (decrease) in:	
Accounts payable and accrued liabilities	(97,721)
Customer deposits	4,680
Accrued vacation pay	3,503
Net pension liability	139,687
Deferred inflows of resources for pensions	(4,253)
Total adjustments	1,395,216
Net cash provided by operating activities	$ 1,929,311

Noncash investing, capital and financing activities:
During fiscal year ended June 30, 2021, the Town received $3,194,972 in water and sewer line improvements and $470,768 of easements from various land developers and individuals. These improvements are recorded as capital contributions.

Town of Southern Pines, North Carolina **Exhibit 9**
Statement of Fiduciary Net Position
Fiduciary Fund
June 30, 2021

	Private-Purpose Trust Fund
	Virginia Kelly Trust
ASSETS	
Cash and investments	$ 26,518
Accrued interest	11
	26,529
NET POSITION	
Restricted for:	
Payment of death benefits - police	26,529
Total fiduciary net position	$ 26,529

The notes to the financial statements are an integral part of this statement.

	Private-Purpose Trust Fund
	Virginia Kelly Trust
Revenues	
Investment earnings	$ 59
Net increase	59
Net position, beginning of year, July 1	26,470
Net position, end of year, June 30	$ 26,529

Notes to Financial Statements

1. Summary of Significant Accounting Policies

The accounting policies of the Town of Southern Pines conform to generally accepted accounting principles as applicable to governments. The following is a summary of the more significant accounting policies:

A. Reporting entity

The Town of Southern Pines is a municipal corporation that is governed by an elected mayor and a four-member council. As required by generally accepted accounting principles, these financial statements present the Town as well as any separate entity for which the Town is financially accountable. For the year ended June 30, 2021, no other entity is included in the Town's financial statements.

B. Basis of presentation

Government-wide statements: The statement of net position and the statement of activities display information on all of the nonfiduciary activities of the Town. These statements include the financial activities of the overall government and distinguish between the governmental and business-type activities of the Town. Eliminations have been made to minimize the double counting of internal activities. Interfund services provided and used are not eliminated in the process of consolidation. These statements distinguish between the *governmental* and *business-type activities* of the Town. Governmental activities generally are financed through taxes, intergovernmental revenues, and other non-exchange transactions. Business-type activities are financed in whole or in part by fees charged to external parties.

The statement of activities presents a comparison between direct expenses and program revenues for the business-type activities of the Town and for each function of the Town's governmental activities. Direct expenses are those that are specifically associated with a program or function and, therefore, are clearly identifiable to a particular function. Indirect expense allocations that have been made in the funds have been reversed for the statement of activities. Program revenues include (a) fees and charges paid by the recipients of goods or services offered by the programs and (b) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including all taxes, are presented as general revenues.

Fund financial statements: The fund financial statements provide information about the Town's funds, including the fiduciary fund. Separate statements for each fund category - *governmental, proprietary, and fiduciary* - are presented. The emphasis of fund financial statements is on major governmental and enterprise funds, each displayed in a separate column. All remaining governmental funds are aggregated and reported as nonmajor funds.

Proprietary fund operating revenues, such as charges for services, result from exchange transactions associated with the principal activity of the fund. Exchange transactions are those in which each party receives and gives up essentially equal values. Nonoperating revenues, such as investment earnings, result from non-exchange transactions or ancillary activities.

The Town reports the following major governmental fund:

General Fund - The General Fund is the general operating fund of the Town. It is used to account for all financial resources except those that are required to be accounted for in another fund. The primary revenue sources are ad valorem taxes, State grants, and various other taxes and licenses. The primary expenditures are for public safety, streets and highways, sanitation, parks and recreation, libraries and general government services.

The Town reports the following non-major governmental funds:

Nicks Creek Parkway - This fund is used to account for the future construction of a road extending along Nicks Creek from NC 22 to US 15-501.

Open Space and Greenways - This fund is used to account for the purchase of open space and greenways.

Storm Water Improvements - This fund is used to account for the design and installation of storm water infrastructure.

Enterprise Information and Document Management (EIDMS) - This fund is used to account for the purchase and implementation of Enterprise Resource Planning software, an integrated information system that will serve all departments within the Town.

Bike Transport - This fund is used to account for the construction and improvements of bike lanes throughout the town.

Recreational Improvements - This fund is used for the purpose of various recreational park improvements and renovations

Building Renovation - This fund is used to account for the renovation of the Public Works Annex and the Garage Facility.

Unpaved Street Fund - This fund is used for the purpose of paving existing Town streets that are currently unpaved.

Sidewalk Construction II - This fund is used for the construction and improvement of various sidewalks in the Town.

Parking Lot Project - This fund accounts for funds used for the purpose of construction and renovation of parking lots owned by the Town.

Facility Modernization - This fund accounts for funds used for addressing immediate needs of Town owned buildings as designated by the 2019 Facility Condition Assessment.

General Capital Reserve Fund - This fund is used to accumulate financial resources for ongoing or future capital projects.

Cemetery Perpetual Care Permanent Fund - This fund is used to account for the perpetual care of the municipal cemetery.

Streambank Stabilization Project – This fund is used for the purpose of stabilizing the erosion of the streambank behind the Fire and Police stations.

The Town reports the following major enterprise fund:

> *Water and Sewer Fund* - This fund is used to account for the Town's water and sewer operations.

Additionally, the Town reports the following fund types:

> *Virginia Kelly Trust Private-Purpose Trust Fund* - This fund is used to account for proceeds available as death benefits for police officers killed in the line of duty. The Trust Fund was established during the year ended June 30, 1987, through the contribution of $15,000 by a Southern Pines citizen. The trust principle is restricted for the purpose stated above.

C. Measurement focus and basis of accounting

In accordance with North Carolina General Statutes, all funds of the Town are maintained during the year using the modified accrual basis of accounting.

Government-wide, proprietary and fiduciary fund financial statements*.* The government-wide, proprietary, and fiduciary fund financial statements are reported using the economic resources measurement focus. The government-wide, proprietary and fiduciary fund financial statements are reported using the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Non-exchange transactions, in which the Town gives (or receives) value without directly receiving (or giving) equal value in exchange, include property taxes, grants, and donations. On an accrual basis, property tax revenue is recognized in the fiscal year for which the taxes are levied. Revenue from grants, donations and similar items is recognized in the fiscal year in which all eligibility requirements have been satisfied.

Amounts reported as program revenues include (1) charges to customers or applicants for goods, services, or privileges provided, (2) operating grants and contributions, and (3) capital grants and contributions, including special assessments. Internally dedicated resources are reported as general revenues rather than as program revenues. Likewise, general revenues include all taxes.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Town enterprise funds are charges to customers for sales and services. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

Governmental fund financial statements**.** Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on general long-term debt, claims and judgments, and compensated absences, which are recognized as expenditures to the extent they have matured. General capital asset acquisitions are reported as expenditures in governmental funds. Proceeds of general long-term debt and acquisitions under capital leases are reported as other financing sources.

The Town considers all revenues available if they are collected within 90 days after year end, except for property taxes. Ad valorem taxes receivable are not accrued as revenue because the amount is not susceptible to accrual. At June 30, taxes receivable for property other than motor vehicles are materially past due and are not considered to be an available resource to finance the operations of the current year. Also, as of September 1, 2013, state law

altered the procedures for the assessment and collection of property taxes on registered motor vehicles in North Carolina. Effective with this change in law, the state of North Carolina is responsible for billing and collecting the property taxes on registered vehicles on behalf of all municipalities and special tax districts. Property taxes are due when vehicles are registered. The billed taxes are applicable to the fiscal year in which they are received. Uncollected taxes that were billed in periods prior to September 1, 2013 are shown as a receivable in these financial statements and are offset by deferred inflows of resources.

Sales taxes and certain intergovernmental revenues, such as the utilities franchise tax, collected and held by the State at year-end on behalf of the Town are recognized as revenue. Sales taxes are considered a shared revenue for the Town of Southern Pines because the tax is levied by Moore County and then remitted to and distributed by the State. Intergovernmental revenues, and sales and services are not susceptible to accrual because generally they are not measurable until received in cash. Under the terms of grant agreements, the Town funds certain programs by a combination of specific cost-reimbursement grants, categorical block grants, and general revenues. Thus, when program expenses are incurred, there is both restricted and unrestricted net position available to finance the program. It the Town's policy to first apply cost-reimbursement grant resources to such programs, followed by categorical block grants, and then general revenues.

D. Budgetary data

The Town's budgets are adopted as required by North Carolina General Statutes. An annual budget ordinance is adopted for the General, Permanent, and Enterprise funds. All annual appropriations lapse at fiscal year-end. Project ordinances are adopted for Governmental Capital Project Funds and the Enterprise Capital Projects Funds, which are consolidated with the operating funds for reporting purposes. All budgets are prepared using the modified accrual basis of accounting. Expenditures may not legally exceed appropriations at the departmental level for all annually budgeted funds and at the project level for the multi-year funds. During the year, several amendments to the original budget became necessary, the effects of which were not material. The budget ordinance must be adopted by July 1 of the fiscal year or the governing board must adopt an interim budget that covers that time until the annual ordinance can be adopted.

E. Assets, liabilities, deferred outflows/inflows of resources, and fund equity

(1) Deposits and investments

All deposits of the Town are made in board-designated official depositories and are secured as required by State law [G.S. 159-31]. The Town may designate, as an official depository, any bank or savings association whose principal office is located in North Carolina. Also, the Town may establish time deposit accounts such as NOW and SuperNOW accounts, money market accounts and certificates of deposit.

State law [G.S. 159-30(c)] authorizes the Town to invest in obligations of the United States; or obligations fully guaranteed, both as to principal and interest, by the United States; obligations of the state of North Carolina; bonds and notes of any North Carolina local government or public authority; obligations of certain non-guaranteed federal agencies; certain high quality issues of commercial paper and bankers' acceptances; and the North Carolina Capital Management Trust (NCCMT).

The Town's investments are reported at fair value. Non-participating interest earning contracts are accounted for at cost. The NCCMT Government Portfolio, a SEC-registered (2a-7) money market mutual fund, is measured at fair value. Because the NCCMT Government Portfolios has a maturity of less than 90 days, they are presented as an investment with a maturity of less than 6 months. In accordance with State law, the Town has invested in securities which are callable and which provide for periodic interest rate increases in specific increments until maturity. These investments are reported at fair value as determined by quoted market prices.

(2) Cash and cash equivalents

The Town pools money from several funds to facilitate disbursement and investment and to maximize investment income. Therefore, all cash and investments are essentially demand deposits and are considered cash and cash equivalents.

(3) Restricted assets

Customer deposits held by the Town before any services are supplied are restricted to the service for which the deposit was collected. Impact fees are held by the Town for the purpose of expanding water and sewer infrastructure. Water and wastewater system development fees are held by the Town for specific future water and wastewater capital projects to be funded with system development fees levied by the Town. Unexpended debt proceeds are held by the Town for the purpose of constructing a new fire department substation.

Town of Southern Pines Restricted Cash

Governmental activities:	
General Fund:	
Customer deposits	$ 193,799
Total governmental activities	193,799
Business-type activities:	
Water and Sewer Fund:	
Customer deposits	85,635
Water system development fees capital reserve	817,598
Wastewater system development fees capital reserve	348,531
Total business-type activities	1,251,764
Total restricted cash	$ 1,445,563

(4) Ad valorem taxes receivable

In accordance with State law (G.S. 105-347 and 159-13(a)), the Town levies *ad valorem* taxes on property other than motor vehicles on July 1, the beginning of the fiscal year. The taxes are due on September 1 (lien date); however, no interest or penalties are assessed until the following January 6. The taxes are based on the assessed values as of January 1, 2020.

(5) Allowances for doubtful accounts

All receivables that historically experience uncollectible accounts are shown net of an allowance for doubtful accounts. This amount is estimated by analyzing the percentage of receivables that were written off in prior years.

(6) Inventory and prepaid items

Inventory is valued at cost which approximates market, using the first in, first out method. The inventory of the General Fund consists of expendable supplies and is recorded as an expenditure as it is consumed rather than when purchased.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements and expensed as the items are used.

(7) Capital assets

Capital assets are defined by the Town as assets with an initial, individual cost of more than $10,000 and an estimated useful life in excess of one year. Purchased or constructed capital assets are reported at cost or estimated historical cost. Donated capital assets received prior to June 15, 2015 are recorded at their estimated fair value at the date of donation. Donated capital assets received after June 15, 2015 are recorded at acquisition value. All other purchased or constructed capital assets are reported at cost or estimated historical cost. General infrastructure assets acquired prior to July 1, 2003, consist of the road network and water and sewer system assets that were acquired or that received substantial improvements subsequent to July 1, 1980, and are reported at estimated historical cost using deflated replacement cost. The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are not capitalized.

Capital assets are amortized or depreciated using the straight-line method over the following estimated useful lives:

Asset Class	**Estimated Useful Lives**
Buildings and improvements	10 to 50 years
Other improvements	10 to 50 years
Infrastructure	15 to 30 years
Machinery and equipment	5 to 15 years
Vehicles	3 to 25 years
Furniture and office equipment	5 years
Computer software	5 years
Plant and distribution systems	10 to 40 years
Intangible assets – software	5 to 15 years

(8) Deferred outflows/inflows of resources

In addition to assets, the Statement of Net Position will sometimes report a separate section of deferred outflows of resources. This separate financial statement element, *Deferred Outflows of Resources,* represents a consumption of net position that applies to a future period and so will not be recognized as an expense or expenditure until then. The Town has two items that meet this criterion, contributions made to the pension plans in the 2021 fiscal year and other pension related deferrals. In addition to liabilities, the Statement of Net Position will sometimes report a separate section of deferred inflows of resources. This separate financial statement element, *Deferred Inflows of Resources,* represents an acquisition of net position that applies to a future period and so will not be recognized as revenue until then. The Town has four items that meet the criterion for this category - property taxes receivable, parking lot assessments, other receivables, and pension deferrals.

(9) Long-term obligations

In the government-wide financial statements, and proprietary fund types in the fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund type statement of net position. Bond premiums and discounts are deferred and amortized over the life of the bonds using the straight-line method that approximates the effective interest method. Bonds payable are reported net of the applicable bond premiums or discount. Bond issuance costs, except for prepaid insurance costs, are expensed in the reporting period in which they are incurred. Prepaid insurance costs are expensed over the life of the debt.

In fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

(10) Compensated absences

Vacation leave may accumulate to a maximum of 30 working days. Each December 31st, accumulated vacation leave in excess of 30 working days will be rolled into sick leave. For the Town's government-wide and proprietary funds, an expense and a liability for compensated absences and the salary-related payments are recorded as the leave is earned. The Town has assumed a first-in, first-out method of using accumulated compensated time. The portion of that time that is estimated to be used in the next fiscal year has been designated as a current liability in the government-wide financial statements.

The Town's sick leave policy provides for an unlimited accumulation of earned sick leave. Sick leave does not vest, but any unused sick leave accumulated at the time of retirement may be used in the determination of length of service for retirement benefit purposes. Since the Town has no obligation for the accumulated sick leave until it is actually taken, no accrual for sick leave has been made.

(11) Net position/fund balances

Net position

Net position in government-wide and proprietary fund financial statements are classified as net investment in capital assets; restricted; and unrestricted. Restricted net position represents constraints on resources that are either externally imposed by creditors, grantors, contributors, or laws or regulations of other governments or imposed by law through state statute.

Fund balances

In the governmental fund financial statements, fund balance is composed of five classifications designed to disclose the hierarchy of constraints placed on how fund balance can be spent.

The governmental fund types classify fund balances as follows:

Nonspendable fund balance - This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact.

Inventories - portion of fund balance that is not an available resource because it represents the year-end balance of ending inventories, which are not spendable resources.

Prepaids - portion of fund balance that is not an available resource because it represents the year-end balance of ending prepaid expenses, which are not spendable resources.

Perpetual maintenance - Cemetery resources that are required to be retained in perpetuity for maintenance of the Town of Southern Pines Cemetery.

Restricted fund balance - This classification includes amounts that are restricted to specific purposes externally imposed by creditors or imposed by law.

Restricted for stabilization by state statute - portion of fund balance that is restricted by State Statute (G.S. 159-8(a)). This statute prohibits units of government from budgeting or spending a portion of their fund balance. This is one of several statutes enacted by the North Carolina State Legislature in the 1930's that were designed to improve and maintain the fiscal health of local government units. Restricted by State statute ("RSS"), is calculated at the end of each fiscal year for all annually budgeted funds. The calculation in G.S. 159-8(a) provides a formula for determining what portion of fund balance is available for appropriation. The amount of fund balance not available for

appropriation is what is known as “restricted by State statute”. Appropriated fund balance in any fund shall not exceed the sum of cash and investments minus the sum of liabilities, encumbrances, and deferred revenues arising from cash receipts, as those figures stand at the close of the fiscal year next preceding the budget. Per GASB guidance, RSS is considered a resource upon which a restriction is “imposed by law through constitutional provisions or enabling legislation.” RSS is reduced by inventories and prepaids as they are classified as nonspendable. Outstanding Encumbrances are included within RSS. RSS is included as a component of Restricted Net position and Restricted fund balance on the face of the statement of net position and the balance sheet.

Committed fund balance - This classification includes the portion of fund balance that can only be used for specific purposes imposed by majority vote by quorum of Town’s governing body (highest level of decision-making authority) by ordinance. The governing body can, by adoption of an ordinance prior to the end of the fiscal year, commit fund balance. Once adopted, the limitation imposed by the ordinance remains in place until a similar action is taken (the adoption of another ordinance) to remove or revise the limitation. Any changes or removal of specific purpose requires majority action by the governing body.

Committed for general government - portion of fund balance that can only be used for fiber connections between Town buildings and the purchase and implementation of Enterprise Resource Planning software.

Committed for transportation - portion of fund balance that can only be used for construction and improvement of Town roads, sidewalks, and the design and installation of storm water infrastructure.

Committed for cultural and recreation - portion of fund balance that can only be used for the renovations of existing parks, construction of bike lanes and the purchase of open space and greenways.

Assigned fund balance - This classification includes the portion of fund balance that Town of Southern Pines’ governing body has budgeted and intends to use for specific purposes. Any changes or removal of specific purpose requires majority action by the governing body.

Subsequent year’s expenditures - portion of fund balance that is appropriated in the next year’s budget that is not already classified in restricted or committed. The governing body approves the appropriation and all amendments made to the original ordinance.

Unassigned fund balance - This classification includes the portion of fund balance that has not been restricted, committed, or assigned to specific purposes or other funds. The general fund is the only fund that reports a positive unassigned fund balance.

For projects that include multiple revenue sources, the Town’s standard practice is that resources will be used in the following hierarchy: bond proceeds, federal funds, State funds, local non-town funds, town funds. For purposes of fund balance classification, expenditures are to be spent from restricted fund balance first, followed in order by committed, assigned and lastly unassigned fund balance. The Finance Director has the authority to deviate from this practice in order to comply with grant agreements, bond orders or if it is in the best interest of the Town.

The Town of Southern Pines has an informal fund balance policy for the general fund which instructs management to conduct the business of the Town in such a manner that available fund balance is at least equal to or greater than 25% of budgeted expenditures. Any portion of the general fund balance in excess of 25% of budgeted expenditures may be appropriated.

(12) Defined benefit cost-sharing plan

For purposes of measuring the total pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Local Governmental Employees' Retirement System (LGERS) and additions to/deductions from LGERS' fiduciary net position have been determined on the same basis as they are reported by LGERS. For this purpose, plan member contributions are recognized in the period in which the contributions are due. The Town's employer contributions are recognized when due and the Town has a legal requirement to provide the contributions. Benefits and refunds are recognized when due and payable in accordance with the terms of LGERS. Investments are reported at fair value.

(13) Reconciliation of government-wide and fund financial statements

a. Explanation of certain differences between the governmental fund balance sheet and the government-wide statement of net position.

The governmental fund balance sheet includes a reconciliation between *fund balance - total governmental funds* and *net position - governmental activities* as reported in the government-wide statement of net position. The net adjustment consists of several elements as follows:

Description	
Capital assets used in governmental activities are not financial resources and are therefore not reported in the funds (total capital assets on government-wide statement in governmental activities column)	$ 70,931,420
Less accumulated depreciation	(25,914,766)
Net capital assets	45,016,654
Contributions to the pension plans in the current fiscal year, following the measurement date of the related pension liabilities, are deferred outflows of resources on the Statement of Net Position	898,055
Net pension-related deferrals (deferred outflows and deferred inflows), excluding contributions to pension plans	2,205,250
Accrued interest receivable for property taxes is not available to pay for current-period expenditures and therefore are inflows of resources in the funds	3,010
Liabilities for earned revenues considered deferred inflows of resources in fund statements:	
Taxes receivable	22,744
Parking lot assessments	2,305
Other receivables	107,996
Net deferred revenues	133,045

Liabilities that, because they are not due and payable in the current period, do not require current resources to pay and are therefore not recorded in the fund financial statements:	
Notes payable	$ (7,940,748)
Compensated absences	(602,349)
Pension obligations	(6,933,156)
Accrued interest	(30,697)
Liabilities	(15,506,958)
Total adjustment	$ 32,749,064

b. Explanation of certain differences between the government fund statement of revenues, expenditures, and changes in fund balance and the government-wide financial statement of activities

The governmental fund statement of revenues, expenditures, and changes in fund balances includes a reconciliation between net changes in fund balances - total governmental funds and changes in net position - governmental activities as reported in the government-wide statement of net position. The net adjustment consists of several elements as follows:

Description	
Capital outlay expenditures recorded in the fund financial statements but capitalized as assets in the statement of activities	$ 3,410,221
Depreciation expense, the allocation of those assets over their useful lives, that is recorded on the statement of activities but not in the fund statements	(1,831,284)
Contributions to the pension plan in the current fiscal year are not included on the statement of activities	860,761
Benefit payments paid and administrative expense for the LEOSSA are not included in the statement of activities	37,294
Revenues and other financing sources in the statement of activities that do not provide current financial resources are not reported as revenues in the funds:	
Amount of donated assets	888,156
Other	22,307
Proceeds from the disposal/transfer of capital assets	(52,505)
Gain on disposal/transfer of capital assets	52,505
New long-term debt issued	(2,150,000)

Expenses reported in the statement of activities that do not require the use of current resources to pay are not recorded as expenditures in the fund statements:	
Principal payments	906,983
Decrease in accrued interest	5,864
Compensated absences	54,883
Pension expense	(1,785,250)
Total adjustment	$ 419,935

F. Reclassifications

Certain items in the 2020 financial statements have been reclassified to conform to 2021 presentation.

G. Change in Accounting Principle

The Town implemented Governmental Accounting Standards Board (GASB) Statement No. 84, *Fiduciary Activities*, effective July 1, 2020. The statement establishes criteria for identifying fiduciary activities of all state and local governments and provides guidance on how to report fiduciary activities within the financial statements. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities. The statement also describes four fiduciary funds that should be reported if criteria outlined in the statement are met: (1) pension (and other employee benefit) trust funds, (2) investment trust funds, (3) private-purpose trust funds, and (4) custodial funds. The use of agency funds was eliminated. The statement also provides for recognition of a liability to the beneficiaries in a fiduciary fund when an event has occurred that compels the government to disburse fiduciary resources.

As part of implementing the statement, the Town performed a comprehensive review of its fiduciary relationships and applied the criteria within the guidance. As a result, management determined that the Cafeteria Plan Agency Fund, presented as a fiduciary fund by the Town in its Annual Comprehensive Financial Report for the year ended June 30, 2020, should no longer be presented as a fiduciary fund, as the activities of the fund do not meet the definition of a fiduciary activity under the statement. Accordingly, the assets and liabilities of the prior Cafeteria Plan Agency Fund are consolidated with the General Fund as of June 30, 2021. As the prior Cafeteria Plan Agency Fund had no fund balance as of June 30, 2020, there is no impact on the beginning fund balance presented for the General Fund, nor beginning net position for Governmental Activities as of July 1, 2020.

2. Deposits

All of the deposits of the Town are either insured or collateralized by using one of two methods. Under the Dedicated Method, all deposits that exceed the federal depository insurance coverage level are collateralized with securities held by the Town's agents in the unit's name. Under the Pooling Method, which is a collateral pool, all uninsured deposits are collateralized with securities held by the State Treasurer's agent in the name of the State Treasurer. Since the State Treasurer is acting in a fiduciary capacity for the Town, these deposits are considered to be held by the Town's agents in their names. The amount of the pledged collateral is based on an approved averaging method for non-interest-bearing deposits and the actual current balance for interest-bearing deposits. Depositories using the Pooling Method report to the State Treasurer the adequacy of their pooled collateral covering uninsured deposits. The State Treasurer does not confirm this information with the Town or the escrow agent. Because of the inability to measure the exact amounts of collateral pledged for the Town under the Pooling Method, the potential exists for under-collateralization, and this risk may increase in periods of high cash flows.

However, the State Treasurer of North Carolina enforces strict standards of financial stability for each depository that collateralizes public deposits under the Pooling Method. The Town has no policy regarding custodial credit risk for deposits.

At June 30, 2021, the Town's deposits had a carrying amount of $11,442,382 and a bank balance of $11,719,006. Of the bank balance $750,000 was covered by federal depository insurance and $10,969,006 was covered by collateral held under the Pooling Method. At June 30, 2021, the Town's petty cash fund totaled $1,075.

3. Investments

At June 30, 2021, the Town's investment balances were as follows:

Investments by Type	Valuation Measurement Method	Book Value at 6/30/2021	Maturity	Rating
NC Capital Management Trust - Government Portfolio	Fair Value Level 1	$ 18,707,199	N/A	AAAm
Total		$ 18,707,199		

All investments are measured using the market approach: using prices and other relevant information generated by market transactions involving identical or comparable assets of a group of assets.

Level of fair value hierarchy:

> **Level 1** - Debt securities valued using directly observable, quoted prices (unadjusted) in active markets for identical assets.

The Town does not have a formal investment policy.

Credit Risk. The Town has no formal policy regarding credit risk, but has internal management procedures that limits the Town's investments to the provisions of G.S. 159-30 and restricts the purchase of securities to the highest possible ratings whenever particular types of securities are rated. The Town's investment in the NC Capital Management Trust Government Portfolio carried a credit rating of AAAm by Standard & Poor's as of June 30, 2021.

4. Receivables - Allowance for Doubtful Accounts

The amounts presented in the Balance Sheet and the Statement of Net Position are net of the following allowances for doubtful accounts:

Fund	June 30, 2021
General Fund:	
Taxes receivable	$ 35,735
Enterprise Fund	12,000
	$ 47,735

5. Capital Assets

Capital assets activity for the year ended June 30, 2021, was as follows:

Governmental Activities by Type	July 1, 2020	Transfers In/ Additions	Transfers Out/ Disposals	June 30, 2021
Capital assets not being amortized or depreciated:				
Land	$ 12,305,522	$ 1,126,255	$ -	$ 13,431,777
Intangible assets in progress	246,269	38,834	-	285,103
Construction in progress	253,896	1,153,982	(156,111)	1,251,767
	12,805,687	2,319,071	(156,111)	14,968,647
Capital assets being amortized or depreciated:				
Buildings and improvements	21,326,596	521,045	-	21,847,641
Other improvements	6,355,491	88,071	-	6,443,562
Infrastructure	15,897,119	956,196	-	16,853,315
Machinery and equipment	760,136	45,111	-	805,247
Intangible assets - software	311,825	-	-	311,825
Vehicles and motorized equipment	6,852,410	488,602	(235,102)	7,105,910
Furniture, fixtures and other equipment	2,558,882	36,391	-	2,595,273
	54,062,459	2,135,416	(235,102)	55,962,773
Less accumulated depreciation and amortization for:				
Buildings and improvements	5,644,974	439,794	-	6,084,768
Other improvements	2,089,948	226,222	-	2,316,170
Infrastructure	10,589,329	466,053	-	11,055,382
Machinery and equipment	446,102	77,336	-	523,438
Intangible assets - software	85,547	40,060	-	125,607
Vehicles and motorized equipment	3,882,660	396,989	(235,102)	4,044,547
Furniture, fixtures and other equipment	1,580,024	184,830	-	1,764,854
	24,318,584	1,831,284	(235,102)	25,914,766
Depreciable assets - net	29,743,875			30,048,007
Governmental activities capital assets - net	$ 42,549,562			$ 45,016,654
General government	$ 17,686,525	$ 886,551	$ (17,358)	$ 18,555,718
Public safety	22,142,180	323,759	(120,661)	22,345,278
Transportation	17,209,906	1,512,844	(225,628)	18,497,122
Economic and physical development	248,798	17,358	-	266,156
Cultural and recreational	9,580,737	3,378,634	(1,692,225)	11,267,146
	66,868,146	6,119,146	(2,055,872)	70,931,420
Less accumulated depreciation and amortization for:				
General government	3,249,347	234,633	-	3,483,980
Public safety	5,646,764	674,702	(120,661)	6,200,805
Transportation	11,369,572	575,495	(69,517)	11,875,550
Economic and physical development	192,820	10,902	-	203,722
Cultural and recreational	3,860,081	335,552	(44,924)	4,150,709
	24,318,584	1,831,284	(235,102)	25,914,766
Total governmental activities capital assets - net	$ 42,549,562			$ 45,016,654

Governmental Activities by Type	July 1, 2020	Transfers In/ Additions	Transfers Out/ Disposals	June 30, 2021
Business Activities				
Nondepreciable assets:				
Land	$ 540,533	$ -	$ -	$ 540,533
Intangibles - easements	2,701,458	470,768	-	3,172,226
Construction in progress	3,795,107	1,997,957	(737,161)	5,055,903
	7,037,098	2,468,725	(737,161)	8,768,662
Depreciable assets:				
Plant and distribution system	55,398,949	3,833,342	-	59,232,291
Buildings	1,424,609	-	-	1,424,609
Equipment	4,170,183	437,972	(89,516)	4,518,639
	60,993,741	4,271,314	(89,516)	65,175,539
Less accumulated depreciation and amortization for:				
Plant and distribution system	28,017,178	1,271,989	-	29,289,167
Building	429,757	28,492	-	458,249
Equipment	2,469,429	343,116	(89,516)	2,723,029
	30,916,364	1,643,597	(89,516)	32,470,445
Depreciable assets - net	30,077,377			32,705,094
Total business activities capital assets - net	$ 37,114,475			$ 41,473,756

Intangible assets

Intangible assets consist of enterprise resource planning software that is being developed for the town and recorded in the Enterprise Information and Document Management (EIDMS) capital project fund, as well as other software packages. As of June 30, 2021, $186,218 of this software has been completed and is being used by the Town, net of accumulated amortization of $125,607. This cost is being amortized over 5 to 15 years using the straight-line method.

Future amortization is as follows:

Year Ending June 30	
2022	$ 40,060
2023	40,060
2024	40,060
2025	21,430
2026	11,152
2027 - 2029	33,456
	$ 186,218

Construction commitments

The government has active construction projects as of June 30, 2021. At year end, the government's commitments with contractors are as follows:

Project	Spent to Date	Remaining Commitment
Public Works Annex Renovation	$ 267,125	$ 799,834
Streambank Stabilization Design	75,108	4,639
Warrior Woods Lift Station Relocation	18,000	12,000
ARO Lift Station	69,382	488,308
East Morganton Rd	520,095	60,261
West Pennsylvania Avenue	145,804	98,296
Total	$ 1,095,514	$ 1,463,338

6. Payables

Payables at the government-wide level at June 30, 2021, were as follows:

	Vendors	Salaries and Benefits	Accrued Interest	Total
Governmental activities:				
General	$ 409,778	$ 429,170	$ 30,705	$ 869,653
Other governmental	48,491	-	-	48,491
Total governmental activities	$ 458,269	$ 429,170	$ 30,705	$ 918,144
Business-type activities:				
Water and sewer	$ 357,043	$ 36,943	$ 3,813	$ 397,799

7. Pension Plan and Postemployment Obligations

A. Local Governmental Employees' Retirement System

Plan description - The Town of Southern Pines is a participating employer in the statewide Local Governmental Employees' Retirement System (LGERS), a cost sharing multiple-employer defined benefit pension plan administered by the State of North Carolina. LGERS membership is comprised of general employees and local law enforcement officers (LEOs) of participating local governmental entities. Article 3 of G.S. Chapter 128 assigns the authority to establish and amend benefit provisions to the North Carolina General Assembly. Management of the plan is vested in the LGERS Board of Trustees, which consists of 13 members - nine appointed by the Governor, one appointed by the State Senate, one appointed by the House of Representatives, and the State Treasurer and State Superintendent, who serve as ex-officio members. The Local Governmental Employees' Retirement System is included in the Annual Comprehensive Financial Report (ACFR) for the State of North Carolina. The State's ACFR includes financial statements and required supplementary information for LGERS. That report may be obtained by writing to the Office of the State Controller, 1410 Mail Service Center, Raleigh, North Carolina 27699-1410, or by calling (919) 981-5454, or at www.osc.nc.gov.

Benefits provided - LGERS provides retirement and survivor benefits. Retirement benefits are determined as 1.85% of the member's average final compensation times the member's years of creditable service. A member's average final compensation is calculated as the average of a member's four highest consecutive years of compensation. Plan members are eligible to retire with full retirement benefits at age 65 with five years of creditable service, at age 60 with 25 years of creditable service, or at any age with 30 years of creditable service. Plan members are eligible to retire with partial retirement benefits at age 50 with 20 years of creditable service or at age 60 with five years of creditable service (age 55 for firefighters). Survivor benefits are available to eligible beneficiaries of members who die while in active service of within 180 days of their last day of service and who have either completed 20 years of creditable service regardless of age (15 years of creditable service for firefighters and rescue squad members who are killed in the line of duty) or have completed five years of service and have reached age 60. Eligible beneficiaries may elect to receive a monthly Survivor's Alternate Benefit for life or a return of the member's contributions. The plan does not provide for automatic post-retirement benefit increases. Increases are contingent upon actuarial gains of the plan.

LGERS plan members who are LEOs are eligible to retire with full retirement benefits at age 55 with five years of creditable service as an officer, or at any age with 30 years of creditable service. LEO plan members are eligible to retire with partial retirement benefits at age 50 with 15 years of creditable service as an officer. Survivor benefits are available to eligible beneficiaries of LEO members who die while in active service or within 180 days of their last day of service and who have either completed 20 years of creditable service regardless of age, or have completed 15 years of service as a LEO and have reached age 50, or have completed five years of

creditable service as a LEO and have reached age 55, or have completed 15 years of creditable service as a LEO if killed in the line of duty. Eligible beneficiaries may elect to receive a monthly Survivor's Alternate Benefit for life or a return of the member's contributions.

Contributions - Contribution provisions are established by General Statute 128-30 and may be amended only by the North Carolina General Assembly. Town employees are required to contribute 6 percent of their compensation. Employer contributions are actuarially determined and set annually by the LGERS Board of Trustees. The Town's contractually required contribution rate for the year ended June 30, 2021, was 10.84% of compensation for law enforcement officers and 10.20% for general employees and firefighters, actuarially determined as an amount that, when combined with employee contributions, is expected to finance the costs of benefits earned by employees during the year. Contributions to the pension plan from the Town were $951,231 for the year ended June 30, 2021.

Refunds of contributions - City employees who have terminated service as a contributing member of LGERS, may file an application for a refund of their contributions. By state law, refunds to members with at least five years of service include 4% interest. State law requires a 60-day waiting period after service termination before the refund may be paid. The acceptance of a refund payment cancels the individual's right to employer contributions or any other benefit provided by LGERS.

Pension liabilities, pension expense, and deferred outflows of resources and deferred inflows of resources related to pensions

At June 30, 2021, the Town reported a liability of $4,934,901 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2020. The total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2019. The total pension liability was then rolled forward to the measurement date of June 30, 2020, utilizing update procedures incorporating the actuarial assumptions. The Town's proportion of the net pension liability was based on a projection of the Town's long-term share of future payroll covered by the pension plan, relative to the projected future payroll covered by the pension plan of all participating LGERS employers, actuarially determined. At June 30, 2020 (measurement date), the Town's proportion was 0.138%, which was an increase of 0.007% from its proportion measured at June 30, 2019.

For the year ended June 30, 2021, the Town recognized pension expense of $1,691,063. At June 30, 2021, the Town reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 623,191	$ -
Changes of assumption	367,253	-
Net difference between projected and actual earnings on pension plan investments	694,455	-
Changes in proportion and differences between Town contributions and proportionate share of contributions	67,931	58,082
Town contributions subsequent to the measurement date	951,231	-
Total	$ 2,704,061	$ 58,082

$951,231 reported as deferred outflows of resources related to pensions resulting from Town contributions subsequent to the measurement date will be recognized as a decrease of the net pension liability in the year

ending June 30, 2022. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ending June 30	
2022	$ 465,322
2022	640,184
2024	383,721
2025	205,521
2026	-
Thereafter	-

Actuarial assumptions - The total pension liability in the December 31, 2019 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	3.0 percent
Salary increases	3.50 to 8.10 percent, including inflation and productivity factor
Investment rate of return	7.00 percent, net of pension plan investment expense, including inflation

The plan currently uses mortality tables that vary by age, gender, employee group (i.e., general, law enforcement officer) and health status (i.e., disabled and healthy). The current mortality rates are based on published tables and based on studies that cover significant portions of the U.S. population. The healthy mortality rate also contain a provision to reflect future mortality improvements.

The actuarial assumptions used in the December 31, 2019 valuation were based on the results of an actuarial experience study for the period January 1, 2010 through December 31, 2014.

Future ad hoc COLA amounts are not considered to be substantively automatic and are therefore not included in the measurement.

The projected long-term investment returns and inflation assumptions are developed through review of current and historical capital markets data, sell-side investment research, consultant whitepapers, and historical performance of investment strategies. Fixed income return projections reflect current yields across the U.S. Treasury yield curve and market expectations of forward yields projected and interpolated for multiple tenors and over multiple year horizons. Global public equity return projections are established through analysis of the equity risk premium and the fixed income return projections. Other asset categories and strategies' return projections reflect the foregoing and historical data analysis. These projections are combined to produce the long-term expected rate of return by weighing the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class as of June 30, 2020 (measurement date) are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Fixed income	29.0%	1.4%
Global equity	42.0%	5.3%
Real estate	8.0%	4.3%
Alternatives	8.0%	8.9%
Credit	7.0%	6.0%
Inflation protection	6.0%	4.0%
Total	100.0%	

The information above is based on 30-year expectations developed with the consulting actuary for the 2019 asset, liability, and investment policy study for the North Carolina Retirement Systems, including LGERS. The

long-term nominal rates of return underlying the real rates of return are arithmetic annualized figures. The real rates of return are calculated from nominal rates by multiplicatively subtracting a long-term inflation assumption of 3.00%. All rates of return and inflation are annualized.

Discount rate - The discount rate used to measure the total pension liability was 7.00%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current contribution rate and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of the current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Town's proportionate share of the net pension liability to changes in the discount rate - The following presents the Town's proportionate share of the net pension liability calculated using the discount rate of 7.00 percent, as well as what the Town's proportionate share of the net pension asset or net pension liability would be if it were calculated using a discount rate that is one percentage point lower (6.00 percent) or one percentage point higher (8.00 percent) than the current rate:

	1% Decrease (6.00%)	Discount Rate (7.00%)	1% Increase (8.00%)
Town's proportionate share of the net pension liability	$ 10,012,377	$ 4,934,901	$ 715,162

Pension plan fiduciary net position - Detailed information about the pension plan's fiduciary net position is available in the separately issued Annual Comprehensive Financial Report for the State of North Carolina.

B. Law Enforcement Officers Special Separation Allowance

(1) Plan description

The Town of Southern Pines administers a public employee retirement system (the Separation Allowance), a single-employer defined benefit pension plan that provides retirement benefits to the Town's qualified sworn law enforcement officers under the age of 62 who have completed at least 30 years of creditable service or have attained 55 years of age and have completed five or more years of creditable service. The Separation Allowance is equal to 0.85 percent of the annual equivalent of the base rate of compensation most recently applicable to the officer for each year of creditable service. The retirement benefits are not subject to any increases in salary or retirement allowances that may be authorized by the General Assembly. Article 12D of G.S. Chapter 143 assigns the authority to establish and amend benefit provisions to the North Carolina General Assembly.

All full-time Town law enforcement officers are covered by the Separation Allowance. At the December 31, 2019 valuation date, the Separation Allowance's membership consisted of:

Retirees receiving benefits	2
Terminated plan members entitled to but not yet receiving benefits	-
Active plan members	40
Total	42

(2) Summary of significant accounting policies

Basis of accounting - The Town has chosen to fund the Separation Allowance on a pay as you go basis. Pension expenditures are made from the General Fund, which is maintained on the modified accrual basis of accounting. Benefits are recognized when due and payable in accordance with the terms of the plan.

The Separation Allowance has no assets accumulated in a trust that meets the criteria which are outlined in GASB Statement 73.

(3) Actuarial assumptions

The entry age actuarial cost method was used in the December 31, 2019 valuation. The total pension liability in the December 31, 2019 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.5 percent
Salary increases	3.25 to 7.75 percent, including inflation and productivity factor
Discount rate	1.93 percent

The discount rate is based on the S&P Municipal Bond 20-Year High Grade Rate Index as of December 31, 2019.

Mortality rates are based on Pub-2010 amount-weighted tables with adjustments for mortality improvements based on Scale MP-2019.

(4) Change in actuarial assumptions

On the prior measurement date (December 31, 2019), the S&P Municipal Bond 20-Year High Grade Rate Index, on which the discount rate is based, was 3.26%. Since the Prior Measurement Date, the S&P Municipal Bond 20-Year High Grade Rate Index has decreased to 1.93% as of the Measurement Date (December 31, 2020). This resulted in a $678,662 increase in the Total Pension Liability.

(5) Contributions

The Town is required by Article 12D of G.S. Chapter 143 to provide these retirement benefits and has chosen to fund the amounts necessary to cover the benefits earned on a pay as you go basis through appropriations made in the General Fund operating budget. There were no contributions made by employees. The Town's obligation to contribute to this plan is established and may be amended by the North Carolina General Assembly. Administration costs of the Separation Allowance are financed through investment earnings. The Town paid $37,294 as benefits came due for the reporting period.

Pension liabilities, pension expense, and deferred outflows of resources and deferred inflows of resources related to pensions

At June 30, 2021, the Town reported a total pension liability of $2,467,605. The total pension liability was measured as of December 31, 2020, based on a December 31, 2019 actuarial valuation. The total pension liability was then rolled forward to the measurement date of December 31, 2020, utilizing update procedures incorporating the actuarial assumptions. For the year ended June 30, 2021, the Town recognized pension expense of $259,302.

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 102,313	$ 14,542
Changes of assumption	650,158	46,362
Town benefit payments and plan administrative expense made subsequent to the measurement date	17,413	-
Total	$ 769,884	$ 60,904

$17,177 paid as benefits came due and $236 of administrative expenses subsequent to the measurement date have been reported as deferred outflows of resources and will be recognized as a decrease of the total pension liability in the year ended June 30, 2022.

Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ending June 30	
2022	$ 128,340
2023	129,528
2024	123,880
2025	120,745
2026	118,094
Thereafter	70,980

Sensitivity of the Town's total pension liability to changes in the discount rate - The following presents the Town's total pension liability calculated using the discount rate of 1.93 percent, as well as what the Town's total pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (0.93 percent) or 1 percentage-point higher (2.93 percent) than the current rate:

	1% Decrease (0.93%)	Discount Rate (1.93%)	1% Increase (2.93%)
Total pension liability	$ 2,701,883	$ 2,467,605	$ 2,252,819

Schedule of Changes in Total Pension Liability Law Enforcement Officers' Special Separation Allowance

Beginning balance	$ 1,605,268
Service cost	78,766
Interest on the total pension liability	51,724
Changes in benefit terms	-
Differences between expected and actual experience in the measurement of the total pension liability	90,479
Changes of assumptions or other inputs	678,662
Benefit payments	(37,294)
Other changes	-
Ending balance of the total pension liability	$ 2,467,605

The plan currently uses mortality tables that vary by age, and health status (i.e., disabled and healthy). The current mortality rates are based on published tables and based on studies that cover significant portions of the U.S. population. The healthy mortality rates also contain a provision to reflect future mortality improvements.

The actuarial assumptions used in the December 31, 2019 valuation were based on the results of an actuarial experience study for the five-year period ended December 31, 2019.

Total expense, liabilities, and deferred outflows and inflows of resources of related to pensions

Following is information related to the proportionate share and pension expense for all pension plans:

	LGERS	LEOSSA	Total
Pension expense	$ 1,691,063	$ 259,302	$ 1,950,365
Pension liability	4,934,901	2,467,605	7,402,506
Proportionate share of the net pension liability	0.13810%	n/a	
Deferred of outflows of resources			
Differences between expected and actual experience	$ 623,191	$ 102,313	$ 725,504
Changes of assumptions	367,253	650,158	1,017,411
Net difference between projected and actual earnings on plan investments	694,455	-	694,455
Changes in proportion and differences between employer contributions and proportionate share of contributions	67,931	-	67,931
Benefit payments and administrative costs paid subsequent to the measurement date	951,231	17,413	968,644
Deferred of inflows of resources			
Differences between expected and actual experience	-	14,542	14,542
Changes of assumptions	-	46,362	46,362
Changes in proportion and differences between contributions and proportionate share of contributions	58,082	-	58,082

C. Supplemental Retirement Income Plan for Law Enforcement Officers

Plan description. The Town contributes to the Supplemental Retirement Income Plan (Plan), a defined contribution pension plan administered by the Department of State Treasurer and a Board of Trustees. The Plan provides retirement benefits to law enforcement officers employed by the Town. Article 5 of G.S. Chapter 135 assigns the authority to establish and amend benefit provisions to the North Carolina General Assembly. The Supplemental Retirement Income Plan for Law Enforcement Officers is included in the Annual Comprehensive Financial Report (ACFR) for the State of North Carolina. The State's ACFR includes the pension trust fund financial statements for the Internal Revenue Code Section 401(k) plan that includes the Supplemental Retirement Income Plan for Law Enforcement Officers. That report may be obtained by writing to the Office of the State Controller, 1410 Mail Service Center, Raleigh, North Carolina 27699-1410, or by calling (919) 981-5454.

Funding policy. Article 12E of G.S. Chapter 143 requires the Town to contribute each month an amount equal to five percent of each officer's salary, and all amounts contributed are vested immediately. Also, the law enforcement officers may make voluntary contributions to the plan.

The Town made contributions of $168,130 for the reporting year, which consisted of $117,765 from the Town and $50,365 from the law enforcement officers. No amounts were forfeited.

D. Other Employment Benefits

The Town has elected to provide death benefits to employees through the Death Benefit Plan for members of the Local Governmental Employees' Retirement System (Death Benefit Plan), a multiple-employer, state-administered, cost-sharing plan funded on a one-year term cost basis. The beneficiaries of those employees who die in active service after one year of contributing membership in the System, or who die within 180 days after retirement or termination of service and have at least one year of contributing membership service in the System at the time of death are eligible for death benefits. Lump sum death benefit payments to beneficiaries are equal to the employee's 12 highest months' salary in a row during the 24 months prior to the employee's death, minimum of $25,000 and not to exceed $50,000. All death benefit payments are made from the Death Benefit Plan. The Town has no liability beyond the payment of monthly contributions. Contributions are determined as a percentage of monthly payroll, based upon rates established annually by the state. Separate rates are set for employees not engaged in law enforcement and for law enforcement officers. Because the benefit payments are made by the Death Benefit Plan and not by the Town, the Town does not determine the number of eligible participants. The contributions to the Death Benefit Plan cannot be separated between the postemployment benefit amount and the other benefit amount. The Town considers these contributions to be immaterial.

8. Deferred Compensation Plan

The Town offers its employees a deferred compensation plan (Plan) created in accordance with Internal Revenue Code Section 401K. The plan, available to all Town employees, permits them to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death or unforeseeable emergency.

All amounts of compensation deferred under the plan and all income attributable to those amounts are immediately 100% vested to the participant. The Town contributes 5% of eligible compensation to the Plan. For the year ended June 30, 2021, contributions to the Plan consisted of $315,523 from the Town and $164,522 in voluntary contributions from employees.

9. Deferred Outflows and Inflows of Resources

Deferred inflows of resources at year end reported on the governmental funds balance sheet is comprised of the following:

	General Fund Balance Sheet
Taxes receivable, less penalties	$ 22,744
Other receivables	107,996
Special assessments receivable	2,305
Total	$ 133,045

10. Risk Management

The Town is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Town participates in two self-funded risk-financing pools administered by the North Carolina League of Municipalities. Through these pools, the Town obtains general liability and auto liability coverage of $5 million per occurrence, property coverage up to the total insurance value of the property policy, and workers' compensation coverage up to statutory limits. The pools are reinsured through commercial companies for single occurrence claims against general liability, auto liability and property in excess of $500,000 and $300,000 up to statutory limits for workers' compensation. The property liability pool has an aggregate limit for the total property losses in a single year, with the reinsurance limit based upon a percentage of the total insurance values. Due to a study by the Town of Southern Pines' management, flood insurance was obtained on appropriate property as so designated in those areas by our insurance carrier.

In accordance with G.S. 159-29, the Town's employees that have access to $100 or more at any given time of the Town's funds are performance bonded through a commercial surety bond. The finance officer is individually bonded for $250,000. The remaining employees that have access to funds are bonded under a blanket bond for $50,000.

The Town carries commercial coverage for all other risks of loss as well as employee health coverage. There have been no significant reductions in insurance coverage in the prior year, and settled claims have not exceeded coverage in any of the past three fiscal years.

11. Claims and Judgments

At June 30, 2021, the Town was a defendant to various lawsuits; however, no provision was made in the financial statements for any contingent liabilities. In the opinion of management and the Town attorney, the ultimate outcome of these legal matters will not have a material adverse effect on the Town's financial position.

12. Long-Term Debt

The Town entered into direct placement installment purchase agreements October 2008, May 2013, April 2018, June 2020, February 2021, and June 2021 for the construction of a police station, implementation of an automatic meter reading system, construction of a fire station, the purchase of a fire tanker truck, the Annex remodel and the purchase of the Whitehall land tract. These assets are pledged as collateral for the debt. Liquidations of compensated absences and total pension liabilities for governmental activities occur within the General Fund.

Long-term debt obligations of the Town at June 30, 2021, consisted of the following:

	Serviced by	
	Governmental Activities	Business-Type Activities
Police station; $6,500,000; issued 2008; due semiannually to 2024; interest at 3.73%; collateralized by police station	$ 1,083,333	$ -
Fire substation; issued 2018; due semiannually to 2033; interest at 2.06%; collateralized by fire substation	4,182,520	-

	Serviced by	
	Governmental Activities	**Business-Type Activities**
Automatic meter readers; $1,600,000; issued 2013; due semiannually to 2023; interest at 1.85%; collateralized by equipment	$ -	$ 343,994
Fire tanker; issued 2020; due semiannually to 2025; interest at 1.91%; collateralized by fire tanker truck	524,895	-
Annex remodel; $1,250,000; issued 2021; due semiannually to 2036; interest at 1.91%; collateralized by the Annex	1,250,000	-
Whitehall land track; $900,000; issued 2021; due semiannually to 2024; interest at 1.91%; collateralized by land track	900,000	-
Net pension liability (LGERS)	4,465,551	469,350
Total pension liability (LEO)	2,467,605	-
Compensated absences	602,349	47,249
Total long-term debt	15,476,253	860,593
Less current portion	(1,682,811)	(201,192)
	$ 13,793,442	$ 659,401

At June 30, 2021, the Town of Southern Pines had a legal debt margin of $216,032,742.

The following is a summary of changes in the Town's long-term obligations for the fiscal year ended June 30, 2021:

	Balance July 1, 2020	**Increases**	**Decreases**	**Balance June 30, 2021**	**Current Portion of Balance**
Governmental activities:					
Direct placement installment purchases:					
Police station	$ 1,516,667	$ -	$ 433,334	**$ 1,083,333**	**$ 433,333**
Fire substation	4,531,064	-	348,544	**4,182,520**	**348,543**
Fire engine	650,000	-	125,105	**524,895**	**127,506**
Annex Remodel	-	1,250,000	-	**1,250,000**	**83,333**
Whitehall Land Tract	-	900,000	-	**900,000**	**300,000**
Compensated absences	657,232	332,759	387,642	**602,349**	**355,271**
Net pension liability (LGERS)	3,251,122	1,214,429	-	**4,465,551**	**-**
Total pension liability (LEO)	1,605,268	862,337	-	**2,467,605**	**34,825**
	$ 12,211,353	$ 4,559,525	$ 1,294,625	**$ 15,476,253**	**$ 1,682,811**
Business-type activities:					
Direct placement installment purchases:					
Raw water reservoir	$ 204,425	$ -	$ 204,425	$ -	$ -
Automatic meter readers	511,300	-	167,306	343,994	170,413
Compensated absences	43,746	31,670	28,167	47,249	30,779
Net pension liability (LGERS)	329,663	139,687	-	469,350	-
	$ 1,089,134	$ 171,357	$ 399,898	$ 860,593	$ 201,192

Compensated absences typically have been liquidated in the general fund. The net pension liability for governmental activities is expected to be liquidated in the general fund.

The following table summarizes the annual requirements to amortize all long-term debt outstanding excluding vacation pay and the total pension liability (LEO).

	Installment Purchases	
	Principal	Interest
Governmental activities:		
2022	$ 1,292,716	$ 229,812
2023	1,295,163	191,496
2024	1,080,990	153,134
2025	566,866	128,295
2026	431,877	112,463
2027 to 2036	3,273,136	406,531
	$ 7,940,748	$ 1,221,732
Business-type activities:		
2022	$ 170,413	$ 5,579
2023	173,581	2,412
	$ 343,994	$ 7,991

Interfund balances and activity

Transfers to/from other funds at June 30, 2021, consist of the following:

Governmental:	
From the General Fund to the Parking Lot Capital Project Fund for capital project expenditures	$ 45,000
From the General Fund to the Sidewalk Construction II Capital Project Fund for capital project expenditures	100,000
From the General Fund to the Open Space Capital Project Fund for capital project expenditures	519,262
From the General Fund to the EIDMS Capital Project Fund for capital project expenditures	45,874
From the General Fund to the Streambank Stabilization Capital Project Fund for capital project expenditures	75,000
From the General Fund to the Building Renovation Capital Project Fund for capital project expenditures	100,000
Total governmental	885,136
Business-type:	
From the Water and Sewer Fund to the Water Treatment Plant Modernization Capital Projects Fund for capital project expenditures	305,900
From the Water and Sewer Fund to the Sanitary Sewer Modernization Capital Projects Fund for capital project expenditures	750,000

From the Water and Sewer Fund to the Lift Station Upgrades Capital Projects Fund for capital project expenditures	$	530,000
From the Water and Sewer Fund to the Water and Sewer Capital Projects Fund for capital project expenditures		250,000
Total business-type		1,835,900
Total transfers	$	2,721,036

13. Leasing Activities

The Town leases space on several of its water towers unrelated parties for cellular antennas, under operating lease agreements. These leases were initially entered into on August 22, 1999, October 12, 2017 and January 24, 2011, respectively. The leases initiated on August 22,1999 have been extended until October 1, 2024, with the option to renew until October 1, 2029. The October 12, 2017 lease automatically renews for an additional 5 years on October 13, 2022. The January 24, 2011 lease was amended on January 24, 2021 and now expires on January 23, 2031.

The Town leases space in two of its fire stations to the County of Moore under operating lease agreements. These leases were entered into on July 1, 2019 and 2020, respectively. The leases extend through July 30, 2044, and June 30, 2028, respectively. The buildings are recorded as capital assets and have a cost of $6,874,561, accumulated depreciation of $747,476, and a carrying value of $6,127,085. The lessees occupy bay space for one EMS transport unit, and office and day room space in each of the respective fire stations.

Minimum guaranteed income on all Town non-cancelable operating leases is as follows:

Year Ending June 30,		
2022	$	222,565
2023		227,372
2024		231,971
2025		143,529
2026		114,841
2027 - 2031		385,835
2032 - 2036		161,520
2037 - 2041		125,712
2042 - 2044		43,200
	$	1,656,545

14. Fund Balance

The following schedule provides management and citizens with information on the portion of General Fund balance that is available for appropriation:

Total fund balance - General Fund	$	13,460,136
Less:		
Inventories		37,820
Prepaid items		121,930
Stabilization by State Statute		2,045,909
Appropriated fund balance in 2021 budget		2,834,047
Fund balance policy		5,493,951
Remaining fund balance	$	2,926,479

The Town has an informal fund balance policy for the general fund which instructs management to conduct the business of the Town in such a manner that available fund balance is at least equal to or greater than 25% of budgeted expenditures. Any portion of the general fund balance in excess of 25% of budgeted expenditures may be appropriated.

15. Related Organization

The five-member board of the Town of Southern Pines Housing Authority is appointed by the mayor of the Town of Southern Pines. The Town is accountable for the Housing Authority because it appoints the governing board; however, the Town is not financially accountable for the Housing Authority. The Town of Southern Pines is also disclosed as a related organization in the notes to the financial statements for the Town of Southern Pines Housing Authority.

16. Summary Disclosure of Significant Contingencies and Uncertainties

Federal and state-assisted programs

The Town has received proceeds from several federal and state grants. Periodic audits of these grants are required and certain costs may be questioned as not being appropriate expenditures under the grant agreements. Such audits could result in the refund of grant monies to the grantor agencies. Management believes that any required refunds will be immaterial. No provision has been made in the accompanying financial statements for the refund of grant moneys.

COVID-19

In March 2020, the World Health Organization declared the outbreak of a novel strain of the coronavirus ("COVID-19") to be a pandemic. The COVID-19 pandemic is having widespread, rapidly evolving, and unpredictable impacts on global society, economies, and business practices. Federal and state governments have implemented measures in an effort to contain the virus, including social distancing, travel restrictions, border closures, limitations on public gatherings, work from home, supply chain logistical changes, and closure of non-essential businesses. The COVID-19 pandemic has impacted and may continue to impact the Town, including employees, partners, and communities, and there is substantial uncertainty in the nature and degree of its continued effects over time. The financial statements do not reflect any adjustments as a result of the subsequent increase in economic uncertainty.

Required Supplemental Financial Data

This section contains additional information required by generally accepted accounting principles:

- Schedule of Employer Contributions for the Local Government Employees' Retirement System
- Schedule of Proportionate Share of Net Pension Liability (Asset) for the Local Government Employees' Retirement System
- Schedule of Changes in Total Pension Liability for the Law Enforcement Officers' Special Separation Allowance
- Schedule of Total Pension Liability as a Percentage of Covered Payroll for the Law Enforcement Officers' Special Separation Allowance

Town of Southern Pines, North Carolina
Local Government Employees' Retirement System
Required Supplementary Information
Schedule of Employer Contributions
Last Eight Fiscal Years

Schedule 1

	2021	2020	2019	2018	2017	2016	2015	2014
Contractually required contribution	**$ 951,231**	$ 849,091	$ 671,376	$ 616,826	$ 603,339	$ 520,306	$ 525,694	$ 499,274
Contributions in relation to the contractually required contribution	**951,231**	849,091	671,376	616,826	603,339	520,306	525,694	499,274
Contribution deficiency (excess)	**$ -**	$ -	$ -	$ -	$ -	$ -	$ -	$ -
The Town's covered payroll	**$ 9,178,016**	$ 9,129,740	$ 8,377,732	$ 7,959,271	$ 8,052,947	$ 7,568,729	$ 7,347,598	$ 7,012,498
Contributions as a percentage of covered payroll	**10.36%**	9.30%	8.01%	7.75%	7.49%	6.87%	7.15%	7.12%

Town of Southern Pines, North Carolina **Schedule 2**
Local Government Employees' Retirement System
Required Supplementary Information
Schedule of Proportionate Share of Net Pension Liability (Asset)
Last Eight Fiscal Years

	2021	2020	2019	2018	2017	2016	2015	2014
The Town's proportion of the net pension liability (asset) (%)	**0.1381%**	0.1311%	0.1333%	0.1311%	0.1408%	0.1438%	-0.1420%	0.1323%
The Town's proportion of the net pension liability (asset) ($)	**$ 4,934,901**	$ 3,580,785	$ 3,161,858	$ 2,003,303	$ 2,988,884	$ 645,500	$ (837,439)	$ 1,594,723
The Town's covered-employee payroll	**9,129,740**	8,377,732	7,959,271	8,052,947	7,568,729	7,347,598	7,012,498	6,605,219
The Town's proportionate share of the net pension (asset) as a percentage of its covered-payroll	**54.05%**	42.74%	39.73%	24.88%	39.49%	8.79%	-11.94%	24.14%
Plan fiduciary net position as a percentage of the total pension liability**	**88.61%**	90.86%	91.63%	94.18%	91.47%	98.09%	102.64%	94.35%

**The amounts presented for each fiscal year were determined as of the prior fiscal year ending June 30.*

Town of Southern Pines, North Carolina **Schedule 3**
Law Enforcement Officers' Special Separation Allowance
Required Supplementary Information
Schedule of Changes in Total Pension Liability
Last Five Fiscal Years

	2021	2020	2019	2018	2017
Beginning balance	**$ 1,605,268**	$ 1,496,954	$ 1,462,694	$ 1,300,931	$ 1,270,092
Service cost	**78,766**	70,343	71,978	60,240	64,204
Interest on the total pension liability	**51,724**	53,581	45,267	49,285	44,634
Differences between expected and actual experience in the measurement of the total pension liability	**90,479**	(21,274)	46,723	2,915	-
Changes of assumptions or other inputs	**678,662**	55,558	(69,333)	97,533	(38,313)
Benefit payments	**(37,294)**	(49,894)	(60,375)	(48,210)	(39,686)
Ending balance of the total pension liability	**$ 2,467,605**	$ 1,605,268	$ 1,496,954	$ 1,462,694	$ 1,300,931

The amounts presented for each fiscal year were determined as of the prior fiscal year ended December 31.

Town of Southern Pines, North Carolina **Schedule 4**
Law Enforcement Officers' Special Separation Allowance
Required Supplementary Information
Schedule of Total Pension Liability as a Percentage of Covered Employee Payroll
Last Five Fiscal Years

	2021	2020	2019	2018	2017
Total pension liability	**$ 2,467,605**	$ 1,605,268	$ 1,496,954	$ 1,462,694	$ 1,300,931
Covered employee payroll	**2,475,156**	2,351,666	2,197,919	2,120,993	2,119,195
Total pension liability as a percentage of covered employee payroll	**99.69%**	68.26%	68.11%	68.96%	61.39%

Notes to the Schedules:

The Town of Southern Pines has no assets accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement 73 to pay related benefits.

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Combining, Individual Fund and Account Groups
Financial Statements and Schedules

The General Fund

The General Fund accounts for resources traditionally associated with government that are not required legally or by sound financial management to be accounted for in other funds.

Town of Southern Pines, North Carolina **Schedule 5**
General Fund
Comparative Balance Sheets
June 30, 2021 and June 30, 2020

	2021	2020
ASSETS		
Cash and investments	**$ 12,093,408**	$ 10,213,587
Receivables, net		
Property taxes	**22,744**	14,919
Due from other governments	**1,662,165**	1,429,952
Accounts receivable	**367,227**	298,862
Accrued interest receivable	**5,113**	33,918
Sales tax receivable	**119,425**	179,787
Parking lot assessments receivable	**2,305**	2,305
Inventory	**37,820**	30,798
Prepaids	**121,930**	182,885
Restricted assets:		
Cash and investments	**193,799**	526,562
Total assets	**$ 14,625,936**	$ 12,913,575
LIABILITIES		
Current liabilities:		
Accounts payable	**$ 409,541**	$ 373,249
Accrued liabilities:		
Other	**429,415**	309,730
Security deposits	**193,799**	526,562
Total liabilities	**1,032,755**	1,209,541
DEFERRED INFLOWS OF RESOURCES		
Taxes receivable	**22,744**	14,919
Parking lot assessments	**2,305**	2,305
Other	**107,996**	99,720
Total deferred inflows of resources	**133,045**	116,944
FUND BALANCE		
Nonspendable:		
Inventory	**37,820**	30,798
Prepaids	**121,930**	182,885
Restricted:		
Stabilization by State Statute	**2,045,909**	1,842,799
Assigned:		
Subsequent year's expenditures	**2,834,047**	1,739,405
Unassigned	**8,420,430**	7,791,203
Total fund balances	**13,460,136**	11,587,090
	$ 14,625,936	$ 12,913,575

	2021			2020
	Budget	Actual	Variance Favorable (Unfavorable)	Actual
Revenues				
Ad valorem taxes:				
Current year		$ 11,201,195		$ 10,836,428
Prior years		(6,883)		(67,691)
Penalties and interest		15,195		11,946
	$ 10,877,565	11,209,507	$ 331,942	10,780,683
Other taxes and licenses:				
ABC mixed beverage		253,772		198,273
Solid waste disposal tax		10,677		10,781
Privilege licenses		3,180		2,380
Municipal vehicle tax		61,895		43,400
Lease vehicles		52,074		54,782
	285,150	381,598	96,448	309,616
Unrestricted intergovernmental revenues:				
Local option sales tax		4,665,458		3,944,553
Video programming tax		146,245		147,621
Franchise tax		1,073,629		1,061,456
Beer and wine		60,142		61,178
	4,419,000	5,945,474	1,526,474	5,214,808
Restricted intergovernmental revenues:				
State Aid - Library grant		6,159		84,703
LSTA - Library grant		1,500		
Powell Bill allocation		386,118		404,177
Recreation grants		500		-
FEMA grants		203,037		24,772
Fire safer		146,410		248,208
Police grants		2,954		5,107
Fire on-behalf payments		13,913		13,158
	788,419	760,591	(27,828)	780,125
Permits and fees:				
Building permits		123,225		95,590
Inspection fees		729,205		338,600
Fire and Police Dept. fees		43,336		39,972
Public works fees		74,401		64,036
Street department fees		48,486		36,920
	478,000	1,018,653	540,653	575,118

Town of Southern Pines, North Carolina **Schedule 6**
General Fund **(5 pages)**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Year Ended June 30, 2021
With Comparative Actual Amounts for the Year Ended June 30, 2020

	2021			2020
	Budget	Actual	Variance Favorable (Unfavorable)	Actual
Revenues				
Sales and services:				
Rents		**$ 352,308**		$ 346,751
Homeowners recovery fund		**3,240**		-
County disposal fee		**911,635**		807,159
Recreation department fees		**138,651**		152,966
Library fees		**26,000**		33,842
Reservoir park usage fees		**6,000**		6,000
	$ 1,446,658	**1,437,834**	**$ (8,824)**	1,346,718
Investment earnings	**110,250**	**29,564**	**(80,686)**	180,190
Other:				
Cemetery		**3,375**		2,250
Fire department donations		**2,500**		-
Fire district revenue		**475,122**		473,398
Court costs		**3,095**		2,681
Library donations		**4,283**		29,649
Miscellaneous		**165,893**		96,568
	715,931	**654,268**	**(61,663)**	604,546
Total revenues	**19,120,973**	**21,437,489**	**2,316,516**	19,791,804
Expenditures				
General government:				
Governing body:				
Salaries and employee benefits		**28,265**		28,268
Operating expenditures		**90,719**		88,367
Professional services		**66,000**		66,000
Membership dues		**23,611**		23,315
	234,291	**208,595**	**25,696**	205,950
Administration:				
Salaries and employee benefits		**611,250**		550,296
Operating expenditures		**93,502**		99,729
	731,012	**704,752**	**26,260**	650,025
Finance:				
Salaries and employee benefits		**469,688**		478,404
Operating expenditures		**250,530**		255,440
	765,535	**720,218**	**45,317**	733,844

	2021			2020
	Budget	Actual	Variance Favorable (Unfavorable)	Actual
Information technology:				
Salaries and employee benefits		$ 373,612		$ 319,078
Contract Services		359,870		472,615
Operating expenditures		236,970		252,235
Capital outlay		45,111		67,590
	$ 1,195,279	1,015,563	$ 179,716	1,111,518
Administrative chargeback	(1,141,360)	(1,141,360)	-	(1,050,334)
Public works:				
Salaries and employee benefits		329,458		411,079
Operating expenditures		31,726		48,748
Contract services		2,047,670		1,884,315
	2,515,200	2,408,854	106,346	2,344,142
Building and grounds:				
Salaries and employee benefits		561,375		558,266
Vehicle maintenance		6,969		4,913
Contract Services		51,772		52,268
Operating expenditures		514,612		610,952
Capital outlay		31,485		163,527
	1,369,275	1,166,213	203,062	1,389,926
Garage:				
Salaries and employee benefits		259,409		239,754
Operating expenditures		50,122		47,888
Capital outlay		-		10,040
	331,156	309,531	21,625	297,682
Total general government	6,000,388	5,392,366	608,022	5,682,753
Public safety:				
Police				
Salaries and employee benefits		3,933,498		3,936,458
Operating expenditures		671,120		610,290
Capital outlay		323,758		93,673
	5,550,870	4,928,376	622,494	4,640,421
Fire:				
Salaries and employee benefits		2,393,392		2,293,817
Operating expenditures		457,603		454,720
Capital outlay		-		671,103
	2,903,247	2,850,995	52,252	3,419,640
Total public safety	8,454,117	7,779,371	674,746	8,060,061

	2021			2020
	Budget	Actual	Variance Favorable (Unfavorable)	Actual
Transportation:				
Street maintenance:				
Salaries and employee benefits		**$ 749,087**		$ 708,217
Operating expenditures		**365,052**		444,561
Paving		**217,884**		274,745
Contract services		**31,023**		32,870
Capital outlay		**107,656**		113,924
	$ 1,677,654	**1,470,702**	**$ 206,952**	1,574,317
Total transportation	**1,677,654**	**1,470,702**	**206,952**	1,574,317
Economic and physical development:				
Planning and development:				
Salaries and employee benefits		**757,527**		670,841
Contract services		**30,626**		5,092
Operating expenditures		**111,404**		101,015
	953,298	**899,557**	**53,741**	776,948
Total economic and physical development	**953,298**	**899,557**	**53,741**	776,948
Cultural and recreational:				
Recreation:				
Salaries and employee benefits		**837,852**		830,389
Contract services		**30,573**		68,936
Operating expenditures		**280,476**		233,728
Capital outlay		**62,094**		94,811
	1,493,767	**1,210,995**	**282,772**	1,227,864
Libraries:				
Salaries and employee benefits		**619,043**		668,408
Contract services		**41,103**		35,726
Operating expenditures		**74,145**		83,574
Books and periodicals		**122,308**		115,233
Capital outlay		**-**		98,402
	983,314	**856,599**	**126,715**	1,001,343
Total cultural and recreational	**2,477,081**	**2,067,594**	**409,487**	2,229,207

	2021			2020
	Budget	Actual	Variance Favorable (Unfavorable)	Actual
Debt service:				
Principal retirement		$ 906,983		$ 781,876
Interest		215,239		237,868
	$ 1,202,742	1,122,222	$ 80,520	1,019,744
Total debt service	1,202,742	1,122,222	80,520	1,019,744
Total expenditures	20,765,280	18,731,812	2,033,468	19,343,030
Revenues over (under) expenditures	(1,644,307)	2,705,677	4,349,984	448,774
Other financing sources (uses)				
Installment purchase obligations issued	-	-	-	650,000
Transfers to other funds:				
Capital Projects Funds	(885,136)	(885,136)	-	(710,967)
Sale of capital assets	85,000	52,505	(32,495)	77,001
Total other financing sources (uses)	(800,136)	(832,631)	(32,495)	16,034
Revenues over (under) expenditures and other financing uses	(2,444,443)	1,873,046	4,317,489	464,808
Fund balance appropriated	2,444,443	-	(2,444,443)	-
Net change in fund balance	$ -	1,873,046	$ 1,873,046	464,808
Fund balance, beginning of year, July 1		11,587,090		11,122,282
Fund balance, end of year, June 30		$ 13,460,136		$ 11,587,090

Nonmajor Governmental Funds

Capital Projects Funds are used to account for the acquisition of construction of major capital facilities other than those financed by Enterprise Funds and Fiduciary Funds.

Individual fund descriptions:

- *Nicks Creek Parkway* - accounts for funds restricted for the future construction of a road extending along Nicks Creek from NC 22 to US 15-501.
- *Open Space and Greenways* - accounts for funds used for the purchase of open space and greenways.
- *Storm Water Improvements* - accounts for funds used for the design and installation of storm water infrastructure.
- *Streambank* Stabilization - accounts for funds used for the purpose of stabilizing the erosion of the streambank behind the Fire and Police stations.
- *Enterprise Information and Document Management System (EIDMS)* - accounts for funds used for the purchase and implementation of Enterprise Resource Planning software.
- *Bike Transport* - accounts for funds used for the construction of bike lanes.
- Unpaved Street - accounts for funds used for paving existing Town streets that are currently unpaved.
- Sidewalk Construction II - accounts for funds used for the construction and improvement of various sidewalks in the Town.
- *Recreational Improvements* – accounts for funds used for the purpose of various recreational park improvements and renovations
- *Building Renovation* – accounts for funds to be used for renovation of the Public Works Annex and the Garage Facility
- *Parking Lot Project* – accounts for funds to be used for construction and renovation of parking lots owned by the Town.
- *Facility Modernization* – accounts for funds to be used for addressing immediate needs of Town owned buildings as designated by the 2019 Facility Condition Assessmen
- *General Capital Reserve* - used to account for resources accumulated for ongoing or future capital projects

Town of Southern Pines, North Carolina
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2021

Schedule 7
(4 pages)

	Capital Projects Funds			
	Nicks Creek Parkway	**Open Space and Greenways**	**Storm Water Improvements**	**Streambank Stabilization**
ASSETS				
Cash and investments	$ 75,321	$ 48,874	$ 63,701	$ 37,593
Sales tax receivable	-	-	-	-
Accrued Interest	31	20	27	16
	$ 75,352	$ 48,894	$ 63,728	$ 37,609
LIABILITIES AND FUND BALANCE				
Liabilities:				
Payables	$ -	$ -	$ -	$ -
Total liabilities	-	-	-	-
Fund balance:				
Nonspendable:				
Perpetual maintenance	-	-	-	-
Restricted:				
Stabilization by State Statute	31	20	27	16
Committed:				
Capital Projects	75,321	48,874	63,701	37,593
Total fund balance	75,352	48,894	63,728	37,609
	$ 75,352	$ 48,894	$ 63,728	$ 37,609

Town of Southern Pines, North Carolina
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2021

Schedule 7
(4 pages)

	Capital Porjects Funds			
	EIDMS	**Bike Transport**	**Unpaved Street**	**Sidewalk Construction II**
ASSETS				
Cash and investments	$ 238,153	$ 245,483	$ 22,849	$ 39,998
Sales tax receivable	-	-	-	325
Accrued Interest	99	103	10	17
	$ 238,252	$ 245,586	$ 22,859	$ 40,340
LIABILITIES AND FUND BALANCE				
Liabilities:				
Payables	$ 8,583	$ -	$ -	$ 2,179
Total liabilities	8,583	-	-	2,179
Fund balance:				
Nonspendable:				
Perpetual maintenance	-	-	-	-
Restricted:				
Stabilization by State Statute	99	103	10	342
Committed:				
Capital Projects	229,570	245,483	22,849	37,819
Total fund balance	229,669	245,586	22,859	38,161
	$ 238,252	$ 245,586	$ 22,859	$ 40,340

Town of Southern Pines, North Carolina
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2021

Schedule 7
(4 pages)

	Capital Projects Funds			
	Recreational Improvements	**Building Renovation**	**Parking Lot Project**	**Facility Modernization**
ASSETS				
Cash and investments	$ 12,060	$ 870,499	$ 84,365	$ 408,912
Sales tax receivable	-	3,011	654	1,931
Accrued Interest	5	362	35	170
	$ 12,065	$ 873,872	$ 85,054	$ 411,013
LIABILITIES AND FUND BALANCE				
Liabilities:				
Payables	$ -	$ 24,894	$ -	$ 12,835
Total liabilities	-	24,894	-	12,835
Fund balance				
Nonspendable:				
Perpetual maintenance	-	-	-	-
Restricted:				
Stabilization by State Statute	5	3,373	689	2,101
Committed:				
Capital Projects	12,060	845,605	84,365	396,077
Total fund balance	12,065	848,978	85,054	398,178
	$ 12,065	$ 873,872	$ 85,054	$ 411,013

Town of Southern Pines, North Carolina
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2021

Schedule 7
(4 pages)

	Capital Projects Funds	Permanent Fund	
	General Capital Reserve	Cemetery Perpetual Care	Non-Major Governmental Funds
ASSETS			
Cash and investments	$ 196,295	$ 92,910	$ 2,437,013
Sales tax receivable	-	-	5,921
Accrued Interest	80	38	1,013
	$ 196,375	$ 92,948	$ 2,443,947
LIABILITIES AND FUND BALANCE			
Liabilities:			
Payables	$ -	$ -	$ 48,491
Total liabilities	-	-	48,491
Fund balance			
Nonspendable:			
Perpetual maintenance	-	92,910	92,910
Restricted:			
Stabilization by State Statute	80	38	6,934
Committed:			
Capital Projects	196,295	-	2,295,612
Total fund balance	196,375	92,948	2,395,456
	$ 196,375	$ 92,948	$ 2,443,947

Town of Southern Pines, North Carolina
Combining Statement of Revenues, Expenditures and Changes in Fund Balance
Nonmajor Governmental Funds
Year Ended June 30, 2021

Schedule 8
(4 pages)

	Capital Projects Funds			
	Nicks Creek Parkway	**Open Space and Greenways**	**Storm Water Improvements**	**Streambank Stabilization**
Revenues				
Investment earnings	$ 167	$ 174	$ 155	$ 143
Sale of plots	-	-	-	-
	167	174	155	143
Expenditures				
General government	-	-	-	37,534
Cultural and recreational	-	1,669,241	-	-
Public safety	-	-	-	-
Transportation	-	-	2,267	-
	-	1,669,241	2,267	37,534
Revenues over (under) expenditures	167	(1,669,067)	(2,112)	(37,391)
Other financing sources (uses)				
Installment Purchase obligations issued	-	900,000	-	-
Transfers (to) from:				
General Fund	-	519,262	-	75,000
General Capital Reserve fund	-	245,000	-	-
	-	1,664,262	-	75,000
Net change in fund balance	167	(4,805)	(2,112)	37,609
Fund balance, beginning of year, July 1	75,185	53,699	65,840	-
Fund balance, end of year, June 30	$ 75,352	$ 48,894	$ 63,728	$ 37,609

Town of Southern Pines, North Carolina **Schedule 8**
Combining Statement of Revenues, Expenditures **(4 pages)**
and Changes in Fund Balance
Nonmajor Governmental Funds
Year Ended June 30, 2021

	Capital Projects Funds			
	EIDMS	Bike Transport	Unpaved Street	Sidewalk Construction II
Revenues				
Investment earnings	$ 480	$ 547	$ 101	$ 582
Sale of plots	-	-	-	-
	480	547	101	582
Expenditures				
General government	38,834	-	-	-
Cultural and recreational	-	-	-	-
Public safety	-	-	-	-
Transportation	-	-	-	233,488
	38,834	-	-	233,488
Revenues over (under) expenditures	(38,354)	547	101	(232,906)
Other financing sources (uses)				
Installment Purchase obligations issued	-	-	-	-
Transfers (to) from:				
General Fund	45,874	-	-	100,000
General Capital Reserve fund	-	-	-	-
	45,874	-	-	100,000
Net change in fund balance	7,520	547	101	(132,906)
Fund balance, beginning of year, July 1	222,149	245,039	22,758	171,067
Fund balance, end of year, June 30	$ 229,669	$ 245,586	$ 22,859	$ 38,161

Town of Southern Pines, North Carolina **Schedule 8**
Combining Statement of Revenues, Expenditures and Changes in Fund Balance **(4 pages)**
Nonmajor Governmental Funds
Year Ended June 30, 2021

	Capital Projects Funds			
	Recreational Improvements	**Building Renovation**	**Parking Lot Project**	**Facility Modernization**
Revenues				
Investment earnings	$ 18	$ 657	$ 301	$ 1,074
Sale of plots	-	-	-	-
	18	657	301	1,074
Expenditures				
General government	-	589,340	-	144,247
Cultural and recreational	-	-	-	-
Public safety	-	-	-	-
Transportation	-	-	125,166	-
	-	589,340	125,166	144,247
Revenues over (under) expenditures	18	(588,683)	(124,865)	(143,173)
Other financing sources (uses)				
Installment Purchase obligations issued	-	1,250,000	-	-
Transfers (to)/from:				
General fund	-	100,000	45,000	-
General Capital Reserve fund	-	87,500	-	-
	-	1,437,500	45,000	-
Net change in fund balance	18	848,817	(79,865)	(143,173)
Fund balance, beginning of year, July 1	12,047	161	164,919	541,351
Fund balance, end of year, June 30	$ 12,065	$ 848,978	$ 85,054	$ 398,178

Town of Southern Pines, North Carolina **Schedule 8**
Combining Statement of Revenues, Expenditures and Changes in Fund Balance **(4 pages)**
Nonmajor Governmental Funds
Year Ended June 30, 2021

	Capital Projects Funds	Permanent Fund	Total Nonmajor Governmental Funds
	General Capital Reserve	Cemetery Perpetual Care	
Revenues			
Investment earnings	$ 868	$ 193	$ 5,460
Sale of plots	-	8,425	8,425
	868	8,618	13,885
Expenditures			
General government	-	-	809,955
Cultural and recreational	-	-	1,669,241
Public safety	-	-	-
Transportation	-	-	360,921
	-	-	2,840,117
Revenues over (under) expenditures	868	8,618	(2,826,232)
Other financing sources (uses)			
Installment Purchase obligations issued	-	-	2,150,000
Transfers (to)/from:			
General fund	(332,500)	-	552,636
General Capital Reserve fund	-	-	332,500
	(332,500)	-	3,035,136
Net change in fund balance	(331,632)	8,618	208,904
Fund balance, beginning of year, July 1	528,007	84,330	2,186,552
Fund balance, end of year, June 30	$ 196,375	$ 92,948	$ 2,395,456

Town of Southern Pines, North Carolina **Schedule 9**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Nicks Creek Parkway)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ 15,000	$ 18,185	$ 167	$ 18,352	$ 3,352
	15,000	18,185	167	18,352	3,352
Expenditures					
Transportation:					
Construction	72,000	-	-	-	72,000
	72,000	-	-	-	72,000
Revenues over over (under) expenditures	(57,000)	18,185	167	18,352	75,352
Other financing sources					
Land exchange proceeds	57,000	57,000	-	57,000	-
	57,000	57,000	-	57,000	-
Revenues and other financing sources over expenditures	$ -	$ 75,185	167	$ 75,352	$ 75,352
Fund balance, beginning of year, July 1			75,185		
Fund balance end of year, June 30			$ 75,352		

Town of Southern Pines, North Carolina **Schedule 10**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Open Space and Greenways)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ 9,700	$ 11,954	$ 174	$ 12,128	$ 2,428
	9,700	11,954	174	12,128	2,428
Expenditures					
Cultural and recreational					
Construction	1,799,962	84,255	1,669,241	1,753,496	46,466
	1,799,962	84,255	1,669,241	1,753,496	46,466
Revenues (under) expenditures	(1,790,262)	(72,301)	(1,669,067)	(1,741,368)	48,894
Other financing sources					
Installment purchase obligations issued	900,000	-	900,000	900,000	-
Transfers from:					
General Fund	519,262	-	519,262	519,262	-
General Capital Reserve Fund	245,000	-	245,000	245,000	-
Capital Projects Fund - road construction	126,000	126,000	-	126,000	-
	1,790,262	126,000	1,664,262	1,790,262	-
Revenues and other financing sources over (under) expenditures	$ -	$ 53,699	(4,805)	$ 48,894	$ 48,894
Fund balance, beginning of year, July 1			53,699		
Fund balance, end of year, June 30			$ 48,894		

Town of Southern Pines, North Carolina **Schedule 11**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Storm Water Improvements)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ 22,500	$ 35,397	$ 155	$ 35,552	$ 13,052
	22,500	35,397	155	35,552	13,052
Expenditures					
Transportation:					
Construction	571,500	518,557	2,267	520,824	50,676
	571,500	518,557	2,267	520,824	50,676
Revenues under expenditures	(549,000)	(483,160)	(2,112)	(485,272)	63,728
Other financing sources					
Transfers from:					
Capital Projects Fund - Patrick Road	50,000	50,000	-	50,000	-
General Fund	499,000	499,000	-	499,000	-
	549,000	549,000	-	549,000	-
Revenues and other financing sources over (under) expenditures	$ -	$ 65,840	(2,112)	$ 63,728	$ 63,728
Fund balance, beginning of year, July 1			65,840		
Fund balance, end of year, June 30			$ 63,728		

Town of Southern Pines, North Carolina **Schedule 12**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Streambank Stabilization)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ -	$ 143	$ 143	$ 143
	-	-	143	143	143
Expenditures					
General government:					
Construction	75,000	-	37,534	37,534	37,466
	75,000	-	37,534	37,534	37,466
Revenues (under) expenditures	(75,000)	-	(37,391)	(37,391)	37,609
Other financing sources					
Transfers from:					
General Fund	75,000	-	75,000	75,000	-
	75,000	-	75,000	75,000	-
Revenues and other financing sources over expenditures	$ -	$ -	37,609	$ 37,609	$ 37,609
Fund balance, beginning of year, July 1			-		
Fund balance, end of year, June 30			$ 37,609		

Town of Southern Pines, North Carolina **Schedule 13**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Enterprise Information and Document Management System)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ 14,200	$ 29,641	$ 480	$ 30,121	$ 15,921
	14,200	29,641	480	30,121	15,921
Expenditures					
General government					
Enterprise Resource Planning	907,059	654,477	38,834	693,311	213,748
	907,059	654,477	38,834	693,311	213,748
Revenues under expenditures	(892,859)	(624,836)	(38,354)	(663,190)	229,669
Other financing sources (uses)					
Transfers from:					
General Fund	570,874	525,000	45,874	570,874	-
Capital Projects Fund-Police Station	240,500	240,500	-	240,500	-
Capital Projects Fund-Water and Sewer Fund	256,500	256,500	-	256,500	-
Capital Projects Fund-Patrick Road	49,985	49,985	-	49,985	-
Transfers to:					
Capital Projects Fund-Library HVAC Fund	(225,000)	(225,000)	-	(225,000)	-
	892,859	846,985	45,874	892,859	-
Revenues and other financing sources over expenditures	$ -	$ 222,149	7,520	$ 229,669	$ 229,669
Fund balance, beginning of year, July 1			222,149		
Fund balance, end of year, June 30			$ 229,669		

Town of Southern Pines, North Carolina **Schedule 14**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Bike Transport)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ 8,713	$ 547	$ 9,260	$ 9,260
	-	8,713	547	9,260	9,260
Expenditures					
Cultural and recreational:					
Construction	278,000	41,674	-	41,674	236,326
	278,000	41,674	-	41,674	236,326
Revenues over (under) expenditures	(278,000)	(32,961)	547	(32,414)	245,586
Other financing sources					
Transfers from:					
General fund	140,000	140,000	-	140,000	-
Capital Projects Fund-Patrick Road	138,000	138,000	-	138,000	-
	278,000	278,000	-	278,000	-
Revenues and other financing sources over expenditures	$ -	$ 245,039	547	$ 245,586	$ 245,586
Fund balance, beginning of year, July 1			245,039		
Fund balance, end of year, June 30			$ 245,586		

Town of Southern Pines, North Carolina **Schedule 15**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Unpaved Street)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ 11,049	$ 101	$ 11,150	$ 11,150
	-	11,049	101	11,150	11,150
Expenditures					
Transportation:					
Construction	657,500	645,791	-	645,791	11,709
	657,500	645,791	-	645,791	11,709
Revenues over (under) expenditures	(657,500)	(634,742)	101	(634,641)	22,859
Other financing sources					
Transfers from:					
General Fund	657,500	657,500	-	657,500	-
	657,500	657,500	-	657,500	-
Revenues and other financing sources over expenditures	$ -	$ 22,758	101	$ 22,859	$ 22,859
Fund balance, beginning of year, July 1			22,758		
Fund balance, end of year, June 30			$ 22,859		

Town of Southern Pines, North Carolina **Schedule 16**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Sidewalks II)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ 10,229	$ 582	$ 10,811	$ 10,811
	-	10,229	582	10,811	10,811
Expenditures					
Transportation:					
Construction	857,877	597,039	233,488	830,527	27,350
	857,877	597,039	233,488	830,527	27,350
Revenues under expenditures	(857,877)	(586,810)	(232,906)	(819,716)	38,161
Other financing sources					
Transfers from:					
General Fund	811,150	711,150	100,000	811,150	-
Capital Projects Fund - sidewalks	46,727	46,727	-	46,727	-
	857,877	757,877	100,000	857,877	-
Revenues and other financing sources over (under) expenditures	$ -	$ 171,067	(132,906)	$ 38,161	$ 38,161
Fund balance, beginning of year, July 1			171,067		
Fund balance, end of year, June 30			$ 38,161		

Town of Southern Pines, North Carolina **Schedule 17**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Recreational Improvement)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ 3,977	$ 18	$ 3,995	$ 3,995
	-	3,977	18	3,995	3,995
Expenditures					
Cultural and recreational:					
Construction	357,500	349,430	-	349,430	8,070
	357,500	349,430	-	349,430	8,070
Revenues under (over) expenditures	(357,500)	(345,453)	18	(345,435)	12,065
Other financing sources					
Transfers from:					
General Fund	357,500	357,500	-	357,500	-
	357,500	357,500	-	357,500	-
Revenues and other financing sources over expenditures	$ -	$ 12,047	18	$ 12,065	$ 12,065
Fund balance, beginning of year, July 1			12,047		
Fund balance, end of year, June 30			$ 12,065		

Town of Southern Pines, North Carolina **Schedule 18**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Building Renovation)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ 1,100	$ 24	$ 657	$ 681	$ (419)
	1,100	24	657	681	(419)
Expenditures					
General government:					
Construction	1,451,600	12,863	589,340	602,203	849,397
	1,451,600	12,863	589,340	602,203	849,397
Revenues under expenditures	(1,450,500)	(12,839)	(588,683)	(601,522)	848,978
Other financing sources					
Installment purchase obligations issued	1,250,000	-	1,250,000	1,250,000	-
Transfers from:					
General Fund	113,000	13,000	100,000	113,000	-
Capital Reserver Fund	87,500	-	87,500	87,500	-
	1,450,500	13,000	1,437,500	1,450,500	-
Revenues and other financing sources over expenditures	$ -	$ 161	848,817	$ 848,978	$ 848,978
Fund balance, beginning of year, July 1			161		
Fund balance, end of year, June 30			$ 848,978		

Town of Southern Pines, North Carolina **Schedule 19**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Parking Lot Project)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ 6,840	$ 301	$ 7,141	$ 7,141
	-	6,840	301	7,141	7,141
Expenditures					
Transportation:					
Construction	288,000	84,921	125,166	210,087	77,913
	288,000	84,921	125,166	210,087	77,913
Revenues under expenditures	(288,000)	(78,081)	(124,865)	(202,946)	85,054
Other financing sources					
Transfers from:					
General Fund	288,000	243,000	45,000	288,000	-
	288,000	243,000	45,000	288,000	-
Revenues and other financing sources over (under) expenditures	$ -	$ 164,919	(79,865)	$ 85,054	$ 85,054
Fund balance, beginning of year, July 1			164,919		
Fund balance, end of year, June 30			$ 85,054		

Town of Southern Pines, North Carolina **Schedule 20**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (Facility Modernization)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ 9,707	$ 1,074	$ 10,781	$ 10,781
	-	9,707	1,074	10,781	10,781
Expenditures					
General government:					
Construction	718,901	187,257	144,247	331,504	387,397
	718,901	187,257	144,247	331,504	387,397
Revenues under expenditures	(718,901)	(177,550)	(143,173)	(320,723)	398,178
Other financing sources					
Transfers from:					
General Fund	416,567	416,567	-	416,567	-
Water Sewer Fund	302,334	302,334	-	302,334	-
	718,901	718,901	-	718,901	-
Revenues and other financing sources over (under) expenditures	$ -	$ 541,351	(143,173)	$ 398,178	$ 398,178
Fund balance, beginning of year, July 1			541,351		
Fund balance, end of year, June 30			$ 398,178		

Town of Southern Pines, North Carolina **Schedule 21**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual
Capital Projects Fund (General Capital Reserve)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ 7,417	$ 868	$ 8,285	$ 8,285
	-	7,417	868	8,285	8,285
Revenues over expenditures	-	7,417	868	8,285	8,285
Other financing sources (uses)					
Transfers from:					
General Fund	112,500	112,500	-	112,500	-
Capital Projects Fund - Public Safety	3,697	3,696	-	3,696	(1)
Library HVAC	161	161	-	161	-
CDBG TYR Tactical	620	620	-	620	-
Fiber Optics	2,120	2,120	-	2,120	-
Patrick Road	80,773	80,773	-	80,773	-
Capital Projects Fund - Road Construction	27,590	27,589	-	27,589	(1)
Capital Projects Fund - Fire Department Substation	273,642	273,642	-	273,642	-
Capital Projects Fund - Pool Park	12,740	12,740	-	12,740	-
Capital Projects Fund - Downtown Park	6,748	6,749	-	6,749	1
Transfers to:					
Capital Project Funds	(520,591)	-	(332,500)	(332,500)	188,091
	-	520,590	(332,500)	188,090	188,090
Revenues and other financing sources over (under) expenditures	$ -	$ 528,007	(331,632)	$ 196,375	$ 196,375
Fund balance, beginning of year, July 1			528,007		
Fund balance, end of year, June 30			$ 196,375		

Permanent Fund

Permanent Funds are used to report resources that are legally restricted to the extent that only earnings, and not principal, may be used for purposes that support the reporting government's programs.

Individual fund description:

- *Cemetery Perpetual Care Fund* - accounts for the perpetual care of the municipal cemetery. The income from the fund is restricted for the purpose of beautifying and maintaining the cemetery.

Town of Southern Pines, North Carolina **Schedule 22**
Schedule of Revenues, Expenses and Changes in Fund Balance
Permanent Fund (Cemetery Perpetual Care Fund)
Year Ended June 30, 2021
With Comparative Actual Amounts for Year Ended June 30, 2020

	2021			2020
	Budget	Actual	Variance Favorable (Unfavorable)	Actual
Revenues				
Investment earnings	**$ 14,500**	**$ 193**	**$ (14,307)**	$ 1,144
Sale of plots	**70,000**	**8,425**	**(61,575)**	5,250
Total revenues	**84,500**	**8,618**	**(75,882)**	6,394
Expenditures				
Reserved for future expense	**84,500**	**-**	**84,500**	-
Revenues over expenditures	**$ -**	**8,618**	**$ 8,618**	6,394
Fund balance, beginning of year, July 1		**84,330**		77,936
Fund balance, end of year, June 30		**$ 92,948**		$ 84,330

Enterprise Fund

Enterprise funds account for operations that are financed and operated in a manner similar to private business enterprises - where the intent of the governing body is that the costs of providing goods and services to the general public on a continuing basis be financed or recovered primarily through user charges; ow where the governing body has decided that periodic determination of net income is appropriate for accountability purposes.

Individual fund descriptions:

• *Water and Sewer Fund* - accounts for the Town's water and sewer operations.

Town of Southern Pines, North Carolina **Schedule 23**
Schedule of Revenues and Expenditures **(3 pages)**
Budget and Actual (Non-GAAP)
Water and Sewer Fund
Year Ended June 30, 2021
With Comparative Actual Amounts for Year Ended June 30, 2020

	2021			2020
	Budget	Actual	Variance Favorable (Unfavorable)	Actual
Revenues				
Operating revenues:				
Charges for services:				
Water sales		**$ 5,604,266**		$ 5,288,024
Sewer sales		**3,048,271**		2,855,435
Service charges		**148,897**		94,807
Miscellaneous operating revenue		**372,574**		326,329
Total operating revenues	**$ 7,987,382**	**9,174,008**	**$ 1,186,626**	8,564,595
Nonoperating revenues :				
Investment earnings		**10,496**		117,470
BAB interest rebate		**3,424**		3,377
	109,569	**13,920**	**(95,649)**	120,847
Total revenues	**8,096,951**	**9,187,928**	**1,090,977**	8,685,442
Expenditures				
Billings and collections:				
Salaries and employee benefits		**305,363**		290,443
Contracted services		**21,324**		22,426
Other departmental expenditures		**132,630**		122,622
	529,443	**459,317**	**70,126**	435,491
Water treatment:				
Contractual services		**918,770**		902,939
Utilities		**348,712**		344,474
Other departmental expenditures		**59,847**		128,321
	1,500,427	**1,327,329**	**173,098**	1,375,734
Sewage treatment:				
Contractual services	**2,250,000**	**2,143,791**	**106,209**	1,914,060
Water extensions and maintenance:				
Salaries and employee benefits		**509,544**		472,656
Contractual services		**62,507**		44,235
Supplies		**281,994**		249,799
Other departmental expenditures		**109,328**		100,808
Capital outlay		**205,950**		86,728
	1,166,340	**1,169,323**	**(2,983)**	954,226

Town of Southern Pines, North Carolina **Schedule 23**
Schedule of Revenues and Expenditures **(3 pages)**
Budget and Actual (Non-GAAP)
Water and Sewer Fund
Year Ended June 30, 2021
With Comparative Actual Amounts for Year Ended June 30, 2020

	2021			2020
	Budget	Actual	Variance Favorable (Unfavorable)	Actual
Sewer extensions and maintenance:				
Salaries and employee benefits		$ 457,605		$ 459,840
Contractual services		93,967		75,501
Supplies		90,756		56,499
Other departmental expenditures		240,670		191,082
Capital outlay		232,022		478,596
	$ 1,360,259	1,115,020	$ 245,239	1,261,518
Chargeout for administrative expenses	1,141,360	1,141,360	-	1,050,334
Total	7,947,829	7,356,140	591,689	6,991,363
Budgetary appropriations:				
Interest	12,164	12,161	3	28,886
Debt principal	409,025	371,731	37,294	562,911
	421,189	383,892	37,297	591,797
Total expenditures	8,369,018	7,740,032	628,986	7,583,160
Revenues over (under) expenditures	(272,067)	1,447,896	1,719,963	1,102,282
Other financing sources (uses)				
Transfers to:				
Water and sewer improvements	(2,344,628)	(2,344,628)	-	(3,932,755)
Facilities Assessment	-	-	-	(302,334)
Sale of capital assets	26,000	78,190	52,190	21,920
	(2,318,628)	(2,266,438)	52,190	(4,213,169)
Revenues over (under) expenditures and other financing sources (uses)	(2,590,695)	(818,542)	1,772,153	(3,110,887)
Appropriated retained earnings	2,590,695	-	(2,590,695)	-
Revenues and appropriated retained earnings under expenditures and other financing sources (uses)	$ -	(818,542)	(818,542)	$ (3,110,887)

Town of Southern Pines, North Carolina
Schedule of Revenues and Expenditures
Budget and Actual (Non-GAAP)
Water and Sewer Fund
For the Year Ended June 30, 2021
With Comparative Actual Amounts for Year Ended June 30, 2020

	2021	2020
Revenues and other sources over expenditures and other uses	**$ (818,542)**	$ (3,110,887)
Reconciling items:		
Principal retirement	**371,731**	562,911
Capital outlay	**437,972**	565,324
Gain on disposal of capital assets	**78,190**	21,920
Proceeds from the sale of capital assets	**(78,190)**	(21,920)
Depreciation and amortization	**(1,643,597)**	(1,597,422)
(Increase) decrease in accrued interest payable	**(2,018)**	892
Increase in accrued compensated absences	**(3,503)**	(14,275)
Contributions to the pension plan	**90,470**	78,171
Pension expense	**(165,115)**	(141,162)
Interest earnings on water and sewer:		
Capital Projects Fund	**21,445**	82,596
Capital Reserve Funds	**712**	5,373
Water and wastewater system development fees	**1,075,233**	340,683
Developer's contributions	**3,194,972**	1,004,279
Intangible contributions	**470,768**	891,388
Transfers to water and sewer:		
Water and sewer improvements	**2,344,628**	3,932,755
	6,193,698	5,711,513
Change in net position	**$ 5,375,156**	$ 2,600,626

Water and Sewer Capital Projects Fund

Town of Southern Pines, North Carolina **Schedule 24**
Schedule of Revenues and Expenditures
Budget and Actual (Non-GAAP)
Water and Sewer Capital Projects Fund
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Actual Total to Date	Variance Favorable (Unfavorable)
Revenues					
Grant proceeds	$ 150,000	$ 150,000	$ -	$ 150,000	$ -
Investment earnings	41,600	203,049	21,445	224,494	182,894
Total revenues	191,600	353,049	21,445	374,494	182,894
Expenditures					
Warrior Woods Lift Station	1,338,151	583,681	73,226	656,907	681,244
East Morganton Road Water Line Replacement	658,268	42,474	468,279	510,753	147,515
North Pressure Water Zone	1,510,000	-	236,168	236,168	1,273,832
Water/sewer improvements II	4,884,728	3,168,951	516,307	3,685,258	1,199,470
Water Treatment Process Modernization	2,872,500	-	372,400	372,400	2,500,100
Pennsylvania/Peedee Road Waterline Replacement	1,957,800	-	37,341	37,341	1,920,459
Lift Station Upgrades	530,000	-	294,236	294,236	235,764
Midland Road Water Line Replacement	160,438	-	-	-	160,438
Total expenditures	13,911,885	3,795,106	1,997,957	5,793,063	8,118,822
Revenues under expenditures	(13,720,285)	(3,442,057)	(1,976,512)	(5,418,569)	8,301,716
Other financing sources (uses)					
Transfer to:					
Morganton road	(197,568)	(57,568)	(140,000)	(197,568)	-
Water/sewer improvements II	(36,000)		(36,000)	(36,000)	-
Water Treatment Process Modernization	(1,212,000)	(1,000,000)	(212,000)	(1,212,000)	-
Transfers from:					
Raw water reservoir	788,580	788,580	-	788,580	-
Auto meter reading	257,812	257,812	-	257,812	-
Water/sewer improvements II	1,352,000	1,000,000	352,000	1,352,000	-
Water/sewer improvements I	900,576	900,576	-	900,576	-
Morganton road	37,195	1,195	36,000	37,195	-
Economic Development	15,455	15,454	-	15,454	(1)
Wastewater system development Fees Fund	522,262	-	522,262	522,262	-
Water & Sewer Fund	11,291,973	8,947,345	2,344,628	11,291,973	-
Total other financing sources	13,720,285	10,853,394	2,866,890	13,720,284	(1)
Revenues and other financing sources over expenditures	$ -	$ 7,411,337	$ 890,378	$ 8,301,715	$ 8,301,715

Town of Southern Pines, North Carolina **Schedule 25**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual (Non-GAAP)
Water and Sewer Capital Projects Fund (Water System Development Fees Capital Reserve Fund)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ 3,949	$ 429	$ 4,378	$ 4,378
Water system development fees	502,231	338,641	769,331	1,107,972	605,741
	502,231	342,590	769,760	1,112,350	610,119
Revenues over expenditures	502,231	342,590	769,760	1,112,350	610,119
Other financing uses					
Transfers to:					
Capital Project Funds	(502,231)	-	(294,411)	(294,411)	207,820
	(502,231)	-	(294,411)	(294,411)	207,820
Revenues and other financing uses over expenditures	$ -	$ 342,590	475,349	$ 817,939	$ 817,939
Fund balance, beginning of year, July 1			342,590		
Fund balance, end of year, June 30			$ 817,939		

Town of Southern Pines, North Carolina **Schedule 26**
Schedule of Revenues, Expenditures and Changes in Fund Balance
Budget and Actual (Non-GAAP)
Water and Sewer Capital Projects Fund (Wastewater System Development Fees Capital Reserve Fund)
From Inception and for the Year Ended June 30, 2021

	Project Authorization	Actual Prior Years	Actual Current Year	Total to Date	Variance Favorable (Unfavorable)
Revenues					
Investment earnings	$ -	$ 3,020	$ 283	$ 3,303	$ 3,303
Water system development fees	388,692	267,322	305,902	573,224	184,532
	388,692	270,342	306,185	576,527	187,835
Revenues over expenditures	388,692	270,342	306,185	576,527	187,835
Other financing uses					
Transfers to:					
Capital Project Funds	(388,692)	-	(227,851)	(227,851)	160,841
	(388,692)	-	(227,851)	(227,851)	160,841
Revenues and other financing uses over expenditures	$ -	$ 270,342	78,334	$ 348,676	$ 348,676
Fund balance, beginning of year, July 1			270,342		
Fund balance, end of year, June 30			$ 348,676		

Capital Assets of Governmental Funds

Capital assets of governmental funds all properties of the Town which are not accounted for in the Enterprise Fund.

Town of Southern Pines, North Carolina
Capital Assets Used in the Operation of Governmental Funds
Schedule by Function and Activity
June 30, 2021

Schedule 27
(2 pages)

	Land	Buildings and Improvements	Other Improvements	Machinery and Equipment	Vehicles and Motorized Equipment
General government	$ 10,679,548	$ 2,403,450	$ 2,322,710	$ 652,569	$ 320,815
Public safety	1,461,767	12,983,925	985,420	152,678	5,787,066
Transportation	-	32,385	181,257	-	522,018
Economic and physical development	43,850	71,895	-	-	150,411
Cultural and recreational	1,246,612	6,355,986	2,954,175	-	325,600
Total governmental funds capital assets	$ 13,431,777	$ 21,847,641	$ 6,443,562	$ 805,247	$ 7,105,910

Note: Amounts presented above exclude accumulated depreciation.

Town of Southern Pines, North Carolina
Capital Assets Used in the Operation of Governmental Funds
Schedule by Function and Activity
June 30, 2021

Schedule 27
(2 pages)

	Furniture, Fixtures, and Other Equipment	Infrastructure	Intangible Assets	Construction and Intangibles in Progress	Total
General government	$ 358,596	$ 322,814	$ 311,825	$ 1,183,391	$ 18,555,718
Public safety	974,422	-	-	-	22,345,278
Transportation	963,948	16,481,137	-	316,377	18,497,122
Economic and physical development	-	-	-	-	266,156
Cultural and recreational	298,307	49,364	-	37,102	11,267,146
Total governmental funds capital assets	$ 2,595,273	$ 16,853,315	$ 311,825	$ 1,536,870	$ 70,931,420

Note: Amounts presented above exclude accumulated depreciation.

Town of Southern Pines, North Carolina **Schedule 28**
Capital Assets Used in the Operation of Governmental Funds
Schedule of Changes by Function and Activity
Year Ended June 30, 2021

	Balance July 1, 2020	Additions and Transfers In	Disposals and Transfers Out	Balance June 30, 2021
General government	$ 17,686,525	$ 886,551	$ (17,358)	**$ 18,555,718**
Public safety	22,142,180	323,759	(120,661)	**22,345,278**
Transportation	17,209,906	1,512,844	(225,628)	**18,497,122**
Economic and physical development	248,798	17,358	-	**266,156**
Cultural and recreational	9,580,737	3,378,634	(1,692,225)	**11,267,146**
Total governmental funds capital assets	$ 66,868,146	$ 6,119,146	$ (2,055,872)	**$ 70,931,420**

Supplemental Financial Data

This section contains additional information on property taxes and U.S.D.A.-requested data.

- Schedule of Ad Valorem Taxes Receivable
- Analysis of Current Tax Levy - Town-Wide Levy
- Schedule of Interfund Transfers

Town of Southern Pines, North Carolina
Schedule of Ad Valorem Taxes Receivable
June 30, 2021

Fiscal Year	Uncollected Balance July 1, 2020	Additions	Collections and Credits	Uncollected Balance June 30, 2021
2020 - 2021	$ -	$ 11,214,970	$ 11,187,429	$ 27,541
2019 - 2020	19,919	-	10,330	9,589
2018 - 2019	7,156	-	1,583	5,573
2017 - 2018	3,979	-	780	3,199
2016 - 2017	3,250	-	468	2,782
2015 - 2016	2,480	-	168	2,312
2014 - 2015	2,392	-	45	2,347
2013 - 2014	1,673	-	41	1,632
2012 - 2013	1,317	-	17	1,300
2011 - 2012	2,220	-	16	2,204
2010 - 2011	1,223	-	1,223	-
	$ 45,609	$ 11,214,970	$ 11,202,100	58,479
Less: allowance for uncollected taxes receivable				
General Fund				(35,735)
Ad valorem taxes receivable - net				$ 22,744

Reconciliation to revenues

Reconciling items:	
Taxes	$ 11,209,507
Penalties and interest	(15,195)
Refunds	8,764
Taxes written off	1,206
Other adjustments	(2,182)
Total collections and credits	$ 11,202,100

Town of Southern Pines, North Carolina
Analysis of Current Tax Levy
Town-Wide Levy
June 30, 2021

Schedule 30

	Town-Wide			Total Levy	
	Property Valuation	Rate	Total Levy	Property Excluding Registered Motor Vehicles	Registered Motor Vehicles
Original levy:					
Property taxed at current year's rate:	$ 2,801,741,002	$ 0.40	$ 11,199,979	$ 10,480,607	$ 719,372
Penalties	-		6,412	6,412	-
Total	2,801,741,002		11,206,391	10,487,019	719,372
Discoveries:					
Adjustments at current year's rate	5,799,460	0.40	23,136	23,136	-
Adjustments at prior year's rate	1,786,033	0.40	7,144	7,144	-
Total	2,809,326,495		11,236,671	10,517,299	719,372
Releases:					
Current year's rate	(5,357,940)	0.40	(21,701)	(21,432)	(269)
Total property valuation	$ 2,803,968,555				
Net levy			11,214,970	10,495,867	719,103
Uncollected taxes at June 30, 2021			(27,541)	(27,541)	-
Current year's taxes collected			$ 11,187,429	$ 10,468,326	$ 719,103
Current levy collection percentage			99.75%	99.74%	100.00%

Town of Southern Pines, North Carolina
Schedule of Interfund Transfers
Year Ended June 30, 2021

	Transfer from Fund		
	Major Governmental	Major Enterprise	
Transfers to Fund	**General Fund**	**Water and Sewer Fund**	**Total**
Governmental:			
General fund	$ -	$ -	$ -
Non-major funds	885,136	-	885,136
Business-type:			
Major funds	-	-	-
	$ 885,136	$ -	$ 885,136

Statistical Section

This part of the Town of Southern Pines' comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial information, note disclosures, and required supplementary information says about the government's overall financial health.

Financial Trends - These tables contain trend information to help the reader understand how the government's financial performance and well-being have changed over time.

Revenue Capacity - These tables contain information to help the reader assess the government's most significant local revenue source, the property tax.

Debt Capacity - These tables present information to help the reader assess the affordability of the government's current levels of outstanding debt and the government's ability to issue additional debt in the future.

Demographic and Economic - These tables offer demographic and economic indicators to help the reader understand the environment within which the government's financial activities take place.

Operating Information - These tables contain service and infrastructure data to help the reader understand how the information in the government's financial report relates to the services the government provides and the activities it performs.

Sources: Unless otherwise noted, the information in these tables is derived from the comprehensive annual financial reports for the relevant year.

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Financial Trends Information

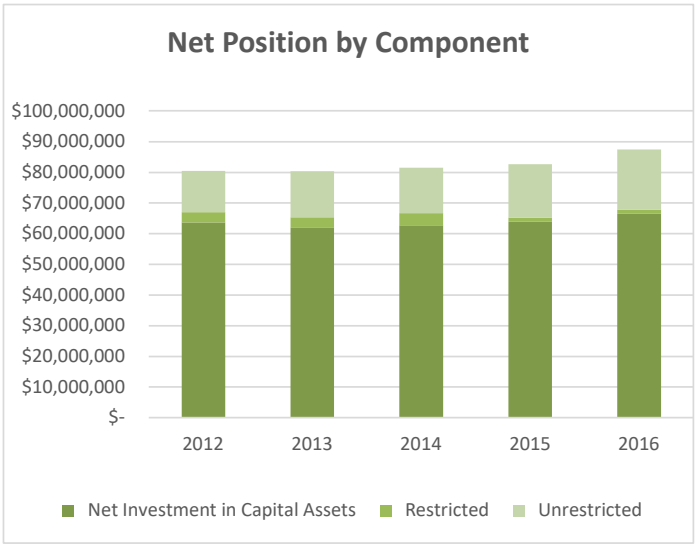
Town of Southern Pines, North Carolina
Net Position by Component
Last Ten Fiscal Years

Table 1
(2 pages)

	2012	2013	2014	2015	2016
Governmental Activities					
Net Investment in Capital Assets	$ 29,623,108	$ 29,633,485	$ 29,782,035	$ 30,965,507	$ 32,437,390
Restricted	3,267,412	3,404,237	3,907,594	1,347,656	1,411,213
Unrestricted	6,721,773	6,517,398	6,354,282	8,398,997	9,158,392
Total Governmental Activities Net Position	39,612,293	39,555,120	40,043,911	40,712,160	43,006,995
Business-type Activities					
Net Investment in Capital Assets	34,092,915	32,299,561	32,970,341	32,916,198	34,033,968
Restricted	-	-	-	-	-
Unrestricted	6,724,136	8,477,760	8,489,135	9,068,275	10,389,970
Total Business-type Activities Net Position	40,817,051	40,777,321	41,459,476	41,984,473	44,423,938
Primary Government					
Net Investment in Capital Assets	63,716,023	61,933,046	62,752,376	63,881,705	66,471,358
Restricted	3,267,412	3,404,237	3,907,594	1,347,656	1,411,213
Unrestricted	13,445,909	14,995,158	14,843,417	17,467,272	19,548,362
Total primary Government Net Position	$ 80,429,344	$ 80,332,441	$ 81,503,387	$ 82,696,633	$ 87,430,933

Notes:

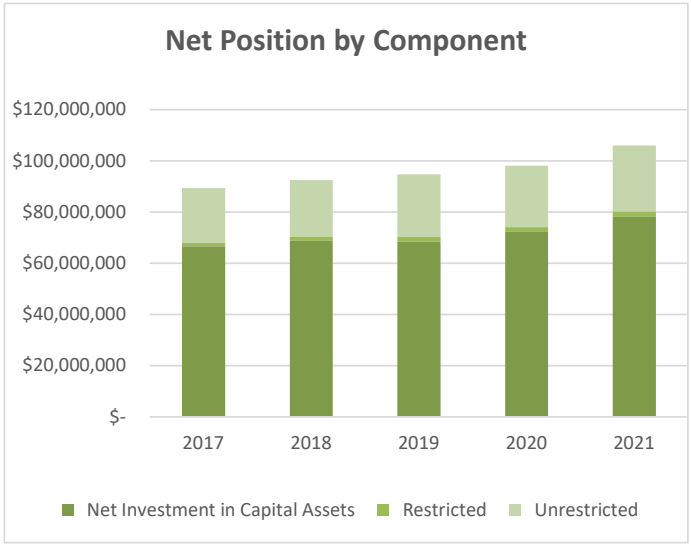
This table was prepared using the accrual basis of accounting.



Town of Southern Pines, North Carolina
Net Position by Component
Last Ten Fiscal Years

Table 1
(2 pages)

	2017	2018	2019	2020	2021
Governmental Activities					
Net Investment in Capital Assets	$ 32,711,835	$ 34,673,136	$ 34,528,937	$ 35,851,831	$ 37,075,906
Restricted	1,519,740	1,698,798	1,900,876	1,946,432	2,145,753
Unrestricted	9,024,025	8,041,802	8,872,638	8,304,508	9,382,997
Total Governmental Activities Net Position	43,255,600	44,413,736	45,302,451	46,102,771	48,604,656
Business-type Activities					
Net Investment in Capital Assets	33,991,050	34,193,906	33,892,745	36,398,750	41,129,762
Restricted	-	-	-	-	-
Unrestricted	12,130,776	13,910,881	15,587,824	15,682,445	16,326,589
Total Business-type Activities Net Position	46,121,826	48,104,787	49,480,569	52,081,195	57,456,351
Primary Government					
Net Investment in Capital Assets	66,702,885	68,867,042	68,421,682	72,250,581	78,205,668
Restricted	1,519,740	1,698,798	1,900,876	1,946,432	2,145,753
Unrestricted	21,154,801	21,952,683	24,460,462	23,986,953	25,709,586
Total primary Government Net Position	$ 89,377,426	$ 92,518,523	$ 94,783,020	$ 98,183,966	$ 106,061,007



Town of Southern Pines, North Carolina
Changes in Net Position
Last Ten Fiscal Years

Table 2
(2 pages)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Expenses										
Governmental activities:										
General Government	$ 4,473,362	$ 4,561,092	$ 4,436,854	$ 4,365,033	$ 4,766,172	$ 4,980,274	$ 5,221,318	$ 5,753,113	$ 5,900,817	$ 5,696,200
Public Safety	5,478,090	5,468,061	5,670,709	5,782,880	6,235,300	6,824,645	6,995,686	7,637,434	8,659,291	8,672,459
Transportation	1,441,791	1,574,115	1,338,289	1,463,609	1,575,645	1,266,454	1,694,884	1,761,568	1,903,528	1,390,519
Economic and Physical Development	722,591	690,132	649,207	653,371	701,189	563,367	604,385	657,709	834,642	953,077
Cultural and Recreation	1,542,961	1,583,940	1,543,440	1,533,579	1,583,781	1,754,646	1,824,003	1,887,163	2,521,679	2,985,385
Interest on Long Term Debt	199,536	183,766	165,401	153,216	135,625	116,880	129,304	261,591	233,606	209,377
Total Governmental Activities Expense	13,858,331	14,061,106	13,803,900	13,951,688	14,997,712	15,506,266	16,469,580	17,958,578	20,053,563	19,907,017
Total Business-Type Activity - Water and Sewer	6,390,539	6,461,289	6,747,867	6,969,806	7,083,980	7,340,631	7,483,404	8,246,671	8,128,721	8,654,093
Total primary government expenses	$ 20,248,870	$ 20,522,395	$ 20,551,767	$ 20,921,494	$ 22,081,692	$ 22,846,897	$ 23,952,984	$ 26,205,249	$ 28,182,284	$ 28,561,110
Program revenues										
Governmental activities:										
Charges for Services										
General Governmental	$ 853,392	$ 865,514	$ 797,893	$ 853,155	$ 947,169	$ 918,206	$ 947,971	$ 1,055,204	$ 1,220,196	$ 1,341,719
Public Safety	507,750	522,653	502,252	501,768	581,747	596,230	576,534	618,001	516,051	521,553
Transportation	24,493	27,628	31,815	36,146	53,711	35,677	45,234	43,690	36,920	48,486
Economic and Physical Development	292,230	351,236	324,378	403,127	372,607	412,257	409,385	384,840	438,650	863,109
Cultural and Recreation	246,731	230,503	245,508	259,213	266,735	242,589	258,979	261,607	192,808	170,651
Cemetery	3,475	1,750	2,675	3,149	5,375	3,025	2,750	3,950	5,250	8,425
Operating Grants and Contributions										
General Governmental	49,114	42,953	50,933	50,577	48,093	89,744	1,927	176,379	26,234	206,458
Public Safety	335,492	20,382	10,759	20,331	8,147	11,518	18,801	157,580	273,973	170,752
Transportation	373,770	384,761	390,633	490,905	404,887	402,027	405,234	403,744	404,177	386,118
Cultural and Recreation	10,857	10,780	11,625	11,770	34,722	8,499	17,848	8,013	114,352	12,442
Capital Grants and Contributions										
General Governmental	367,474	-	-	-	-	870	-	-	675,854	888,156
Public Safety	-	-	-	-	-	-	-	-	-	-
Economic and Physical Development	-	-	-	-	-	-	-	-	-	-
Transportation	-	-	82,049	33,749	220,763	107,158	50,757	-	-	-
Cultural and Recreation	-	-	-	-	925,061	-	-	-	-	-
Total Governmental Activities Program Revenues	3,064,778	2,458,160	2,450,520	2,663,890	3,869,017	2,827,800	2,735,420	3,113,008	3,904,465	4,617,869
Business-type Activity - Water and Sewer										
Charges for Services	6,132,490	6,334,083	7,032,234	7,091,574	7,504,763	7,769,844	8,091,669	8,221,653	8,564,595	9,174,008
Capital Grants and Contributions	524,399	114,981	325,909	261,567	1,524,481	282,380	534,515	332,569	1,895,667	3,665,740
Total Business Activity Program Revenues	6,656,889	6,449,064	7,358,143	7,353,141	9,029,244	8,052,224	8,626,184	8,554,222	10,460,262	12,839,748
Total primary government program revenues	$ 9,721,667	$ 8,907,224	$ 9,808,663	$ 10,017,031	$ 12,898,261	$ 10,880,024	$ 11,361,604	$ 11,667,230	$ 14,364,727	$ 17,457,617
Net Revenue (Expense)										
Governmental activities	$ (10,793,553)	$ (11,602,946)	$ (11,353,380)	$ (11,287,798)	$ (11,128,695)	$ (12,678,466)	$ (13,734,160)	$ (14,845,570)	$ (16,149,098)	$ (15,289,148)
Business-type activity	266,350	(12,225)	610,276	383,335	1,945,264	711,593	1,142,780	307,551	2,331,541	4,185,655
Total primary government net expense	$ (10,527,203)	$ (11,615,171)	$ (10,743,104)	$ (10,904,463)	$ (9,183,431)	$ (11,966,873)	$ (12,591,380)	$ (14,538,019)	$ (13,817,557)	$ (11,103,493)

Town of Southern Pines, North Carolina
Changes in Net Position
Last Ten Fiscal Years

Table 2
(2 pages)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
General Revenues and Other Changes in Net Position										
Governmental activities:										
Ad Valorem Taxes	$ 7,492,189	$ 7,686,625	$ 7,867,525	$ 8,415,626	$ 8,572,570	$ 8,852,999	$ 9,656,725	$ 9,982,178	$ 10,782,975	$ 11,218,204
Alcoholic Beverage Tax	102,767	126,165	130,144	120,790	143,195	156,789	178,188	196,226	198,273	253,772
Franchise Taxes	724,017	705,527	748,619	988,840	1,112,213	1,086,585	1,055,286	1,110,853	1,061,456	1,073,629
Unrestricted Intergovernmental	2,838,253	2,944,945	2,956,816	3,257,298	3,386,423	3,640,353	3,729,381	3,987,169	4,201,137	4,936,349
Investment Earnings	40,750	27,625	22,239	20,661	38,091	65,948	159,478	312,484	227,148	35,024
Miscellaneous Revenue	102,699	90,090	99,493	94,977	106,949	133,359	155,103	138,493	149,534	221,669
Gain (Loss) on Disposal/Transfer of Capital Assets	11,445	(35,204)	17,335	47,607	64,089	16,814	(41,865)	5,133	26,561	52,505
Transfers	-	-	-	-	-	-	-	1,749	302,334	-
Total Governmental Activities	11,312,120	11,545,773	11,842,171	12,945,799	13,423,530	13,952,847	14,892,296	15,734,285	16,949,418	17,791,152
Business Type Activity										
Investment Earnings	87,363	50,237	43,666	26,254	62,699	68,242	138,711	245,011	208,816	36,077
Miscellaneous Revenue	5,901	8,216	-	172,376	414,304	904,086	701,470	419,695	340,683	1,075,223
Gain (Loss) on Disposal/Transfer of Capital Assets	-	-	-	-	17,198	13,967	-	405,274	21,920	78,190
Transfers	-	-	-	-	-	-	-	(1,749)	(302,334)	-
Total Business Type Activity	93,264	58,453	43,666	198,630	494,201	986,295	840,181	1,068,231	269,085	1,189,490
Total primary government general revenues and other changes in net position	$ 11,405,384	$ 11,604,226	$ 11,885,837	$ 13,144,429	$ 13,917,731	$ 14,939,142	$ 15,732,477	$ 16,802,516	$ 17,218,503	$ 18,980,642
Change in Net Position										
Governmental Activities	$ (290,826)	$ 192,393	$ 554,373	$ 1,817,104	$ 745,064	$ 218,687	$ 46,726	$ (414,813)	$ 800,320	$ 2,501,885
Business-type Activity	81,039	668,729	427,001	2,143,894	1,205,794	2,129,075	1,147,732	3,399,772	2,600,626	5,375,156
Total primary government change in net position	$ (209,787)	$ 861,122	$ 981,374	$ 3,960,998	$ 1,950,858	$ 2,347,762	$ 1,194,458	$ 2,984,959	$ 3,400,946	$ 7,877,041

Note:

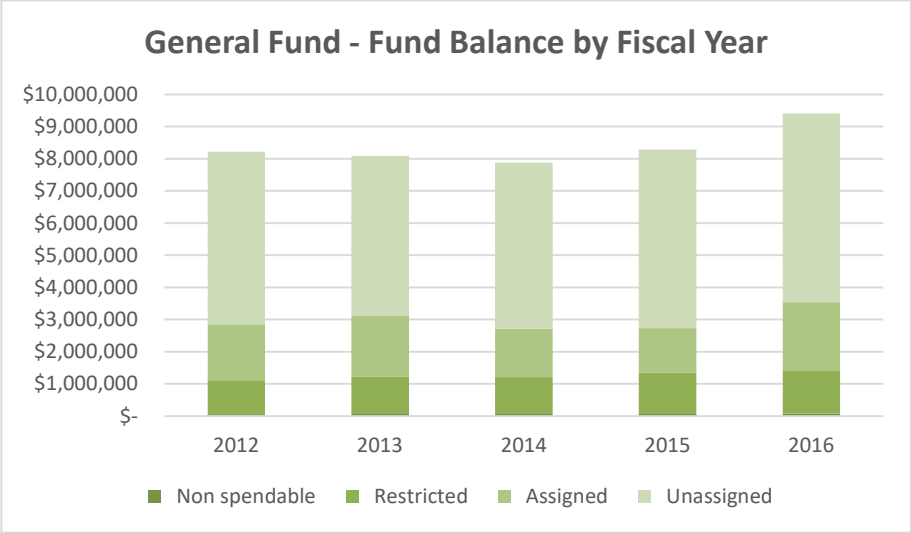
This table was prepared using the accrual basis of accounting.

Town of Southern Pines, North Carolina
Fund Balances, Governmental Funds [1]
Last Ten Fiscal Years

Table 3
(2 pages)

	2012	2013	2014	2015	2016
General Fund					
Non spendable	$ 62,019	$ 83,967	$ 88,196	$ 87,292	$ 79,715
Restricted	1,052,932	1,152,374	1,125,069	1,267,145	1,325,436
Assigned	1,736,481	1,879,328	1,496,849	1,374,933	2,136,517
Unassigned	5,361,325	4,974,592	5,168,432	5,552,329	5,863,955
Total General Fund	$ 8,212,757	$ 8,090,261	$ 7,878,546	$ 8,281,699	$ 9,405,623
All Other Governmental Funds					
Non spendable	$ 52,286	$ 54,189	$ 56,971	$ 60,237	$ 65,779
Restricted	7,274	7,393	6,008	20,274	19,998
Committed	2,154,920	2,190,281	2,719,546	2,500,431	2,135,417
Total All Other Governmental Funds	$ 2,214,480	$ 2,251,863	$ 2,782,525	$ 2,580,942	$ 2,221,194

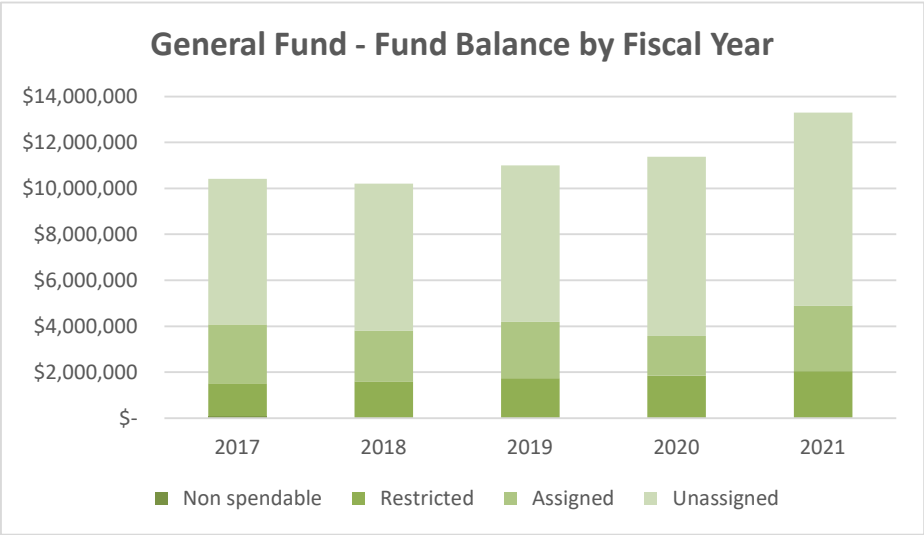
[1] This table was prepared using the modified accrual basis of accounting.



Town of Southern Pines, North Carolina
Fund Balances, Governmental Funds
Last Ten Fiscal Years

Table 3
(2 pages)

	2017	2018	2019	2020	2021
General Fund					
Non spendable	$ 112,223	$ 123,013	$ 127,652	$ 213,683	$ 159,750
Restricted	1,435,608	1,591,977	1,738,805	1,842,799	2,045,909
Assigned	2,567,470	2,214,994	2,448,943	1,739,405	2,834,047
Unassigned	6,330,949	6,398,820	6,806,882	7,791,203	8,420,430
Total General Fund	$ 10,446,250	$ 10,328,804	$ 11,122,282	$ 11,587,090	$ 13,460,136
All Other Governmental Funds					
Non spendable	$ 69,115	$ 72,534	$ 77,603	$ 84,062	$ 92,910
Restricted	15,017	34,287	84,468	19,571	6,934
Committed	2,366,822	6,621,772	2,522,442	2,082,919	2,295,612
Total All Other Governmental Funds	$ 2,450,954	$ 6,728,593	$ 2,684,513	$ 2,186,552	$ 2,395,456



Town of Southern Pines, North Carolina
Changes in Fund Balances,
Governmental Funds
Last Ten Fiscal Years

Table 4
(2 pages)

	2012	2013	2014	2015	2016
Revenues					
Ad Valorem Taxes	$ 7,492,635	$ 7,691,550	$ 7,887,032	$ 8,428,787	$ 8,563,591
Other Taxes and Licenses	382,156	248,555	218,351	230,577	191,005
Unrestricted Intergovernmental	3,342,941	3,593,381	3,654,511	4,228,255	4,728,619
Restricted Intergovernmental	686,179	413,121	412,577	417,431	415,756
Permits and Fees	303,210	411,271	371,559	469,075	549,713
Sales and Services	1,102,639	1,091,706	1,042,411	1,094,102	1,164,811
Investment Earnings	40,750	27,625	22,239	20,661	38,091
Grant Proceeds	-	-	-	-	-
Developers Contributions	-	-	-	90,000	-
Other	652,850	633,914	595,846	632,340	655,970
Total revenues	14,003,360	14,111,123	14,204,526	15,611,228	16,307,556
Expenditures					
Current:					
General Government	4,318,764	4,545,938	4,405,761	4,606,968	4,783,099
Public Safety	5,797,096	5,189,227	5,431,602	6,761,146	5,973,433
Transportation	1,215,914	1,410,762	1,094,682	1,576,703	1,660,533
Economic and Physical Development	718,211	692,954	695,612	663,143	697,899
Cultural and Recreational	1,407,251	1,588,302	1,505,032	1,725,896	1,793,900
Debt Service:					
Principal	506,967	582,228	584,425	625,361	666,541
Interest	201,308	186,825	168,465	153,941	139,174
Capital Outlay	-	-	-	-	-
Total expenditures	14,165,511	14,196,236	13,885,579	16,113,158	15,714,579
Revenues over (under) expenditures	(162,151)	(85,113)	318,947	(501,930)	592,977
Other financing sources (uses)					
Issuance of Debt	450,000	-	-	703,500	-
Sale of Capital Assets	-	-	-	-	171,199
Transfers From Other Funds	200,000	382,500	770,000	908,300	310,000
Transfers to Other funds	(200,000)	(382,500)	(770,000)	(908,300)	(310,000)
Total other financing sources (uses)	450,000	-	-	703,500	171,199
Net change in fund balance	287,849	(85,113)	318,947	201,570	764,176
Fund balance - beginning of year	10,139,388	10,427,237	10,342,124	10,661,071	10,862,641
Fund balance - end of year	$ 10,427,237	$ 10,342,124	$ 10,661,071	$ 10,862,641	$ 11,626,817
Debt Service as a percentage of non-capital expenditures	5.4%	5.7%	5.7%	5.7%	5.6%

This schedule was prepared using the modified accrual basis of accounting.

Town of Southern Pines, North Carolina
Changes in Fund Balances,
Governmental Funds
Last Ten Fiscal Years

Table 4
(2 pages)

	2017	2018	2019	2020	2021
Revenues					
Ad Valorem Taxes	$ 8,887,612	$ 9,670,483	$ 9,989,891	$ 10,780,683	$ 11,209,507
Other Taxes and Licenses	215,047	245,365	258,833	309,616	381,598
Unrestricted Intergovernmental	4,731,922	4,779,476	5,098,682	5,214,808	5,945,474
Restricted Intergovernmental	411,130	424,748	706,216	780,125	760,591
Permits and Fees	548,475	535,647	583,260	575,118	1,018,653
Sales and Services	1,138,137	1,194,230	1,286,029	1,351,968	1,446,259
Investment Earnings	65,948	159,478	312,484	227,148	35,024
Grant Proceeds	-	50,757	-	-	-
Developers Contributions	107,158	-	-	-	-
Other	683,542	618,641	609,819	604,546	654,268
Total revenues	16,788,971	17,678,825	18,845,214	19,844,012	21,451,374
Expenditures					
Current:					
General Government	4,812,892	5,357,663	5,401,328	6,110,073	6,202,321
Public Safety	6,233,795	8,075,128	11,417,437	8,406,861	7,779,371
Transportation	1,378,677	1,883,429	1,741,098	2,282,937	1,831,623
Economic and Physical Development	596,360	614,067	621,021	776,948	899,557
Cultural and Recreational	1,726,338	2,167,615	1,931,550	2,309,937	3,736,835
Debt Service:					
Principal	669,113	552,196	781,876	781,876	906,981
Interest	120,439	101,675	266,335	237,868	215,241
Capital Outlay	-	-	-	-	-
Total expenditures	15,537,614	18,751,773	22,160,645	20,906,500	21,571,929
Revenues over (under) expenditures	1,251,357	(1,072,948)	(3,315,431)	(1,062,488)	(120,555)
Other financing sources (uses)					
Issuance of Debt	-	5,228,150	-	650,000	2,150,000
Sale of Capital Assets	19,030	4,991	64,829	77,001	52,505
Transfers From Other Funds	575,000	816,954	1,114,750	1,334,021	885,136
Transfers to Other funds	(575,000)	(816,954)	(1,114,750)	(1,031,687)	(885,136)
Total other financing sources (uses)	19,030	5,233,141	64,829	1,029,335	2,202,505
Net change in fund balance	1,270,387	4,160,193	(3,250,602)	(33,153)	2,081,950
Fund balance - beginning of year	11,626,817	12,897,204	17,057,397	13,806,795	13,773,642
Fund balance - end of year	$ 12,897,204	$ 17,057,397	$ 13,806,795	$ 13,773,642	$ 15,855,592
Debt Service as a percentage of non-capital expenditures	5.5%	4.3%	6.3%	5.7%	6.2%

Revenue Capacity Information

Town of Southern Pines, North Carolina **Table 5**
Assessed Value of Taxable Property
Last Ten Fiscal Years

Fiscal Year	Assessed Value[1]				Property Tax Rate[3]	Percent Increase in Value[4]
	Real Property	Personal Property[2]	Public Service Companies	Total		
2012	$ 1,941,070,117	$ 167,236,934	$ 24,850,996	$ 2,133,158,047	0.35	2.2%
2013	1,986,569,105	175,936,820	25,197,699	2,187,703,624	0.35	2.6%
2014	2,003,125,666	218,312,023	23,571,943	2,245,009,632	0.35	2.6%
2015	2,052,966,995	196,446,739	21,862,247	2,271,275,981	0.37	1.2%
2016	2,025,854,870	203,462,410	23,659,502	2,252,976,782	0.38	-0.8%
2017	2,096,689,403	214,258,835	23,339,069	2,334,287,307	0.38	3.6%
2018	2,162,154,416	225,286,648	24,146,744	2,411,587,808	0.40	3.3%
2019	2,227,576,840	239,984,833	24,255,332	2,491,817,005	0.40	3.3%
2020	2,457,838,541	235,337,662	25,376,343	2,718,552,546	0.40	9.1%
2021	2,506,666,887	272,957,278	24,344,390	2,803,968,555	0.40	3.1%

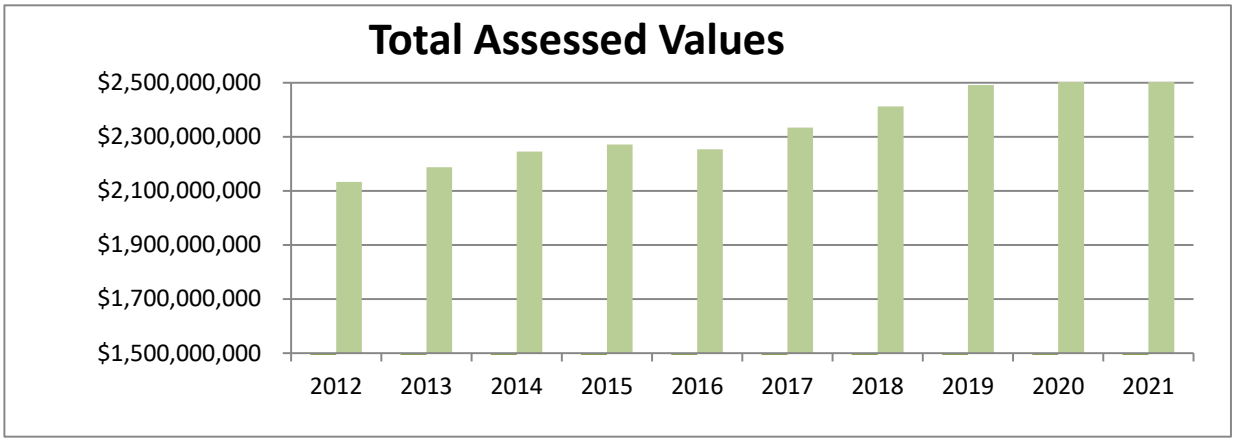
NOTES:

[1] *Assessed Value is established by Moore County Assessor's office. Property is assessed at actual value.*

[2] *Includes vehicles.*

[3] *All tax rates are expressed in dollars of tax per $100 of assessed valuation.*

[4] *A revaluation of all property is required at least every eight years by North Carolina General Statutes. The revenue neutral tax rate following revaluation, adjusted for growth, calculates to be $.3809. The tax rate during fiscal year end June 30, 2020 was held at $0.40.*



Town of Southern Pines, North Carolina **Table 6**
Property Tax Rates - Direct and Overlapping Government
Last Ten Fiscal Years

		Town of Southern Pines			Overlapping Rate
Fiscal Year	Tax Year	Operating Millage	Debt Service Millage	Total Town Millage	County of Moore [1]
2012	2011	0.35	$ -	0.35	0.485
2013	2012	0.35	-	0.35	0.485
2014	2013	0.35	-	0.35	0.485
2015	2014	0.37	-	0.37	0.485
2016	2015	0.38	-	0.38	0.485
2017	2016	0.38	-	0.38	0.495
2018	2017	0.40	-	0.40	0.495
2019	2018	0.40	-	0.40	0.505
2020	2019	0.40	-	0.40	0.550
2021	2020	0.40	-	0.40	0.550

NOTES:

All tax rates are expressed in dollars of tax per $100 of assessed valuation.

A revaluation of all property is required every eight years by state statute. A revaluation occurred in tax year 2019.

[1] Overlapping rates are those of local and county governments that apply to property owners within the Town of Southern Pines.

Source: Moore County Tax Office.

Town of Southern Pines, North Carolina
Principal Property Taxpayers
Current Year and Nine Years Ago

Table 7

		2020			2011		
Taxpayer	**Type of Enterprise**	**Total Assessed Value [1]**	**Rank**	**Percent of Town's Assessed Valuation**	**Total Assessed Value**	**Rank**	**Percent of Town's Assessed Valuation**
Morganton Park LLC	Residential	$ 36,665,150	1	1.31%	[2]	-	-
SBV Southern Pines LLC	Retail	26,505,280	2	0.95%	[2]	-	-
Hawthorne Pinecrest LLC	Retail	25,209,160	3	0.90%	[2]	-	-
Ingersoll-Rand Company & (Industrial)	Manufacturing	20,509,503	4	0.73%	$ 13,376,846	6	0.63%
Tyler Ridge Apartment LLC	Residential	17,325,100	5	0.62%	[2]	-	-
Colony 9 LLC	Golf Course	15,651,650	6	0.56%	[2]	-	-
Duke Energy Progress, Inc.	Utility	14,274,949	7	0.51%	10,431,146	8	0.49%
Southern Pines Retirement	Retirement Community	12,754,200	8	0.45%	9,560,220	9	0.45%
Berne Square LLC	Retail	12,703,630	9	0.45%	[2]	-	-
PS Southern Pines Real Estate II LLC	Automotive	11,914,400	10	0.42%	[2]	-	-
Forest Creek	Golf Course	[2]	-	-	49,921,420	1	2.34%
Mid Pines	Golf Course/Hotel	[2]	-	-	24,462,216	2	1.15%
Pinecrest Plaza	Retail	[2]	-	-	24,344,970	3	1.14%
Claude Smith Enterprises	Retail	[2]	-	-	18,044,680	4	0.85%
National Golf Club Inc	Golf Course	[2]	-	-	17,259,744	5	0.81%
Talamore Golf Partners	Golf Course	[2]	-	-	10,844,170	7	0.51%
SAM Southern Pines	Retail	[2]	-	-	8,101,000	10	0.38%
		$ 193,513,022		6.90%	$ 186,346,412		8.74%

SOURCE: Moore County Tax Department

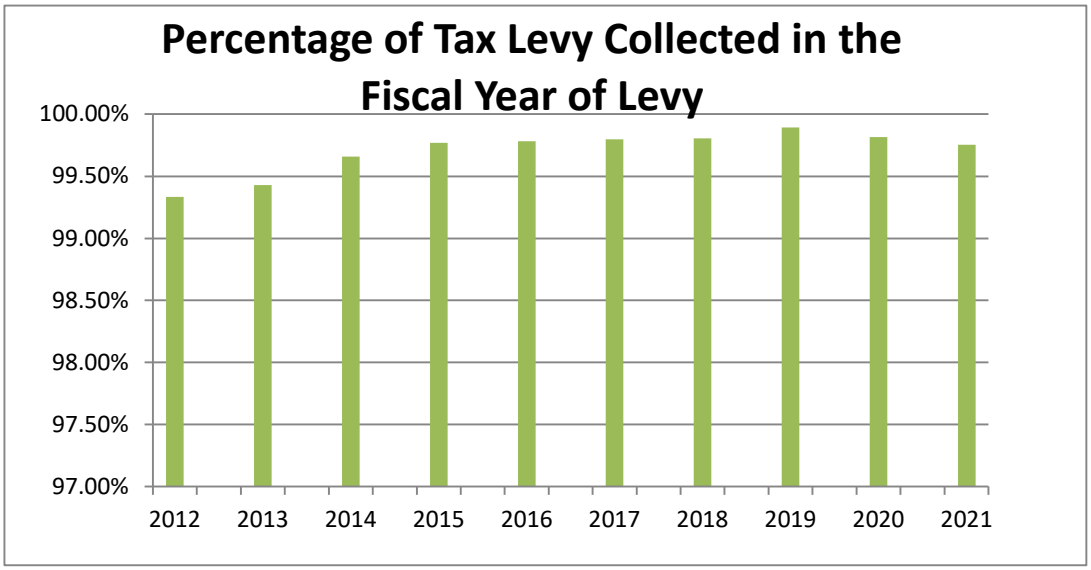
NOTES:

[1] *2020 Assessed value represents taxes assessed and due in the fiscal year ended June 30, 2021, and 2011 represents taxes assesse and due in the fiscal year ended June 30, 2012.*

[2] *Not within top ten ranking.*

Town of Southern Pines, North Carolina **Table 8**
Property Tax Levies and Collections
Last Ten Fiscal Years

Fiscal Year	Tax Year	Taxes Levied for the Fiscal Year	Collected within the Fiscal Year of the Levy		Total Collections to Date		
			Amount	Percentage of Levy	Collections in Subsequent Years	Amount	Percentage of Levy
2012	2011	$ 7,465,959	$ 7,416,155	99.33%	$ 47,600	7,463,755	99.97%
2013	2012	7,663,758	7,620,110	99.43%	42,348	7,662,458	99.98%
2014	2013	7,859,930	7,833,116	99.66%	25,182	7,858,298	99.98%
2015	2014	8,399,348	8,380,020	99.77%	16,981	8,397,001	99.97%
2016	2015	8,545,250	8,526,671	99.78%	16,267	8,542,938	99.97%
2017	2016	8,872,587	8,854,601	99.80%	15,204	8,869,805	99.97%
2018	2017	9,642,138	9,623,389	99.81%	15,550	9,638,939	99.97%
2019	2018	9,965,189	9,954,525	99.89%	5,091	9,959,616	99.94%
2020	2019	10,856,347	10,836,428	99.82%	10,330	10,846,758	99.91%
2021	2020	11,214,970	11,187,429	99.75%	-	11,187,429	99.75%



Debt Capacity Information

Town of Southern Pines, North Carolina
Ratios of Outstanding Debt by Type [1]
Last Ten Fiscal Years

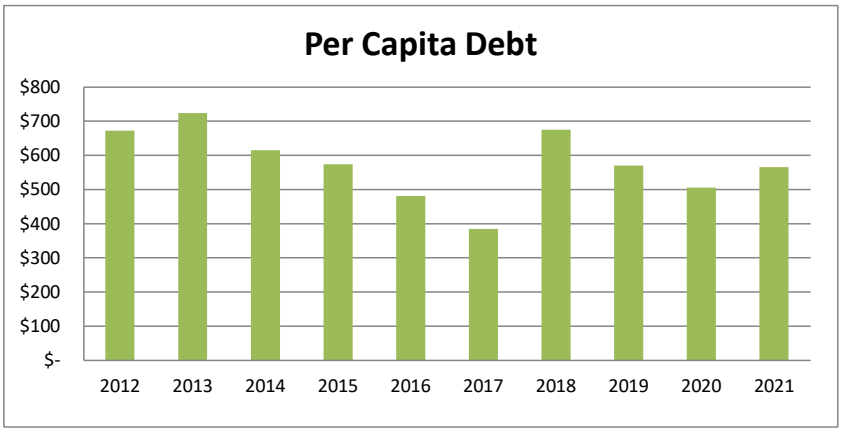
Table 9

Fiscal Year	Governmental Activities: General Obligation Bonds	Governmental Activities: Installment Financing	Governmental Activities: Capital Leases	Business-Type Activities: General Obligation Bonds	Business-Type Activities: Installment Financing	Business-Type Activities: Capital Leases	Total Primary Government	Percentage of Personal Income	Per Capita[2]
2012	$ -	$ 5,359,700	$ -	$ -	$ 3,047,183	$ -	$ 8,406,883	1.61%	$ 672
2013	-	4,777,471	-	-	4,332,330	-	9,109,801	1.77%	724
2014	-	4,193,047	-	-	3,859,611	-	8,052,658	1.43%	615
2015	-	4,271,186	-	-	3,372,993	-	7,644,179	1.28%	574
2016	-	3,604,645	-	-	2,872,042	-	6,476,687	1.06%	481
2017	-	2,935,530	-	-	2,356,310	-	5,291,840	0.78%	385
2018	-	7,611,483	-	-	1,825,332	-	9,436,815	1.32%	675
2019	-	6,829,607	-	-	1,278,636	-	8,108,243	1.11%	570
2020	-	6,697,731	-	-	715,725	-	7,413,456	[3]	506
2021	-	7,940,748	-	-	343,994	-	8,284,742	[3]	565

[1] The Town does not have any long-term debt that is backed by pledged revenues.

[2] See Table 12 for personal income and population data.

[3] Information not yet available.



Town of Southern Pines, North Carolina **Table 10**
Computation of Legal Debt Margin
Last Ten Fiscal Years

Fiscal Year	Assessed Value	Debt Limit 8% of Total Assessed Value	Less: Amount of Debt Applicable to Debt Limit - Net Bonded Debt [1]	Less: General Obligation Bonds Authorized, Not Issued	Legal Debt Margin
2012	$ 2,133,158,047	$ 170,652,644	$ 8,406,883	$ -	$ 162,245,761
2013	2,187,703,624	175,016,290	9,109,801	-	165,906,489
2014	2,245,009,632	179,600,771	8,052,658	-	171,548,113
2015	2,271,275,981	181,702,078	7,644,179	-	174,057,899
2016	2,252,976,782	180,238,143	6,476,687	-	173,761,456
2017	2,334,287,307	186,742,985	5,291,840	-	181,451,145
2018	2,411,587,808	192,927,025	9,436,815	-	183,490,210
2019	2,718,552,546	217,484,204	8,108,243	-	209,375,961
2020	2,718,552,546	217,484,204	7,413,456	-	210,070,748
2021	2,803,968,555	224,317,484	8,284,742	-	216,032,742

[1] *Net Bonded Debt Calculation for FY 2019*

Utility General Obligation Bonds	$	-
Installment financing		8,284,742
		8,284,742
Statutory Deductions:		
Bonded debt included in gross debt incurred for water		-
	$	8,284,742

Town of Southern Pines, North Carolina **Table 11**
Direct and Overlapping Governmental Activities Debt
June 30, 2021

	Debt Outstanding	Estimated Percentage Applicable [1]	Estimated Share of Overlapping Debt
Governmental Unit:			
Debt repaid with property taxes: Moore County [2]	$ 246,769,878	19.54%	$ 48,218,834
Subtotal, overlapping debt			48,218,834
Town of Southern Pines direct debt			7,940,748
Total direct and overlapping debt			$ 56,159,582

Note:
Overlapping governments are those that coincide, at least in part, with the geographic boundaries of the Town. This schedule estimates the portion of the outstanding debt of those overlapping governments that is borne by the residents and businesses of the Town of Southern Pines. This process recognizes that, when considering the government's ability to issue and repay long-term debt, the entire debt burden borne by the residents and businesses should be taken into account. However, this does not imply that every taxpayer is a resident and therefore responsible for repaying the debt, of each overlapping government.

[1] The percentage of overlapping debt applicable is calculated using taxable assessed property values. Applicable percentages were calculated by determining the portion of Moore County's taxable assessed value that is within the Town's boundaries and dividing it by the County's total taxable assessed value.

[2] Information provided by Moore County Finance Department.

Demographic and Economic Information

Town of Southern Pines, North Carolina **Table 12**
Demographic Statistics
Last Ten Fiscal Years

Fiscal Year	Population [1]	Moore County Personal Income (in millions)[2]	Moore County Per Capita Personal Income [3]	Median Age [4]	Moore County Unemployment Rate [5]
2012	12,502	3,777	41,787	47.0	8.9%
2013	12,587	3,757	40,997	47.0	8.8%
2014	13,089	4,020	43,172	45.3	6.0%
2015	13,310	4,221	44,701	45.1	6.1%
2016	13,461	4,327	45,181	46.0	5.1%
2017	13,756	4,793	49,286	46.2	4.1%
2018	13,978	5,063	51,307	46.5	4.1%
2019	14,224	5,237	51,193	44.0	4.4%
2020	14,657	[6]	[6]	[6]	6.0%
2021	15,545	[6]	[6]	[6]	5.6%

[1] N.C. Office of State Budget and Management.
[2] Information is not available for the Town of Southern Pines. County data is from the U.S. Department of Commerce, Bureau of Economic Analysis.
[3] Information is not available for the Town of Southern Pines. County data is from the U.S. Department of Commerce, Bureau of Economic Analysis.
[4] Information is not available for the Town of Southern Pines. County data is from the U.S. Department of Commerce, Bureau of Economic Analysis.
[5] Information is not available for the Town of Southern Pines. County data is from the U.S. Department of Commerce, Bureau of Economic Analysis.
[6] Information not yet available.

Town of Southern Pines, North Carolina **Table 13**
Principal Employers
Current Year and Nine Years Ago

	2021			2012		
Employer	**Employees**	**(1) Rank**	**Percentage of Total County Employment**	**Employees**	**(1) Rank**	**Percentage of Total County Employment**
First Health Moore Regional	1,000 & over	1	N/A	1,000 & over	1	N/A
Moore County Schools	1,000 & over	2	N/A	1,000 & over	2	N/A
Pinehurst LLC	1,000 & over	3	N/A	1,000 & over	3	N/A
County of Moore	500 - 999	4	N/A	500 - 999	4	N/A
Sandhills Community College	500 - 999	5	N/A	500 - 999	5	N/A
Pinehurst Medical Clinic, Inc.	250 - 499	6	N/A	250 - 499	7	N/A
Pinehurst Surgical Clinic PA	250 - 499	7	N/A	250 - 499	9	N/A
Harris Teeter	250 - 499	8	N/A	(2)	-	N/A
Food Lion	250 - 499	9	N/A	(2)	-	N/A
Lee Electrical Construction	250 - 499	10	N/A	(2)	-	N/A
Trident Management Inc	(2)	-	N/A	500 - 999	6	N/A
St. Joseph of the Pines	(2)	-	N/A	250 - 499	8	N/A
Wal-Mart Associates, Inc.	(2)	-	N/A	100 - 249	10	N/A
Total	N/A		N/A	N/A		N/A

Source: Department of Commerce, Labor and Economic Analysis Division, QCEW Unit

Note: Data cannot be segregated for Southern Pines, data above is for Moore County.

(1) Per the NC Employment Security Commission, Labor Market Division Employee figures were compiled for statistical purposes on a

(2) Not within top ten ranking.

N/A - Not Available

Town of Southern Pines, North Carolina **Table 14**
Commercial Activity
Last Ten Fiscal Years

Fiscal Year	Building Permits[1] Residential Number	Residential Value	Commercial Number	Commercial Value	Total Number	Total Value	Bank Deposits[2]
2012	75	18,861,231	9	7,249,000	84	26,110,231	1,699,000,000
2013	122	25,551,818	19	6,106,980	141	31,658,798	1,669,601,000
2014	115	26,339,766	12	27,396,373	127	53,736,139	1,849,016,000
2015	148	36,511,428	15	9,690,000	163	46,201,428	1,863,054,000
2016	156	33,509,123	13	10,155,861	169	43,664,984	2,022,965,000
2017	165	39,646,481	10	14,506,245	175	54,152,726	2,106,486,000
2018	100	26,668,459	7	30,700,000	107	57,368,459	2,255,126,000
2019	133	34,666,663	11	7,343,756	144	42,010,419	2,183,257,000
2020	146	34,849,892	13	15,221,576	159	50,071,468	2,384,558,000
2021	406	91,369,397	76	42,817,250	482	134,186,647	3,165,400,000

(1) Compiled by Town of Southern Pines Planning and Inspections Department.

(2) Federal Deposit Insurance Corporation Summary of Deposits data.

Operating Information

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Town of Southern Pines, North Carolina
Employee Position Authorization by Function
Last Ten Fiscal Years

Table 15

	Full-Time Equivalent Employees as of June 30									
Function/Program	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**
General government										
Administration	10.5	10.5	11.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0
Information Technology [1]	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.0	4.0	4.0
Financial Services [2]	-	-	-	5.0	5.0	5.0	6.0	6.0	6.0	6.0
Public works administration	3.5	3.5	3.5	4.0	4.0	4.0	4.0	4.0	4.0	3.0
Garage	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Building & Grounds	19.0	19.0	21.0	22.0	22.0	22.0	22.0	22.0	10.0	10.0
Public safety										
Police [4]	41.5	41.5	42.5	46.5	46.5	46.5	50.5	50.5	50.5	50.5
Fire [3] [4]	27.5	27.5	27.5	27.5	27.5	27.5	27.5	33.0	33.0	33.0
Transportation	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0
Economic and physical development	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Cultural and recreation										
Recreation [4]	5.5	5.5	5.5	5.0	5.0	5.0	5.0	5.0	12.0	12.0
Library [4]	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Water/Sewer (Business activity)	21.5	21.5	22.0	21.0	21.0	21.0	23.0	23.0	24.0	24.0
Total	162.0	162.0	166.0	170.0	170.0	171.0	178.0	183.5	185.5	185.5

Source: Town of Southern Pines Finance Department

[1] Department was created in FY 2010
[2] Department was created in FY 2015, was previously included in Administration
[3] Does not include volunteer personnel
[4] Does not include seasonal temporary part-time employees

Town of Southern Pines, North Carolina **Table 16**
Operating Indicators by Function/Program **(2 pages)**
Last Ten Fiscal Years

Function/Program	2012	2013	2014	2015	2016
Public Safety					
Police					
Number of Part 1 Crimes	618	630	668	500	494
Number of Part A Crimes	(2)	(2)	(2)	(2)	(2)
Number of Part B Crimes	(2)	(2)	(2)	(2)	(2)
Number of Arrests	581	522	531	684	664
Number of Citations	1,792	1,693	1,223	1,466	1,235
Fire					
Number of Fire Calls Answered	942	89	107	125	133
Number of EMS Calls Answered	649	849	640	653	656
Number of Hazard Condition Calls Answered	(2)	86	76	66	83
Number of Service Calls Answered	(2)	96	307	209	236
Number of Good Intent Calls Answered	(2)	141	252	224	249
Number of False Alarm Calls Answered	(2)	297	332	280	350
Number of Weather Related Calls Answered	(2)	47	9	18	17
Number of Fire Inspections	1,811	1,956	2,470	2,273	2,458
Planning & Inspections					
Planning					
Conditional use Permits Issued	8	2	6	3	3
Final Plats	8	5	15	2	44
Rezoning Applications/Ordinance Amendments	5	5	5	4	4
Annexations	2	-	-	2	3
Inspections					
Building Permits Issued	85	144	127	163	167
Alteration or Addition Permits	180	198	189	178	185
Electrical Permits	88	105	107	90	95
Mechanical Permits	300	396	477	420	501
Plumbing Permits	73	74	76	148	165
Cultural and Recreational					
Recreation and Parks					
Recreational Program Hours	8,630	8,540	7,736	8,834	8,265
Enrolled Participants	25,378	24,090	22,613	23,863	21,234
Reservoir Park Visitors[1]	200,143	190,444	215,007	242,110	215,517
Library					
Total Circulation	118,496	119,559	122,813	120,196	127,015
Library Attendance	93,863	88,137	84,993	85,830	86,180
Library Users Registered	6,212	6,233	6,275	6,217	6,283
Total Programs Held	462	465	466	590	585
Total Attendance at Programs	9,677	11,556	12,029	14,675	16,401
Water					
Water Plant Capacity (millions of gallons per day)	11	11	11	11	11
Number of Utility Customers	8,158	8,342	8,690	8,839	9,063

Source: Town of Southern Pines Department Directors

(1) *Amounts are estimated.*
(2) *Information is not available.*

Town of Southern Pines, North Carolina
Operating Indicators by Function/Program
Last Ten Fiscal Years

Table 16
(2 pages)

Function/Program	2017	2018	2019	2020	2021
Public Safety					
Police					
Number of Part 1 Crimes	466	513	371	98	[2]
Number of Part A Crimes	[2]	[2]	[2]	587	1,205
Number of Part B Crimes	[2]	[2]	[2]	195	580
Number of Arrests	655	581	537	463	513
Number of Citations	1,236	1,149	1,282	958	1,447
Fire					
Number of Fire Calls Answered	123	91	155	159	203
Number of EMS Calls Answered	671	699	753	646	927
Number of Hazard Condition Calls Answered	77	95	81	79	85
Number of Service Calls Answered	346	405	323	396	322
Number of Motor Vehicle Accidents	254	267	262	222	270
Number of Fire Alarm Calls Answered	392	371	357	387	364
Number of Weather Related Calls Answered	126	45	139	36	24
Number of Fire Inspections	2,611	2,141	2,070	2,060	1,955
Planning & Inspections					
Planning					
Conditional use Permits Issued	5	9	12	5	1
Final Plats	77	76	38	50	57
Rezoning Applications/Ordinance Amendments	-	7	6	5	2
Annexations	-	6	9	4	1
Inspections					
Building Permits Issued	175	163	144	156	329
Alteration or Addition Permits	214	402	166	326	162
Electrical Permits	162	128	169	149	162
Mechanical Permits	48	485	516	383	605
Plumbing Permits	176	96	81	79	111
Cultural and Recreational					
Recreation and Parks					
Recreational Program Hours	6,865	6,389	5,993	4,289	4,306
Enrolled Participants	19,463	17,592	21,113	16,908	12,831
Reservoir Park Visitors[1]	238,779	237,382	226,967	252,522	247,236
Library					
Total Circulation	128,171	126,308	130,953	109,932	118,390
Library Attendance	86,804	89,814	85,125	61,704	38,071
Library Users Registered	7,530	7,632	7,571	7,650	7,255
Total Programs Held	688	716	742	563	201
Total Attendance at Programs	15,835	16,839	18,173	13,746	1,977
Water					
Water Plant Capacity (millions of gallons per day)	11	11	11	11	11
Number of Utility Customers	9,443	9,716	9,948	9,977	10,251

Town of Southern Pines, North Carolina **Table 17**
Capital Assets by Function/Program **(2 pages)**
Last Ten Fiscal Years

	2012	2013	2014	2015	2016
Function/Program					
Public Safety					
Police					
Police Stations	1	1	1	1	1
Patrol Units	27	23	27	30	29
Fire					
Stations	1	1	1	1	1
Fire Suppression Vehicles	6	6	6	6	6
Rescue Vehicles	2	2	2	2	2
Cultural and Recreational					
Recreation and Parks					
Number of Parks	14	14	14	14	14
Number of Tennis Courts	8	8	8	8	8
Number of Athletic Fields Maintained	10	10	10	10	10
Number of Swimming Pools	1	1	1	1	1
Number of Lakes	1	1	1	1	1
Number of Picnic Shelters	7	7	7	7	7
Number of Performance Stages	-	-	-	-	1
Public Works and Utilities					
Streets					
Miles of Paved Streets	78.92	78.92	78.96	80.30	80.43
Miles of Unpaved Streets	1.34	1.34	1.30	1.24	1.11
Water					
Number of Hydrants [1]	1,352	1,420	1,311	1,433	1,473
Water Mains (miles)	249.0	223.0	223.0	228.0	233.6
Number of Utility Customers (accounts)	8,158	8,342	8,690	8,839	9,063

Source: Town of Southern Pines Department Directors

(1) Amounts are estimated.

Town of Southern Pines, North Carolina
Capital Assets by Function/Program
Last Ten Fiscal Years

Table 17
(2 pages)

	2017	2018	2019	2020	2021
Function/Program					
Public Safety					
Police					
Police Stations	1	1	1	1	1
Patrol Units	34	35	33	33	33
Fire					
Stations	1	1	1	2	2
Fire Suppression Vehicles	6	6	7	7	7
Rescue Vehicles	2	2	2	2	2
Cultural and Recreational					
Recreation and Parks					
Number of Parks	14	14	14	14	15
Number of Tennis Courts	8	8	8	8	8
Number of Athletic Fields Maintained	10	10	10	10	10
Number of Swimming Pools	1	1	1	1	1
Number of Lakes	1	1	1	1	1
Number of Picnic Shelters	7	7	7	7	7
Number of Performance Stages	1	1	1	1	1
Public Works and Utilities					
Streets					
Miles of Paved Streets	80.56	80.73	80.44	81.22	91.90
Miles of Unpaved Streets	0.98	0.74	0.60	0.42	0.42
Water					
Number of Hydrants [1]	1,485	1,519	1,535	1,515	1,603
Water Mains (miles)	235.3	235.6	238.7	240.0	245.78
Number of Utility Customers (accounts)	9,443	9,716	9,948	9,977	10,251

Town of Southern Pines, North Carolina **Table 18**

Insurance in Force [1] **(2 pages)**

July 1, 2020 - June 30, 2021

Type of Coverage	Details of Coverage	
Workman's Compensation	$ 1,000,000	Bodily Injury by Accident-Each Accident
	1,000,000	Bodily Injury by Disease-Each Employee
	1,000,000	Bodily Injury by Disease-Coverage Limit
General Liability	5,000,000	Each Occurrence
	2,500	Deductible
Police Professional Liability	5,000,000	Each Occurrence and Annual
	5,000,000	Annual Aggregate
	2,500	Deductible
Public Officials Liability	5,000,000	Each Claim and Annual
	5,000,000	Annual Aggregate
	10,000	Deductible
Government Crime Coverage	50,000	Indemnification
	250	Deductible
Public Officials Bond	250,000	Liability
Finance Officer	-	Deductible
Automobile Liability	5,000,000	Per Occurrence
	2,500	Deductible
Auto Comprehensive	7,414,269	Actual Cash Value Valuation
	500	Deductible
Auto Collision	7,414,269	Actual Cash Value Valuation
	500	Deductible
Real & Personal Property	78,588,206	Cause of Loss
	2,500	Deductible per Occurrence Includes Boiler & Machinery
Municipal Equipment	1,955,387	Limits of Coverage
	2,500	Deductible per Occurrence
Fine Arts	634,075	Limits of Coverage
	1,000	Deductible per Occurrence

Source: Town of Southern Pines Risk Management Department

Town of Southern Pines, North Carolina **Table 18**

Insurance in Force [1] **(2 pages)**

July 1, 2020 - June 30, 2021

Type of Coverage	Details of Coverage	
Computer Equipment/Media	$ 1,330,557	Limits of Coverage
	500	Deductible
Impounded Auto/Comp	100,000	Limits of Coverage
	1,000	Deductible
Impounded Auto/Collision	100,000	Limits of Coverage
	1,000	Deductible

[1] Represents insurance in force on July 1, 2020. Insurance was renewed on July 1, 2021 for the fiscal year ended June 30. 2022.

WATER RATES

Minimum Charge

Meter Size	July - Dec 2020 Inside Town	July - Dec 2020 Outside Town	Jan - June 2021 Inside Town	Jan - June 2021 Outside Town
3/4"	$ 11.26	$ 22.52	$ 12.50	$ 25.00
1"	18.48	36.96	20.51	41.00
1 1/2"	39.06	78.12	43.36	86.71
2"	67.89	135.78	75.36	150.72
3"	150.33	300.66	166.87	333.73
4"	265.66	531.32	294.88	589.77
6"	595.35	1,190.70	660.84	1,321.68
8"	1,056.88	2,113.76	1,173.14	2,346.27

Volume Charge per 1,000 Gallons

July - Dec 2020 Inside Town	July - Dec 2020 Outside Town	Jan - June 2021 Inside Town	Jan - June 2021 Outside Town
$ 3.28	$ 6.56	$ 3.38	$ 6.76

SEWER RATES

Minimum Charge

Meter Size	July - Dec 2020 Inside Town	July - Dec 2020 Outside Town	Jan - June 2021 Inside Town	Jan - June 2021 Outside Town
3/4"	$ 4.99	$ 9.98	$ 6.50	$ 13.00
1"	6.51	13.02	8.46	16.93
1 1/2"	10.73	21.46	13.95	27.90
2"	16.71	33.42	21.72	43.45
3"	33.70	67.40	43.81	87.62
4"	57.48	114.96	74.72	149.45
6"	125.50	251.00	163.15	326.30
8"	220.72	441.44	286.94	573.87

Volume Charge per 1,000 Gallons

July - Dec 2020 Inside Town	July - Dec 2020 Outside Town	Jan - June 2021 Inside Town	Jan - June 2021 Outside Town
$ 5.83	$ 11.66	$ 6.12	$ 12.24

Compliance Section

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Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Honorable Mayor and Members of the Town Council
Town of Southern Pines
Southern Pines, NC

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to the financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the basic financial statements of the governmental activities, the business-type activities, each major fund and the aggregate remaining fund information of the Town of Southern Pines, North Carolina ("Town"), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprises the Town's basic financial statements, and have issued our report thereon dated November 19, 2021.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Town's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Town's internal control. Accordingly, we do not express an opinion on the effectiveness of the Town's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of the internal control over financial reporting was for limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Town's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Town's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Town's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Dixon Hughes Goodman LLP

High Point, NC
November 19, 2021

Town of
Chartered 1887
Southern Pines
North Carolina

2021 MUNICIPAL ELECTION
11/02/2021
ABSTRACT OF VOTES
FOR
MOORE COUNTY, NORTH CAROLINA

INSTRUCTIONS
The county board shall prepare abstracts of all the ballot items in triplicate originals. The county board shall retain one of the triplicate originals, and shall distribute one each to the city or town clerk for the municipality and the State Board of Elections. The State Board of Elections shall forward the original abstract it receives to the Secretary of State (GS § 163-182.6)

STATE OF NORTH CAROLINA
COUNTY OF MOORE

The County Board of Elections for said county, having opened, canvassed, and judicially determined the original returns of the election in the precincts in this county, held as above stated, do hereby certify that the attached is a true abstract thereof, and contains the number of legal ballots cast in each precinct for each office or referendum named, the name of each person or choice voted for, their party affiliation (where applicable), and the number of votes cast for each person or choice for the item named.

This is the 9th day of November, 2021.

Board Member

Charles A McKnight
Board Chair

Board Member

R. Wallace Olston
Board Secretary

R. Craig Kennedy
Board Member

This day personally appeared before me, Charles A McKnight, Chairman of the County Board of Elections, who being duly sworn, says the abstract of votes herein contained is true and correct, according to the returns made to said Board.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my notarial seal this the 9th day of November, 2021.

Angela Marie Atkinson
Official Signature of Notary Public

Angela Marie Atkinson
Printed/Typed Name of Notary Public

NOTARY (Seal) COUNTY, NC

My Commission Expires: 2-22-22

	STATISTICS		0011_SOUTHERN PINES COUNCIL						
	REGISTERED VOTERS - TOTAL	BALLOTS CAST - TOTAL	Taylor Clement	Brandon Goodman	Ann Petersen	Mike Saulnier	WRITE-IN	OVER VOTES	UNDER VOTES
EKWD EAST KNOLLWOOD	817	98	59	49	51	34	0	0	3
NSP NORTH SOUTHERN PINE	2044	315	191	120	188	120	1	0	10
PDN PINEDENE	2288	472	264	203	234	204	0	0	39
SSP SOUTH SOUTHERN PINE	4032	530	216	183	341	306	2	0	12
WKWD WEST KNOLLWOOD	2242	419	271	199	188	151	1	0	28
OS AG	0	1215	136	89	158	126	0	0	21
ABSENTEE	0	77	13	8	15	8	0	0	4
PROVISIONAL	0	14	6	5	1	2	0	0	0
TOTALS	11423	3140	1156	856	1180	951	4	0	117

Contest	Choice	Party	Total Votes	Election Day	One Stop	Abs Mail	Provisional
TOWN OF SOUTHERN PINES COUNCIL MEMBER	Taylor Clement		1,156	1,001	136	13	6
	Brandon Goodman		856	754	89	8	5
	Ann Petersen		1,180	1,002	158	19	1
	Mike Saulnier		951	815	126	8	2

TOWN COUNCIL MEETING SCHEDULE
2022

	Agenda Meeting	Regular Business Meeting	Work Session
January	1/5/2022	1/11/2022	1/24/2022
February	2/2/2022	2/8/2022	2/28/2022
March	3/2/2022	3/8/2022	3/28/2022
April	4/6/2022	4/12/2022	4/25/2022
May	5/4/2022	5/10/2022	5/23/2022
June	6/1/2022	6/14/2022	6/27/2022
July	7/6/2022	7/12/2022	7/25/2022
August	8/3/2022	8/9/2022	8/22/2022
September	9/7/2022	9/13/2022	9/26/2022
October	10/5/2022	10/11/2022	10/24/2022
November	11/2/2022	11/8/2022	11/28/2022
December	12/7/2022	12/13/2022	No Work Session

DRAFT

Agenda Item

To: **Reagan Parsons, Town Manager**

From: **Suzy Russell, Planner II**

Subject: **SU-02-21 Special Use Permit; New construction of a 276-unit multi-family residential and office development located along US Highway 1 North between West Connecticut Avenue and Midland Road.**

Date: **December 14, 2021**

I. SUMMARY OF APPLICATION REQUEST:

On behalf of Francis Maser, Mr. Bob Koontz, of Koontz Jones Design, has submitted an application for a Special Use Permit for the new construction of a multi-family residential and office development. The applicant is proposing to develop 13 apartment buildings with 276 multi-family residential units and one (1) office outparcel. The subject property is located along US Highway 1 North between West Connecticut Avenue and Midland Road and is comprised of three (3) parcels for a total of 25.4 acres of presently undeveloped, wooded land. The subject properties are identified as PIN: 858214321933 (PARID: 00039174), PIN: 858217214672 (PARID: 00032830), PIN: 858217213440 (PARID: 00032829). The property owner for all three parcels according to the Moore County tax records is Maser, Francis T Trustee.

II. PLANNING BOARD ACTION:

At the November 18th, 2021 Regular Meeting of the Planning Board, the Planning Board opened the preliminary forum per UDO §2.5.2. With five members present, Mr. Andy Bleggi and Mr. Benjamin Greene being absent, the Planning Board heard from staff as well as those in attendance regarding application SU-02-21. Ms. Suzy Russell, planner II, presented a review of the special use permit application. Ms. Russell reviewed details of the project and discussed compliance with the applicable standards and criteria found within the Unified Development Ordinance (UDO).

Mr. Nick Robinson, the applicant's attorney, spoke to the board and presented Mr. Logan Burnett as the applicant, Mr. Bob Koontz as the land planner, Mr. Travis Fluitt as the traffic engineer and Mr. Frank Dean as the MAI Appraiser. Each witness spoke about the project as related to their profession.

The Board opened the forum for public comment. Approximately 10 residents of Southern Pines spoke in opposition to the project. After hearing comments from those wishing to speak, the Planning Board closed the preliminary forum and proceeded with discussion. During discussion, a variety of issues were discussed that the Planning Board wished to forward to the Town Council.

After discussing the public's testimony, the Planning Board made the following motion:

I move to adopt the following for transmission to the Town Council as a result of the November 18, 2021 Preliminary Forum on application SU-02-21, Patrick's Pointe:

The information presented at the forum indicated that the following issues be considered in applying the criteria for a SUP to application SU-02-21:

1. Upon review of the criteria for a Special Use Permit as found in UDO §2.21.7 (A-F) the Planning Board found the SU-02-21 application inconsistent with criteria (B), (E) and (F) for the following reasons:
    - (B) *The proposed special use shall conform to the character of the neighborhood in which it is located and not injure the use and enjoyment of property in the immediate vicinity for the purposes already permitted; The* density, scale and use appears to be incompatible with the surrounding neighborhood.
    - (E) *The establishment, maintenance, or operation of the proposed use shall not be detrimental to or endanger the public health, safety, comfort or general welfare;* In regard to safety and 2100 daily trips per day,
        - There is no acceleration lane on Route 1
        - There will be increased traffic on side streets
        - The northern portion of the Service Rd is not going to be improved
        - There are currently school bus safety issues and this will only make them worse

      are not just potential impacts to the neighborhood but they will impact US 1, Midland Road, Pennsylvania Avenue and Saylor Street.
    - (F) *The public interest and welfare supporting the proposed use shall be sufficient to outweigh individual interests that are adversely affected by the establishment of the proposed use.*
      The Town Council should consider there was a large number of residents that border this property that were concerned that the quality of their life and impact on the surrounding neighborhood would adversely affect them. They do not believe that the public interest and welfare supporting the proposed use outweighs the interests of the residents that showed up and stated their concerns at the hearing.

In addition, the following concerns were raised during the forum, but do not seem to apply in determining whether the SUP criteria are satisfied:

1. If approval is warranted the Planning Board requests that the buffer be improved with increased vegetation and a barrier wall on the side of the rear bordering neighborhood.

Pursuant to NCGS §160D-301(b)(6), the Town Council is reminded that although the Planning Board forwarded this list of issues for the Council's consideration, no part of the Preliminary Forum held by the Planning Board may be used as a basis for the Council's decision on SU-02-21.

III. PROJECT INFORMATION:

A. Property Owner & Applicant Information:

i. Property Owner:
Francis Maser
PO Box 1133
Southern Pines, NC 28387

ii. Applicant:
1700, LLC
Logan Burnett
2601 South Bayshore Drive
17th Floor
Miami, FL 33133

iii. Authorized Agent:
Koontz Jones Design
Bob Koontz
150 S Page Street
Southern Pines, NC 28387

B. Project History and Site Information:

i. Location:
The subject properties are located along US Highway 1 between W. Connecticut Avenue and Midland Road. (See Figure 1 below).

ii. Zoning:
The sites are currently zoned Office Service (OS) and Residential Mixed Housing (RM-2). (See Figure 2 below).

iii. Future Land Use Map Designation:
One subject property is designated as Commercial on the Future Land Use Map. *The Commercial designation applies to all land dedicated to retail, professional office, or other primarily non-residential, commercial use. It includes the Downtown portions along Broad Street and Pennsylvania Avenue, the regional commercial corridor on US 15/501, and all commercial land in between. Higher density residential may be incorporated into mixed-use developments within areas designated for this future land use category.*

The other two subject properties are designated as Residential on the Future Land Use Map. *This designation encompasses the majority of Southern Pines' residential land, 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. Elementary schools, civic uses, parks and neighborhood scale commercial services may be authorized through the rezoning process without amending the future land use map.* (See Figure 3).

Figure 1: Vicinity Map (Subject Property Outlined in Black*)*:

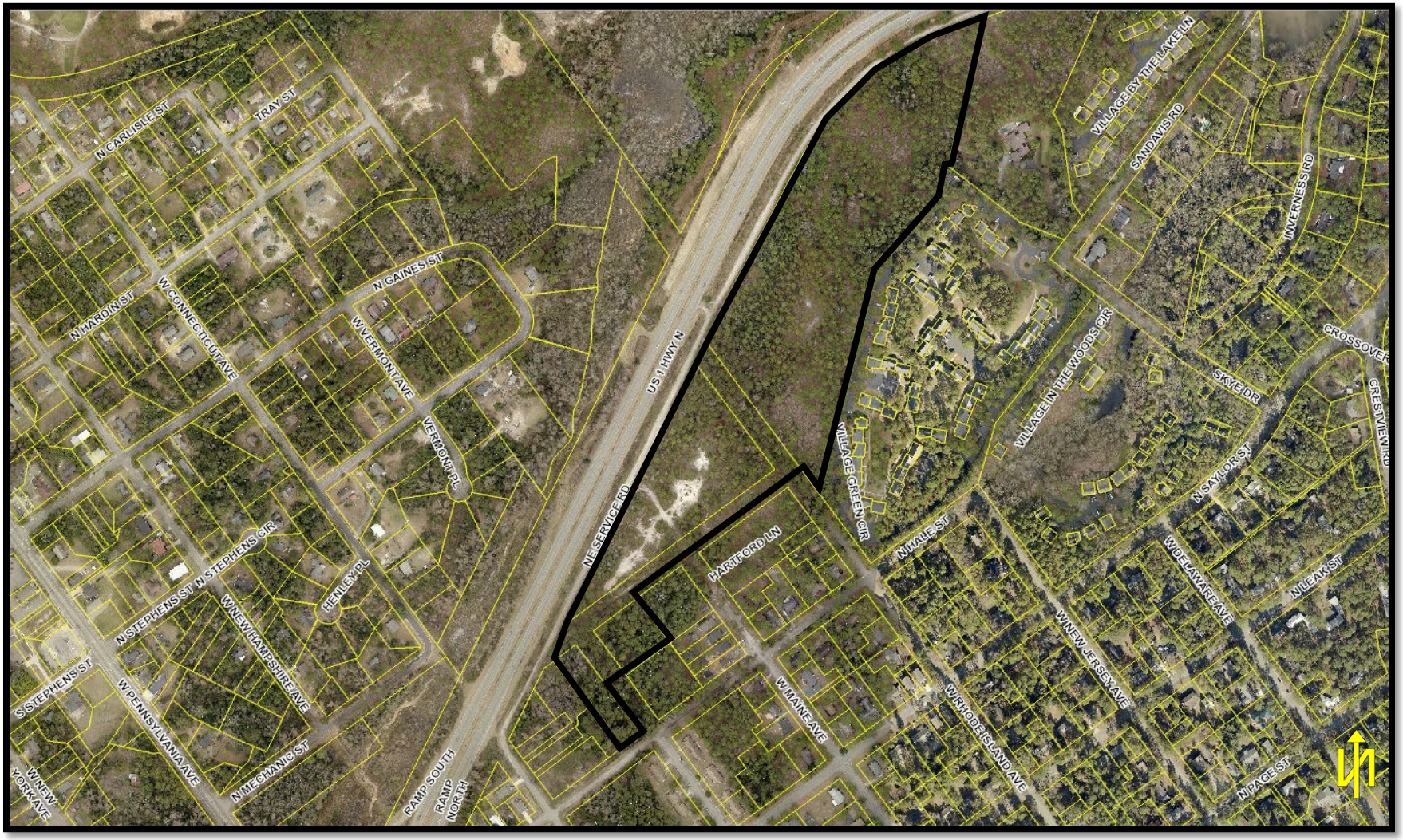


Figure 2: Zoning Map (Subject Properties (OS and RM-2) Outlined in Black*)*:

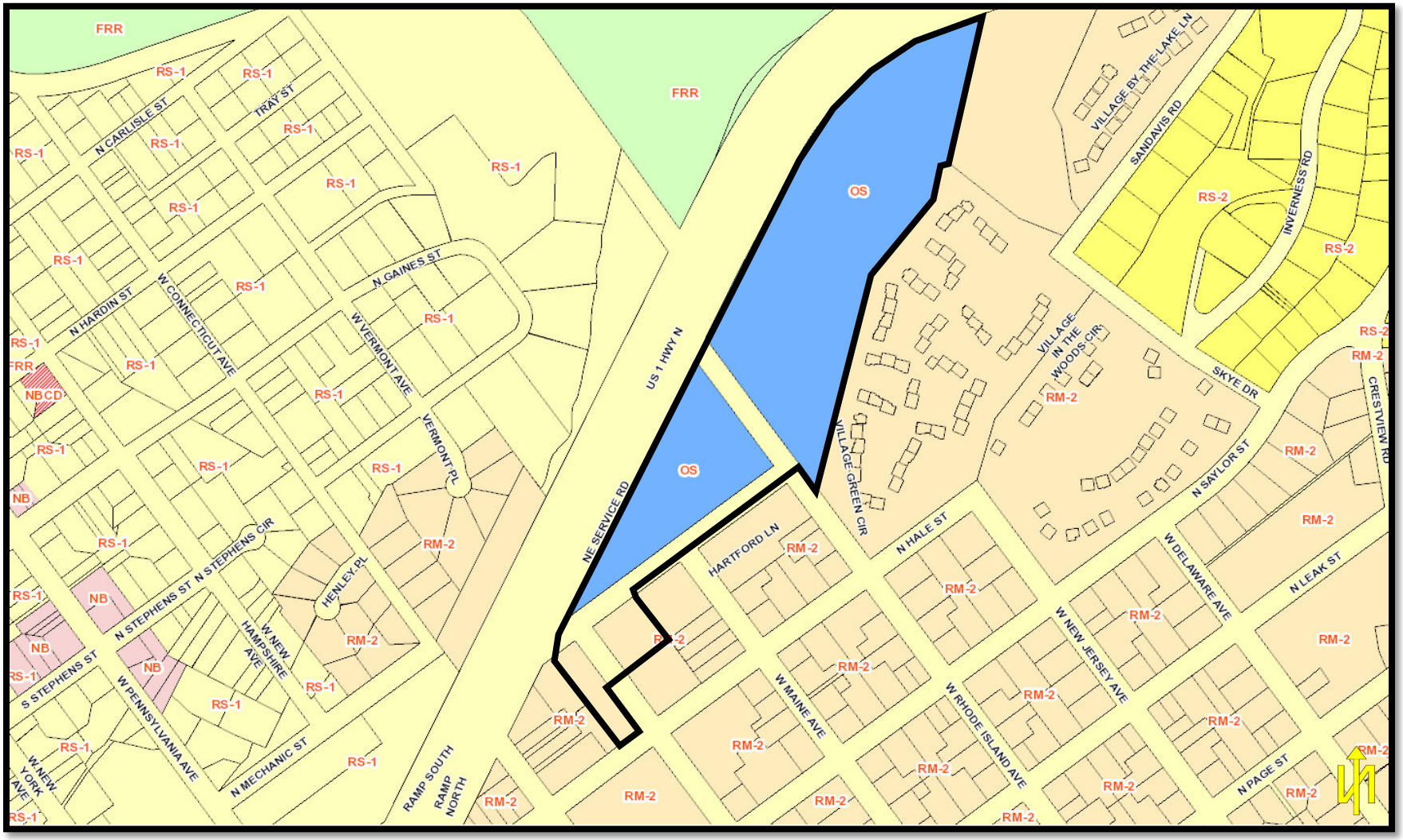
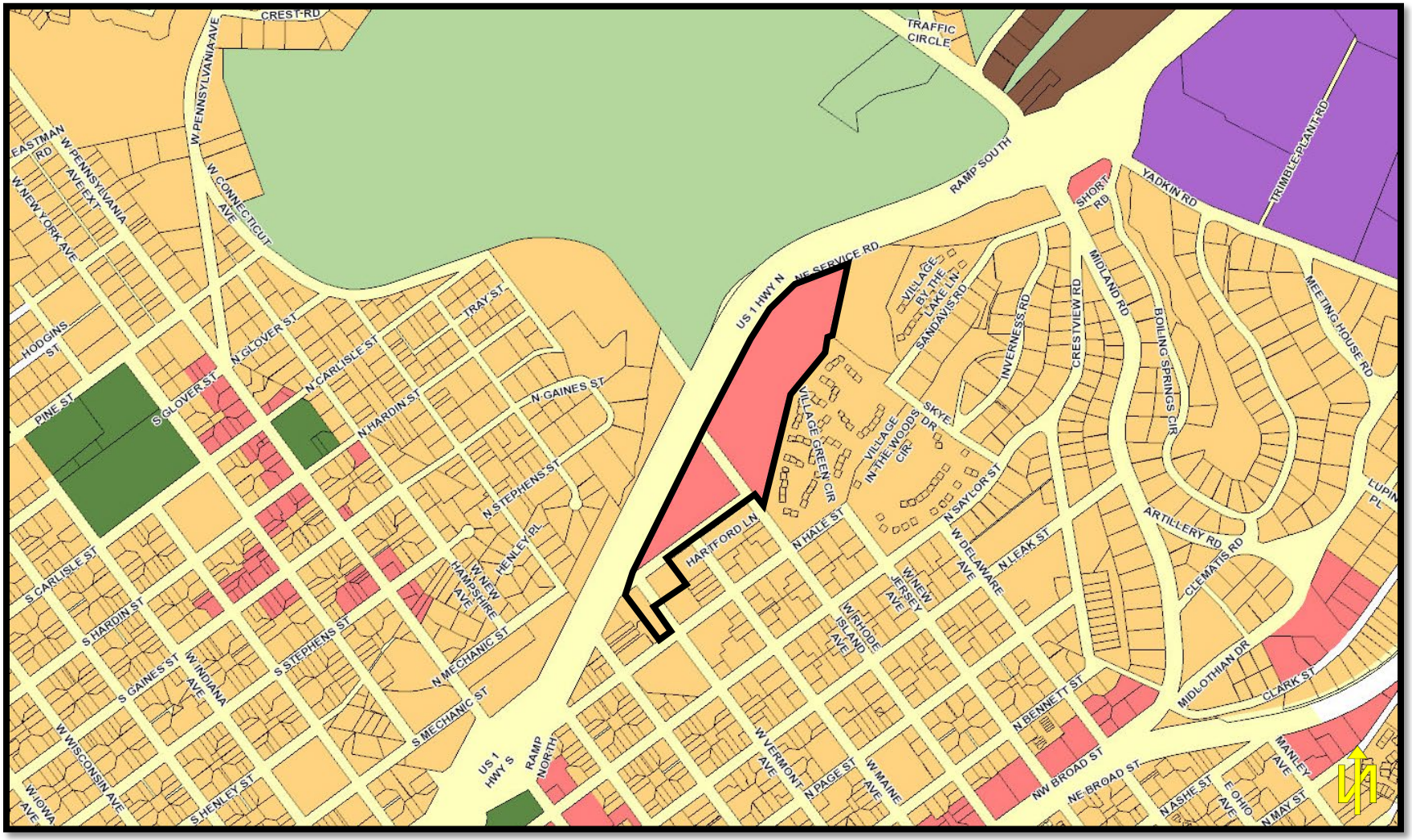


Figure 3: Future Land Use Map (Subject Properties Outlined in Black):



IV. STAFF REVIEW:

A. Application Review Dates:

- TRC Review (US 1 Village): August 17, 2021
- Special Use Permit SU-02-21 and Major Subdivision Preliminary Plat S-41-21 Applications Submitted: September 14, 2021
- SU-02-21 and S-41-21 Applications Withdrawn: September 29, 2021
- Special Use Permit SU-02-21 and Major Subdivision Preliminary Plat S-41-21 Applications Submitted: October 11, 2021
- S-41-21 Application Withdrawn: October 15, 2021
- Application Incomplete: October 15, 2021
- Application Complete: October 22, 2021
- Notice of Planning Board Public Hearing:
  - Posted On-site: September 27, 2021
  - Mailed: October 29, 2021
  - Internet: October 29, 2021
  - Published: October 29, 2021
- Planning Board Agenda Meeting: Meeting Not Held
- Planning Board Preliminary Forum: November 18, 2021
- Town Council Agenda Meeting: December 8, 2021
- Town Council Regular Meeting: December 14, 2021

B. Process of Review:

The procedures for review and approval of a Special Use Permit, per UDO §2.21 establishes a process and standards to approve certain uses that, because of unique characteristics or potential impacts on adjacent land uses, are not permitted in zoning districts as a matter of right.

C. Criteria and Standards for Review:

The criteria for review for this Conditional Use Permit application submittal and approval are as follows:

- Special Use Permit UDO §2.21.7 (A-F)
- Office/Service Zoning District Standards UDO §3.5.11
- Residential Mixed Housing RM-2 Zoning District Standards UDO §3.5.7
- Watershed Protection Overlay District Standards UDO §3.6.8
- Urban Transition Highway Corridor Overlay Standards UDO §3.6.5 (UTHCO)
- Multi-Family Development Standards UDO §4.10.8
- Various Standards UDO Chapter 4

D. Staff Comments:

Compliance with the UDO:

i. Compliance with Special Use Permit – UDO §2.21.7 (A-F):

A special use is permitted only if the applicant demonstrates that:

A. *The proposed special use shall comply with all regulations of the applicable zoning district and any applicable supplemental use regulations;*

Tract 1 is in the OS – Office / Service zoning district. The applicant is proposing the multi-family land use falls under land use code 1151 and is an allowed land use only after approval of a Special Use Permit. The applicant is also proposing Finance and Insurance, Real Estate Services, Intellectual Property Rental, Business, Professional, Scientific, Technical and Administrative services office land uses as allowed in the OS zoning district on this tract. The office/service land use is only allowed on a .91 acre outparcel located on Tract 1. Tract 2 is in the RM-2 – Residential Mixed Housing zoning district. The applicant is proposing multi-family on this tract.

The OS zoning district development standards are as follows:

Maximum Height	35’
Front Setback	15’
Side Setback	20’
Rear Setback	20’
Lot size for 1 DU	10,000 sq. ft.
Additional Lot size per Additional DU	3,600 sq. ft.

The RM-2 zoning district development standards are as follows:

Maximum Height	40’
Front Setback	25’
Side Setback	10’
Rear Setback	30’
Lot size for 1 DU	10,000 sq. ft.
Additional Lot size per Additional DU	6,000 sq. ft.

Because the subject properties are located in the Urban Transition Highway Corridor Overlay, the applicant is required to comply with these overlay standards:

Maximum Height	35’
Building Setback	75’
Parking Area Setback	50’
Landscape Buffer	50’
Side and Rear Yard Buffer	50’
Maximum Built Upon Surface	65%
Maximum Building Footprint	30%

The applicant has provided setbacks in the zoning information box on the site plan that reflect the OS and RM-2 zoning district standards above. The applicant also shows on the site plan drawing

they are meeting the Urban Transition Highway Corridor Overlay Standards. The applicant must meet the UTHCO zoning standards and is compliant with setback and buffer standards other than the RM-2 property located to the west of West Vermont Avenue. The applicant has provided in the property information box that they have a total of 48.4% impervious and stated at the Planning Board Regular Meeting that they have 15.5% building footprint coverage of the 30% allowed.

Because the applicant has provided that they will not be requesting a rezoning, the OS Tract and the RM-2 Tract are two separate pieces of property, if these properties have not been combined into whole tracts they must be before moving to site plan approval.

Tract 2 must provide a 50' buffer along the northwestern lot line because this property is within the UTHCO.

Tract 1 fully combined will be 22.85 acres for a total of 995,346 square feet with a total of 274 DU allowed.

Tract 2 fully combined will be 2.56 acres for a total of 111,514 square feet with a total of 17 DU allowed.

Tract 1 contains a .91 acre outparcel for a proposed office development. These 39,640 square feet must be removed from the total 995,346 square feet because this acreage cannot be counted toward the allowed multi-family density and then also be counted toward the future office development. Therefore, removing the .91 acre from the total square feet would decrease 11 DU from the total 274 allowed on Tract 1. The new total of DU allowed would be 263 DU for Tract 1.

Tract 1 has 263 allowed DU and Tract 2 has 17 allowed DU for a total of 280 DU combined. The applicant is requesting 276 DU. The applicant generally appears to be compliant with density.

The total minimum parking required for the multi family land use totals 497 parking spaces. This total is reached by following the minimum number of required parking spaces table found in the UDO, Exhibit 4-6. The applicant is requesting to provide 554 parking spaces. The subject property falls within the UTHCO and the HCO sets a maximum parking standard. This standard however considers square footage of a building, and does not follow the calculations found in Exhibit 4-6.

A watershed protection permit would be granted with this application. The watershed protection permit that has been submitted is to allow up to 70% impervious surface. Because this property is within the UTHCO the maximum of impervious allowed is 65% and therefore the correct amount of impervious allowed for this project will be 65%.

B. *The proposed special use shall conform to the character of the neighborhood in which it is located and not injure the use and enjoyment of property in the immediate vicinity for the purposes already permitted;*

The subject properties are currently wooded and are located on the service road adjacent to US 1 Highway to the North and West. To the East of the properties borders the well-established RM-2 neighborhoods, Village in the Green and Village in the Woods and Village by the Lake. To the South are more RM-2 lots. The mixed-use residential office development may offer a transition from the RM-1 neighborhood to the highway and does not appear to planning staff to injure property in the immediate vicinity in a manner like some other more intensive land uses. This type of growth and change may be less impactful to the quality of the existing neighborhood and maintains compatible scale and intensity of development. Planning staff finds that the applicant appears to be generally consistent with these criteria. Planning staff does recommend that Town Council should carefully consider testimony provided at the public hearings and compare and contrast that testimony with staff's review of the application in evaluation of consistency with the standards.

C. *Adequate public facilities shall be provided as set forth herein;*

The subject property has access to public sewer and water.

D. *The proposed use shall not impede the orderly Development and improvement of surrounding property for uses permitted within the zoning district or substantially diminish or impair the property values within the neighborhood;*

The development provides open space, buffers and appropriate building scale. The mixed use residential and professional office development is located along the highway corridor and provides for compatibility by being a transition within the Office Services zoning district and a single-family residential zoning district. The RM-2 zoning district is completely compatible with the surrounding RM-

2 zoning district and adheres to the district development standards. The applicant appears to be generally consistent with these criteria.

E. *The establishment, maintenance, or operation of the proposed use shall not be detrimental to or endanger the public health, safety, comfort or general welfare;*

The scale, orientation and intensity of buildings appears to planning staff to be compatible with adjacent development and will help to minimize negative visual, noise and traffic impacts of the highway. Of all the uses possible for the OS and RM-2 zoning districts, the proposed mixed use residential and office uses accommodate a mix of housing and non-residential development required to serve this neighborhood. The applicant appears to be generally consistent with these criteria but the Town Council should carefully consider testimony provided at the public hearings and compare and contrast that testimony with staff's review of the application in evaluation of consistency with the standards.

F. *The public interest and welfare supporting the proposed use shall be sufficient to outweigh individual interests that are adversely affected by the establishment of the proposed use*

The proposed mixed-use residential and office development may be of more benefit to the surrounding neighborhood than other land uses allowed in the current Residential and Office Services zoning districts. The proposed development is generally compatible with the public interest and welfare based on the current zoning. The applicant appears to be generally consistent with these criteria. Town Council should carefully consider testimony provided at the public hearings and compare and contrast that testimony with staff's review of the application in evaluation of consistency with the standards.

ii. Compliance with Multi-Family Development Standards, UDO §4.10.8: The development standards in this section may be modified pursuant to a PD or Special Use Permit approval per UDO §4.10.8 (A)(3).

A. The application appears to be generally compliant with the standards as found in Section A, *applicability,* of the multi-family development standards found in UDO §4.10.8
B. The applicant has deviated from (B) (3) and has stated they are unable to place dwellings in locations that face each other across common landscaped spaces with buildings no closer than 30'.
UDO §4.10.8 (B) (3) states: *where practical, dwellings should be located to face each other across common landscaped space with buildings no closer than 30 feet.*

C. The applicant has deviated from (C) (2) and has stated they are unable to group the buildings in clusters.
UDO §4.10.8 (C) (2) states: *group buildings in clusters.*

D. The application appears to be generally complaint with the standards as found in Section D, *pedestrian improvements,* of the multi-family development standards found in UDO §4.10.8.

E. The applicant has deviated from (E) (2) and has stated they are unable to provide parking that does not separate dwelling units from common open space**.**
UDO §4.10.8 (E) (2) states: *to the greatest extent practicable, parking shall not separate dwelling units from common open space.*

F. The applicant has deviated from (F) (3) and has stated they are unable to configure common open space in square areas with sides of at least 100'.
UDO §4.10.8 (F) (3) states: *common open space shall be configured in square or nearly square areas with sides of at least 100'.*
The applicant has deviated from (F) (6) and has stated they are unable to provide play areas within a five (5) minute walk from each dwelling unit.
UDO §4.10.8 (F) (6) states: *for developments with more than 20 dwellings, provide on-site; well equipped and challenging play areas for school age children within a five (5) minute walk from each dwelling unit. (a) provide places for school age children to sit. (b) where possible include a space for ball games on site (minimum 80 feet x 40 feet.)*
The applicant has deviated from (F) (6b) and has stated they are unable to provide a space for ball games on the site. SEE ABOVE.

Staff has evaluated the comments provided from the applicant explaining their reason to deviate from the above standards and has determined that because of the shape of the subject property the applicant would be unable to meet the above standards and their request to deviate seems reasonable. Also, the verbiage in (B) (3) and (E) (2) are relative and are not absolute standards.

iii. General Staff Comments

- The subject property is within the High-Quality Watershed and will need has stated they are unable to5/70 exemption, which they have requested with this Special Use Permit application. The maximum built upon surface is regulated to 65% in the Urban Transition Highway Corridor Overlay.
- The applicant is required to apply for a sign permit with the Town of Southern Pines if they propose signage.
- The applicant shall meet all applicable landscape, parking, lighting and building design requirements found in Chapter 4 of the UDO.

- This development will be subject to permitting through the Inspections Department and will be required to submit for site plan review. All state level development regulation and the applicable development regulations in the Unified Development Ordinance (UDO) must be met prior to site plan approval.

E. Outside Agency Comments:

A request for comments from agencies was emailed to representatives of the Town of Southern Pines Engineering, Streets, Utilities, Fire and Recreation & Parks Departments as well as representatives of the North Carolina Department of Transportation, U.S. Fish and Wildlife Service and the Regional Land Use Advisory Commission. Any comments received after the publishing of this report will be forwarded to the Planning Board at the public hearing as an exhibit.

- Comments from the Department of Transpiration were received on October 27, 2021. The comments state as follows:

SUBJECT: US 1 Muti-Family
Traffic Impact Analysis

Dear Mr. Fluitt:

Thank you for submitting the updated Traffic Impact Analysis for the subject development. The preliminary site plan and traffic impact analysis have been reviewed by District Staff, Division Staff, and Congestion Management in accordance with the Policy on Street and Driveway Access to North Carolina Highways. Based upon our review we offer the following comments for the subject access as it relates to access to NCDOT maintained roadways:

Note: Comments contingent upon the developer's proposed roadway improvements along the NE US 1 Service Road as detailed on Figure 2.2 Site Plan in the Analysis.

US 1 at US NE Service Road Access

- Provide an exclusive right-turn lane on northbound US 1 with 75 feet of storage and appropriate taper.

US 1 NE Service Road at Site Driveway #1, #2 and #3

- We agree with the TIA recommendations for the striping of the US 1 NE Service Road as indicated in the Analysis.

US 1 NE Service Road at US 1 NE Service Road Access

- We agree with the TIA recommendations to operate the eastbound approach (US 1 NE Service Road Access) as a free-flow movement with stop-control on both the northbound and southbound approaches.

Please incorporate the above comments into your planning. When the above comments have been addressed, please submit a driveway permit along with any necessary encroachment agreements to this office for review. Also, please be aware that future site expansion may result in further roadway improvements being required by the Department. If further information is needed, please advise.

Sincerely,

Matthew W. Kitchen, PE
District Engineer

CC: Patrick Norman, PE
B.J. Grieve, Town of Southern Pines
John Grant, PE
David Willett
Josh Brooks, PE
File

Revised comments have been attached and are a part of the TIA for the revision proposed by the applicant.

- Comments from the Regional Land Use Advisory Commission were received on October 28, 2021. The comments state as follows:
  October 25, 2021Following a review of the above referenced Special Use Permit and Major Subdivision by the RLUAC staff and Board of Directors for the properties listed above, and recognizing that our findings are non-binding on the Town of Southern Pines, the RLUAC Board of Directors finds that:
  The issues of concern noted in the previous review of this project, prior to amendment and resubmission, are incorporated herein (see review letter dated October 6, 2021 for cases SU-01-21 and S-34-21). In reviewing the revised site plan, it is noted that a larger contiguous open space area is preserved on the northern part of the site in the current proposal. Based on the previously noted concerns, the reconfiguration of the site plan in this manner should produce a net positive outcome as compared to the previous plan, as this will allow for the preservation of a larger area that is currently forested with mature pines. This, in turn, better aligns the proposed development with the land protection goals of the Fort Bragg Compatible Use Rating System.
  Thank you for allowing RLUAC to review this case.
  John K. McNeill, Chairman Vagn K. Hansen II, AICP, Executive Director

- The Technical Review Committee at its November 9, 2021 meeting discussed the SU-02-21 project. Below are the comments received from the Town Engineer:

An updated TIA has been received and reviewed for this project. The TIA adequately addresses the requirements found in UDO §4.12 Transportation/Traffic Analyses. I do note that the TIA assumes new traffic will utilize the service road to bring traffic back towards Downtown. The requirement to coordinate the development with surrounding streets as noted in UDO §4.11.6. would redistribute traffic in a different manner, but it is my opinion that the analysis would not be impacted. The studied intersections all exceed the minimum level of service and the change in traffic distribution only changes which movements have to occur but not the total number of movements. The development currently proposes to connect to the existing sidewalk along W. Maine Avenue.
The existing section of sidewalk only extends 1 block to N. Hale Street and does not connect to any other portion of the Town's existing pedestrian network. A connection to the existing sidewalk network is recommended and the nearest connection would be at the intersection of N. Hale Street and W. Vermont Avenue.

V. ATTACHMENTS:

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

1. Attachment A: Draft Findings of Fact
2. Special Use Permit Application
3. Special Use Permit Narrative
4. Special Use Permit Justification
5. Compliance with CLRP Narrative
6. Multi-Family Development Standards Narrative
7. Patrick's Pointe Justification
8. Existing Conditions Plan and Site Plan
9. TIA

VI. TOWN COUNCIL ACTION:

To either approve or deny a Special Use Permit application, the Town Council shall make findings of fact and conclusions to the applicable standards. The Town Council shall first vote on whether the application is complete and whether the facts presented are relevant to the case. The Town Council shall then vote on whether the application complies with the criteria as set forth in Section 2.21.7(A-F) Criteria for a Special Use Permit. The Town Council may choose one of the following motions or any alternative they wish:

I move to:

1. Adopt Attachment "A" of the staff report as our Findings of Fact regarding the proposed Conditional Use Permit SU-02-21.

2. Adopt Attachment "A" of the staff report as our Findings of Fact regarding the proposed Conditional Use Permit SU-02-21 with the following changes_____.

Next, the Town Council may vote on whether to approve, deny or approve with conditions the proposed Special Use Permit. The Town Council may choose one of the following motions, or any alternative they wish:

I move to:

1. Approve of the Special Use Permit SU-02-21.

2. Deny of the Special Use Permit SU-02-21

3. Approve the Special Use Permit for SU-02-21 with the following additional conditions….

ATTACHMENT "A"
Draft Town Council Findings of Fact
Special Use Permit Application SU-02-21

Finding of Fact #1:

The Town Council finds that the application is complete and that the facts submitted are relevant to the case because the request for Special Use Permit approval has met the specified submittal requirements as required in the Town of Southern Pines UDO Appendices and the evidence submitted was sworn testimony by qualified experts or provided through substantiated documentation.

Finding of Fact #2:

The Town Council finds that the application complies with UDO §2.21.7 Criteria for a Special Use Permit, Criteria A, C and D and finds that the application does not comply with UDO §2.21.7 Criteria for a Special Use Permit, Criteria B, E and F in that:

A. **The proposed special use shall comply with all regulations of the applicable zoning district and any applicable supplemental use regulations;**
The Town Council finds that the application SU-02-21 complies with all regulations of the OS, RM-2 and UTHCO zoning districts development standards. The applicant is allowed 554 parking spaces and granted the watershed protection permit for 65% impervious coverage.

B. **The proposed special use shall conform to the character of the neighborhood in which it is located and not injure the use and enjoyment of property in the immediate vicinity for the purposes already permitted;**
The Town Council finds that the density, scale and use appear to be incompatible with the surrounding neighborhood.

C. **Adequate public facilities shall be provided as set forth herein;**
The Town Council finds the subject properties have access to and can be served by TOSP public facilities.

D. **The proposed use shall not impede the orderly development and improvement of surrounding property for uses permitted within the zoning district or substantially diminish or impair the property values within the neighborhood;**
The Town Council finds that the proposed development is consistent with the existing zoning standards. The mixed use residential and professional office development is located along the highway corridor and provides for compatibility by being a transition within the Office Services zoning district and multi-family residential zoning district.

E. **The establishment, maintenance or operation for the proposed use shall not be detrimental to or endanger the public health, safety, comfort, or general welfare; and**

The Town Council finds that in regards to safety and the addition of 2100 daily trips that will be generated from this project, the following issues,

- There is no acceleration lane on Route 1
- There will be increased traffic on side streets
- The northern portion of the Service Rd is not going to be improved
- There are currently school bus safety issues and will only become worse

are not just potential impacts to the neighborhood but they will impact US 1, Midland Road, Pennsylvania Avenue and Saylor Street.

F. **The public interest and welfare supporting the proposed use shall be sufficient to outweigh individual interests that are adversely affected by the establishment of the proposed use;**

The Town Council finds that there were a large number of residents that border this property that were concerned that the quality of their life and impact on the surrounding neighborhood would adversely affect them. They do not believe that the public interest and welfare supporting the proposed use outweighs the interests of the residents that showed up and stated their concerns at the hearing.

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Town of Southern Pines North Carolina — Chartered 1887

Special Use Permit Application

Fee: $_____ Date Paid: _____ Case No.: CU-_____-_____

Project Information:

Street Address: EAST OF US HIGHWAY 1 BETWEEN W. VERMONT AVE & W RHODE ISLAND AVE

PIN: 858214321933; 858217214672; 858217213440 Parcel ID: 00039174; 00032830; 00032829

Site Size: 25.4 ACRES Zoning: OS, RM-2

Applicant:

Name(s): 1700, LLC C/O LOGAN BURNETT

Email: LBURNETT@VOLTAGLOBAL.COM Phone: 305-428-6504

Mailing Address: 2601 SOUTH BAYSHORE DRIVE, 17TH FLOOR MIAMI, FL 33133

Authorized Agent, if different from Applicant:

Name(s): KOONTZ JONES DESIGN C/O ROBERT KOONTZ

Email: BKOONTZ@KOONTZJONES.COM Phone: 910-684-8487

Mailing Address: 150 S PAGE STREET SOUTHERN PINES, NC 28387

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

Name(s): FRANCIS T MASER, TRUSTEE

Email: FMASER@GMAIL.COM Phone: 910-528-7649

Mailing Address: PO BOX 1133 SOUTHERN PINES, NC 28388

8-27-21

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 Special Use Permit 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 EAST side of US HIGHWAY 1 (St./Ave.), between W. VERMONT (St./Ave.) and W RHODE ISLAND (St./Ave.). The property has a frontage of 2930 feet and a depth of 650 feet.

The special use sought is based upon Section(s) 2.21; 3.7.2 of the **Town of Southern Pines Unified Development Ordinance**. The proposed use of the property is as follows:

TO DEVELOP MULTI-FAMILY RESIDENTIAL UNITS AND AN OFFICE OUTPARCEL

Date: 9/13/2021

DocuSigned by:
Logan Burnett
C0D528B5FF74493...
Applicant

PLANNING DEPARTMENT
TOWN OF SOUTHERN PINES
plan@southernpines.net (910) 692-4003 www.southernpines.net

8-27-21

APPOINTMENT OF AGENT

The undersigned owner(s), 1700, LLC, hereby appoint(s) KOONTZ JONES DESIGN as the exclusive agent for the purpose of making an application to the Town of Southern Pines for a Special Use Permit on the property described in the attached application. The owner(s) hereby agree 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 the issuance of a Special Use Permit on 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 Special Use 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 13th day of September, 2021.

DocuSigned by:
Logan Burnett
CDD528B5FF74493...

Property Owner

Property Owner

Agent

8-27-21

DocuSign Envelope ID: 881A6017-786B-4D81-9ABC-91C7CD3D567A

APPOINTMENT OF AGENT

The undersigned owner(s), Francis T Maser, hereby appoint(s) Kimley Horn Design as the exclusive agent for the purpose of making an application to the Town of Southern Pines for a Special Use Permit on the property described in the attached application. The owner(s) hereby agree 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 the issuance of a Special Use Permit on 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 Special Use 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 9th day of September, 2021.

Francis T. Maser, Trustee
under the Francis T. Maser
Revocable Trust dated 1/1/2014

Property Owner

Property Owner

Agent

8-27-21

PATRICK'S POINTE
SPECIAL USE PERMIT NARRATIVE

The development of the property described as the US 1 Village in the submitted exhibits is planned to be a new infill community within the existing downtown area of Southern Pines. The +/- 25.41 site located off of US Highway 1 and at the end of West Rhode Island Avenue is comprised of one large tract ("Tract 1") and one smaller, adjacent tract ("Tract 2"). Tract One is approximately 22.85 acres and is zoned Office/Service (OS). Tract 2 is approximately 2.56 acres and is zoned RM-2. The combined tracts are comprised of approximately 25.41 acres (the "Combined Tract"). Applicant does not propose any rezoning of the Tracts but merely seeks a conditional use permit for the Combined Tract, known as "Patrick's Pointe," that will allow the combination of multi-family uses along with office and service uses. Under the Southern Pines Unified Development Ordinance (the "UDO"), the OS zoning district is intended to "accommodate office and service uses as well as medium-density residential uses", which includes multi-family uses, as stated in Section 3.5.11 of the UDO. The RM-2 district accommodates single-family, single-family attached, and multi-family residential units. The underlying density on the project permits up to 291 residential dwelling units on the property and/or up to +/- 254,000 sf of office uses on the property, using a 10,000 sf per acre planning rule of thumb.

This conditional use permit application proposes 276 multi-family residential units and a +/- 0.91-acre office parcel. The development will meet the development standards for OS and RM-2 district projects as well as supplementary standards for multi-family development established in the Town's UDO, with modifications described in Exhibit D of this application. Adequate parking will be provided on site to meet UDO standards for multi-family and office uses. The main entrance to the site will be provided near the US 1 access location. The existing gravel service will be paved to NCDOT standards from the emergency access location on the north side of the property and tie back to West Connecticut Avenue. This street will be turned over to NCDOT and become a publicly maintained street. Access from US 1 and the public service road will provide the only vehicular access to the site. Pedestrian access gates will be provided at West Rhode Island Avenue and West Maine Avenue to allow residents to connect to the neighborhood street and pedestrian network for walking and biking to downtown Southern Pines. Sidewalks to downtown are available along West Vermont Avenue.

The multi-family development will consist of a total of 276 residential units with many shared amenities. These amenities will include a swimming pool, clubhouse building, children's play area, dog park and other park spaces. The property falls within a high-quality watershed and there is no floodplain. As a result, a watershed protection permit application has been submitted to allow for increased impervious surface and allow up to 70% impervious surface. Overall impervious surface to be developed on the property will fall well below the permitted 70%. Impervious surface and will not exceed 60%. This site is a residential infill location in the downtown of Southern Pines. Increased impervious surface in infill locations for residential development is consistent with the Towns Comprehensive Long-Range Plan (CLRP). See Exhibit C for additional information related to compliance with the CLRP.

Design elements for the project are described below.

- **Pedestrian Connectivity**
  - Pedestrian connectivity will be provided throughout the community. Pedestrian access gates will be provided at West Rhode Island Avenue and West Maine Avenue to allow residents to connect to the neighborhood street and sidewalk network to walk and bike to downtown Southern Pines. The property is five (5) blocks from Broad Street and the West Maine Avenue and West Rhode Island Avenue gate connections are in close proximity to sidewalk connections on West Vermont Avenue, which lead downtown.
- **Parking Areas**
  - The multi-family residential buildings will have surface parking at a ratio that meets the UDO standards. These standards are as follows from Section 4.5 of the Town's Udo:

Land Use	Minimum Vehicle Parking Spaces	Minimum Bicycle Parking Spaces
Multi-Family		
0-1 bedrooms	1 space per Dwelling Unit plus 1 space per 5 Dwelling Units for visitors	1 space per 10 Dwelling Unit
2-3 bedrooms	2 spaces per Dwelling Unit plus 1 space per 5 Dwelling Units for visitors	
4 or more bedrooms	2.5 spaces per Dwelling Unit plus 1 space per 5 Dwelling Units for visitors	

  - Office uses will park per the UDO required standards in Section 4.5 based on the particular type of office use developed. Medical and general office uses park at different ratios per the UDO. The specific office use is yet to be determined for the office outparcel. When a site plan is brought forward and the specific use determined for the parcel, parking per the UDO standards will be provided.
- **Streets and Access**
  - The main entrance to the site will be provided off the service road, near the US 1 access location. The existing gravel service road from the US 1 access location will be paved to NCDOT standards and tie back to West Connecticut Avenue. Two secondary access locations will be provided for emergency services along the service road and new pavement will continue to the northernmost emergency access location. Once improved and accepted, this street will be turned over to NCDOT and become a publicly maintained street. Access from US 1 and the public service road will provide the only vehicular access to the site. The main entrance to the property will not be gated, however, a gate may be provided at the emergency access location(s). If these locations are gated, appropriate emergency access controls will be provided as required by the Town of Southern Pines Fire Marshal.

- **Landscaping and Fencing**
  - Landscaping will be provided as required by the Town of Southern Pines UDO, including plantings required by the Urban Transition Highway Corridor Overlay District. Much of the site is currently wooded. Due to the topography of the site, many trees within the property boundary will be removed.
  - Planting buffers and screening will be provided on adjacent property boundaries where necessary and required by the Town's UDO. Effort will be made to preserve existing trees in the buffer areas of the project. Any tree save in these buffer areas may count toward planting credit as permitted in the UDO.
- **Open Space**
  - Multi-family residential development is required to have 10% open space. The development will provide approximately +/- 41.3% (+/- 10.5 acres) open space as indicated on the preliminary plat hatching. This open space will be located in buffer areas, stormwater features, parks and amenity areas throughout the property as indicated on the preliminary plat. While usable open space is not required within the OS district, usable open space has been included for the multi-family in the amenity areas and totals 10% (2.55 acres) of the total open space. This number does not reflect areas with sidewalks and trails that would also be considered usable open space within the community.
- **Buffers/Setbacks**
  - Buffers and setbacks will be provided at a minimum per the requirements of the OS district standards and Highway Corridor Overlay District. All setbacks will be met and in many instances the setbacks for the property exceed the required setback requirements. The standards of the overlay district in Section 3.6.5 of the UDO are significantly greater than those of the standard zoning district and are as follows:
    - All US 1 frontage requires a 75' building setback, 50' parking lot setback and 50' landscape buffer. Each of these standards will be met.
    - The OS district requires the following setbacks which will be met:
      - Front = 15'
      - Internal Side = 20'
      - External Side = 15'
      - Rear = 20'
- **Stormwater**
  - Stormwater management best practices will be applied on the site as necessary and required to control stormwater runoff throughout the project. All stormwater will be handled on site in a series of ponds, basins or other devices.
  - Stormwater devices may be located in buffer areas within the property.
- **Utility Service**
  - Adequate water and sewer service can be provided by the Town of Southern Pines to service this development. Utilities are currently within close proximity, along the streets and adjacent properties near the proposed site or located directly on the property. All utilities on the site will be located underground.
- **Architectural Character**
  - Multi-family residential units will be designed to fit the character of downtown Southern Pines. Design of the project is intended to blend into the surrounding area and add to the

surrounding neighborhood. It is also intended that the project will be visually appealing from US Highway 1. Materials are intended to be a mixture of brick and cementitious siding material that will blend with other downtown development.

- The project will comply with the Town of Southern Pines architectural standards and must obtain an Architectural Compliance Permit from the Town Council per the UDO. All multi-family and office structures will require approval of the Architectural Compliance Permit.

- **Signage**
  - A single subdivision sign for the multifamily development will be placed at the main entrance from US 1. In addition, a sign for the office outparcel will be provided on the parcel.
  - All signs will indicate the name of the community and/or business. Any additional directional or on-site signage for parking area, parks or amenities will follow the Town of Southern Pines sign standards in Section 4.6 for size, materials, and height.
- **Office Uses**
  - Office uses permitted for the outparcel will include the following, to the extent permitted by right under UDO Exhibit 3-15 (Table of Authorized Land Uses):
    - Finance and Insurance
    - Real Estate Services
    - Rental housing-related
    - Intellectual Property Rental
    - Business, Professional, Scientific, and Technical
    - Administrative Services

The descriptions and conditions described above will apply to the entire project as indicated in the Conditional Use Permit plan document.

EXHIBIT A

Patrick's Pointe
Special Use Permit Justification

Below are listed the six (6) criteria required to approve a Special Use Permit application as described in Section 2.21.7 of the Town of Southern Pines UDO. Following the individual criteria is an explanation, indicated in red, describing how the project demonstrates compliance with each of these criteria.

A Special Use is permitted only if the Applicant demonstrates that:

(A) The proposed special use shall comply with all regulations of the applicable zoning district and any applicable supplemental use regulations;

The property is currently zoned Office Service (OS) and RM-2 and would permit office and service uses as well as multi-family, single-family attached, and single-family detached residential development through a special use permit. Residential uses are permitted under the OS zoning classification at a density comparable to RM-2 density (10-12 dwelling units per acre). This density would allow for 274 residential units to be developed on the OS property (the Large Tract). Up to seven residential dwelling units per acre are allowed by right within the RM-2 zoning district. This density would allow for 17 residential dwelling units on the RM-2 property (the Small Tract). The combined total density for the properties would be 291 total residential units. Multi-family and single-family attached residential units are permitted at the proposed density through a Special Use Permit for the site. The proposed plan includes 276 total residential units, which complies with the regulations of the applicable zoning districts. The proposed development also complies with all other regulations within the UDO related to the OS district and proposed uses except for the supplemental use regulations for multi-family residential units (see Exhibit D for minor deviations). In addition, a +/- 0.91-acre office parcel has been provided on the property which is permitted within OS zoning district. This office parcel would permit for an office building and associated parking and provides for the mix of uses contemplated by the UDO for OS zoning districts.

(B) The proposed special use shall conform to the character of the neighborhood in which it is located and not injure the use and enjoyment of property in the immediate vicinity for the purposes already permitted;

All structures will be designed to meet the standards for multi-family and office development described in UDO. Residential development will be designed to be compatible with the existing surrounding townhome residential neighborhood and other homes in the vicinity. Buildings will meet all UDO standards for building height.

Buffers will be placed along property boundaries that are shared with adjacent properties. Every attempt will be made to maintain existing trees throughout the development and especially in buffer areas.

US 1 BOUNDARY: The property falls within a Highway Corridor Overlay District which requires a 75' building setback, a 50' parking area setback and a 40' landscape buffer from US 1. The 40' landscape buffer area will be planted per the Town of Southern Pines landscape standards. To gain additional credit toward the Town's landscape requirements, efforts will be taken to maintain trees in this area as well. All landscaping will meet and/or exceed Town of Southern Pines requirements for landscaping within parking fields.

EASTERN BOUNDARY: Appropriate landscaping will be planted along the adjoining property boundaries on the east side of the property. These plantings will meet the Town's landscaping requirements and screen the development from adjoining properties. Landscape materials will be selected to match the existing area and maintain a natural appearance for the property that is in keeping with the character of the surrounding neighborhood and Southern Pines community. The plan works to transition density from the adjacent (to the east) townhome community by placing

limited building development and large setbacks along the shared property boundary with the Village Green neighborhood. Residential multi-family buildings will act as a buffer and noise barrier to the existing townhome developments.

On page 2.4 of the Comprehensive Long-Range Plan (CLRP) under housing it states "Southern Pines residents recognize the importance and relevance of housing that is diverse, affordable and compatible with the neighborhood in which it is developed. The Town is committed to promoting these housing goals in all areas of the community." The developer believes that the multi-family residential proposed for this neighborhood offers a variety and diversity of residential products within the surrounding neighborhood and downtown Southern Pines. This variety in housing options allows residents of Southern Pines to make housing decisions that fit their needs and lifestyle. This development is consistent with the context of the surrounding neighborhood and provides a buffer and transition of density from single-family attached, multi-family and other residential development surrounding the property as well as the office parcel located on US 1.

In addition, see the attached Compliance with CLRP Objectives document.

(C) Adequate public facilities shall be provided as set forth herein;

Public water and sewer utilities are readily available for the project, the cost of which will be borne by the developer. Water and sewer lines currently cross areas of the site. Parks, open spaces, trails, sidewalks, and amenities will be provided by the developer for the residents.

The main entrance to the site will be provided near the US 1 access location along the service road. The existing gravel service road from the US 1 access location will be paved to NCDOT standards and tie back to West Connecticut Avenue. Two secondary access locations will be provided for emergency services along the service road and new pavement will continue to the northernmost emergency access location. Once improved and accepted, this street will be turned over to NCDOT and become a publicly maintained street. Access from US 1 and the public service road will provide the only vehicular access to the site. The main entrance to the property will not be gated, however, a gate may be provided at the emergency access location(s). If these locations are gated, appropriate emergency access controls will be provided as required by the Town of Southern Pines Fire Marshal.

(D) The proposed use shall not impede the orderly Development and improvement of surrounding property for uses permitted within the zoning district or substantially diminish or impair the property values within the neighborhood;

This is an infill project along the US 1 corridor in close proximity to downtown Southern Pines. All properties surrounding this property are zoned RM-2 and permit multi-family, townhome, and single-family detached development at a density of 5-7 dwelling units per acre. In addition, there are several similar parcels along the US 1 corridor that likewise are already zoned as OS and, thus, are likely to have similar office or mixed use improvements. This project will not impede the development of these surrounding properties in meeting their full development potential and meets the standards of the OS zoning district. The plan works to transition density from the adjacent (to the east) townhome community by placing limited multi-family development along the shared property boundary with the Village Green neighborhood and providing multi-family buildings closer to US 1, which will act as a buffer and noise barrier to the new and existing townhome developments. In addition, the residential uses will provide an appropriate transition to the higher intensity office development along US 1.

Patrick's Pointe and the improvements therein will not substantially diminish or impair the property values within the neighborhood.

(E) The establishment, maintenance, or operation of the proposed use shall not be detrimental to or endanger the public health, safety, comfort or general welfare; and

This office and residential development will continue the existing development pattern of the surrounding neighborhood, which is all zoned RM-2 Residential Mixed Housing (5-7 dwelling units per acre). This project meets all standards set forth in the Town's CLRP and UDO pertaining to land use and density. Based on the standards set forth in these publicly reviewed and approved documents, this project will not be detrimental to or endanger the public health, safety, comfort, or general welfare of the surrounding neighborhood or downtown Southern Pines. The development incorporates many of the goals of the CLRP.

Traffic volumes will not endanger the residents of the Town of Southern Pines as all vehicular access will be provided to the site via US 1 and the associated service road which connects to Connecticut Avenue. Access to the property will not connect to the surrounding neighborhoods. Low additional traffic volumes on local Town streets will not create any adverse impact on existing neighborhoods or streets.

Project buffers will be provided around the entirety of the property and planted to the Town of Southern Pines standards and requirements. These buffers, due to the projects location within the Highway Corridor Overlay District are significantly increased. This allows for additional screening and setbacks far beyond those required in the adjoining RM-2 Mixed Housing (5-7 dwelling units per acre) zoned properties. These standards protect adjoining property owners from any detrimental impacts.

(F) The public interest and welfare supporting the proposed use shall be sufficient to outweigh individual interests that are adversely affected by the establishment of the proposed use.

The proposed use and project density have already been established in both the Town of Southern Pines CLRP adopted on March 8, 2016, and incorporated in the Town of Southern Pines UDO under the OS zoning district classification. This proposal does not seek to deviate from the permitted density or uses prescribed in these documents. These documents were developed as a result of many hours of public input, hours of staff review and hours of Town Council deliberation in order to protect the public interest and welfare of the community.

Taking the existing zoning into account, the allowed uses therein and the goals, strategies and vision of the CLRP for this area, the public interests supporting the proposed uses outweigh any individual interests that may be adversely affected by the proposed use.

This project incorporates many goals and objectives of the CLRP and establishes a development pattern that is consistent with these planning and guiding documents. All properties surrounding this development are zoned for multi-family development based on the CLRP and UDO. This proposed office and multi-family development is consistent with these zoning classifications and shall serve as a buffer between the existing multi-family zoned parcels and US 1. The development pattern also meets the land use goals defined by the CLRP as it is an infill project and makes efficient use of the towns existing infrastructure and remaining high density watershed allocation to encourage housing diversity within Southern Pines, near downtown. This housing diversity and efficient use of land will be needed to meet the demands of projected growth of Southern Pines and the surrounding area.

Of the potential uses permitted by the CLRP and the UDO's OS district for this parcel, the proposed residential uses, which buffer adjacent properties, are significantly less intense than most others. Other by-right uses for this zoning district (such as hotels, daycares and private fitness clubs) are more intense, use more acreage, provide less open space, and generate more traffic than the proposed multi-family use and density. All access to this property will be provided via US 1 and the associated service road which will limit traffic impacts and bypass the surrounding neighborhood to the greatest extent possible. Any

connecting utility and roadway infrastructure, including the paving of the NCDOT service road will be extended and connected as necessary by the developer and dedicated to the Town of Southern Pines.

Based on the property's proximity to downtown, residential development and a limited amount of office use is appropriate for the surrounding area and location along US 1. Residents of this development will work, seek entertainment, and shop in downtown Southern Pines. These additional residents will contribute to the character and vibrancy of the downtown center.

EXHIBIT C

Patrick's Pointe
Compliance with Comprehensive Long Range Plan Objectives

Below is a list of Comprehensive Long range Plan (CLRP) objectives that the design of this project incorporates into the proposed development. The item identification at the beginning of each objective refers to the item number as referred to in the CLRP goals. Bold text represents the goal of the section as adopted on March 8, 2016.

G-11.Housing. Facilitate the provision of a broad range of housing choices that serve residents of all abilities and incomes.
G-13.Growth. Ensure that services, facilities and land resources accommodate anticipated growth while enhancing the quality of life for Southern Pines' residents.
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.

The addition of multi-family apartments in this location will complement the wide availability of single family housing in Southern Pines, thus achieving the goal of "providing a broad range of housing choices that serve residents of all abilities and incomes." Such housing accommodates anticipated growth and allows for a mixed-use office component to serve the local community. Supply for new residential units is limited in the downtown area and demand for the proposed type of housing proposed is present.

The project's architecture, site design and neighborhood character fits into the surrounding neighborhood and is intended to blend into the Southern Pines vernacular. Elements of building design and scale will be comparable with recently-completed regional projects. All vehicular access will be directed away from the existing neighborhood and toward publicly maintained roadways while pedestrian and bicycle travel will be encouraged throughout the neighborhood and connect to adjoining Town of Southern Pines streets.

The scale of the buildings will be diminished due to site conditions. A large grade cut will be required to place buildings on the site. This cut, coupled with the Town of Southern Pines planting and buffering standards and the site's location within the Highway Corridor Overlay District will create a condition that will screen and buffer the project from adjoining property owners. In addition, the site plan calls for limited development to be placed directly adjacent to the Village Green townhome community, to further act as a transfer of density to US 1 and the office outparcel.

P-12. New Housing Choices. Foster the provision of a mix of housing that meets the financial and physical needs of existing and future residents by encouraging development of a variety of housing types in new residential areas and promoting compatible infill in existing neighborhoods.

The multi-family buildings within the development will be consistent with the Southern Pines vernacular but will also meet the housing needs of future residents by incorporating a variety of housing types. The buildings will use materials consistent with Southern Pines. The mix of residential unit types is appropriate with the surrounding area. Market parameters dictate standards supporting Town's existing vernacular.

P-18. Parks and Recreation. Facilitate access to public and private parks and recreational facilities and activities for residents in new and existing neighborhoods by:

b. Encouraging development of new public and private facilities in coordination with new development; and

The project will provide for its residents, parks and amenities including open play areas, pool and clubhouse area, shade structure, pocket parks and dog park area as well as internal trails and sidewalks. This reduces the need for the Town of Southern Pines to provide amenities for the residents of this develop. All costs associated with the construction of these amenities will be borne by the developer.

CHAPTER 8 Housing (Page 8-4). Retaining Diverse Housing Options. The Downtown neighborhood offers a diverse mix of housing choices, which are needed to meet the increasingly diverse housing needs of the community. Seniors, who are no longer able or willing to maintain large, single-family lots seek denser housing options by necessity. Millennials, and to some extent, baby-boomers seek mixed-use neighborhoods and attached housing options. This is not to suggest that existing single-family neighborhoods should be rezoned to allow multi-family housing, but it does suggest the importance of retaining existing mixed-density zoning Downtown and promoting mixed-density neighborhoods within new developments.

The plan maximizes the permitted density on the property in a downtown infill neighborhood without a change in zoning classification. The site is part of the existing downtown urbanized area and all utility services are readily available for the site. Proposed density and location maximize urban planning objectives by limiting adverse impact and enhancing neighborhood efficiencies and livability. Higher density in close proximity of the vibrant downtown center area of Southern Pines, provides more residents within walking and biking distance of downtown. More people close to downtown will help maintain its vibrancy as the project's residents seek work, entertainment/dining and shopping options close to home.

The development pattern also meets the land use goals defined in this section of the CLRP as it makes efficient use of the town's remaining high density watershed allocation to encourage housing diversity throughout Southern Pines. This housing diversity and efficient use of land will be needed to meet the demands of projected growth of Southern Pines and the surrounding area.

P-6. Mobility. Enhance mobility options for residents of Southern Pines by:

a. Ensuring that new neighborhoods and mixed-use centers interconnect with adjoining land uses.

The property provides an interconnected street network within the property and a street connection to US Highway 1 and the service road. The service road connects to West Connecticut Avenue and makes a full vehicular connection to downtown Southern Pines. Sidewalks will be added throughout the development to connect all internal amenities and encourage walking within the community. Pedestrian and bicycle gates located on the eastern property boundary will connect residents with the Town of Southern Pines street grid and promote biking and walking to downtown Southern Pines. This will help facilitate pedestrian and bicycle travel connecting to downtown.

G-8. Mobility. Increase mobility options for residents throughout Southern Pines.

P-6. Mobility. Enhance mobility options for residents of Southern Pines by:

a. Ensuring that new neighborhoods and mixed-use centers interconnect with adjoining land uses.

b. Making walking and bicycling safe, convenient and economical transportation alternatives to driving through development of greenways and streets that are

The project's proximity to Downtown Southern Pines encourages walking and biking on the property. Internal sidewalk connections throughout the development encourage residents to walk and bike to amenity areas located throughout the site. Pedestrian and bicycle gates located on the eastern property boundary will connect residents with the Town of Southern Pines street grid and promote biking and walking to downtown Southern Pines.

P-7. Streetscapes. When improving streets and when streets are installed as part of new developments, ensure that the streets:

b. Employ indigenous landscaping materials in streetscapes and buffers for parking and loading areas to reinforce the natural character of the Town;

It is intended that the development will maintain plants when appropriate and utilize native plants in all areas of the development. Use of native plants will be consistent with the surrounding neighborhood character and promote a project that looks like Southern Pines. Native plant utilization also reduces the amount of maintenance, pruning and irrigation that these plants need for survival. Native plants are more adapted to the local environment and are conditioned to meet the local environmental conditions including drought tolerance, pests and diseases.

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

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

b. Ensure that costs of extending services to new development are generally borne by such development, except where cost-sharing is necessary to facilitate or attain larger community goals

All development infrastructure to serve the property (water, sewer, roads) cost will be borne by the developer and dedicated to the Town of Southern Pines. Water, sewer and road infrastructure are all available adjacent to the site.

EXHIBIT D

Patrick's Point
Multifamily Development Standards

Below are listed the six (6) multi-family development standards and their subsections from Section 4.10.8 of the Town of Southern Pines UDO. Following the individual criteria is an explanation, indicated in red, describing how the project demonstrates compliance with each of these criteria.

(A) **Applicability**

(1) The following Development standards shall apply to all Multi-Family structures in the Morganton Road Overlay district and Multi-Family Developments of ten (10) or more Dwelling Units in any zoning district in which such Dwelling Units are allowed. These development standards apply to the property as it is more than 10 dwelling units.
(2) No Multi-Family Development may include more than ten (10) Dwelling Units, except pursuant to a Planned Development or Conditional Use Permit approval. This property is seeking a Special Use Permit as permitted by the UDO in the OS zoning district.
(3) The Development standards in this section may be modified pursuant to a PD or Conditional Use Permit approval. The proposed Special Use Permit follows these development standards to the greatest extent possible. Any variations are listed below and permitted as part of the Special Use Permit.
(4) In the RM-1 and RM-2 districts, no Multi-Family Residence may be located within two hundred (200) feet of the closest point of any other Multi-Family Residence, unless both structures are part of an integrated complex that includes no more than ten (10) Dwelling Units. One building is located in the RM-2 zoning district. This building is in excess of 200' from the closest multi-family building. All other buildings within the community are included in the OS district which is not governed by this standard.

(B) **Building Setbacks, Orientation and Lot Standards**

(1) Buildings shall be set back a minimum of ten (10) feet and a maximum of fifteen (15) feet from sidewalks public walkways or street right-of-way. Setbacks may be greater than fifteen (15) feet if the intervening distance consists of common open space. All multi-family buildings on the property meet this standard. The clubhouse building is setback beyond 15' to allow for additional landscaping area in front of the building.
(2) The minimum spacing between the sides of Multi-Family Residential structures shall be twenty (20) feet. All buildings exceed 20' in separation.
(3) Where practical, Dwellings should be located to face each other across common landscaped space with buildings no closer than (30) feet. Due to the narrow shape of this site, buildings have been placed in a linear fashion for most of the site. Where possible, buildings were across from each other. Most buildings backup to landscape areas and planted buffers. Where possible planted landscape islands have been provided to break up parking areas and add trees/landscaping.

(C) **Building Design**. Multi-Family Developments shall:

(1) Include variations in heights, color, setback, rooflines, trim, and building sizes to create visual diversity between structures; Architecture will meet these specifications and be reviewed during the submission of the Architectural Compliance Permit.
(2) Group buildings in clusters; Due to the narrow shape of this site buildings are dispersed in a more linear fashion. Buildings are grouped closely together in an effort to share parking and provide additional open space throughout the site.
(3) Articulate façades by including projections of at least five (5) feet at least once every fifty (50) feet along the façade, Architecture will meet these specifications and be reviewed during the submission of the Architectural Compliance Permit.

(4) Locate windows to provide easy surveillance of open spaces and walkways, without placing such windows within direct alignment with windows of adjacent structures; Windows are located on all facades of the building and near walkways in order to allow for surveillance.
(5) Units above grade level should have access to private balconies of usable dimensions no smaller than ten (10) feet by six (6) feet; Architecture will meet these specifications and be reviewed during the submission of the Architectural Compliance Permit.
(6) Create areas for foundation planting by keeping hard surfaces away from front façades; Foundation plantings will be provided between the building and hard surfaces. The dimensions of this area are defined by Section 4.10.8 (B)(1). The clubhouse will be setback beyond this requirement to provide additional landscaping area.
(7) Design entrances to.

(a) Provide private entrances at grade level and adjacent to private open space to the greatest extent possible. Unless otherwise approved by the Town Council, no more than four (4) Dwelling Units shall share a common entrance. 12 units are served by each breezeway from the ground level through the use of stairs. Each breezeway serves 4 dwelling units on each level of the building.
(b) Avoid aligning doors to separate Dwelling Units with each other unless screening is provided. However, entrances should be visible from the sidewalk or public walkway and other Dwelling Units, when practical. No entrances are aligned directly with other dwelling units without landscape areas in between the buildings and entrances. All entrances are clearly visible from sidewalks and parking areas.
(c) Provide porches or roofed overhangs over building entrances. Roofed overhangs will be provided on all breezeway entrances. These entrances will provide focal elements for the building, while breaking up the front façade of the buildings.
(d) Set back buildings or entries so that the entry paths extend at least ten (10) feet from sidewalk or public circulation walkway. These entry areas should be designed to provide semi-public gardens around the front entryways. Do not provide access to apartments via long-shared access galleries. Entrances are setback as defined by Section 4.10.8 (B)(1). Landscaping is provided in between the sidewalk and building entrance to soften the entrance and create an attractive entrance location.
(8) Provide a private garden, yard, patio or balcony for every Dwelling Unit. All units in the development will have a private outdoor balcony or patio. Ground floor units will have private fenced patios, while upper level units will have private balconies.
(9) The private open space of all Dwelling Units shall be visually and functionally accessible from inside the Dwelling. All units will have windows and view the exterior landscaped areas, amenities and park.
(10) Provide screening for yards where private activities are likely to occur and to delimit private from common open space. Landscaping will be provided in front of all ground floor patios to allow for screening and privacy.

(D) **Pedestrian Improvements**

(1) Provide continuous walkways through the project and connecting Dwellings to and through common open space. An interconnected network of walkways and sidewalks provide access throughout the community. All units are connected through pedestrian pathways to the park, clubhouse and amenity areas throughout the property.
(2) Minimize walkways that provide direct opportunities to cut through the project by strategically locating fences, low walls and planting areas within the site and near site entry points. The property is proposed to be a private community. Pedestrian connections will be made to the streets surrounding the property, however, these locations will be gated and intended of the use of the residents. All amenities within the development will be private.
(3) Provide storage space for strollers, bicycles, and so forth, close to the main entries of Dwellings or groups of Dwellings. Bicycle storage racks will be provided at the clubhouse and at each building.

(E) **Parking**
(1) Provide parking in small Lots that are designed and located to ensure that most parked vehicles are visible from one (1) or more Dwellings. Parked vehicles will be visible from each building. Parking areas will be separated and divided by landscaping and parking islands per the Town's UDO.

(2) To the greatest extent practicable, parking shall not separate Dwelling Units from common open space. Due to the narrow shape of this site, dwellings are located facing open space areas where practicable.

(F) **Open Space**

(1) Common usable open space shall comprise ten (10) percent of the total project area. The project has +/- 8.1 acres (32%) of open space and 2.55 acres (10%) of usable open included in the amenity areas as indicated on the preliminary plat included in the submission documents.

(2) Open spaces shall be configured so that the ratio of building height to open space width is in the range of 1:3 or greater. Ratios as tight as 1:2 may be approved if landscaping effectively screens buildings from each other. The open space areas meet these standards.

(3) Common open space shall be configured in square or nearly square areas with sides of at least one hundred (100) feet. Common open space and amenity areas are not configured as square areas as the topography and narrow site area prohibit this configuration. Open space areas are configured to fit the land, work with the topography and work within the plan structure to provide recreation opportunities for the residents of the community. The larger recreation/amenity areas exceed 100 feet on all sides.

(4) To the greatest extent practicable, Dwelling Units shall have access to common open space without having to cross a street. No public streets are provided within the development.

(5) Play Areas

(a) Play areas for young children should be physically separated from potential traffic hazards. The play area is located at the end of the property in a park area. This will allow for children's safety and separate children from vehicular traffic. The sidewalk system throughout the project will connect to this park area.

(b) Provide a variety of hard-surfaces areas in the form pathways that are least five (5) feet wide and small areas off the circulation system for various children's activities. The play area will provide these items.

(6) For Developments with more than twenty (20) Dwellings, provide on-site; well-equipped and challenging play areas for school age children within a five (5) minute walk from each Dwelling Unit. A play area will be provided as described above. Due to the linear nature and topography of this site, a flat area located outside of the main vehicular circulation pattern was identified for the playground. This area also has several large trees that will be maintained to create a shaded play area. Access to this area may exceed 5 minutes from the northernmost building. The clubhouse and pool area, however, are within five minutes' walk of all units. Children of all ages will be permitted to utilize these areas as well as the park area.

(a) Provide places for school age children to sit. Benches and sitting areas will be provided for children and adults.

(b) Where possible include a space for ball games on site (minimum 80 feet x 40 feet). Due to the topography and narrow site a flat area of this size will not be provided. However, the pool and clubhouse will provide a fitness room, theater room, game room and other amenities open to children. This properties proximity to downtown Southern Pines open spaces and parks will permit residents to have ball games if desired.

(7) Provide retaining walls that can also be used for casual seating. Retaining walls or site furniture will be used to provide casual seating.

(8) Where cluster Dwellings are included in a project, ensure some uniqueness for each cluster. Vary the design (size, dimensions, grading, planting, site furniture and play equipment) of the common open spaces of each cluster. This does not apply to this site.

(9) The number of Dwelling Units grouped around common and open space should range between twenty (20) to one hundred (100) Several units are grouped within close proximity of the clubhouse and pool area.

EXHIBIT E

Patrick's Pointe
Project Justification

There are many reasons why multi-family and office development at the densities proposed for Patrick's Pointe are justified and appropriate for the Town of Southern Pines. This project's justification statement provides evidence for full approval of the project. As submitted in other Exhibits with the application, the project is clearly justified as it meets many of the goals of the Town of Southern Pines Comprehensive Long-Range Plan (CLRP) and all development standards included in the Unified Development Ordinance (UDO). There are no waivers or modifications to these standards proposed by the applicant within the submission documents. In fact, many of the standards associated with these documents are exceeded by the plan and documentation presented as the preliminary plat. All UDO-required findings associated with the requested SUP and the Preliminary plat are easily met.

The Town of Southern Pines CLRP and UDO standards have been established through a series of public meetings and hearings, hours of staff review, Planning Board deliberation and Town Council deliberation. These documents are established to guide development, written specifically to protect the public interest, health and welfare of the citizens of Southern Pines and provide developers and landowners with a clear understanding of the community's goals prior to investing time, money and effort for a proposed project. As a guide to growth these documents establish many guidelines for development including the following: land uses, density, setbacks, landscaping standards, buffers, buffer planting requirements, required number of parking spaces, parking space sizes, parking lot planting requirements, signage, lighting, open space, architectural standards and many other items specific to development. The proposed project meets all these guidelines, in particular, land use, open space, density, setbacks and buffers.

Of the permitted uses in the OS zoning district, multi-family development is one of the least intense development classifications. This district permits office development, hotels, private fitness centers, daycares, banks, insurance offices, real estate offices, health clinics, medical offices, and many other uses. All these uses are permitted by-right and would involve no public process to develop these types of facilities. Standards for these uses have far lower open space requirements and produce significantly more traffic than multi-family development. Again, based on the zoning classification, these other uses could be permitted today with a simple application to Town Planning and Engineering staff with no public deliberation.

The proposed project has many advantages over the other permitted uses. Multi-family development has a greater requirement for open space. Some of this open space is proposed to be usable open space for the residents. Residential development also generates much less traffic than many of the other permitted uses in the OS zoning district.

In item P-15.a. of the CLRP it states "Favor infill development in areas with access to public facilities over development on the perimeter that requires extension of public utilities". This statement is very important for the future development of Southern Pines and speaks to "Smart Growth" principles and sound planning. Based on the projected population growth of Southern Pines, this statement is even more meaningful and important. Southern Pines is growing and projected to grow substantially over the next several years as indicated by US census data. There are choices as to how this increase in population should be housed. The CLRP and UDO have made it clear that the subject property is intended for higher density development.

Higher density in appropriate locations has many advantages over traditional low density development. From a land use and planning perspective, this site is ideal for higher density residential development. The proximity to Downtown Southern Pines encourages alternate transportation methods for travel to downtown. The project will provide pedestrian and bicycle access gates that connect to the grid of downtown Southern Pines that will enable residents to bike or walk to downtown for shopping, dining, working or to take advantage of the many downtown festivals and events. Residents will not have to cross any major highways or roadways in order to access downtown and can utilize the new bike racks being installed throughout the downtown area.

EXHIBIT E

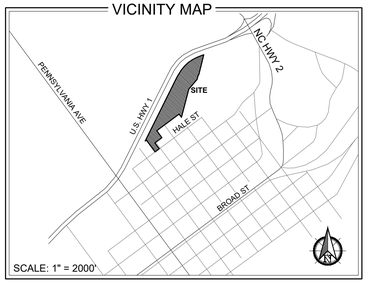
There are many other advantages to higher density on this site. While it may seem counterintuitive, increasing density helps protect local watersheds. The Town of Southern Pines has a limited amount of high density watershed allocation that it can utilize for development. Any development above 24% impervious surface is required to apply for a watershed allocation permit, which allows for development up to 70% impervious surface. If a development exceeds 24% impervious surface, the entire site must be counted toward the high intensity allocation. In this case, the site would require approximately 25 acres of watershed allocation for 276 residential units and an office outparcel. Spread this density over (3) 100 unit projects on 25 acres each and 75 acres of watershed allocation would be required, which reduces the future development potential for the balance of the watershed throughout Southern Pines. Increasing density makes efficient use of the watershed and should be encouraged to protect water resources.

Utility infrastructure efficiency is another advantage of infill development. Water, sewer and roadway infrastructure is readily available for this site and allows for efficient extension, distribution and maintenance of existing utilities. Serving more units with less infrastructure is a clear advantage of this type of development and an important aspect of smart growth development. While the costs of any extensions of utilities and connecting roadways will be borne by the developer, this infrastructure will be dedicated to the Town of Southern Pines and NCDOT for long term maintenance. Limiting the length and amount of public infrastructure to serve the maximum number of units has a positive impact on long term maintenance costs of utility infrastructure.

The proximity of this proposed development to downtown, coupled with “smart growth” principles of reducing watershed impact, reducing utility and roadway infrastructure, as well as the clear intent of the CLRP and UDO to promote this type of development on the site are a clear indication that the proposed development is appropriate. This project requests no modifications or waivers from the standards set forth in the UDO and is strictly prescribed by all guiding documents. This project represents the vision described for the property in all applicable documents. The project, as proposed, meets or exceeds all development standards of the UDO and complies with many of the goals of the CLRP.

Item F of the Conditional Use Permit Justification is as follows: “The public interest and welfare supporting the proposed use shall be sufficient to outweigh individual interests that are adversely affected by the establishment of the proposed use”. Based on the Town’s guiding documents, CLRP and UDO, this project clearly serves the public interest and welfare, as it asks for no waivers or modifications of the approved development standards. In the submitted exhibits, no modifications to land use, density, setbacks, landscaping standards, buffers, buffer planting requirements, required number of parking spaces, parking space sizes, parking lot planting requirements, signage, lighting, open space, architectural standards, and other items specific to development are requested. Planning concepts presented in the application are consistent with the major planning goals of the CLRP and this project represents sound community planning principles. Community needs with proposed development standards have been clearly defined by the Town’s guiding documents, the CLRP and UDO, and should not be compromised as the Town of Southern Pines looks towards it future.

VICINITY MAP



FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER
NFIP FIRM COMMUNITY
PANEL(S) NO: 8582
MAP(S): 3710858200J
DATE: OCTOBER 17, 2006

CAUTION

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT DEPICTED ON THESE PLANS. THE LANDSCAPE ARCHITECT AND ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE PROJECT LIMITS. ALL DAMAGE MADE TO THE EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY BY THE CONTRACTOR.

LEGEND

- = OVERALL PROPETY BOUNDARY
- = EXISTING MINOR CONTOUR
- 400 = EXISTING MAJOR CONTOUR
- SS = EXISTING SEWER LINE
- = EXISTING RIGHT-OF-WAY
- = EXISTING WETLAND

PROPERTY INFORMATION

PROPERTY OWNER:
FRANCIS T MASER, TRUSTEE
PO BOX 1133
SOUTHERN PINES, NC 28388

APPLICANT:
1700, LLC
2601 SOUTH BAYSHORE DRIVE, 17TH FLOOR
MIAMI, FL 33133

TOTAL ACREAGE: 25.4 AC

ZONING INFORMATION

ZONING CLASSIFICATION(S):
(OS) OFFICE SERVICES
(RM-2) RESIDENTIAL MIXED HOUSING

EXISTING SETBACKS (OS):
FRONT: 15'
INTERIOR SIDE: 20'
EXTERIOR SIDE: 15'
REAR: 20'

EXISTING SETBACKS (RM-2):
FRONT: 25'
INTERIOR SIDE: 10'
EXTERIOR SIDE: 15'
REAR: 30'

MAX. BUILDING HEIGHT (OS): 35'
MAX. BUILDING HEIGHT (RM-2): 40'

HCOD (URBAN TRANSITION) STANDARDS:
BUILDING SETBACK: 75'
PARKING AREA SETBACK: 50'

PRELIMINARY PLANS - NOT RELEASED FOR CONSTRUCTION (FOR REVIEW ONLY)

KOONTZJONESDesign
LAND PLANNING | LANDSCAPE ARCHITECTURE
150 S PAGE STREET
SOUTHERN PINES, NC 28387
P: (910) 639-4058
W: www.koontzjonesdesign.com

REVISIONS:

PATRICK'S POINTE
SOUTHERN PINES, NORTH CAROLINA

EXISTING CONDITIONS

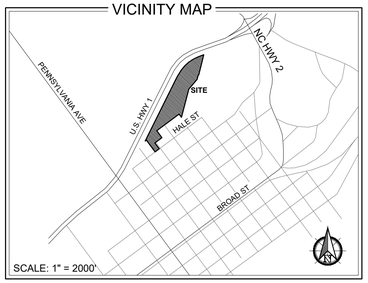
DATE: 10-11-2021
DESIGN BY: P.J.S. REK
DRAWN BY: P.J.S.
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 100'-0"
PROJECT #:

SHEET NUMBER#:
L-1.0

Know what's below. Call before you dig.

SCALE: 1" = 100'-0"

VICINITY MAP



FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X'
(AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER
NFIP FIRM COMMUNITY
PANEL(S) NO: 8582
MAP(S): 3710858200J
DATE: OCTOBER 17, 2006

ZONING INFORMATION

ZONING CLASSIFICATION(S):
(OS) OFFICE SERVICES
(RM-2) RESIDENTIAL MIXED HOUSING

EXISTING SETBACKS (OS):
FRONT: 15'
INTERIOR SIDE: 20'
EXTERIOR SIDE: 15'
REAR: 20'

EXISTING SETBACKS (RM-2):
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INTERIOR SIDE: 10'
EXTERIOR SIDE: 15'
REAR: 30'

MAX. BUILDING HEIGHT (OS): 35'
MAX. BUILDING HEIGHT (RM-2): 40'

HCOD (URBAN TRANSITION) STANDARDS:
BUILDING SETBACK: 75' (STREET YARD)
PARKING AREA SETBACK: 50' (STREET YARD)

CAUTION

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT DEPICTED ON THESE PLANS. THE LANDSCAPE ARCHITECT AND ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE PROJECT LIMITS. ALL DAMAGE MADE TO THE EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY BY THE CONTRACTOR.

LEGEND

= OVERALL PROPETY BOUNDARY
= OUTPARCEL BOUNDARY
= EXISTING MINOR CONTOUR
= EXISTING MAJOR CONTOUR
= EXISTING SEWER LINE
= EXISTING RIGHT-OF-WAY
= PROPOSED OPEN SPACE
= PROPOSED USEABLE OPEN SPACE

PROPERTY INFORMATION

PROPERTY OWNER:
FRANCIS T MASER, TRUSTEE
PO BOX 1133
SOUTHERN PINES, NC 28388

APPLICANT:
1700, LLC
2601 SOUTH BAYSHORE DRIVE, 17TH FLOOR
MIAMI, FL 33133

TOTAL ACREAGE: 25.4 AC

TOTAL UNITS:
276 MULTI-FAMILY UNITS

TOTAL OPEN SPACE: ±10.5 AC (41.3%)
TOTAL USEABLE OPEN SPACE: ±2.55 AC (10%)

REQUIRED PARKING:
-MULTI-FAMILY
1 BEDROOM UNITS (110 UNITS)
-1 SPACE PER UNIT (+1 VISITOR SPACE / 5 UNITS)
= 132 SPACES
2-3 BEDROOM UNITS (166 UNITS)
-2 SPACES PER UNIT (+1 VISITOR SPACE / 5 UNITS)
= 365 SPACES
TOTAL PARKING REQUIRED = 497 SPACES

TOTAL PARKING PROVIDED = 554 SPACES

TOTAL IMPERVIOUS SURFACE: ±12.3 AC (48.4%)

PRELIMINARY PLANS - NOT RELEASED FOR CONSTRUCTION (FOR REVIEW ONLY)

SERVICE ROAD
-TO BE IMPROVED TO
W. CONNECTICUT

TOT LOT

PARK

RIP RAP

DUMPSTER

STORMWATER

U.S. HIGHWAY #1

NE SERVICE RD

PROJECT SIGNAGE

OFFICE
OUTPARCEL
±0.91 AC

50' HCOD PARKING SETBACK

75' HCOD BUILDING SETBACK

W. VERMONT AVE.
60' Public R/W

PEDESTRIAN/BIKE
CONNECTION TO EXISTING
W. MAINE AVE SIDEWALK

W. MAINE AVE.
60' Public R/W

HALE STREET
80' Public R/W

W. RHODE ISLAND AVE.
60' Public R/W

W. DELAWARE AVE.

SERVICE ROAD
-TO BE IMPROVED TO
ACCESS LOCATION

PICNIC AREA
-GAZEBO
-GRILLS

COMMUNITY CLUBHOUSE,
AMENITY AREA, & POOL

TV PEDESTAL

AMENITY AREA
-FIRE PIT
-SEATING AREA

APARTMENT BUILDING 3 STORY 24 OR 28 UNITS

APARTMENT BUILDING 3 STORY 12 UNITS

APARTMENT BUILDING 3 STORY 16 UNITS

GARAGE

STORMWATER

SCALE: 1" = 100'-0"

GENERAL NOTES:

1. DRAINAGE WILL BE RETAINED AND TREATED BY ON SITE STORMWATER MANAGEMENT DEVICES. THE GENERAL LOCATION OF SUCH DEVICES ARE SHOWN ON THIS PLAN. DETAILED STORMWATER MANAGEMENT PLANS WILL BE PROVIDED DURING PERMITTING OF THE DEVELOPMENT AND WILL FOLLOW THE TOWN OF SOUTHERN PINES STANDARDS AND BE APPROVED BY THE TOWN ENGINEER.
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P: (910) 639-4058
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REVISIONS:

PATRICK'S POINTE
SOUTHERN PINES, NORTH CAROLINA

SITE PLAN

DATE: 10-11-2021
DESIGNED BY: REK
DRAWN BY: PJS
CHECKED BY: REK
Q.C. BY: REK
SCALE: 1" = 100'-0"
PROJECT #:

SHEET NUMBER#:
L-1.1

Revised
Traffic Impact Analysis

US 1 Multifamily
Southern Pines, NC

Prepared for:

Volta Global, LLC

Kimley»Horn

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Revised Traffic Impact Analysis for

US 1 Multifamily

Southern Pines, North Carolina

Prepared for:

Volta Global, LLC

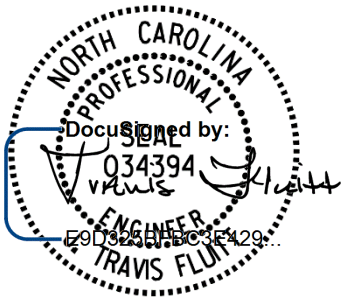
Miami, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
NC License #F-0102
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

October 2021

014362000



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Executive Summary

Kimley-Horn and Associates, Inc. has performed a revision to the Traffic Impact Analysis for the proposed US 1 Multifamily project located on the east side of US 1 between Pennsylvania Avenue and Midland Road in Southern Pines, North Carolina. The original report was dated September 17, 2021 and included 256 apartments, 37 townhomes, and 15,000 square feet (SF) of office space. The plan has since been revised to include 276 apartment units and up to 7,500 SF of general office space. Site access will still be provided via three proposed driveways along the US 1 NE Service Road, but Site Driveway #2 will no longer align with the US 1 NE Service Road Access. Although the development is projected to be complete before then, a 10-year horizon of 2031 was used for this analysis.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2021) traffic condition and the projected (2031) background and build-out traffic conditions.

As shown in Table ES-1, the project is projected to generate 2,106 new daily trips, 127 new trips during the AM peak hour, and 127 new trips during the PM peak hour on a typical weekday.

Table ES-1
ITE Traffic Generation (Vehicles)

Land Use Code	Land Use	Intensity		Daily	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
221	Apartments	276	d.u.	2,020	24	69	71	46
710	General Office Building	7,500	s.f.	86	29	5	2	8
Total Net New External Trips				**2,106**	**53**	**74**	**73**	**54**

Capacity analyses were performed using Synchro/SimTraffic Version 10 software for the unsignalized intersections. Table ES-2 summarizes the operation of study intersections for the AM and PM peak hour traffic conditions.

Table ES-2 Level-of-Service Summary		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
Midland Road at US 1 Northbound Ramps		
Existing (2021) Traffic	EB – B (10.4) WB – C (15.3)	EB – A (9.8) WB – C (14.5)
Background (2031) Traffic	EB – B (10.9) WB – C (19.6)	EB – B (10.1) WB – C (17.8)
Build-out (2031) Traffic	EB – B (11.0) WB – C (21.0)	EB – B (10.1) WB – C (18.4)
Midland Road at Crestview Road		
Existing (2021) Traffic	EB – B (11.7) NBL – A (7.9)	EB – B (11.1) NBL – A (7.8)
Background (2031) Traffic	EB – B (12.5) NBL – A (8.1)	EB – B (11.8) NBL – A (7.9)
Build-out (2031) Traffic	EB – B (12.5) NBL – A (8.1)	EB – B (11.9) NBL – A (7.9)
N Saylor Street at Crestview Road		
Existing (2021) Traffic	NB – A (8.8) WBL – A (7.3)	NB – A (8.7) WBL – A (7.3)
Background (2031) Traffic	NB – A (8.9) WBL – A (7.3)	NB – A (8.7) WBL – A (7.4)
Build-out (2031) Traffic	NB – A (8.9) WBL – A (7.3)	NB – A (8.8) WBL – A (7.4)
N Saylor Street at W Rhode Island Avenue		
Existing (2021) Traffic	EB – A (9.0) WB – A (9.5) NBL – A (7.4) SBL – A (7.3)	EB – A (8.9) WB – A (8.9) NBL – A (7.3) SBL – A (7.3)
Background (2031) Traffic	EB – A (9.0) WB – A (9.5) NBL – A (7.4) SBL – A (7.3)	EB – A (8.9) WB – A (8.9) NBL – A (7.3) SBL – A (7.3)
Build-out (2031) Traffic	EB – A (9.1) WB – A (9.6) NBL – A (7.4) SBL – A (7.3)	EB – A (9.0) WB – A (9.0) NBL – A (7.3) SBL – A (7.3)

Table ES-2 Level-of-Service Summary (cont.)		
Condition	**AM Peak Hour LOS (Delay)**	**PM Peak Hour LOS (Delay)**
N Saylor Street at W Vermont Avenue		
Existing (2021) Traffic	EB – A (9.1) WB – A (9.6) NBL – A (7.3) SBL – A (7.3)	EB – A (9.0) WB – A (9.0) NBL – A (7.3) SBL – A (7.3)
Background (2031) Traffic	EB – A (9.2) WB – A (9.7) NBL – A (7.4) SBL – A (7.3)	EB – A (9.1) WB – A (9.1) NBL – A (7.3) SBL – A (7.3)
Build-out (2031) Traffic	EB – A (9.2) WB – A (9.7) NBL – A (7.4) SBL – A (7.3)	EB – A (9.2) WB – A (9.1) NBL – A (7.3) SBL – A (7.3)
N Saylor Street at Pennsylvania Avenue		
Existing (2021) Traffic	NB – C (17.6) SB – B (12.4) EBL – A (8.0) WBL – A (8.3)	NB – C (19.7) SB – B (14.7) EBL – A (8.6) WBL – A (8.0)
Background (2031) Traffic	NB – C (21.0) SB – B (13.4) EBL – A (8.2) WBL – A (8.5)	NB – C (24.8) SB – C (17.0) EBL – A (8.9) WBL – A (8.1)
Build-out (2031) Traffic	NB – C (22.6) SB – C (17.6) EBL – A (8.2) WBL – A (8.5)	NB – D (26.9) SB – C (22.0) EBL – A (9.0) WBL – A (8.1)
US 1 NB at US 1 NE Service Road Access		
Existing (2021) Traffic	WB – B (12.4)	WB – C (15.3)
Background (2031) Traffic	WB – B (13.4)	WB – C (17.3)
Build-out (2031) Traffic	WB – B (14.0)	WB – C (18.1)
US 1 NE Service Road at Site Driveway #1		
Build-out (2031) Traffic	WB – A (8.9) SBL – A (7.3)	WB – A (8.8) SBL – A (7.3)
US 1 NE Service Road at Site Driveway #2		
Build-out (2031) Traffic	WB – A (8.9) SBL – A (7.3)	WB – A (8.9) SBL – A (7.3)
US 1 NE Service Road at US 1 NE Service Road Access*		
Build-out (2031) Traffic	NB – A (4.0) SB - A (3.8)	NB – A (4.0) SB - A (2.9)
US 1 NE Service Road at Site Driveway #3		
Build-out (2031) Traffic	WB – A (8.6) SBL – A (7.3)	WB – A (8.6) SBL – A (7.3)

The US 1 Multifamily project is proposed to provide three site driveways aligning with US 1 NB Service Road. All site driveways are proposed to be constructed with one ingress lane and one egress lane.

The following improvements are recommended to be performed as part of the proposed US 1 Multifamily development:

US 1 at US 1 NE Service Road Access:

- Construct an exclusive right-turn lane on northbound US 1 with 50 feet of storage and appropriate tapers

US 1 NE Service Road at Site Driveway #1:

- Stripe the northbound approach of the US 1 NE Service Road as a shared through/right-turn lane
- Stripe the southbound approach of the US 1 NE Service Road as a shared through/left-turn lane

US 1 NE Service Road at Site Driveway #2:

- Stripe the northbound approach of the US 1 NE Service Road as a shared through/right-turn lane
- Stripe the southbound approach of the US 1 NE Service Road as a shared through/left-turn lane

US 1 NE Service Road at US 1 NE Service Road Access

- Operate the eastbound approach (US 1 NE Service Road Access) as a free-flow movement with stop-control on the northbound and southbound approaches

US 1 NE Service Road at Site Driveway #3:

- Stripe the northbound approach of the US 1 NE Service Road as a shared through/right-turn lane
- Stripe the southbound approach of the US 1 NE Service Road as a shared through/left-turn lane

With the recommended improvements in place, analysis indicates that all study intersections are expected to operate at acceptable levels of service with no queuing issues at project build-out.

Figure ES-1 shows the recommended roadway laneage.

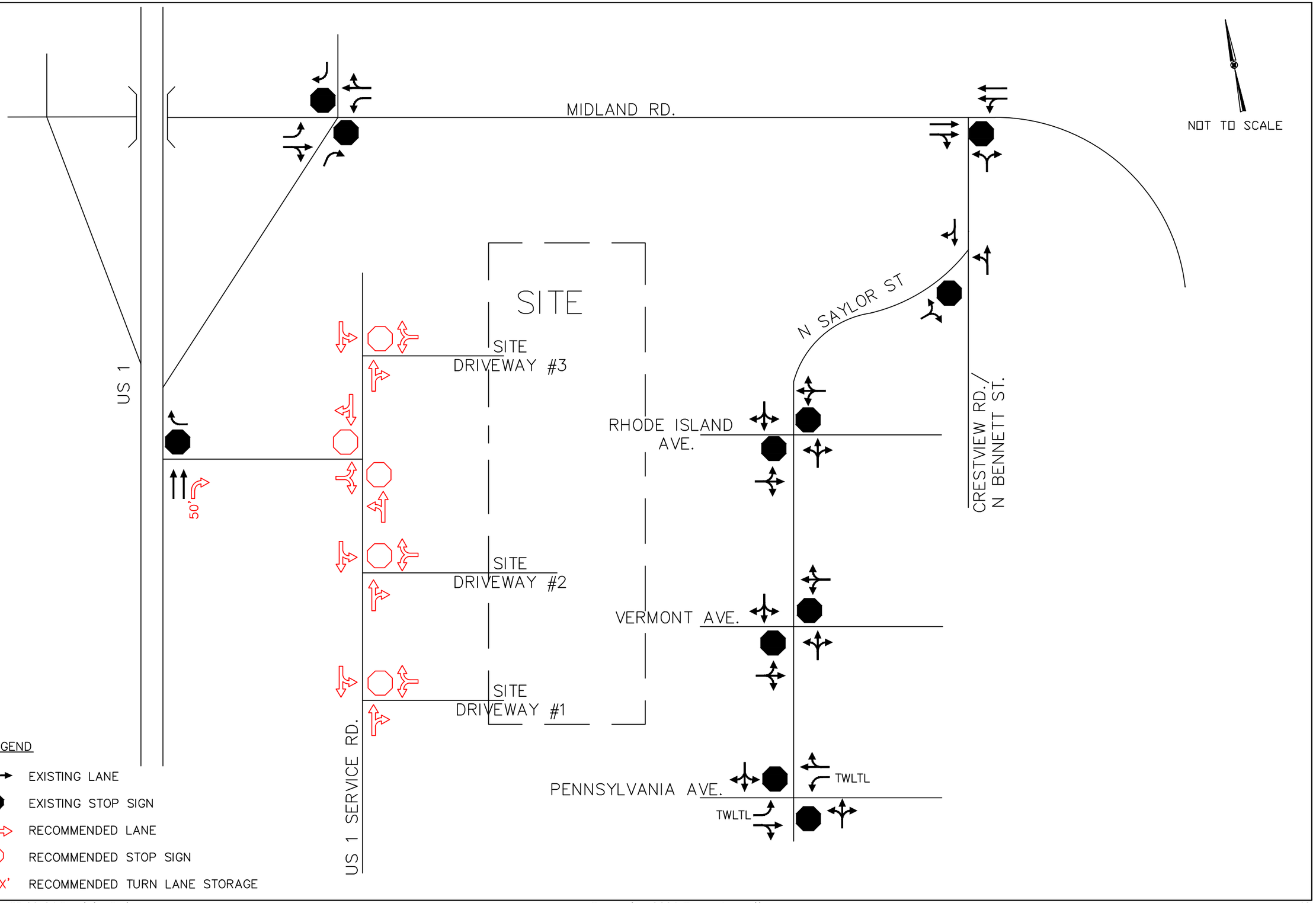

FIGURE
ES-1

RECOMMENDED ROADWAY LANEAGE

US 1 MULTIFAMILY
SOUTHERN PINES, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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1.0 Introduction

Kimley-Horn and Associates, Inc. has performed a revision to the Traffic Impact Analysis for the proposed US 1 Multifamily project located on the east side of US 1 between Pennsylvania Avenue and Midland Road in Southern Pines, North Carolina. The original report was dated September 17, 2021 and included 256 apartments, 37 townhomes, and 15,000 square feet (SF) of office space. The plan has since been revised to include 276 apartment units and up to 7,500 SF of general office space. Site access will still be provided via three proposed driveways along the US 1 NE Service Road, but Site Driveway #2 will no longer align with the US 1 NE Service Road Access. Although the development is projected to be complete before then, a 10-year horizon of 2031 was used for this analysis.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2021) traffic condition and the projected (2031) background and build-out traffic conditions.

North Carolina Department of Transportation (NCDOT) and Town of Southern Pines staff were consulted regarding the elements to be covered in this analysis.

2.0 Inventory

2.1 Study Area

The study area for this development includes the following intersections:

- Midland Road at US 1 Northbound Ramps
- Midland Road at Crestview Road
- N Saylor Street at Crestview Road
- N Saylor Street at W Rhode Island Avenue
- N Saylor Street at W Vermont Avenue
- N Saylor Street at W Pennsylvania Avenue
- US 1 NB at US 1 NE Service Road Access
- US 1 NE Service Road at Proposed Site Driveway #1
- US 1 NE Service Road at Proposed Site Driveway #2
- US 1 NE Service Road at US 1 NE Service Road Access
- US 1 NE Service Road at Proposed Site Driveway #3

Figure 2.1 shows the site location, and the conceptual development plan is shown on **Figure 2.2.**

2.2 Existing Conditions

The proposed US 1 Multifamily development is project located on the east side of US 1 between Pennsylvania Avenue and Midland Road in Southern Pines, North Carolina. Roadways in the study area include US 1, Midland Road, Pennsylvania Avenue, Crestview Road, Saylor Street, Rhode Island Avenue, and Vermont Avenue. The existing roadway laneage is shown in **Figure 2.3**.

US 1 is a 4-lane divided highway with a posted speed limit of 55 mph near the study area. The reported 2019 average daily traffic (ADT) volume was approximately 26,000 vehicles per day (vpd) south of Midland Road.

Midland Road is a 4-lane divided roadway with a posted speed limit of 35 mph east of US 1. The reported 2017 ADT volume was approximately 6,500 vpd east of US 1.

Pennsylvania Avenue is a 3-lane roadway with a center two-way left-turn lane (TWLTL) and a posted speed limit of 35 mph. The reported ADT volume was approximately 7,600 vpd east of US 1.

Crestview Road, Saylor Street, Rhode Island Avenue, and Vermont Avenue are all 2-lane roadways with estimated ADT volumes below 1,000 vpd.



Kimley»Horn	US 1 MULTIFAMILY SOUTHERN PINES, NC TRAFFIC IMPACT ANALYSIS	SITE LOCATION	FIGURE 2.1

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THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY
PANEL(S) NO: 8582
MAP(S): 3710858200J
DATE: OCTOBER 17, 2006

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PARKING AREA SETBACK: 50' (STREET YARD)

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= OVERALL PROPETY BOUNDARY
= OUTPARCEL BOUNDARY
= EXISTING MINOR CONTOUR
= EXISTING MAJOR CONTOUR
= EXISTING SEWER LINE
= EXISTING RIGHT-OF-WAY
= PROPOSED OPEN SPACE
= PROPOSED USEABLE OPEN SPACE

PROPERTY INFORMATION

PROPERTY OWNER:
FRANCIS T MASER, TRUSTEE
PO BOX 1133
SOUTHERN PINES, NC 28388

APPLICANT:
1700, LLC
2601 SOUTH BAYSHORE DRIVE, 17TH FLOOR
MIAMI, FL 33133

TOTAL ACREAGE: 25.4 AC

TOTAL UNITS:
276 MULTI-FAMILY UNITS

TOTAL OPEN SPACE: ±10.5 AC (41.3%)
TOTAL USEABLE OPEN SPACE: ±2.55 AC (10%)

REQUIRED PARKING:
-MULTI-FAMILY
1 BEDROOM UNITS (110 UNITS)
-1 SPACE PER UNIT (+1 VISITOR SPACE / 5 UNITS) = 132 SPACES
2-3 BEDROOM UNITS (166 UNITS)
-2 SPACES PER UNIT (+1 VISITOR SPACE / 5 UNITS) = 365 SPACES
TOTAL PARKING REQUIRED = 497 SPACES

TOTAL PARKING PROVIDED = 554 SPACES

TOTAL IMPERVIOUS SURFACE: ±12.3 AC (48.4%)

PRELIMINARY PLANS - NOT RELEASED FOR CONSTRUCTION (FOR REVIEW ONLY)

811 Know what's below. Call before you dig.

DATE: 10-11-2021
DESIGNED BY: REK
DRAWN BY: PS
CHECKED BY: REK
Q.C. BY: REK
PROJECT #: 014362000

SHEET NUMBER#:
L-1.1

PATRICK'S POINTE
SOUTHERN PINES, NORTH CAROLINA
SITE PLAN

KOONTZJONESDesign
LAND PLANNING | LANDSCAPE ARCHITECTURE
150 S PAGE STREET
SOUTHERN PINES, NC 28387
P: (910) 693-9555
W: www.koontzjonesdesign.com

REVISIONS:

FIGURE 2.2

SITE PLAN

US 1 MULTIFAMILY
SOUTHERN PINES, NC
TRAFFIC IMPACT ANALYSIS

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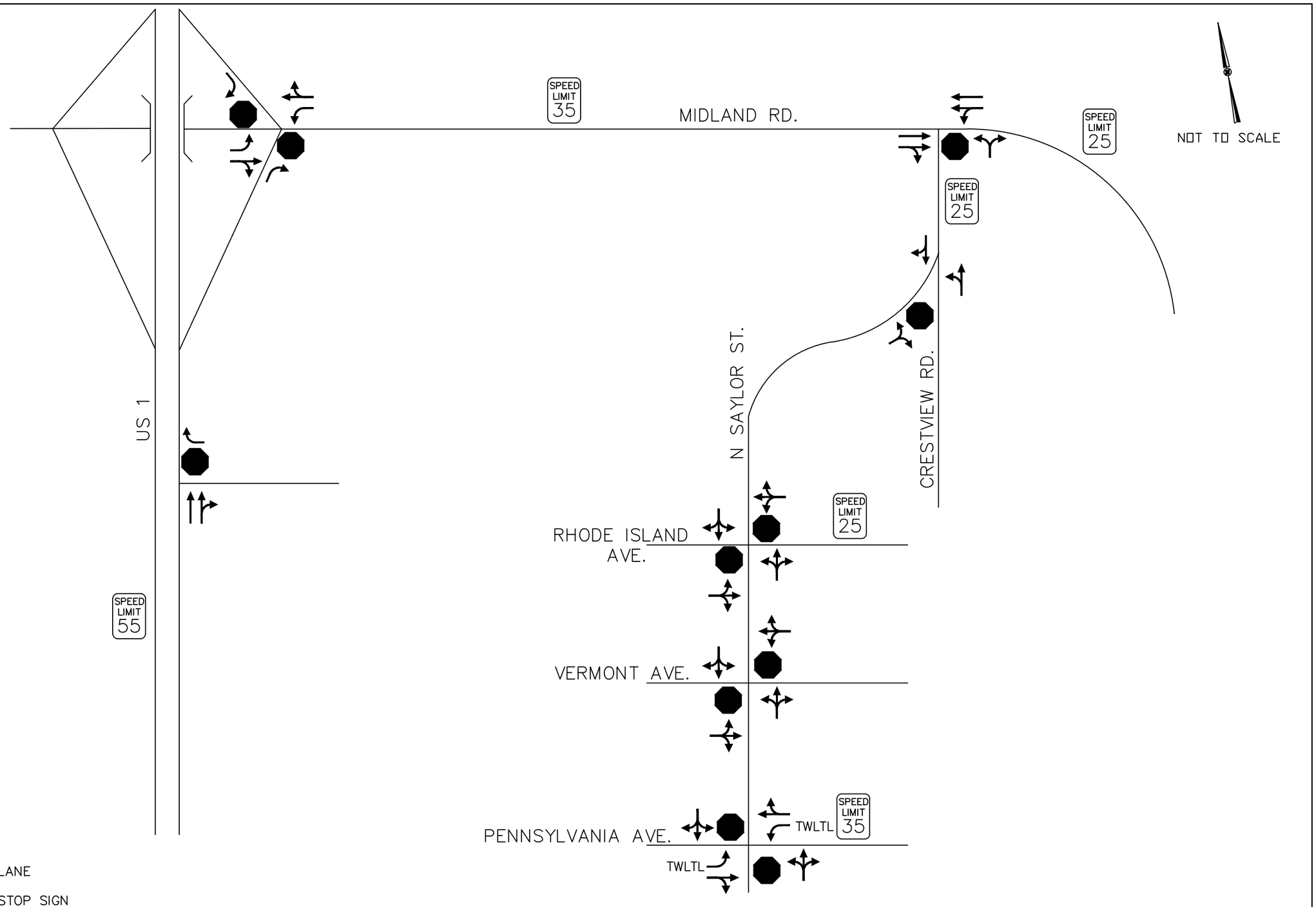

FIGURE 2.3

EXISTING ROADWAY LANEAGE

US 1 MULTIFAMILY
SOUTHERN PINES, NC
TRAFFIC IMPACT ANALYSIS

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3.0 Traffic Generation

The traffic generation potential for the proposed US 1 Multifamily project was determined using the traffic generation data in *Trip Generation* (Institute of Transportation Engineers, 10th Edition, 2017) with the exception of the daily rate for the apartments for which a rate of 7.32 trips per unit was used per the Town's UDO. As currently envisioned, the site will include up to 276 apartment units and 7,500 square feet (SF) of general office space. The trip generation for the proposed development is shown on Table 3.1.

Table 3.1
ITE Traffic Generation (Vehicles)

Land Use Code	Land Use	Intensity		Daily	AM Peak Hour		PM Peak Hour	
					In	Out	In	Out
221	Apartments	276	d.u.	2,020	24	69	71	46
710	General Office Building	7,500	s.f.	86	29	5	2	8
Total Net New External Trips				**2,106**	**53**	**74**	**73**	**54**

Table 3.1 shows that the project is anticipated to generate approximately 2,106 new daily trips, 127 new trips during the AM peak hour, and 127 new trips during the PM peak hour on a typical weekday. To present a conservative analysis, no internal capture was assumed between the residential and office land uses.

Detailed trip generation calculations are included in the Appendix of this report.

4.0 Site Traffic Distribution

The proposed generated trips for the development were assigned to the surrounding roadway network. The directional distribution and assignment for the development were based on a review of surrounding land uses and existing traffic patterns in the area.

- 30% to/from downtown Southern Pines
- 30% to/from Pinehurst along Midland Road and W Pennsylvania Avenue
- 30% to/from the south along US 1
- 10% to/from the north along US 1

The site traffic distribution and percent assignment are shown on **Figure 4.1**. The US 1 – Midland Road interchange site traffic distribution is shown in **Figure 4.2**.

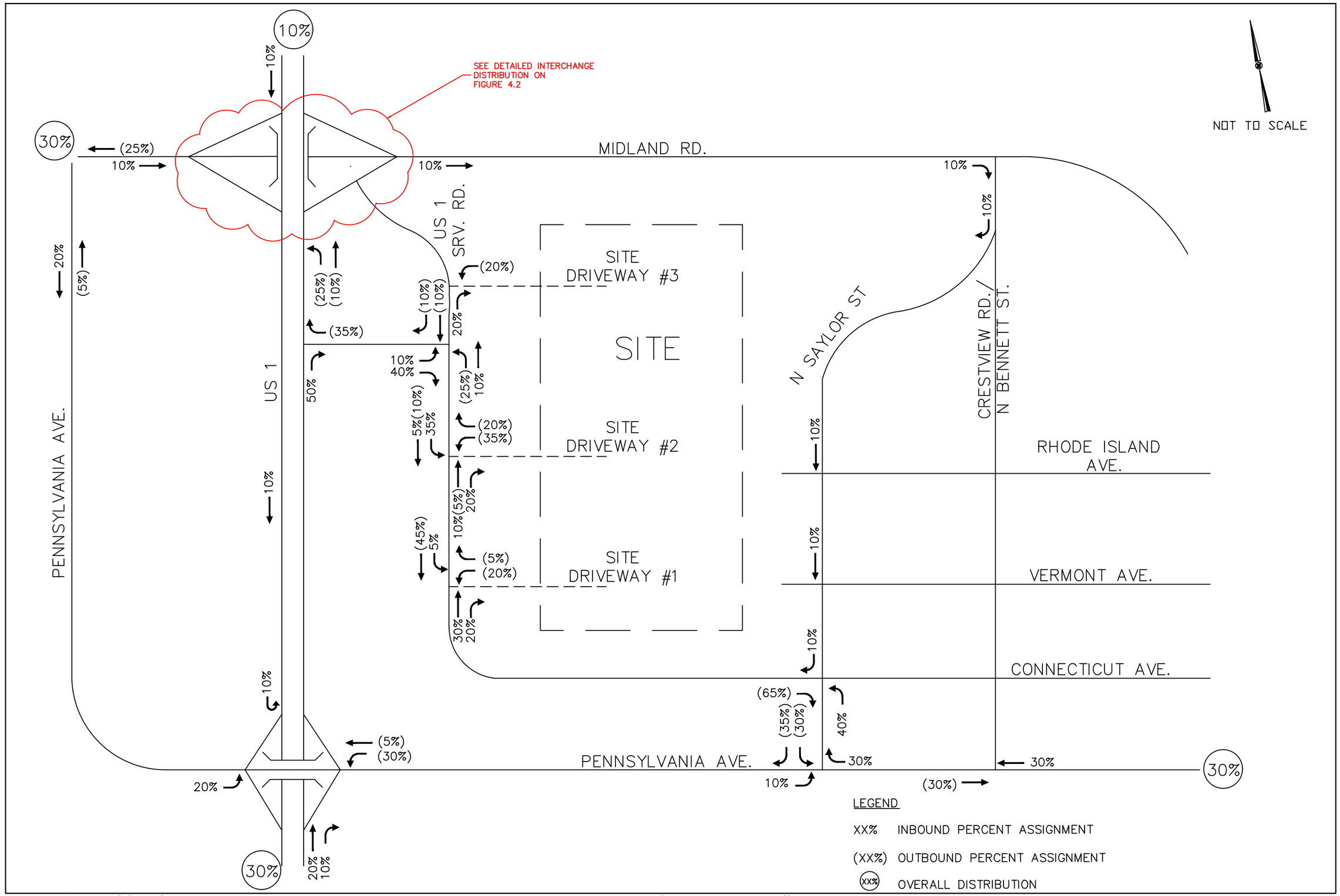

FIGURE 4.1

SITE TRAFFIC DISTRIBUTION AND PERCENT ASSIGNMENT

US 1 MULTIFAMILY
SOUTHERN PINES, NC
TRAFFIC IMPACT ANALYSIS

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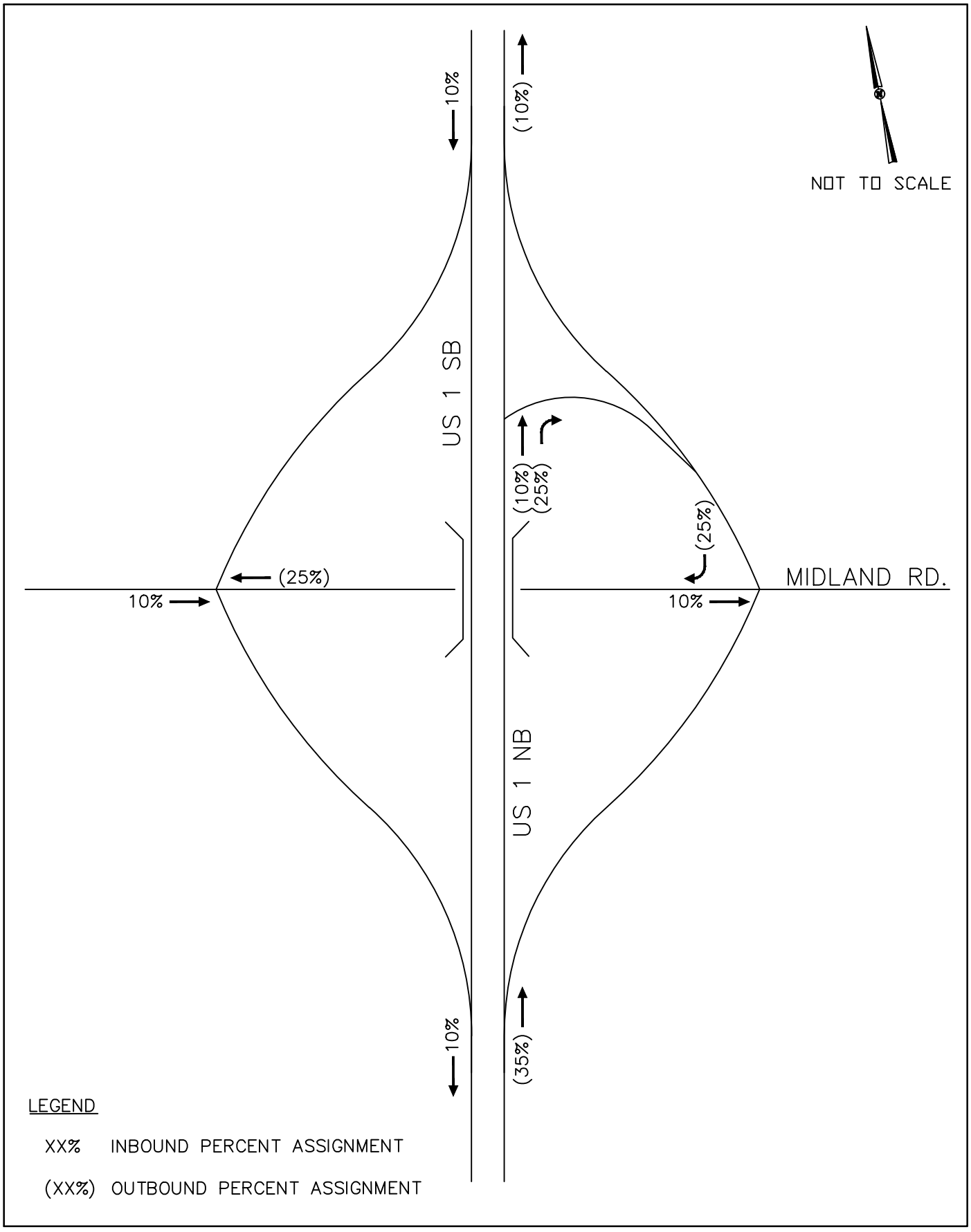

Kimley»Horn	US 1 MULTIFAMILY SOUTHERN PINES, NC TRAFFIC IMPACT ANALYSIS	SITE TRAFFIC DISTRIBUTION – US 1 AT MIDLAND ROAD INTERCHANGE	FIGURE 4.2

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5.0 Projected Traffic Volumes

5.1 Existing Traffic

Weekday AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hour turning movement counts were collected at the following intersections:

- Midland Road at US 1 Northbound Ramps September 8, 2021
- Midland Road at Crestview Road September 8, 2021
- N Saylor Street at Crestview Road September 8, 2021
- N Saylor Street at W Rhode Island Avenue September 8, 2021
- N Saylor Street at W Vermont Avenue September 8, 2021
- N Saylor Street at W Pennsylvania Avenue September 8, 2021
- US 1 NE Service Road at US 1 NE Service Road Access September 8, 2021

Moore County schools were in session when the counts were collected, therefore no adjustment was deemed necessary in the AM or PM peak hours.

Existing AM and PM peak hour traffic volumes, including volume adjustments, are shown on **Figures 5.1** and **5.2**, respectively, and the traffic count data are included in the Appendix.

5.2 Background Traffic Growth

Background traffic growth is the increase in traffic due to non-specific growth throughout the area. Based on a review of historic growth rates in the area, a 1.5% annual growth rate was applied to existing volumes up to the study year 2031. Background growth calculations are detailed on intersection spreadsheets included in the Appendix of this report.

5.3 Background Traffic

Background traffic volumes, consisting of existing traffic, background traffic growth, and approved development traffic, are shown on **Figures 5.1** and **5.2** for the AM and PM peak hours, respectively.

5.4 Site Traffic

The projected site traffic for development was generated and assigned to the adjacent roadway network according to the distribution discussed previously in *Section 4.0*. The AM and PM peak hour site traffic volumes are shown on **Figures 5.3** and **5.4**, respectively.

5.5 Build-Out Traffic

To obtain the projected (2031) build-out traffic volumes, the projected site traffic was added to the projected (2031) background traffic. **Figures 5.3** and **5.4** show the projected (2031) AM and PM peak hour build-out traffic volumes, respectively. Traffic volume calculations are detailed in intersection spreadsheets in the Appendix of this report.

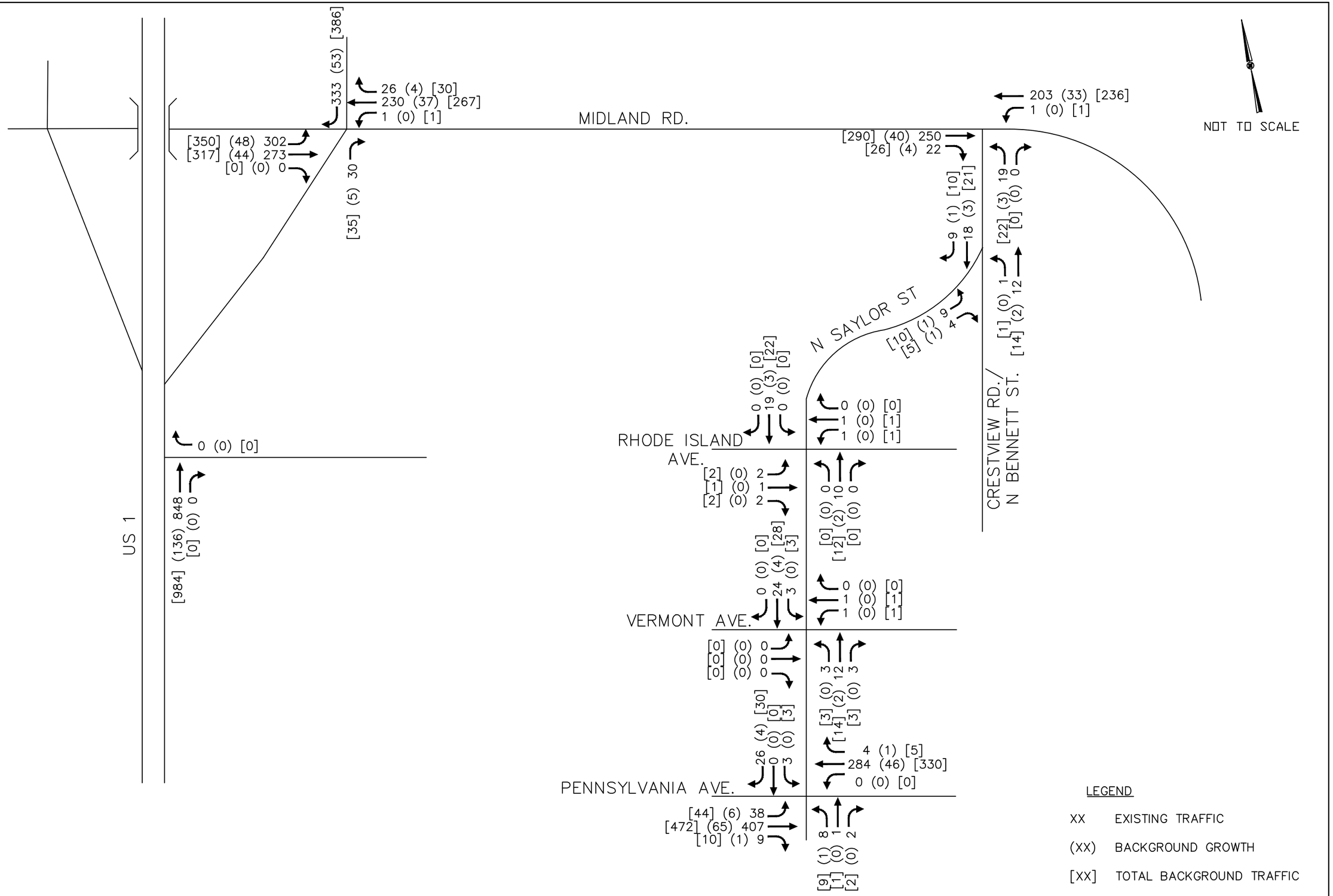

FIGURE 5.1

EXISTING AND PROJECTED (2031) BACKGROUND AM PEAK HOUR TRAFFIC VOLUMES

US 1 MULTIFAMILY
SOUTHERN PINES, NC
TRAFFIC IMPACT ANALYSIS

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FIGURE 5.2

EXISTING AND PROJECTED (2031) BACKGROUND PM PEAK HOUR TRAFFIC VOLUMES

US 1 MULTIFAMILY
SOUTHERN PINES, NC
TRAFFIC IMPACT ANALYSIS

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FIGURE 5.3

PROJECTED (2031) BUILD-OUT
AM PEAK HOUR TRAFFIC VOLUMES

US 1 MULTIFAMILY
SOUTHERN PINES, NC
TRAFFIC IMPACT ANALYSIS

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FIGURE 5.4

PROJECTED (2031) BUILD-OUT
PM PEAK HOUR TRAFFIC VOLUMES

US 1 MULTIFAMILY
SOUTHERN PINES, NC
TRAFFIC IMPACT ANALYSIS

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6.0 Capacity Analysis

Capacity analyses (see Appendix) were performed for the AM and PM peak hours for the existing traffic condition and the projected (2024) background and build-out traffic conditions using Synchro/SimTraffic Version 10 software to determine the operating characteristics of the adjacent road network and the impacts of the proposed project. The NCDOT Congestion Management Group uses and reports Synchro Level-of-Service output for the analysis of intersection operating conditions. All capacity analyses are included in the Appendix and are briefly summarized in the following sub-sections.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. Capacity is combined with level-of-service (LOS) to describe the operating characteristics of a road segment or intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual (HCM)* defines six levels-of-service, LOS A through LOS F, with A representing the shortest average delays and F representing the longest average delays. LOS D is the typically accepted standard for signalized intersections in urbanized areas. For signalized intersections, LOS is defined for the overall intersection operation.

For unsignalized intersections, only the movements that must yield right-of-way experience control delay. Therefore, LOS criteria for the overall intersection is not reported by Synchro Version 10 or computable using methodology published in the *Highway Capacity Manual.* It is typical for stop sign controlled side streets and driveways intersecting major streets to experience long delays during peak hours, while the majority of the traffic moving through the intersection on the major street experiences little or no delay. Table 6.0 lists the LOS control delay thresholds published in the *Highway Capacity Manual* for signalized and unsignalized intersections.

Table 6.0
Level-of-Service Control Delay Thresholds

Level-of-Service	Signalized Intersections – Control Delay Per Vehicle [sec/veh]	Unsignalized Intersections – Average Control Delay [sec/veh] & Qualitative Operational Description	
A	≤ 10	≤ 10	Short Delays
B	> 10 – 20	> 10 – 15	
C	> 20 – 35	> 15 – 25	
D	> 35 – 55	> 25 – 35	Moderate Delays
E	> 55 – 80	> 35 – 50	
F	> 80	> 50	Long Delays

Existing peak hour factors (PHF) were used for existing intersections, while a PHF of 0.90 was used for new intersections.

6.1 Midland Road at US 1 Northbound Ramps

Analyses indicate that this unsignalized intersection currently operates with short delays on the minor street approaches (US 1 Northbound Ramps) in both peak hours on both the northbound and southbound sides of the intersection. The minor street approaches are expected to continue to operate with short delays in the 2031 background and build-out condition in both peak hours with only minor increases in delay due to site traffic. No queuing issues are expected at this intersection. Therefore, no roadway improvements are recommended to accommodate site traffic at this intersection.

Table 6.1 summarizes the operation of the intersection of Midland Road at US 1 Northbound Ramps for the existing (2021) traffic condition and the projected (2031) background and build-out traffic conditions.

Table 6.1
Level-of-Service
Midland Road at US 1 Northbound Ramps (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic	EB – B (10.4) WB – C (15.3)	EB – A (9.8) WB – C (14.5)
Background (2031) Traffic	EB – B (10.9) WB – C (19.6)	EB – B (10.1) WB – C (17.8)
Build-out (2031) Traffic	EB – B (11.0) WB – C (21.0)	EB – B (10.1) WB – C (18.4)

6.2 Midland Road at Crestview Road

Analyses indicate that this unsignalized intersection currently operates with short delays on the minor street approach (Crestview Road) in both peak hours. The minor street approach is expected to continue operating with short delays in the 2031 background and build-out conditions in both peak hours. No queuing issues are expected at this intersection. Therefore, no roadway improvements are recommended to accommodate site traffic at this intersection.

Table 6.2 summarizes the operation of the intersection of Midland Road at Crestview Road for the existing (2021) traffic condition and the projected (2031) background and build-out traffic conditions.

Table 6.2
Level-of-Service
Midland Road at Crestview Road (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic	EB – B (11.7) NBL – A (7.9)	EB – B (11.1) NBL – A (7.8)
Background (2031) Traffic	EB – B (12.5) NBL – A (8.1)	EB – B (11.8) NBL – A (7.9)
Build-out (2031) Traffic	EB – B (12.5) NBL – A (8.1)	EB – B (11.9) NBL – A (7.9)

6.3 N Saylor Street at Crestview Road

Analyses indicate that this unsignalized intersection currently operates with short delays on the minor street approaches (Crestview Road) in both peak hours. The minor street approaches are expected to continue operating with short delays in the 2031 background and build-out conditions in both peak hours. No queuing issues are expected at this intersection. Therefore, no roadway improvements are recommended to accommodate site traffic at this intersection.

Table 6.3 summarizes the operation of the intersection of N Saylor Street at Crestview Road for the existing (2021) traffic condition and the projected (2031) background and build-out traffic conditions.

Table 6.3
Level-of-Service
N Saylor Street at Crestview Road (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic	NB – A (8.8) WBL – A (7.3)	NB – A (8.7) WBL – A (7.3)
Background (2031) Traffic	NB – A (8.9) WBL – A (7.3)	NB – A (8.7) WBL – A (7.4)
Build-out (2031) Traffic	NB – A (8.9) WBL – A (7.3)	NB – A (8.8) WBL – A (7.4)

6.4 N Saylor Street at W Rhode Island Avenue

Analyses indicate that this unsignalized intersection currently operates with short delays on the minor street approaches (W Rhode Island Avenue) in both peak hours. The minor street approaches are expected to continue operating with short delays in the 2031 background and build-out conditions in both peak hours. No queuing issues are expected at this intersection. Therefore, no roadway improvements are recommended to accommodate site traffic at this intersection.

Table 6.4 summarizes the operation of the intersection of N Saylor Street at W Rhode Island Avenue for the existing (2021) traffic condition and the projected (2031) background and build-out traffic conditions.

Table 6.4
Level-of-Service
N Saylor Street at W Rhode Island Avenue (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic	EB – A (9.0) WB – A (9.5) NBL – A (7.4) SBL – A (7.3)	EB – A (8.9) WB – A (8.9) NBL – A (7.3) SBL – A (7.3)
Background (2031) Traffic	EB – A (9.0) WB – A (9.5) NBL – A (7.4) SBL – A (7.3)	EB – A (8.9) WB – A (8.9) NBL – A (7.3) SBL – A (7.3)
Build-out (2031) Traffic	EB – A (9.1) WB – A (9.6) NBL – A (7.4) SBL – A (7.3)	EB – A (9.0) WB – A (9.0) NBL – A (7.3) SBL – A (7.3)

6.5 N Saylor Street at W Vermont Avenue

Analyses indicate that this unsignalized intersection currently operates with short delays on the minor street approaches (W Vermont Avenue) in both peak hours. The minor street approaches are expected to continue operating with short delays in the 2031 background and build-out conditions in both peak hours. No queuing issues are expected at this intersection. Therefore, no roadway improvements are recommended to accommodate site traffic at this intersection.

Table 6.5 summarizes the operation of the intersection of N Saylor Street at W Vermont Avenue for the existing (2021) traffic condition and the projected (2031) background and build-out traffic conditions.

Table 6.5
Level-of-Service
N Saylor Street at W Vermont Avenue (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic	EB – A (9.1) WB – A (9.6) NBL – A (7.3) SBL – A (7.3)	EB – A (9.0) WB – A (9.0) NBL – A (7.3) SBL – A (7.3)
Background (2031) Traffic	EB – A (9.2) WB – A (9.7) NBL – A (7.4) SBL – A (7.3)	EB – A (9.1) WB – A (9.1) NBL – A (7.3) SBL – A (7.3)
Build-out (2031) Traffic	EB – A (9.2) WB – A (9.7) NBL – A (7.4) SBL – A (7.3)	EB – A (9.2) WB – A (9.1) NBL – A (7.3) SBL – A (7.3)

6.6 N Saylor Street at Pennsylvania Avenue

Analyses indicate that this unsignalized intersection currently operates with short delays on the minor street approaches (N Saylor Street) in both peak hours. The minor street approaches are expected to continue operating with short delays in the 2031 background and build-out conditions in both peak hours. No queuing issues are expected at this intersection. Therefore, no roadway improvements are recommended to accommodate site traffic at this intersection.

Table 6.6 summarizes the operation of the intersection of N Saylor Street at Pennsylvania Avenue for the existing (2021) traffic condition and the projected (2031) background and build-out traffic conditions.

Table 6.6
Level-of-Service
N Saylor Street at Pennsylvania Avenue (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic	NB – C (17.6) SB – B (12.4) EBL – A (8.0) WBL – A (8.3)	NB – C (19.7) SB – B (14.7) EBL – A (8.6) WBL – A (8.0)
Background (2031) Traffic	NB – C (21.0) SB – B (13.4) EBL – A (8.2) WBL – A (8.5)	NB – C (24.8) SB – C (17.0) EBL – A (8.9) WBL – A (8.1)
Build-out (2031) Traffic	NB – C (22.6) SB – C (17.6) EBL – A (8.2) WBL – A (8.5)	NB – D (26.9) SB – C (22.0) EBL – A (9.0) WBL – A (8.1)

6.7 US 1 Northbound at US 1 NE Service Road Access

Analyses indicate that this unsignalized intersection currently operates with short delays on the minor street approach (US 1 NE Service Road Access) in both peak hours. The minor street approach is expected to continue operating with short delays in the 2031 background condition in both peak hours.

The following improvement is recommended at this intersection to accommodate projected site traffic:

- Construct an exclusive right-turn lane on US 1 Northbound with 50 feet of storage and appropriate tapers

With this improvement in place, the intersection is expected to continue to operate with short delays in both peak hours in the projected (2031) build-out condition.

Table 6.7 summarizes the operation of the intersection of US 1 Northbound at US 1 NE Service Road Access for the existing (2021) traffic condition and the projected (2031) background and build-out traffic conditions.

Table 6.7
Level-of-Service
US 1 Northbound at US 1 NE Service Road Access (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2021) Traffic	WB – B (12.4)	WB – C (15.3)
Background (2031) Traffic	WB – B (13.4)	WB – C (17.3)
Build-out (2031) Traffic	WB – B (14.0)	WB – C (18.1)

6.8 US 1 NE Service Road at Site Driveway #1

The US 1 Multifamily project proposes to construct a full movement site driveway with one ingress lane and one egress lane on the US 1 NE Service Road approximately 1,000 feet south of US 1 NE Service Road Access. To accommodate site traffic at this intersection, the following roadway improvements are recommended:

- Pave and stripe the northbound approach of the US 1 NE Service Road as a shared through/right-turn lane
- Pave and stripe the southbound approach of the US 1 NE Service Road as a shared through/left-turn lane

With these improvements in place, the intersection is expected to operate with short delays in both peak hours in the projected (2031) build-out condition.

Table 6.8 summarizes the operation of the intersection of US 1 NE Service Road at Proposed Site Driveway #1 for the projected (2031) build-out traffic condition.

Table 6.8
Level-of-Service
US 1 NE Service Road at Proposed Site Driveway #1 (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2031) Traffic	WB – A (8.9) SBL – A (7.3)	WB – A (8.8) SBL – A (7.3)

6.9 US 1 NE Service Road at Site Driveway #2

The US 1 Multifamily project proposes to construct a full movement site driveway with one ingress lane and one egress lane on the US 1 NE Service Road approximately 200 feet south of US 1 NE Service Road Access. To accommodate site traffic at this intersection, the following roadway improvements are recommended:

- Pave and stripe the northbound approach of the US 1 NE Service Road as a shared through/right-turn lane
- Pave and stripe the southbound approach of the US 1 NE Service Road as a shared through/left-turn lane

With these improvements in place, the intersection is expected to operate with short delays in both peak hours in the projected (2031) build-out condition.

Table 6.9 summarizes the operation of the intersection of US 1 NE Service Road at Site Driveway #2 for the projected (2031) build-out traffic condition.

Table 6.9
Level-of-Service
US 1 NE Service Road at Site Driveway #2 (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2031) Traffic	WB – A (8.9) SBL – A (7.3)	WB – A (8.9) SBL – A (7.3)

6.10 US 1 NE Service Road at US 1 NE Service Road Access

The US 1 Multifamily project proposes to construct a full movement site driveway with one ingress lane and one egress lane tied into the US 1 NE Service Road approximately 200 feet north of Proposed Site Driveway #2. To accommodate site traffic at this intersection, the following roadway improvements are recommended:

- Operate the eastbound approach (US 1 NE Service Road Access) as a free-flow movement with stop-control on the northbound and southbound approaches

With these improvements in place, the intersection is expected to operate with short delays in both peak hours in the projected (2031) build-out condition.

Table 6.10 summarizes the operation of the intersection of US 1 NE Service Road at US 1 NE Service Road Access for the projected (2031) build-out traffic condition.

Table 6.10
Level-of-Service*
US 1 NE Service Road at US 1 NE Service Road Access (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2031) Traffic	NB – A (4.0) SB - A (3.8)	NB – A (4.0) SB - A (2.9)

*SimTraffic results were reported at this intersection as Synchro does not report delays for the proposed control condition

6.11 US 1 NE Service Road at Site Driveway #3

The US 1 Multifamily project proposes to construct a full movement site driveway with one ingress lane and one egress lane tied into US 1 NE Service Road approximately 450 feet north of US 1 NE Service Road Access. To accommodate site traffic at this intersection, the following roadway improvements are recommended:

- Pave and stripe the northbound approach of the US 1 NE Service Road as a shared through/right-turn lane
- Pave and stripe the southbound approach of the US 1 NE Service Road as a shared through/left-turn lane

With these improvements in place, the intersection is expected to operate with short delays in both peak hours in the projected (2031) build-out condition.

Table 6.11 summarizes the operation of the intersection of US 1 NE Service Road at Proposed Site Driveway #3 for the projected (2031) build-out traffic condition.

Table 6.11
Level-of-Service
US 1 NE Service Road at Site Driveway #3 (Unsignalized)

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2031) Traffic	WB – A (8.6) SBL – A (7.3)	WB – A (8.6) SBL – A (7.3)

7.0 Recommendations

The following improvements are recommended to be performed as part of the proposed US 1 Multifamily development:

US 1 at US 1 NE Service Road Access:

- Construct an exclusive right-turn lane on northbound US 1 with 50 feet of storage and appropriate tapers

US 1 NE Service Road at Site Driveway #1:

- Stripe the northbound approach of the US 1 NE Service Road as a shared through/right-turn lane
- Stripe the southbound approach of the US 1 NE Service Road as a shared through/left-turn lane

US 1 NE Service Road at Site Driveway #2:

- Stripe the northbound approach of the US 1 NE Service Road as a shared through/right-turn lane
- Stripe the southbound approach of the US 1 NE Service Road as a shared through/left-turn lane

US 1 NE Service Road at US 1 NE Service Road Access

- Operate the eastbound approach (US 1 NE Service Road Access) as a free-flow movement with stop-control on the northbound and southbound approaches

US 1 NE Service Road at Site Driveway #3:

- Stripe the northbound approach of the US 1 NE Service Road as a shared through/right-turn lane
- Stripe the southbound approach of the US 1 NE Service Road as a shared through/left-turn lane

With the recommended improvements in place, analysis indicates that all study intersections are expected to operate at acceptable levels of service with no queuing issues at project build-out.

Figure 7.1 shows the recommended roadway laneage.

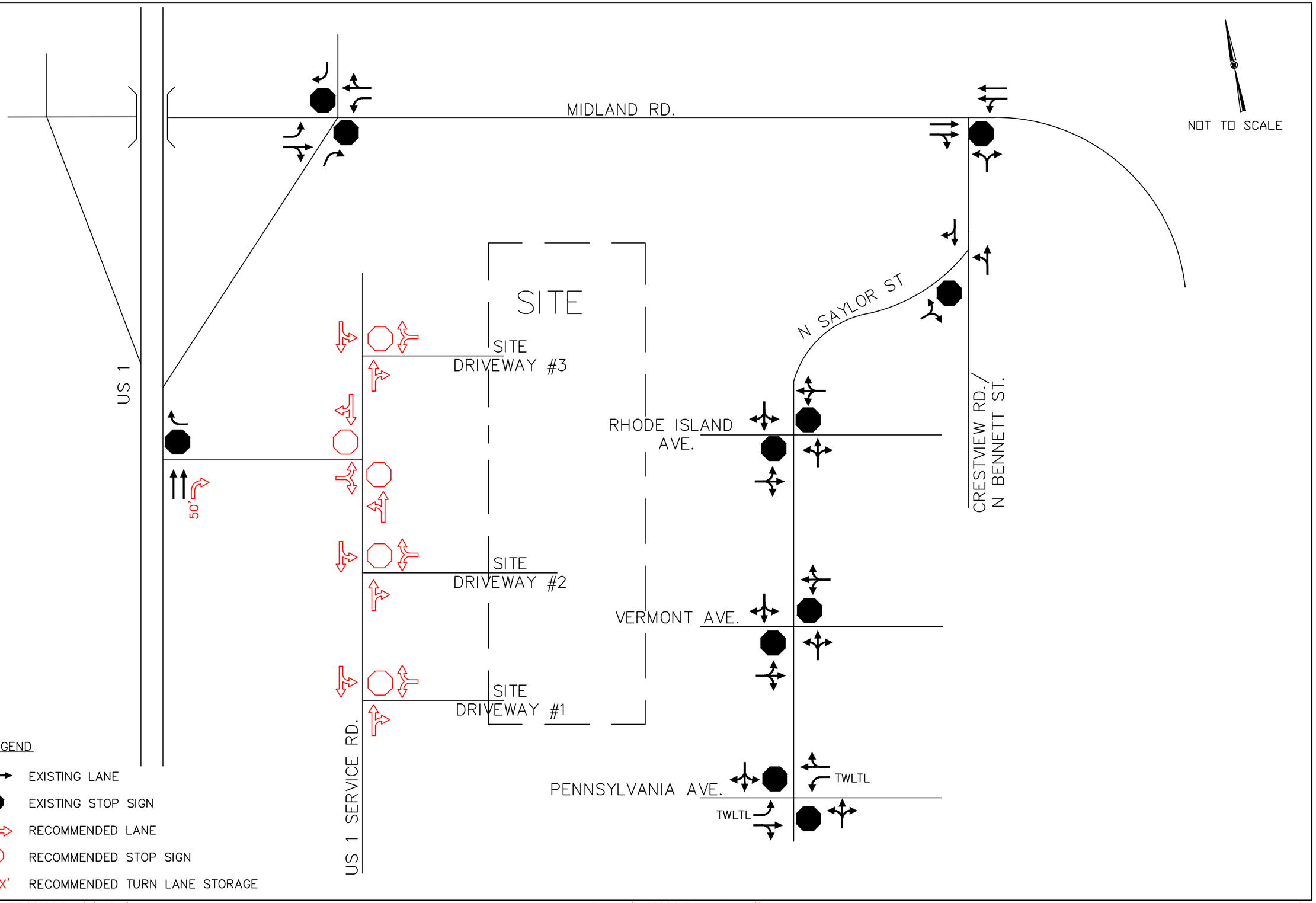

FIGURE 7.1

RECOMMENDED ROADWAY LANEAGE

US 1 MULTIFAMILY
SOUTHERN PINES, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE 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.

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Appendix

Appendix A:
Traffic Count Data

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Midland Rd -- Crestview Rd
CITY/STATE: Southern Pines, NC

QC JOB #: 15560201
DATE: Wed, Sep 8 2021

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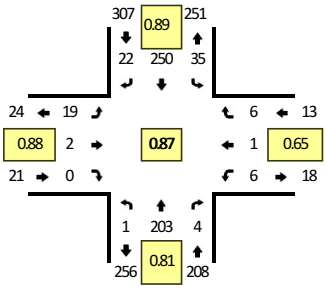
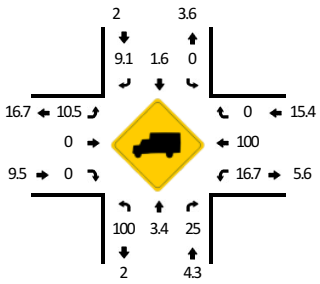
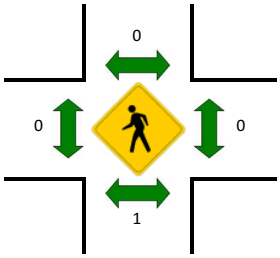
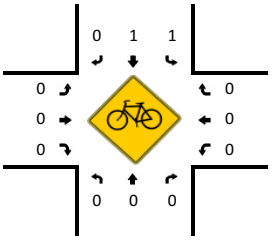
Peak 15-Min: 7:45 AM -- 8:00 AM

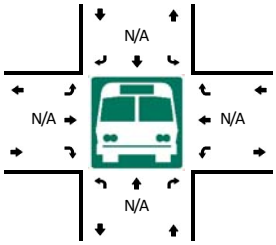




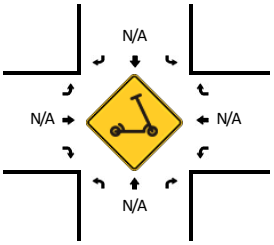












15-Min Count Period Beginning At	Midland Rd (Northbound)				Midland Rd (Southbound)				Crestview Rd (Eastbound)				Crestview Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	36	0	0	1	50	1	1	4	0	1	0	0	0	0	0	94	
7:15 AM	0	44	0	0	1	50	4	5	6	0	0	0	0	0	0	0	110	
7:30 AM	0	64	0	0	1	60	6	5	6	0	0	0	0	0	1	0	143	
7:45 AM	0	62	0	0	5	73	4	4	4	1	0	0	3	1	1	0	158	505
8:00 AM	0	32	2	0	2	53	5	5	4	0	0	0	2	0	3	0	108	519
8:15 AM	1	45	2	0	4	64	7	9	5	1	0	0	1	0	1	0	140	549
8:30 AM	0	36	0	0	4	46	3	3	2	1	0	0	0	0	3	0	98	504
8:45 AM	0	37	0	0	2	69	8	13	4	1	0	0	0	0	1	0	135	481

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	248	0	0	20	292	16	16	16	4	0	0	12	4	4	0	632
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	4	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/13/2021 11:56 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

LOCATION: Midland Rd -- Crestview Rd
CITY/STATE: Southern Pines, NC

QC JOB #: 15560202
DATE: Wed, Sep 8 2021

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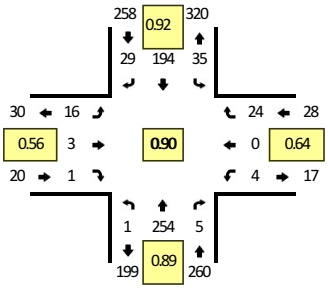
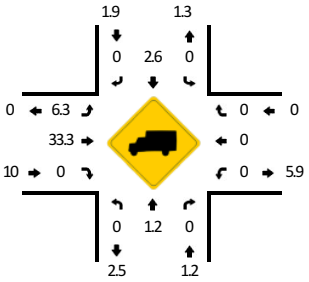
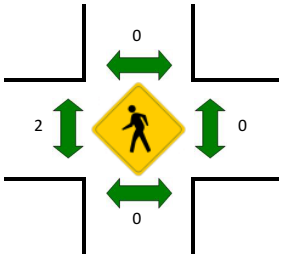
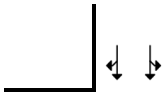
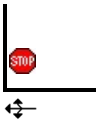
Peak 15-Min: 5:15 PM -- 5:30 PM

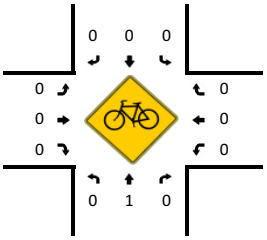


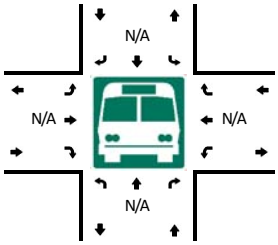


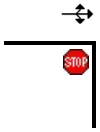


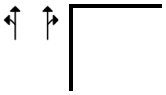


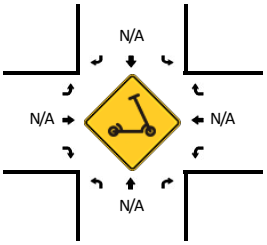












15-Min Count Period Beginning At	Midland Rd (Northbound)				Midland Rd (Southbound)				Crestview Rd (Eastbound)				Crestview Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	56	1	0	3	47	10	4	1	0	0	0	0	0	4	0	126	
4:15 PM	0	58	1	0	3	53	9	8	5	0	0	0	1	0	5	0	143	
4:30 PM	0	67	3	0	1	48	7	14	7	1	1	0	0	0	0	0	149	
4:45 PM	0	51	2	0	2	44	6	3	3	1	0	0	2	0	8	0	122	540
5:00 PM	1	63	0	0	4	54	6	3	0	0	0	0	0	0	7	0	138	552
5:15 PM	0	73	0	0	2	48	10	6	6	1	0	0	2	0	9	0	157	566
5:30 PM	0	64	0	0	2	34	7	4	6	0	0	0	0	0	0	0	117	534
5:45 PM	0	48	0	0	1	34	11	5	5	0	0	0	0	0	2	0	106	518

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	292	0	0	8	192	40	24	24	4	0	0	8	0	36	0	628
Heavy Trucks	0	0	0		0	4	0		4	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

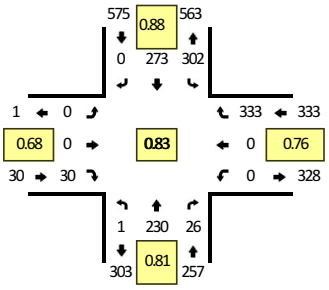
Report generated on 9/13/2021 11:56 AM

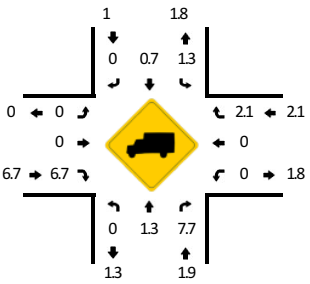
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

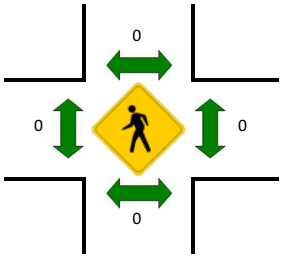
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Midland Rd -- US 1 NB Ramps | **QC JOB #:** 15560203
CITY/STATE: Southern Pines, NC | **DATE:** Wed, Sep 8 2021

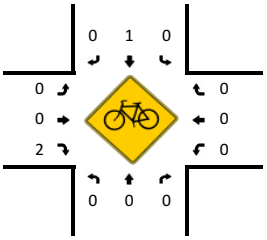
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

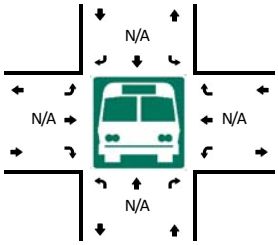




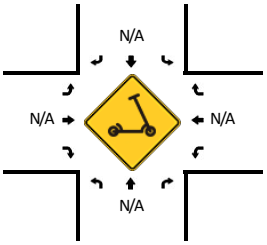












15-Min Count Period Beginning At	Midland Rd (Northbound)				Midland Rd (Southbound)				US 1 NB Ramps (Eastbound)				US 1 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	41	3	0	55	53	0	0	0	0	2	0	0	0	36	0	191	
7:15 AM	0	51	8	0	72	55	0	0	1	0	5	0	0	0	59	0	251	
7:30 AM	0	68	11	0	97	66	0	0	0	0	7	0	0	0	109	0	358	
7:45 AM	0	67	6	0	71	80	0	0	0	0	6	0	0	0	87	0	317	1117
8:00 AM	0	40	4	0	63	56	0	0	0	0	6	0	0	0	63	0	232	1158
8:15 AM	1	55	5	0	71	71	0	0	0	0	11	0	0	0	74	0	288	1195
8:30 AM	0	40	2	0	51	46	0	0	0	0	11	0	0	0	74	0	224	1061
8:45 AM	1	51	4	0	46	74	0	0	0	0	12	0	0	0	70	0	258	1002

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	272	44	0	388	264	0	0	0	0	28	0	0	0	436	0	1432
Heavy Trucks	0	4	0		0	4	0		0	0	4		0	0	4		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	8		0	0	0		12
Scooters																	

Comments:

Report generated on 9/13/2021 11:56 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Midland Rd -- US 1 NB Ramps | **QC JOB #:** 15560204
CITY/STATE: Southern Pines, NC | **DATE:** Wed, Sep 8 2021

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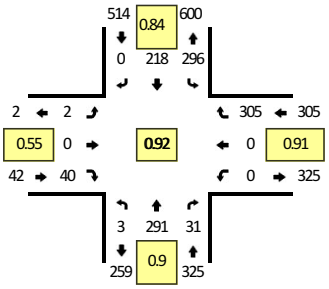
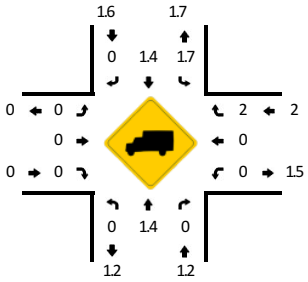
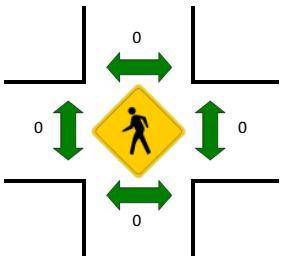
Peak 15-Min: 5:15 PM -- 5:30 PM

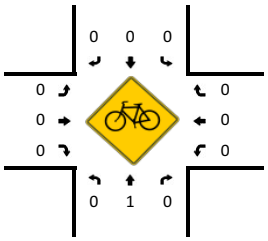


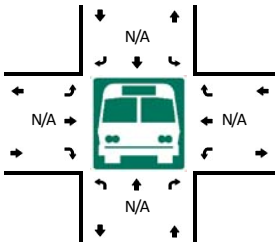


Quality Counts
DATA THAT DRIVES COMMUNITIES

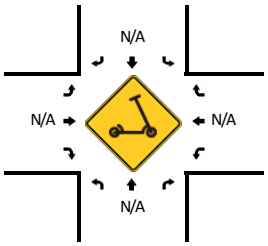












15-Min Count Period Beginning At	Midland Rd (Northbound)				Midland Rd (Southbound)				US 1 NB Ramps (Eastbound)				US 1 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	63	5	0	70	55	0	0	0	0	11	0	0	0	76	0	280	
4:15 PM	1	67	7	0	83	63	0	0	0	0	13	0	0	0	62	1	297	
4:30 PM	1	75	11	1	75	56	0	1	0	0	10	0	0	0	72	0	302	
4:45 PM	0	61	7	0	56	50	0	0	0	0	5	0	0	0	84	0	263	1142
5:00 PM	0	73	6	0	69	54	0	0	2	0	17	0	0	0	76	0	297	1159
5:15 PM	1	82	7	0	94	58	0	1	0	0	8	0	0	0	73	0	324	1186
5:30 PM	0	68	10	0	61	36	0	0	0	0	14	0	0	0	72	0	261	1145
5:45 PM	0	57	3	0	42	41	0	0	0	0	15	0	0	0	60	0	218	1100

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	328	28	0	376	232	0	4	0	0	32	0	0	0	292	0	1296
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	4		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

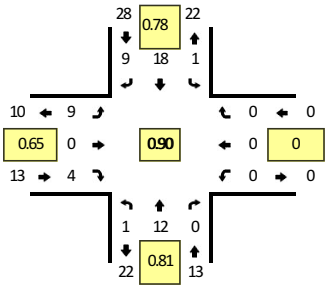
Comments:

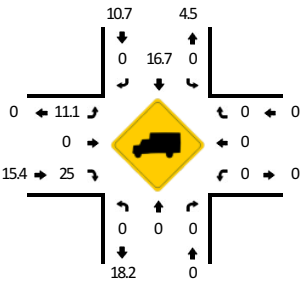
Report generated on 9/13/2021 11:56 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

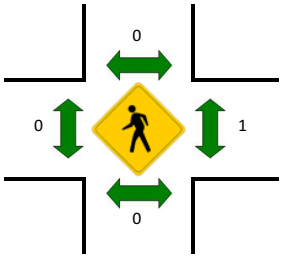
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Crestview Rd -- Saylor St | **QC JOB #:** 15560205
CITY/STATE: Southern Pines, NC | **DATE:** Wed, Sep 8 2021

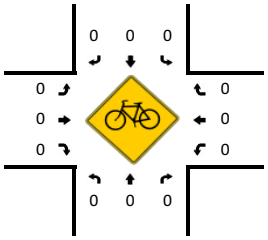
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

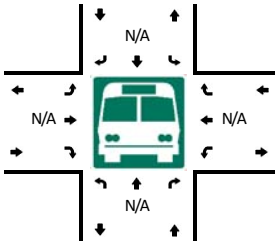




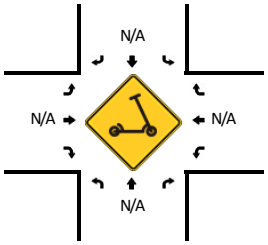












15-Min Count Period Beginning At	Crestview Rd (Northbound)				Crestview Rd (Southbound)				Saylor St (Eastbound)				Saylor St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	0	0	0	3	0	0	3	0	0	0	0	0	0	0	7	
7:15 AM	0	3	0	0	0	2	2	0	2	0	0	0	0	0	0	0	9	
7:30 AM	1	3	0	0	0	2	3	1	2	0	0	0	0	0	0	0	12	
7:45 AM	0	2	0	0	0	4	2	0	3	0	1	0	0	0	0	0	12	40
8:00 AM	0	3	0	0	0	5	2	0	3	0	2	0	0	0	0	0	15	48
8:15 AM	0	4	0	0	0	7	2	0	1	0	1	0	0	0	0	0	15	54
8:30 AM	1	1	0	0	0	2	2	0	1	0	1	0	0	0	0	0	8	50
8:45 AM	0	1	0	0	0	5	2	0	3	0	0	0	0	0	0	0	11	49

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	12	0	0	0	20	8	0	12	0	8	0	0	0	0	0	60
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

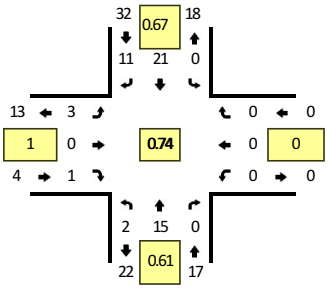
Comments:

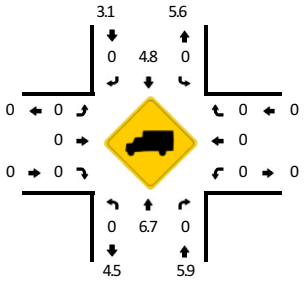
Report generated on 9/13/2021 11:56 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

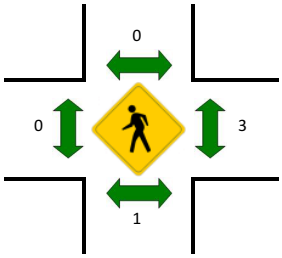
LOCATION: Crestview Rd -- Saylor St | **QC JOB #:** 15560206
CITY/STATE: Southern Pines, NC | **DATE:** Wed, Sep 8 2021

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

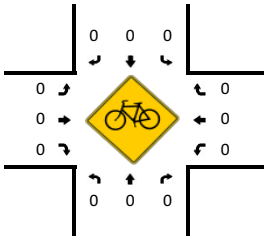


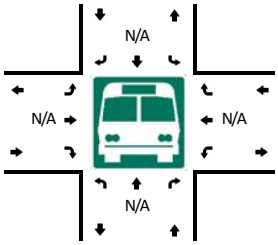


Quality Counts
DATA THAT DRIVES COMMUNITIES

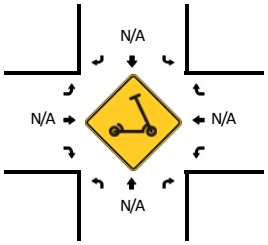












15-Min Count Period Beginning At	Crestview Rd (Northbound)				Crestview Rd (Southbound)				Saylor St (Eastbound)				Saylor St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	5	2	0	1	0	1	0	0	0	0	0	9	
4:15 PM	0	5	0	0	0	6	4	0	1	0	0	0	0	0	0	0	16	
4:30 PM	0	4	0	0	0	2	3	0	2	0	0	0	0	0	0	0	11	
4:45 PM	0	4	0	1	0	4	2	0	0	0	1	0	0	0	0	0	12	48
5:00 PM	1	1	0	0	0	5	2	0	0	0	1	0	0	0	0	0	10	49
5:15 PM	1	6	0	0	0	6	3	0	1	0	0	0	0	0	0	0	17	50
5:30 PM	0	3	0	0	0	3	1	0	1	0	0	0	0	0	0	0	8	47
5:45 PM	0	5	0	0	0	7	5	0	1	0	0	0	0	0	0	0	18	53

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	20	0	0	0	28	20	0	4	0	0	0	0	0	0	0	72
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

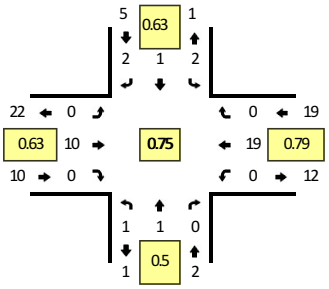
Comments:

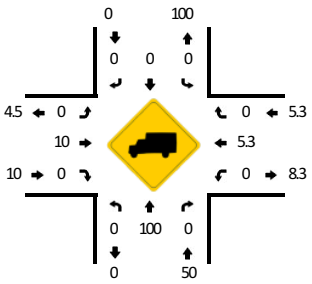
Report generated on 9/13/2021 11:56 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

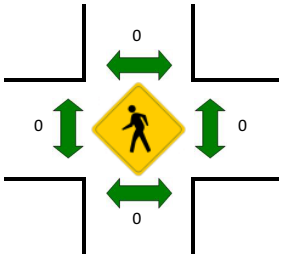
LOCATION: Rhode Island Ave -- Saylor St
CITY/STATE: Southern Pines, NC

QC JOB #: 15560207
DATE: Wed, Sep 8 2021

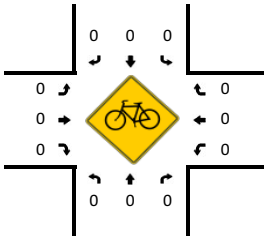
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

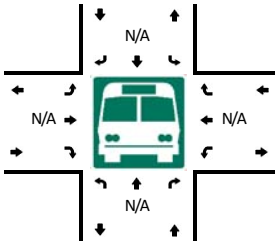




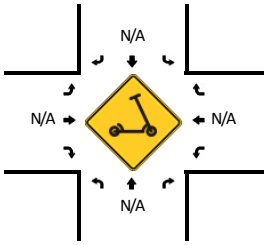












15-Min Count Period Beginning At	Rhode Island Ave (Northbound)				Rhode Island Ave (Southbound)				Saylor St (Eastbound)				Saylor St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	5	0	0	7	
7:45 AM	0	0	0	0	2	0	0	0	0	2	0	0	0	6	0	0	10	25
8:00 AM	0	1	0	0	0	1	1	0	0	4	0	0	0	4	0	0	11	32
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	31
8:30 AM	1	0	0	0	0	0	1	0	0	4	0	0	0	6	0	0	12	36
8:45 AM	0	0	0	0	0	0	1	0	0	3	0	0	0	2	0	0	6	32

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	0	0	4	0	0	16	0	0	0	24	0	0	48
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

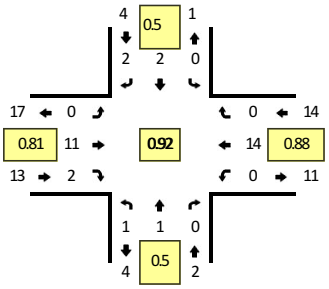
Report generated on 9/13/2021 11:56 AM

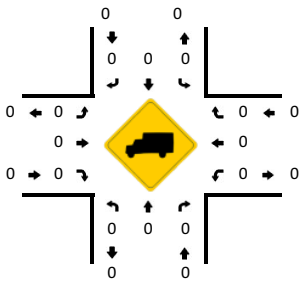
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

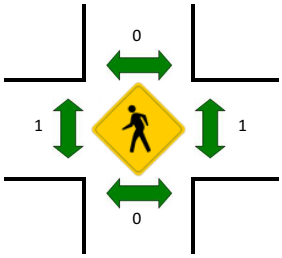
LOCATION: Rhode Island Ave -- Saylor St | **QC JOB #:** 15560208
CITY/STATE: Southern Pines, NC | **DATE:** Wed, Sep 8 2021

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

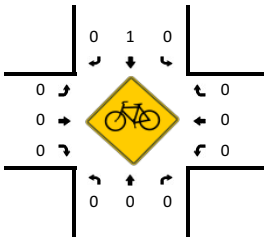


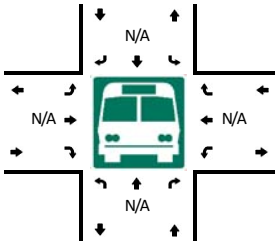


Quality Counts
DATA THAT DRIVES COMMUNITIES

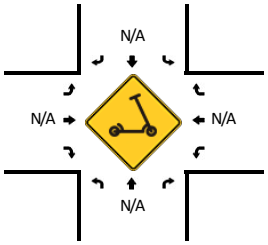












15-Min Count Period Beginning At	Rhode Island Ave (Northbound)				Rhode Island Ave (Southbound)				Saylor St (Eastbound)				Saylor St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	4	0	0	6	
4:15 PM	2	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	10	
4:30 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0	0	6	
4:45 PM	1	0	0	0	0	1	0	0	0	3	0	0	0	4	0	0	9	31
5:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	4	0	0	7	32
5:15 PM	0	1	0	0	0	0	1	0	0	3	0	0	0	3	0	0	8	30
5:30 PM	0	0	0	0	0	1	1	0	0	3	1	0	0	3	0	0	9	33
5:45 PM	1	1	0	0	0	0	0	0	0	2	0	0	0	2	1	0	7	31

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	0	4	0	0	0	12	0	0	0	16	0	0	36
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

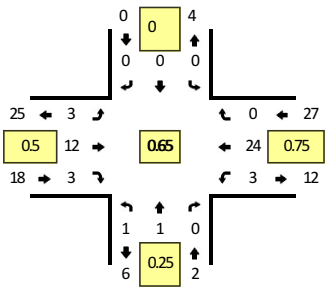
Comments:

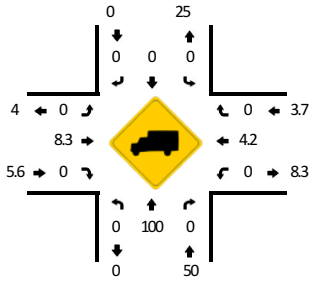
Report generated on 9/13/2021 11:56 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

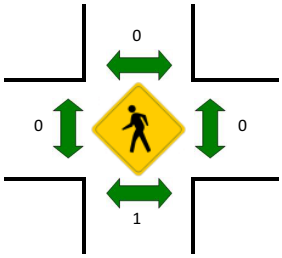
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Vermont Ave -- Saylor St | **QC JOB #:** 15560209
CITY/STATE: Southern Pines, NC | **DATE:** Wed, Sep 8 2021

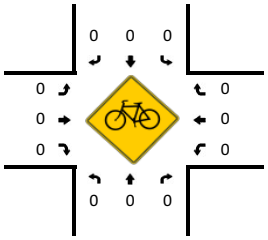
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

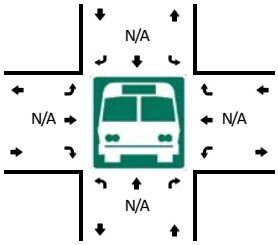




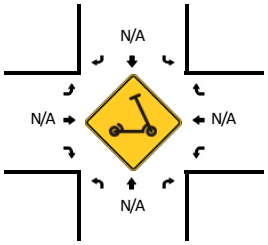












15-Min Count Period Beginning At	Vermont Ave (Northbound)				Vermont Ave (Southbound)				Saylor St (Eastbound)				Saylor St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	6	
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4	
7:30 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	9	
7:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	2	7	0	0	12	31
8:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	4	0	0	8	33
8:15 AM	1	1	0	0	0	0	0	0	1	1	1	0	0	4	0	0	9	38
8:30 AM	0	0	0	0	0	0	0	0	1	7	1	0	0	9	0	0	18	47
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	41

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	4	28	4	0	0	36	0	0	72
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

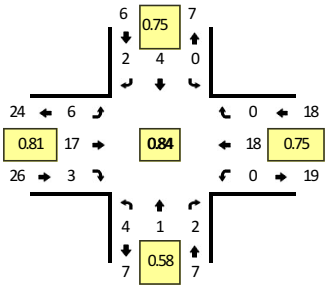
Comments:

Report generated on 9/13/2021 11:56 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

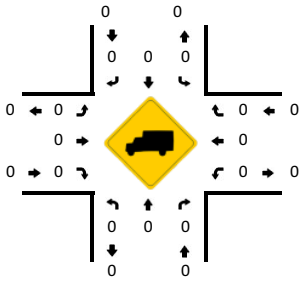
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

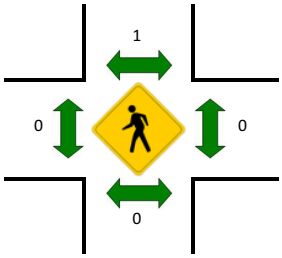
LOCATION: Vermont Ave -- Saylor St | **QC JOB #:** 15560210
CITY/STATE: Southern Pines, NC | **DATE:** Wed, Sep 8 2021

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

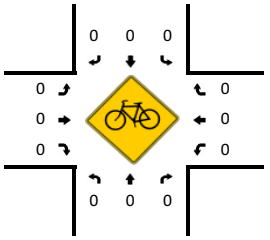


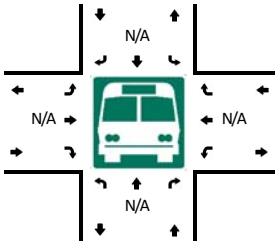




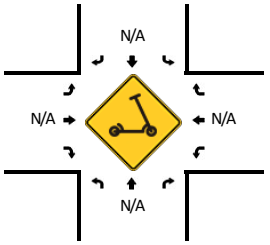












15-Min Count Period Beginning At	Vermont Ave (Northbound)				Vermont Ave (Southbound)				Saylor St (Eastbound)				Saylor St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	3	3	0	0	5	0	0	11	
4:15 PM	1	0	0	0	0	0	1	0	0	3	0	0	1	2	1	0	9	
4:30 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	3	0	0	6	
4:45 PM	0	0	0	0	0	2	0	0	2	4	0	0	0	6	0	0	14	40
5:00 PM	1	0	0	0	0	1	1	0	2	3	0	0	0	3	0	0	11	40
5:15 PM	1	0	2	0	0	0	1	0	0	5	2	0	0	4	0	0	15	46
5:30 PM	2	1	0	0	0	1	0	0	2	5	1	0	0	5	0	0	17	57
5:45 PM	1	0	0	0	0	0	0	0	1	3	1	0	0	2	0	0	8	51

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	4	0	0	0	4	0	0	8	20	4	0	0	20	0	0	68
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

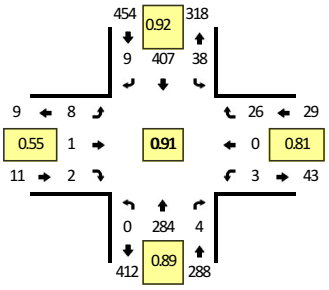
Report generated on 9/13/2021 11:56 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

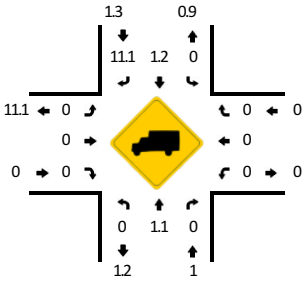
LOCATION: Pennsylvania Ave -- Saylor St
CITY/STATE: Southern Pines, NC

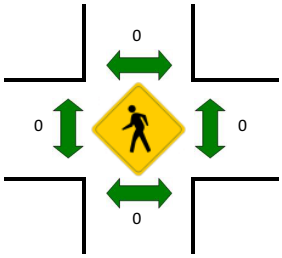
QC JOB #: 15560211
DATE: Wed, Sep 8 2021

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

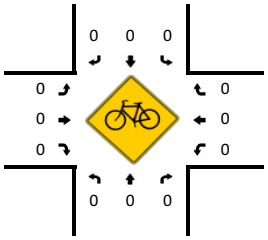


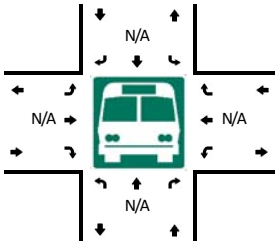




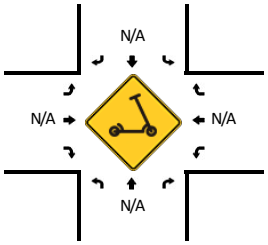












15-Min Count Period Beginning At	Pennsylvania Ave (Northbound)				Pennsylvania Ave (Southbound)				Saylor St (Eastbound)				Saylor St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	27	1	0	0	34	3	0	3	0	1	0	0	0	5	0	74	
7:15 AM	3	41	0	0	3	58	3	0	1	0	1	0	1	0	6	0	117	
7:30 AM	0	52	0	0	3	84	3	0	1	0	0	0	1	0	11	0	155	
7:45 AM	0	80	1	0	5	117	2	0	2	0	1	0	0	0	6	0	214	560
8:00 AM	0	61	0	0	12	93	4	0	2	0	0	0	1	0	6	0	179	665
8:15 AM	0	78	0	0	5	112	3	0	4	0	1	0	1	0	8	0	212	760
8:30 AM	0	65	3	0	16	85	0	0	0	1	0	0	1	0	6	0	177	782
8:45 AM	1	69	6	0	4	112	4	0	3	0	1	0	2	0	6	0	208	776

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	320	4	0	20	468	8	0	8	0	4	0	0	0	24	0	856
Heavy Trucks	0	0	0		0	8	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

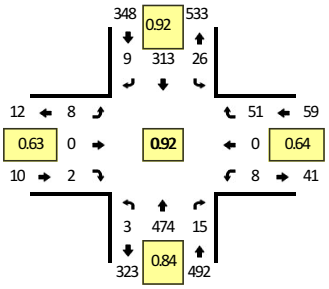
Report generated on 9/13/2021 11:56 AM

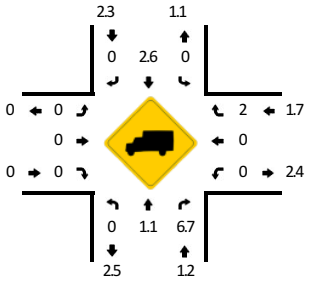
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

LOCATION: Pennsylvania Ave -- Saylor St
CITY/STATE: Southern Pines, NC

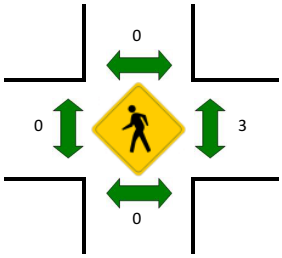
QC JOB #: 15560212
DATE: Wed, Sep 8 2021

Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

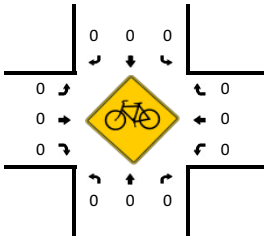


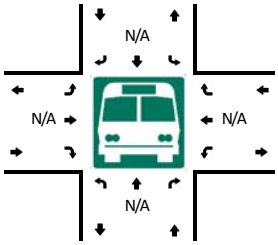


Quality Counts
DATA THAT DRIVES COMMUNITIES

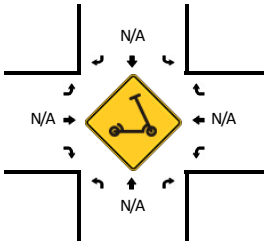












15-Min Count Period Beginning At	Pennsylvania Ave (Northbound)				Pennsylvania Ave (Southbound)				Saylor St (Eastbound)				Saylor St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	70	3	0	10	75	2	0	2	0	3	0	2	0	18	0	187	
4:15 PM	1	114	8	0	3	89	3	0	2	0	0	0	3	0	11	0	234	
4:30 PM	0	113	2	0	5	88	1	0	1	0	0	0	1	0	8	0	219	
4:45 PM	2	103	3	0	12	70	2	0	2	0	1	0	0	0	13	0	208	848
5:00 PM	0	144	2	0	6	66	3	0	3	0	1	0	4	0	19	0	248	909
5:15 PM	0	86	1	0	8	70	1	0	1	0	1	0	2	0	5	0	175	850
5:30 PM	2	88	2	0	14	73	6	0	1	0	0	0	3	1	7	0	197	828
5:45 PM	1	70	1	0	6	53	4	0	0	0	2	0	1	0	5	0	143	763

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	576	8	0	24	264	12	0	12	0	4	0	16	0	76	0	992
Heavy Trucks	0	4	0		0	12	0		0	0	0		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

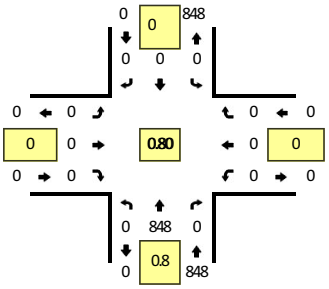
Report generated on 9/13/2021 11:56 AM

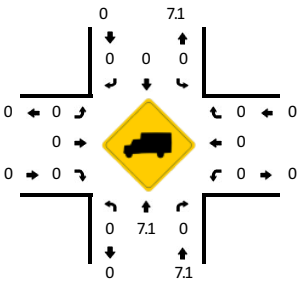
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

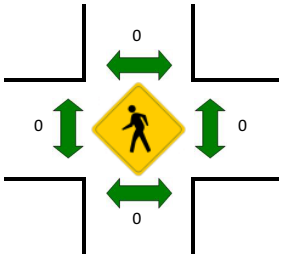
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: US 1 NB -- US 1 Northbound Service Road Access | **QC JOB #:** 15560213
CITY/STATE: Southern Pines, NC | **DATE:** Wed, Sep 8 2021

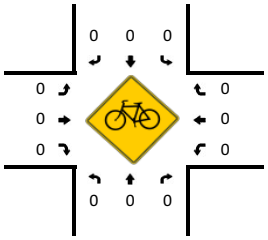
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

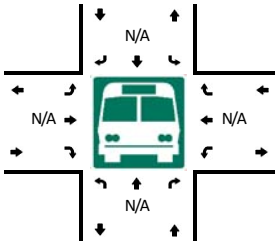




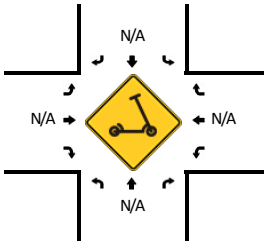












15-Min Count Period Beginning At	US 1 NB (Northbound)				US 1 NB (Southbound)				US 1 Northbound Service Road Access (Eastbound)				US 1 Northbound Service Road Access (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	151	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	
7:15 AM	0	199	0	0	0	0	0	0	0	0	0	0	0	0	1	0	200	
7:30 AM	0	265	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	
7:45 AM	0	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	831
8:00 AM	0	167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	847
8:15 AM	0	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	848
8:30 AM	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	766
8:45 AM	0	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	731

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1060	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1060
Heavy Trucks	0	32	0		0	0	0		0	0	0		0	0	0		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

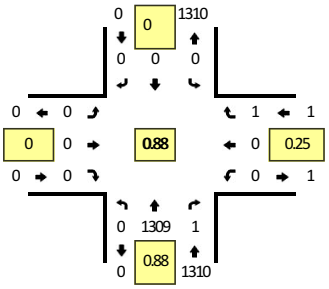
Comments:

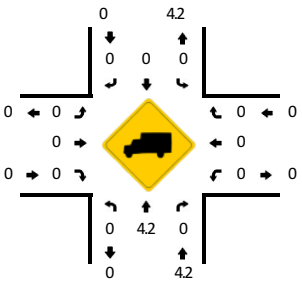
Report generated on 9/13/2021 11:56 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

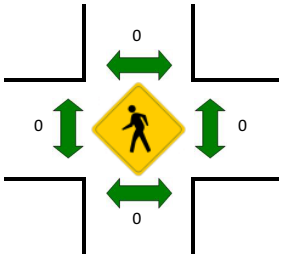
LOCATION: US 1 NB -- US 1 Northbound Service Road Access
CITY/STATE: Southern Pines, NC

QC JOB #: 15560214
DATE: Wed, Sep 8 2021

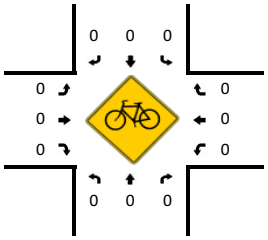
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

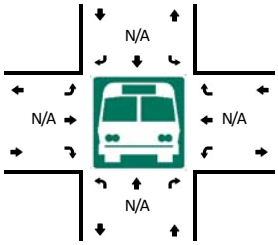




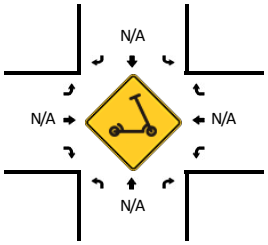












15-Min Count Period Beginning At	US 1 NB (Northbound)				US 1 NB (Southbound)				US 1 Northbound Service Road Access (Eastbound)				US 1 Northbound Service Road Access (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	260	0	0	0	0	0	0	0	0	0	0	0	0	0	0	260	
4:15 PM	0	274	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274	
4:30 PM	0	275	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	
4:45 PM	0	287	1	0	0	0	0	0	0	0	0	0	0	0	0	0	288	1097
5:00 PM	0	373	0	0	0	0	0	0	0	0	0	0	0	0	1	0	374	1211
5:15 PM	0	336	0	0	0	0	0	0	0	0	0	0	0	0	0	0	336	1273
5:30 PM	0	313	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313	1311
5:45 PM	0	213	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	1236

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1492	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1496
Heavy Trucks	0	60	0		0	0	0		0	0	0		0	0	0		60
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/13/2021 11:56 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix B:
Trip Generation

US 1 Multifamily

Table 1 - Trip Generation

Land Use		Intensity		Daily			AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
221	Multifamily Housing (Mid-Rise)	276	d.u.	2,020	1,010	1,010	93	24	69	117	71	46
710	General Office Building	7,500	s.f.	86	43	43	34	29	5	10	2	8
Total Net New External Trips				**2,106**	**1,053**	**1,053**	**127**	**53**	**74**	**127**	**73**	**54**

Appendix C:
Intersection Spreadsheets

INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	**9/8/2021**
N/S Street:	**US 1 NB Ramp**
E/W Street:	**Midland Road**

	AM In	**AM Out**	**PM In**	**PM Out**
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF = 0.83

Description	Midland Road **Eastbound**			Midland Road **Westbound**			US 1 NB Ramp **Northbound**			US 1 NB Ramp **Southbound**		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	302	273	0	1	230	26	0	0	30	0	0	333
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	302	273	0	1	230	26	0	0	30	0	0	333
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	48	44	0	0	37	4	0	0	5	0	0	53
2031 Background Traffic	350	317	0	1	267	30	0	0	35	0	0	386
Project Traffic												
Percent Assignment Inbound	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	5	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	19
Total External Site Traffic	0	5	0	0	0	0	0	0	0	0	0	19
Total Project Traffic	0	5	0	0	0	0	0	0	0	0	0	19
2031 Buildout Total	350	322	0	1	267	30	0	0	35	0	0	405
Percent Impact (Approach)		0.7%			0.0%			0.0%			4.7%	

Overall Percent Impact 1.7%

PM PEAK HOUR
PM PHF = 0.92

Description	Midland Road **Eastbound**			Midland Road **Westbound**			US 1 NB Ramp **Northbound**			US 1 NB Ramp **Southbound**		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	296	218	0	3	291	31	2	0	40	0	0	305
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	296	218	0	3	291	31	2	0	40	0	0	305
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	48	35	0	0	47	5	0	0	6	0	0	49
2031 Background Traffic	344	253	0	3	338	36	2	0	46	0	0	354
Project Traffic												
Percent Assignment Inbound	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	7	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	14
Total External Site Traffic	0	7	0	0	0	0	0	0	0	0	0	14
Total Project Traffic	0	7	0	0	0	0	0	0	0	0	0	14
2031 Buildout Total	344	260	0	3	338	36	2	0	46	0	0	368
Percent Impact (Approach)		1.2%			0.0%			0.0%			3.8%	

Overall Percent Impact 1.5%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	**9/8/2021**
N/S Street:	**Crestview Road**
E/W Street:	**Midland Road**

	AM In	AM Out	PM In	PM Out
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF = 0.87

Description	Midland Road Eastbound			Midland Road Westbound			Crestview Road Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	35	250	22	1	203	4	19	2	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	35	250	22	1	203	4	19	2	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	6	40	4	0	33	1	3	0	0	0	0	0
2031 Background Traffic	41	290	26	1	236	5	22	2	0	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	5	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	0	5	0	0	0	0	0	0	0	0	0
2031 Buildout Total	41	290	31	1	236	5	22	2	0	0	0	0
Percent Impact (Approach)		1.4%			0.0%			0.0%			-	

Overall Percent Impact 0.8%

PM PEAK HOUR
PM PHF = 0.90

Description	Midland Road Eastbound			Midland Road Westbound			Crestview Road Northbound			Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	35	194	29	1	254	5	16	3	1	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	35	194	29	1	254	5	16	3	1	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	6	31	5	0	41	1	3	0	0	0	0	0
2031 Background Traffic	41	225	34	1	295	6	19	3	1	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	7	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	7	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	0	7	0	0	0	0	0	0	0	0	0
2031 Buildout Total	41	225	41	1	295	6	19	3	1	0	0	0
Percent Impact (Approach)		2.3%			0.0%			0.0%			-	

Overall Percent Impact 1.1%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	**9/8/2021**
N/S Street:	**Crestview Road**
E/W Street:	**N Saylor Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF = 0.90

Description	N Saylor Street Eastbound Left	Through	Right	Westbound Left	Through	Right	Crestview Road Northbound Left	Through	Right	Crestview Road Southbound Left	Through	Right
2021 Traffic Count	9	0	4	0	0	0	1	12	0	1	18	9
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	9	0	4	0	0	0	1	12	0	1	18	9
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	1	0	1	0	0	0	0	2	0	0	3	1
2031 Background Traffic	10	0	5	0	0	0	1	14	0	1	21	10
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	5
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	5
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	0	5
2031 Buildout Total	10	0	5	0	0	0	1	14	0	1	21	15
Percent Impact (Approach)		0.0%			-			0.0%			13.5%	

Overall Percent Impact 7.5%

PM PEAK HOUR
PM PHF = 0.74

Description	N Saylor Street Eastbound Left	Through	Right	Westbound Left	Through	Right	Crestview Road Northbound Left	Through	Right	Crestview Road Southbound Left	Through	Right
2021 Traffic Count	1	0	3	0	0	0	2	15	0	0	21	11
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	1	0	3	0	0	0	2	15	0	0	21	11
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	2	0	0	3	2
2031 Background Traffic	1	0	3	0	0	0	2	17	0	0	24	13
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	7
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	0	0	0	0	0	0	0	0	0	7
Total Project Traffic	0	0	0	0	0	0	0	0	0	0	0	7
2031 Buildout Total	1	0	3	0	0	0	2	17	0	0	24	20
Percent Impact (Approach)		0.0%			-			0.0%			15.9%	

Overall Percent Impact 10.4%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	**9/8/2019**
N/S Street:	**W Rhode Island Avenue**
E/W Street:	**N Saylor Street**

	AM In	AM Out	PM In	PM Out
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF = 0.75

Description	N Saylor Street Eastbound			N Saylor Street Westbound			W Rhode Island Avenue Northbound			W Rhode Island Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	0	10	0	0	19	0	1	1	0	2	1	2
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	10	0	0	19	0	1	1	0	2	1	2
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	2	0	0	3	0	0	0	0	0	0	0
2031 Background Traffic	0	12	0	0	22	0	1	1	0	2	1	2
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	5	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	0	0	5	0	0	0	0	0	0	0
Total Project Traffic	0	0	0	0	5	0	0	0	0	0	0	0
2031 Buildout Total	0	12	0	0	27	0	1	1	0	2	1	2
Percent Impact (Approach)		0.0%			18.5%			0.0%			0.0%	

Overall Percent Impact 10.9%

PM PEAK HOUR
PM PHF = 0.92

Description	N Saylor Street Eastbound			N Saylor Street Westbound			W Rhode Island Avenue Northbound			W Rhode Island Avenue Southbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	0	11	2	0	14	0	1	1	0	0	2	2
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	11	2	0	14	0	1	1	0	0	2	2
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	2	0	0	2	0	0	0	0	0	0	0
2031 Background Traffic	0	13	2	0	16	0	1	1	0	0	2	2
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	7	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	0	0	7	0	0	0	0	0	0	0
Total Project Traffic	0	0	0	0	7	0	0	0	0	0	0	0
2031 Buildout Total	0	13	2	0	23	0	1	1	0	0	2	2
Percent Impact (Approach)		0.0%			30.4%			0.0%			0.0%	

Overall Percent Impact 15.9%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	**9/8/2021**
N/S Street:	**W Vermont Avenue**
E/W Street:	**N Saylor Street**

	AM In	**AM Out**	**PM In**	**PM Out**
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF = 0.65

	N Saylor Street **Eastbound**			N Saylor Street **Westbound**			W Vermont Avenue **Northbound**			W Vermont Avenue **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	3	12	3	3	24	0	1	1	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	3	12	3	3	24	0	1	1	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	2	0	0	4	0	0	0	0	0	0	0
2031 Background Traffic	3	14	3	3	28	0	1	1	0	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	5	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	0	0	5	0	0	0	0	0	0	0
Total Project Traffic	0	0	0	0	5	0	0	0	0	0	0	0
2031 Buildout Total	3	14	3	3	33	0	1	1	0	0	0	0
Percent Impact (Approach)		0.0%			13.9%			0.0%			-	

Overall Percent Impact 8.6%

PM PEAK HOUR
PM PHF = 0.84

	N Saylor Street **Eastbound**			N Saylor Street **Westbound**			W Vermont Avenue **Northbound**			W Vermont Avenue **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	6	17	3	0	18	0	4	1	2	0	4	2
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	6	17	3	0	18	0	4	1	2	0	4	2
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	1	3	0	0	3	0	1	0	0	0	1	0
2031 Background Traffic	7	20	3	0	21	0	5	1	2	0	5	2
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	7	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	0	0	7	0	0	0	0	0	0	0
Total Project Traffic	0	0	0	0	7	0	0	0	0	0	0	0
2031 Buildout Total	7	20	3	0	28	0	5	1	2	0	5	2
Percent Impact (Approach)		0.0%			25.0%			0.0%			0.0%	

Overall Percent Impact 9.6%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	**9/8/2021**
N/S Street:	**W Pennsylvania Avenue**
E/W Street:	**N Saylor Street/Private Drive**

	AM In	**AM Out**	**PM In**	**PM Out**
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF = 0.91

	Private Drive **Eastbound**			N Saylor Street **Westbound**			W Pennsylvania Avenue **Northbound**			W Pennsylvania Avenue **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	8	1	2	3	0	26	0	284	4	38	407	9
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	8	1	2	3	0	26	0	284	4	38	407	9
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	1	0	0	0	0	4	0	46	1	6	65	1
2031 Background Traffic	9	1	2	3	0	30	0	330	5	44	472	10
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.00%	10.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	16	5	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	30.00%	0.00%	35.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	22	0	26	0	0	0	0	0	0
Total External Site Traffic	0	0	0	22	0	26	0	0	16	5	0	0
Total Project Traffic	0	0	0	22	0	26	0	0	16	5	0	0
2031 Buildout Total	9	1	2	25	0	56	0	330	21	49	472	10
Percent Impact (Approach)		0.0%			59.3%			4.6%			0.9%	

Overall Percent Impact 7.1%

PM PEAK HOUR
PM PHF = 0.92

	Private Drive **Eastbound**			N Saylor Street **Westbound**			W Pennsylvania Avenue **Northbound**			W Pennsylvania Avenue **Southbound**		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	8	0	2	8	0	51	3	474	15	26	313	9
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	8	0	2	8	0	51	3	474	15	26	313	9
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	1	0	0	1	0	8	0	76	2	4	50	1
2031 Background Traffic	9	0	2	9	0	59	3	550	17	30	363	10
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.00%	10.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	22	7	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	30.00%	0.00%	35.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	16	0	19	0	0	0	0	0	0
Total External Site Traffic	0	0	0	16	0	19	0	0	22	7	0	0
Total Project Traffic	0	0	0	16	0	19	0	0	22	7	0	0
2031 Buildout Total	9	0	2	25	0	78	3	550	39	37	363	10
Percent Impact (Approach)		0.0%			34.0%			3.7%			1.7%	

Overall Percent Impact 5.7%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	**9/8/2021**
N/S Street:	**US 1 NB**
E/W Street:	**US 1 NB Service Road Access**

	AM In	**AM Out**	**PM In**	**PM Out**
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF = 0.80

Description	**Eastbound** Left	Through	Right	US 1 NB Service Road Access **Westbound** Left	Through	Right	US 1 NB **Northbound** Left	Through	Right	US 1 NB **Southbound** Left	Through	Right
2021 Traffic Count	0	0	0	0	0	0	0	848	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	0	0	848	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	136	0	0	0	0
2031 Background Traffic	0	0	0	0	0	0	0	984	0	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	27	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	35.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	26	0	0	0	0	0	0
Total External Site Traffic	0	0	0	0	0	26	0	0	27	0	0	0
Total Project Traffic	0	0	0	0	0	26	0	0	27	0	0	0
2031 Buildout Total	0	0	0	0	0	26	0	984	27	0	0	0
Percent Impact (Approach)		-			100.0%			2.7%			-	

Overall Percent Impact 5.1%

PM PEAK HOUR
PM PHF = 0.88

Description	0 **Eastbound** Left	Through	Right	US 1 NB Service Road Access **Westbound** Left	Through	Right	US 1 NB **Northbound** Left	Through	Right	US 1 NB **Southbound** Left	Through	Right
2021 Traffic Count	0	0	0	0	0	1	0	1309	1	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	1	0	1309	1	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	210	0	0	0	0
2031 Background Traffic	0	0	0	0	0	1	0	1519	1	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	37	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	35.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	19	0	0	0	0	0	0
Total External Site Traffic	0	0	0	0	0	19	0	0	37	0	0	0
Total Project Traffic	0	0	0	0	0	19	0	0	37	0	0	0
2031 Buildout Total	0	0	0	0	0	20	0	1519	38	0	0	0
Percent Impact (Approach)		-			95.0%			2.4%			-	

Overall Percent Impact 3.6%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	
N/S Street:	**US 1 NB Service Road**
E/W Street:	**Site Driveway #1**

	AM In	AM Out	PM In	PM Out
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF =

	Eastbound			Site Driveway #1 Westbound			US 1 NB Service Road Northbound			US 1 NB Service Road Southbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2031 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.00%	20.00%	5.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	16	10	3	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	20.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	45.00%	0.00%
Outbound Project Traffic	0	0	0	15	0	4	0	0	0	0	33	0
Total External Site Traffic	0	0	0	15	0	4	0	16	10	3	33	0
Total Project Traffic	0	0	0	15	0	4	0	16	10	3	33	0
2031 Buildout Total	0	0	0	15	0	4	0	16	10	3	33	0
Percent Impact (Approach)		-			100.0%			100.0%			100.0%	

Overall Percent Impact 100.0%

PM PEAK HOUR
PM PHF =

	Eastbound			Site Driveway #1 Westbound			US 1 NB Service Road Northbound			US 1 NB Service Road Southbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2031 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	30.00%	20.00%	5.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	22	14	4	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	20.00%	0.00%	5.00%	0.00%	0.00%	0.00%	0.00%	45.00%	0.00%
Outbound Project Traffic	0	0	0	10	0	3	0	0	0	0	24	0
Total External Site Traffic	0	0	0	10	0	3	0	22	14	4	24	0
Total Project Traffic	0	0	0	10	0	3	0	22	14	4	24	0
2031 Buildout Total	0	0	0	10	0	3	0	22	14	4	24	0
Percent Impact (Approach)		-			100.0%			100.0%			100.0%	

Overall Percent Impact 100.0%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	
N/S Street:	**US 1 NB Service Road**
E/W Street:	**Site Driveway #2**

	AM In	AM Out	PM In	PM Out
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF =

	Eastbound			Site Driveway #2 Westbound			US 1 NB Service Road Northbound			US 1 NB Service Road Southbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2031 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	20.00%	35.00%	5.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	5	11	19	3	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	35.00%	0.00%	20.00%	0.00%	5.00%	0.00%	0.00%	10.00%	0.00%
Outbound Project Traffic	0	0	0	26	0	15	0	4	0	0	7	0
Total External Site Traffic	0	0	0	26	0	15	0	9	11	19	10	0
Total Project Traffic	0	0	0	26	0	15	0	9	11	19	10	0
2031 Buildout Total	0	0	0	26	0	15	0	9	11	19	10	0
Percent Impact (Approach)		-			100.0%			100.0%			100.0%	

Overall Percent Impact 100.0%

PM PEAK HOUR
PM PHF =

	Eastbound			Site Driveway #2 Westbound			US 1 NB Service Road Northbound			US 1 NB Service Road Southbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2031 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	10.00%	20.00%	35.00%	5.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	7	15	26	4	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	35.00%	0.00%	20.00%	0.00%	5.00%	0.00%	0.00%	10.00%	0.00%
Outbound Project Traffic	0	0	0	19	0	11	0	3	0	0	5	0
Total External Site Traffic	0	0	0	19	0	11	0	10	15	26	9	0
Total Project Traffic	0	0	0	19	0	11	0	10	15	26	9	0
2031 Buildout Total	0	0	0	19	0	11	0	10	15	26	9	0
Percent Impact (Approach)		-			100.0%			100.0%			100.0%	

Overall Percent Impact 100.0%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	
N/S Street:	**US 1 NB Service Road**
E/W Street:	**US 1 NB Service Road Access**

	AM In	AM Out	PM In	PM Out
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF =

Description	US 1 NB Service Road Access Eastbound Left	Through	Right	Westbound Left	Through	Right	US 1 NB Service Road Northbound Left	Through	Right	US 1 NB Service Road Southbound Left	Through	Right
2021 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2031 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	10.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	5	0	21	0	0	0	0	5	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	10.00%	10.00%
Outbound Project Traffic	0	0	0	0	0	0	19	0	0	0	7	7
Total External Site Traffic	5	0	21	0	0	0	19	5	0	0	7	7
Total Project Traffic	5	0	21	0	0	0	19	5	0	0	7	7
2031 Buildout Total	5	0	21	0	0	0	19	5	0	0	7	7
Percent Impact (Approach)		100.0%			-			100.0%			100.0%	

Overall Percent Impact 100.0%

PM PEAK HOUR
PM PHF =

Description	US 1 NB Service Road Access Eastbound Left	Through	Right	Westbound Left	Through	Right	US 1 NB Service Road Northbound Left	Through	Right	US 1 NB Service Road Southbound Left	Through	Right
2021 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2031 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	10.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	7	0	29	0	0	0	0	7	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	10.00%	10.00%
Outbound Project Traffic	0	0	0	0	0	0	14	0	0	0	5	5
Total External Site Traffic	7	0	29	0	0	0	14	7	0	0	5	5
Total Project Traffic	7	0	29	0	0	0	14	7	0	0	5	5
2031 Buildout Total	7	0	29	0	0	0	14	7	0	0	5	5
Percent Impact (Approach)		100.0%			-			100.0%			100.0%	

Overall Percent Impact 100.0%

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INTERSECTION ANALYSIS SHEET

Project:	**US 1 Multifamily**
Location:	**Southern Pines, NC**
Ct. Date:	
N/S Street:	**US 1 NB Service Road**
E/W Street:	**Site Driveway #3**

	AM In	AM Out	PM In	PM Out
Net New Trips:	53	74	73	54
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	1.5%	**Existing Year:**	2021
Growth Factor:	0.160541	**Buildout Year:**	2031

AM PEAK HOUR
AM PHF =

	Eastbound			Site Driveway #3 Westbound			US 1 NB Service Road Northbound			US 1 NB Service Road Southbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2031 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	10	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	14	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	0	14	0	0	0	0	10	0	0	0
Total Project Traffic	0	0	0	14	0	0	0	0	10	0	0	0
2031 Buildout Total	0	0	0	14	0	0	0	0	10	0	0	0
Percent Impact (Approach)		-			100.0%			100.0%			-	

Overall Percent Impact 100.0%

PM PEAK HOUR
PM PHF =

	Eastbound			Site Driveway #3 Westbound			US 1 NB Service Road Northbound			US 1 NB Service Road Southbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Traffic Count	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2021 Existing Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Growth Factor (0.015 per year)	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161	0.161
2031 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2031 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	14	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	11	0	0	0	0	0	0	0	0
Total External Site Traffic	0	0	0	11	0	0	0	0	14	0	0	0
Total Project Traffic	0	0	0	11	0	0	0	0	14	0	0	0
2031 Buildout Total	0	0	0	11	0	0	0	0	14	0	0	0
Percent Impact (Approach)		-			100.0%			100.0%			-	

Overall Percent Impact 100.0%

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Appendix D:
Synchro Output:
Existing (2021)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	30	0	4	0	0	0	0	0	273	4
Future Volume (vph)	0	0	30	0	4	0	0	0	0	0	273	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1536	0	1863	0	0	0	0	0	1859	0
Flt Permitted												
Satd. Flow (perm)	0	0	1536	0	1863	0	0	0	0	0	1859	0
Link Speed (mph)		35			45			30			45	
Link Distance (ft)		218			151			306			106	
Travel Time (s)		4.2			2.3			7.0			1.6	
Confl. Bikes (#/hr)			2									1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	7%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	36	0	5	0	0	0	0	0	334	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 24.6%		ICU Level of Service A	
Analysis Period (min) 15			

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	0	0	30	0	4	0	0	0	0	0	273	4
Future Vol, veh/h	0	0	30	0	4	0	0	0	0	0	273	4
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	36	0	5	0	0	0	0	0	329	5

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	-	332	-	334	-			-	-	0
Stage 1	-	-	-	-	0	-			-	-	-
Stage 2	-	-	-	-	334	-			-	-	-
Critical Hdwy	-	-	6.27	-	6.52	-			-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-			-	-	-
Follow-up Hdwy	-	-	3.363	-	4.018	-			-	-	-
Pot Cap-1 Maneuver	0	0	698	0	586	0			0	-	-
Stage 1	0	0	-	0	-	0			0	-	-
Stage 2	0	0	-	0	643	0			0	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	-	698	-	586	-			-	-	-
Mov Cap-2 Maneuver	-	-	-	-	586	-			-	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	643	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.4	11.2	0
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	698	586	-	-
HCM Lane V/C Ratio	0.052	0.008	-	-
HCM Control Delay (s)	10.4	11.2	-	-
HCM Lane LOS	B	B	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	302	0	0	0	333	0	230	26	0	0	0
Future Volume (vph)	0	302	0	0	0	333	0	230	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	0	1611	0	1837	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	1611	0	1837	0	0	0	0
Link Speed (mph)		45			35			45			30	
Link Distance (ft)		146			356			115			439	
Travel Time (s)		2.2			6.9			1.7			10.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	364	0	0	0	401	0	308	0	0	0	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 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	302	0	0	0	333	0	230	26	0	0	0
Future Vol, veh/h	0	302	0	0	0	333	0	230	26	0	0	0
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	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	364	0	0	0	401	0	277	31	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	308	-	-	-	293	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	308	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	606	0	0	0	746	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	660	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	606	-	-	-	746	-	-	-
Mov Cap-2 Maneuver	-	606	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	660	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	19.5	15.3	0
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	606	746
HCM Lane V/C Ratio	-	-	0.6	0.538
HCM Control Delay (s)	-	-	19.5	15.3
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	4	3.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	4	4	203	250	22
Future Volume (vph)	19	4	4	203	250	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1618	0	0	3468	3497	0
Flt Permitted	0.961			0.999		
Satd. Flow (perm)	1618	0	0	3468	3497	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	403			386	146	
Travel Time (s)	11.0			7.5	2.8	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	10%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	238	312	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	4	4	203	250	22
Future Vol, veh/h	19	4	4	203	250	22
Conflicting Peds, #/hr	0	1	1	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	87	87	87	87	87	87
Heavy Vehicles, %	10	10	4	4	2	2
Mvmt Flow	22	5	5	233	287	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	428	158	313	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	7	7.1	4.18	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.24	-	-	-
Pot Cap-1 Maneuver	535	835	1230	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	531	833	1229	-	-	-
Mov Cap-2 Maneuver	531	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1229	-	567	-	-
HCM Lane V/C Ratio	0.004	-	0.047	-	-
HCM Control Delay (s)	7.9	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	18	9	4	12	9	4
Future Volume (vph)	18	9	4	12	9	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1635	0	0	1840	1534	0
Flt Permitted				0.988	0.966	
Satd. Flow (perm)	1635	0	0	1840	1534	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	944			1282	1990	
Travel Time (s)	25.7			35.0	54.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	11%	2%	2%	15%	15%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	17	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
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)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	9	4	12	9	4
Future Vol, veh/h	18	9	4	12	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	11	11	2	2	15	15
Mvmt Flow	20	10	4	13	10	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	30	0	46	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	4.12	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.218	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1583	-	932	1015
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	929	1015
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	954	-	-	1583	-
HCM Lane V/C Ratio	0.015	-	-	0.003	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	4	4	4	4	10	4	4	19	4
Future Volume (vph)	4	4	4	4	4	4	4	10	4	4	19	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1190	0	0	1659	0	0	1763	0
Flt Permitted		0.984			0.984			0.989			0.993	
Satd. Flow (perm)	0	1750	0	0	1190	0	0	1659	0	0	1763	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		437			1927			950			1990	
Travel Time (s)		11.9			52.6			25.9			54.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	50%	50%	50%	10%	10%	10%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	0	23	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		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	4	10	4	4	19	4
Future Vol, veh/h	4	4	4	4	4	4	4	10	4	4	19	4
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	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	50	50	50	10	10	10	5	5	5
Mvmt Flow	5	5	5	5	5	5	5	13	5	5	25	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	69	66	28	69	66	16	30	0	0	18	0	0
Stage 1	38	38	-	26	26	-	-	-	-	-	-	-
Stage 2	31	28	-	43	40	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.6	7	6.7	4.2	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.95	4.45	3.75	2.29	-	-	2.245	-	-
Pot Cap-1 Maneuver	923	825	1047	818	741	940	1533	-	-	1579	-	-
Stage 1	977	863	-	881	787	-	-	-	-	-	-	-
Stage 2	986	872	-	862	776	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	908	820	1047	806	737	940	1533	-	-	1579	-	-
Mov Cap-2 Maneuver	908	820	-	806	737	-	-	-	-	-	-	-
Stage 1	974	860	-	878	785	-	-	-	-	-	-	-
Stage 2	971	869	-	850	774	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.5	1.6	1.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1533	-	-	916	819	1579	-	-
HCM Lane V/C Ratio	0.003	-	-	0.017	0.02	0.003	-	-
HCM Control Delay (s)	7.4	0	-	9	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	4	4	4	4	12	4	4	24	4
Future Volume (vph)	4	4	4	4	4	4	4	12	4	4	24	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1190	0	0	1727	0	0	1785	0
Flt Permitted		0.984			0.984			0.990			0.994	
Satd. Flow (perm)	0	1750	0	0	1190	0	0	1727	0	0	1785	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		367			1102			1438			950	
Travel Time (s)		10.0			30.1			39.2			25.9	
Confl. Peds. (#/hr)				1		1			1	1		
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles (%)	2%	2%	2%	50%	50%	50%	6%	6%	6%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	18	0	0	30	0	0	49	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	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

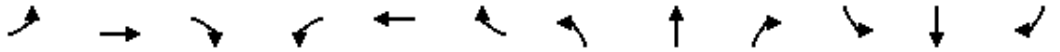
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	4	12	4	4	24	4
Future Vol, veh/h	4	4	4	4	4	4	4	12	4	4	24	4
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	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	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	50	50	50	6	6	6	4	4	4
Mvmt Flow	6	6	6	6	6	6	6	18	6	6	37	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	92	89	41	93	89	23	43	0	0	25	0	0
Stage 1	52	52	-	34	34	-	-	-	-	-	-	-
Stage 2	40	37	-	59	55	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.6	7	6.7	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.95	4.45	3.75	2.254	-	-	2.236	-	-
Pot Cap-1 Maneuver	892	801	1030	788	719	931	1540	-	-	1577	-	-
Stage 1	961	852	-	872	781	-	-	-	-	-	-	-
Stage 2	975	864	-	845	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	874	794	1029	772	713	929	1540	-	-	1575	-	-
Mov Cap-2 Maneuver	874	794	-	772	713	-	-	-	-	-	-	-
Stage 1	957	849	-	868	777	-	-	-	-	-	-	-
Stage 2	956	860	-	830	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.6	1.5	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1540	-	-	889	795	1575	-	-
HCM Lane V/C Ratio	0.004	-	-	0.021	0.023	0.004	-	-
HCM Control Delay (s)	7.3	0	-	9.1	9.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	407	9	4	284	4	8	4	4	4	4	26
Future Volume (vph)	38	407	9	4	284	4	8	4	4	4	4	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	1770	1857	0	1770	1859	0	0	1756	0	0	1657	0
Flt Permitted	0.950			0.950				0.974			0.995	
Satd. Flow (perm)	1770	1857	0	1770	1859	0	0	1756	0	0	1657	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		453			554			258			1438	
Travel Time (s)		8.8			10.8			7.0			39.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	457	0	4	316	0	0	17	0	0	37	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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%		ICU Level of Service A	
Analysis Period (min) 15			

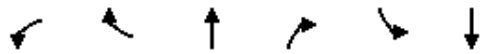
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	407	9	4	284	4	8	4	4	4	4	26
Future Vol, veh/h	38	407	9	4	284	4	8	4	4	4	4	26
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	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	447	10	4	312	4	9	4	4	4	4	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	316	0	0	457	0	0	875	860	452	862	863	314
Stage 1	-	-	-	-	-	-	536	536	-	322	322	-
Stage 2	-	-	-	-	-	-	339	324	-	540	541	-
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	1244	-	-	1104	-	-	270	294	608	275	292	726
Stage 1	-	-	-	-	-	-	529	523	-	690	651	-
Stage 2	-	-	-	-	-	-	676	650	-	526	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1244	-	-	1104	-	-	249	283	608	262	281	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	249	283	-	262	281	-
Stage 1	-	-	-	-	-	-	511	505	-	667	648	-
Stage 2	-	-	-	-	-	-	643	647	-	500	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	17.6	12.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	1244	-	-	1104	-	-	521
HCM Lane V/C Ratio	0.058	0.034	-	-	0.004	-	-	0.072
HCM Control Delay (s)	17.6	8	-	-	8.3	-	-	12.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.2



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	4	848	4	0	0
Future Volume (vph)	0	4	848	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	3370	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3370	0	0	0
Link Speed (mph)	25		55			55
Link Distance (ft)	194		1682			659
Travel Time (s)	5.3		20.9			8.2
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	7%	7%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	5	1065	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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 33.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	848	4	0	0
Future Vol, veh/h	0	4	848	4	0	0
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	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	7	7	2	2
Mvmt Flow	0	5	1060	5	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	533	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	491	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	491	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	491
HCM Lane V/C Ratio	-	-	0.01
HCM Control Delay (s)	-	-	12.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	40	0	4	0	0	0	0	0	218	4
Future Volume (vph)	0	0	40	0	4	0	0	0	0	0	218	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1611	0	1863	0	0	0	0	0	1859	0
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	1863	0	0	0	0	0	1859	0
Link Speed (mph)		35			45			30			45	
Link Distance (ft)		218			151			306			106	
Travel Time (s)		4.2			2.3			7.0			1.6	
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	43	0	4	0	0	0	0	0	241	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 21.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	40	0	4	0	0	0	0	0	218	4
Future Vol, veh/h	0	0	40	0	4	0	0	0	0	0	218	4
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	43	0	4	0	0	0	0	0	237	4

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	-	239	-	241	-			-	-	0
Stage 1	-	-	-	-	0	-			-	-	-
Stage 2	-	-	-	-	241	-			-	-	-
Critical Hdwy	-	-	6.22	-	6.52	-			-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-			-	-	-
Follow-up Hdwy	-	-	3.318	-	4.018	-			-	-	-
Pot Cap-1 Maneuver	0	0	800	0	660	0			0	-	-
Stage 1	0	0	-	0	-	0			0	-	-
Stage 2	0	0	-	0	706	0			0	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	-	800	-	660	-			-	-	-
Mov Cap-2 Maneuver	-	-	-	-	660	-			-	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	706	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	9.8	10.5	0
HCM LOS	A	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	800	660	-	-
HCM Lane V/C Ratio	0.054	0.007	-	-
HCM Control Delay (s)	9.8	10.5	-	-
HCM Lane LOS	A	B	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	296	0	0	0	305	0	291	31	0	0	0
Future Volume (vph)	0	296	0	0	0	305	0	291	31	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	0	1611	0	1839	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	1611	0	1839	0	0	0	0
Link Speed (mph)		45			35			45			30	
Link Distance (ft)		146			356			115			439	
Travel Time (s)		2.2			6.9			1.7			10.0	
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	322	0	0	0	332	0	350	0	0	0	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 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	296	0	0	0	305	0	291	31	0	0	0
Future Vol, veh/h	0	296	0	0	0	305	0	291	31	0	0	0
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	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	322	0	0	0	332	0	316	34	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	350	-	-	-	333	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	350	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	574	0	0	0	709	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	633	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	574	-	-	-	709	-	-	-
Mov Cap-2 Maneuver	-	574	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	633	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	19	14.5	0
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	574	709
HCM Lane V/C Ratio	-	-	0.561	0.468
HCM Control Delay (s)	-	-	19	14.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	3.4	2.5

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	4	4	254	194	29
Future Volume (vph)	16	4	4	254	194	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1618	0	0	3536	3472	0
Flt Permitted	0.961			0.999		
Satd. Flow (perm)	1618	0	0	3536	3472	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	403			386	146	
Travel Time (s)	11.0			7.5	2.8	
Confl. Peds. (#/hr)	2	2	2			2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	10%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	0	286	248	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	4	4	254	194	29
Future Vol, veh/h	16	4	4	254	194	29
Conflicting Peds, #/hr	2	2	2	0	0	2
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, %	10	10	2	2	2	2
Mvmt Flow	18	4	4	282	216	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	385	128	250	0	-	0
Stage 1	234	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	7	7.1	4.14	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.22	-	-	-
Pot Cap-1 Maneuver	570	873	1313	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	565	870	1310	-	-	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1310	-	608	-	-
HCM Lane V/C Ratio	0.003	-	0.037	-	-
HCM Control Delay (s)	7.8	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	21	11	4	15	4	4
Future Volume (vph)	21	11	4	15	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1758	0	0	1775	1694	0
Flt Permitted				0.990	0.976	
Satd. Flow (perm)	1758	0	0	1775	1694	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	944			1308	1990	
Travel Time (s)	25.7			35.7	54.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	3%	3%	6%	6%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	0	25	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
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)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	11	4	15	4	4
Future Vol, veh/h	21	11	4	15	4	4
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	3	3	6	6	2	2
Mvmt Flow	28	15	5	20	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	44	0	67	38
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.16	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1539	-	938	1034
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	934	1032
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	981	-	-	1538	-
HCM Lane V/C Ratio	0.011	-	-	0.004	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	4	4	4	4	11	4	4	14	4
Future Volume (vph)	4	4	4	4	4	4	4	11	4	4	14	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1750	0	0	1794	0	0	1804	0
Flt Permitted		0.984			0.984			0.990			0.991	
Satd. Flow (perm)	0	1750	0	0	1750	0	0	1794	0	0	1804	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		437			1927			950			1990	
Travel Time (s)		11.9			52.6			25.9			54.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	12	0	0	20	0	0	23	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	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	4	11	4	4	14	4
Future Vol, veh/h	4	4	4	4	4	4	4	11	4	4	14	4
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	4	12	4	4	15	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	53	51	19	53	51	16	20	0	0	17	0	0
Stage 1	26	26	-	23	23	-	-	-	-	-	-	-
Stage 2	27	25	-	30	28	-	-	-	-	-	-	-
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	946	840	1059	946	840	1063	1596	-	-	1600	-	-
Stage 1	992	874	-	995	876	-	-	-	-	-	-	-
Stage 2	990	874	-	987	872	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	933	833	1057	933	833	1061	1594	-	-	1598	-	-
Mov Cap-2 Maneuver	933	833	-	933	833	-	-	-	-	-	-	-
Stage 1	988	871	-	991	872	-	-	-	-	-	-	-
Stage 2	977	871	-	974	869	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	8.9	1.5	1.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1594	-	-	932	933	1598	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.014	0.003	-	-
HCM Control Delay (s)	7.3	0	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	4	4	4	6	17	4	4	18	4
Future Volume (vph)	4	4	4	4	4	4	6	17	4	4	18	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1750	0	0	1804	0	0	1807	0
Flt Permitted		0.984			0.984			0.989			0.992	
Satd. Flow (perm)	0	1750	0	0	1750	0	0	1804	0	0	1807	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		367			1102			1438			950	
Travel Time (s)		10.0			30.1			39.2			25.9	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	0	32	0	0	31	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	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	6	17	4	4	18	4
Future Vol, veh/h	4	4	4	4	4	4	6	17	4	4	18	4
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	5	5	5	5	5	7	20	5	5	21	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	78	74	26	77	74	24	27	0	0	25	0	0
Stage 1	35	35	-	37	37	-	-	-	-	-	-	-
Stage 2	43	39	-	40	37	-	-	-	-	-	-	-
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	911	816	1050	912	816	1052	1587	-	-	1589	-	-
Stage 1	981	866	-	978	864	-	-	-	-	-	-	-
Stage 2	971	862	-	975	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	896	809	1048	898	809	1051	1585	-	-	1589	-	-
Mov Cap-2 Maneuver	896	809	-	898	809	-	-	-	-	-	-	-
Stage 1	976	863	-	974	861	-	-	-	-	-	-	-
Stage 2	956	859	-	961	861	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9	1.6	1.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1585	-	-	907	909	1589	-	-
HCM Lane V/C Ratio	0.005	-	-	0.016	0.016	0.003	-	-
HCM Control Delay (s)	7.3	0	-	9	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	313	9	4	474	15	8	4	4	8	4	51
Future Volume (vph)	26	313	9	4	474	15	8	4	4	8	4	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	1770	1855	0	1770	1853	0	0	1756	0	0	1648	0
Flt Permitted	0.950			0.950				0.974			0.993	
Satd. Flow (perm)	1770	1855	0	1770	1853	0	0	1756	0	0	1648	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		453			554			258			1438	
Travel Time (s)		8.8			10.8			7.0			39.2	
Confl. Peds. (#/hr)	3					3				3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	350	0	4	531	0	0	17	0	0	68	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	313	9	4	474	15	8	4	4	8	4	51
Future Vol, veh/h	26	313	9	4	474	15	8	4	4	8	4	51
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	340	10	4	515	16	9	4	4	9	4	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	350	0	0	965	943	348	942	940	529
Stage 1	-	-	-	-	-	-	401	401	-	534	534	-
Stage 2	-	-	-	-	-	-	564	542	-	408	406	-
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	1034	-	-	1209	-	-	234	263	695	243	264	550
Stage 1	-	-	-	-	-	-	626	601	-	530	524	-
Stage 2	-	-	-	-	-	-	510	520	-	620	598	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1031	-	-	1209	-	-	202	254	693	232	255	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	254	-	232	255	-
Stage 1	-	-	-	-	-	-	609	585	-	514	521	-
Stage 2	-	-	-	-	-	-	452	517	-	593	582	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	19.7	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	1031	-	-	1209	-	-	439
HCM Lane V/C Ratio	0.066	0.027	-	-	0.004	-	-	0.156
HCM Control Delay (s)	19.7	8.6	-	-	8	-	-	14.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	4	1309	4	0	0
Future Volume (vph)	0	4	1309	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	3468	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3468	0	0	0
Link Speed (mph)	25		55			55
Link Distance (ft)	194		1682			659
Travel Time (s)	5.3		20.9			8.2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	5	1493	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	1309	4	0	0
Future Vol, veh/h	0	4	1309	4	0	0
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	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	0	5	1488	5	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	747	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	355	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	355	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.3	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	355
HCM Lane V/C Ratio	-	-	0.013
HCM Control Delay (s)	-	-	15.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Appendix E:
Synchro Output:
Background (2031)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	35	0	4	0	0	0	0	0	317	4
Future Volume (vph)	0	0	35	0	4	0	0	0	0	0	317	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1536	0	1863	0	0	0	0	0	1859	0
Flt Permitted												
Satd. Flow (perm)	0	0	1536	0	1863	0	0	0	0	0	1859	0
Link Speed (mph)		35			45			30			45	
Link Distance (ft)		218			151			306			106	
Travel Time (s)		4.2			2.3			7.0			1.6	
Confl. Bikes (#/hr)			2									1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	7%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	42	0	5	0	0	0	0	0	387	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 26.9%		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	0	0	35	0	4	0	0	0	0	0	317	4
Future Vol, veh/h	0	0	35	0	4	0	0	0	0	0	317	4
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	42	0	5	0	0	0	0	0	382	5

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	-	385	-	387	-			-	-	0
Stage 1	-	-	-	-	0	-			-	-	-
Stage 2	-	-	-	-	387	-			-	-	-
Critical Hdwy	-	-	6.27	-	6.52	-			-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-			-	-	-
Follow-up Hdwy	-	-	3.363	-	4.018	-			-	-	-
Pot Cap-1 Maneuver	0	0	652	0	547	0			0	-	-
Stage 1	0	0	-	0	-	0			0	-	-
Stage 2	0	0	-	0	610	0			0	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	-	652	-	547	-			-	-	-
Mov Cap-2 Maneuver	-	-	-	-	547	-			-	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	610	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.9	11.6	0
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	652	547	-	-
HCM Lane V/C Ratio	0.065	0.009	-	-
HCM Control Delay (s)	10.9	11.6	-	-
HCM Lane LOS	B	B	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	350	0	0	0	386	0	267	30	0	0	0
Future Volume (vph)	0	350	0	0	0	386	0	267	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	0	1611	0	1837	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	1611	0	1837	0	0	0	0
Link Speed (mph)		45			35			45			30	
Link Distance (ft)		146			356			115			439	
Travel Time (s)		2.2			6.9			1.7			10.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	422	0	0	0	465	0	358	0	0	0	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 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	16.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	350	0	0	0	386	0	267	30	0	0	0
Future Vol, veh/h	0	350	0	0	0	386	0	267	30	0	0	0
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	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	422	0	0	0	465	0	322	36	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	358	-	-	-	340	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	358	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	568	0	0	0	702	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	628	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	568	-	-	-	702	-	-	-
Mov Cap-2 Maneuver	-	568	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	628	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	27.4	19.6	0
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	568	702
HCM Lane V/C Ratio	-	-	0.742	0.662
HCM Control Delay (s)	-	-	27.4	19.6
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	6.4	5



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	4	4	236	290	26
Future Volume (vph)	22	4	4	236	290	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1620	0	0	3468	3497	0
Flt Permitted	0.960			0.999		
Satd. Flow (perm)	1620	0	0	3468	3497	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	403			386	146	
Travel Time (s)	11.0			7.5	2.8	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	10%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	276	363	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	4	236	290	26
Future Vol, veh/h	22	4	4	236	290	26
Conflicting Peds, #/hr	0	1	1	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	87	87	87	87	87	87
Heavy Vehicles, %	10	10	4	4	2	2
Mvmt Flow	25	5	5	271	333	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	495	184	364	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	7	7.1	4.18	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.24	-	-	-
Pot Cap-1 Maneuver	484	802	1177	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	481	800	1176	-	-	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1176	-	512	-	-
HCM Lane V/C Ratio	0.004	-	0.058	-	-
HCM Control Delay (s)	8.1	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	21	10	4	14	10	5
Future Volume (vph)	21	10	4	14	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1636	0	0	1844	1524	0
Flt Permitted				0.990	0.969	
Satd. Flow (perm)	1636	0	0	1844	1524	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	944			1175	1990	
Travel Time (s)	25.7			32.0	54.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	11%	2%	2%	15%	15%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	20	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
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)		9	15		15	9
Sign Control	Free			Free	Stop	

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	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	10	4	14	10	5
Future Vol, veh/h	21	10	4	14	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	11	11	2	2	15	15
Mvmt Flow	23	11	4	16	11	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	53	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	-	-	4.12	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.218	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1578	-	924	1010
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	921	1010
Mov Cap-2 Maneuver	-	-	-	-	921	-
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	949	-	-	1578	-
HCM Lane V/C Ratio	0.018	-	-	0.003	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	4	4	4	4	12	4	4	22	4
Future Volume (vph)	4	4	4	4	4	4	4	12	4	4	22	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1190	0	0	1666	0	0	1768	0
Flt Permitted		0.984			0.984			0.990			0.994	
Satd. Flow (perm)	0	1750	0	0	1190	0	0	1666	0	0	1768	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		437			1927			950			1990	
Travel Time (s)		11.9			52.6			25.9			54.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	50%	50%	50%	10%	10%	10%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	0	26	0	0	39	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	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	4	12	4	4	22	4
Future Vol, veh/h	4	4	4	4	4	4	4	12	4	4	22	4
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	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	50	50	50	10	10	10	5	5	5
Mvmt Flow	5	5	5	5	5	5	5	16	5	5	29	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	76	73	32	76	73	19	34	0	0	21	0	0
Stage 1	42	42	-	29	29	-	-	-	-	-	-	-
Stage 2	34	31	-	47	44	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.6	7	6.7	4.2	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.95	4.45	3.75	2.29	-	-	2.245	-	-
Pot Cap-1 Maneuver	914	817	1042	809	734	936	1527	-	-	1575	-	-
Stage 1	972	860	-	878	785	-	-	-	-	-	-	-
Stage 2	982	869	-	858	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	899	812	1042	797	730	936	1527	-	-	1575	-	-
Mov Cap-2 Maneuver	899	812	-	797	730	-	-	-	-	-	-	-
Stage 1	969	857	-	875	783	-	-	-	-	-	-	-
Stage 2	967	866	-	846	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.5	1.5	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	908	812	1575	-	-
HCM Lane V/C Ratio	0.003	-	-	0.018	0.02	0.003	-	-
HCM Control Delay (s)	7.4	0	-	9	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	4	4	4	4	4	4	14	4	4	28	4
Future Volume (vph)	4	4	4	4	4	4	4	14	4	4	28	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1190	0	0	1734	0	0	1791	0
Flt Permitted		0.984			0.984			0.991			0.995	
Satd. Flow (perm)	0	1750	0	0	1190	0	0	1734	0	0	1791	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		367			1102			1438			950	
Travel Time (s)		10.0			30.1			39.2			25.9	
Confl. Peds. (#/hr)				1		1			1	1		
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles (%)	2%	2%	2%	50%	50%	50%	6%	6%	6%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	18	0	0	34	0	0	55	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	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	4	14	4	4	28	4
Future Vol, veh/h	4	4	4	4	4	4	4	14	4	4	28	4
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	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	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	50	50	50	6	6	6	4	4	4
Mvmt Flow	6	6	6	6	6	6	6	22	6	6	43	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	102	99	47	103	99	27	49	0	0	29	0	0
Stage 1	58	58	-	38	38	-	-	-	-	-	-	-
Stage 2	44	41	-	65	61	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.6	7	6.7	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.95	4.45	3.75	2.254	-	-	2.236	-	-
Pot Cap-1 Maneuver	879	791	1022	775	709	926	1533	-	-	1571	-	-
Stage 1	954	847	-	868	777	-	-	-	-	-	-	-
Stage 2	970	861	-	838	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	861	784	1021	760	703	924	1533	-	-	1570	-	-
Mov Cap-2 Maneuver	861	784	-	760	703	-	-	-	-	-	-	-
Stage 1	950	844	-	864	773	-	-	-	-	-	-	-
Stage 2	951	857	-	823	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.7	1.3	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1533	-	-	878	785	1570	-	-
HCM Lane V/C Ratio	0.004	-	-	0.021	0.024	0.004	-	-
HCM Control Delay (s)	7.4	0	-	9.2	9.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	472	10	4	330	5	9	4	4	4	4	30
Future Volume (vph)	44	472	10	4	330	5	9	4	4	4	4	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	1770	1857	0	1770	1859	0	0	1758	0	0	1651	0
Flt Permitted	0.950			0.950				0.973			0.995	
Satd. Flow (perm)	1770	1857	0	1770	1859	0	0	1758	0	0	1651	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		453			554			258			1438	
Travel Time (s)		8.8			10.8			7.0			39.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	530	0	4	368	0	0	18	0	0	41	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

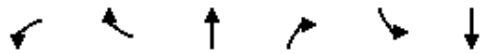
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	44	472	10	4	330	5	9	4	4	4	4	30
Future Vol, veh/h	44	472	10	4	330	5	9	4	4	4	4	30
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	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	519	11	4	363	5	10	4	4	4	4	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	530	0	0	1013	997	525	999	1000	366
Stage 1	-	-	-	-	-	-	621	621	-	374	374	-
Stage 2	-	-	-	-	-	-	392	376	-	625	626	-
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	1191	-	-	1037	-	-	217	244	552	222	243	679
Stage 1	-	-	-	-	-	-	475	479	-	647	618	-
Stage 2	-	-	-	-	-	-	633	616	-	473	477	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1191	-	-	1037	-	-	197	233	552	210	232	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	197	233	-	210	232	-
Stage 1	-	-	-	-	-	-	456	460	-	621	616	-
Stage 2	-	-	-	-	-	-	596	614	-	446	458	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	21	13.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	243	1191	-	-	1037	-	-	472
HCM Lane V/C Ratio	0.077	0.041	-	-	0.004	-	-	0.088
HCM Control Delay (s)	21	8.2	-	-	8.5	-	-	13.4
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.3



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	4	984	4	0	0
Future Volume (vph)	0	4	984	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	3370	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3370	0	0	0
Link Speed (mph)	25		55			55
Link Distance (ft)	194		1682			659
Travel Time (s)	5.3		20.9			8.2
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	7%	7%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	5	1235	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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 37.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	984	4	0	0
Future Vol, veh/h	0	4	984	4	0	0
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	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	7	7	2	2
Mvmt Flow	0	5	1230	5	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	618	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	432	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	432	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	13.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	432
HCM Lane V/C Ratio	-	-	0.012
HCM Control Delay (s)	-	-	13.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	46	0	4	0	0	0	0	0	253	4
Future Volume (vph)	0	0	46	0	4	0	0	0	0	0	253	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1611	0	1863	0	0	0	0	0	1859	0
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	1863	0	0	0	0	0	1859	0
Link Speed (mph)		35			45			30			45	
Link Distance (ft)		218			151			306			106	
Travel Time (s)		4.2			2.3			7.0			1.6	
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	50	0	4	0	0	0	0	0	279	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 23.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	46	0	4	0	0	0	0	0	253	4
Future Vol, veh/h	0	0	46	0	4	0	0	0	0	0	253	4
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16965	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	50	0	4	0	0	0	0	0	275	4

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	-	277	-	279	-			-	-	0
Stage 1	-	-	-	-	0	-			-	-	-
Stage 2	-	-	-	-	279	-			-	-	-
Critical Hdwy	-	-	6.22	-	6.52	-			-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-			-	-	-
Follow-up Hdwy	-	-	3.318	-	4.018	-			-	-	-
Pot Cap-1 Maneuver	0	0	762	0	629	0			0	-	-
Stage 1	0	0	-	0	-	0			0	-	-
Stage 2	0	0	-	0	680	0			0	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	-	762	-	629	-			-	-	-
Mov Cap-2 Maneuver	-	-	-	-	629	-			-	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	680	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.1	10.8	0
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	762	629	-	-
HCM Lane V/C Ratio	0.066	0.007	-	-
HCM Control Delay (s)	10.1	10.8	-	-
HCM Lane LOS	B	B	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	344	0	0	0	354	0	338	36	0	0	0
Future Volume (vph)	0	344	0	0	0	354	0	338	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	0	1611	0	1839	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	1611	0	1839	0	0	0	0
Link Speed (mph)		45			35			45			30	
Link Distance (ft)		146			356			115			439	
Travel Time (s)		2.2			6.9			1.7			10.0	
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	374	0	0	0	385	0	406	0	0	0	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 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	344	0	0	0	354	0	338	36	0	0	0
Future Vol, veh/h	0	344	0	0	0	354	0	338	36	0	0	0
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	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	374	0	0	0	385	0	367	39	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	406	-	-	-	387	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	406	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	534	0	0	0	661	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	598	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	534	-	-	-	661	-	-	-
Mov Cap-2 Maneuver	-	534	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	598	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	26	17.8	0
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	534	661
HCM Lane V/C Ratio	-	-	0.7	0.582
HCM Control Delay (s)	-	-	26	17.8
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	5.5	3.8



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	4	4	295	225	34
Future Volume (vph)	19	4	4	295	225	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1622	0	0	3536	3468	0
Flt Permitted	0.960			0.999		
Satd. Flow (perm)	1622	0	0	3536	3468	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	403			386	146	
Travel Time (s)	11.0			7.5	2.8	
Confl. Peds. (#/hr)	2	2	2			2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	10%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	332	288	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	4	4	295	225	34
Future Vol, veh/h	19	4	4	295	225	34
Conflicting Peds, #/hr	2	2	2	0	0	2
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, %	10	10	2	2	2	2
Mvmt Flow	21	4	4	328	250	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	445	148	290	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	7	7.1	4.14	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.22	-	-	-
Pot Cap-1 Maneuver	522	847	1269	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	518	844	1267	-	-	-
Mov Cap-2 Maneuver	518	-	-	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1267	-	555	-	-
HCM Lane V/C Ratio	0.004	-	0.046	-	-
HCM Control Delay (s)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	24	13	4	17	4	4
Future Volume (vph)	24	13	4	17	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1754	0	0	1776	1694	0
Flt Permitted				0.991	0.976	
Satd. Flow (perm)	1754	0	0	1776	1694	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	944			1295	1990	
Travel Time (s)	25.7			35.3	54.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	3%	3%	6%	6%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	28	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
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)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	13	4	17	4	4
Future Vol, veh/h	24	13	4	17	4	4
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	3	3	6	6	2	2
Mvmt Flow	32	18	5	23	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	75	43
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.16	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1530	-	928	1027
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1529	-	924	1025
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	972	-	-	1529	-
HCM Lane V/C Ratio	0.011	-	-	0.004	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	4	4	4	4	4	4	13	4	4	16	4
Future Volume (vph)	4	4	4	4	4	4	4	13	4	4	16	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1750	0	0	1800	0	0	1807	0
Flt Permitted		0.984			0.984			0.991			0.992	
Satd. Flow (perm)	0	1750	0	0	1750	0	0	1800	0	0	1807	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		437			1927			950			1990	
Travel Time (s)		11.9			52.6			25.9			54.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	12	0	0	22	0	0	25	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	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	4	13	4	4	16	4
Future Vol, veh/h	4	4	4	4	4	4	4	13	4	4	16	4
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	4	14	4	4	17	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	57	55	21	57	55	18	22	0	0	19	0	0
Stage 1	28	28	-	25	25	-	-	-	-	-	-	-
Stage 2	29	27	-	32	30	-	-	-	-	-	-	-
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	940	836	1056	940	836	1061	1593	-	-	1597	-	-
Stage 1	989	872	-	993	874	-	-	-	-	-	-	-
Stage 2	988	873	-	984	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	927	829	1054	926	829	1059	1591	-	-	1595	-	-
Mov Cap-2 Maneuver	927	829	-	926	829	-	-	-	-	-	-	-
Stage 1	985	869	-	989	871	-	-	-	-	-	-	-
Stage 2	975	870	-	971	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	8.9	1.4	1.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1591	-	-	928	929	1595	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.014	0.003	-	-
HCM Control Delay (s)	7.3	0	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	5	4	5	4	4	7	20	4	4	21	4
Future Volume (vph)	4	5	4	5	4	4	7	20	4	4	21	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1758	0	0	1752	0	0	1809	0	0	1815	0
Flt Permitted		0.985			0.982			0.989			0.993	
Satd. Flow (perm)	0	1758	0	0	1752	0	0	1809	0	0	1815	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		367			1102			1438			950	
Travel Time (s)		10.0			30.1			39.2			25.9	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	16	0	0	37	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		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	5	4	5	4	4	7	20	4	4	21	4
Future Vol, veh/h	4	5	4	5	4	4	7	20	4	4	21	4
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	6	5	6	5	5	8	24	5	5	25	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	88	84	30	87	84	28	31	0	0	29	0	0
Stage 1	39	39	-	43	43	-	-	-	-	-	-	-
Stage 2	49	45	-	44	41	-	-	-	-	-	-	-
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	897	806	1044	899	806	1047	1582	-	-	1584	-	-
Stage 1	976	862	-	971	859	-	-	-	-	-	-	-
Stage 2	964	857	-	970	861	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	882	799	1042	884	799	1046	1580	-	-	1584	-	-
Mov Cap-2 Maneuver	882	799	-	884	799	-	-	-	-	-	-	-
Stage 1	970	859	-	966	855	-	-	-	-	-	-	-
Stage 2	949	853	-	955	858	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.1	1.6	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1580	-	-	888	897	1584	-	-
HCM Lane V/C Ratio	0.005	-	-	0.017	0.017	0.003	-	-
HCM Control Delay (s)	7.3	0	-	9.1	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	363	10	4	550	17	9	4	4	9	4	59
Future Volume (vph)	30	363	10	4	550	17	9	4	4	9	4	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	1770	1855	0	1770	1855	0	0	1758	0	0	1646	0
Flt Permitted	0.950			0.950				0.973			0.994	
Satd. Flow (perm)	1770	1855	0	1770	1855	0	0	1758	0	0	1646	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		453			554			258			1438	
Travel Time (s)		8.8			10.8			7.0			39.2	
Confl. Peds. (#/hr)	3					3				3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	406	0	4	616	0	0	18	0	0	78	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

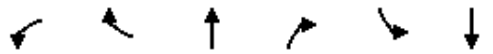
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	363	10	4	550	17	9	4	4	9	4	59
Future Vol, veh/h	30	363	10	4	550	17	9	4	4	9	4	59
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	395	11	4	598	18	10	4	4	10	4	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	619	0	0	406	0	0	1119	1094	404	1092	1090	613
Stage 1	-	-	-	-	-	-	467	467	-	618	618	-
Stage 2	-	-	-	-	-	-	652	627	-	474	472	-
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	961	-	-	1153	-	-	184	214	647	192	215	492
Stage 1	-	-	-	-	-	-	576	562	-	477	481	-
Stage 2	-	-	-	-	-	-	457	476	-	571	559	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	958	-	-	1153	-	-	152	205	645	181	206	489
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	205	-	181	206	-
Stage 1	-	-	-	-	-	-	556	543	-	459	478	-
Stage 2	-	-	-	-	-	-	391	473	-	542	540	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	24.8	17
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	200	958	-	-	1153	-	-	379
HCM Lane V/C Ratio	0.092	0.034	-	-	0.004	-	-	0.206
HCM Control Delay (s)	24.8	8.9	-	-	8.1	-	-	17
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.8



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	4	1519	4	0	0
Future Volume (vph)	0	4	1519	4	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	3471	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3471	0	0	0
Link Speed (mph)	25		55			55
Link Distance (ft)	194		1682			659
Travel Time (s)	5.3		20.9			8.2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	5	1731	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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 52.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

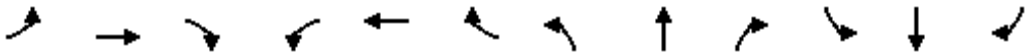
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	1519	4	0	0
Future Vol, veh/h	0	4	1519	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	16979
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	0	5	1726	5	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	866	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	297	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	297	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	17.3	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	297
HCM Lane V/C Ratio	-	-	0.015
HCM Control Delay (s)	-	-	17.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0

Appendix F:
Synchro Output:
Build-Out (2031)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	35	0	4	0	0	0	0	0	322	4
Future Volume (vph)	0	0	35	0	4	0	0	0	0	0	322	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1536	0	1863	0	0	0	0	0	1859	0
Flt Permitted												
Satd. Flow (perm)	0	0	1536	0	1863	0	0	0	0	0	1859	0
Link Speed (mph)		35			45			30			45	
Link Distance (ft)		218			151			306			106	
Travel Time (s)		4.2			2.3			7.0			1.6	
Confl. Bikes (#/hr)			2									1
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	7%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	42	0	5	0	0	0	0	0	393	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	27.2%	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	0	0	35	0	4	0	0	0	0	0	322	4
Future Vol, veh/h	0	0	35	0	4	0	0	0	0	0	322	4
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	7	7	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	42	0	5	0	0	0	0	0	388	5

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	-	391	-	393	-			-	-	0
Stage 1	-	-	-	-	0	-			-	-	-
Stage 2	-	-	-	-	393	-			-	-	-
Critical Hdwy	-	-	6.27	-	6.52	-			-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-			-	-	-
Follow-up Hdwy	-	-	3.363	-	4.018	-			-	-	-
Pot Cap-1 Maneuver	0	0	647	0	543	0			0	-	-
Stage 1	0	0	-	0	-	0			0	-	-
Stage 2	0	0	-	0	606	0			0	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	-	647	-	543	-			-	-	-
Mov Cap-2 Maneuver	-	-	-	-	543	-			-	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	606	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	11	11.7	0
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	647	543	-	-
HCM Lane V/C Ratio	0.065	0.009	-	-
HCM Control Delay (s)	11	11.7	-	-
HCM Lane LOS	B	B	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	350	0	0	0	405	0	267	30	0	0	0
Future Volume (vph)	0	350	0	0	0	405	0	267	30	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	0	1611	0	1837	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	1611	0	1837	0	0	0	0
Link Speed (mph)		45			35			45			30	
Link Distance (ft)		146			356			115			439	
Travel Time (s)		2.2			6.9			1.7			10.0	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	422	0	0	0	488	0	358	0	0	0	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	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

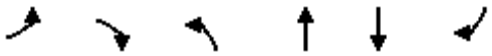
Intersection	
Int Delay, s/veh	17.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	350	0	0	0	405	0	267	30	0	0	0
Future Vol, veh/h	0	350	0	0	0	405	0	267	30	0	0	0
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	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	422	0	0	0	488	0	322	36	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	358	-	-	-	340	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	358	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	568	0	0	0	702	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	628	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	568	-	-	-	702	-	-	-
Mov Cap-2 Maneuver	-	568	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	628	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	27.4	21	0
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	568	702
HCM Lane V/C Ratio	-	-	0.742	0.695
HCM Control Delay (s)	-	-	27.4	21
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	6.4	5.6



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	4	4	236	290	31
Future Volume (vph)	22	4	4	236	290	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1620	0	0	3468	3486	0
Flt Permitted	0.960			0.999		
Satd. Flow (perm)	1620	0	0	3468	3486	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	403			386	146	
Travel Time (s)	11.0			7.5	2.8	
Confl. Peds. (#/hr)		1	1			
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	10%	10%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	0	276	369	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	4	4	236	290	31
Future Vol, veh/h	22	4	4	236	290	31
Conflicting Peds, #/hr	0	1	1	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	87	87	87	87	87	87
Heavy Vehicles, %	10	10	4	4	2	2
Mvmt Flow	25	5	5	271	333	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	498	187	370	0	-	0
Stage 1	352	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	7	7.1	4.18	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.24	-	-	-
Pot Cap-1 Maneuver	482	799	1171	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	479	797	1170	-	-	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	842	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1170	-	510	-	-
HCM Lane V/C Ratio	0.004	-	0.059	-	-
HCM Control Delay (s)	8.1	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	21	15	4	14	10	5
Future Volume (vph)	21	15	4	14	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1614	0	0	1844	1524	0
Flt Permitted				0.990	0.969	
Satd. Flow (perm)	1614	0	0	1844	1524	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	944			1313	1990	
Travel Time (s)	25.7			35.8	54.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	11%	2%	2%	15%	15%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	20	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
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)		9	15		15	9
Sign Control	Free			Free	Stop	

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	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	21	15	4	14	10	5
Future Vol, veh/h	21	15	4	14	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	11	11	2	2	15	15
Mvmt Flow	23	17	4	16	11	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	56	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	-	-	4.12	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.218	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1570	-	920	1006
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	917	1006
Mov Cap-2 Maneuver	-	-	-	-	917	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	945	-	-	1570	-
HCM Lane V/C Ratio	0.018	-	-	0.003	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	4	4	4	4	12	4	4	27	4
Future Volume (vph)	4	4	4	4	4	4	4	12	4	4	27	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1190	0	0	1666	0	0	1773	0
Flt Permitted		0.984			0.984			0.990			0.995	
Satd. Flow (perm)	0	1750	0	0	1190	0	0	1666	0	0	1773	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		437			1927			950			1990	
Travel Time (s)		11.9			52.6			25.9			54.3	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	50%	50%	50%	10%	10%	10%	5%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	15	0	0	26	0	0	46	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 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	4	12	4	4	27	4
Future Vol, veh/h	4	4	4	4	4	4	4	12	4	4	27	4
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	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	50	50	50	10	10	10	5	5	5
Mvmt Flow	5	5	5	5	5	5	5	16	5	5	36	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	83	80	39	83	80	19	41	0	0	21	0	0
Stage 1	49	49	-	29	29	-	-	-	-	-	-	-
Stage 2	34	31	-	54	51	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.6	7	6.7	4.2	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.95	4.45	3.75	2.29	-	-	2.245	-	-
Pot Cap-1 Maneuver	904	810	1033	800	727	936	1518	-	-	1575	-	-
Stage 1	964	854	-	878	785	-	-	-	-	-	-	-
Stage 2	982	869	-	850	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	890	805	1033	788	723	936	1518	-	-	1575	-	-
Mov Cap-2 Maneuver	890	805	-	788	723	-	-	-	-	-	-	-
Stage 1	961	851	-	875	783	-	-	-	-	-	-	-
Stage 2	967	866	-	838	765	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.6	1.5	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1518	-	-	900	806	1575	-	-
HCM Lane V/C Ratio	0.004	-	-	0.018	0.02	0.003	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.6	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	4	4	4	4	14	4	4	33	4
Future Volume (vph)	4	4	4	4	4	4	4	14	4	4	33	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1190	0	0	1734	0	0	1794	0
Flt Permitted		0.984			0.984			0.991			0.995	
Satd. Flow (perm)	0	1750	0	0	1190	0	0	1734	0	0	1794	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		367			1102			1438			950	
Travel Time (s)		10.0			30.1			39.2			25.9	
Confl. Peds. (#/hr)				1		1			1	1		
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles (%)	2%	2%	2%	50%	50%	50%	6%	6%	6%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	18	0	0	34	0	0	63	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	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

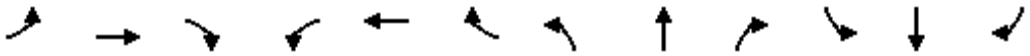
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	4	14	4	4	33	4
Future Vol, veh/h	4	4	4	4	4	4	4	14	4	4	33	4
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	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	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	50	50	50	6	6	6	4	4	4
Mvmt Flow	6	6	6	6	6	6	6	22	6	6	51	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	110	107	55	111	107	27	57	0	0	29	0	0
Stage 1	66	66	-	38	38	-	-	-	-	-	-	-
Stage 2	44	41	-	73	69	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.6	7	6.7	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.6	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.95	4.45	3.75	2.254	-	-	2.236	-	-
Pot Cap-1 Maneuver	868	783	1012	766	701	926	1522	-	-	1571	-	-
Stage 1	945	840	-	868	777	-	-	-	-	-	-	-
Stage 2	970	861	-	830	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	851	776	1011	751	695	924	1522	-	-	1570	-	-
Mov Cap-2 Maneuver	851	776	-	751	695	-	-	-	-	-	-	-
Stage 1	941	837	-	864	773	-	-	-	-	-	-	-
Stage 2	951	857	-	815	749	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.7	1.3	0.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1522	-	-	869	779	1570	-	-
HCM Lane V/C Ratio	0.004	-	-	0.021	0.024	0.004	-	-
HCM Control Delay (s)	7.4	0	-	9.2	9.7	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	472	10	4	330	21	9	4	4	25	4	56
Future Volume (vph)	49	472	10	4	330	21	9	4	4	25	4	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	1770	1857	0	1770	1846	0	0	1758	0	0	1671	0
Flt Permitted	0.950			0.950				0.973			0.986	
Satd. Flow (perm)	1770	1857	0	1770	1846	0	0	1758	0	0	1671	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		453			554			258			1438	
Travel Time (s)		8.8			10.8			7.0			39.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	530	0	4	386	0	0	18	0	0	93	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

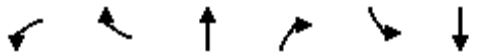
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	472	10	4	330	21	9	4	4	25	4	56
Future Vol, veh/h	49	472	10	4	330	21	9	4	4	25	4	56
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	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	519	11	4	363	23	10	4	4	27	4	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	530	0	0	1049	1027	525	1020	1021	375
Stage 1	-	-	-	-	-	-	633	633	-	383	383	-
Stage 2	-	-	-	-	-	-	416	394	-	637	638	-
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	1172	-	-	1037	-	-	205	234	552	215	236	671
Stage 1	-	-	-	-	-	-	468	473	-	640	612	-
Stage 2	-	-	-	-	-	-	614	605	-	465	471	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1172	-	-	1037	-	-	177	222	552	202	224	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	222	-	202	224	-
Stage 1	-	-	-	-	-	-	446	451	-	611	610	-
Stage 2	-	-	-	-	-	-	552	603	-	436	449	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	22.6	17.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	223	1172	-	-	1037	-	-	378
HCM Lane V/C Ratio	0.084	0.046	-	-	0.004	-	-	0.247
HCM Control Delay (s)	22.6	8.2	-	-	8.5	-	-	17.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	26	984	27	0	0
Future Volume (vph)	0	26	984	27	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		50	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1611	3374	1509	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3374	1509	0	0
Link Speed (mph)	25		55			55
Link Distance (ft)	194		1682			659
Travel Time (s)	5.3		20.9			8.2
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	7%	7%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	33	1230	34	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	26	984	27	0	0
Future Vol, veh/h	0	26	984	27	0	0
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	-	50	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	7	7	2	2
Mvmt Flow	0	33	1230	34	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	615	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	434	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	434	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	14	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	434
HCM Lane V/C Ratio	-	-	0.075
HCM Control Delay (s)	-	-	14
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	4	16	10	4	33
Future Volume (vph)	15	4	16	10	4	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1744	0	1768	0	0	1853
Flt Permitted	0.961					0.995
Satd. Flow (perm)	1744	0	1768	0	0	1853
Link Speed (mph)	25		30			30
Link Distance (ft)	290		288			821
Travel Time (s)	7.9		6.5			18.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	29	0	0	41
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	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

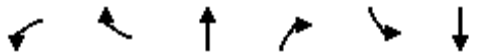
Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	4	16	10	4	33
Future Vol, veh/h	15	4	16	10	4	33
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	17	4	18	11	4	37

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	69	24	0	0	29	0
Stage 1	24	-	-	-	-	-
Stage 2	45	-	-	-	-	-
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	936	1052	-	-	1584	-
Stage 1	999	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	933	1052	-	-	1584	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	956	1584	-
HCM Lane V/C Ratio	-	-	0.022	0.003	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	26	15	9	11	19	10
Future Volume (vph)	26	15	9	11	19	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1715	0	1725	0	0	1803
Flt Permitted	0.969					0.968
Satd. Flow (perm)	1715	0	1725	0	0	1803
Link Speed (mph)	25		30			30
Link Distance (ft)	398		821			192
Travel Time (s)	10.9		18.7			4.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	22	0	0	32
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 18.2%		ICU Level of Service A	
Analysis Period (min) 15			

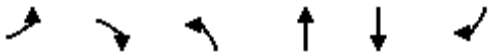
Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	15	9	11	19	10
Future Vol, veh/h	26	15	9	11	19	10
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	29	17	10	12	21	11

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	69	16	0	0	22	0
Stage 1	16	-	-	-	-	-
Stage 2	53	-	-	-	-	-
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	936	1063	-	-	1593	-
Stage 1	1007	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	924	1063	-	-	1593	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	4.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	970	1593	-
HCM Lane V/C Ratio	-	-	0.047	0.013	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	21	19	5	7	7
Future Volume (vph)	5	21	19	5	7	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1647	0	0	1794	1736	0
Flt Permitted	0.990			0.963		
Satd. Flow (perm)	1647	0	0	1794	1736	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	194			192	513	
Travel Time (s)	5.3			4.4	11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	0	27	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		

11: US 1 NB Service Road & US 1 NB Service Road Access Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	4.0	3.8	2.4



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	4	4	10	4	4
Future Volume (vph)	14	4	4	10	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1744	0	1678	0	0	1818
Flt Permitted	0.962					0.976
Satd. Flow (perm)	1744	0	1678	0	0	1818
Link Speed (mph)	25		30			30
Link Distance (ft)	285		513			402
Travel Time (s)	7.8		11.7			9.1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	15	0	0	8
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	13.8%	ICU Level of Service	A
Analysis Period (min)	15		

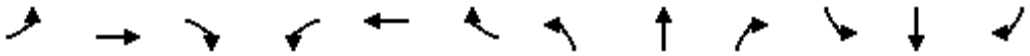
Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	4	4	10	4	4
Future Vol, veh/h	14	4	4	10	4	4
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	16	4	4	11	4	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	10	0	0	15	0
Stage 1	10	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	995	1071	-	-	1603	-
Stage 1	1013	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	992	1071	-	-	1603	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	1603	-
HCM Lane V/C Ratio	-	-	0.02	0.003	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	46	0	4	0	0	0	0	0	260	4
Future Volume (vph)	0	0	46	0	4	0	0	0	0	0	260	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1611	0	1863	0	0	0	0	0	1859	0
Flt Permitted												
Satd. Flow (perm)	0	0	1611	0	1863	0	0	0	0	0	1859	0
Link Speed (mph)		35			45			30			45	
Link Distance (ft)		218			151			306			106	
Travel Time (s)		4.2			2.3			7.0			1.6	
Confl. Bikes (#/hr)			2									1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	50	0	4	0	0	0	0	0	287	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 23.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	46	0	4	0	0	0	0	0	260	4
Future Vol, veh/h	0	0	46	0	4	0	0	0	0	0	260	4
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	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	50	0	4	0	0	0	0	0	283	4

Major/Minor	Minor2			Minor1					Major2		
Conflicting Flow All	-	-	285	-	287	-			-	-	0
Stage 1	-	-	-	-	0	-			-	-	-
Stage 2	-	-	-	-	287	-			-	-	-
Critical Hdwy	-	-	6.22	-	6.52	-			-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-			-	-	-
Follow-up Hdwy	-	-	3.318	-	4.018	-			-	-	-
Pot Cap-1 Maneuver	0	0	754	0	623	0			0	-	-
Stage 1	0	0	-	0	-	0			0	-	-
Stage 2	0	0	-	0	674	0			0	-	-
Platoon blocked, %										-	-
Mov Cap-1 Maneuver	-	-	754	-	623	-			-	-	-
Mov Cap-2 Maneuver	-	-	-	-	623	-			-	-	-
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	674	-			-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	10.1	10.8	0
HCM LOS	B	B	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	754	623	-	-
HCM Lane V/C Ratio	0.066	0.007	-	-
HCM Control Delay (s)	10.1	10.8	-	-
HCM Lane LOS	B	B	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	344	0	0	0	368	0	338	36	0	0	0
Future Volume (vph)	0	344	0	0	0	368	0	338	36	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	0	1611	0	1839	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	1863	0	0	0	1611	0	1839	0	0	0	0
Link Speed (mph)		45			35			45			30	
Link Distance (ft)		146			356			115			439	
Travel Time (s)		2.2			6.9			1.7			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	374	0	0	0	400	0	406	0	0	0	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 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

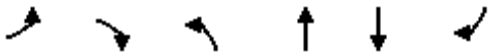
Intersection	
Int Delay, s/veh	14.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑				↱		↱				
Traffic Vol, veh/h	0	344	0	0	0	368	0	338	36	0	0	0
Future Vol, veh/h	0	344	0	0	0	368	0	338	36	0	0	0
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	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	374	0	0	0	400	0	367	39	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	-	406	-	-	-	387	-	0	0
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	406	-	-	-	-	-	-	-
Critical Hdwy	-	6.52	-	-	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	4.018	-	-	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	534	0	0	0	661	0	-	-
Stage 1	0	-	0	0	0	-	0	-	-
Stage 2	0	598	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	534	-	-	-	661	-	-	-
Mov Cap-2 Maneuver	-	534	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	598	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	26	18.4	0
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	534	661
HCM Lane V/C Ratio	-	-	0.7	0.605
HCM Control Delay (s)	-	-	26	18.4
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	5.5	4.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	4	4	295	225	41
Future Volume (vph)	19	4	4	295	225	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1622	0	0	3536	3458	0
Flt Permitted	0.960			0.999		
Satd. Flow (perm)	1622	0	0	3536	3458	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	403			386	146	
Travel Time (s)	11.0			7.5	2.8	
Confl. Peds. (#/hr)	2	2	2			2
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	10%	10%	2%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	332	296	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	4	4	295	225	41
Future Vol, veh/h	19	4	4	295	225	41
Conflicting Peds, #/hr	2	2	2	0	0	2
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, %	10	10	2	2	2	2
Mvmt Flow	21	4	4	328	250	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	449	152	298	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	7	7.1	4.14	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.22	-	-	-
Pot Cap-1 Maneuver	518	842	1260	-	-	-
Stage 1	723	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	839	1258	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1258	-	551	-	-
HCM Lane V/C Ratio	0.004	-	0.046	-	-
HCM Control Delay (s)	7.9	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	24	20	4	17	4	4
Future Volume (vph)	24	20	4	17	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1730	0	0	1776	1694	0
Flt Permitted				0.991	0.976	
Satd. Flow (perm)	1730	0	0	1776	1694	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	944			1313	1990	
Travel Time (s)	25.7			35.8	54.3	
Confl. Peds. (#/hr)			1			1
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	3%	3%	6%	6%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	28	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
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)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	14.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	20	4	17	4	4
Future Vol, veh/h	24	20	4	17	4	4
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	3	3	6	6	2	2
Mvmt Flow	32	27	5	23	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	80	48
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	33	-
Critical Hdwy	-	-	4.16	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	922	1021
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1517	-	918	1019
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	986	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	966	-	-	1517	-
HCM Lane V/C Ratio	0.011	-	-	0.004	-
HCM Control Delay (s)	8.8	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	4	4	4	4	4	4	13	4	4	23	4
Future Volume (vph)	4	4	4	4	4	4	4	13	4	4	23	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1750	0	0	1750	0	0	1800	0	0	1822	0
Flt Permitted		0.984			0.984			0.991			0.994	
Satd. Flow (perm)	0	1750	0	0	1750	0	0	1800	0	0	1822	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		437			1927			950			1990	
Travel Time (s)		11.9			52.6			25.9			54.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	12	0	0	22	0	0	33	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 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	4	4	4	4	4	4	13	4	4	23	4
Future Vol, veh/h	4	4	4	4	4	4	4	13	4	4	23	4
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	4	4	4	4	4	14	4	4	25	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	65	63	29	65	63	18	30	0	0	19	0	0
Stage 1	36	36	-	25	25	-	-	-	-	-	-	-
Stage 2	29	27	-	40	38	-	-	-	-	-	-	-
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	929	828	1046	929	828	1061	1583	-	-	1597	-	-
Stage 1	980	865	-	993	874	-	-	-	-	-	-	-
Stage 2	988	873	-	975	863	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	915	821	1044	915	821	1059	1581	-	-	1595	-	-
Mov Cap-2 Maneuver	915	821	-	915	821	-	-	-	-	-	-	-
Stage 1	976	862	-	989	871	-	-	-	-	-	-	-
Stage 2	975	870	-	962	860	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9	1.4	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1581	-	-	918	922	1595	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.014	0.003	-	-
HCM Control Delay (s)	7.3	0	-	9	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	5	4	5	4	4	7	20	4	4	28	4
Future Volume (vph)	4	5	4	5	4	4	7	20	4	4	28	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1758	0	0	1752	0	0	1809	0	0	1822	0
Flt Permitted		0.985			0.982			0.989			0.994	
Satd. Flow (perm)	0	1758	0	0	1752	0	0	1809	0	0	1822	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		367			1102			1438			950	
Travel Time (s)		10.0			30.1			39.2			25.9	
Confl. Peds. (#/hr)	1		1				1					1
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	16	0	0	37	0	0	43	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 14.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	5	4	5	4	4	7	20	4	4	28	4
Future Vol, veh/h	4	5	4	5	4	4	7	20	4	4	28	4
Conflicting Peds, #/hr	1	0	1	0	0	0	1	0	0	0	0	1
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	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	6	5	6	5	5	8	24	5	5	33	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	96	92	38	95	92	28	39	0	0	29	0	0
Stage 1	47	47	-	43	43	-	-	-	-	-	-	-
Stage 2	49	45	-	52	49	-	-	-	-	-	-	-
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	887	798	1034	888	798	1047	1571	-	-	1584	-	-
Stage 1	967	856	-	971	859	-	-	-	-	-	-	-
Stage 2	964	857	-	961	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	872	791	1032	873	791	1046	1570	-	-	1584	-	-
Mov Cap-2 Maneuver	872	791	-	873	791	-	-	-	-	-	-	-
Stage 1	961	853	-	966	855	-	-	-	-	-	-	-
Stage 2	949	853	-	946	851	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.1	1.6	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1570	-	-	879	890	1584	-	-
HCM Lane V/C Ratio	0.005	-	-	0.018	0.017	0.003	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	363	10	4	550	39	9	4	4	25	4	78
Future Volume (vph)	37	363	10	4	550	39	9	4	4	25	4	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	125		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	1770	1855	0	1770	1844	0	0	1758	0	0	1658	0
Flt Permitted	0.950			0.950				0.973			0.988	
Satd. Flow (perm)	1770	1855	0	1770	1844	0	0	1758	0	0	1658	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		453			554			258			1438	
Travel Time (s)		8.8			10.8			7.0			39.2	
Confl. Peds. (#/hr)	3					3				3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	406	0	4	640	0	0	18	0	0	116	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

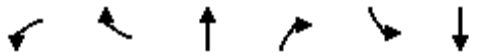
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	363	10	4	550	39	9	4	4	25	4	78
Future Vol, veh/h	37	363	10	4	550	39	9	4	4	25	4	78
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	0	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	395	11	4	598	42	10	4	4	27	4	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	643	0	0	406	0	0	1156	1132	404	1118	1116	625
Stage 1	-	-	-	-	-	-	481	481	-	630	630	-
Stage 2	-	-	-	-	-	-	675	651	-	488	486	-
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	942	-	-	1153	-	-	174	203	647	184	208	485
Stage 1	-	-	-	-	-	-	566	554	-	470	475	-
Stage 2	-	-	-	-	-	-	444	465	-	561	551	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	939	-	-	1153	-	-	136	193	645	172	198	482
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	193	-	172	198	-
Stage 1	-	-	-	-	-	-	542	530	-	449	472	-
Stage 2	-	-	-	-	-	-	360	462	-	528	527	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	26.9	22
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	183	939	-	-	1153	-	-	327
HCM Lane V/C Ratio	0.101	0.043	-	-	0.004	-	-	0.356
HCM Control Delay (s)	26.9	9	-	-	8.1	-	-	22
HCM Lane LOS	D	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1.6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	20	1519	38	0	0
Future Volume (vph)	0	20	1519	38	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		50	0	
Storage Lanes	0	1		1	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1611	3471	1553	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	3471	1553	0	0
Link Speed (mph)	25		55			55
Link Distance (ft)	194		1682			659
Travel Time (s)	5.3		20.9			8.2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	23	1726	43	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

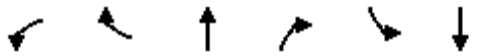
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	1519	38	0	0
Future Vol, veh/h	0	20	1519	38	0	0
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	-	50	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	0	23	1726	43	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	-	863	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.32	-	-
Pot Cap-1 Maneuver	0	298	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	298	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	18.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	298
HCM Lane V/C Ratio	-	-	0.076
HCM Control Delay (s)	-	-	18.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.2



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	4	22	14	4	24
Future Volume (vph)	10	4	22	14	4	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1733	0	1762	0	0	1852
Flt Permitted	0.965					0.994
Satd. Flow (perm)	1733	0	1762	0	0	1852
Link Speed (mph)	25		30			30
Link Distance (ft)	290		288			812
Travel Time (s)	7.9		6.5			18.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	40	0	0	31
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 14.7%		ICU Level of Service A	
Analysis Period (min) 15			

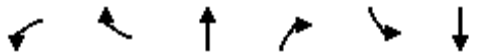
Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	4	22	14	4	24
Future Vol, veh/h	10	4	22	14	4	24
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	4	24	16	4	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	67	32	0	0	40	0
Stage 1	32	-	-	-	-	-
Stage 2	35	-	-	-	-	-
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	938	1042	-	-	1570	-
Stage 1	991	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	935	1042	-	-	1570	-
Mov Cap-2 Maneuver	935	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	963	1570	-
HCM Lane V/C Ratio	-	-	0.016	0.003	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	11	10	15	26	9
Future Volume (vph)	19	11	10	15	26	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1717	0	1710	0	0	1796
Flt Permitted	0.969					0.964
Satd. Flow (perm)	1717	0	1710	0	0	1796
Link Speed (mph)	25		30			30
Link Distance (ft)	349		812			202
Travel Time (s)	9.5		18.5			4.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	28	0	0	39
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 18.6%		ICU Level of Service A	
Analysis Period (min) 15			

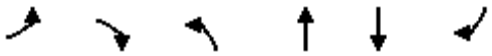
Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	11	10	15	26	9
Future Vol, veh/h	19	11	10	15	26	9
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	21	12	11	17	29	10

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	88	20	0	0	28	0
Stage 1	20	-	-	-	-	-
Stage 2	68	-	-	-	-	-
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	913	1058	-	-	1585	-
Stage 1	1003	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	897	1058	-	-	1585	-
Mov Cap-2 Maneuver	897	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	5.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	950	1585	-
HCM Lane V/C Ratio	-	-	0.035	0.018	-
HCM Control Delay (s)	-	-	8.9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	29	14	7	5	5
Future Volume (vph)	7	29	14	7	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1645	0	0	1803	1736	0
Flt Permitted	0.990			0.968		
Satd. Flow (perm)	1645	0	0	1803	1736	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	194			202	513	
Travel Time (s)	5.3			4.6	11.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	24	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.8%		ICU Level of Service A	
Analysis Period (min) 15			

11: US 1 NB Service Road & US 1 NB Service Road Access Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	4.0	2.9	1.7



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	4	4	14	4	4
Future Volume (vph)	11	4	4	14	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1735	0	1662	0	0	1818
Flt Permitted	0.964					0.976
Satd. Flow (perm)	1735	0	1662	0	0	1818
Link Speed (mph)	25		30			30
Link Distance (ft)	285		513			402
Travel Time (s)	7.8		11.7			9.1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	20	0	0	8
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	13.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	4	14	4	4
Future Vol, veh/h	11	4	4	14	4	4
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	12	4	4	16	4	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	24	12	0	0	20	0
Stage 1	12	-	-	-	-	-
Stage 2	12	-	-	-	-	-
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	992	1069	-	-	1596	-
Stage 1	1011	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	989	1069	-	-	1596	-
Mov Cap-2 Maneuver	989	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1009	1596	-
HCM Lane V/C Ratio	-	-	0.017	0.003	-
HCM Control Delay (s)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Agenda Item

To: **Reagan Parsons, Town Manager**

From: **Jennifer Hunt, Planner I**

Subject: **AR-07-21 Pinnacle Storage**

Date: **December 14, 2021**

I. SUMMARY OF APPLICATION REQUEST:

Cothran Harris, on behalf of Longleaf Pines Storage, LLC, is requesting approval of an Architectural Compliance Permit for a 49,600 square foot commercial self-storage, two story building. The building is Phase I of a self-storage development. The address is 240 Bell Avenue which is located in the General Business (GB) zone. The surrounding streets are US 1 HWY S, Shaw Avenue and S Bennett St.

II. PROJECT INFORMATION:

1. **PARID** 00047591; **PIN** 857100865141
   PARID 00046695; **PIN** 857100859879

2. **Physical Address:**
   240 Bell Avenue
   Southern Pines, NC

3. **Owners:**
   Longleaf Pines Storage, LLC
   324 Greenville Avenue
   Wilmington, NC 28403

4. **Applicant / Agent:**
   Cothran Harris Architecture
   5725 Oleander Drive, Suite E-1
   Wilmington, NC 28403

Figure 1: Vicinity Map and Zoning Map (Subject Property Outlined in Yellow)

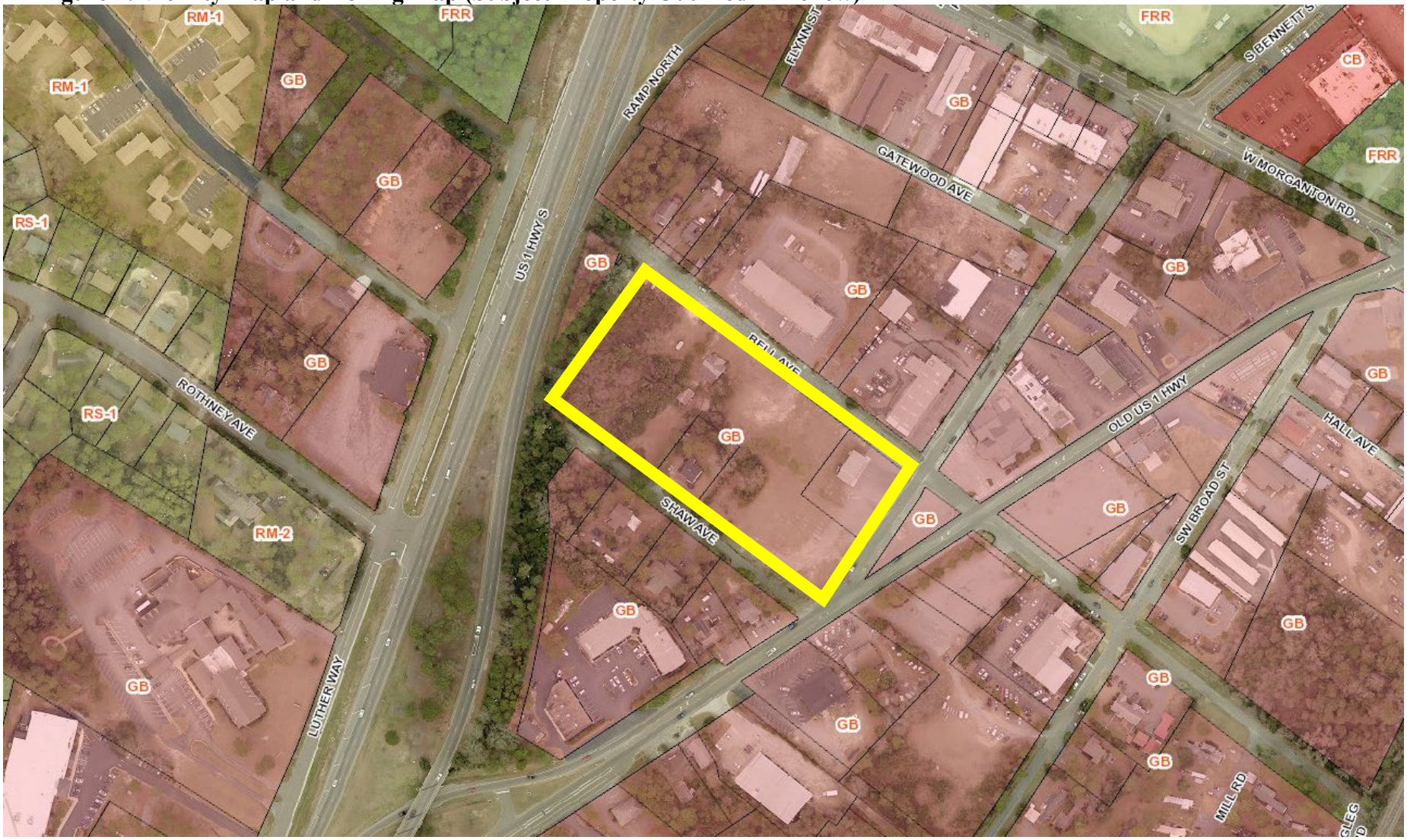
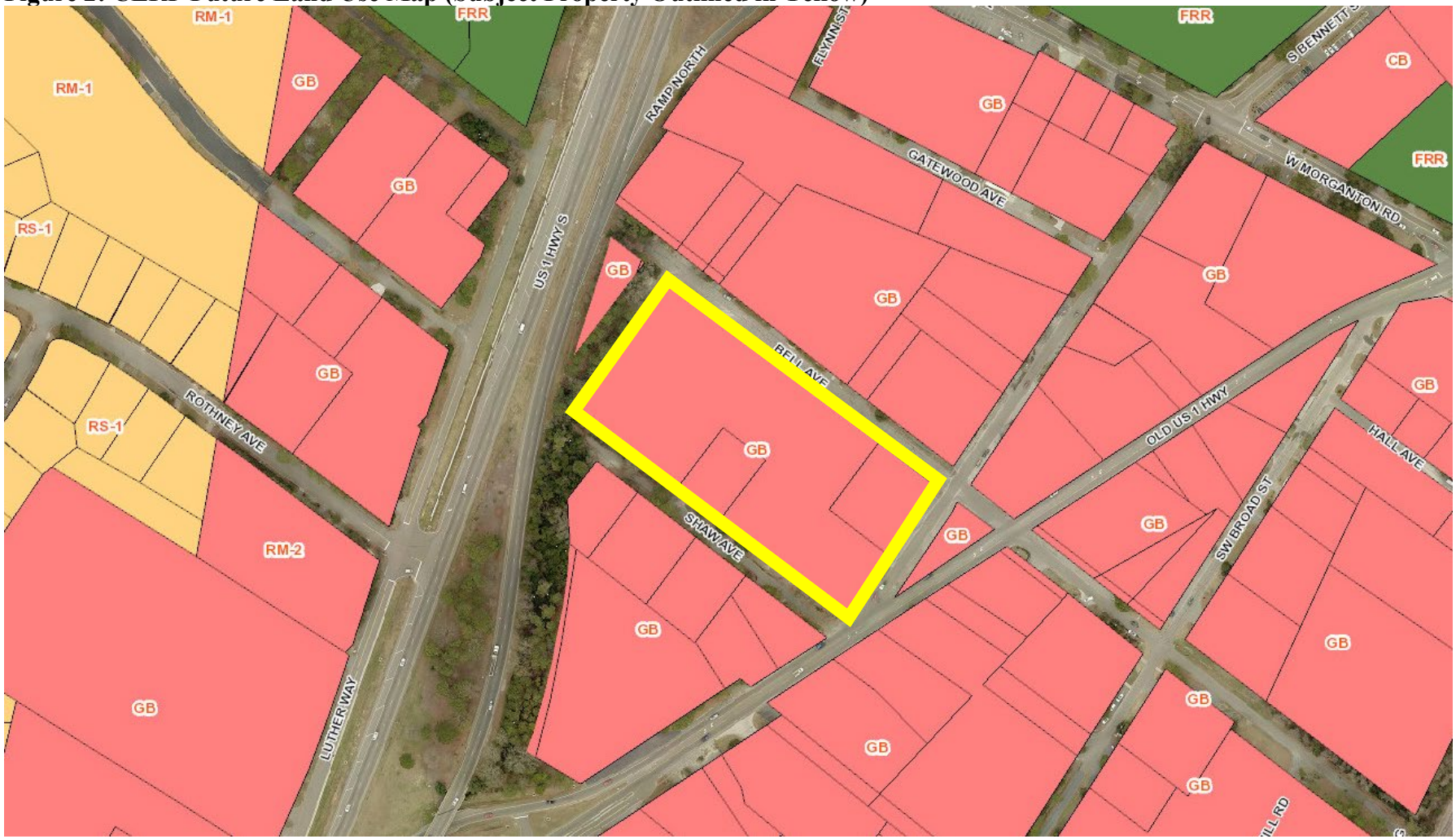


Figure 2: CLRP Future Land Use Map (Subject Property Outlined in Yellow)



5. **Comprehensive Long-Range Plan Designation:**
   The area is designated as Commercial on the Comprehensive Long-Range Plan (CLRP). The "Commercial" future land use is designed to include land dedicated to retail, professional office, and other primarily non-residential commercial uses. Higher density residential and mixed- use development is also encouraged in this designation.

6. **Zoning:**
   The parcel is currently zoned General Business (GB) (See Figure 1 above). GB is a district designed to accommodate highway-oriented retail, commercial service businesses and in some cases light manufacturing. The major objectives of the GB district is to discourage small lot development on major highways, encourage vehicular access from local commercial streets and provide a location for major shopping facilities, requiring large outdoor spaces.

III. STAFF REVIEW:

1. **Review Process:**
   Applications for Architectural Compliance Permits are reviewed pursuant to UDO §2.26.

2. **Application Review Dates:**
   Application Submitted: October 29, 2021
   Application Complete: November 8, 2021
   Town Council Agenda Meeting: December 8, 2021
   Town Council Meeting: December 14, 2021

3. **Criteria for Review:**
   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**:

   1. *The application is consistent with applicable Comprehensive Plan goals and policies;*
   2. *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;*
   3. *The application is consistent with applicable conditions of prior Development approvals; and*
   4. *The development as proposed will be compatible with neighboring development and has mitigated potential conflicts.*

4. **Staff Comments based on Commercial Building Design Requirements per UDO §4.10.4:**
   The proposed elevations show a two-story commercial self-storage building which is 49,600 square feet in area. Staff has reviewed the project for compliance with §4.10.4 *Building Design Requirements.*

- UDO §4.10.4 (A) (1) *states the front of buildings shall face and have the primary customer entry facing that street. Corner Lot buildings shall face and have the primary customer entry facing the higher order street, facing the corner or facing each street. Buildings that extend the full depth of a block may be required to have entries on each street frontage.*
  Generally Compliant:
  The building orientation and entries meet the applicable standard along Bell Avenue, S Bennett Street and Shaw Avenue. Bell Avenue and S Bennett Street have a similar amount of traffic. Therefore, Bell Avenue is an appropriate primary customer entry facing the higher order street.

- UDO §4.10.4 (B) *states (2) In other districts, the width of buildings or building segments shall not be more than twice the building height. (3) 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. (4) Large scale retail structures shall comply with Section 4.10.6.*
  Generally Compliant:
  The height of the building is 36'8." Twice the building height would be 73'6." There are eight building segments created through a change of vertical features such as building offsets, changes in rooflines or architectural features that create the appearance of building segments. The building segment's widths range from 8'8" to 33'4." Building segmentation is depicted in building elevations provided by the applicant that are attached to this report.

- UDO §4.10.4 (C) *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. The Permit Issuing Authority may approve: (3) Alternative materials satisfying minimum building code standards for structures located within a planned golf course Development that are compatible with the Development and the proposed location within the Development.*
  Requesting a Deviation:
  The applicant meets the exterior finish requirements for Bell Avenue and S Bennett Street. They do not meet the standard for Shaw Avenue and US HWY 1 (the West Elevation). They are requesting a deviation for Shaw Avenue, showing 78% brick with 22% stucco. They are proposing no brick for the West elevation, along US HWY 1, since it will be fully screened.

  1. North Elevation (Bell Avenue) = 80% Brick, 20% Stucco
  2. East Elevation (S. Bennett Street) = 86% Brick, 14% Stucco
  3. South Elevation (Shaw Avenue) = 78% Brick, 22% Stucco
  4. West Elevation (US HWY 1) = 0% Brick, 0% Stucco

- UDO §4.10.4 (D) *states that windows shall be glazed in non-reflective clear glass. Windows and doors shall comprise at least 25% of street facing building facades between the elevations of 2 and 10 feet above the grade of the building entry.*
  Generally Compliant:
  The applicant has stated that the windows will be glazed in a non-reflective clear glass. The applicant will be using SN68 clear from the company Guardian SunGuard. The windows and doors comprise at least 25% of street facing building facades.

- UDO §4.10.4 (E) (3) *states awnings shall be canvas or material of similar appearance and flexibility unless otherwise approved by the Town Council. Street facing awnings shall not be taller than six (6) feet unless specifically approved by the Town Council.*
  Requesting a Deviation:
  The applicant is requesting for a three-foot deep flat metal canopy at the main entrances and customer entries to add shadow lines. They believe it will add character to the façade. This is not canvas or material of similar appearance and would therefore require the granting of a deviation at the Town Council's discretion.

- UDO §4.10.4 (F) *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.*
  Generally Compliant:
  There are no galleries and arcades proposed per the submitted building elevations and site plan.

- UDO §4.10.4 (G) *states buildings may use parapets and changes in parapet height or design in the roofline as viewed from any public street shall be required for any building that is wider that 100'.*
  Generally Compliant:
  The building as viewed from any public street is making use of a parapet with changes in height with each section utilizing different detailing.

- UDO §4.10.4 (H) *states that mechanical equipment shall be screened from view from the street and cannot be located between the building and the street.*
  Requesting a Deviation:
  The applicant has stated that no mechanical equipment is provided. The building will most likely be built with mechanical systems to serve HVAC. Town Council needs to require the applicant to state where the mechanical equipment will be located to determine compliance.

- UDO §4.10.4 (I) 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.*
  Generally Compliant:

The applicant has stated there are garage bays on the West Elevation. There will be full screening in this location.

- UDO §4.10.4 (J) *states Signage shall comply with the standards in section 4.6 and any applicable zoning district standards.* UDO §4.6.9 (B) (3) *states A secondary Wall Sign may be placed between the business establishment and its principal parking area if there is no parking between the business establishment and a street. The area of the secondary Wall Sign shall not exceed the lesser of thirty-five (35) square feet or the maximum size allowed for the street facing Wall Sign.*
  Generally Compliant:
  The applicant meets the standard for the number of wall signs requested, one on Bell Avenue and one on S. Bennett Street. However, the area of the secondary Wall Sign was not determinable in their application. All signage will be reviewed for compliance with applicable UDO requirements prior to issuance of a sign permit, and no deviations are granted per this Architectural Compliance Permit review process.

IV. ATTACHMENTS:

1. Written Narrative Addressing Compliance with §4.10.4 of the UDO
2. Application
3. Deed
4. Appointment of Agent
5. Site Plan
6. Elevations
7. Future Rendering
8. Building Materials: Glass

V. TOWN COUNCIL ACTION:

The Town Council shall vote on whether the proposed application for the Architectural Compliance Permit complies with the UDO and should consider whether the application is consistent with UDO Section 2.26 and UDO Section 4.10.4 as well as UDO Section 3.5.9.

The Town Council may make one of the following motions or any alternative they wish:

I move to:

1. Approve AR-07-21 with the deviations as requested by the applicant and as specifically set forth in the staff report;

2. Approve AR-07-21 with the following conditions…

3. Deny AR-07-21;

COTHRAN HARRIS
ARCHITECTURE

October 27, 2021

Town of Southern Pines
125 SE Broad St
Southern Pines, NC 28387

RE: New Self-Storage Building- 240 Bell Avenue
UDO Compliance Narrative

Project Description:
Pinnacle Storage- Southern Pines is a two story building totaling 49,660 sq. ft. of area. The site is sloped with the West elevation expressed as a single story building with exterior doors. All four elevations are brick, with some stucco accents. The North and East elevations face public ways, while the West elevation faces the interior of the site. Differences in parapet height, brick color, stucco accents and offsets are used to give the building composition the appearance of vertical elements as opposed to horizonal.

The proposed building is consistent with applicable comprehensive plan goals and substantially conforms with the commercial design standards as called out in the UDO. The site plan for the project has been submitted separately.

Building Design Requirements:

A. Building Orientation and Entries:
   a. The front of the building and primary customer entry faces Bell Ave.
   b. Although the number of entrances in self-storage are limited, per the guidelines, customer entry does not exceed 100 feet.

B. Building Dimensions:
   a. Building segments do not exceed 61' (twice the building height).
   b. Building segments are defined by the use of change in materials and rooflines.

C. Building Materials:
   a. Two Brick colors comprise 80% of the front facing façade.
   b. Other materials such as stucco do not exceed 20% of the front facing façade.
   c. No alternative materials are used on the entire building. Similar materials as listed above are used around the rest of the building in similar proportions.

D. Windows:
   a. Windows are all glazed in non-reflective, clear glass.
   b. At the front facing façades, between the elevations of 2 and 10 feet above grade, windows and doors comprise a minimum of 25% of the area.

5725 OLEANDER DRIVE, STE E-1
TELEPHONE 910-793-3433
OFFICE@COTHRANHARRIS.COM

WILMINGTON, NC 28403
FACSIMILE 910-793-1811
WWW.COTHRANHARRIS.COM

E. Awnings:
   a. Three foot deep flat metal canopies have been utilized to add shadow lines at the main entry and customer entries.

F. Galleries, and Arcades:
   a. There are no awnings, galleries or arcades at the front facing façade.

G. Roofs:
   a. The building has a parapet wall, the longest uninterrupted length is 43'-7"

H. Mechanical Equipment:
   a. Mechanical equipment will be located on the roof, concealed behind the parapet wall and will not be visible from the front and sides of the building.

I. Loading Zones and Garage Bays:
   a. There are garage bays on the West Elevation.
   b. Required screening will be provided.

J. Signage:
   a. All signage will comply with the standards in section 4.6.

Please let us know if you have any questions or need additional information about the build design.

Best Regards,

Cothran Harris

PLANNING DEPARTMENT
TOWN OF SOUTHERN PINES
plan@southernpines.net (910) 692-4003 www.southernpines.net

Architectural Compliance Permit Application

Date Received: 10/29/21 Fee Paid: _____ Case No.: AR- 07-21

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: Pinnacle Storage Southern Pines- Bennet Street (Building A)

Street Address: 240 Bell Avenue

PIN: 857100859879 & 857100865141 Parcel ID: 00046695 & 00047591 Zoning: GB

Type of building (retail, office, etc.): Commercial (Self) Storage Total square footage: 49,660 Sq. Ft.

Applicant:

Name: Cothran Harris Architecture

Email: charris@cothranharris.com Phone: 910-793-3433

Mailing Address: 5725 Oleander Drive, Suite E-1, Wilmington, NC 28403

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

Name(s): Longleaf Pines LLC

Email: robert@roberthighdevelopment.com Phone: 910-790-9490

Mailing Address: 324 Greenville Avenue, Wilmington, NC 28403

Date: 27-OCT-21

_____ Applicant

8-27-21

For Registration Register of Deeds
Judy D. Martin
Moore County, NC
Electronically Recorded
September 16, 2021 1:57:05 PM
Book: 5702 Page: 230 - 233 #Pages: 4
Fee: $26.00 NC Rev Stamp: $600.00
Instrument # 2021020559

Prepared by:
Robert M. Friesen, Esq.
Robbins May & Rich LLP
120 Applecross Road, Pinehurst, NC 28374
No Title Exam By Drafting Attorney

NORTH CAROLINA GENERAL WARRANTY DEED

Excise Tax: $600.00

Parcel Identifier No. 00056046 Verified by _____ County on the ____ day of _____, 20_____
By:_____

Brief description for the Index: 255 Shaw Avenue (Lots 24 & 25) Southern Pines, NC

THIS DEED entered into as of this the 14th day of September, 2021, by and between

Grantor	Grantee
Prem Nath and wife, Kanwaljit Kaur Nath	Longleaf Pines Storage, LLC, a North Carolina limited liability company 324 Greenville Avenue Wilmington, NC 28403

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/near the Town of Southern Pines, McNeill Township, Moore County, North Carolina and more particularly described as follows:

Being all of Lots Numbers 24 and 25 of "Pinedene Subdivision" located southwest of Southern Pines, North Carolina, and being more particularly shown on a map entitled "A Map of Pinedene, which is recorded in Map Book 1, Page 7, of the Moore County Public Registry, to which map and its recordation reference is hereby made for a more complete, accurate and particular description of said lots.

Submitted electronically by "Clarke, Phifer, Vaughn, Brenner & McNeill, PLLC"
in compliance with North Carolina statutes governing recordable documents
and the terms of the submitter agreement with the Moore County Register of Deeds.

Subject and together with utility easements, other easements and restrictive covenants that are enforceable against or a benefit to the property, if any, and to the lien for ad valorem property taxes for the current year to be prorated at closing.

The property hereinabove described was acquired by Grantor by instrument recorded in Book 1170, Page 421, Moore County Registry, North Carolina.

A map showing the above described property is recorded in Map Book 1, Page 7, Moore County Registry, North Carolina].

All or a portion of the property herein conveyed ___ includes or __X__ does not include the primary residence of a Grantor.

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 Grantee that Grantor is seized of the Property in fee simple, has the right to convey the Property 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.

[Signature Page to Follow]

IN WITNESS WHEREOF, this instrument is executed (a), if by individuals, by hereunto setting their hands under seal by adoption of the word "SEAL" appearing next to the individuals' names or signatures, (b), if by a corporation, by the duly authorized officers, directors or shareholders of the corporation on its behalf under seal by adoption of the facsimile seal printed hereon for such purpose or, if an impression seal appears hereon, by affixing such impression seal or by adoption of the word "SEAL" appearing next to the name of the corporation or the signatures of the officers, directors or shareholders, (c), if by a partnership, by the duly authorized partners of the partnership on its behalf under seal by adoption of the word "SEAL" appearing next to the name of the partnership or the signatures of the partners or (d), if by a limited liability company, by the duly authorized members or managers on its behalf under seal by adoption of the word "SEAL" appearing next to the name of the limited liability company or the signatures of the members or managers, on the day and year first above written.

Prem Nath (SEAL)
Prem Nath

STATE OF NC, COUNTY OF Moore

I certify that the following person personally appeared before me this day and acknowledged to me that the following person voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated:

Name	Capacity
Prem Nath	Grantor

☑ I have personal knowledge of the identity of the principal;
☐ I have seen satisfactory evidence of the principal's identity, by a current state or federal identification with the principal's photograph in the form of a _____; or
☐ A credible witness has sworn to the identity of the principal

Witness my hand and official stamp or seal on this the 14 day of September, 2021.

KIMBERLY TALBERT NOTARY PUBLIC MOORE COUNTY, N.C.

Kimberly Talbert
Notary Public

Print notary name: Kimberly Talbert
(notary name must be exactly as on notary seal)

My commission expires: 3/11/24

[affix notary seal above, which must be fully legible]

Page 3 of 4

IN WITNESS WHEREOF, this instrument is executed (a), if by individuals, by hereunto setting their hands under seal by adoption of the word "SEAL" appearing next to the individuals' names or signatures, (b), if by a corporation, by the duly authorized officers, directors or shareholders of the corporation on its behalf under seal by adoption of the facsimile seal printed hereon for such purpose or, if an impression seal appears hereon, by affixing such impression seal or by adoption of the word "SEAL" appearing next to the name of the corporation or the signatures of the officers, directors or shareholders, (c), if by a partnership, by the duly authorized partners of the partnership on its behalf under seal by adoption of the word "SEAL" appearing next to the name of the partnership or the signatures of the partners or (d), if by a limited liability company, by the duly authorized members or managers on its behalf under seal by adoption of the word "SEAL" appearing next to the name of the limited liability company or the signatures of the members or managers, on the day and year first above written.

Kanwaljit Kaur Nath (SEAL)

STATE OF NC, COUNTY OF Moore

I certify that the following person personally appeared before me this day and acknowledged to me that the following person voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated:

Name	Capacity
Kanwaljit Kaur Nath	Grantor

☑ I have personal knowledge of the identity of the principal;
☐ I have seen satisfactory evidence of the principal's identity, by a current state or federal identification with the principal's photograph in the form of a _____; or
☐ A credible witness has sworn to the identity of the principal

Witness my hand and official stamp or seal on this the 14 day of September 2021.

KIMBERLY TALBERT NOTARY PUBLIC MOORE COUNTY, N.C.

Notary Public

Print notary name: Kimberly Talbert
(notary name must be exactly as on notary seal)

My commission expires: 3/11/24

[affix notary seal above, which must be fully legible]

For Registration Register of Deeds
Judy D. Martin

Moore County, NC
Electronically Recorded
September 16, 2021 2:03:05 PM
Book: 5702 Page: 236 - 239 #Pages: 4
Fee: $26.00 NC Rev Stamp: $2,160.00
Instrument # 2021020561

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: $2,160.00
Parcel I.D.: 00046695 & 00047591 &00055046

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

THIS DEED made this 14th day of September, 2021, by and between:

GRANTOR	GRANTEE
CSMB HOLDINGS, LLC, a Texas Limited Liability Company	**LONGLEAF PINES STORAGE, LLC, a North Carolina Limited Liability Company** Mailing Address: 324 Greenville Avenue, Wilmington, NC 28403

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, Sandhills Township, Moore County, North Carolina, and more particularly described as follows:

See attached Exhibit "A"

Submitted electronically by "Clarke, Phifer, Vaughn, Brenner & McNeill, PLLC"
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 not the primary residence of the Grantor.

And being a portion of the property conveyed by instrument recorded in Book 5151, Page 507, in the Moore County, North Carolina, Register of Deeds.

This conveyance is made subject to (i) ad valorem taxes for the current year (prorated through the date of Settlement); (ii) utility easements and unviolated covenants, conditions or restrictions that do not materially affect the value of the Property and (iii) such other liens, encumbrances or defects as may be assumed or specifically approved by Grantee in writing.

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]

CSMB Holdings, LLC, a Texas limited liability company

By: _____ (SEAL)
Aaron Cooper, Member/Manager

STATE OF NC
COUNTY OF Moore

I, Notary Public, do hereby certify that Aaron Cooper personally appeared before me and acknowledged that he/she is Member/Manager of CSMB Holdings, LLC, and that by authority duly given and as the act of the company the foregoing instrument was signed in its name by him/her as its Member/Manager.

Witness my hand and notarial seal, this the 14 day of September, 2021.

_____
Notary Public

My commission expires: 2.23.2025

RICHARD LEE YELVERTON III
Notary Public, North Carolina
Moore County
My Commission Expires

[Notary Seal]

Exhibit "A"

Being all of Tracts 1, 2, & 5, as shown on that plat recorded in the Office of the Register of Deeds for Moore County, North Carolina in Plat Cabinet 18, Slide 124.

APPOINTMENT OF AGENT

The undersigned owner(s),Robert High hereby appoint(s) Cothran Harris 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 27 day of October 2021

Property Owner

Agent

8-27-21

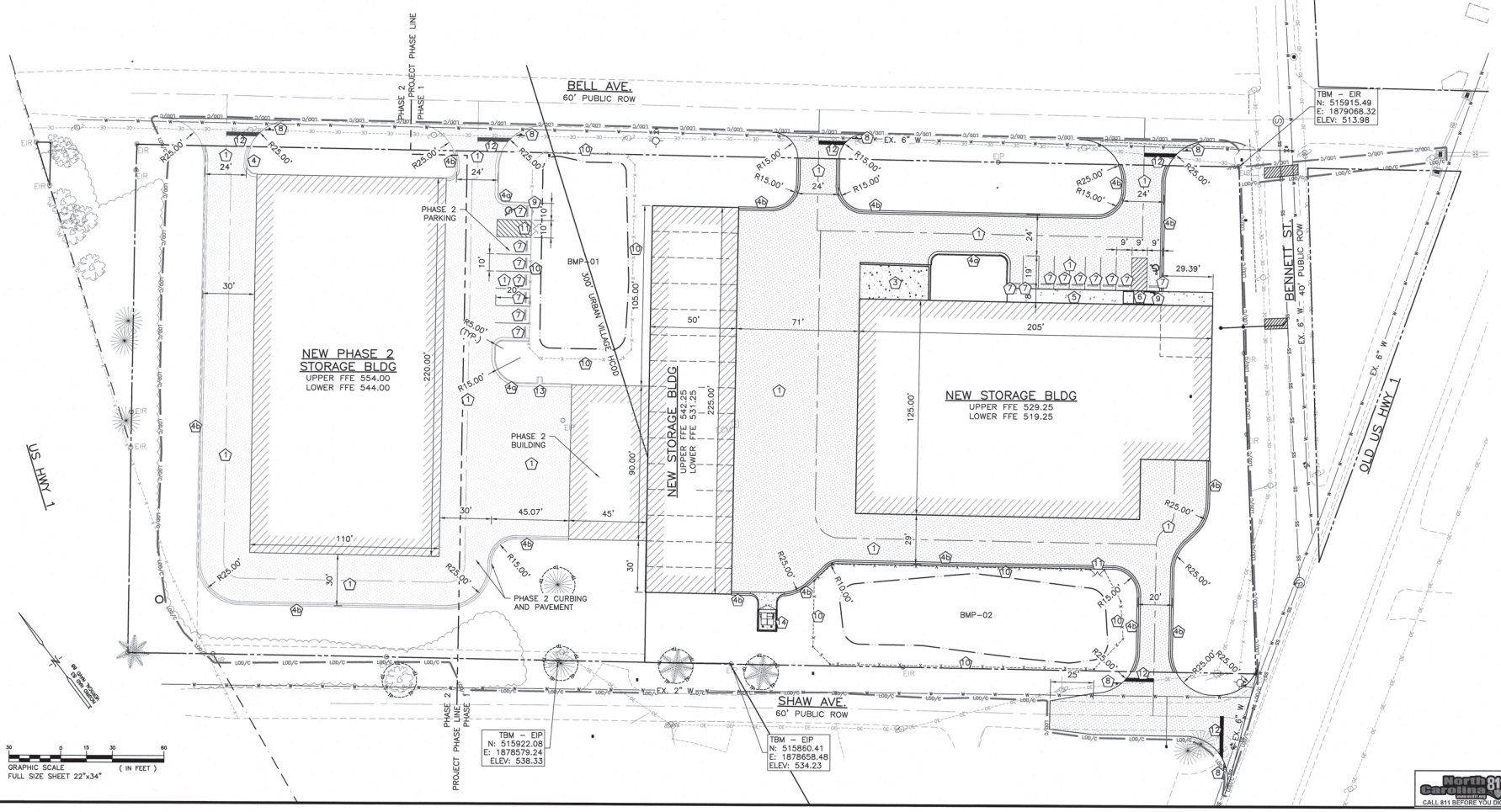
SITE KEY NOTING:		
SYMBOL	DESCRIPTION	SHEET REFERENCE
1	INSTALL ASPHALT PAVEMENT	SEE SHT. D-01, #1
3	INSTALL CONCRETE PAVEMENT	SEE SHT. D-01, #2
4a	INSTALL 24" CONCRETE CURB AND GUTTER	SEE SHT. D-01, #3
4b	INSTALL 24" ROLLED CONCRETE CURB AND GUTTER	SEE SHT. D-02, #3
5	INSTALL CONCRETE SIDEWALK WITH TURNDOWN	SEE SHT. D-01, #4
6	INSTALL IN-LINE HANDICAP RAMP	SEE SHT. D-01, #5
7	INSTALL PRECAST WHEELSTOP	SEE SHT. D-01, #6
8	INSTALL "STOP" SIGN	SEE SHT. D-01, #7, 8
9	INSTALL HANDICAP PARKING SIGN	SEE SHT. D-01, #9
10	INSTALL 4' HIGH BLACK VINYL COATED CHAIN LINK FENCE	SEE SHT. D-02, #1
11	INSTALL 8' WIDE 4' HIGH DOUBLE SWING GATE (4' GATES)	SEE SHT. D-02, #2
12	INSTALL PAVEMENT MARKINGS AS PER PLANS	SEE SHT. D-02, 1205.01
13	INSTALL CONCRETE DRAINAGE FLUME	SEE SHT. D-01, #10
14	INSTALL DUMPSTER ENCLOSURE	SEE SHT. D-02A, #1

NOTES:

1. ALL GENERAL NOTES, ABBREVIATIONS, SYMBOLS, AND OTHER INFORMATION INDICATED ON SHEET C-01 SHALL APPLY TO THIS PLAN.
2. ALL ELEVATIONS SHOWN ARE IN REFERENCE TO THE BENCHMARK AND MUST BE VERIFIED BY THE GENERAL CONTRACTOR WITH THE SURVEYOR OF RECORD PRIOR TO BEGINNING CONSTRUCTION. BENCHMARKS ARE THREE EIPS. THE FIRST IS LOCATED AT THE PROPERTY CORNER AT THE INTERSECTION OF BELL AVE AND BENNETT ST AND HAVING AN ELEVATION OF 513.98'. THE SECOND LOCATED AT THE SOUTHERN PROPERTY CORNER OF THE NATH PROPERTY AT SHAW AVE AND HAVING AN ELEVATION OF 534.23'. THE THIRD LOCATED AT THE NORTHERN PROPERTY CORNER OF THE NATH PROPERTY AT SHAW AVE AND HAVING AN ELEVATION OF 538.33'.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH TOWN OF SOUTHERN PINES STANDARDS AND SPECIFICATIONS.
4. CONTRACTOR SHALL ENSURE THAT THE EXISTING UTILITIES ARE LOCATED AND MARKED PRIOR TO INSTALLATION OF NEW UTILITIES.

HIGHWAY CORRIDOR OVERLAY:

PHASE 2 BUILDING AREA SHALL NOT EXCEED 30.0% OF THE HIGHWAY CORRIDOR OVERLAY AREA.



REVISIONS

SYM.	DESCRIPTION	DATE	BY

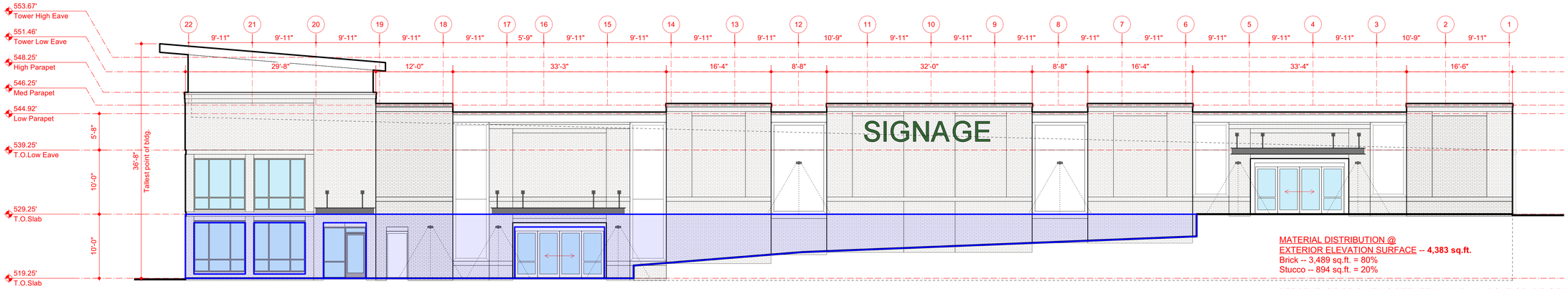
LKC Engineering, pllc
140 Aqua Shed Court
Aberdeen, NC 28315
O: 910.420.1437
F: 910.637.0096
lkcengineering.com
License No. P-1095

LKC Engineering Landscape Architecture Surveying

SITE LAYOUT PLAN

BELL AVENUE STORAGE FACILITY
Southern Pines, North Carolina

DATE: MAY, 2021
DESIGNED: FDW
DRAWN: FDW
CHECKED: TAC
NO. C-03

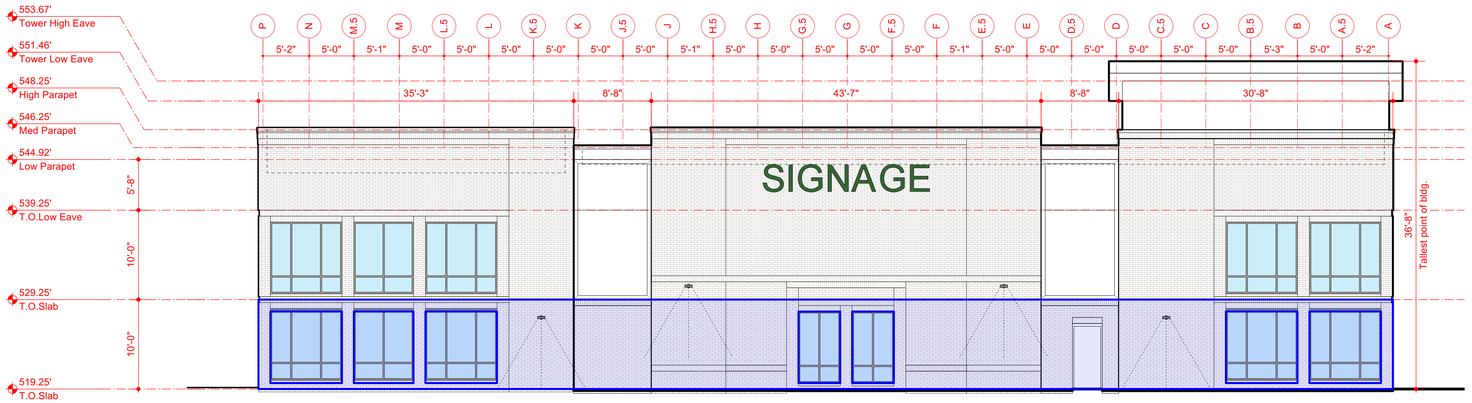


MATERIAL DISTRIBUTION @
EXTERIOR ELEVATION SURFACE -- **4,383 sq.ft.**
Brick -- 3,489 sq.ft. = 80%
Stucco -- 894 sq.ft. = 20%

PERCENTAGE OF GLAZING BETWEEN 2' AND 10' ABOVE GRADE @ENTRY
-- 298 sq.ft. glazing between 2' and 10' / 1,170 sq.ft. area between 2' and 10' = 25%

NORTH ELEVATION (BELL AVE.)

A2.22 1/8"

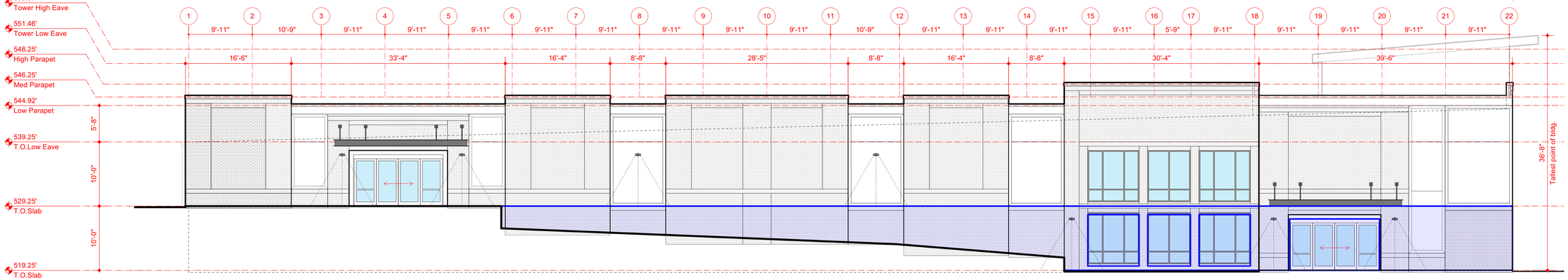


MATERIAL DISTRIBUTION @
EXTERIOR ELEVATION SURFACE -- **3,406 sq.ft.**
Brick -- 2,944 sq.ft. = 86%
Stucco -- 462 sq.ft. = 14%

PERCENTAGE OF GLAZING BETWEEN 2' AND 10' ABOVE GRADE @ENTRY
-- 384 sq.ft. glazing between 2' and 10' / 1,268 sq.ft. area between 2' and 10' = 30%

EAST ELEVATION (S. BENNET ST.)

A2.24 1/8"

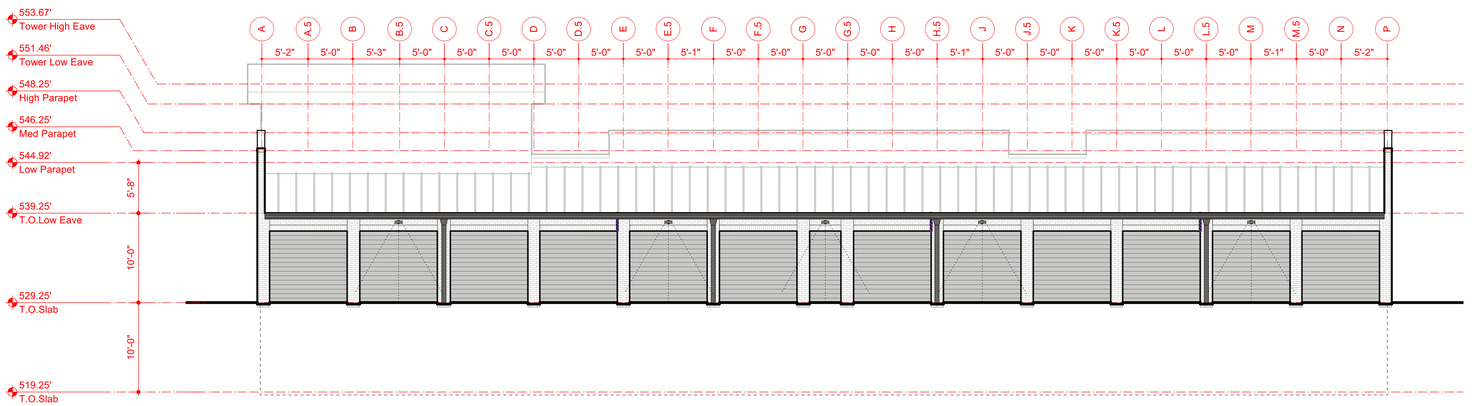


MATERIAL DISTRIBUTION @
EXTERIOR ELEVATION SURFACE -- **4,288 sq.ft.**
Brick -- 3,332 sq.ft. = 78%
Stucco -- 956 sq.ft. = 22%

PERCENTAGE OF GLAZING BETWEEN 2' AND 10' ABOVE GRADE @ENTRY
-- 293 sq.ft. glazing between 2' and 10' / 1,170 sq.ft. area between 2' and 10' = 25%

SOUTH ELEVATION (SHAW AVE.)

A2.26 1/8"



REQUIRED SCREENING WILL BE PROVIDED AT THIS ELEVATION

WEST ELEVATION

A2.38 1/8"

Owner acknowledges and agrees that Robert High Development, LLC (RHD) **[and its architect Cothran Harris Architecture and engineers]** have retained all ownership and other rights, title and interests in and to all conceptual, working and final drawings, plans and specifications (collectively, Plans and Specifications) relating to **the Project** (including without limitation architectural and engineering drawings, plans and specifications), and any and all of its proprietary rights embodied therein or related thereto. Except in connection with the construction, ownership, operation and management of the Project by Owner, this Agreement shall not grant Owner any vested right, title or interest in or to any of the Plans and Specifications or any patents (issued or pending), trademarks, service marks, trade names, copyrights, licenses, licensed or other proprietary rights of RHD or any such rights granted by third parties or other professionals to RHD.

The Plans and Specifications and any contents of any documents or information embodied therein or relating thereto shall not to be used, reproduced or copied, in whole or in part, without the prior, written permission of Cothran Harris Architecture and RHD.

COTHRAN HARRIS ARCHITECTURE
5725 OLEANDER DRIVE, STE E-1
WILMINGTON, NC 28403
910.793.4433

SOUTHERN PINES
PHASE I - BUILDING A
BELL AVENUE
SOUTHERN PINES, NC

ELEVATION BREAKDOWN

DESIGN DEVELOPMENT
OCTOBER 25, 2021

A2.2

© 2021 CHA ALL RIGHTS RESERVED


PINNACLE STORAGE

Southern Pines Phase I Bldg A

Make-up Name	Glass 1 & Coating	Glass 2 & Coating	Visible Light			Solar Energy			Thermal Properties	
			Transmittance	Reflectance		Transmittance	Reflectance	Solar Heat Gain Coefficient (SHGC)	U-Value	
			Visible (T_v %)	R_v % out	R_v % in	Solar (T_e %)	R_e % out		Winter Night (Btu/hr·ft²·F)	Summer Day (Btu/hr·ft²·F)
SN68 Clear	SunGuard ® SN 68 (North America) on Guardian Clear Glass (North America)	Guardian Clear Glass (North America)	68	11	12	33	33	0.38	0.293	0.275

Calculation Standard: NFRC 2010

SN68 Clear

Outdoors

GLASS 1	Guardian Clear Glass (North America) Thickness = 1/4" (6mm)	#1 ---- #2 SunGuard® SN 68 (North America)
GAP 1	100% Air, 1/2" (12.7mm)	
GLASS 2	Guardian Clear Glass (North America) Thickness = 1/4" (6mm)	#3 ---- #4 ----

Total Unit (Nominal) = 1 in | Slope = 90° | Window Height = 1 meter

Estimated Nominal Glazing Weight: 5.75 lb/ft²

Indoors

Important Notes

Calculations and terms in this report are based on NFRC 2010. The performance values shown above represent nominal values for the center of glass with no spacer system or framing.

Laminated products:
The Performance Calculator allows the user to model a wide variety of laminated glass makeups using different float glass substrates, coatings and interlayer material, including those makeups where the coating faces the interlayer. It is the user's responsibility to assess whether the laminated glass makeup meets relevant regional standards and complies with applicable laminated glass safety regulations.

In addition, when the laminated glass makeup includes a coating facing the interlayer material, there may be a loss of thermal insulation performance and a color change compared to non-embedded coated class.

Non-specular products (translucent or diffuse):
The performance measurement for non-specular (translucent or diffuse) materials such as translucent interlayers or acid etched glass surface, or surface with ceramic frit is limited by the current experimental technologies. Since measurements capture physically only a part of the resulting radiation, calculated performance results provided herein and based on such measurements are not compliant with any standard (including EN 410) and may only be used as a general reference. Actual values may vary significantly based upon exact fabrication process, as well as type, thickness and color of used non-specular material.

Please note that the Thermal Stress Guideline is only a general guide to the thermal safety of a glazing, and it is not a replacement for detailed thermal stress analysis.

Explanation of Terms

Visible Light Transmittance (Tv, %) is the percentage of incident light in the wavelength range of 380 nm to 780 nm that is transmitted by the glass.

Ultraviolet (UV) Transmittance (Tuv, %) is the percentage of the incident solar radiation transmitted by the glazing in the 300 nm to 380 nm range.

Solar Energy Direct Transmittance (Te, %) is the percentage of incident solar energy in the wavelength range of 300 nm to 2500 nm that is directly transmitted by the glass.

Visible Light Reflectance Outdoors/Indoor (Rv out/in, %) is the percentage of incident visible light directly reflected by the glass.

Solar Direct Reflectance Outdoors/Indoors (Re out/in, %) is the percentage of incident solar energy directly reflected by the glass.

Solar Energy Absorptance (Ae, %) is the percentage of the sun's energy that is absorbed by glass.

U-Value is the glazing parameter that characterizes the heat transfer through the central part of the glazing, i.e. without edge effects, and expresses the steady-state density of heat transfer rate per temperature difference between the environmental temperatures on each side. US Standard units are Btu/hr·ft²·F and SI / Metric units are W/m2 K.

Relative Heat Gain (RHG) is the total net heat gain to the indoors due to both the air-to-air thermal conductance and the solar heat gain. US Standard units are Btu/hr.ft² and SI / Metric units are W/m².

Shading Coefficient (sc) is Solar Factor divided by 0.87. It is a measure of the solar heat gain referenced to 3 mm clear glass which has the designated value of 1.00.

Solar Heat Gain Coefficient (SHGC) is the sum of the solar direct transmittance and the secondary heat transfer factor of the glazing towards the inside, the latter resulting from heat transfer by convection and longwave IR-radiation of that part of the incident solar radiation which has been absorbed by the glazing.

Light-to-Solar Gain (LSG) is the ratio of visible light gain to solar gain. LSG = (Visible Transmittance) / (SHGC)

Color Rendering Index in transmission, D65 (R_a) is the change in color of an object as a result of the light being transmitted by the glass.

Weighted Sound Reduction Index (Rw) is a single-number quantity which characterizes the airborne sound insulation of a material or building element over a range of frequencies.

Sound Transmission Class (STC) is a single-number quantity which characterizes the airborne sound insulation of a material or building element over a range of frequencies.

Disclaimer

This performance analysis is provided for the limited purpose of assisting the user in evaluating the performance of the glass products identified on this report.

Spectral data for products manufactured by Guardian reflect nominal values derived from typical production samples or CE Initial Type Testing and subject to variations due to manufacturing and calculation tolerances. Spectral data for products not manufactured by Guardian were derived from the LBNL International Glazing Database and have not been independently verified by Guardian. Guardian recommends a full-size mock-up be approved.

The values provided herein are generated according to established engineering practices and applicable calculation standards. Many factors may affect glazing characteristics, including glass size, building orientation, shading, wind speed, type of installation, production process and others. The applicability and results of the analysis are directly related to user inputs and any changes in actual conditions can have a significant effect on the results. It is the responsibility of the users of the analysis to ensure that the intended application is appropriate and complies with all relevant laws, regulations, standards, codes of practices, processing guidelines and other requirements. Guardian makes no guarantee that any glazing modeled herein is available from Guardian or any other manufacturer. The user has the responsibility to check with the manufacturer regarding availability of any glass type or make-up.

While Guardian has made a good faith effort to verify the reliability of the tools used for this analysis, they may contain unknown programming errors that could result in inaccurate results. The user assumes all risk relating to the results provided and is solely responsible for selection of appropriate products for user's application. Guardian makes no express or implied warranty of any kind with respect to the tools used by Guardian and this analysis. There are no warranties of merchantability, non-infringement or fitness for a particular purpose with respect to the tools used by Guardian and this analysis and no warranty shall be implied by operation of law or otherwise. The only warranties applicable to Guardian products are those separately provided in writing for each product. In no event shall Guardian be liable for direct, indirect, special, consequential or incidental damages of any kind relating to or resulting from

use of Guardian tools and analyses.

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Program Version: 4.1.0.9199
Database Version: 20211108

Agenda Item

To: **Reagan Parsons, Town Manager**

From: **Jennifer Hunt, Planner I**

Subject: **AR-08-21 Rec Room**

Date: **December 14, 2021**

I. SUMMARY OF APPLICATION REQUEST:

Mr. Dean King, on behalf of Rec Room, LLC., is requesting approval of an architectural compliance permit for renovations to the exterior of an existing 13,471 square foot building located within the CB-Central Business zoning district for a commercial arcade. The building is located at 750 SW Broad Street. This project consists of a large open game room, a bar, outdoor seating and a party room. It is a renovation of an existing building. The renovations include the addition of a patio pergola, adding brick and metal columns to the front entrance and garage door openings for bar top tables on the front elevation. Patio retaining walls will also be added.

II. PROJECT INFORMATION:

1. **PARID** 00034761; **PIN** 858109061639

2. **Owners:**
   Rec Room, LLC
   P.O. Box 370
   Southern Pines, NC 28388

3. **Applicant / Agent:**
   Dean King
   P.O. Box 88
   Southern Pines, NC 28388

Figure 1: Vicinity Map and Zoning Map (Subject Property Outlined in Yellow)

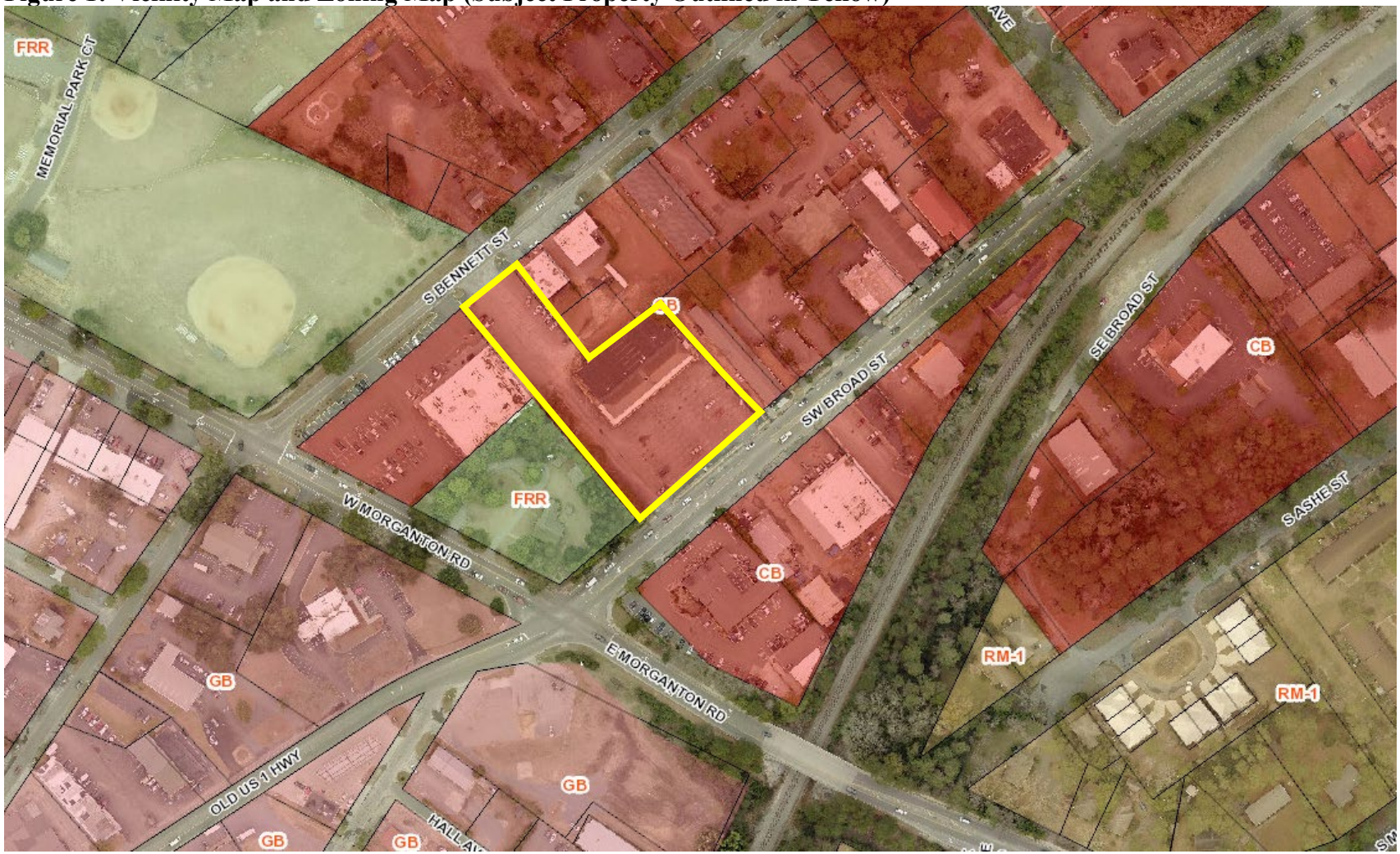
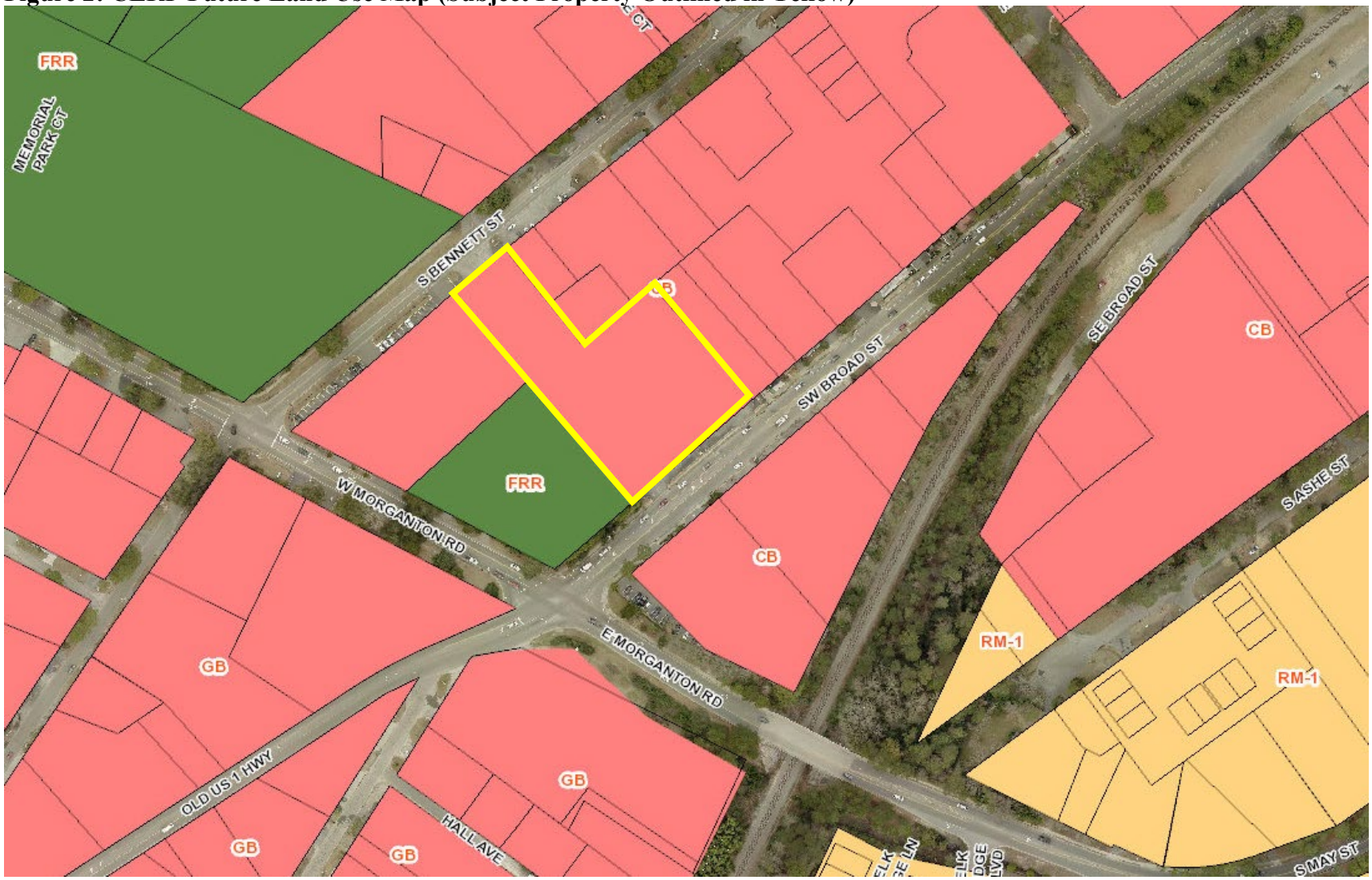


Figure 2: CLRP Future Land Use Map (Subject Property Outlined in Yellow)



4. **Comprehensive Long-Range Plan Designation:**
The area is designated as Commercial on the Comprehensive Long-Range Plan (CLRP). *The commercial designation applies to all land dedicated to retail, professional office, or other primarily non-residential, commercial use. It includes the downtown portions along Broad Street and Pennsylvania Avenue, the regional commercial corridor on US 15/501, and all commercial land in between. Higher density residential may be incorporated into mixed-use developments within areas designated for this future land use category.*

5. **Zoning:**
The parcel is currently zoned Central Business (CB) (See Figure 1). CB is designed to accommodate a wide variety of pedestrian oriented commercial activities. The regulations of this district are to encourage an intensive development pattern and land uses that provide for a multi-purpose central business district including retail, offices, services, entertainment and living space. Encouragement of shared off street parking and land uses that do not require large amounts of outdoor use areas are preferred.

III. STAFF REVIEW:

1. **Review Process:**
Applications for Architectural Compliance Permits are reviewed pursuant to UDO §2.26.

2. **Application Review Dates:**
Application Submitted: October 29, 2021
Application Complete: November 5, 2021
Town Council Agenda Meeting: December 8, 2021
Town Council Meeting: December 14, 2021

3. **Criteria for Review:**
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**:

    1. *The application is consistent with applicable Comprehensive Plan goals and policies;*
    2. *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;*
    3. *The application is consistent with applicable conditions of prior Development approvals; and*
    4. *The development as proposed will be compatible with neighboring development and has mitigated potential conflicts.*

4. **Staff Comments based on Commercial Building Design Requirements per UDO §4.10.4:**
Staff has reviewed the project for compliance with §4.10.4 *Building Design Requirements.*

- UDO §4.10.4 (A) (1) *states the front of buildings shall face and have the primary customer entry facing that street. Corner Lot buildings shall face and have the primary customer entry facing the higher order street, facing the corner or facing each street. Buildings that extend the full depth of a block may be required to have entries on each street frontage.*
  Generally Compliant:
  The front of the building has no change to the location of primary customer entrance. The primary customer entrance faces the higher order street, on SW Broad Street, with an added secondary entrance from the rear on S Bennett Street.

- UDO §4.10.4 (B) *states (2) In other districts, the width of buildings or building segments shall not be more than twice the building height. (3) 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. (4) Large scale retail structures shall comply with Section 4.10.6.*
  Requesting Deviation:
  The height of the building is approximately 28 feet tall. The applicant states the front façade of the building is 158 feet wide with the pergola adding an additional 32 feet of width to the west. The width of the building, shown on the north elevation attached to this report, is approximately 206 feet. Although the width of the building is more than twice the building height, this is a renovation of an existing one-story building, also known as infill development.

- UDO §4.10.4 (C) *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. The Permit Issuing Authority may approve: (3) Alternative materials satisfying minimum building code standards for structures located within a planned golf course Development that are compatible with the Development and the proposed location within the Development.*
  Generally Compliant:
  The applicant states there will be brick veneer on all four sides of the building. The brick façade will be composed of a single color, red brick, with grey Concrete Masonry Unit (CMU) accent features, which are not to cover more than 20 percent of the exterior walls, exclusive of doors and windows. CMU will be used on the patio wall and in the front column base.

- UDO §4.10.4 (D) *states that windows shall be glazed in non-reflective clear glass. The following standards apply in the CB district: a) On the ground floor a minimum of seventy (70) percent of the street-facing building facades between the elevations of two (2) and ten (10) feet above the sidewalk must be comprised of windows with at least eighty (80) percent transparency or doors.*

Generally Compliant:
The applicant states that the "windows will be glazed non-reflective aluminum clad storefronts" and "glazed bar top garage doors." Staff assumes from reviewing the submitted materials that this means bar top height garage doors. The windows appear to possibly comprise a minimum of 70% of the street facing building facades with at least 80% transparency or doors. The measurements provided by the applicants on the elevations submitted and attached to this staff report are not determinable, nor is 70% calculated on the elevations by the applicant.

- UDO §4.10.4 (E) (3) *states awnings shall be canvas or material of similar appearance and flexibility unless otherwise approved by the Town Council. Street facing awnings shall not be taller than six (6) feet unless specifically approved by the Town Council.*
  Requesting a Deviation:
  The applicant states the existing awning is metal and will remain as is. The applicant proposes to paint it another color, but has not indicated which color will be used. The awning material does not comply with the requirement for canvas awnings, but the Town Council may approve alternative materials. They propose to add columns supporting the awning that are made of brick, CMU and wood trim to complement the appearance of the existing awning. The height of the awning does not appear to be taller than six feet, based on the given measurements, and therefore complies with awning height requirements.

- UDO §4.10.4 (F) *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.*
  Generally Compliant:
  There are no proposed galleries or arcades for this building.

- UDO §4.10.4 (G) *states in the CB district horizontal parapets with cornices shall be required along Broad Street. Parapets, gable or hip roofs may be used along other streets in the CB district. Parapet height should vary between adjacent buildings. Shingles or standing seam, non-reflective metal shall be used on all roofs visible on public streets.*
  Requesting a Deviation:
  The applicant does not meet our requirement that in the CB district horizontal parapets with cornices shall be required along Broad Street. However, the front is a gable, pitched roof in the front which slopes to the front and the rear. It will be comprised of grey asphalt shingles. There is a flat roof in the back, which slightly slopes to the rear.

- UDO §4.10.4 (H) *states that mechanical equipment shall be screened from view from the street and cannot be located between the building and the street.*
  Requesting a Deviation:
  The applicant states the existing mechanical equipment is in the rear of the building between the existing building (Rec Room) and the Feed Store. The applicant proposes to place new replacement mechanical equipment in a similar location behind the building that will be out of view from the front of the building and states that they will provide full screening. The screening

provided by the applicant may be wood fencing but the exact material has not been confirmed by the applicant. Furthermore, screening of mechanical equipment on the rear of the building as shown on the North building elevation is not consistent with property lines and dumpster location depicted on the most recent site plan reviewed by the Technical Review Committee.

- UDO §4.10.4 (I) 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.*
  Generally Compliant:
  The applicant states delivery to the building will be at the rear door entrance, shown on the North elevation. There are no full garage doors or loading bay doors.

- UDO §4.10.4 (J) *states Signage shall comply with the standards in section 4.6 and any applicable zoning district standards.* UDO §4.6.9 (B) (3) *states A secondary Wall Sign may be placed between the business establishment and its principal parking area if there is no parking between the business establishment and a street. The area of the secondary Wall Sign shall not exceed the lesser of thirty-five (35) square feet or the maximum size allowed for the street facing Wall Sign.*
  Generally Compliant:
  The applicant meets the standard for the number of wall signs requested, one facing S. Bennett Street. However, the area of the Wall Sign was not determinable in their application. The area is not to exceed the maximum size allowed for the street facing Wall Sign and a sign permit will be required.

IV. ATTACHMENTS:

1. Written Narrative Addressing Compliance with §4.10.4 of the UDO
2. Application
3. Deed
4. Site Plan
5. Elevations

V. TOWN COUNCIL ACTION:

The Town Council shall vote on whether the proposed application for the Architectural Compliance Permit complies with the UDO and should consider whether the application is consistent with UDO Section 2.26 and UDO Section 4.10.4 as well as UDO Section 3.5.9.
The Town Council may make one of the following motions or any alternative they wish:
I move to:

1. Approve AR-08-21 with the deviations as requested by the applicant and as specifically set forth in the staff report;

2. Approve AR-08-21 with the following conditions…

3. Deny AR-08-21;

Pinnacle DEVELOPMENT DESIGN BUILD

PO Box 55, Southern Pines, North Carolina 28388

Phone: 910.725.1221 – www.pdcnc.com – Fax: 910.725.1394

Town of Southern Pines

Architectural Review Submission for Rec Room, LLC, a Commercial Arcade Building at 750 SW Broad St. October 20, 2021.

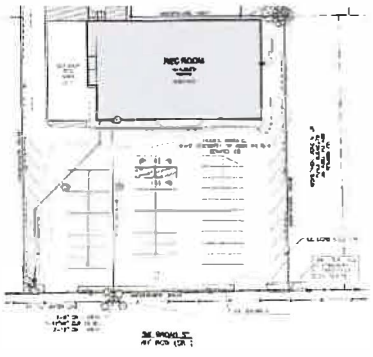
Compliance with the Southern Pines Unified Development Ordinance Section 2.26.7 Architectural Compliance Permit Criteria.

Please accept the following explanations of the Design of Rec Room, LLC Arcade. The project consists of 13,471 sq. ft. of commercial space. The exterior has very minimal additions to the existing structure, and any change to the exterior walls will be consistent with the existing exterior walls consisting of Brick. Other changes include a patio pergola, brick and metal columns to the front entrance and garage door openings for bar top tables on front elevation. Site work will include updated parking lot markings, landscaping and patio retaining walls. The Zoning is CB.

4.10.4 BUILDING DESIGN REQUIREMENTS

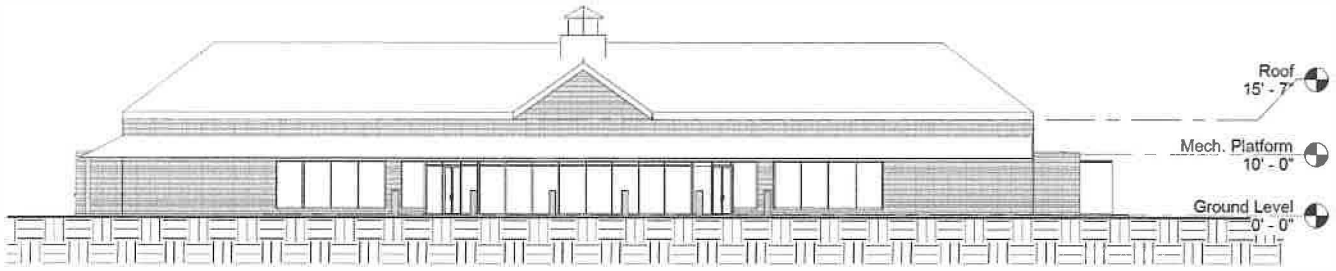
(A) Building Orientation and Entries

The Rec Room building has no change to its orientation. The primary entrances to the building remain from SW Broad St. and a secondary entrance from the rear on S Bennett St. All parking spaces are located between the building's front elevation and SW Broad Street.

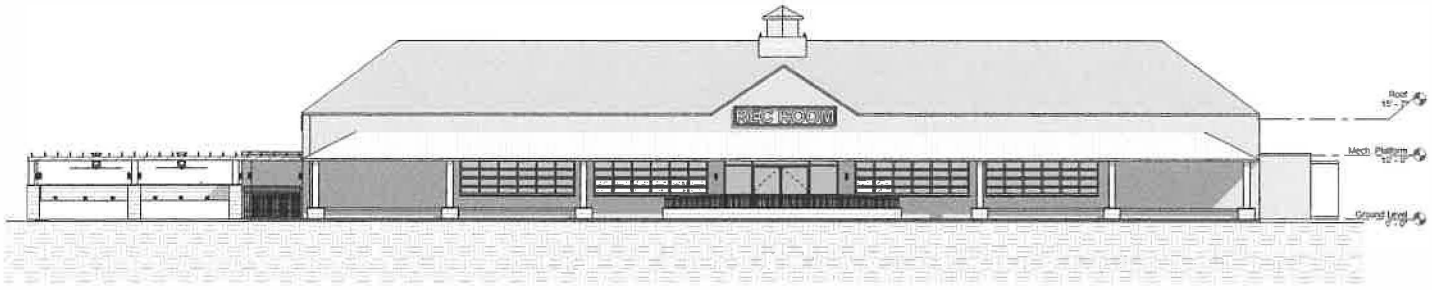




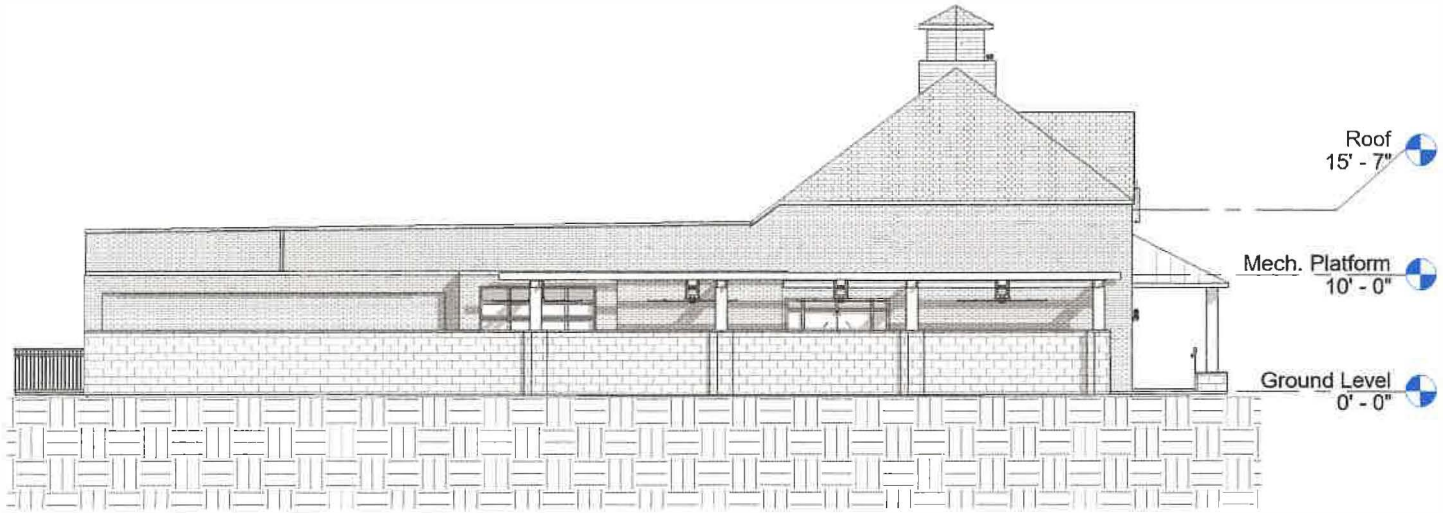
(B) The proposed renovation results in 13, 471 sq. ft., one story in height, and is comprised of open floor space with a bar, kitchen, event room, bathrooms and patio area. The renovation makes minor changes to the front and side elevation offering updated features and entrance. The existing awning will be updated and complimented with new brick and wood trim.



Existing Front Elevation Drawing



Proposed Front Elevation Drawing



Proposed Left Elevation Building

(C) Building Materials

The proposed building has a brick veneer on all four sides. The brick façade is composed of a single color (red) brick with grey CMU accent features. The roof line is comprised of grey asphalt shingles on front portion, membrane flat roof on rear and standing seam metal roofing on front awnings. See illustration below.



Conceptual Front View

(D) Windows

The proposed windows will be glazed non-reflective alum. clad storefronts and glazed bar top garage doors. The building is oriented with the front façade facing southeast. The southeast facing windows will be protected from the harsh sun with the existing awning, while the west facing doors will be protected with a patio non-combustible pergola.





(E) Awnings

As mentioned above, the front façade faces southeast. This means the windows will get full sun. Existing awnings over the entrance provide protection from the elements along with minimizing direct sunlight. The pergola will provide side facing doors with additional protection while providing an attractive profile and shadows to the existing structure.

(F) Galleries and Arcades

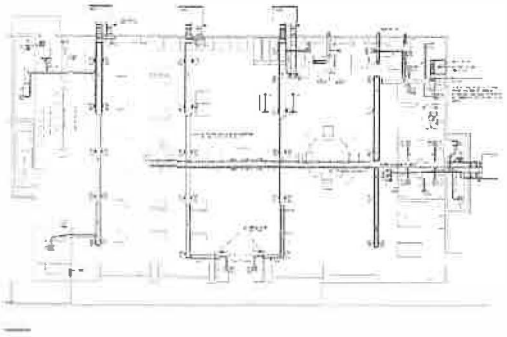
There are no proposed galleries or arcades for this building

(G) Roofs

The roof is comprised of a pitched roof in the front sloping to the front and rear and with a flat roof in the rear sloping slightly to the rear. The rear roof is membrane that will be unseen from the front. The front façade of the building is 158 feet with the pergola adding an additional 32 feet to the west.

(H) Mechanical Equipment

Existing mechanical equipment will be utilized on the east side concrete level, with additional equipment required to be installed to the rear at ground level





(I) Loading Zones and Garage Bays

Loading and delivery will be primarily from the rear entrance to supply the walk-in cooler on the west side and from the front entrance for additional supply requirements. Dumpsters to be located on the rear of the building and screened from view to the street with wood fencing.

(J) Signage

There will be business signage on the elevation of the building above the entrance, along with a monument sign by the street. All sign permit application will be filed for each sign.

The Rec Room Arcade building has minimal changes to the existing façade. Where this facility is seen to not be in compliance, and where necessary, we request a waiver of compliance.

Respectfully,

Dean King
Pinnacle Development Design/Build

Town of Southern Pines
Chartered 1887
North Carolina

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
plan@southernpines.net **(910) 692-4003** www.southernpines.net

Town of Southern Pines
Chartered 1887
North Carolina

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: Rec Room

Street Address: 750 SW Broad Street

PIN: 858109061639 Parcel ID: 00034761 Zoning: CB

Type of building (retail, office, etc.): Arcade Total square footage: 13471

Applicant:

Name: Dean King

Email: dean@pdcnc.com Phone: (910) 986-1311

Mailing Address: P.O. BOX 88, Southern Pines, NC 28388

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

Name(s): Rec Room, LLC

Email: natparkei@gmail.com / heathermdyer@gmail.com Phone: (978) 807-4863

Mailing Address: P.O. BOX 370, Southern Pines, NC 28388

Date: 10/20/2021

Applicant

8-27-21

APPOINTMENT OF AGENT

The undersigned owner(s), Rec Room, LLC, hereby appoint(s) Dean King 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 26th day of October, 2021.

Elena Avila Property Owner

Ezra Dyer Property Owner

Dean King Agent

8-27-21

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).

For Registration Register of Deeds
Judy D. Martin

Moore County, NC
Electronically Recorded
June 18, 2021 3:44:06 PM
Book: 5642 Page: 131 - 136 #Pages: 6

Fee: $26.00 NC Rev Stamp: $3,050.00

Instrument # 2021014158

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

Excise Tax: **$3,050.00**
Parcel I.D.: **00034761 ; 20010375**

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

THIS DEED made this 18th day of June, 2021, by and between:

GRANTOR	**GRANTEE**
DAVID GRAY HOOKS, UNMARRIED, AS EXECUTOR OF THE MARTHA PURSER HOOKS ESTATE AND INDIVIDUALLY, MARY BLUE THARRINGTON, UNMARRIED, AS EXECUTRIX OF THE RUTH BLUE LEE ESTATE AND INDIVIDUALLY -AND- ADAM W. THARRINGTON, UNMARRIED	**REC ROOM, LLC, A NORTH CAROLINA LIMITED LIABILITY COMPANY** Mailing Address: **PO Box 370** **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

Submitted electronically by "Van Camp, Meacham & Newman, PLLC"
in compliance with North Carolina statutes governing recordable documents
and the terms of the submitter agreement with the Moore County Register of Deeds.

Town of Southern Pines, McNeill Township, Moore County, North Carolina, and more particularly described as follows:

See attached Exhibit "A"

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

And being a portion of the property conveyed by instrument recorded in Book 321, Page 116, in the Moore County, North Carolina, Register of Deeds. The instruments recorded in Book 4649, Page 507 and in Book 4649, Page 512 were defective deeds.

Martha Purser Hooks passed away testate on October 21, 2019, in Scotland County, North Carolina; her surviving heirs were David Gray Hooks and Ruth Blue Lee. See Scotland County Estate File 19E 280 for reference and Moore County Estate File No. 21E 524 for reference.

Ruth Blue Lee passed away testate on November 18, 2020, in Scotland County, North Carolina; her surviving heirs were Mary Blue Tharrington and Adam W. Tharrington. See Scotland County Estate File 20E 368 for reference and Moore County Estate File No. 21E 525 for reference.

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]

(SEAL)
David Gray Hooks,
Executor of the Martha Purser Hooks Estate

Date 6/18/21

(SEAL)
David Gray Hooks, Individually

Date 6/18/21

STATE OF North Carolina
COUNTY OF Moore

I, Sarah Childress Champion a notary public for the County of Moore and the State of NC, certify that David Gray Hooks, Executor of the Martha Purser Hooks Estate, 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: VADL.
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 18th day of June, 2021.

Signature of Notary Public: Sarah Childress Champion

My Commission Expires: 3/24/2024

SARAH CHILDRESS CHAMPION NOTARY PUBLIC MOORE COUNTY, NC

3

Mary Blue Tharrington, for Executrix (SEAL) 6-18-21
Mary Blue Tharrington, Date
Executrix of the Ruth Blue Lee Estate

Mary Blue Tharrington (SEAL) 6-18-21
Mary Blue Tharrington, Individually Date

STATE OF North Carolina
COUNTY OF Moore

I, Sarah Childress Champion a notary public for the County of Moore and the State of NC, certify that Mary Blue Tharrington, Executrix of the Ruth Blue Lee Estate, 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: NC Driver License.
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 18th day of June, 2021.

Signature of Notary Public: Sarah Childress Champion

My Commission Expires: 3/24/2024

SARAH CHILDRESS CHAMPION NOTARY PUBLIC MOORE COUNTY, NC

4

_____ (SEAL)
Adam W. Tharrington, Individually

6/18/21
Date

STATE OF North Carolina
COUNTY OF Moore

I, Sarah Childress Champion a notary public for the County of Moore and the State of NC, certify that Adam W. Tharrington, 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: NC Driver License,
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 18th day of June, 2021.

Signature of Notary Public: Sarah Childress Champion

My Commission Expires: 3/24/2024

SARAH CHILDRESS CHAMPION NOTARY PUBLIC MOORE COUNTY, NC

5

Exhibit "A"

Those certain two lots or parcels of land known as the A & P Store premises in Southern Pines, North Carolina, bounded on the North by Bennett Street, on the South by West Broad Street, on the West by the Old Shaw House property and on the East by Cusan Corporation and other properties, and more particularly described as follows:

Main Lot:

ALL THAT certain tract or parcel of land situate in the Town of Southern Pines, McNeill Township, Moore County, North Carolina, BEGINNING at a concrete monument in the northerly line of West Broad Street, said monument located S 49-16 W 626.0 feet from the intersection of the westerly line of Wisconsin Avenue with the northerly line of West Broad Street; running thence with the northerly line of West Broad Street S 49-16 W 240.1 feet to a concrete monument, a corner of the Old Shaw House property; thence with the Shaw House property line N 41-04 W 250.77 feet to a concrete monument; thence N 39-59 W 200 feet to a concrete monument in the southerly line of Bennett Street; thence with the southerly line of Bennett Street N 49-28 E 100 feet to an iron pipe, a corner of the Newton lot; thence S 39-59 E 200 feet to a concrete monument; thence N 49-29 E 140.5 feet to a concrete monument thence S 41-04 E 250.0 feet to the BEGINNING, containing 1.868 acres more or less.

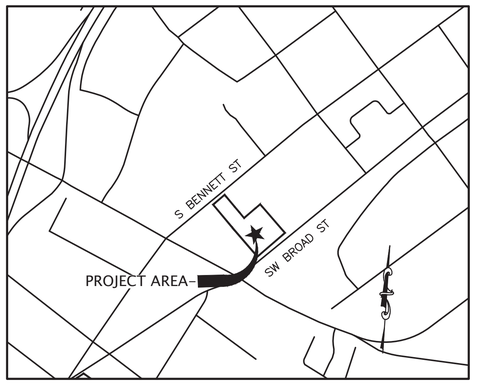
EXCEPTING, HOWEVER, AND SUBJECT TO all the rights, privileges, and easements conveyed to the Town of Southern Pines, North Carolina, by virtue of a deed dated September 4, 1947, and recorded in Book 156, page 21, Moore County Public Registry, from Harold A. Collins and wife, Emma A. Collins, reference to which is hereby made.

And being that same lot conveyed by Warranty Deed dated August 6, 1959, from Roy M. Purser and wife, Ruth B. Purser, to Roy M. Purser, Jr., James L. Purser, and Martha Purser Hooks, recorded in Book 232, page 316, Moore County Registry, to which reference is hereby made.

Adjacent Lot:

BEGINNING at an iron stake in the southerly corner of the Cusan Corporation's properties hereinbefore referred to and a corner of the Roy M. Purser, Jr. et al's land, said corner being located S 39-59 E 200 feet from the line of Bennett Street in the Town of Southern Pines, Moore County, North Carolina; running thence with the dividing line between Cusan Corporation property and Roy M. Purser, Jr., et al property N 49-29 E 100 feet, the easterly corner of Cusan Corporation properties; thence with the line of the Cusan Corporation properties N 39-59 W 50 feet, a new corner; thence paralleling the first line S 49-29 W 100 feet, a new corner in the dividing line between the Cusan Corporation properties and Roy M. Purser, Jr., et al properties; thence with the dividing line between the Cusan Corporation properties and Roy M. Purser, Jr. et al properties S 39-59 E 50 feet to the point of BEGINNING, the same comprising a rectangular tract 50 x 100 feet, and being the southeasterly portion of the Cusan Corporation properties.

REC ROOM
SOUTHERN PINES, NORTH CAROLINA



PROJECT VICINITY MAP

Scale: 1"=500'

TOWN OF SOUTHERN PINES GENERAL NOTES

1. All water and sewer construction shall be done in accordance with the Town of Southern Pines Standards and Specifications for Water and Sewer Construction. Contractor shall contact the Construction Inspector at least forty-eight (48) hours prior to start of construction. Phone number 910-692-1983. Contractor shall also contact the Construction Inspector before restarting work after work has stopped.
2. Contractor shall immediately contact the Town if there is a conflict between these plans and the published standards of the Town. Approval of these plans does not constitute any waiver from the Town standards.
3. All fire hydrants that are installed, that are not yet operational, shall be bagged. It shall be the responsibility of the Contractor to furnish and install the required materials at their cost.
4. Contractor shall not tap or otherwise penetrate existing water or sewer main lines without prior approval from NCDEQ Public Water Supply Section and the Town. Contractor is responsible to avoid spillage of raw sewage. Contractor shall provide all sewer plugging and pumping equipment necessary to avoid spillage. Violations are subject to fines and penalties and will be enforced to the full extent of the Law.
5. Contractor is responsible for maintenance of traffic on existing roadways in accordance with NCDOT Standard Specifications latest edition and Town requirements.
6. Water and sewer main construction shall not commence until involved roadways, storm drains, and utility easements have been graded and contoured to approximately final grade. Property corners of all lots are required to be staked by a licensed surveyor prior to installing water and sewer service connections.
7. Only the amount of trench that can be opened, worked in and then stabilized in a work day shall be done so. If stabilization does not occur at the end of the work day, then appropriate erosion, sediment, and safety controls shall be installed.
8. A Pre-Construction meeting is required prior to start of construction. Materials submittal shall be delivered and approved by the Town of Southern Pines for water and sewer construction prior to start of work.
9. All pipes shall be cleaned before they are laid and shall be kept clean until acceptance of the completed work by the Town. Open ends of pipes shall be fitted with water tight devices to prevent entrance of foreign matter when pipe-laying operations are interrupted.
10. All public sanitary sewer mains shall be installed in dedicated street right of way or in dedicated utility easements. Mains installed in Town right of way shall be located in the center of pavement.
11. Before the system may be put into service the Town will require the as-built information for water, sewer and storm drainage: Contact TOSP GIS Department for requirements.
12. All Transitions in pipe material shall have restrained joints. All restrained joints shall be inspected by the Town's construction inspectors prior to being covered.
13. All fire hydrant legs shall be DIP, be restrained with threaded rods and have thrust blocking. All FH legs shall be inspected by the Town's construction inspectors prior to being covered.
14. All grades for entrances and fire lanes shall be field verified by the Fire Dept. prior to acceptance. The contractor is responsible for coordination with testing by the fire department.
15. All utilities shall be electronically locatable using a locating method that is generally accepted by operators in the particular industry or trade in which the operator is engaged.

SEWER MAIN SUMMARY REPORT

DESCRIPTION	MATERIAL	LENGTH	TOWN/PRIVATE
SEWER MAIN	NA		
DESCRIPTION	SIZE	QUANTITY	
SEWER SERVICES	NA		
MANHOLES	NA		

STREET SUMMARY REPORT

DESCRIPTION	MATERIAL	LENGTH
STREETS		
PRIVATE	ASPHALT	0 LF
PRIVATE	CONCRETE	0 LF
CURB AND GUTTER		
TOWN		
PRIVATE	CONCRETE / 24"	0 LF
SIDEWALK		
TOWN		
PRIVATE	CONCRETE	375 LF

WATER MAIN SUMMARY REPORT

DESCRIPTION	MATERIAL	LENGTH	TOWN/PRIVATE
WATER MAIN	N/A	N/A	N/A
DESCRIPTION	SIZE	QUANTITY	
WATER SERVICES	4" FDC	174 LF/PRIVATE	
	6" FIRE	164 LF/PRIVATE	
VALVES	6"	1/PUBLIC	
	12"	2/PUBLIC	
HYDRANTS			

STORM SEWER SUMMARY REPORT

DESCRIPTION	MATERIAL	LENGTH	TOWN/PRIVATE
PIPE			
NA	NA	NA	NA
DESCRIPTION	TYPE	QUANTITY	
STORM BOXES	JUNCTION	0	
	INLET	0	

SEWER APPLICATION SUMMARY

# AND TYPE OF UNIT	@ X DEMAND	FLOW REQUESTED
VIDEO GAME ARCADE, POOL HALL	250 GAL/PLUMING FIX. X20	5,000 GPD
TOTAL DEMAND		5,000 GPD

WATER APPLICATION SUMMARY

DEMAND	FLOW REQUIREMENTS	FLOW PROVIDED
DOMESTIC DEMAND PEAK DEMAND FIRE DEMAND SPRINKLER DEMAND IRRIGATION DEMAND	11 GPM 20 GPM GPM GPM GPM	5,000 GPD GPM GPM GPM GPM
TOTAL DEMAND	GPM	

TRAFFIC DATA

# AND TYPE OF UNIT	@ X TRIPS/DAY	TPD
MULTIPURPOSE RECREATIONAL FACILITY	35.8 / 1,000 SF	623 TPD
TOTAL DEMAND	NA	TPD
TIA REQUIRED	< 300 TPD (1)ACCESS < 1,000 APT	NO
TDA REQUIRED	> 200 ADT	NO

TOWN OF SOUTHERN PINES

APPROVED FOR CONSTRUCTION

	BY	DATE	PERMIT #
PUBLIC WORKS (TOWN)			
PLANNING/ZONING (TOWN)			
FIRE (TOWN)			

NOTE:
PROJECT IS NOT LOCATED IN AN AREA DESIGNATED AS "HIGH QUALITY WATERS".

SHEET INDEX

-	COVER SHEET
C-01	GENERAL NOTES AND LEGEND
C-02	EXISTING TOPOGRAPHIC SURVEY AND DEMOLITION PLAN
C-03	SITE PLAN
C-04	UTILITY PLAN
D-01	SITE DETAILS
D-02	UTILITY DETAILS

SITE DATA:

PROJECT NAME: REC ROOM ZP-10-21		
OWNER: REC ROOM LLC	OWNER EMAIL CONTACT: EZRA8@MAC.COM	
ENGINEER: LKC ENGINEERING, PLLC	ENGINEER EMAIL CONTACT: PHILIP@LKCENGINEERING.COM	
PROJECT ADDRESS: 750 SW BROAD ST, SOUTHERN PINES, NC	LAT & LONG: 35.1691305°, -079.4009879°	
PARCEL ID#: 00034761	PIN: 858109061639	
DEED BOOK & PAGE: DB 4969 PG 507	PARKING REQUIRED: 87 SPACES	
LOT SIZE: 1.84 ACRES	PARKING PROVIDED: 87 SPACES	
CURRENT ZONING: CB/DTO	EXISTING USE: 2151-GROCERY	PROPOSED USE: 5320- GAMES ARCADE 2510-FULL SERVICE RESTAURANT 2540-BAR
WATERSHED: N/A	RECEIVING WATER COURSE: ABERDEEN CREEK	
STREAM CLASS: C	RIVER BASIN: LUMBER	
HQW: Y/N N	FLOODZONE: NOT IN FLOODPLAIN	
TOTAL IMPERVIOUS AREA: 80,117 SF	AC. 1.84	% 100%

TOWN OF SOUTHERN PINES
CONSTRUCTION PLAN APPROVAL

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.

APPROVAL OF THESE PLANS IN NO WAY IS MEANT TO RELIEVE THE DESIGN PROFESSIONAL OF HIS OR HER RESPONSIBILITY FOR PROJECT DESIGN

NORTH CAROLINA PROFESSIONAL SEAL 043255 ENGINEER PHILIP A PICERNO
8-23-21

North Carolina 811 www.nc811.org
CALL 811 BEFORE YOU DIG

LKC
Engineering
Landscape Architecture
Surveying

LKC Engineering, pllc
140 Aqua Shed Court
Aberdeen, NC 28315
O: 910.420.1437
F: 910.637.0096
lkcengineering.com
License No. P-1095

GENERAL NOTES

ALL GENERAL NOTES, ABBREVIATIONS, SYMBOLS, AND OTHER INFORMATION INDICATED ON THIS SHEET SHALL APPLIED TO ALL CONTRACT DOCUMENTS AND SHEETS IN THIS SET.

1. THE GENERAL CONTRACTOR SHALL FIELD VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AT THE JOB SITE. ALL ELEVATIONS SHOWN ARE IN REFERENCE TO THE BENCHMARK AND MUST BE VERIFIED BY THE GENERAL CONTRACTOR WITH THE SURVEYOR OF RECORD PRIOR TO BEGINNING CONSTRUCTION. THE BENCHMARK IS AN EIP LOCATED AT THE SOUTH-EAST PORTION OF THE PROPERTY LOCATED AT SW BROAD ST AND HAVING AN ELEVATION OF 501.58'.
2. THE VERTICAL DATUM FOR THIS SURVEY IS BASED ON NAVD 88. THE HORIZONTAL DATUM FOR THIS SURVEY IS BASED ON NAD83.
3. ALL DIMENSIONS AND ALL ELEVATIONS ARE MEASURED TO BACK OF CURB UNLESS OTHERWISE NOTED.
4. THE INTENT OF THE LIMITS OF DISTURBANCE/CONSTRUCTION (LOD/C) SHOWN ON THE DRAWINGS IS TO DEFINE THE GENERAL PROJECT AREA TO CONSTRUCT, INSTALL AND/OR MODIFY THE SITE. TYPICALLY, THE LOD/C WILL FOLLOW RIGHT-OF-WAY OR PROPERTY LINES. THE CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE REGARDING ANY QUESTIONS AS TO THE EXACT LOCATION OF THE LOD/C PRIOR TO BID AND PRIOR TO BEGINNING CONSTRUCTION. ALL ITEMS SHOWN ON THESE PLANS THAT DO NOT SPECIFICALLY STATE 'NOT-IN-CONTRACT (NIC), SHALL BE INCLUDED IN THE BID COST, INCLUDING ITEMS THAT MAY BE OUTSIDE THE PROJECT LIMITS.
5. LOCATIONS OF EXISTING UTILITY LINES HAVE BEEN TAKEN FROM UTILITY RECORDS SUPPLEMENTED BY FIELD INSPECTIONS AND SHOULD INDICATE IN GENERAL THE TYPE OF UNDERGROUND UTILITIES NOW IN SERVICE. LOCATIONS SHOWN ARE NOT GUARANTEED. DEVELOPERS AND/OR CONTRACTORS SHALL NOT ONLY MAKE SUBSURFACE INVESTIGATIONS BUT SHALL ALSO ALLOW FOR CONTINGENCIES WHICH MIGHT ARISE BY REASON OF ENCOUNTERING UNRECORDED LINES OR LINES BEING IN DIFFERENT LOCATIONS THAN INDICATED ON THESE PLANS. AT LEAST 48-HOURS PRIOR OR SOONER IF REQUIRED BY THE LOCAL MUNICIPALITY TO ANY CONSTRUCTION ACTIVITY, EXCAVATION, GRADING, OR DIGGING ON THE SITE, THE GENERAL CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES TO VERIFY AND/OR FIELD-LOCATE THEIR RESPECTIVE UTILITIES (THE NORTH CAROLINA ONE CALL CENTER – 1-800-632-4949). ALL DAMAGE INCURRED TO EXISTING UTILITY LINES DURING CONSTRUCTION SHALL BE REPAIRED AT THE GENERAL CONTRACTORS EXPENSE.
6. ALL WASTE MATERIAL TO BE BROUGHT OFF-SITE SHALL BE DISPOSED OF IN A LEGALLY PERMITTED DISPOSAL SITE.
7. ANY AND ALL PARKING STRIPES SHALL BE 4" WIDE AND SHALL BE MARKED WITH STANDARD WHITE TRAFFIC PAINT. ALL ISLANDS AND TRAFFIC ARROWS SHALL BE MARKED WITH STANDARD WHITE TRAFFIC PAINT.
8. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH ALL TOWN OF SOUTHERN PINES, MOORE COUNTY & STATE REQUIREMENTS.
9. DISTURBED AREAS NOT COVERED BY ASPHALT OR OTHER IMPERMEABLE SURFACES SHALL BE SEEDED AND STABILIZED PER SPECIFICATIONS.
10. ACCESSIBLE PARKING SPACES, ACCESS AISLES, & SIGNAGE SHALL BE PROVIDED BY THE GENERAL CONTRACTOR AND INSTALLED PER FEDERAL, STATE, AND LOCAL REQUIREMENTS UNDER THE AMERICANS WITH DISABILITIES ACT (ADA). STANDARD R7-8 RESERVED PARKING AND MAXIMUM PENALTY $250 NCGS 20.37.6 SIGNS MUST BE INSTALLED IN FRONT OF ALL ACCESSIBLE PARKING SPACES. "VAN ACCESSIBLE" SIGNS MUST BE PROVIDED IN FRONT OF THE VAN ACCESSIBLE PARKING SPACE(S).
11. ALL TRAFFIC CONTROL DEVICES, PAVEMENT MARKINGS, SIGNS, AND SIGNALS SHALL BE DESIGNED, INSTALLED AND MAINTAINED IN CONFORMANCE WITH THE STANDARDS SET FORTH IN THE NORTH CAROLINA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
12. SURVEY, BASE MAPPING, & TOPOGRAPHICAL DATA PROVIDED BY LKC ENGINEERING PLLC, JEFFREY L. GREEN, PLS, L-3972, 140 AQUASHED CT., ABERDEEN, NC 28315, TEL. 910-420-1437.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING TREE PROTECTION FENCING AROUND ALL "AT-RISK" TREES WITHIN THE VICINITY OF THE CONSTRUCTION ACTIVITY WHETHER SPECIFICALLY INDICATED ON THE PLANS OR NOT. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION OR OTHER DEVELOPMENT ACTIVITIES, AND SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT THE DURATION OF THE PROJECT UNTIL FINAL SITE INSPECTION. REFER TO CONSTRUCTION PLAN DETAIL SHEETS FOR TREE PROTECTION DETAIL(S).
14. CONTRACTOR SHALL INSTALL A RAIN GAUGE AND MAINTAIN A MONITORING LOG ACCORDING TO NCDENR REQUIREMENTS UNTIL THE AGENCY HAS RELEASED THE SITE.
15. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL ACCORDING TO NCDOT REQUIREMENTS DURING THE CONSTRUCTION OF IMPROVEMENTS IN THE RIGHT-OF-WAY.
16. CONTRACTOR SHALL PROVIDE RED-LINE PRINTS OF ALL CHANGES AND MODIFICATIONS. THIS INFORMATION SHALL BE PROVIDED TO THE DESIGNER OF RECORD AT THE TIME OF SUBSTANTIAL COMPLETION.
17. CONTRACTOR SHALL INSTALL 6-FT HIGH TEMPORARY CHAIN LINK CONSTRUCTION FENCING OR APPROVED ALTERNATIVE IN ALL AREAS WHERE DIRECT ACCESS TO CONSTRUCTION ACTIVITY IS POSSIBLE, AND SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR SHALL COORDINATE WITH THE OWNER REGARDING THE LOCATION OF THE CONSTRUCTION FENCE AND PEDESTRIAN TRAFFIC CONTROL DURING CONSTRUCTION. ALL FENCING SHALL BE INCLUDED IN THE BID COST WHETHER SPECIFICALLY INDICATED OR NOT.
18. FINAL INSPECTION AND APPROVAL SHALL BE MADE PRIOR TO CERTIFICATE OF OCCUPANCY BEING ISSUED.
19. CONTRACTOR SHALL MAINTAIN A COPY OF THE LOCAL AUTHORITY'S APPROVED PLANS ALONG WITH ANY PERMIT LETTERS THAT HAVE BEEN MARKED "APPROVED" OR "APPROVED AS CORRECTED" ON SITE DURING CONSTRUCTION.

LEGEND / KEY

NAME:	EXISTING	NEW
ASPHALT PAVEMENT		
CABLE TV	CA	
CENTERLINE		
CURB & GUTTER		
CONCRETE		
CONTOUR MAJOR	100	100
CONTOUR MINOR	99	99
EASEMENT		
FENCE	X	X
FIBER OPTIC	FO	
FORCE MAIN	FM	FM
GAS LINE	G	
GAS VALVE	GV	
LIMITS OF DIST/CONST		LOD/C
LIGHT POLE		
OVERHEAD ELECTRIC	OE	
POWER POLE		
PROPERTY LINE		
PROPERTY LINE - ADJ		
RAILROAD		
RIGHT-OF-WAY (ROW)	R/W	R/W
SANITARY SEWER LINE	SS	
SANITARY SEWER MH	S	S
SANITARY SEWER CO		
SPOT EL. GS	+100.00	100.00
SPOT EL. TOC	+100.00	TOC 100.00
SPOT EL. TOW	+100.00	TOW 100.00
STORM DRAIN LINE	SD	
STORM DRAIN FES	SD	
STORM DRAIN MH		
STORM DRAIN CI		
STORM DRAIN GI		
STORM DRAIN YI		
TELEPHONE LINE	T	
TELEPHONE PEDESTAL	T	
UNDERGROUND ELEC.	UE	
UTILITY POLE		
WATER LINE	W	W
WATER VALVE	WV	WV
FIRE HYDRANT		
WATER METER	W	
WATER LINE BACKFLOW		
WATER LINE REDUCER		

EROSION CONTROL:	NEW
TEMP. CONST ENT.	
TEMP. SILT FENCE	SF
TEMP. DIVERSION	TD
TEMP. INLET PROTECT.	
TEMP. ROCK PIPE INLET PROTECTION	
RIPRAP DISSIPATOR	
TEMP. SILT FENCE OUTLET	
TEMP. SKIMMER BASIN WITH BAFFLES	
FAIRCLOTH SKIMMER	
TEMP. SEDIMENT TRAP WITH BAFFLES	
TEMP. SLOPE DRAIN	
TREE PROTECTION	TP TP
ROLLED EROSION CONTROL MATTING	

ABBREVIATIONS

ABBREVIATION:	DESCRIPTION:	ABBREVIATION:	DESCRIPTION:
A/C	AIR CONDITIONING	NIC	NOT IN CONTRACT
ADJ	ADJACENT	NTS	NOT TO SCALE
AL	AREA LIGHT		
APROX	APPROXIMATE	O.C.	ON CENTER
ASSM	ASSEMBLY	OHE	OVERHEAD ELECTRIC
ASPH	ASPHALT		
		PC	POINT OF CURVATURE
BLDG	BUILDING	PI	POINT OF INTERSECTION
B.O.	BLOW-OFF	PIV	POST INDICATION VALVE
BOC	BACK OF CURB	PP	POWER POLE
BOW	BOTTOM OF WALL	PT	POINT OF TANGENCY
BX	BOX	PVC	POLYVINYL CHLORIDE
		PVMT	PAVEMENT
CB	CATCH BASIN		
C.F.	CUBIC FOOT	R	RADIUS
CI	CURB INLET	R.J.	RESTRAINED JOINT
CL	CENTER LINE	R/W, ROW	RIGHT OF WAY
CONC	CONCRETE	RCP	REINFORCED CONCRETE PIPE
CONST	CONSTRUCTION	RDCO	ROOF DRAIN CLEAN OUT
CY	CUBIC YARD	REQD	REQUIRED
		RQMT	REQUIREMENT
DB	DRAINAGE BASIN	RT	RIGHT
DEMO	DEMOLISH (DEMOLITION)	RWM	RIGHT OF WAY MONUMENT
DP	DEEP		
DI	DUCTILE IRON	SCH	SCHEDULE
D.I.P.	DUCTILE IRON PIPE	SD	STORM DRAIN
DIA	DIAMETER	SDCO	STORM DRAIN CLEAN OUT
DIM	DIMENSION	SDMH	STORM DRAIN MANHOLE
DWG	DRAWING	SED	SEDIMENT
		SF	SQUARE FOOT
ECM	EXISTING CONCRETE MONUMENT	SPEC	SPECIFICATION
EIP	EXISTING IRON PIPE	SQ	SQUARE
EIS	EXISTING IRON STAKE	SS	SANITARY SEWER
ELEC	ELECTRIC	SSCO	SANITARY SEWER CLEAN OUT
ELEV	ELEVATION	SSMH	SANITARY SEWER MANHOLE
ELMH	ELECTRICAL MANHOLE	STA	STATION
ENCL	ENCLOSURE	SY	SQUARE YARD
EOC	EDGE OF CONCRETE		
EOP	EDGE OF PAVEMENT	TBM	TEMPORARY BENCHMARK
EQPT	EQUIPMENT	TEL	TELEPHONE
ESMT	EASEMENT	TEMP	TEMPORARY
EX	EXISTING	THK	THICK
		TOC, T/C	TOP OF CURB
FES	FLARED END SECTION	TOW	TOP OF WALL
FFE	FINISH FLOOR ELEVATION	TP	TELEPHONE POLE
FH	FIRE HYDRANT	TPED	TELEPHONE PEDESTAL
FNC	FENCE	TS&V	TAPPING SADDLE & VALVE
FO	FIBER OPTIC	TYP	TYPICAL
FOC	FACE OF CURB		
FT	FOOT	UGE	UNDERGROUND ELECTRIC
		UTIL	UTILITY
G.V.	GATE VALVE		
GALV	GALVANIZE		
GND	GROUND		
GRAV	GRAVEL		
HDPE	HIGH DENSITY POLYETHYLENE		
L	LENGTH		
LF	LINEAR FOOT		
LFT	LEFT		
MAX	MAXIMUM		
MIN	MINIMUM		
MISC	MISCELLANEOUS		
M.J.	MECHANICAL JOINT		

REVISIONS			
SYM.	DESCRIPTION	DATE	BY

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 043255 PHILIP A. PICHE

LKC Engineering, pllc
140 Aqua Shed Court
Aberdeen, NC 28315
O: 910.420.1437
F: 910.637.0096
lkcengineering.com
License No. P-1095

Engineering
Landscape Architecture
Surveying

LKC

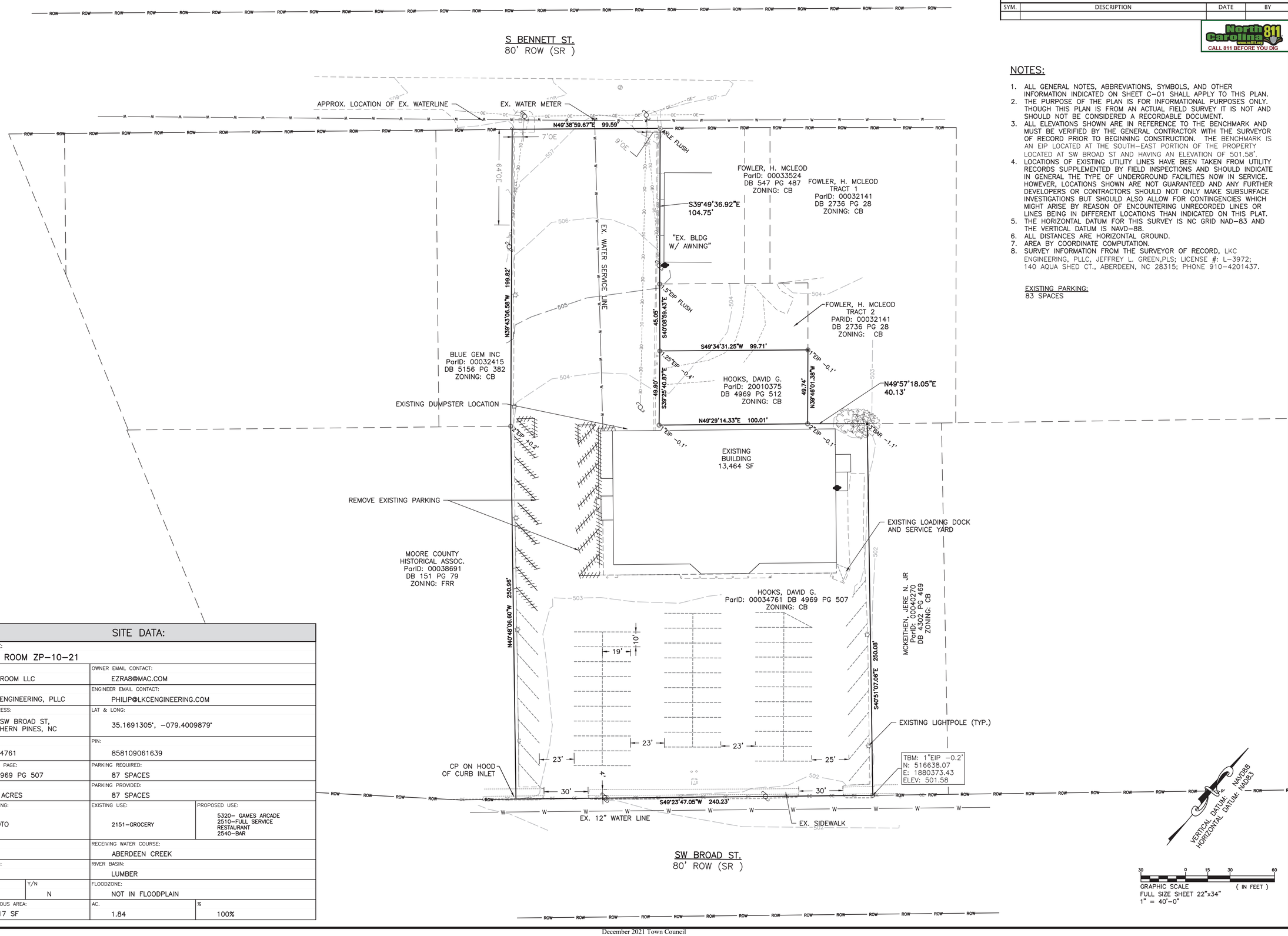
GENERAL NOTES AND LEGEND

REC ROOM

Southern Pines, North Carolina

DATE: JULY, 2021
DESIGNED: WLS
DRAWN: MFL
CHECKED: PAP
NO.
C-01

File: L:\RecRoom-21-01\800 - Drawings\810 Design Drawings\02 Civil\RecRoom-21.01 C01 LEGEND.dwg, By: Morgan, Plotted: Mon Aug 23, 2021 at 4:06pm



REVISIONS			
SYM.	DESCRIPTION	DATE	BY

North Carolina 811 www.nc811.org CALL 811 BEFORE YOU DIG

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 043255 PHILIP A. PICHE 8-23-21

NOTES:

1. ALL GENERAL NOTES, ABBREVIATIONS, SYMBOLS, AND OTHER INFORMATION INDICATED ON SHEET C-01 SHALL APPLY TO THIS PLAN.
2. THE PURPOSE OF THE PLAN IS FOR INFORMATIONAL PURPOSES ONLY. THOUGH THIS PLAN IS FROM AN ACTUAL FIELD SURVEY IT IS NOT AND SHOULD NOT BE CONSIDERED A RECORDABLE DOCUMENT.
3. ALL ELEVATIONS SHOWN ARE IN REFERENCE TO THE BENCHMARK AND MUST BE VERIFIED BY THE GENERAL CONTRACTOR WITH THE SURVEYOR OF RECORD PRIOR TO BEGINNING CONSTRUCTION. THE BENCHMARK IS AN EIP LOCATED AT THE SOUTH-EAST PORTION OF THE PROPERTY LOCATED AT SW BROAD ST AND HAVING AN ELEVATION OF 501.58'.
4. LOCATIONS OF EXISTING UTILITY LINES HAVE BEEN TAKEN FROM UTILITY RECORDS SUPPLEMENTED BY FIELD INSPECTIONS AND SHOULD INDICATE IN GENERAL THE TYPE OF UNDERGROUND FACILITIES NOW IN SERVICE. HOWEVER, LOCATIONS SHOWN ARE NOT GUARANTEED AND ANY FURTHER DEVELOPERS OR CONTRACTORS SHOULD NOT ONLY MAKE SUBSURFACE INVESTIGATIONS BUT SHOULD ALSO ALLOW FOR CONTINGENCIES WHICH MIGHT ARISE BY REASON OF ENCOUNTERING UNRECORDED LINES OR LINES BEING IN DIFFERENT LOCATIONS THAN INDICATED ON THIS PLAT.
5. THE HORIZONTAL DATUM FOR THIS SURVEY IS NC GRID NAD-83 AND THE VERTICAL DATUM IS NAVD-88.
6. ALL DISTANCES ARE HORIZONTAL GROUND.
7. AREA BY COORDINATE COMPUTATION.
8. SURVEY INFORMATION FROM THE SURVEYOR OF RECORD, LKC ENGINEERING, PLLC, JEFFREY L. GREEN,PLS; LICENSE #: L-3972; 140 AQUA SHED CT., ABERDEEN, NC 28315; PHONE 910-4201437.

EXISTING PARKING:
83 SPACES

SITE DATA:

PROJECT NAME: REC ROOM ZP-10-21		
OWNER: REC ROOM LLC	OWNER EMAIL CONTACT: EZRA8@MAC.COM	
ENGINEER: LKC ENGINEERING, PLLC	ENGINEER EMAIL CONTACT: PHILIP@LKCENGINEERING.COM	
PROJECT ADDRESS: 750 SW BROAD ST, SOUTHERN PINES, NC	LAT & LONG: 35.1691305°, -079.4009879°	
PARCEL ID#: 00034761	PIN: 858109061639	
DEED BOOK & PAGE: DB 4969 PG 507	PARKING REQUIRED: 87 SPACES	
LOT SIZE: 1.84 ACRES	PARKING PROVIDED: 87 SPACES	
CURRENT ZONING: CB/DTO	EXISTING USE: 2151-GROCERY	PROPOSED USE: 5320- GAMES ARCADE 2510-FULL SERVICE RESTAURANT 2540-BAR
WATERSHED: N/A	RECEIVING WATER COURSE: ABERDEEN CREEK	
STREAM CLASS: C	RIVER BASIN: LUMBER	
HQW: Y/N N	FLOODZONE: NOT IN FLOODPLAIN	
TOTAL IMPERVIOUS AREA: 80,117 SF	AC. 1.84	% 100%

GRAPHIC SCALE
FULL SIZE SHEET 22"x34"
1" = 40'-0"
30 0 15 30 60 (IN FEET)

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Aberdeen, NC 28315
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EXISTING TOPOGRAPHIC
SURVEY AND DEMOLITION PLAN

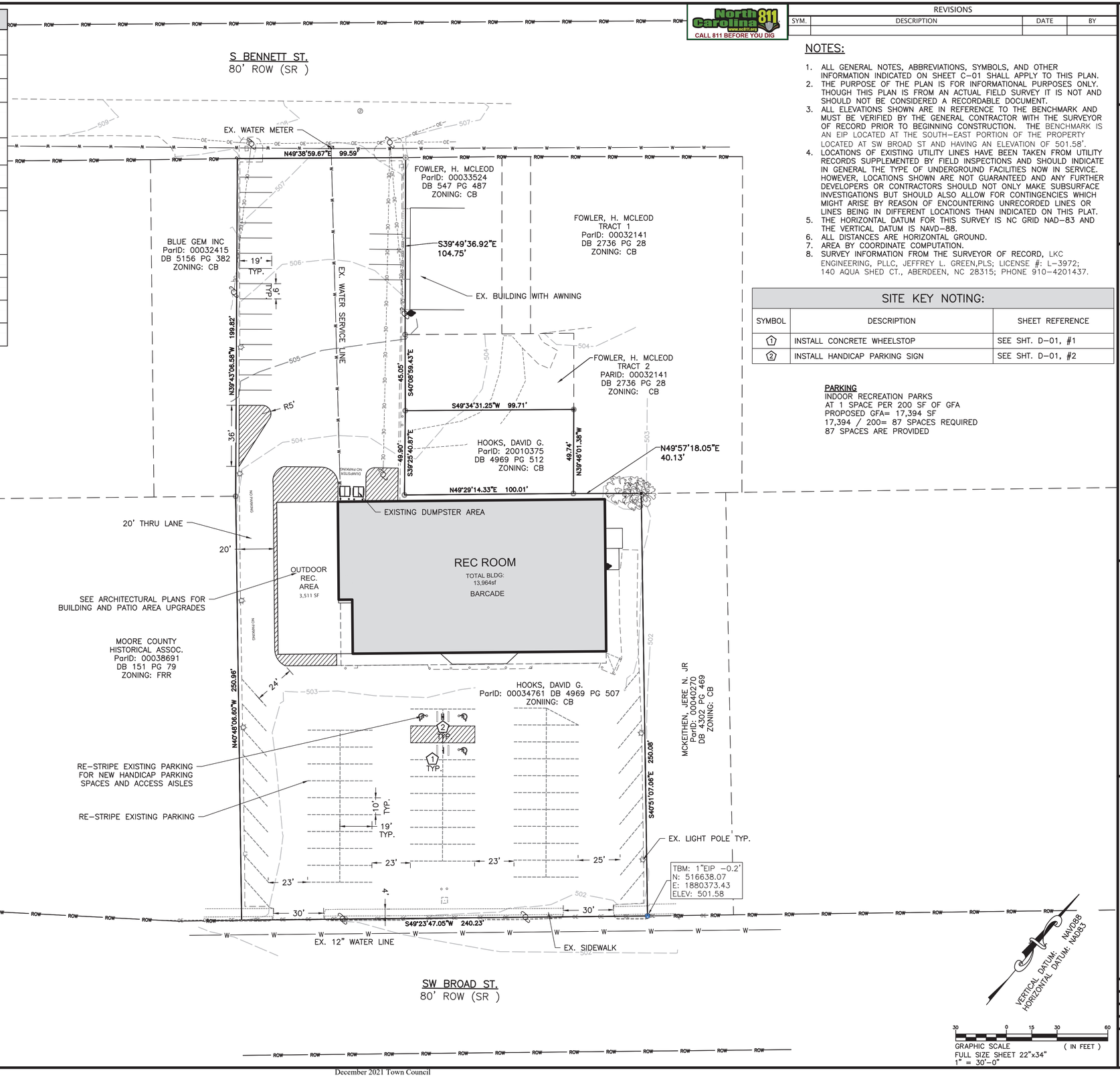
REC ROOM
Southern Pines, North Carolina

DATE: AUGUST, 2021
DESIGNED: WLS
DRAWN: MFL
CHECKED: PAP
NO. C-02

File: L:\RecRoom-21-01\800 - Drawings\810 Design Drawings\02 Civil\RecRoom-21-01 C02 EX. SURVEY.dwg, By: Morgan, Plotted: Mon Aug 23, 2021 at 4:06pm

SITE DATA:

PROJECT NAME: REC ROOM ZP–10–21		
OWNER: REC ROOM LLC	OWNER EMAIL CONTACT: EZRA8@MAC.COM	
ENGINEER: LKC ENGINEERING, PLLC	ENGINEER EMAIL CONTACT: PHILIP@LKCENGINEERING.COM	
PROJECT ADDRESS: 750 SW BROAD ST, SOUTHERN PINES, NC	LAT & LONG: 35.1691305°, –079.4009879°	
PARCEL ID#: 00034761	PIN: 858109061639	
DEED BOOK & PAGE: DB 4969 PG 507	PARKING REQUIRED: 87 SPACES	
LOT SIZE: 1.84 ACRES	PARKING PROVIDED: 87 SPACES	
CURRENT ZONING: CB/DTO	EXISTING USE: 2151–GROCERY	PROPOSED USE: 5320– GAMES ARCADE 2510–FULL SERVICE RESTAURANT 2540–BAR
WATERSHED: N/A	RECEIVING WATER COURSE: ABERDEEN CREEK	
STREAM CLASS: C	RIVER BASIN: LUMBER	
HQW: Y/N N	FLOODZONE: NOT IN FLOODPLAIN	
TOTAL IMPERVIOUS AREA: 80,117 SF	AC. 1.84	% 100%



REVISIONS			
SYM.	DESCRIPTION	DATE	BY

CALL 811 BEFORE YOU DIG

NOTES:

1. ALL GENERAL NOTES, ABBREVIATIONS, SYMBOLS, AND OTHER INFORMATION INDICATED ON SHEET C–01 SHALL APPLY TO THIS PLAN.
2. THE PURPOSE OF THE PLAN IS FOR INFORMATIONAL PURPOSES ONLY. THOUGH THIS PLAN IS FROM AN ACTUAL FIELD SURVEY IT IS NOT AND SHOULD NOT BE CONSIDERED A RECORDABLE DOCUMENT.
3. ALL ELEVATIONS SHOWN ARE IN REFERENCE TO THE BENCHMARK AND MUST BE VERIFIED BY THE GENERAL CONTRACTOR WITH THE SURVEYOR OF RECORD PRIOR TO BEGINNING CONSTRUCTION. THE BENCHMARK IS AN EIP LOCATED AT THE SOUTH–EAST PORTION OF THE PROPERTY LOCATED AT SW BROAD ST AND HAVING AN ELEVATION OF 501.58'.
4. LOCATIONS OF EXISTING UTILITY LINES HAVE BEEN TAKEN FROM UTILITY RECORDS SUPPLEMENTED BY FIELD INSPECTIONS AND SHOULD INDICATE IN GENERAL THE TYPE OF UNDERGROUND FACILITIES NOW IN SERVICE. HOWEVER, LOCATIONS SHOWN ARE NOT GUARANTEED AND ANY FURTHER DEVELOPERS OR CONTRACTORS SHOULD NOT ONLY MAKE SUBSURFACE INVESTIGATIONS BUT SHOULD ALSO ALLOW FOR CONTINGENCIES WHICH MIGHT ARISE BY REASON OF ENCOUNTERING UNRECORDED LINES OR LINES BEING IN DIFFERENT LOCATIONS THAN INDICATED ON THIS PLAT.
5. THE HORIZONTAL DATUM FOR THIS SURVEY IS NC GRID NAD–83 AND THE VERTICAL DATUM IS NAVD–88.
6. ALL DISTANCES ARE HORIZONTAL GROUND.
7. AREA BY COORDINATE COMPUTATION.
8. SURVEY INFORMATION FROM THE SURVEYOR OF RECORD, LKC ENGINEERING, PLLC, JEFFREY L. GREEN,PLS; LICENSE #: L–3972; 140 AQUA SHED CT., ABERDEEN, NC 28315; PHONE 910–4201437.

SITE KEY NOTING:

SYMBOL	DESCRIPTION	SHEET REFERENCE
1	INSTALL CONCRETE WHEELSTOP	SEE SHT. D–01, #1
2	INSTALL HANDICAP PARKING SIGN	SEE SHT. D–01, #2

PARKING
INDOOR RECREATION PARKS
AT 1 SPACE PER 200 SF OF GFA
PROPOSED GFA= 17,394 SF
17,394 / 200= 87 SPACES REQUIRED
87 SPACES ARE PROVIDED

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SITE LAYOUT PLAN

REC ROOM
Southern Pines, North Carolina

DATE: AUGUST, 2021
DESIGNED: WLS
DRAWN: MFL
CHECKED: PAP
NO. C-03

File: L:\Rec Room–21–01\800 – Drawings\810 Design Drawings\02 Civil\Rec Room–21.01 C03 SITE LAYOUT.dwg, By: Morgan, Plotted: Mon Aug 23, 2021 at 4:07pm

UTILITY KEY NOTING:		
SYMBOL	DESCRIPTION	SHEET REFERENCE
1	INSTALL GATE VALVE	SEE SHT. D-02, TOSP W1
2	INSTALL FDC ASSEMBLY	SEE SHT. D-02, TOSP W6
3	UTILITY CUT PAVEMENT REPAIR	SEE SHT. D-02, TOSP R6
4	INSTALL FIRE HYDRANT ASSEMBLY	SEE SHT. D-02, TOSP W5
5	INSTALL BACKFLOW PREVENTION ASSEMBLY	SEE SHT. D-02, TOSP W11

GENERAL NOTES:

1. ALL GENERAL NOTES, ABBREVIATIONS, SYMBOLS, AND OTHER INFORMATION INDICATED ON THE GENERAL NOTES, LEGEND AND ABBREVIATIONS SHEET, SHEET C-01 SHALL APPLY TO THIS PLAN.
2. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH ALL TOWN OF SOUTHERN PINES STANDARDS AND SPECIFICATIONS.

FIRE HYDRANT PIPING:

PIPING FOR THE FIRE HYDRANT ASSEMBLIES SHALL BE DUCTILE IRON PIPE.

SITE DATA:		
PROJECT NAME: REC ROOM ZP-10-21		
OWNER: REC ROOM LLC	OWNER EMAIL CONTACT: EZRA8@MAC.COM	
ENGINEER: LKC ENGINEERING, PLLC	ENGINEER EMAIL CONTACT: PHILIP@LKCENGINEERING.COM	
PROJECT ADDRESS: 750 SW BROAD ST, SOUTHERN PINES, NC	LAT & LONG: 35.1691305°, -079.4009879°	
PARCEL ID#: 00034761	PIN: 858109061639	
DEED BOOK & PAGE: DB 4969 PG 507	PARKING REQUIRED: 87 SPACES	
LOT SIZE: 1.84 ACRES	PARKING PROVIDED: 87 SPACES	
CURRENT ZONING: CB/DTO	EXISTING USE: 2151-GROCERY	PROPOSED USE: 5320- GAMES ARCADE 2510-FULL SERVICE RESTAURANT 2540-BAR
WATERSHED: N/A	RECEIVING WATER COURSE: ABERDEEN CREEK	
STREAM CLASS: C	RIVER BASIN: LUMBER	
HQW: Y/N N	FLOODZONE: NOT IN FLOODPLAIN	
TOTAL IMPERVIOUS AREA: 80,117 SF	AC. 1.84	% 100%

S BENNETT ST.
80' ROW (SR)

SW BROAD ST.
80' ROW (SR)

APPROX. LOCATION OF EX. WATERLINE
EX. WATER METER
N49°38'59.67"E 99.59'
FOWLER, H. MCLEOD
ParID: 00033524
DB 547 PG 487
ZONING: CB
FOWLER, H. MCLEOD
TRACT 1
ParID: 00032141
DB 2736 PG 28
ZONING: CB
S39°49'36.92"E
104.75'
FOWLER, H. MCLEOD
TRACT 2
PARID: 00032141
DB 2736 PG 28
ZONING: CB
EX. WATER SERVICE LINE
N39°43'06.58"W 199.82'
S40°08'59.43"E 45.05'
S49°34'31.25"W 99.71'
BLUE GEM INC
ParID: 00032415
DB 5156 PG 382
ZONING: CB
HOOKS, DAVID G.
ParID: 20010375
DB 4969 PG 512
ZONING: CB
S39°25'40.87"E 49.90'
N39°46'01.38"W 49.74'
N49°29'14.33"E 100.01'
N49°57'18.05"E
40.13'
UNDERSTEIN NO PARKING
NO PARKING
REC ROOM
TOTAL BLDG:
13,964sf
BARCADE
OUTDOOR REC. AREA
3,511 SF
MOORE COUNTY HISTORICAL ASSOC.
ParID: 00038691
DB 151 PG 79
ZONING: FRR
N40°48'06.60"W 250.96'
HOOKS, DAVID G.
ParID: 00034761 DB 4969 PG 507
ZONIING: CB
MCKEITHEN, JERE N. JR
ParID: 00040270
DB 4302 PG 469
ZONING: CB
S40°51'07.06"E 250.08'
4" DIP - FDC WATERLINE
6" DIP - FIRE LINE IN
EX. LIGHT POLE TYP.
TBM: 1"EIP -0.2'
N: 516638.07
E: 1880373.43
ELEV: 501.58
S49°23'47.05"W 240.23'
EX. 12" WATER LINE
EX. SIDEWALK
1-6" GATE VALVE
1-12"X6" CUT IN TEE
2-12" GATE VALVE
VERTICAL DATUM: NAVD88
HORIZONTAL DATUM: NAD83
GRAPHIC SCALE (IN FEET)
FULL SIZE SHEET 22"x34"
1" = 30'-0"

UTILITY NOTES:

1. ALL WATER AND SEWER CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE TOWN OF SOUTHERN PINES STANDARDS AND SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE CONSTRUCTION INSPECTOR AT LEAST 48 HOURS PRIOR TO START OF CONSTRUCTION AT 910-692-1983. THE CONTRACTOR SHALL ALSO CONTACT THE CONSTRUCTION INSPECTOR BEFORE RESTARTING WORK AFTER WORK HAS STOPPED.
2. CONTRACTOR SHALL IMMEDIATELY CONTACT THE TOWN IF THERE IS A CONFLICT BETWEEN THESES PLANS AND THE PUBLISHED STANDARDS OF THE TOWN. APPROVAL OF THESE PLANS DOES NOT CONSTITUTE ANY WAIVER FROM THE TOWN STANDARDS.
3. ALL FIRE HYDRANTS THAT ARE INSTALLED, THAT ARE NOT YET OPERATIONAL, SHALL BE BAGGED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FURNISH AND INSTALL THE REQUIRED MATERIALS AT THEIR COST.
4. THE CONTRACTOR SHALL NOT TAP OR OTHERWISE PENETRATE EXISTING WATER OR SEWER MAIN LINES WITHOUT PRIOR APPROVAL FROM NCDEQ PUBLIC WATER SUPPLY SECTION AND THE TOWN. THE CONTRACTOR IS RESPONSIBLE TO AVOID SPILLAGE OF RAW SEWAGE. THE CONTRACTOR SHALL PROVIDE ALL SEWER PLUGGING AND PUMPING PUMPING EQUIPMENT NECESSARY TO AVOID SPILLAGE. VIOLATIONS ARE SUBJECT TO FINES AND PENALTIES AND WILL BE ENFORCED TO THE FULL EXTENT OF THE LAW.
5. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS IN ACCORDANCE WITH NCDOT STANDARD SPECIFICATIONS LATEST EDITION AND TOWN REQUIREMENTS.
6. WATER AND SEWER MAIN CONSTRUCTION SHALL NOT COMMENCE UNTIL INVOLVED ROADWAYS, STORM DRAINS, AND UTILITY EASEMENTS HAVE BEEN GRADED AND CONTOURED TO APPROXIMATELY FINAL GRADE. PROPERTY CORNERS OF ALL LOTS ARE REQUIRED TO BE STAKED BY A LICENSED SURVEYOR PRIOR TO INSTALLING WATER AND SEWER SERVICE CONNECTIONS.
7. ONLY THE AMOUNT OF TRENCH THAT CAN BE OPENED, WORKED IN AND THEN STABILIZED IN A WORK DAY SHALL BE DONE SO. IF STABILIZATION DOES NOT OCCUR AT THE END OF THE WORK DAY, THEN APPROPRIATE EROSION, SEDIMENT, AND SAFETY CONTROLS SHALL BE INSTALLED.
8. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO START OF CONSTRUCTION. MATERIALS SUBMITTAL SHALL BE DELIVERED AND APPROVED BY THE TOWN OF SOUTHERN PINES FOR WATER AND SEWER CONSTRUCTION PRIOR TO START OF WORK.
9. ALL PIPES SHALL BE CLEANED BEFORE THEY ARE LAID AND SHALL BE KEPT CLEAN UNTIL ACCEPTANCE OF THE COMPLETED WORK BY THE TOWN. OPEN ENDS OF PIPES SHALL BE FITTED WITH WATER TIGHT DEVICES TO PREVENT ENTRANCE OF FOREIGN MATTER WHEN PIPE-LAYING OPERATIONS ARE INTERRUPTED.
10. ALL PUBLIC SANITARY SEWER MAINS SHALL BE INSTALLED IN DEDICATED STREET RIGHT-OF-WAY OR IN DEDICATED UTILITY EASEMENTS. MAINS INSTALLED IN TOWN RIGHT-OF-WAY SHALL BE LOCATED IN THE CENTER OF PAVEMENT.
11. BEFORE THE SYSTEM MAY BE PUT INTO SERVICE, THE TOWN WILL REQUIRE THE AS-BUILT INFORMATION FOR WATER, SEWER, AND STORM DRAINAGE: CONTACT TOSP GIS FOR DEPARTMENT REQUIREMENTS.
12. ALL UTILITY LINES SHALL HAVE TRACER WIRE.
13. CONTRACTOR IS RESPONSIBLE FOR PROVIDING TESTING DATA THAT PROVES FIRE FLOW MEETS INITIAL DESIGN REQUIREMENTS.
14. FIRE LINE BACKFLOW SHALL BE LOCATED INSIDE OF THE BUILDING

REVISIONS			
SYM.	DESCRIPTION	DATE	BY

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License No. P-1095

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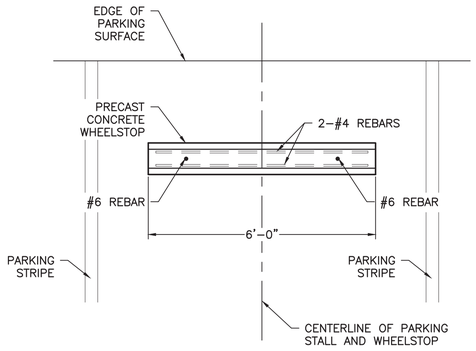
UTILITY PLAN

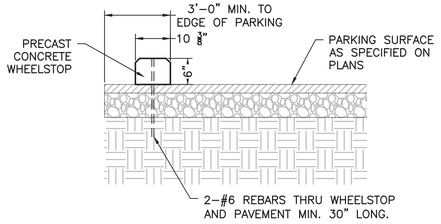
REC ROOM
Southern Pines, North Carolina

DATE: AUGUST, 2021
DESIGNED: WLS
DRAWN: MFL
CHECKED: PAP
NO. C-04

File: L:\RecRoom-21-01\800 - Drawings\810 Design Drawings\02 Civil\RecRoom-21.01 C04 UTILITY.dwg, By: Morgan, Plotted: Mon Aug 23, 2021 at 4:07pm

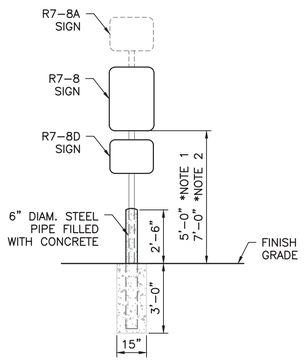


PLAN VIEW



SECTION VIEW

1 CONCRETE WHEELSTOP
NOT TO SCALE



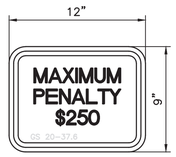
NOTE:

CONSTRUCTION AND INSTALLATION OF SIGNS AND POST SHALL COMPLY WITH GENERAL STATUTE 20-37.6

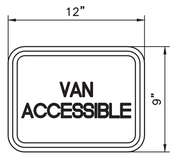


R7-8

SIGN APPROVED FOR USE UNDER GENERAL STATUTE 20-37.6



R7-8D



R7-8A

COLORS:

LEGEND AND BORDER – GREEN
WITH WHITE SYMBOL ON BLUE BACKGROUND
BACKGROUND – WHITE

*NOTE 1 – PEDESTRIAN PATH DOES NOT PASS UNDER OR AROUND SIGN
*NOTE 2 – PEDESTRIAN PATH GOES BY, UNDER OR AROUND SIGN

3 HANDICAP PARKING SIGN
NOT TO SCALE

REVISIONS			
SYM.	DESCRIPTION	DATE	BY

NORTH CAROLINA PROFESSIONAL SEAL 043255 ENGINEER PHILIP A. PICERNO 8-23-21

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License No. P-1095

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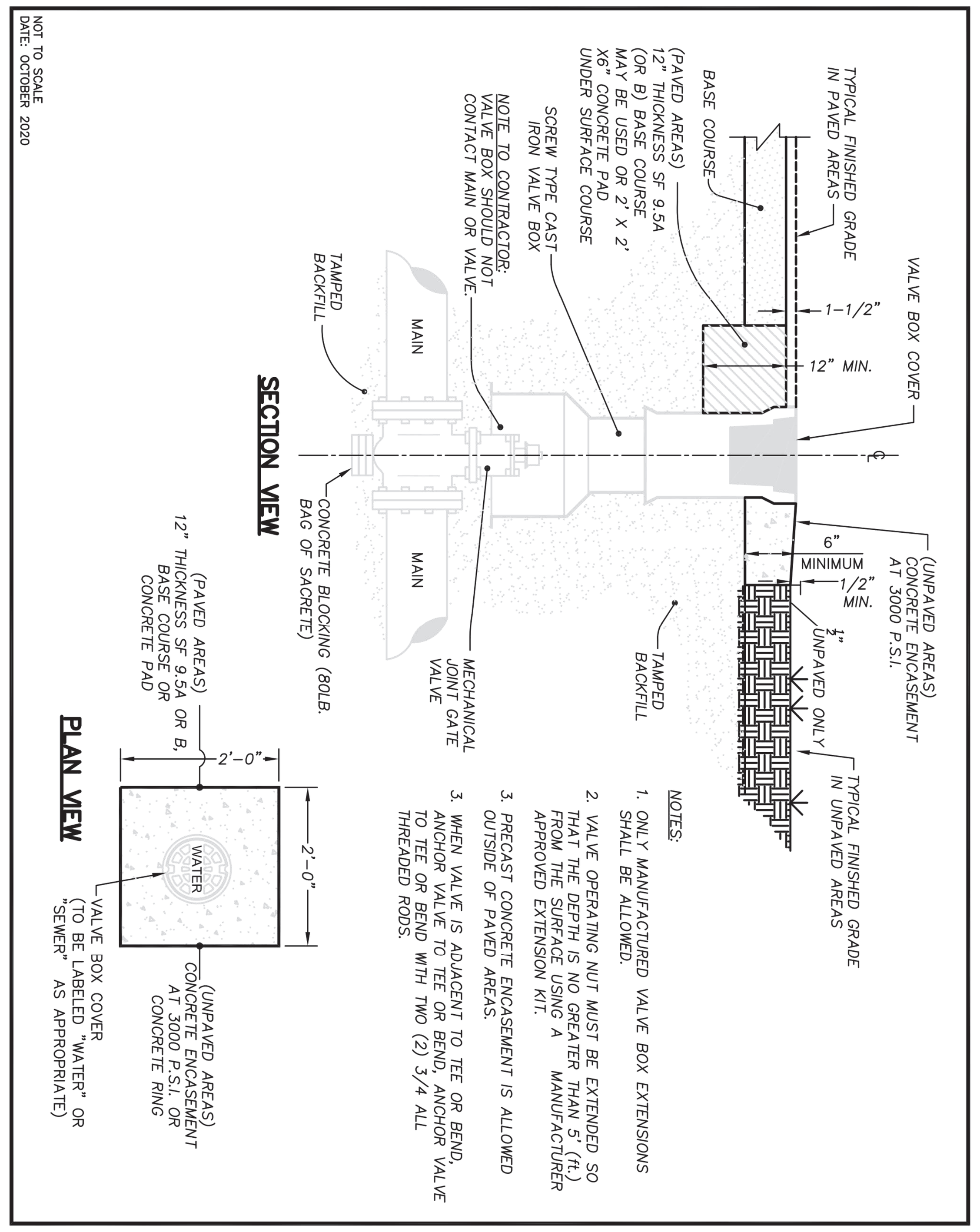
SITE DETAILS

REC ROOM

Southern Pines, North Carolina

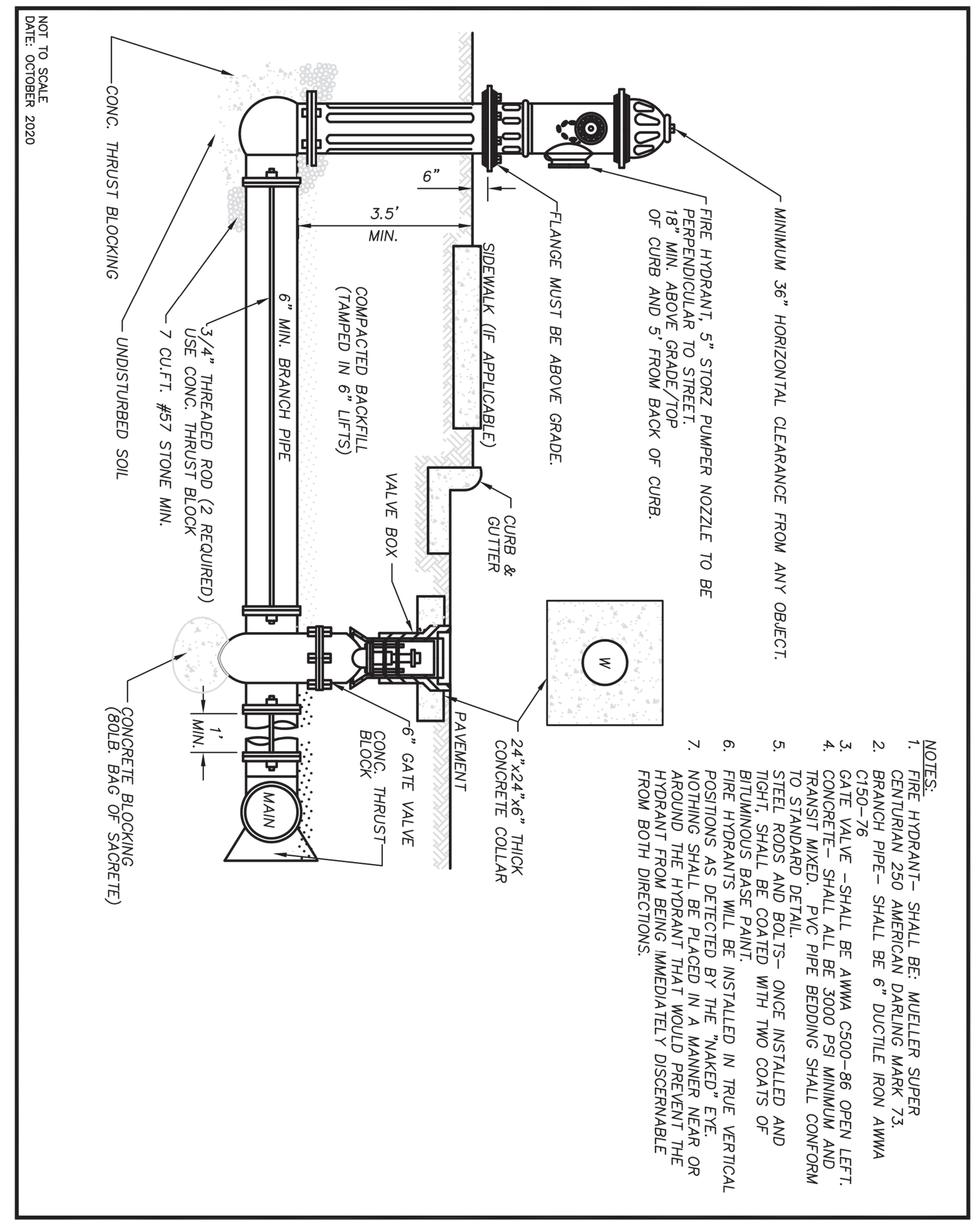
DATE: AUGUST, 2021
DESIGNED: WLS
DRAWN: MFL
CHECKED: PAP
NO.
D-01

File: L:\RecRoom-21-01\800 - Drawings\810 Design Drawings\02 Civil\RecRoom-21.01 D01 DETAILS.dwg, By: Morgan, Plotted: Mon Aug 23, 2021 at 4:07pm



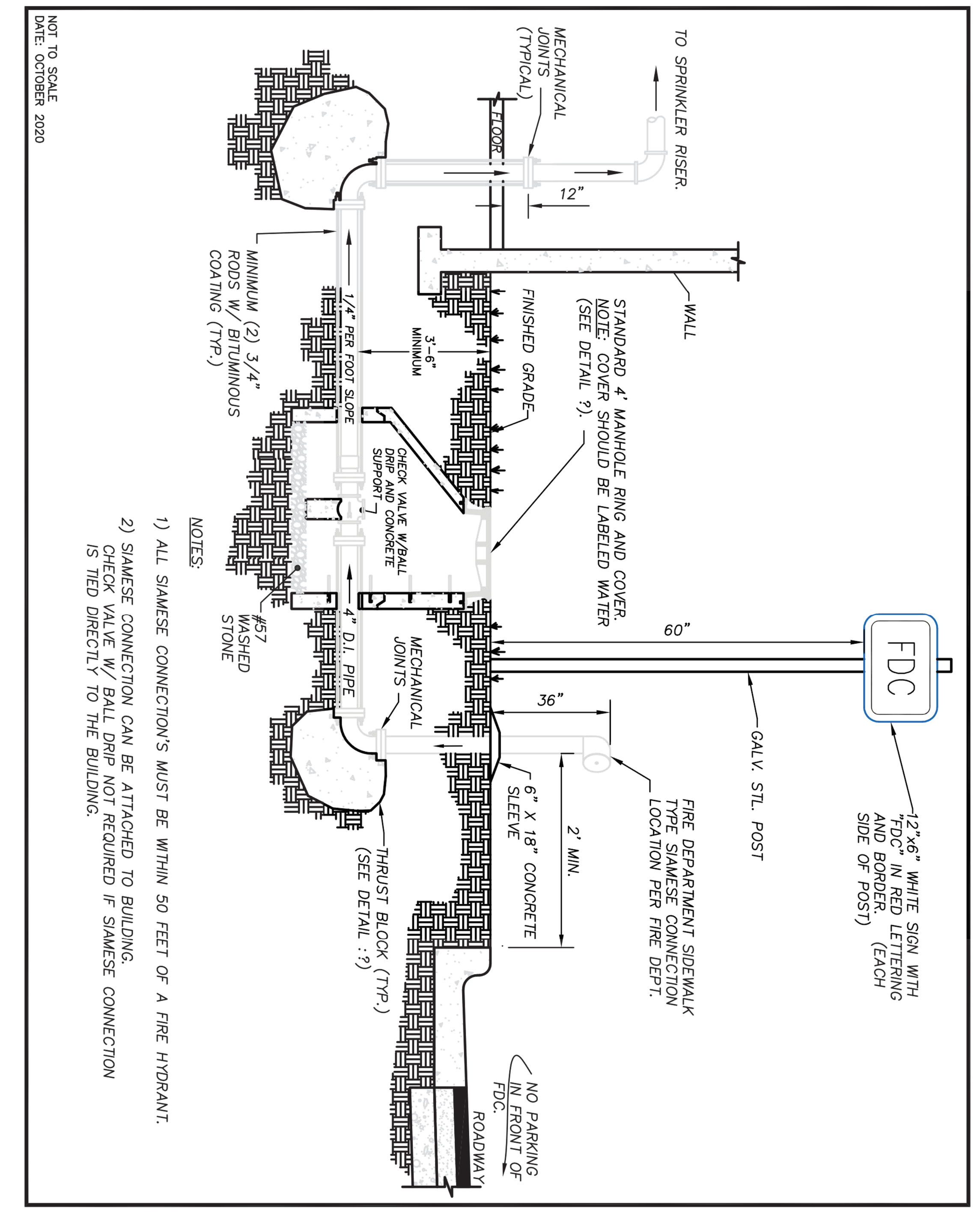
W1	GATE VALVE ASSEMBLY	TOWN OF SOUTHERN PINES

1



W5	FIRE HYDRANT ASSEMBLY	TOWN OF SOUTHERN PINES

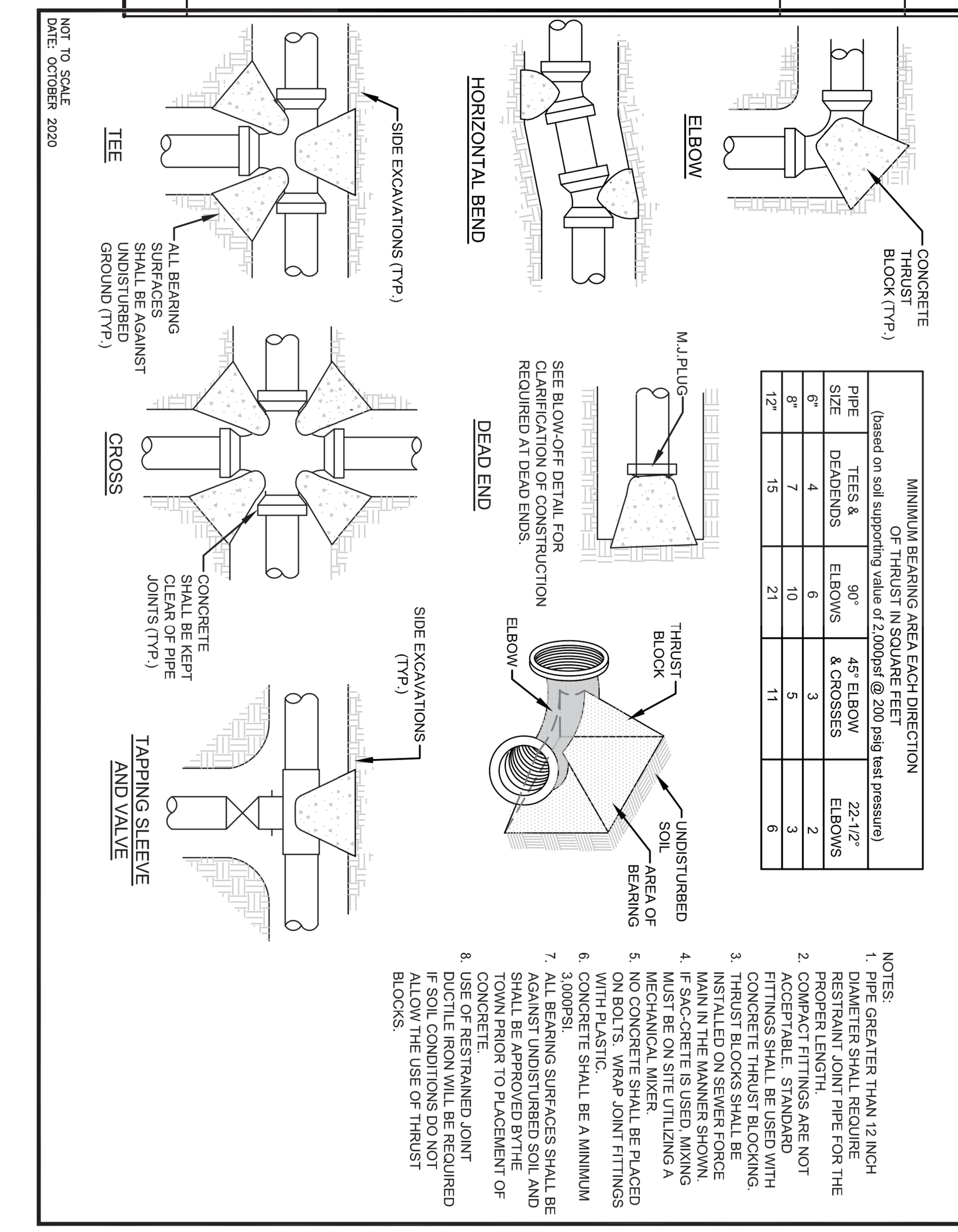
2



W6	FDC ASSEMBLY DETAIL	TOWN OF SOUTHERN PINES

3

REVISIONS			
SYM.	DESCRIPTION	DATE	BY



MINIMUM BEARING AREA EACH DIRECTION OF THRUST IN SQUARE FEET (based on soil supporting value of 2,000psf @ 200 psig test pressure)

PIPE SIZE	TEES & DEADENDS	90° ELBOWS	45° ELBOW & CROSSES	22-1/2° ELBOWS
6"	4	6	3	2
8"	7	10	5	3
12"	15	21	11	6

NOTES:
1. PIPE GREATER THAN 12 INCH DIAMETER SHALL REQUIRE RESTRAINT JOINT PIPE FOR THE PROPER LENGTH.
2. COMPACT FITTINGS ARE NOT ACCEPTABLE. STANDARD FITTINGS SHALL BE USED WITH CONCRETE THRUST BLOCKING.
3. THRUST BLOCKS SHALL BE INSTALLED ON SEWER FORCE MAIN IN THE MANNER SHOWN.
4. IF SAC-CRETE IS USED, MIXING MUST BE ON SITE UTILIZING A MECHANICAL MIXER.
5. NO CONCRETE SHALL BE PLACED ON BOLTS. WRAP JOINT FITTINGS WITH PLASTIC.
6. CONCRETE SHALL BE A MINIMUM 3,000PSI.
7. ALL BEARING SURFACES SHALL BE AGAINST UNDISTURBED SOIL AND SHALL BE APPROVED BYTHE TOWN PRIOR TO PLACEMENT OF CONCRETE.
8. USE OF RESTRAINED JOINT DUCTILE IRON WILL BE REQUIRED IF SOIL CONDITIONS DO NOT ALLOW THE USE OF THRUST BLOCKS.

W9	THRUST BLOCKING DETAILS	TOWN OF SOUTHERN PINES

4

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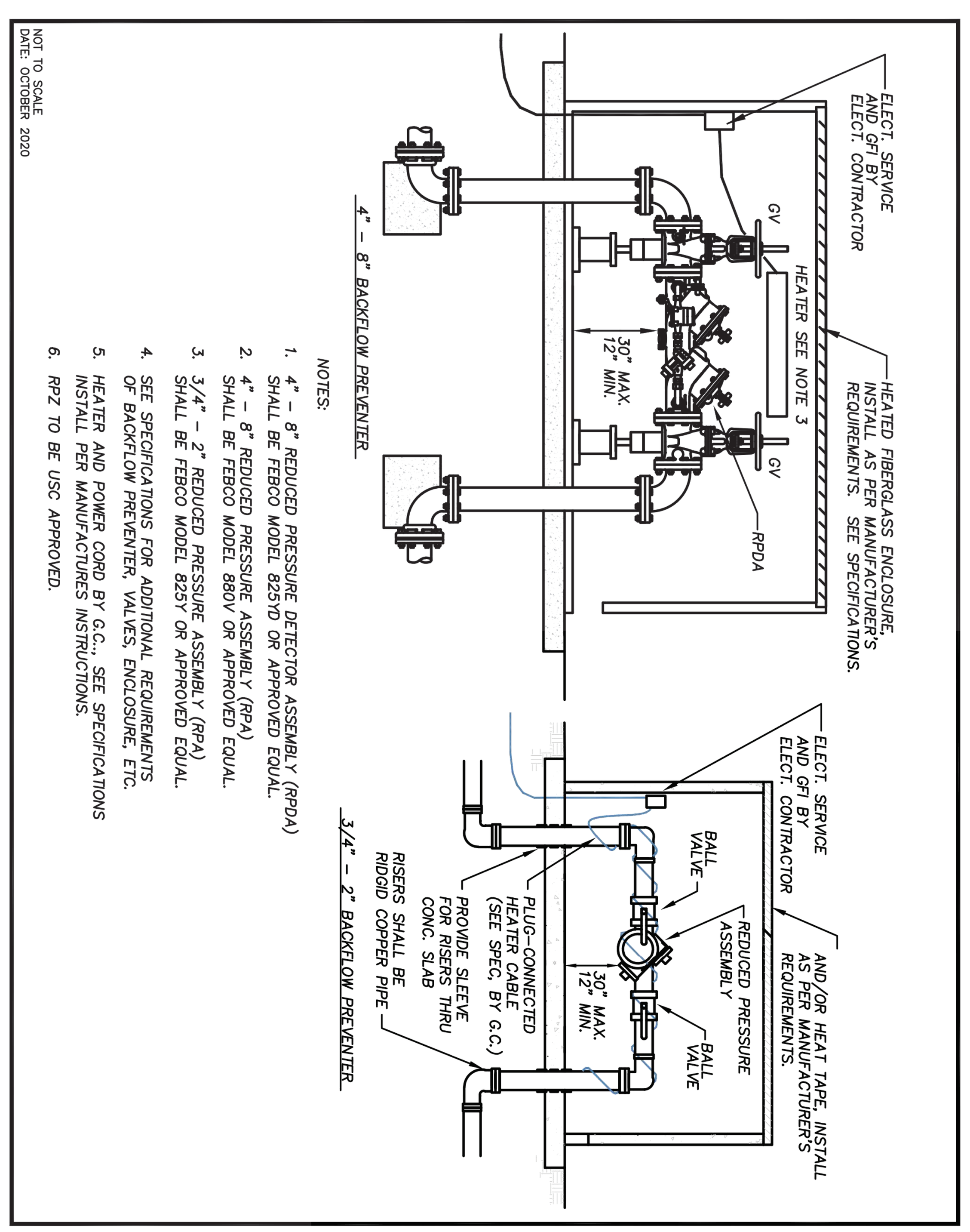
NORTH CAROLINA PROFESSIONAL SEAL 043255 ENGINEER PHILIP A. PICERNO 8-23-21



W11	BACKFLOW PREVENTION ASSEMBLIES	TOWN OF SOUTHERN PINES

5

SECTION 508
FIRE PROTECTION WATER SUPPLIES

508.1 Required water supply. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction.

508.2 Type of water supply. A water supply shall consist of reservoirs, pressure tanks, elevated tanks, water mains or other fixed systems capable of providing the required fire flow.

508.2.1 Private fire service mains. Private fire service mains and appurtenances shall be installed in accordance with NFPA 24.

508.2.2Water tanks.Water tanks for private fire protection shall be installed in accordance with NFPA 22.

508.3 Fire flow. Fire flow requirements for buildings or portions of buildings and facilities shall be determined by an approved method.

508.4 Water supply test. The fire code official shall be notified prior to the water supply test. Water supply tests shall be witnessed by the fire code official or approved documentation of the test shall be provided to the fire code official prior to final approval of the water supply system.

508.5 Fire hydrant systems. Fire hydrant systems shall comply with Sections 508.5.1 through 508.5.6.

508.5.1 Where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.
Exceptions:
1. For Group R-3 and Group U occupancies, the distance requirement shall be 600 feet (183 m).
2. For buildings equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1 or 903.3.1.2, the distance requirement shall be 600 feet (183 m).

508.5.2 Inspection, testing and maintenance. Fire hydrant systems shall be subject to periodic tests as required by the fire code official. Fire hydrant systems shall be maintained in an operative condition at all times and shall be repaired where defective. Additions, repairs, alterations and servicing shall comply with approved standards.

508.5.3 Private fire service mains and water tanks. Private fire service mains and water tanks shall be periodically inspected, tested and maintained in accordance with NFPA 25 at the following intervals:
1. Private fire hydrants (all types): Inspection annually and after each operation; flow test and maintenance annually.
2. Fire service main piping: Inspection of exposed, annually; flow test every 5 years.
3. Fire service main piping strainers: Inspection and maintenance after each use.

508.5.4 Obstruction. Posts, fences, vehicles, growth, trash, storage and other materials or objects shall not be placed or kept near fire hydrants, fire department inlet connections or fire protection system control valves in a manner thatwould prevent such equipment or fire hydrants from being immediately discernible. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.

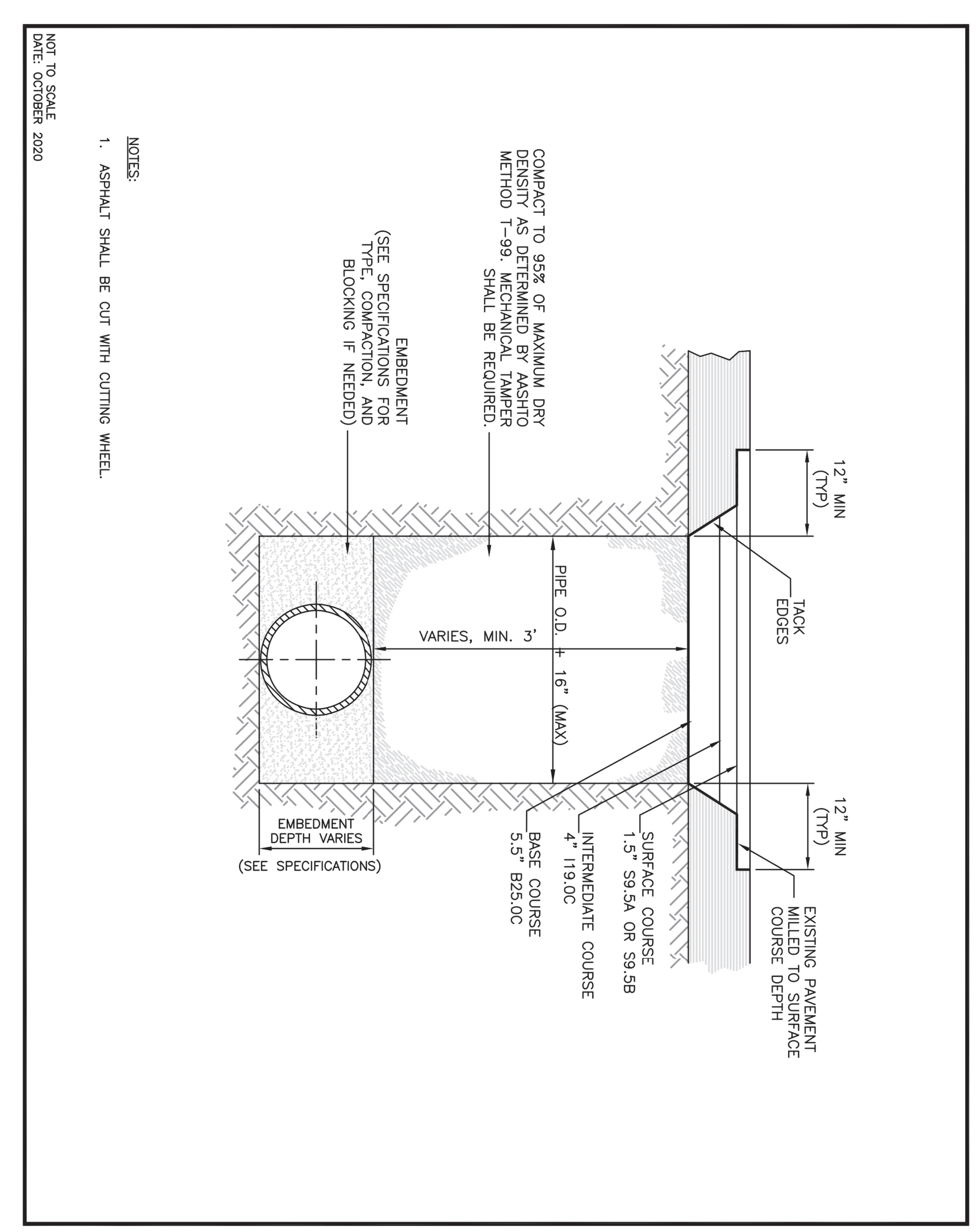
508.5.5 Clear space around hydrants. A 3-foot (914 mm) clear space shall be maintained around the circumference of fire hydrants except as otherwise required or approved.

508.5.6 Physical protection. Where fire hydrants are subject to impact by a motor vehicle, guard posts or other approved means shall comply with Section 312.

NOT TO SCALE

TOWN OF SOUTHERN PINES	GENERAL NOTES - FIRE PROTECTION	F-1
DATE: JANUARY 2009		

6



R6	UTILITY CUT PAVEMENT REPAIR DETAIL	TOWN OF SOUTHERN PINES

7

UTILITY DETAILS

REC ROOM

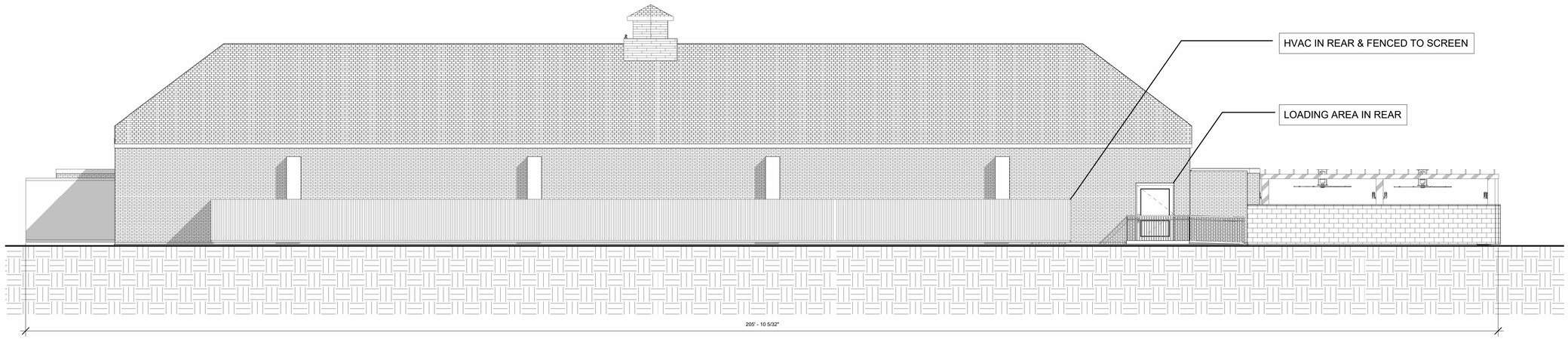
Southern Pines, North Carolina

DATE: AUGUST, 2021
DESIGNED: WLS
DRAWN: MFL
CHECKED: PAP
NO.
D-02

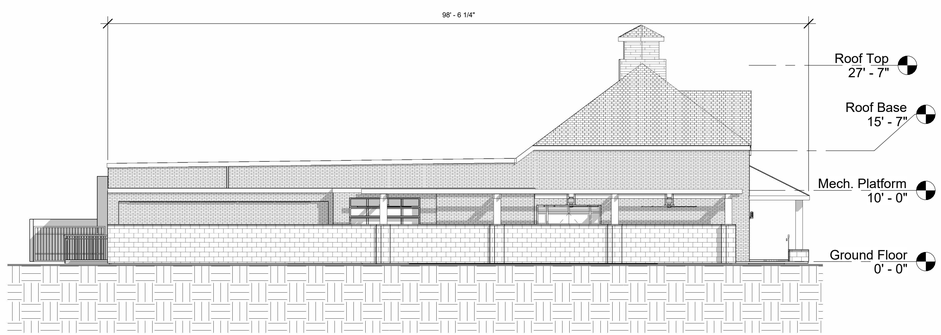
File: L:\RecRoom-21-01\800 - Drawings\810 Design Drawings\02 Civil\RecRoom-21.01 D01 DETAILS.dwg, By: Morgan, Plotted: Mon Aug 23, 2021 at 4:07pm



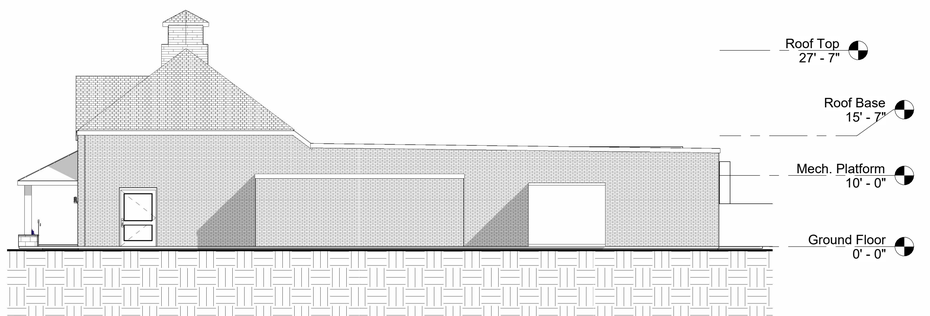
1 South
1/8" = 1'-0"



4 North
1/8" = 1'-0"



2 West
3/32" = 1'-0"



3 East
3/32" = 1'-0"

Pinnacle
DEVELOPMENT DESIGN BUILD

WWW.PDCNC.COM

REC ROOM

BAR + ARCADE

Southern Pines
REC ROOM
Elevations

Project number	R750
Date	29 OCT 2021
Drawn by	AJJ
Checked by	DK

A02

Scale: As indicated

11/29/2021 4:14:04 PM


REC ROOM

Agenda Item

To: **Reagan Parsons, Town Manager**

From: **Jennifer Hunt, Planner I**

Subject: **AR-09-21 Freddy's Frozen Custard & Steakburger**

Date: **December 14, 2021**

I. SUMMARY OF APPLICATION REQUEST:

Mr. William Moseley of MREA Southern Pines, LLC., is requesting approval of an architectural compliance permit for Freddy's Frozen Custard & Steakburger. This 3,200 square foot retail development is in the General Business (GB) zoning district and is located at the corner of Murray Hill Road and US Highway 15-501.

II. PROJECT INFORMATION:

1. **PARID** 00046731; **PIN** 857110451215

2. **Owners:**
   Daniel Patrick Black Family Limited Partnership
   90 Cherokee Road
   Pinehurst, NC 28374

3. **Applicant / Agent:**
   MREA Southern Pines, LLC.
   William Moseley
   1100 Kenilworth Avenue Suite 210
   Charlotte, NC 2820

Figure 1: Vicinity Map and Zoning Map (Subject Property Outlined in Yellow)

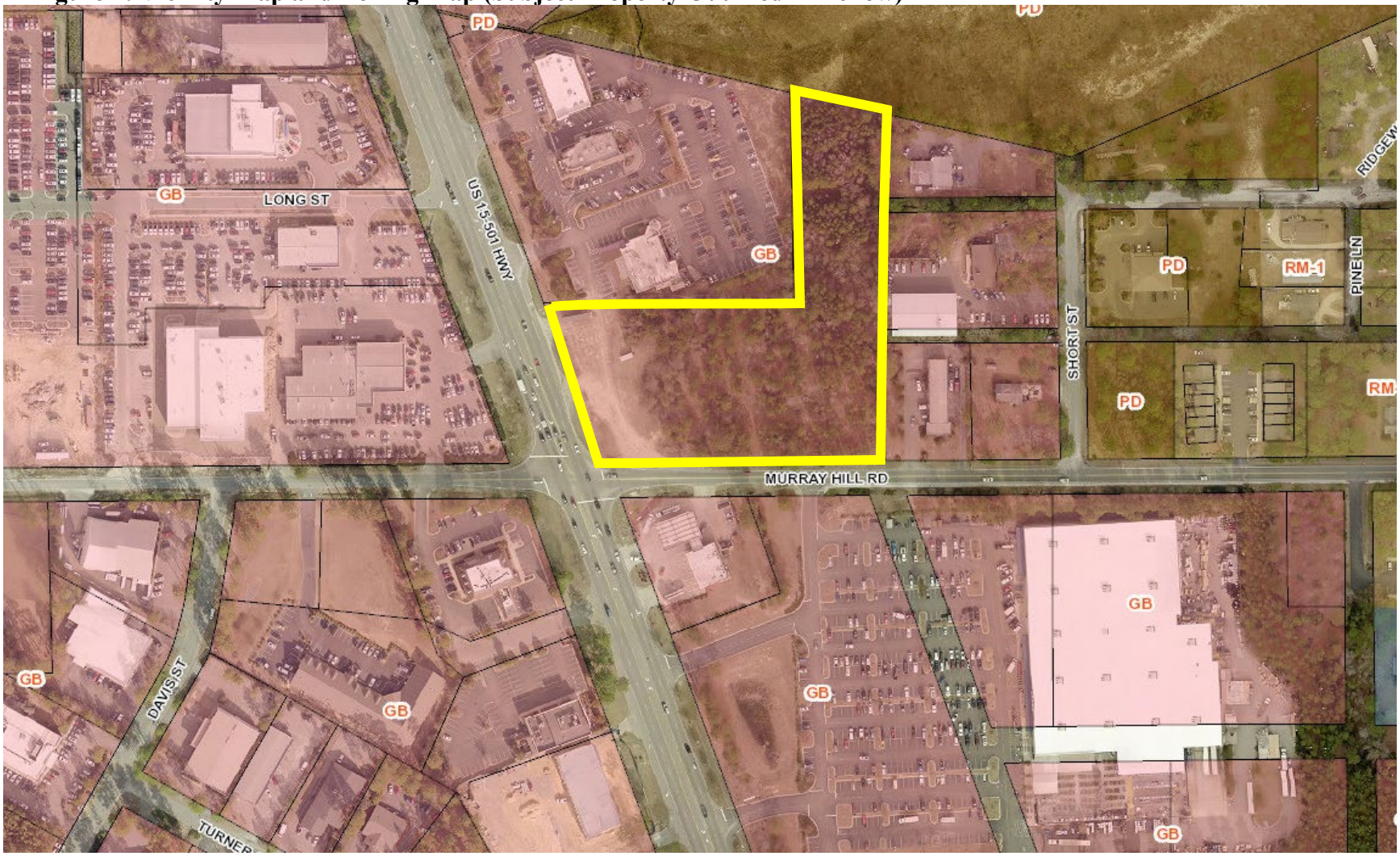
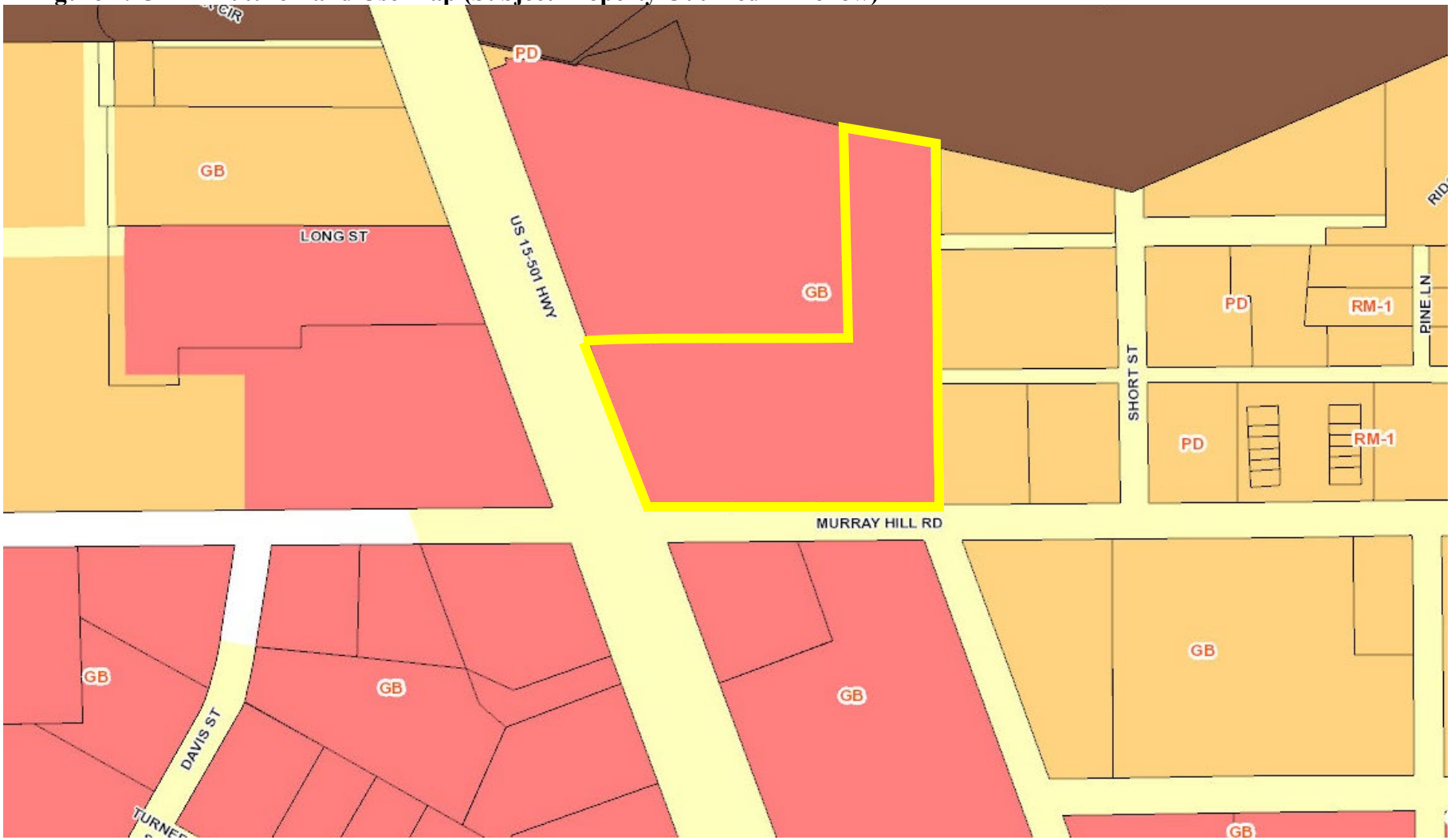


Figure 2: CLRP Future Land Use Map (Subject Property Outlined in Yellow)



4. **Comprehensive Long-Range Plan Designation:**
The area is designated as Commercial on the Comprehensive Long-Range Plan (CLRP). *The commercial designation applies to all land dedicated to retail, professional office, or other primarily non-residential, commercial use. It includes the downtown portions along Broad Street and Pennsylvania Avenue, the regional commercial corridor on US 15/501, and all commercial land in between. Higher density residential may be incorporated into mixed-use developments within areas designated for this future land use category.*

5. **Zoning:**
The parcel is currently zoned General Business (GB) (See figure 1). GB is a district designed to accommodate highway-oriented retail, commercial service businesses and in some cases light manufacturing. The major objectives of the GB district are to discourage small lot development on major highways, encourage vehicular access from local commercial streets and provide a location for major shopping facilities, requiring large outdoor spaces.

III. STAFF REVIEW:

1. **Review Process:**
Applications for Architectural Compliance Permits are reviewed pursuant to UDO §2.26.

2. **Application Review Dates:**
Application Submitted: November 4, 2021
Application Complete: November 5, 2021
Town Council Agenda Meeting: December 8, 2021
Town Council Meeting: December 14, 2021

3. **Criteria for Review:**
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**:

    1. *The application is consistent with applicable Comprehensive Plan goals and policies;*
    2. *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;*
    3. *The application is consistent with applicable conditions of prior Development approvals; and*
    4. *The development as proposed will be compatible with neighboring development and has mitigated potential conflicts.*

4. **Staff Comments based on Commercial Building Design Requirements per UDO §4.10.4:**
Staff has reviewed the project for compliance with §4.10.4 *Building Design Requirements.*

- UDO §4.10.4 (A) (1) *states the front of buildings shall face and have the primary customer entry facing that street. Corner Lot buildings shall face and have the primary customer entry facing the higher order street, facing the corner or facing each street. Buildings that extend the full depth of a block may be required to have entries on each street frontage.*
  Generally Compliant:
  The building orientation and entries are compliant. The primary customer entrance faces US 15-501 HWY, which is the highest order street. There is also an entrance located on the south side, facing Murray Hill Road, the other corner facing street.

- UDO §4.10.4 (B) *states (2) In other districts, the width of buildings or building segments shall not be more than twice the building height. (3) 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. (4) Large scale retail structures shall comply with Section 4.10.6.*
  Generally Compliant:
  The proposed building complies with our standard that the width of buildings or building segments shall not be more than twice the building height. The height of the building is approximately 25 feet. The width of buildings or building segments is approximately 36 feet.

- UDO §4.10.4 (C) *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. The Permit Issuing Authority may approve: (3) Alternative materials satisfying minimum building code standards for structures located within a planned golf course Development that are compatible with the Development and the proposed location within the Development.*
  Generally Compliant:
  The applicant meets the exterior finish of building walls. The exterior finish will be 100% brick veneer over wood frame construction. The applicant states that above the wainscot to the parapet cornice is a yellow cream brick with a black soldier course between the pilasters. The cornice is assembled of black brick. Wainscot and pilasters are of red brick.

- UDO §4.10.4 (D) *states that windows shall be glazed in non-reflective clear glass. Windows and doors shall comprise at least 25% of street facing building facades between the elevations of 2 and 10 feet above the grade of the building entry.*
  Generally Compliant:
  The applicant states the storefront glass will be glazed using 1 inch insulated low 'E' glazing, without a window tint. The windows will be glazed accordingly below.
  - 12% of the west façade
  - 0% of the east façade
  - 5% of the north façade
  - 12% of the south façade.

Windows and doors comprise at least 25% of the street facing building facades between the elevations of 2 and 10 feet.

-

- UDO §4.10.4 (E) (3) *states awnings shall be canvas or material of similar appearance and flexibility unless otherwise approved by the Town Council. Street facing awnings shall not be taller than six (6) feet unless specifically approved by the Town Council.*
  Generally Compliant:
  The applicant is proposing red and white vinyl awnings, a material that is of similar appearance and flexibility. The height of the awning complies with our standard and is not taller than six feet. They are 4 feet tall.

- UDO §4.10.4 (F) *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.*
  Generally Compliant:
  The applicant states that there are no galleries and arcades.

- UDO §4.10.4 (G) *states buildings may use parapets, and changes in parapet height or design in the roofline as viewed from any public street shall be required for any building that is wider that 100'.*
  Generally Compliant:
  The building has a parapet wall, where the longest uninterrupted width is approximately 44 feet. This follows our standard above.

- UDO §4.10.4 (H) *states that mechanical equipment shall be screened from view from the street and cannot be located between the building and the street.*
  Generally Compliant:
  The applicant states that the HVAC units are below the top of the parapet wall. They will not be seen from the street view nor are they located between the building and the street.

- UDO §4.10.4 (I) 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.*
  Generally Compliant:
  The applicant states there is a loading zone in front of the dumpster enclosure. The dumpster enclosure faces an interior lot line alley or service drive which complies with our standard.

- UDO §4.10.4 (J) *states Signage shall comply with the standards in section 4.6 and any applicable zoning district standards.* UDO §4.6.9 (B) (3) *states A secondary Wall Sign may be placed between the business establishment and its principal parking area if there is no parking between the business establishment and a street. The area of the secondary Wall Sign shall not exceed the lesser of thirty-five (35) square feet or the maximum size allowed for the street facing Wall Sign.*

Generally Compliant:
The applicant states their building signage will conform to the Town of Southern Pines signage ordinance. Freddy's logo sign will be on the west side, US 15-501 HWY, which is the highest order street.

IV. ATTACHMENTS:

1. Written Narrative Addressing Compliance with §4.10.4 of the UDO
2. Application
3. Deed
4. Site Plan
5. Elevations
6. Building Rendering and Materials Board

V. TOWN COUNCIL ACTION:

The Town Council shall vote on whether the proposed application for the Architectural Compliance Permit complies with the UDO and should consider whether the application is consistent with UDO Section 2.26 and UDO Section 4.10.4 as well as UDO Section 3.5.9.

The Town Council may make one of the following motions or any alternative they wish:

I move to:

1. Approve AR-09-21

2. Approve AR-09-21 with the following conditions…

3. Deny AR-09-21;

I. DESIGN

Freddy's Frozen Custard will be 100% brick veneer over wood frame construction. Southern Pines UDO requires a minimum of 80% brick veneer. Wainscot and pilasters are of red brick. Above the wainscot to the parapet cornice is a yellow cream brick w/ a black soldier course between pilasters. The cornice too is assembled of black brick. The facade facing US 15 is higher than the mean parapet elevation of the building. Freddy's logo sign will be on this facade. Percentage of glazing in each building elevation as required by the Southern Pines UDO:

12% of the west facade is glazing.
0% of the east facade is glazing.
5% of the north facade is glazing.
12% of the south facade is glazing.

Building signage will conform to the Southern Pines signage ordinance.

Red and white vinyl awnings are back lit from below the awnings. Those same lights illuminate the public sidewalks around the building and the drive thru lane on the buildings north side. Red gooseneck fixtures accent the long facades of the building.

Town of Southern Pines
Chartered 1887
North Carolina

Architectural Compliance Permit Application

Date Received: 11/4/21 Fee Paid: $100.00 Case No.: AR-09-21

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: Freddy's Frozen Custard & Steakburgers

Street Address: Murray Hill Road & US Highway 15-501

PIN: 857110451215 Parcel ID: 00046731 Zoning: GB General Business

Type of building (retail, office, etc.): Fast Food Total square footage: 3,200

Applicant:

Name: MREA Southern Pines, LLC, Attn: William K. Moseley

Email: bmoseley@moseleyrea.com Phone: (704) 927-9210

Mailing Address: 1100 Kenilworth Avenue, Suite 210, Charlotte, NC 28204

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

Name(s): Daniel Patrick Black Family Limited Partnership

Email: kima@VandVLegal.com Phone: (910) 295-4000

Mailing Address: 90 Cherokee Road, 3rd Floor, Pinehurst, NC 28374
with copy to 235 Birchwood Ave, Apt 103, Cranford, NJ 07016

Date: 10/19/21

Applicant
William K. Moseley

8-27-21

APPOINTMENT OF AGENT

The undersigned owner(s), Daniel P. Black Family Limited Partnership, hereby appoint(s) William K. Mosley 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 23 rd day of September, 2021.

DocuSigned by:
Kristin Wyman General Partner
BE13103713A44BC... Property Owner

DocuSigned by:
Daniel P. Black General Partner
9BB2927E2B414B8... Property Owner

Agent

8-27-21

TAX ADDRESS ✓
RECORDING $12.00
STAMP —
TOTAL $12.00 pd

2000 DEC 28 P 3:32

MRS. JUDITH M. ADAMS
REGISTER OF DEEDS
MOORE COUNTY, N.C.

BOOK 01693 PAGE 00047

Excise Stamps $ Recording Time, Book & Page

Drafted by John M. May, Attorney at Law
No Title Examination
120 Applecross Road
Pinehurst, NC 28374

Brief Description for Index: 4.58 acres in Sandhills Township

NORTH CAROLINA GENERAL WARRANTY DEED

THIS GENERAL WARRANTY DEED made this 21st day of December, 2000, by and between **DANIEL P. BLACK and wife, MARY LOU BLACK** (hereafter "Grantor"), of Southern Pines and **DANIEL PATRICK BLACK FAMILY LIMITED PARTNERSHIP, a North Carolina limited partnership** (hereafter "Grantee"), of 1976 Roseland Road, Aberdeen, NC 28315.

WITNESSETH:

The Grantor, as a capital contribution and 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 situated in the Town of Southern Pines, Sandhills Township, Moore County, North Carolina, and more particularly described as follows:

01906

See Exhibit A attached hereto and herein incorporated by reference.

The property hereinabove described was acquired by Grantor by instrument recorded in Book 259, Page 201, Book 535, Page 817 and Book 542, Page 114.

May

Subject and together with utility easements and restrictive covenants that are enforceable against the property, if any, and the lien for ad valorem property taxes for the current year.

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 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.

The designations "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 Grantor has hereunto set his hand and seal the day and year first above written.

BOOK 01693 PAGE 00048

Daniel P. Black (SEAL)
Daniel P. Black

Mary Lou Black (SEAL)
Mary Lou Black

==========

NORTH CAROLINA, MOORE COUNTY

I, Notary Public of the County and State aforesaid, certify that Daniel P. Black and wife, Mary Lou Black, Grantor, personally appeared before me this day and acknowledged the execution of the foregoing instrument. Witness my hand and official stamp or seal, this 21st day of December, 2000.

My commission expires: 05-03-05

Notary Public

WILLIAM L. GARNER NOTARY PUBLIC MOORE COUNTY, N.C.

NORTH CAROLINA-MOORE COUNTY
The foregoing certificate(s) William L. Garner
a Notary/Notaries Public
is/are certified to be correct.
This 28th day of December 20 00
JUDITH M. ADAMS, REGISTER OF DEEDS
ASSISTANT/DEPUTY

Black.ddjm

EXHIBIT "A"

Being all of Lots 12, 13, 14 and 33 and portions of Lots 15, 30, 31, 32, 61 and 62 and a portion of Long Street and Blue Lane, lying between said lots, all as shown on a map entitled "Longview", Southern Pines, Moore County, North Carolina, dated June 30, 1947, made by J.B. Swett, C.E., said map is recorded in the Office of the Register of Deeds of Moore County in Map Book 3, Page 70, to which map reference is hereby made, said lots and parcels of land being more particularly described as follows:

BEGINNING at a new iron pipe at the intersection of the east line of U.S. Highway 15-501 (150 feet wide) and the north line of Murray Hill Avenue (50 feet wide), running thence with the line of U.S. Highway 15-501 North 20°30.5' West 299.88 feet to an existing concrete monument; thence North 89°27.9' East 424.69 feet to an existing concrete monument; thence North 00°33.5' West 355.02 feet to an existing iron pipe; thence South 75°32.9' East 21.28 feet to an existing iron pipe; thence South 77°04.7' East 128.16 feet to an existing iron pipe; thence South 76°38.2' East 15.85 feet to an existing iron pipe; thence South 00°33.4' East 147.48 feet to an existing iron pipe; thence South 89°36.0' West 10.37 feet to an existing iron pipe; thence South 00°35.1' East 237.59 feet to an existing iron pipe; thence South 00°31.0' East 212.7 feet to an existing iron pipe in the northern line of Murray Hill Avenue; thence along the northern line of Murray Hill Avenue South 89°24.3' West 472.52 feet to the point of beginning, containing 4.58 acres, more or less, as shown on a "Plan of D.P. Black Property" dated February 3, 1986, prepared by Charles D. Ward, Registered Surveyor.

BOOK 01693 PAGE 00049

[1]

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).

8-27-21

Nov 08, 2021 - 3:42pm Printed By:nlujan
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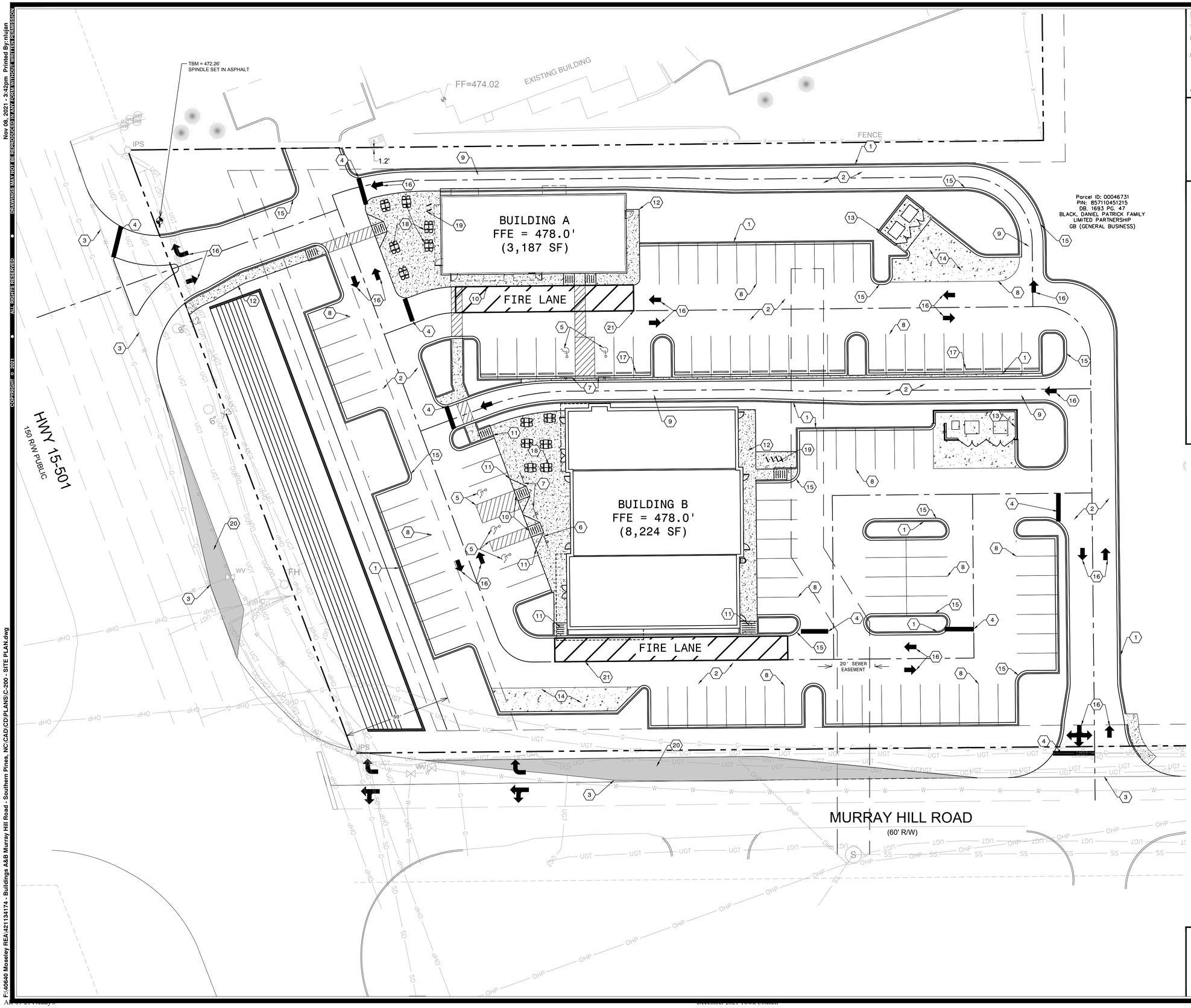


MAP NOTE:

1. ALL EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM A LAND SURVEY PREPARED BY: SGROI LAND SURVEYING, LLC.
2. TRANSFER OF SITE BENCHMARK(S) IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND SHALL ONLY BE COMPLETED BY A SURVEYOR LICENSED/REGISTERED IN THE STATE IN WHICH THE PROJECT IS LOCATED.
3. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFICATION OF EXISTING BENCHMARK PRIOR TO ANY CONSTRUCTION AND SHALL REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER. FIELD VERIFICATION CAN BE ACCOMPLISHED BY CHECKING A MINIMUM OF TWO FIXED OBJECTS DISPLAYED ON THE SURVEY (i.e. MANHOLE RIM, STORM GRATE, PIPE INVERTS, ETC.).
4. HORIZONTAL DATUM IS NC NAD 83(2011). VERTICAL DATUM IS NAVD 29.

PAVING AND MARKING NOTES:

1. SEE SHEETS C-001 AND C-002 FOR GENERAL NOTES.
2. SEE SITE DIMENSIONAL CONTROL PLAN (SHEET C-210) FOR LAYOUT INFORMATION.
3. PAINTED PARKING STRIPING SHALL BE 4" WIDE WHITE STRIPES AND BE LOCATED AS SHOWN ON THE PLANS. HANDICAP PARKING STRIPING SHALL BE #154 LIGHT BLUE. DIRECTIONAL STRIPING SHALL BE PAINTED WHITE.
4. ALL PAVEMENT MARKINGS WITHIN THE RIGHT-OF-WAY SHALL BE OF THE THERMOPLASTIC OR EPOXY TYP.

SITE IMPROVEMENT KEY NOTES: (X)

1. 18" CONCRETE STRAIGHT CURB AND GUTTER. SEE DETAIL ON SHEET C-221.
2. NEW FULL DEPTH STANDARD DUTY ASPHALT PAVEMENT. SEE DETAIL ON SHEET C-221.
3. TAPER NEW ASPHALT TO EXISTING PAVEMENT. SEE DETAIL ON SHEET C-221.
4. STOP SIGN & 24" WIDE WHITE STOP BAR. SEE DETAIL ON SHEET C-220.
5. ADA ACCESSIBLE PARKING SPACE/ACCESS AISLE. SEE DETAIL ON SHEET C-220.
6. ADA ACCESSIBLE PARKING SIGNAGE. INSTALL 1' BEHIND ASPHALT/SIDEWALK TRANSITION. SEE DETAIL ON SHEET C-220.
7. ADA VAN ACCESSIBLE PARKING SIGNAGE. INSTALL 1' BEHIND ASPHALT/SIDEWALK TRANSITION. SEE DETAIL ON SHEET C-220.
8. 4" WHITE PAVEMENT STRIPING, TYP.
9. DRIVE-THRU QUEUE, TYP.
10. FLUSH CONCRETE WALK, WIDTH PER SITE DIMENSIONAL CONTROL PLAN. SEE DETAIL ON SHEET C-221.
11. ACCESSIBLE RAMP. SEE DETAIL ON SHEET C-221.
12. MONOLITHIC RAISED CONCRETE WALK, WIDTH PER SITE DIMENSIONAL CONTROL PLAN. SEE DETAIL ON SHEET C-221.
13. DUMPSTER WITH ENCLOSURE. SEE ARCHITECTURAL PLANS.
14. CONCRETE PAVEMENT. SEE DETAIL ON SHEET C-221.
15. ASPHALT EDGE OF PAVEMENT.
16. PAINTED SYMBOLS. SEE DETAILS ON SHEET C-220.
17. CONCRETE WHEEL STOP. SEE DETAILS ON SHEET C-220.
18. OUTDOOR SEATING AREA
19. BIKE RACKS. SEE DETAIL ON SHEET C-221.
20. PROPOSED SCDOT RIGHT-OF-WAY ASPHALT PAVING. SEE DETAIL SHEET C-220.
21. FIRE LANE MARKING. SEE DETAIL SHEET C-220.

PERMITTING SET - NOT FOR CONSTRUCTION

NORTH

GRAPHIC SCALE
20 0 10 20
1 INCH = 20 FT

NOTE: THIS SCALE APPLIES FOR 24"x36" SHEETS ONLY

Hussey, Gay, Bell & DeYoung, Inc., Consulting Engineers of SC
474 Wando Park Blvd, Suite 201
Mt. Pleasant, SC 29464

FIRM LICENSE No. C-3466

NORTH CAROLINA PROFESSIONAL ENGINEER No. 21484 JAY EVANS TOWNSEND

HUSSEY GAY BELL
Established 1958
474 WANDO PARK BLVD, SUITE 201, MT. PLEASANT, SC 29464 / T:843.849.7500

REVISIONS:
SUBMITTAL TO SOUTHERN PINES - DATE: 07/27/2021
2ND SUBMITTAL TO SOUTHERN PINES - DATE: 09/20/2021

DESIGNED	DRAWN	CHECKED
JBR	NAL	AET

DATE: OCTOBER 11, 2021

JOB NO. 421134174

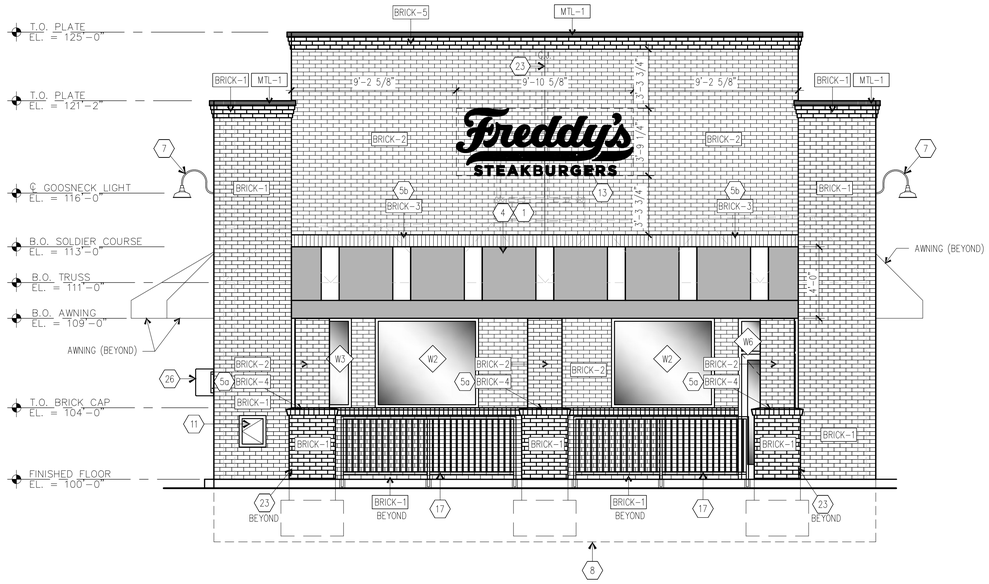
SCALE: 1" = 20'

MULTI-TENANT RETAIL SOUTHERN PINES
SOUTHERN PINES, NC
FOR
MOSELEY REA

SITE PLAN

DRAWING NUMBER
C-200

F:\40840 Moseley REA\421134174 - Buildings A&B Murray Hill Road - Southern Pines, NC\CAD\CD\PLANS\C-200 - SITE PLAN.dwg



A WEST ELEVATION

1/4"= 1'-0"

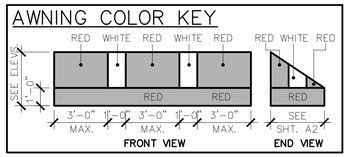
SIGNAGE AREA: WEST ELEVATION

FREDDY'S = 37 SQ.FT.

TOTAL = 37 SQ.FT.

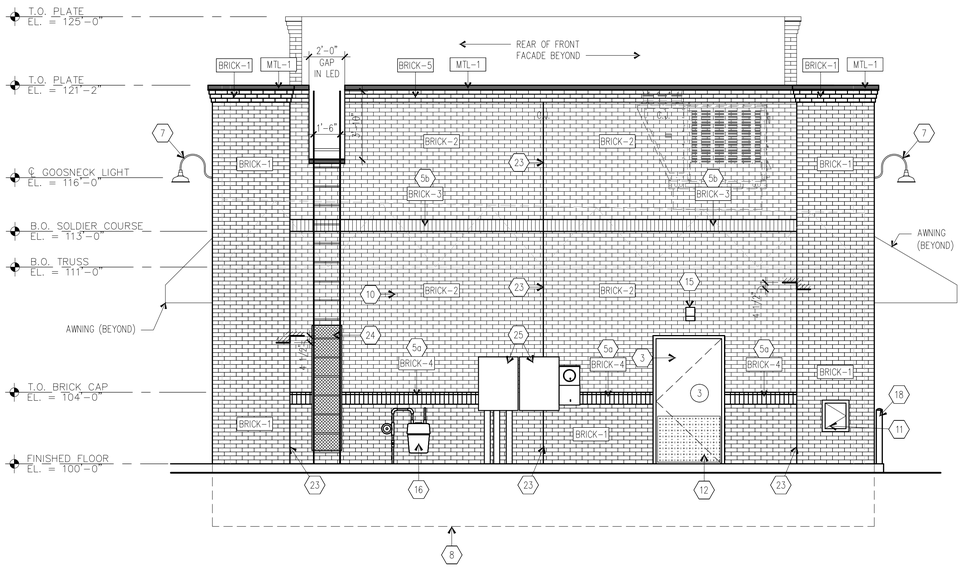
TOTAL SIGNAGE ALLOWED IS STREET FRONTAGE X 1ft = 37 SQ.FT. MAX

AWNING COLOR KEY



NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

CAULKING COLOR NOTE:
-AT EIFS / BRICK - MATCH EIFS
-AT BRICK / BRICK - MATCH BRICK
-AT EIFS / EIFS - MATCH EIFS
-AT EIFS / STOREFRONT - MATCH DARK BRONZE FRAME



B EAST ELEVATION

1/4"= 1'-0"

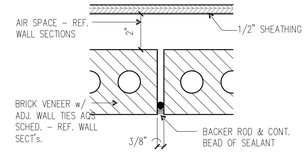
EXTERIOR FINISH SCHEDULE

SHERWIN WILLIAMS – PARENT NUMBER: BE37 FREDDY'S FROZEN CUSTARD

EXTERIOR PAINT	DESCRIPTION	FINISH NO.	MFGR.	MFGR. NO.	COLOR	REMARKS
BOLLARD	PAINT	P3	SHERWIN WILLIAMS	#17-572	FREDDY'S RED	PAINT WITH TWO COATS HIGH PERFORMANCE ACRYLIC (GLOSS)
GUARD RAIL	PAINT	P4	SHERWIN WILLIAMS	#B66B300	FREDDY'S JET BLACK	PAINT WITH TWO COATS HIGH PERFORMANCE ACRYLIC (GLOSS)

EXTERIOR BRICK	DESCRIPTION	FINISH NO.	MFGR.		COLOR & TEXTURE	REMARKS
BUILDING BRICK	MODULAR	BRICK-1	TAYLOR CLAY PRODUCTS		319-GRAY, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – MADE RUMBLED
BUILDING BRICK	THIN BRICK	BRICK-2	TAYLOR CLAY PRODUCTS		301-WHITE, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – RUMBLED EXTRA CHARGE
ACCENT BRICK	THIN BRICK	BRICK-3	TAYLOR CLAY PRODUCTS		BLACK ONYX, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – RUMBLED EXTRA CHARGE
ACCENT BRICK	MODULAR	BRICK-4	TAYLOR CLAY PRODUCTS		BLACK ONYX, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – RUMBLED EXTRA CHARGE
ACCENT BRICK	THIN BRICK	BRICK-5	TAYLOR CLAY PRODUCTS		319-GRAY, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – RUMBLED EXTRA CHARGE

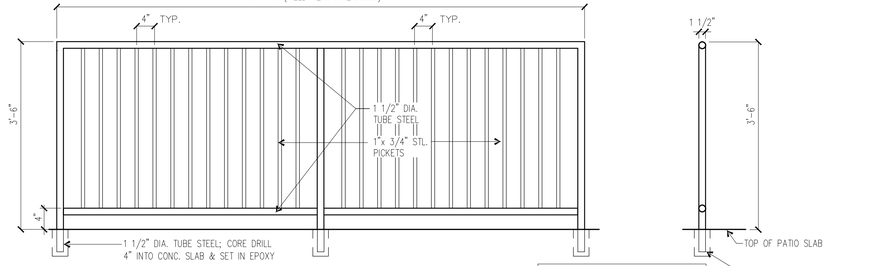
METAL COPING	DESCRIPTION	FINISH NO.			COLOR	REMARKS
BUILDING COPING	COPING	MTL-1	DUROLAST		COAL BLACK	2 PC COMPRESSION COPING CAP. SLOPE TOWARDS ROOF.



1 BRICK CONTROL JOINT

3"= 1'-0"

MARKED CJ ON EXTERIOR ELEVATIONS SHEETS A3 & A4



PAINT:
ALL METAL RAILINGS TO BE PAINTED BLACK (P4 – DIRECT TO METAL PAINT) PER FINISH SCHED. ARCH. SHEET A1.2

2 PATIO GUARD RAIL SECTION

3/4" = 1'-0"

GENERAL NOTES:

SIGNS SHOWN ON THESE ELEVATIONS ARE FOR CODE REVIEW PURPOSES ONLY. THESE SIGN ELEVATIONS ARE NOT TO BE USED AS OR CONSTRUED AS SHOP DRAWINGS FOR SIGN CONSTRUCTION. SIGN SHOP DRAWINGS ARE PRODUCED BY THE SIGN MANUFACTURER FOR REVIEW AND APPROVAL BY THE OWNER.

NOTE TO AWNING MANUFACTURER AND AWNING INSTALLER. AWNING FRAME TO BE ENGINEERED FOR APPROVAL BY LOCAL CODE AND DESIGNED TO MISS ALL BUILDING PROTRUSIONS NOT SHOWN ON PLANS.

ELEVATION KEY NOTES:

1. (2)-TUBE, STRIP LED FIXTURES WITH CLEAR LENS COVERS TO BACK LIGHT AWNINGS, TYP. SUPPLIED BY OWNER. WIRED & INSTALLED BY ELEC. CONTR.
2. OVERFLOW DRAIN WITH LAMBS TONGUE
3. HOLLOW METAL EXIT DR. REF. DOOR SCHED. PTD. GRAY TO MATCH 319-GRAY BRICK
4. EXTERIOR VINYL AWNING & ALUM FRAME BY OWNER AND AWNING MANUF, TYP REF. AWNING COLOR KEY SHT'S A3 & A4
5a. BRICK ROWLOCK
5b. THIN BRICK SOLDIER COARSE
6. NOT USED
7. GOOSENECK LIGHT FIXTURE "RED"
8. CONCRETE FOUNDATION REFER TO STRUCTL. PLANS FOR SIZE AND DETAILS
9. NOT USED
10. NOT USED
11. RECESSED SS EASIWASH CAB.
12. 40"x 30" DIAMOND TREAD PLATE
13. SIGNAGE BY OWNER – INSTALLATION BY SIGNAGE MANUF., ELEC. CONNECTIONS BY G.C.
14. NOT USED
15. WALL PACK LIGHT FIXTURE. ABOVE REAR DOOR – REF. ELECT. PLANS
16. GAS METER PAINTED 319-GRAY TO MATCH BRICK. VERIFY LOC.
17. REFER TO DETAIL 2/A3 FOR GUARD RAIL DETAILS.
18. 4" CONC. FILLED PIPE BOLLARD. FREDDY'S RED
19. NOT USED.
20. READY ACCESS MODEL AA300 CURTAIN – 275 PASS-THRU AIR CURTAIN SYSTEM W/ STATUARY BRONZE FIN. ELECTRICAL CONTRACTOR TO VERIFY ELECTRICAL REQ'MTS. SEE MANUFACTURER FOR APPROPRIATE AIR CURTAIN CONFIGURATION BASED ON GEOGRAPHY.
21. READY ACCESS MODEL 275 WINDOW/ MANUAL. SINGLE PANEL SLIDER, 48"W x 60" H. R.O. (INCL. AIR CURTAIN ABOVE). MANUAL OPEN/ ELECTRONIC RELEASE – OPENS ON SIDE THE CAR APPROACHES. BRONZE FINISH –PROVIDED BY & INSTALLED BY G.C.
22. RECESSED KNOX BOX
23. BRICK EXPANSION JOINT REF. DETAIL 1/A3
24. STEEL MESH HINGED GATE (W/LOCK) TO ENCLOSE BOTTOM OF ACCESS LADDER. (PAINT TO MATCH EIFS).
25. ELECTRICAL CT CABINET & DISCONNECT – PAINTED TO MATCH 319-GRAY BRICK., VERIFY LOCATION
26. FREDDY'S PEDESTRIAN CROSSING SIGN. BOTTOM OF SIGN @ 56" A.F.F.

THE DESIGN AND DETAILS DISCLOSED HEREIN ARE THE EXCLUSIVE PROPERTY OF DAN WINTER ARCHITECT AND SHALL NOT BE COPIED OR REPRODUCED IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT.

DAN WINTER, ARCHITECT

FREDDY'S FROZEN CUSTARD

10757 US 15-501 HWY

SOUTHERN PINES, NC

DAN WINTER ARCHITECT

1024 EAST FIRST STREET WICHITA, KS. 67214

PH. 316-267-7142

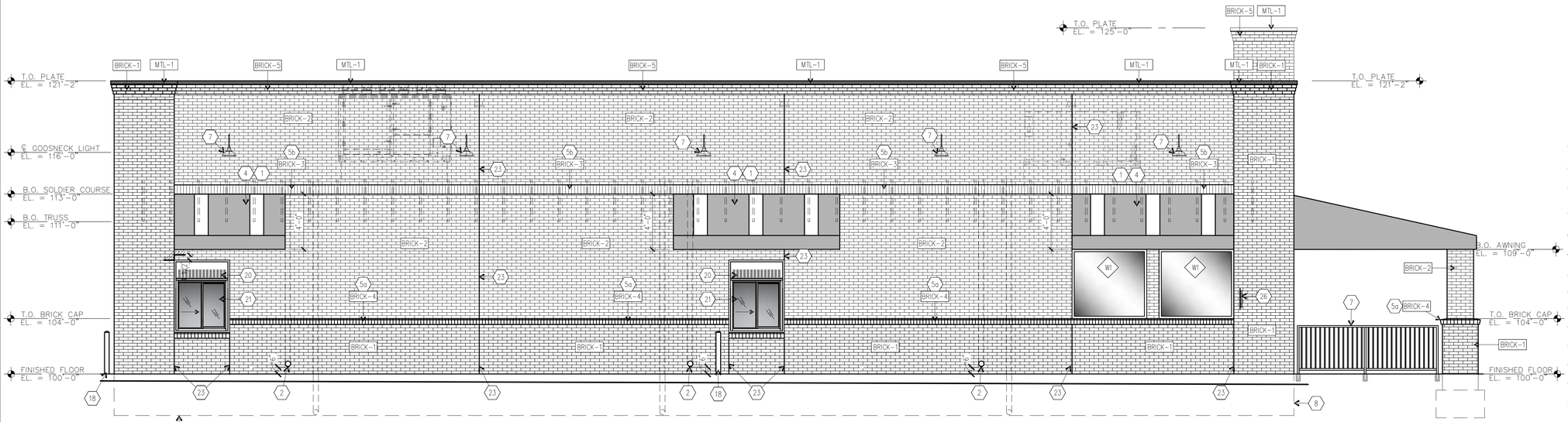
EXTERIOR ELEVATIONS

DATE
11/02/2021

DRAWN BY:
TDF

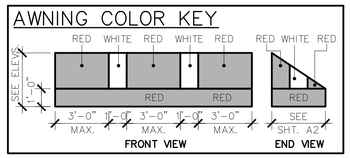
CHECKED BY:
DW

SHEET NO.
A3



A NORTH ELEVATION

1/4"= 1'-0"



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CAULKING COLOR NOTE:
- AT BRICK / BRICK – MATCH BRICK
- AT BRICK / STOREFRONT – MATCH DARK BRONZE FRAME

EXTERIOR FINISH SCHEDULE

SHERWIN WILLIAMS – PARENT NUMBER: BE37 FREDDY'S FROZEN CUSTARD

EXTERIOR PAINT	DESCRIPTION	FINISH NO.	MFGR.	MFGR. NO.	COLOR	REMARKS
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BUILDING BRICK	MODULAR	BRICK-1	TAYLOR CLAY PRODUCTS		319-GRAY, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – MADE RUMBLED
BUILDING BRICK	THIN BRICK	BRICK-2	TAYLOR CLAY PRODUCTS		301-WHITE, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – RUMBLED EXTRA CHARGE
ACCENT BRICK	THIN BRICK	BRICK-3	TAYLOR CLAY PRODUCTS		BLACK ONYX, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – RUMBLED EXTRA CHARGE
ACCENT BRICK	MODULAR	BRICK-4	TAYLOR CLAY PRODUCTS		BLACK ONYX, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – RUMBLED EXTRA CHARGE
ACCENT BRICK	THIN BRICK	BRICK-5	TAYLOR CLAY PRODUCTS		319-GRAY, WIRECUT	GROUT COLOR – GRAY MODULAR & TIN – RUMBLED EXTRA CHARGE

METAL COPING	DESCRIPTION	FINISH NO.			COLOR	REMARKS
BUILDING COPING	COPING	MTL-1	DUROLAST		COAL BLACK	2 PC COMPRESSION COPING CAP. SLOPE TOWARDS ROOF.

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5a. BRICK ROWLOCK
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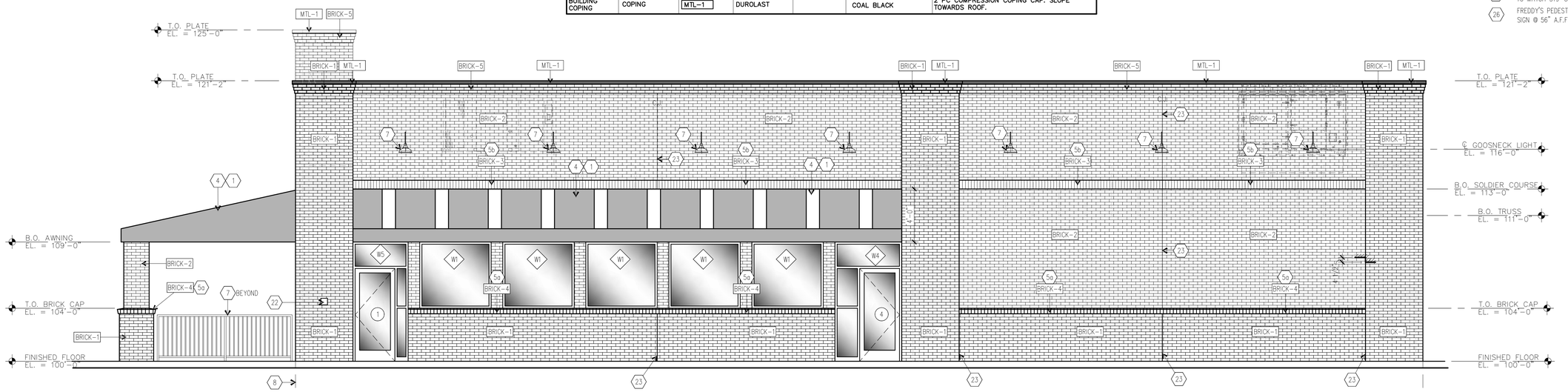

B SOUTH ELEVATION

1/4"= 1'-0"

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DAN WINTER, ARCHITECT

FREDDY'S FROZEN CUSTARD

10757 US 15-501 HWY
SOUTHERN PINES, NC

DAN WINTER ARCHITECT
1024 EAST FIRST STREET
WICHITA, KS. 67214
PH. 316-267-7142

EXTERIOR ELEVATIONS

DATE
11/02/2021

DRAWN BY: TDF
CHECKED BY: DW

SHEET NO.
A4


WEST ELEVATION
1 2 4 8 2 3 5 6 8
MERIDIAN BRICK
WAVERLY MILLS
1 MODULAR BRICK
TAYLOR CLAY PRODUCTS
BLACK ONYX "WIRECUT"
3 THIN BRICK
CHEROKEE BRICK –
VELOUR SAHARA BLEND
W/CREAM
2 THIN BRICK
SW B66B300
FREDD1'S JET BLACK
4 PATIO GUARDRAIL
6 EAST ELEVATION
1 2 3 5 8 6
NORTH ELEVATION
8 1 5 2 6 3 4 8 2 6 8 7 1 4 8
RED WHITE RED WHITE RED RED WHITE RED
RED RED RED
3'-0" MAX 3'-0" MAX 3'-0" MAX
FRONT VIEW
END VIEW
8 AWNING COLOR KEY
2 PIECE COMPRESSION COPING
CAP (DUAL BLACK) BY DUROLAST
MTL-1 SLOPE TOWARDS ROOF
5 METAL COPING
GOOSENECK LIGHT FIXTURE (RED)
6 LIGHT FIXTURE
DK. BRONZE ALUM.
STOREFRONT
w/ THERMAL BREAK & 1"
INSUL. LOW "E" GLAZING
7 STOREFRONT
1 4 8 5 7 2
SOUTH ELEVATION
8 1 6 7 6 3 5 2 1
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DAN WINTER, ARCHITECT
FREDDY'S FROZEN CUSTARD
10757 US 15-501 HWY
SOUTHERN PINES, NC
DAN WINTER ARCHITECT
1024 EAST FIRST STREET
WICHITA, KS. 67214
PH. 316-267-7142
MATERIAL BOARD
DATE
11/02/2021
DRAWN BY:
TDF
CHECKED BY:
DW
SHEET NO.
MB

NORTH CAROLINA **LEASE AGREEMENT**

MOORE COUNTY

THIS LEASE is made this_____day of_____, 2021, by and between the SOUTHERN PINES LAND AND HOUSING TRUST INC., referred to as the "Trust" or "Lessor," and the TOWN OF SOUTHERN PINES, referred to as "Town" or "Lessee."

WHEREAS, the Trust has a contract to purchase certain property which includes the Blanchie Carter Playground (referred to as "Playground"), described in the attachment A to this Lease Agreement;

WHEREAS, the Trust has entered into a contract with the Moore County Board of Education for the purchase of certain property encompassing approximately 17 acres. The Playground is located within the 17-acre parcel ("Subject Property");

WHEREAS, the purchase of entire parcel by the Trust is being made pursuant N.C. Gen. Stat. § 160A-266(b) and the deed conveying the property to the Trust shall contain certain deed restrictions regarding the maintenance and use of the property;

WHEREAS, the Town wishes to lease the property from the Trust immediately upon the purchase of the property by the Trust under the terms of this Lease Agreement;

WHEREAS, this Lease Agreement shall only become binding on the parties if the Trust obtains fee simple ownership of the 17-acre parcel (which includes the Playground).

NOW, THEREFORE, for valuable consideration, the parties do covenant and agree as follows:

1. Immediately upon the purchase of the entire 17-acre tract, the Trust leases to the Town for the Town's use and enjoyment the Playground.

2. In consideration of the right to lease the Playground for the term of the lease and, in consideration of the Trust's obligation to service and maintain the Playground during the term of the lease, as set forth herein, the Town will pay to the Trust the sum

of $160,000 on or before December 10, 2021. The $160,000 payment shall be held in Trust by the attorney representing the Trust for the purchase of the property and shall be returned to the Town if, for any reason, the Trust does not obtain fee simple interest in the Subject Property.

3. Subject to the service and maintenance requirements imposed upon the Trust, the Town leases and accepts the premises on an "as is" basis on the day the Trust obtains fee simple interest in the entire tract, at which time the premises are deemed ready for occupancy as contemplated by this Lease Agreement.

4. The term for which the Town may use and occupy the Playground, in the manner provided below, shall be 99 years from the date of the commencement of the lease as set forth herein, subject to the requirements of law.

5. During the term of the lease, the Trust shall be responsible for all expenses for maintenance of the Playground, including water.

6. In consideration of the payment of $160,000 by the Town as set forth herein, during the term of the lease, the Trust will provide all services and materials for maintenance and upkeep of the Playground, including the necessary supplies, materials, painting, and labor, specifically including, but not limited to, mowing as needed depending on the season and inspecting and maintaining playground equipment present at transfer or added during this lease, and will bear the costs for such activities, and will keep the premises in a clean and neat condition, consistent with the standards generally applicable to parks and playgrounds of this kind, regardless of whether the cleaning and upkeep are necessitated by its own use or by use by others. If the Trust fails to maintain those obligations, the Town, in it's discretion, may assume them and bill the Trust the costs thereof plus 10% administrative fee.

7. Signs may be used or installed by the Trust only with the express permission of the Town.

8. During the term of the lease, the Town shall not modify or make improvements to the premises, other than minor repairs, without the consent of the Trust which consent shall not be unreasonably withheld. The Trust shall be permitted to make any improvements to the Playground consistent with the intent and theme of the original master plan, attached

as Exhibit A, or as expressly approved in writing by the Town Manager or Director of Parks and Recreation. It is agreed that all repairs, modifications, additions, or improvements shall be and become a permanent part of the real estate, and as such the property of the Trust.

9. The leased premises, during the term of this lease, shall be used exclusively as a public playground and outdoor educational, experiential learning, and recreational facility,though it may serve as a host space for the Town or the Trust for temporary events, festivals, fundraisers, and gatherings. Except when used exclusively for other uses as provided in this agreement, the Playground must be available for public use from dawn to dusk, Monday through Sunday.

10. The Town may not assign this lease or sublet any part of the Playground without the written consent of the Trust.

11. The parties acknowledge and agree that this lease shall take effect immediately upon the Trust obtaining fee simple interest and the entire 17-acre tract. If for any reason the Trust does not obtain fee simple of the Subject Property within 60 days of the execution of this lease, this lease shall become null and void and the $160,000 payment made to the Trust in consideration for the 99-year lease term and the accompanying service and maintenance requirements imposed on the Trust, shall be immediately returned to the Town.

12. The Trust specifically agrees that it will procure and keep in force, at its own expense, liability insurance in an amount of not less than $1,000,000 in respect to bodily injury, disease, illness, death or property damage suffered by any one person or entity, arising out of any one accident. The policy or policies of insurance shall show the Town as an additional insured as Town's interest may appear. The Trust will cause a certificate of insurance to be furnished to the Town evidencing that coverage and the policy shall provide that the insurance may not be canceled without written notice to the Town at least thirty (30) days before any cancellation. The Town, in its capacity as Lessee, may obtain liability or property insurance for the Subject Property as it deems necessary.

13. This Lease Agreement constitutes the entire understanding between the parties and shall not be modified except in writing signed by the parties. This lease is binding on the parties hereto, their heirs, and permitted assigns.

14. The designation Lessor and Lessee 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, Lessor and Lessee have executed this Lease Agreement in duplicate.

TRUST: SOUTHERN PINES LAND AND HOUSING TRUST

By:_____

President

TOWN: TOWN OF SOUTHERN PINES

By:_____

Mayor, Town of Southern Pines



Southern Pines Elementary School

Blanchie Carter Discovery Park

Master Plan

Octo ber 1996, February 1999

Robin Moore , Dipl.Arch., MCP, ASLA
Michael Ortosky, ASLA, Wetlands Design

DESIGN

Scale: 1:" 20'

TOWN OF SOUTHERN PINES: 2022-2032 CIP

CATEGORY	PROJECT	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FUTURE YEARS FY 27-28 to FY 31-32	TOTAL ESTIMATE FY 22-23 to FY 31-32
Public Safety	Fire Brush Truck - Station #2	$ 210,000	$ -	$ -	$ -	$ -	$ -	$ 210,000
Public Safety	Fire Ladder Truck - Replacement of L81	$ -	$ -	$ 1,200,000	$ -	$ -	$ -	$ 1,200,000
Public Safety	Fire Engine Truck - Replacement of 813	$ -	$ 750,000	$ -	$ -	$ -	$ -	$ 750,000
Public Safety	Fire Tanker Truck - Replacement of 830	$ -	$ -	$ -	$ -	$ -	$ 500,000	$ 500,000
Public Safety	Fire Engine Truck - Replacement of 812	$ -	$ -	$ -	$ -	$ -	$ 1,350,000	$ 1,350,000
Public Safety	Fire Fleet Vehicles	$ -	$ 85,000	$ 45,000	$ -	$ -	$ 135,000	$ 265,000
Public Safety	Fire Portable Radios	$ 25,000	$ 25,750	$ 26,500	$ 27,500	$ 28,500	$ 470,000	$ 603,250
Public Safety	Fire SCBA	$ 43,500	$ 48,000	$ 49,000	$ 51,000	$ 52,000	$ 860,000	$ 1,103,500
Public Safety	Fire Turnout Gear	$ 38,000	$ 39,000	$ 40,000	$ 41,000	$ 42,500	$ 705,000	$ 905,500
Public Safety	Police Fleet Vehicles	$ 235,000	$ 235,000	$ 235,000	$ 235,000	$ 235,000	$ 2,025,000	$ 3,200,000
	Public Safety Subtotal	**$ 551,500**	**$ 1,182,750**	**$ 1,595,500**	**$ 354,500**	**$ 358,000**	**$ 6,045,000**	**$ 10,087,250**
Facilities	Facility Modernization Projects	$ -	$ 125,000	$ 125,000	$ 125,000	$ 125,000	$ 625,000	$ 1,125,000
Facilities	Police Property/Evidence Facility*	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Facilities	Fire Station #1 Renovation*	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Facilities Subtotal	**$ -**	**$ 125,000**	**$ 125,000**	**$ 125,000**	**$ 125,000**	**$ 625,000**	**$ 1,125,000**
Transportation	Street Construction**	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Transportation	Street Resurfacing	$ 1,178,843	$ 1,214,208	$ 1,250,634	$ 1,288,153	$ 1,326,798	$ 7,255,475	$ 13,514,112
Transportation	Sidewalk Construction	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 1,000,000	$ 2,000,000
	Transportation Subtotal	**$ 1,378,843**	**$ 1,414,208**	**$ 1,450,634**	**$ 1,488,153**	**$ 1,526,798**	**$ 8,255,475**	**$ 15,514,112**
	CIP Total	**$ 1,930,343**	**$ 2,721,958**	**$ 3,171,134**	**$ 1,967,653**	**$ 2,009,798**	**$ 14,925,475**	**$ 26,726,362**

*The Town has identified the need to renovate Fire Station #1 and to expand the property/evidence facility in the Police Station. The scope of these projects has not been confirmed; the estimated costs and timeline will be confirmed in the future.

**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. Morganton Park South: To-be-named Parkway connecting 15/501 to Morganton Road through the Morganton Park South Development.
2. Carlisle Street: Extension of Carlisle Street from Morganton Road to the intersection with Brucewood Road Extension.
3. Knollwood Road: A Development Spine Road connecting Camp Easter Road to US 1.

Agenda Item

To: **Reagan Parsons, Town Manager**

From: **BJ Grieve, Planning Director**

Subject: **Planning Board Reappointment – Diane Westbrook**

Date: **December 8, 2021**

I. RECOMMENDATION:

The Planning Director recommends that Ms. Diane Westbrook be considered for reappointment to serve on the Planning Board for a second consecutive term to expire December 4, 2024.

II. BACKGROUND:

Ms. Westbrook was appointed to serve her first term on the Planning Board beginning December 3, 2018 and expiring on December 3, 2021. Ms. Westbrook has an outstanding record of attendance and participation that is appreciated by both her fellow Planning Board members and Planning staff.

III. LEGAL REVIEW:

In accordance with UDO §8.13.1(B), the Planning Board shall consist of seven (7) members, all of which shall be resident citizens. Five (5) members appointed by the Town Council shall reside within the Town. Two members appointed by the County Board of Commissioners shall reside within the Town's Extraterritorial Planning Area, also referred to as the Extraterritorial Jurisdiction (ETJ).

- *The Board currently consists of five (5) active members who reside in Town and two (2) active members who reside in the ETJ.*

- *Ms. Westbrook currently resides in Town and is thereby eligible for reappointment as an in-Town member of the Board.*

In accordance with UDO §8.13.1(C), Planning Board members shall be appointed for three-year staggered terms, but may continue to serve until their successors have been appointed. Members may be appointed to not more than two successive full terms but may be eligible for reappointment after one year has elapsed from the date of termination of the second term.

- *Upon reappointment, Ms. Westbrook will serve a second consecutive term to expire on December 4, 2024.*

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DATA SHEET FOR APPOINTMENT TO COMMITTEES, COMMISSIONS AND BOARDS

COMMITTEE, COMMISSION, OR BOARD IN WHICH INTERESTED: Planning Board

NAME: Diane T. Westbrook TELEPHONE: 910-638-5593

ADDRESS: 72 Greencastle Dr. EMAIL: dtwestbrook@earthlink.NET

EDUCATIONAL BACKGROUND

Grad- UNC-CH - 1967 - degrees in Math, Spanish

EMPLOYMENT

JOB TITLE: Retired - Information Technology

Last EMPLOYER: Keane, Inc - Boston, Mass

Director, Transition Services & Application Software Mgmt.

current CIVIC AND PROFESSIONAL ACTIVITIES: Vice Chair SOP Planning Board, Board of Directors - Family Promise, Board of Directors UNC-School of Gov't Foundation, mbr-Weymouth

PAST MEMBERSHIP IN ORGANIZATIONS AND OFFICES HELD: Pres - Given Memorial Library Board, Governor's Council on Traumatic Brain Injury, Board of Directors - Weymouth Center

ANY ADDITIONAL INFORMATION AND COMMENTS:

DATE: 11-4-2021 SIGNATURE: Diane T Westbrook

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

Agenda Item

To: **Reagan Parsons, Town Manager**

From: **BJ Grieve, Planning Director**

Subject: **Historic District Commission Appointment – Robert Brown**

Date: **December 14, 2021**

I. RECOMMENDATION:

The Planning Director recommends that Mr. Robert Brown be considered for appointment to serve on the Historic District Commission at the Town Council's regular business meeting on December 14, 2021, for a first term to expire on December 13, 2025.

II. BACKGROUND:

Mr. Brown has applied for appointment to the Historic District Commission. Mr. Brown's educational background and years of experience as a professional historian, combined with his interest in historic preservation, will be an asset to the Commission.

III. LEGAL REVIEW:

In accordance with UDO §8.16.1(B), the Historic District Commission shall consist of seven (7) members, all of which shall be resident citizens.

- *The Commission currently consists of five (5) active members who reside in Town.*
- *Mr. Brown currently resides in Town and is thereby eligible for appointment as a member of the Commission.*

In accordance with UDO §8.16.1(C), HDC members shall be appointed for four-year staggered terms. Members may be appointed to not more than two (2) successive complete terms but may be eligible for reappointment after one year has elapsed from the date of termination of the second term.

- *Upon appointment, Mr. Brown will serve his first term to expire on December 13, 2025.*

100 Golf Crest Lane
Southern Pines, North Carolina 28387-6514
November 3, 2021

Received
NOV - 5 2021
Administration
Town of Southern Pines

Administration
Volunteer Boards
Town of Southern Pines
125 SE Broad Street
Southern Pines, NC 28387

Dear Sir or Madam,

I am interested in the opportunity to serve on the Historic District Commission of the Town of Southern Pines. Prompted by a chat yesterday with Carol Haney at the Pinedene Voting Site about opportunities for involvement in local government, I looked at the "Volunteer Boards" section of the Southern Pines' web site. After reading Agendas and Minutes from recent meetings of the Historic District Commission and the "Historic District Design Guidelines" booklet, I find that its purpose and areas of responsibility coincide nicely with my interests in historical preservation and my training and experience as a professional historian. As a resident of Southern Pines for more than two decades, I am interested in helping the Town preserve its heritage and character while it continues to grow.

Enclosed please find my completed Data Sheet and a Brief CV.

If additional information is needed, please do not hesitate to contact me. I look forward to hearing from you.

Sincerely,

Robert W. Brown

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DATA SHEET FOR APPOINTMENT TO COMMITTEES, COMMISSIONS AND BOARDS

Received
NOV - 5 2021
Administration
Town of Southern Pines

COMMITTEE, COMMISSION, OR BOARD IN WHICH INTERESTED: Historic District Commission

NAME: Robert W. Brown, Ph.D TELEPHONE: 910.638.5709

ADDRESS: 100 Golf Crest Lane, Southern Pines, NC 28387 EMAIL: rwb1215@gmail.com

EDUCATIONAL BACKGROUND

Ph.D (1979) and MA (1973) in Modern European History, Duke University; MA (1971) in Education, Marshall University, Huntington, WVa; AB (1969) in History, UNC-Chapel Hill.

EMPLOYMENT

JOB TITLE: Professor Emeritus, 2020-Present; Professor of History, 1979-2019; Department Chair (1996-2016).

EMPLOYER: UNC Pembroke, Pembroke, NC 28372-1510. Other employment history upon request.

CIVIC AND PROFESSIONAL ACTIVITIES: Board of Directors, Ruth Pauley Lecture Series, 2021-Present; Historian, North Carolina Association of Historians, 1994-Present; Worship Leader and Usher, Emmanuel Episcopal Church, Southern Pines, NC.

PAST MEMBERSHIP IN ORGANIZATIONS AND OFFICES HELD: Board of Directors, Moore County Chapter, North Carolina Symphony; Vestry Member (three times), Emmanuel Episcopal Church, Southern Pines, NC; Editor & Book Review Editor, Journal of the North Carolina Association of Historians, 1991-2002.

ANY ADDITIONAL INFORMATION AND COMMENTS: Residents of Southern Pines since 1997, my wife and I appreciate how the town has retained its charming historical core, especially the downtown area around Broad Street, the Sunrise Theater, and the Train Station, while undergoing dramatic growth. Preserving the town's heritage and character provides a vital foundation for future growth. Please see the attached brief CV.

DATE: November 3, 2021 SIGNATURE: R W Brown

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

BRIEF CURRICULUM VITAE
ROBERT W. BROWN

ADDRESS AND CONTACT INFORMATION

100 Golf Crest Lane
Southern Pines, North Carolina, USA 28387-6514
Phone: 910.638.5709
Personal email: rwb1215@gmail.com; Professional email: rwb@uncp.edu

EDUCATION

Duke University	Ph.D., 1979	European and European Intellectual History, 1789-Present
Duke University	M.A., 1973	European History, 1789-Present
Marshall University	M.A., 1971	Education
UNC-Chapel Hill	A.B., 1969	History

HONORS AND AWARDS

Professor Emeritus, UNC Pembroke, Pembroke, NC, April 2020
Order of the Long Leaf Pine, The State of North Carolina, May 14, 2019
UNC Board of Governors' Award for Excellence in Teaching, Spring, 2006
UNC Pembroke's Outstanding Teaching Award, Spring 1997 and Spring 2003

ACADEMIC CAREER

University Career

Professor (1996-2019), UNC Pembroke, Pembroke, N.C., USA
Professor and Department Chair (1996-2016), UNC Pembroke, Pembroke, N.C., USA
Assistant Professor to Professor (1979-1996), UNC Pembroke, Pembroke, N.C., USA

Related Higher Education and Teaching Experiences

Gastdozent (November 2019), Pädagogische Hochschule Ludwigsburg, Ludwigsburg, Germany
Instructor (Summer 1979), North Carolina Wesleyan College
Part-time Instructor (1978-1979), North Carolina State University
Part-time Instructor (1977-1978; Summer 1978), Duke University
Lehrbeauftragter (1976-1977), Englisches Seminar, Universität Münster, Münster, Germany
Lecturer (1975-1976), European Division, University of Maryland, Heidelberg, Germany
National Teacher Corps, Huntington, W. Va. (June 1969-June 1971)

SELECTED CIVIC AND PROFESSIONAL ACTIVITIES

Board of Directors, Ruth Pauley Lecture Series, Moore County, NC, 2021-Present. Historian and Member of the Executive Committee, North Carolina Association of Historians, 1990-Present. Board of Directors, North Carolina Symphony, Moore County Chapter. Emmanuel Episcopal Church, Southern Pines, NC: Vestry Member (2006-2008; 2000-2002); Worship Leader and Usher, 1997-Present. Episcopal Day School, Southern Pines, Vestry Liaison to the Board of Directors and Member, Property Committee, 1998-2000. St. David's Episcopal Church, Laurinburg, NC: Senior Warden, 1992-1993; Vestry Member, 1991-1993; Spiritual Life Committee, Chair, 1990-1996; Adult Sunday School Teacher, 1993-1997; Sunday Bulletin editor.

Editor and Book Review Editor, *Journal of the North Carolina Association of Historians*, 1991-2003.

PERSONAL

Married to Monika Bargmann Brown, Professor Emerita of English, UNC Pembroke; one daughter: Sarah Elisabeth Brown, Senior Reporter, *The Chronicle of Higher Education*, Washington, DC. Member of Emmanuel Episcopal Church, Southern Pines, NC.

Agenda Item

To: **Reagan Parsons, Town Manager**

From: **BJ Grieve, Planning Director**

Subject: **Historic District Commission Appointment – Lane West**

Date: **December 14, 2021**

I. RECOMMENDATION:

The Planning Director recommends that Mr. Lane West be considered for appointment to serve on the Historic District Commission at the Town Council's regular business meeting on December 14, 2021, for a first term to expire on December 13, 2025.

II. BACKGROUND:

Mr. West has applied for appointment to the Historic District Commission and the Planning Director has recommended him for appointment.

III. LEGAL REVIEW:

In accordance with UDO §8.16.1(B), the Historic District Commission shall consist of seven (7) members, all of which shall be resident citizens.

- *The Commission currently consists of five (5) active members who reside in Town.*
- *Mr. West currently resides in Town and is thereby eligible for appointment as a member of the Commission.*

In accordance with UDO §8.16.1(C), HDC members shall be appointed for four-year staggered terms. Members may be appointed to not more than two (2) successive complete terms but may be eligible for reappointment after one year has elapsed from the date of termination of the second term.

- *Upon appointment, Mr. West will serve his first term to expire on December 13, 2025.*

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DATA SHEET FOR APPOINTMENT TO COMMITTEES, COMMISSIONS AND BOARDS

COMMITTEE, COMMISSION, OR BOARD IN WHICH INTERESTED: Historic District Commission

NAME: Lane West TELEPHONE: 910-638-3044

ADDRESS: 202 Sundew Court EMAIL: lane.west@cleanjuice.com

EDUCATIONAL BACKGROUND

Sandhills Community College

EMPLOYMENT

JOB TITLE: Owner, Clean Juice Southern Pines; Owner, Lane West and Associates; Broker, Meese Property Group; Owner, Pure Barre Southern Pines

EMPLOYER: See above

CIVIC AND PROFESSIONAL ACTIVITIES: Moore Co. Chamber of Commerce Board of Directors, Penick Village Foundation Board,

PAST MEMBERSHIP IN ORGANIZATIONS AND OFFICES HELD: Southern Pines Business Association Board of Directors, Jaycees of Colorado – State Membership Director, State Community Development V.P., Southeast Denver Jaycees President, State Chairman St. Jude's Hospital for Georgia Jaycees,

ANY ADDITIONAL INFORMATION AND COMMENTS: Ministry and Sermon Leader for Terra Bella Assisted Living, Mooresville, NC; USO of NC Volunteer and trainer

DATE: 11/30/21 SIGNATURE: [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.

To: Reagan Parsons, Town Manager

From: James Michel, PE, MBA, Town Engineer/Assistant Public Works Director

Re: NCDOT 3-Party Municipal Agreement for the Relocation of the 18" Water Transmission Main along US1

Date: November 17, 2021

AGREEMENT

Included in the Council Packet is a copy of the 3 Party Municipal Agreement between NCDOT, Town of Southern Pines, and Town of Aberdeen. Aberdeen is included in this agreement as the relocation of Southern Pines transmission main along Elm and Poplar will impact existing Aberdeen utilities. NCDOT is compensating Aberdeen for the degradation of some of the line and will also be replacing some of the lines. None of the cost associated with the Aberdeen lines are being passed along to Southern Pines. A future Utility Relocation Agreement (URA) will be forwarded to the Town which will be more specific to the details and cost of the relocation work.

BACKGROUND

NCDOT is currently preparing for the roadway project along U.S. 1 (North Sandhills Boulevard) from Roseland Road to Old U.S. 1. (STIP Project U-5815). Below is the basic summary of the project from NCDOT's website.

Proposed work on U.S. 1 involves a 2.8-mile segment from Roseland Road to Old U.S. 1. Work would be divided into two phases, referred to as Section A and Section B.

- Section A involves building a Synchronized Street on the southern section of U.S. 1 from Roseland Road to Knight Street (0.6 miles).
- Section B involves building a Synchronized Street on the 2.2-mile northern section of U.S. 1 from Knight Street to Old U.S. 1 as well as minor improvements to the southern section of U.S. 1, including realigning Roseland Road at U.S. 1.
- An alternate design at the U.S. 1/Old U.S. 1 intersection has also been developed. It adds a traffic signal at the existing free-flow merge from Old U.S. 1 onto U.S. 1 and enlarges the U-turn bulb to more easily accommodate large trucks.

Construction on Section A is scheduled to begin in 2027. Right-of-way acquisition for Section B was scheduled for 2019, and construction is scheduled for 2024. Typically, utility relocations are part of the overall roadway project. Due to the size and scope of this relocation, NCDOT is attempting to have the line relocated under a separate contract prior to the 2024 US Open Golf Tournament. This will allow the roadway work to precede with less conflicts after the US Open has concluded and be completed prior to the 2029 Open.

The Town's 18" Water Transmission Main (WTM) runs along the east side of US1 through the project corridor. The preliminary designs for the roadway project included improvements to the storm drainage network. These improvements conflict with the Town's WTM requiring relocation of approximately 8,800 linear feet of line between Elm Street and the Town's Ground Storage Tank. The new WTM will be routed along Poplar Street due to space limitations in the right-of-way (ROW) along US1. Since the WTM was originally installed in NCDOT's ROW via an encroachment agreement, NCDOT has the authority to require the relocation. Per General Statue § 136-27.1 the Town is responsible for 25% of the relocation cost estimated at $854,351.

The Town recently studied long term water system needs as part of the 2019 Water & Wastewater Capital Improvement Plan (CIP). The study identified the need to upgrade the WTM as the existing 18" main is limited to an approximate capacity of 8 MGD. The projections from the CIP estimates that the Town would reach 8 MGD of maximum day demand

around the year 2035. An upgrade to a 24" main is currently being recommended as it would provide 11 MGD of capacity which would match the buildout capacity of the Water Treatment Plant and provide capacity beyond the 20 year study horizon.

Table 3-4: Projected Water Demands

		Average Day Demand			Maximum Day Demand			Peak Hour Demand		
Year	Projected Water Service Area Population	Wholesale Demand (MGD)	Non-Wholesale Demand (MGD)	Total (MGD)	Wholesale Demand (MGD)	Non-Wholesale Demand (MGD)	Total (MGD)	Wholesale Demand (MGD)	Peak Hour Demand (MGD)	Total (MGD)
2020	14,854	0.87	3.06	3.9	1.40	4.9	6.3	1.40	7.3	8.7
2025	16,400	0.87	3.38	4.3	1.40	5.4	6.8	1.40	8.1	9.5
2030	18,107	0.87	3.73	4.6	1.40	6.0	7.4	1.40	9.0	10.3
2035	19,991	0.87	4.12	5.0	1.40	6.6	8.0	1.40	9.9	11.3
2040	22,072	0.87	4.55	5.4	1.40	7.3	8.7	1.40	10.9	12.3

NCDOT does allow for improvements to be made to facilities being relocated as part of the project. Per the above referenced G.S, the Town is responsible for 25% of the relocation cost, but responsible for 100% of any betterment. The estimated cost to the Town for upsizing the pipe would be an additional $912,167 for a total cost of $1,766,518. The current submitted agreement shows the cost associated with upsizing the line the 24".

ADDITIONAL CONSIDERATIONS

The agreement currently being discussed is only for the relocations of the WTM. There will be other water distribution lines and/or sewer collection line relocations associated with the actual roadway project which will require a future agreement and additional cost.

There is an ancillary project U.S. 15-501 from U.S. 1 to Brucewood Road (STIP Project U-5814) that will also have some additional relocation work associated with it. Construction of this project is expected to follow the same schedule as the US 1 road work.

Staff has discussed with NCDOT about bidding the project both ways. This would allow an easier determination of the cost difference between the 18" and 24" lines and defers the final decision until the actual bid numbers are in hand. Staff has requested confirmation of this strategy in writing but has not yet received a response. This should be addressed in the forthcoming URA.

Typical NCDOT policy is to bill Municipalities once the work is completed. The Town's share of the work would be due in late 2023 to early 2024. The rate analysis prepared for the 2021 Budget cycle included a $1,500,000 cost in FY26-27. This was based off the information available in NCDOT's Transportation Improvement Program at the time. Staff estimate that moving the $1,766,518 cost into FY23-24 would require an additional 2% increase in the FY25-26 utility rates, from 5% to 7%. This assumes that the on hand retained earnings will fund the cost of the work. Additional options including the use of American Rescue Plan Act (ARPA) are also being reviewed which could help offset the future rate increase.

NEXT STEPS

Staff continues to work with NCDOT to nail down the final details and will be bringing the URA back to council once received from NCDOT.

NORTH CAROLINA

MOORE COUNTY

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

AND

TRANSPORTATION IMPROVEMENT PROJECT – MUNICIPAL AGREEMENT

DATE: 11/12/2021

TIP #: U-5815BA

WBS Elements: PE 54041.1.4
ROW 54041.2.7
UTIL 54041.2.8
CON 54041.3.5

TOWN OF ABERDEEN
AND
TOWN OF SOUTHERN PINES

THIS 3-PARTY MUNICIPAL AGREEMENT is made and entered into on the last date executed below, by and between the North Carolina Department of Transportation, an agency of the State of North Carolina, hereinafter referred to as the "Department" and the Town of Aberdeen, hereinafter referred to as "Aberdeen," Southern Pines, hereinafter referred to as "Southern Pines;" together herein after called the "Municipalities", and all three, collectively, herein after called "Parties."

W I T N E S S E T H:

WHEREAS, the Department has plans to construct improvements to the US 1 corridor from Old US 1 in Southern Pines to Roseland Road in Aberdeen under Project U-5814B in Moore County, hereinafter known as the "Project"; and,

WHEREAS, the Project includes upgrading the existing storm drainage along the US 1 corridor; and,

WHEREAS, said upgrades requires the relocation of an existing 18-inch transmission water line owned by the Southern Pines; and,

WHEREAS, the costs and inconvenience associated with the water line will create a burden to Parties, property owners and other businesses along the US 1 corridor; and,

WHEREAS, the Department has identified an alternate location on North Poplar Street, which is a parallel route to US 1; and,

WHEREAS, both Southern Pines and Aberdeen agree with the use of North Poplar Street as an acceptable location for the water line; and

WHEREAS, the optimal location to tie-in the southern portion of the relocated water line along North Poplar Street is at Elm Street, which is an Aberdeen roadway; and,

WHEREAS, the Aberdeen has an existing Sanitary Sewer line along Elm Street that is in substandard condition and will be affected by the installation of the new water line; and,

WHEREAS, NCDOT agrees to provide Aberdeen compensation for the upgrade of the Town's existing sanitary sewer line along North Poplar Street from Peach Avenue to the northern limits in lieu of performing the work; and,

WHEREAS, the Department and the Municipalities have agreed that the municipal limits, as of the date of the awarding of the contract for the construction of the above-mentioned project, are to be used in determining the duties, responsibilities, rights and legal obligations of the Parties hereto for the purposes of this Agreement; and,

WHEREAS, this Agreement is made under the authority granted to the Department by the North Carolina General Assembly, including but not limited to, the following legislation: General Statutes of North Carolina (NCGS), Section 136-66.1, Section 160A-296 and 297, Section 136-18, and Section 20-169, to participate in the planning and construction of a Project approved by the Board of Transportation for the safe and efficient utilization of transportation systems for the public good; and,

NOW, THEREFORE, the Parties hereto, each in consideration of the promises and undertakings of the other as herein provided, do hereby covenant and agree, each with the other, as follows:

SCOPE OF THE WORK

1. The Project consists of improvements to the US 1 corridor from Old US 1 in Southern Pines to Roseland Road in Aberdeen, programmed under U-5814B in Moore County. Said Project includes upgrading the existing storm drainage along the US 1 corridor, which will require the relocation of an 18-inch transmission water line owned by Southern Pines. The Department will construct the Project and will relocate the water line to North Poplar Street and Elm Street in Aberdeen.

2. As part of the relocation of the water line, the Department will provide compensation to Aberdeen to upgrade an existing sanitary sewer line along North Poplar Street in Aberdeen.

RESPONSIBILITIES OF EACH PARTY

3. Southern Pines will:

    A. Grant permission to the Department to relocate an existing 18-inch transmission water line, which is located in the Project area and is owned by Southern Pines, at an approximate cost to Southern Pines of $1,766,518.

    B. A separate Utility Agreement will be provided to specify the reimbursement details associated with this work.

    C. Coordinate with Aberdeen for relocation of the 18-inch transmission water line including all encroachments, agreements and forms necessary.

4. Aberdeen will:

    A. Grant permission to the Department to relocate an existing 18-inch transmission water line, which is owned by the Town of Southern Pines, to a location on along North Poplar Street (SR 2055) and Elm Street, which is an Aberdeen roadway, at no cost to Aberdeen.

    B. Coordinate with Southern Pines for relocation of the 18-inch transmission water line including all encroachments, agreements and forms necessary.

    C. Accept compensation from the Department in the amount of $375,000 for future rehabilitation or replacement of the town's existing sanitary sewer line along North Poplar Street from Peach Avenue to the northern terminus of the project.

5. The Department will:

    A. Relocate the existing Southern Pines' 18-inch transmission water line currently located along the US 1 corridor to North Poplar Street and tie-in the southern portion of the new transmission line using Elm Street which is owned by Aberdeen.

    B. Replace the existing water line and sanitary sewer line on North Poplar Street from Peach Avenue to Elm, as well as along Elm Street between US 1 and North Poplar Street.

    C. Repair any sanitary sewer lateral services and repair any sections of the sanitary sewer mainline damaged during construction on North Poplar Street from Peach Avenue to the northern terminus of the project.

D. Provide $375,000 in compensation to Aberdeen to participate in the cost to rehabilitate or replace of the town's existing sanitary sewer line along North Poplar Street from Peach Avenue to the northern terminus of the project.

RIGHT OF WAY

6. The Department shall be responsible for acquiring any needed right of way required for the Project, including the relocated water transmission line. Acquisition of right of way shall be accomplished in accordance with the policies and procedures set forth in the North Carolina Right of Way Manual.

7. It is understood by the Parties that all work for the betterments shall be performed within the existing right of way. However, should it become necessary, the Municipalities, at no expense or liability whatsoever to the Department, shall provide any needed right of way and or construction easements for the construction of the betterments, and remove from said rights of way all obstructions and encroachments of any kind or character. Acquisition of any needed right of way shall be performed in accordance with the following state and federal policies and procedures, "Right of Way Acquisition Policy and Land Acquisition Policy, contained in the Federal-Aid Policy Guide, Part 712, Subpart B", and the North Carolina Right of Way Manual (Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970). The Department shall be indemnified and held harmless from any and all damages and claims for damages associated with the acquisition of any construction easements and/or right of way.

CONSTRUCTION

8. The Department shall perform the Project in accordance with the plans and specifications of the Project as filed with, and approved by, the Department. The Department shall administer the construction contract for the Project.

MAINTENANCE

9. Upon completion of the Project:

   A. The Department shall be responsible for all traffic operating controls and devices which shall be established, enforced, and installed and maintained in accordance with the North Carolina General Statutes, the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, the latest edition of the "Policy on Street and Driveway Access to North Carolina Highways", and departmental criteria.

B. The improvement(s) shall be within North Poplar Street which is owned and maintained by the Department and Elm Street which is owned and maintained by Aberdeen.

C. The Municipalities, at no expense to the Department, shall assume all maintenance responsibilities for the betterments and release the Department from all liability relating to such maintenance

D. Upon the satisfactory completion of the relocations and adjustments of the utility lines covered under this Agreement, the Municipalities shall assume normal maintenance operations to the said utility lines. Upon completion of the construction of the said project, the Municipalities shall release the Department from any and all claims for damages in connection with adjustments made to its utility lines; and, further, Aberdeen and Southern Pines shall release the Department of any future responsibility for the cost of maintenance to said utility lines. Said releases shall be deemed to be given by the Aberdeen and Southern Pines upon completion of construction of the project and its acceptance by the Department from its contractor unless the Aberdeen and Southern Pines notifies the Department, in writing, to the contrary prior to the Department's acceptance of the project.

E. The Municipalities obligate themselves to service and to maintain their respective facilities to be retained and installed over and along the highway within the Department's right-of-way limits in accordance with the mandate of the North Carolina General Statutes and such other laws, rules, and regulations as have been or may be validly enacted or adopted, now or hereafter.

F. If at any time the Department shall require the removal of or changes in the location of the encroaching facilities, which are being relocated at the Municipalities' expense, the Municipalities binds themselves, their successors and assigns, to promptly remove or alter said facilities, in order to conform to the said requirement (if applicable per G.S. 136-27.1), without any cost to the Department.

FUNDING

10. The Department will provide $375,000 in compensation to Aberdeen to cover the cost to the future rehabilitation or replacement of their existing sanitary sewer line along North Poplar Street from Peach Avenue to the northern terminus of the Project within sixty (60) days of the execution of this Agreement.

Payment of this compensation provides full and complete compensation for any and all work necessary for the existing sanitary sewer line. No further compensation will be provided under the terms of this Agreement.

ADDITIONAL PROVISIONS

11. It is the policy of the Department not to enter into any agreement with another party that has been debarred by any government agency (Federal or State). The Municipalities certifies, by signature of this agreement, that neither it nor its agents or contractors are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal or State Department or Agency.

12. To the extent authorized by state and federal claims statutes, each party shall be responsible for its respective actions under the terms of this agreement and save harmless the other party from any claims arising as a result of such actions.

13. All terms of this Agreement are subject to available departmental funding and fiscal constraints.

14. This Agreement contains the entire agreement between the Parties and there are no understandings or agreements, verbal or otherwise, regarding this Agreement except as expressly set forth herein.

15. The Parties hereby acknowledge that the individual executing the Agreement on their behalf is authorized to execute this Agreement on their behalf and to bind the respective entities to the terms contained herein and that he has read this Agreement, conferred with his attorney, and fully understands its contents.

16. By Executive Order 24, issued by Governor Perdue, and N.C. G.S.§ 133-32, it is unlawful for any vendor or contractor (i.e. architect, bidder, contractor, construction manager, design professional, engineer, landlord, offeror, seller, subcontractor, supplier, or vendor), to make gifts or to give favors to any State employee of the Governor's Cabinet Agencies (i.e., Administration, Commerce, Environmental Quality, Health and Human Services, Information Technology, Military and Veterans Affairs, Natural and Cultural Resources, Public Safety, Revenue, Transportation, and the Office of the Governor).

IN WITNESS WHEREOF, this Agreement has been executed, in duplicate, the day and year heretofore set out, on the part of the Department and the Municipality by authority duly given.

L.S. ATTEST:

TOWN OF ABERDEEN

BY:_____ BY: _____

TITLE:_____ TITLE: _____

DATE:_____ DATE: _____

This Agreement has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

BY:_____
(FINANCE OFFICER)

Federal Tax Identification Number

_____

L.S. ATTEST:

TOWN OF SOUTHERN PINES

BY:_____ BY: _____

TITLE:_____ TITLE: _____

DATE:_____ DATE: _____

This Agreement has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

BY:_____
(FINANCE OFFICER)

Federal Tax Identification Number

_____

DEPARTMENT OF TRANSPORTATION

BY: _____
(CHIEF ENGINEER)

DATE: _____

APPROVED BY BOARD OF TRANSPORTATION ITEM O:_____(Date)

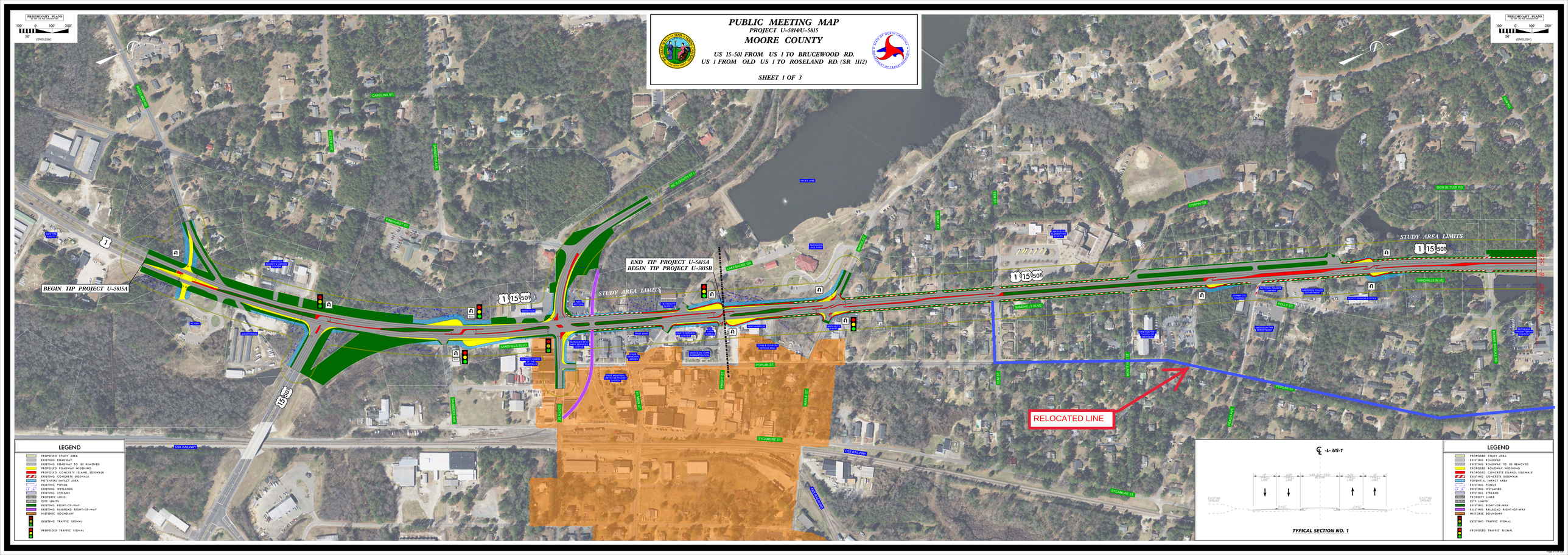
PUBLIC MEETING MAP

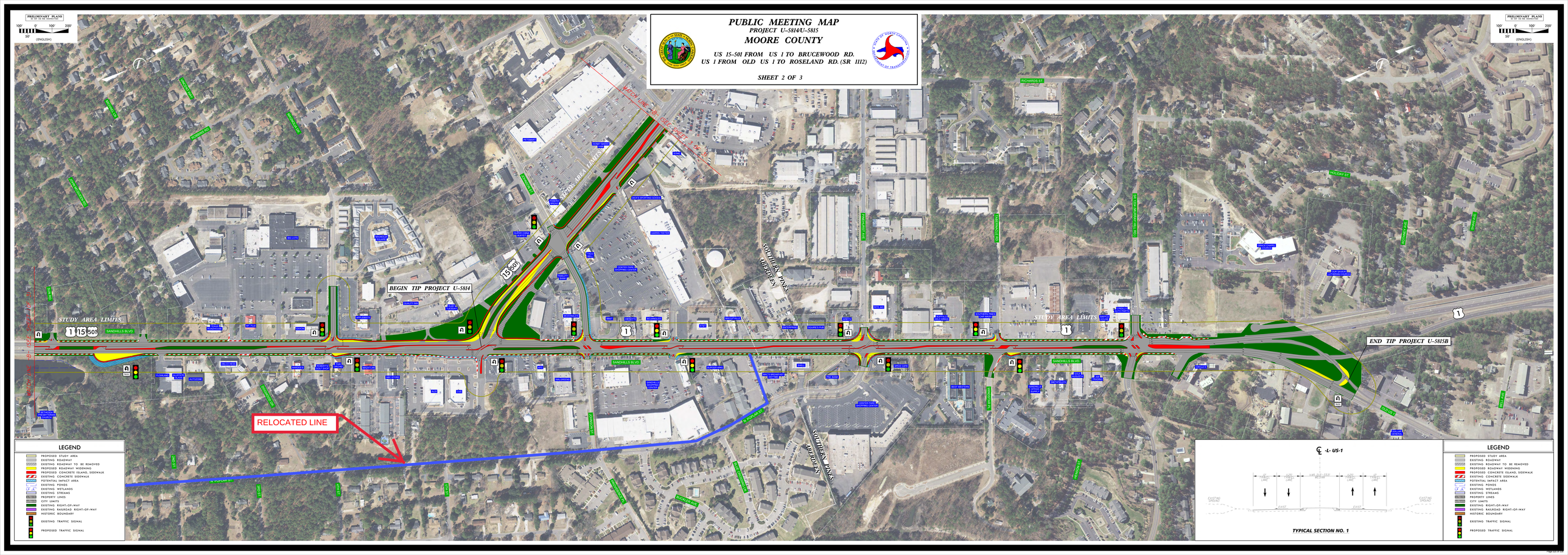
PROJECT U-5814/U-5815

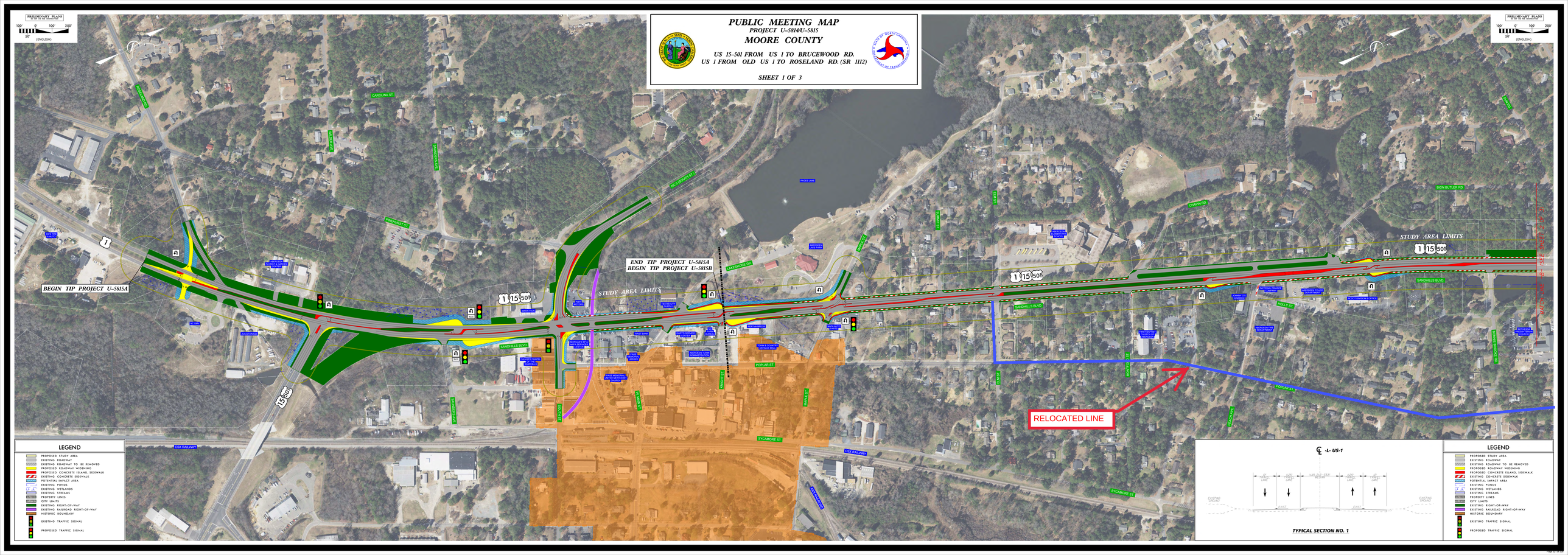
MOORE COUNTY

US 15-501 FROM US 1 TO BRUCEWOOD RD.
US 1 FROM OLD US 1 TO ROSELAND RD. (SR 1112)

SHEET 1 OF 3




PUBLIC MEETING MAP
PROJECT U-5814/U-5815
MOORE COUNTY
US 15-501 FROM US 1 TO BRUCEWOOD RD.
US 1 FROM OLD US 1 TO ROSELAND RD. (SR 1112)
SHEET 2 OF 3
PRELIMINARY PLANS
(ENGLISH)
BEGIN TIP PROJECT U-5814
END TIP PROJECT U-5815B
STUDY AREA LIMITS
SOUTHERN PINES
ABERDEEN
RELOCATED LINE
LEGEND
PROPOSED STUDY AREA
EXISTING ROADWAY
EXISTING ROADWAY TO BE REMOVED
PROPOSED ROADWAY WIDENING
PROPOSED CONCRETE ISLAND, SIDEWALK
EXISTING CONCRETE SIDEWALK
POTENTIAL IMPACT AREA
EXISTING PONDS
EXISTING WETLANDS
EXISTING STREAMS
PROPERTY LINES
CITY LIMITS
EXISTING RIGHT-OF-WAY
EXISTING RAILROAD RIGHT-OF-WAY
HISTORIC BOUNDARY
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
-L- US-1
TYPICAL SECTION NO. 1


PRELIMINARY PLANS
NOT FOR CONSTRUCTION
100' 0' 100' 200'
50'
(ENGLISH)
PUBLIC MEETING MAP
PROJECT U-5814/U-5815
MOORE COUNTY
US 15-501 FROM US 1 TO BRUCEWOOD RD.
US 1 FROM OLD US 1 TO ROSELAND RD. (SR 1112)
SHEET 1 OF 3
BEGIN TIP PROJECT U-5815A
END TIP PROJECT U-5815A
BEGIN TIP PROJECT U-5815B
STUDY AREA LIMITS
STUDY AREA LIMITS
RELOCATED LINE
-L- US-1
TYPICAL SECTION NO. 1
LEGEND
PROPOSED STUDY AREA
EXISTING ROADWAY
EXISTING ROADWAY TO BE REMOVED
PROPOSED ROADWAY WIDENING
PROPOSED CONCRETE ISLAND, SIDEWALK
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POTENTIAL IMPACT AREA
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HISTORIC BOUNDARY
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL

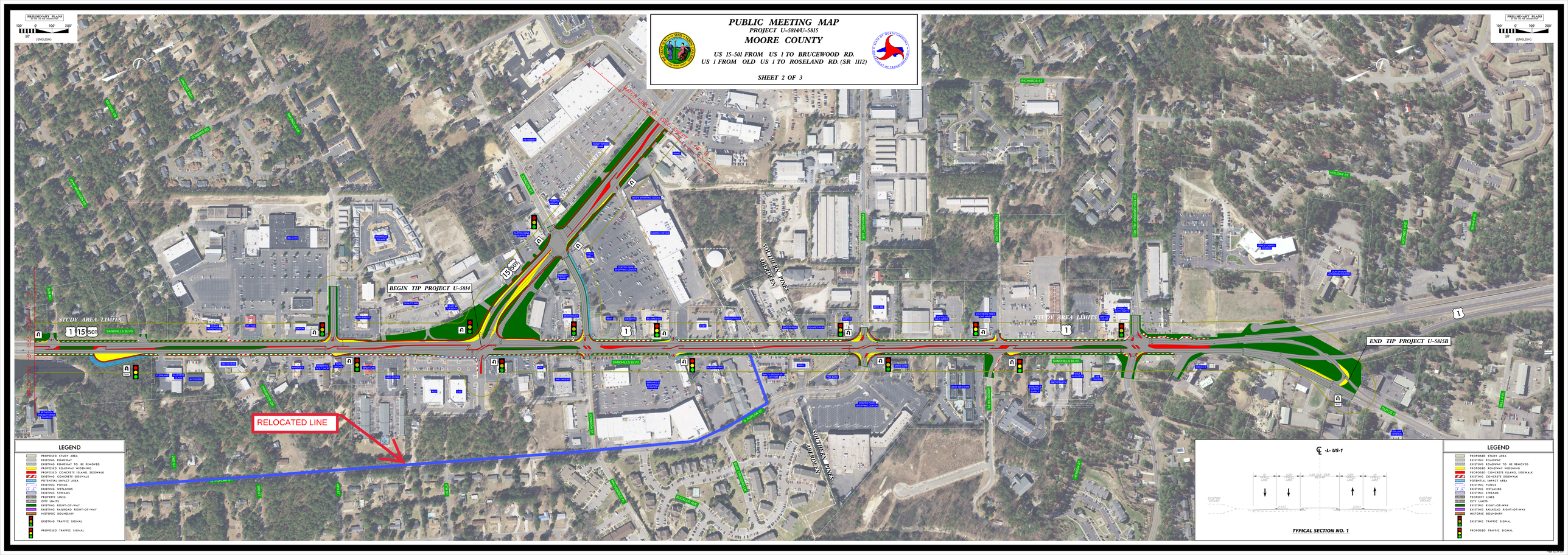
PUBLIC MEETING MAP

PROJECT U-5814/U-5815

MOORE COUNTY

US 15-501 FROM US 1 TO BRUCEWOOD RD.
US 1 FROM OLD US 1 TO ROSELAND RD. (SR 1112)

SHEET 2 OF 3



NORTH CAROLINA

MOORE COUNTY

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

AND

TRANSPORTATION IMPROVEMENT PROJECT – MUNICIPAL AGREEMENT

DATE: 11/12/2021

TIP #: U-5815BA

WBS Elements: PE 54041.1.4
ROW 54041.2.7
UTIL 54041.2.8
CON 54041.3.5

TOWN OF ABERDEEN
AND
TOWN OF SOUTHERN PINES

THIS 3-PARTY MUNICIPAL AGREEMENT is made and entered into on the last date executed below, by and between the North Carolina Department of Transportation, an agency of the State of North Carolina, hereinafter referred to as the "Department" and the Town of Aberdeen, hereinafter referred to as "Aberdeen," Southern Pines, hereinafter referred to as "Southern Pines;" together herein after called the "Municipalities", and all three, collectively, herein after called "Parties."

W I T N E S S E T H:

WHEREAS, the Department has plans to construct improvements to the US 1 corridor from Old US 1 in Southern Pines to Roseland Road in Aberdeen under Project U-5814B in Moore County, hereinafter known as the "Project"; and,

WHEREAS, the Project includes upgrading the existing storm drainage along the US 1 corridor; and,

WHEREAS, said upgrades requires the relocation of an existing 18-inch transmission water line owned by the Southern Pines; and,

WHEREAS, the costs and inconvenience associated with the water line will create a burden to Parties, property owners and other businesses along the US 1 corridor; and,

WHEREAS, the Department has identified an alternate location on North Poplar Street, which is a parallel route to US 1; and,

WHEREAS, both Southern Pines and Aberdeen agree with the use of North Poplar Street as an acceptable location for the water line; and

WHEREAS, the optimal location to tie-in the southern portion of the relocated water line along North Poplar Street is at Elm Street, which is an Aberdeen roadway; and,

WHEREAS, the Aberdeen has an existing Sanitary Sewer line along Elm Street that is in substandard condition and will be affected by the installation of the new water line; and,

WHEREAS, NCDOT agrees to provide Aberdeen compensation for the upgrade of the Town's existing sanitary sewer line along North Poplar Street from Peach Avenue to the northern limits in lieu of performing the work; and,

WHEREAS, the Department and the Municipalities have agreed that the municipal limits, as of the date of the awarding of the contract for the construction of the above-mentioned project, are to be used in determining the duties, responsibilities, rights and legal obligations of the Parties hereto for the purposes of this Agreement; and,

WHEREAS, this Agreement is made under the authority granted to the Department by the North Carolina General Assembly, including but not limited to, the following legislation: General Statutes of North Carolina (NCGS), Section 136-66.1, Section 160A-296 and 297, Section 136-18, and Section 20-169, to participate in the planning and construction of a Project approved by the Board of Transportation for the safe and efficient utilization of transportation systems for the public good; and,

NOW, THEREFORE, the Parties hereto, each in consideration of the promises and undertakings of the other as herein provided, do hereby covenant and agree, each with the other, as follows:

SCOPE OF THE WORK

1. The Project consists of improvements to the US 1 corridor from Old US 1 in Southern Pines to Roseland Road in Aberdeen, programmed under U-5814B in Moore County. Said Project includes upgrading the existing storm drainage along the US 1 corridor, which will require the relocation of an 18-inch transmission water line owned by Southern Pines. The Department will construct the Project and will relocate the water line to North Poplar Street and Elm Street in Aberdeen.

2. As part of the relocation of the water line, the Department will provide compensation to Aberdeen to upgrade an existing sanitary sewer line along North Poplar Street in Aberdeen.

RESPONSIBILITIES OF EACH PARTY

3. Southern Pines will:

    A. Grant permission to the Department to relocate an existing 18-inch transmission water line, which is located in the Project area and is owned by Southern Pines, at an approximate cost to Southern Pines of $1,766,518.

    B. A separate Utility Agreement will be provided to specify the reimbursement details associated with this work.

    C. Coordinate with Aberdeen for relocation of the 18-inch transmission water line including all encroachments, agreements and forms necessary.

4. Aberdeen will:

    A. Grant permission to the Department to relocate an existing 18-inch transmission water line, which is owned by the Town of Southern Pines, to a location on along North Poplar Street (SR 2055) and Elm Street, which is an Aberdeen roadway, at no cost to Aberdeen.

    B. Coordinate with Southern Pines for relocation of the 18-inch transmission water line including all encroachments, agreements and forms necessary.

    C. Accept compensation from the Department in the amount of $375,000 for future rehabilitation or replacement of the town's existing sanitary sewer line along North Poplar Street from Peach Avenue to the northern terminus of the project.

5. The Department will:

    A. Relocate the existing Southern Pines' 18-inch transmission water line currently located along the US 1 corridor to North Poplar Street and tie-in the southern portion of the new transmission line using Elm Street which is owned by Aberdeen.

    B. Replace the existing water line and sanitary sewer line on North Poplar Street from Peach Avenue to Elm, as well as along Elm Street between US 1 and North Poplar Street.

    C. Repair any sanitary sewer lateral services and repair any sections of the sanitary sewer mainline damaged during construction on North Poplar Street from Peach Avenue to the northern terminus of the project.

D. Provide $375,000 in compensation to Aberdeen to participate in the cost to rehabilitate or replace of the town's existing sanitary sewer line along North Poplar Street from Peach Avenue to the northern terminus of the project.

RIGHT OF WAY

6. The Department shall be responsible for acquiring any needed right of way required for the Project, including the relocated water transmission line. Acquisition of right of way shall be accomplished in accordance with the policies and procedures set forth in the North Carolina Right of Way Manual.

7. It is understood by the Parties that all work for the betterments shall be performed within the existing right of way. However, should it become necessary, the Municipalities, at no expense or liability whatsoever to the Department, shall provide any needed right of way and or construction easements for the construction of the betterments, and remove from said rights of way all obstructions and encroachments of any kind or character. Acquisition of any needed right of way shall be performed in accordance with the following state and federal policies and procedures, "Right of Way Acquisition Policy and Land Acquisition Policy, contained in the Federal-Aid Policy Guide, Part 712, Subpart B", and the North Carolina Right of Way Manual (Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970). The Department shall be indemnified and held harmless from any and all damages and claims for damages associated with the acquisition of any construction easements and/or right of way.

CONSTRUCTION

8. The Department shall perform the Project in accordance with the plans and specifications of the Project as filed with, and approved by, the Department. The Department shall administer the construction contract for the Project.

MAINTENANCE

9. Upon completion of the Project:

   A. The Department shall be responsible for all traffic operating controls and devices which shall be established, enforced, and installed and maintained in accordance with the North Carolina General Statutes, the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, the latest edition of the "Policy on Street and Driveway Access to North Carolina Highways", and departmental criteria.

B. The improvement(s) shall be within North Poplar Street which is owned and maintained by the Department and Elm Street which is owned and maintained by Aberdeen.

C. The Municipalities, at no expense to the Department, shall assume all maintenance responsibilities for the betterments and release the Department from all liability relating to such maintenance

D. Upon the satisfactory completion of the relocations and adjustments of the utility lines covered under this Agreement, the Municipalities shall assume normal maintenance operations to the said utility lines. Upon completion of the construction of the said project, the Municipalities shall release the Department from any and all claims for damages in connection with adjustments made to its utility lines; and, further, Aberdeen and Southern Pines shall release the Department of any future responsibility for the cost of maintenance to said utility lines. Said releases shall be deemed to be given by the Aberdeen and Southern Pines upon completion of construction of the project and its acceptance by the Department from its contractor unless the Aberdeen and Southern Pines notifies the Department, in writing, to the contrary prior to the Department's acceptance of the project.

E. The Municipalities obligate themselves to service and to maintain their respective facilities to be retained and installed over and along the highway within the Department's right-of-way limits in accordance with the mandate of the North Carolina General Statutes and such other laws, rules, and regulations as have been or may be validly enacted or adopted, now or hereafter.

F. If at any time the Department shall require the removal of or changes in the location of the encroaching facilities, which are being relocated at the Municipalities' expense, the Municipalities binds themselves, their successors and assigns, to promptly remove or alter said facilities, in order to conform to the said requirement (if applicable per G.S. 136-27.1), without any cost to the Department.

FUNDING

10. The Department will provide $375,000 in compensation to Aberdeen to cover the cost to the future rehabilitation or replacement of their existing sanitary sewer line along North Poplar Street from Peach Avenue to the northern terminus of the Project within sixty (60) days of the execution of this Agreement.

Payment of this compensation provides full and complete compensation for any and all work necessary for the existing sanitary sewer line. No further compensation will be provided under the terms of this Agreement.

ADDITIONAL PROVISIONS

11. It is the policy of the Department not to enter into any agreement with another party that has been debarred by any government agency (Federal or State). The Municipalities certifies, by signature of this agreement, that neither it nor its agents or contractors are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal or State Department or Agency.

12. To the extent authorized by state and federal claims statutes, each party shall be responsible for its respective actions under the terms of this agreement and save harmless the other party from any claims arising as a result of such actions.

13. All terms of this Agreement are subject to available departmental funding and fiscal constraints.

14. This Agreement contains the entire agreement between the Parties and there are no understandings or agreements, verbal or otherwise, regarding this Agreement except as expressly set forth herein.

15. The Parties hereby acknowledge that the individual executing the Agreement on their behalf is authorized to execute this Agreement on their behalf and to bind the respective entities to the terms contained herein and that he has read this Agreement, conferred with his attorney, and fully understands its contents.

16. By Executive Order 24, issued by Governor Perdue, and N.C. G.S.§ 133-32, it is unlawful for any vendor or contractor (i.e. architect, bidder, contractor, construction manager, design professional, engineer, landlord, offeror, seller, subcontractor, supplier, or vendor), to make gifts or to give favors to any State employee of the Governor's Cabinet Agencies (i.e., Administration, Commerce, Environmental Quality, Health and Human Services, Information Technology, Military and Veterans Affairs, Natural and Cultural Resources, Public Safety, Revenue, Transportation, and the Office of the Governor).

IN WITNESS WHEREOF, this Agreement has been executed, in duplicate, the day and year heretofore set out, on the part of the Department and the Municipality by authority duly given.

L.S. ATTEST:

TOWN OF ABERDEEN

BY:_____ BY: _____

TITLE:_____ TITLE: _____

DATE:_____ DATE: _____

This Agreement has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

BY:_____
(FINANCE OFFICER)

Federal Tax Identification Number

_____

L.S. ATTEST:

TOWN OF SOUTHERN PINES

BY:_____ BY: _____

TITLE:_____ TITLE: _____

DATE:_____ DATE: _____

This Agreement has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

BY:_____
(FINANCE OFFICER)

Federal Tax Identification Number

_____

DEPARTMENT OF TRANSPORTATION

BY: _____
(CHIEF ENGINEER)

DATE: _____

APPROVED BY BOARD OF TRANSPORTATION ITEM O:_____(Date)

RESOLUTION DIRECTING THE CLERK TO INVESTIGATE A PETITION RECEIVED UNDER G.S. 160A-31

AX-07-21: MPS Van Camp Property

WHEREAS, a petition requesting annexation of an area described in said petition was received on November 22, 2021 by the Town Council of the Town of Southern Pines; and

WHEREAS, G.S. 160A-31 provides that the sufficiency of the petition shall be investigated by the Town Clerk before further annexation proceedings may take place; and

WHEREAS, the Town Council of the Town of Southern Pines deems it advisable to proceed in response to this request for annexation;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Southern Pines that:

The Town Clerk is hereby directed to investigate the sufficiency of the above-described petition and to certify as soon as possible to the Town Council the result of her investigation.

Adopted this 14th day of December, 2021.

ATTEST: TOWN OF SOUTHERN PINES

_____ _____

Elizabeth Robertson, Deputy Town Clerk Carol R. Haney, Mayor

I certify that this Order was adopted by the Town Council of the Town of Southern Pines at its meeting on December 14, 2021 as shown in the Minutes of the Town Council meeting for that date.

_____

Elizabeth Robertson, Deputy Town Clerk

Town of Southern Pines
Chartered 1887
North Carolina

APPLICATION FOR
Voluntary Annexation

SUBMITTAL REQUIREMENTS:

X **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.

X **Legal Description.** Written metes and bounds legal description of the subject property.

X **Accurate Map.** Provide a survey or accurate map of subject property.

X **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: 857100572972, 857100575720, and ; PARID: 00052502, 98000749, and .

Property Owner(s):

Name: Robert W. & Julie M. Van Camp, Trustees Signature: Robert + Julie Van Camp AIF

Address: 2 Regional Circle

Pinehurst, NC 28374-9796

Name: Morganton Road Enterprises, LLC Signature: Manage

Address: 2 Regional Circle

Pinehurst, NC 28374-9796

Name: _____ Signature: _____

Address: _____

_____

(Duplicate this form to add names, addresses and signatures of property owners, as necessary.)

7-28-21

EXHIBIT A

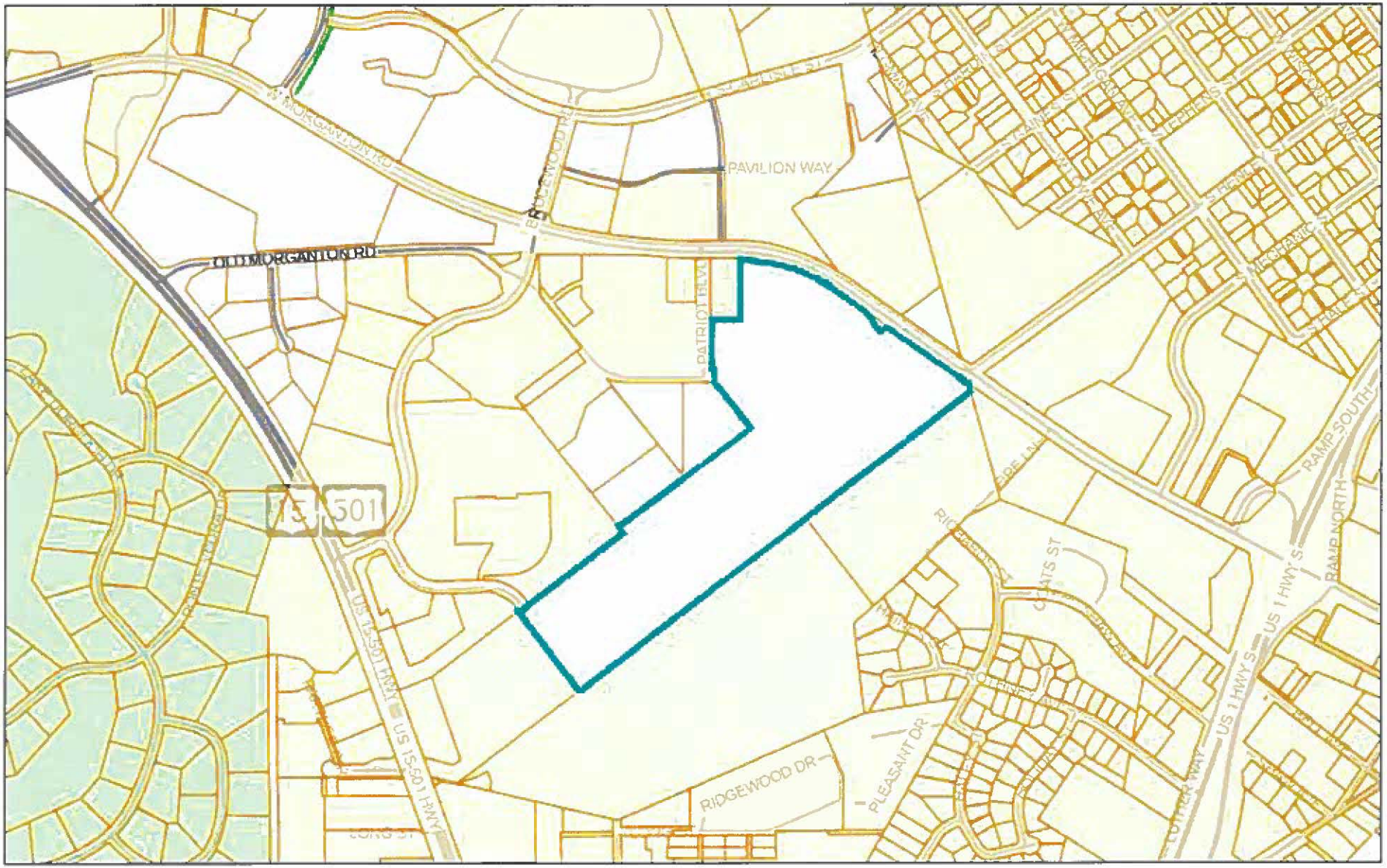
Metes and Bounds Description of Property/Properties Petitioning for Voluntary Annexation

7-28-21

LEGAL DESCRIPTION
54.94 ACRE TRACT, SOUTHERN PINES, SANDHILLS TOWNSHIP
MOORE COUNTY, NORTH CAROLINA

A CERTAIN TRACT OF LAND COMPRISED OF THE FOLLOWING TRACTS BEING LOCATED IN SOUTHERN PINES, SANDHILLS TOWNSHIP, MOORE COUNTY, NORTH CAROLINA; TRACT 2 AND TRACT 3 AS SHOWN ON THE MAP ENTITLED "RECOMBINATION PLAT OF 84.2457 ACRES" RECORDED IN PLAT CABINET 16 SLIDE 581 IN THE MOORE COUNTY REGISTRY, LOCATED IN SANDHILLS TOWNSHIP, MOORE COUNTY, NORTH CAROLINA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A .5" IRON ROD SET IN THE EASTERN U.S. HIGHWAY 15-501 RIGHT-OF-WAY, SAID .5" IRON ROD SET BEING LOCATED N 20°01'27" W A DISTANCE OF 530.93' FROM NCGS GRID MONUMENT "SIMPSON" HAVING THE N.C. GRID COORDINATES: NORTHING 515,380.35', EASTING 1,873,851.03; THENCE FROM SAID IRON ROD AND WITH THE NORTHEASTERN BOUNDARY OF THE 44.835 ACRE TRACT AS SHOWN ON A MAP ENTITLED "SURVEY FOR OAKHURST FARMS, LLC" RECORDED IN PLAT CABINET 8 SLIDE 192 IN THE MOORE COUNTY REGISTRY S 77°09'09" E A DISTANCE OF 161.44' TO A .5" IRON ROD SET; THENCE WITH SAID NORTHEASTERN BOUNDARY N 52°51'24" E A DISTANCE OF 882.87' TO A 0.75' EXISTING IRON ROD AND POINT OF BEGINNING.
THENCE FROM SAID BEGINNING BEING THE SAME 0.75' EXISTING IRON ROD N 37°34'45" W A DISTANCE OF 583.00' TO AN EXISTING CONCRETE MONUMENT; THENCE N 52°41'23" E A DISTANCE OF 764.53' TO AN EXISTING CONCRETE MONUMENT; THENCE N 38°35'02" W A DISTANCE OF 45.48' TO A 2" IRON PIPE; THENCE N 53°32'04" E A DISTANCE OF 479.94' TO A 2" IRON PIPE; THENCE N 38°37'32" W A DISTANCE OF 12.02' TO A .5" IRON ROD SET; THENCE N 00°01'18" W A DISTANCE OF 536.79' TO A .5" IRON ROD SET; THENCE N 89°58'42" E A DISTANCE OF 185.93' TO A .5" IRON ROD SET; THENCE N 00°01'18" W A DISTANCE OF 70' TO A .5" IRON ROD SET; THENCE A CURVE TO THE LEFT HAVING A RADIUS OF 22.50' A CHORD BEARING OF N 45°01'18" W A CHORD DISTANCE OF 31.82' TO A .5" IRON ROD SET; THENCE N 00°01'18" W A DISTANCE OF 267.81' TO A .5" IRON ROD SET; THENCE N 89°58'42" E A DISTANCE OF 170.37' TO A .5" IRON ROD SET; THENCE N 00°01'18" W A DISTANCE OF 359.45' TO A .5" IRON ROD SET; THENCE A CURVE TO THE RIGHT HAVING A RADIUS OF 2056.05' A CHORD BEARING OF S 86°10'26" E A CHORD DISTANCE OF 42.87' TO A .5" EXISTING IRON ROD ; THENCE A CURVE TO THE RIGHT HAVING A RADIUS OF 1036.13' A CHORD BEARING OF S 75°38'39" E A CHORD DISTANCE OF 362.16' TO A .5" EXISTING IRON ROD; THENCE A CURVE TO THE RIGHT HAVING A RADIUS OF 1544.46' A CHORD BEARING OF S 59°31'50" E A DISTANCE OF 259.23' TO A .5" EXISTING IRON ROD; THENCE S 54°52'04" E A DISTANCE OF 218.95' TO A .5" EXISTING IRON ROD; THENCE S 36°27'29" E A DISTANCE OF 71.22' TO AN EXISTING CONCRETE MONUMENT; THENCE N 53°34'30" E A DISTANCE OF 23.50' TO A .5" EXISTING IRON ROD; THENCE S 54°50'08" E A DISTANCE OF 600.42' TO A .5" EXISTING IRON ROD; THENCE S 16°10'24" E A DISTANCE OF 37.01' TO AN EXISTING CONCRETE MONUMENT; THENCE S 52°52'03" W A DISTANCE OF 1199.88' TO AN EXISTING CONCRETE MONUMENT; THENCE S 52°51'44" W A DISTANCE OF 1,678.24' TO THE BEGINNING AND HAVING AN AREA OF 54.94 ACRES.



1 inch = 800 feet

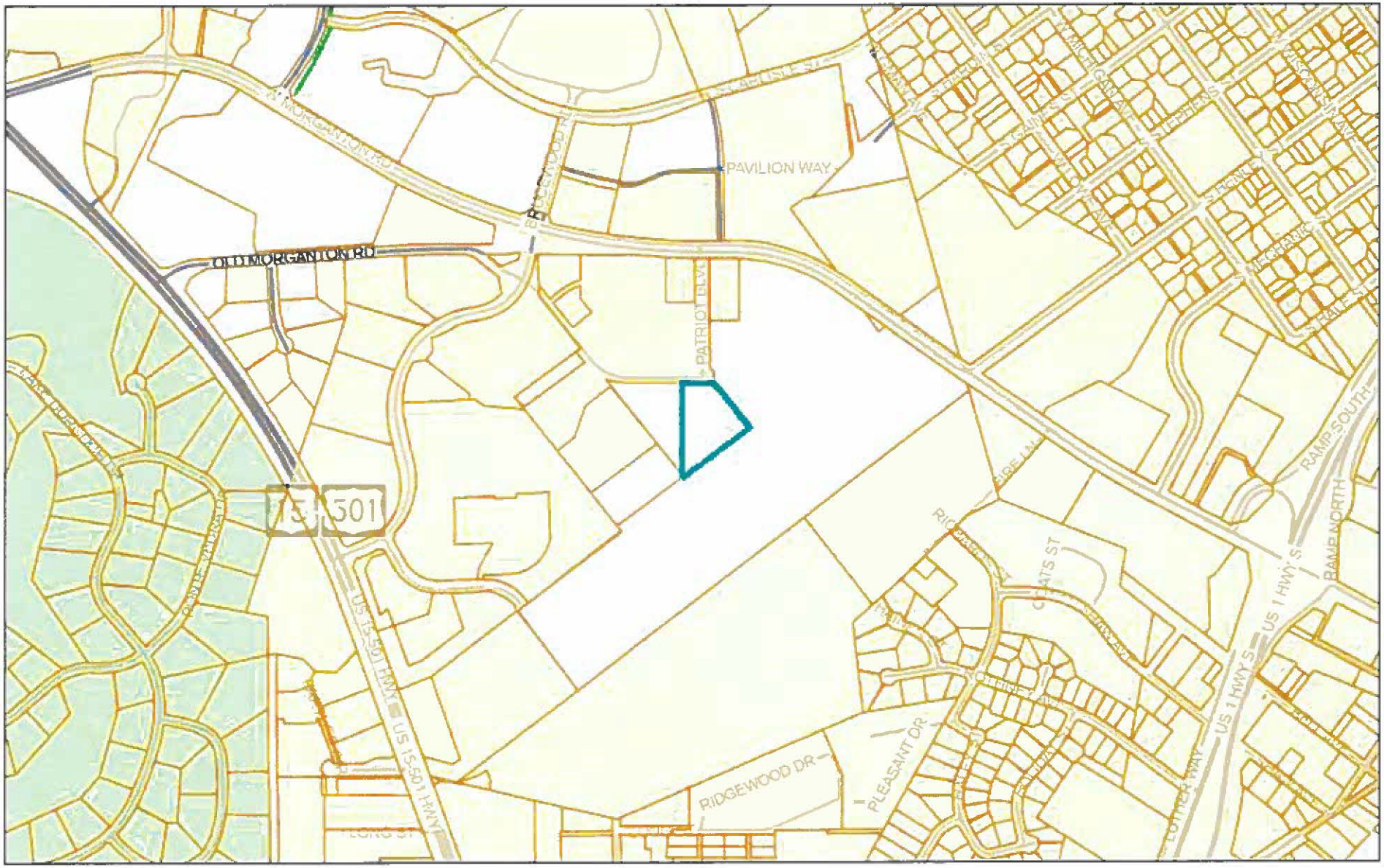
November 1, 2021

0 345 690 1,380 Feet

Name: MORGANTON ROAD ENTERPRISES, LLC
VAN CAMP, THOMAS M TRUSTEE & OTHERS

Parcel ID: 98000749

Deeded Acres: 52



1 inch = 800 feet

November 1, 2021

0 345 690 1,380 Feet

Name: VAN CAMP, ROBERT W & JULIE M TRUSTEES

Parcel ID: 00052502

Deeded Acres: 3.048