

February 9, 2016 -- Special Meeting and Public Hearing for Zoning Matters

The Randolph County Board of Commissioners met for a special meeting to hold a duly advertised 6:00 p.m. public hearing. This meeting was called to hear requests concerning amendments to the County Unified Development Ordinance (Zoning Ordinance), amendments to the Growth Management Plan, and rezoning of the properties identified in the minutes. The meeting was held in the 1909 Randolph County Historic Courthouse Meeting Room, 145 Worth Street, Asheboro, NC. Commissioners Frye, Haywood, Kemp, Lanier and Allen were present. Also present were County Manager Hal Johnson; Finance Officer Will Massie; County Attorney Ben Morgan; County Staff Attorney Aimee Scotton; Amanda Varner, Clerk to the Board; Dana Crisco, Deputy Clerk to the Board.

At 6:00 p.m., Chairman Frye called the meeting to order.

Request to Amend the County Unified Development Ordinance

Jay Dale, Planning Director, stated that the first request is a proposed text amendment of the Randolph County Zoning Ordinance. The Randolph County Planning Department is asking to amend the Unified Development ordinance Chapter II, Article VII Section I, Intent of Zoning Districts, to include additional verbiage.

For the definition of HC-CD Heavy Industrial Conditional District which currently reads “Identical to the Heavy Industrial District except site plans and individualized development conditions are imposed only upon petition of all the owners of the land to be included in the Conditional District.” It is being recommended to:

- A. Add *industrial parks or integrated industrial districts larger than 400 acres may have within the park or district boundary any retail or service use which is accessory in nature to the industrial park or integrated industrial district* to Unified Development Ordinance, Chapter II. Zoning Ordinance, Article VII District Regulations, to Section 1. Intent of Zoning Districts HI-CD Heavy Industrial Conditional District.

The Planning Department also requests to Amend Article VII Section 4, Table of Permitted Uses, to allow the following uses in HI districts:

- B. Amend the County’s Unified Development Ordinance to expand the list of uses allowed in HI (Heavy Industrial) districts. The proposed Zoning Ordinance text amendments relating to standards and permitted uses within the Heavy Industrial Zoning District are as follows:
 - *Advanced battery or fuel cell development*
 - *Aerospace, Aviation and Military/Defense manufacturing*
 - *Athletic fields*
 - *Automotive, Truck and Heavy Equipment manufacturing and assembly*
 - *Automotive sales*
 - *Biofuels production*
 - *Biotechnology, Pharmaceuticals, Medical and Life Sciences manufacturing*
 - *Corporate Offices or Headquarters*

- *Daycares*
- *Distribution or Logistics Center*
- *Drugstores*
- *Educational facilities and training centers*
- *Electronics and component manufacturing*
- *Energy storage*
- *Engine or engine parts manufacturing*
- *Fabricated or primary metal manufacturing*
- *Farm machinery and equipment manufacturing*
- *Fitness and recreations sports center*
- *Food processing*
- *Glass manufacturing*
- *Household products manufacturing*
- *Medical/Dental clinics or laboratories*
- *Motor vehicle parts manufacturing*
- *Professional and business offices*
- *Paint and coating manufacturing*
- *Paint shop*
- *Plastics and resin manufacturing*
- *Press shop*
- *Printing shop*
- *Railroad rolling stock manufacturing*
- *Research and Development facilities*
- *Rubber products manufacturing*
- *Tire manufacturing*
- *Transportation equipment manufacturing*
- *Warehousing and distribution*

Mr. Dale said when the Zoning Ordinance was first adopted in 1987 there was very little industrial zoning being requested and therefore the zoning ordinance was somewhat vague on what was allowed in HI zoning. In the many years that have passed since the ordinance was adopted there have been many changes in Randolph County and the Planning and Zoning staff sees a need to further clarify what would be allowed on Heavy Industrial zoned properties and they believe the proposed text amendment does just that. The Planning Board reviewed this request at a public meeting on January 26, 2016, and recommended that this request be approved.

Determination of Consistency--UDO

*The following was submitted in the Board packet as a **Determination of Consistency** recommending approval of the amendments to the Unified Development Ordinance Table of Permitted Uses to expand the types of uses allowed in Heavy Industrial districts.*

DETERMINATION OF CONSISTENCY of the proposed amendment to the Unified Development Ordinance to expand the uses allowed in Heavy Industrial districts and the proposed rezoning from RA and RM to Heavy Industrial – Conditional District.

The proposed amendment of the Unified Development Ordinance and the proposed rezoning are consistent with the **2009 Randolph County Growth Management Plan** in numerous ways.

I.

Amendment to the Unified Development Ordinance

The following is submitted as a **Determination of Consistency recommending approval of the request to amend the Unified Development Ordinance Table of Permitted Uses to expand the types of uses allowed in a Heavy Industrial districts.**

Policy 1.2 The county will encourage new and expanding industries and businesses which: (1) diversify the local economy, (2) utilize more highly skilled labor force, and (3) increase our residents' income.

Consistency Summary: The UDO's Table of Permitted Uses has been adequate to serve a more traditional, 20th century economy and the uses which were common in the 1980s and 1990s. However, some of the emerging and more modern industries which Randolph County must be able to attract and recruit are not listed. The county cannot compete with other states or regions unless it specifically provides for a complete mix of 21st century industries.

The following provisions in the Growth Management Plan support and are consistent with the proposed amendment to the Unified Development Ordinance:

It is one of the main objectives of the Growth Management Plan to “encourage quality and sustainable growth.” (page 1)

The GMP notes that “national and global recession certainly has negatively affected the economic condition of the Triad.” (p. 3)

“Our County has long been recognized the need for job development and diversification.” (p. 3)

New companies are the lifeblood of economic growth. (p. 4)

The GMP recognizes the “continued challenges of providing a high level of public services while keeping taxes at a reasonable level.” (p. 8)

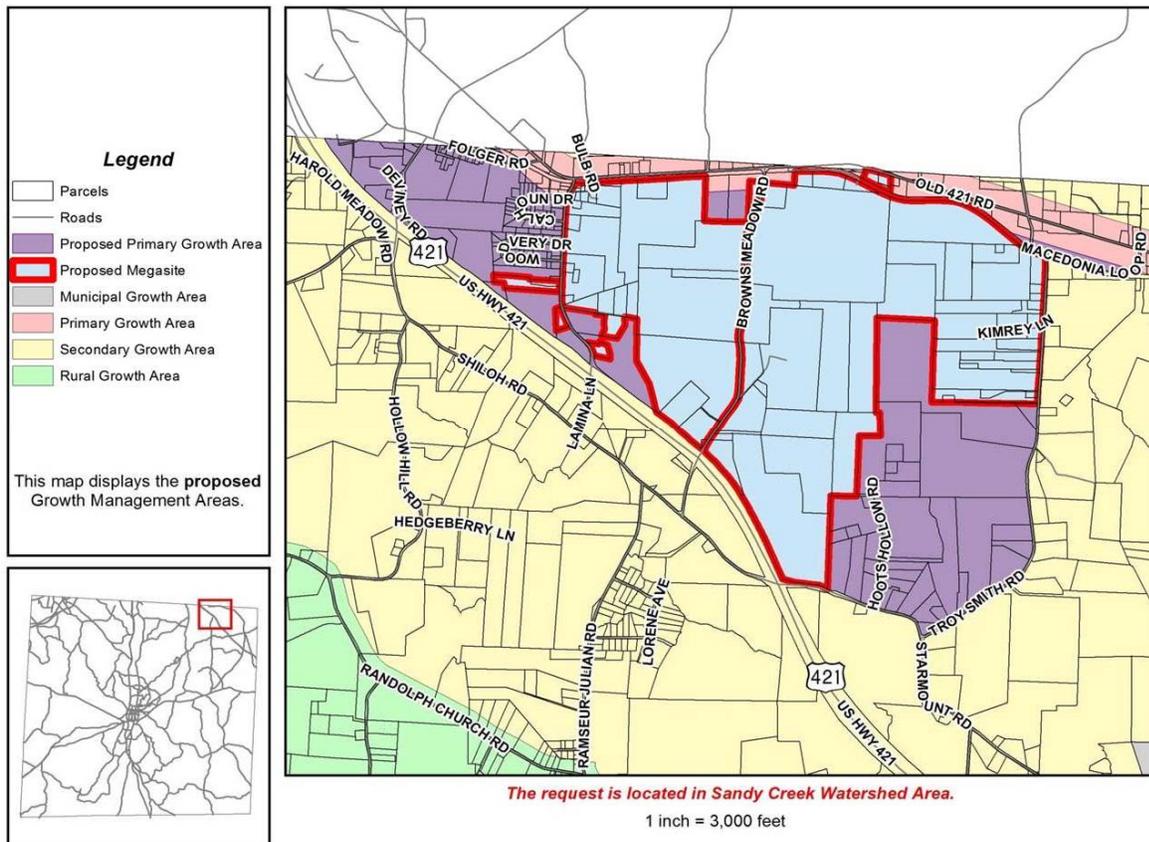
Approval of the amendment to the Unified Development Ordinance District would therefore be consistent with the Randolph County Growth Management Plan.

Amendments to Growth Management Plan

Mr. Dale stated that the Randolph County Planning Department also requested the addition of Primary Growth Areas to be designated within the County Growth Management Plan.

Mr. Dale presented the current map which showed the growth management area as it has existed since the adoption of the Growth Management Plan in 2002, which indicated primary growth, as it was anticipated there would be denser growth patterns along Old 421.

The second map shown was the proposed change to the Growth Management Plan. The areas in purple and blue would change from secondary growth to primary growth if this request is approved. Mr. Dale said this area is unique in that it has a major highway to the south; rail line access to the north; and access to the infrastructure, water, sewer, etc. necessary for denser growth patterns. It also has unique topography that makes it very developable. The Randolph County Planning Department sees this change to the growth management area as a natural evolution to what the growth management area should be there. The proposed change generally includes those properties west of Troy Smith Road, north of Starmount Road, and bordering Julian Airport Road, north of US Highway 421, and bordering south of Old Highway 421, Liberty Township, Randolph County, N.C., and as shown in purple and light blue on the map below.



Mr. Dale explained that a growth management plan is a “long range guide for public policy decisions concerning the overall growth and development of the Randolph County community.” He said a change in a growth management area is not a rezoning and will not change how one is allowed to use their land. If land is used for agriculture, it will still be able to be used for agriculture. A change in the growth management area will open up more opportunities for how one can develop land if they should choose to. One may decide never to change the use of the land but if they wanted to they would have more flexibility and the land would be more marketable.

Mr. Dale said that one of the main objectives of the growth management plan is “to recognize that sustainable growth, environmental protection and rural quality of life can be pursued

together as mutually supporting public policy goals.” The Planning Board reviewed this request at a public meeting on January 26, 2016, and believes the proposed amendment to the Growth Management Plan is reasonable, in the best interest of the public, meets the objective, and recommends approval.

Rezoning Request

Mr. Dale said the Greensboro-Randolph Megasite Foundation, Inc. is requesting that approximately 1533 acres be rezoned and he reviewed the following rezoning request:

GREENSBORO-RANDOLPH MEGASITE FOUNDATION, INC., as applicant; list of petitioners by consent [Blakely Family, LLC; Blakley Family Trust & Blakley Survivor’s Trust; Dexter & Sandra Blakley Survivor’s Trust; Dodson Lake, Inc.; Salamander Holdings LLC; Three Lakes Club Inc.; Michael Brown, Roger Brown, Stephen Brown, & Johnnie Greeson Brown; Stephen Brown; Michael P. DeMaria; Charles Ray Norrell; Janet M. Norrell; Phillip W. & Martha I. Neal; Terence N. & Debra M. Hildebrand; Alan B. & Amber C. Currin; Kenneth C. & Jeane C. Collins; Able Swordplay, LLC; William T. & Donna Burkhart; Ellen O. & James H. Burwell (Nancy G. O’Briant Life Estate); Gertrude J. Caviness; Donna Smith Johnson; Alejandra Salinas Garcia; Jose Socorro Garcia; Allen Perkins; Nancy A. Pierce; Bobby Pierce; Jimmy Edwin Breedlove Estate (c/o Peggy B. & David Jolly); Buddy J. & Pamela J. Mabe; Jeffrey Alan Sugg; Jeffrey Alan Sugg & Linda K. Sugg; Timothy J. & Lisa A. Puck; Anita Coble Messer; Gerald B. & Kristie F. Coble; James B. & Tammy A. Coble; Trustees of the Coble Family Trust; James K. & Judiann E. Georgevich; Brenda C. Vess; John Henry Maget, II & Pamela A. Maget; Kenneth W. & Karen Hobbs; Gene & Elizabeth Pierce]; and Randolph County [consent for filing only]; are requesting that approximately 1533 acres generally located within the boundaries west of Troy Smith Road, north of Starmount Road, north of US Highway 421, bordering Julian Airport Road, and generally bordering south of Old 421 Road, Liberty Township, Randolph County, N.C., be rezoned from RA/RM to Heavy Industrial – Conditional District. The proposed Heavy Industrial – Conditional District rezoning would allow integrated Heavy Industrial permitted uses with the restriction to prohibit the following uses: *public airports; landfills; coal sales and storage; concrete and asphalt plants; junkyards; livestock sales; meat packing and poultry processing; sawmills and planing mills; carnivals; theaters; tobacco sales and warehousing; and trucking terminals.* The Planning Board reviewed this request at a public meeting on January 26, 2016, and recommended that this request be approved by a vote of 6 to 1.

Determination of Consistency—Rezoning and Growth Management Plan

*The following was submitted in the Board packet as a **Determination of Consistency** recommending approval of the rezoning request to Heavy Industrial – Conditional District. This **Determination of Consistency** also supports a change in the 2009 Randolph County Growth Management Plan to reflect that area generally north of Highway 421, west of Troy Smith Road, and South of Old 421 Road, Randolph County, (as indicated on the map in the zoning request above) as a Primary Growth Area:*

Policy 1.1: Sustainable economic development, environmental protection, and quality of life, shall be pursued together as mutually supporting public policy goals.

Consistency Summary: Job creation and other economic development benefits anticipated as a result of this rezoning is balanced with the environmental site certification studies that have been completed and will help maintain quality of life.

Policy 1.3: The benefits of economic development should be balanced against the possible detrimental effects such development may have on the quality of life enjoyed by area residents.

Consistency Summary: Randolph County has lost almost 9000 jobs in the past ten years with the Piedmont Triad experiencing job loss of 90,000. The N.C. Triad region, including Greensboro and Randolph County are pursuing an economic development opportunity that may bring thousands of new jobs to this region. The proposed rezoning is planned as the home of major employers that would provide new manufacturing and supporting job industry benefiting the entire Piedmont region of N.C.

The proposed rezoning site has undergone one of the most intensive site certification environmental studies ever conducted on such a large land area in Randolph County. The environmental studies include: Traffic impact studies, stream and wetland reports, wetland delineation reports, subsurface exploration, Phase 1 & 2 Environmental Reports, and Archaeological/Endangered Species Studies.

The proposed rezoning is to classification Heavy Industrial – Conditional District. This Conditional District classification would provide development flexibility which could allow the Board of County Commissioners to address concerns from adjoining neighbors, including the imposition of enhanced buffers. This Conditional District could also be used by the Board of County Commissioners to exclude land uses which would not be compatible with the economic development project or surrounding community.

Policy 1.6: Randolph County will support coordination of economic development resources with various local agencies and seek regional coordination and interaction between areas with a shared economic interest.

Consistency Summary: Numerous local, regional and state agencies have worked together in planning and preparation for the economic development opportunity over a multi-year process. Both public and private entities have provided input and resources in support of this project, including the Randolph County Economic Development Corporation, Randolph County, City of Greensboro, Greensboro-Randolph Megasite Foundation, Piedmont Triad Partnership, NC Department of Commerce, NC Department of Transportation, Duke Energy, Norfolk Southern Railroad, and Piedmont Natural Gas.

Policy 3.1: Industrial development should be on land that is physically suitable and has unique locational advantages for industry. Advance planning for the identification of such land should be encouraged.

Consistency Summary: The proposed site meets and exceeds widely accepted industry standards for large industrial or megasites. These standards include large size, highway access, rail access, ability to secure robust utility services, proximity to an international

airport, environmentally clean, and regularly configured land. The site is more than 1,500 acres, located on US 421, a four-lane divided highway with limited access less than 10 miles from the interstate highway system, bordered by a rail line, able to be served by public and private utilities sized to meet large industrial demand, is less than 30 miles from an international airport, meets environmental standards for non-contamination and developability, and is rectangular in land area.

Policy 3.10: Site specific development plans shall be submitted that reduce stormwater impact by designing new development in a manner that minimizes concentrated stormwater flow using vegetated buffer areas or sediment retention ponds.

Consistency Summary: Environmental studies, including stream/wetland reports, wetland delineation, and subsurface exploration, help ensure that new development will be in a manner that preserves natural buffers and minimizes concentrated stormwater flows. Early studies indicate that much of the stormwater can be handled by a pond already on site. Site specific development plans will be required at the permitting stage.

Policy 3.11: New rural industrial development should provide site specific development plans along with vegetated buffers or other landscaping designed to reduce substantial impacts to adjoining property owners.

Consistency Summary: Environmental studies and site certifications are a critical component of the proposed rezoning. Potential facility locations have been selected that would provide distance from adjoining property lines in efforts to minimize substantial impacts to adjoining land uses. The applicant is proposing extra buffers to reduce impacts to adjoining owners.

Policy 8.2: Public involvement is encouraged in decisions on land use and development by making the public aware of proposed developments at the earliest opportunity and fostering communication between landowners, the development industry, the public, and Randolph County government.

Consistency Summary: Over the last three years, Randolph County has hosted presentations about the proposed economic development opportunity and site at regularly scheduled meetings that are open to the public and widely covered by the news media. Two public hearings have been held and citizen input welcomed. The County website includes a link to a website – www.greensboro-randolphmegasite.com that offers information and the ability to submit comments or questions via a toll free phone number and email. A public information meeting has been held to provide utility information with all property owners that may be impacted notified by US mail. Information has been shared in public meetings, widely accessible electronic media, news accounts in print and broadcast, and by mail.

Page 10, 2009, Randolph County Growth Management Plan: “Randolph County Zoning and Public Policy recognizes that individual zoning decisions are dependent upon the scale of the proposed development as it relates to the specific site and location. Sustainable rural economic development, environmental protection, and rural quality of life shall be pursued together as

mutually supporting growth management goals. With appropriate site conditions, one goal does not necessarily exclude the other.”

Consistency Summary: This site lies between a railroad and an interstate highway and is bisected by a large power transmission line, each of which help make this a sustainable development site, and each of which have partially defined the character to the site prior to this requested rezoning. The anticipated positive job creation and other economic development impacts for the county and region, along with the extensive environmental studies required for site certification, enhance quality of life issues for citizens.

Page 14, 2009 Randolph County Growth Management Plan: “A key principle in the Growth Management Plan for Randolph County is to approach development decisions not as isolated individual issues but as a larger interconnecting framework of building sustainable growth with the county.”

Consistency Summary: Sustainable growth in 21st century economic climates requires that all development decisions be viewed as interconnecting with other social and economic conditions within the Randolph County community. A successful recruitment of a mega industry will not only create new jobs but may generate support for businesses that would ensure long term sustainable jobs and growth for Randolph County and the region. To ensure that this development is not considered as an isolated individual issue, the Randolph County Board of County Commissioners have commissioned a countywide Strategic Planning process focusing on the interconnected local government responsibilities of protection of the public health, safety, and well-being.

Page 42, 2009 Randolph County Growth Management Plan: Board of County Commissioner Adoption Resolution, Intent # 2: Recognize that growth management policies should afford flexibility to County boards and agencies that will enable them to adapt to the practical requirements often necessary for rural development.

Consistency Summary: In 2009, the Randolph County Growth Management Plan was updated to reflect the challenges of 21st century development. This area of northeast Randolph County currently under consideration for rezoning was a relatively low density, agricultural area, with scattered rural commercial/industrial land uses. In 2009, this northeastern Randolph County land area was placed in a Growth Management “Secondary Growth Area,” which anticipated its continued use as a residential subdivision/agricultural area with scattered industrial/commercial rural developments.

Since 2009, the 1500+ acre site of the proposed rezoning has been identified by professional engineers and consultants as containing all the attributes of a major mega industrial/manufacturing site. Some of these studies have identified this proposed site as the #1 Megasite in North Carolina. The City of Greensboro is currently making preparations for water and sewer service to this site. Randolph County has commissioned a water/sewer feasibility study in preparation for expected residential/commercial growth in this area of the county.

Over the past four years, events relating to the possible development of a mega industrial site in this area have changed future projections for expected growth and development in northeastern Randolph County. Some of the reasons for change in planning and development projections include:

The anticipated provision of water and sewer, excellent interstate and highway systems, size of the rezoning request either purchased or under contract at 1500+ acres, lay of the land, favorable site certification environmental studies, work force availability, close proximity to the Piedmont Triad International Airport, regional public/private support for this economic development project involving substantial allocations of monetary resources for land purchase, infrastructure, and acquisitions from Randolph County, Greensboro-Randolph Megasite Foundation, and the City of Greensboro, support the rezoning of this site to Heavy Industrial – Conditional District.

Approval of the rezoning for the above reasons would also be consistent with a Determination of Consistency to support an amendment to the 2009 Randolph County Growth Management Plan reflecting the area north of Highway 421, Liberty Township, Randolph County, to be designated on the current Randolph County Growth Management Plan as a Primary Growth Area.

Mr. Dale advised that the applicant had submitted a letter prior to this meeting notifying him that parcels 8717177537 and 8717372797 had been withdrawn from the application.

Parcels included are as follows:

	<u>PIN/PARCEL</u>	<u>ACRES</u>	<u>PROPERTY</u>	<u>ADDRESS</u>
1	8718911708	6.19	ABLE SWORDPLAY LLC	5595 TROY SMITH RD
2	8718326247	197.38	BLAKLEY FAMILY LLC	0 BROWNS MEADOW RD
3	8718237518	8.03	BLAKLEY FAMILY TRUST	5892 BROWNS MEADOW RD
4	8718232522	4.87	BLAKLEY FAMILY TRUST	5915 BROWNS MEADOW RD
5	8717364737	51.70	BLAKLEY FAMILY TRUST	0 HOOTS HOLLOW RD
6	8717475282	36.74	BLAKLEY FAMILY TRUST	0 HOOTS HOLLOW RD
7	8717498573	43.50	BLAKLEY FAMILY TRUST	0 BROWNS MEADOW RD
8	8717491558	47.90	BLAKLEY FAMILY TRUST	0 BROWNS MEADOW RD
			BLAKLEY, DEXTER E TRUSTEE	
9	8717283760	1.70	(Blakley Family Trust)	5252 THREE LAKES DR
			BLAKLEY, DEXTER E TRUSTEE	
10	8717173435	2.10	(Dexter and Sandra Blakley Trust)	5248 BROWNS MEADOW RD
			BLAKLEY, DEXTER E TRUSTEE	
11	8718203615	24.67	(Blakley Family Trust)	0 BROWNS MEADOW RD
			BREEDLOVE, JIMMY EDWIN	
12	8718809618	2.11	(C/O PEGGY & DAVID JOLLY)	5487 TROY SMITH RD
13	8718006776	92.90	BROWN, JOHNNIE GREESON LIFE ESTATE	5545 & 5569 BROWNS MEADOW RD
14	8718019509	8.00	BROWN, STEVEN K	5691 BROWNS MEADOW
15	8718809167	3.30	BURKHART, WILLIAM T & DONNA	0 TROY SMITH RD

16	8708738300	1.00	CAVINESS, GERTRUDE J	6054 JULIAN AIRPORT RD
17	8717688450	2.38	COBLE, GERALD B & KRISTIE F	5243 TROY SMITH RD
18	8717888572	1.04	COBLE, JAMES B & TAMMY A	0 TROY SMITH RD
19	8717881455	13.64	COBLE, JAMES B(COBLE FAMILY TRUST) (TRUSTEES, HILDA A)	0 TROY SMITH RD
20	8708706808	1.31	COLLINS, KENNETH C & JEANE C	5700 JULIAN AIRPORT RD
21	8708832126	8.97	COUNTY OF RANDOLPH	5990 JULIAN AIRPORT RD
22	8708836406	6.70	COUNTY OF RANDOLPH	4683 IRON HORSE TRAIL
23	8717895590	5.72	COUNTY OF RANDOLPH	5353 TROY SMITH RD
24	8717895776	6.87	COUNTY OF RANDOLPH	5642 KIMREY LN
25	8718333976	3.86	COUNTY OF RANDOLPH	0 ORANGE BLOSSOM DR
26	8718337986	7.78	COUNTY OF RANDOLPH	5984 ORANGE BLOSSOM DR
27	8718435778	3.90	COUNTY OF RANDOLPH	5301 ORANGE BLOSSOM DR
28	8718519048	39.31	COUNTY OF RANDOLPH	0 OLD 421 RD
29	8718622185	22.54	COUNTY OF RANDOLPH	0 BROWNS MEADOW RD
30	8718703247	22.16	COUNTY OF RANDOLPH	5585 KIMREY LN
31	8708937765	7.95	COUNTY OF RANDOLPH	8807 OLD 421 RD
32	8708929917	77.09	COUNTY OF RANDOLPH	8805 OLD 421 RD
33	8718900964	1.38	COUNTY OF RANDOLPH	5515 TROY SMITH RD
34	8718910164	1.91	COUNTY OF RANDOLPH	0 TROY SMITH RD
35	8718029180	50.00	COUNTY OF RANDOLPH	5777 BROWNS MEADOW RD
36	8718706850	15.20	COUNTY OF RANDOLPH	5587 KIMREY LN
37	8718629905	59.62	COUNTY OF RANDOLPH	0 OLD 421 RD
38	8718812478	33.46	COUNTY OF RANDOLPH	5682 MACEDONIA LOOP RD
39	8718900561	2.00	COUNTY OF RANDOLPH	5463 TROY SMITH RD
40	8718805301	10.67	COUNTY OF RANDOLPH	0 KIMREY LN
41	8718534909	2.00	COUNTY OF RANDOLPH	8169 OLD 421 RD
42	8708822458	34.30	COUNTY OF RANDOLPH	5938 JULIAN AIRPORT RD
43	8708901767	5.50	CURRIN, ALAN B & AMBER C	4655 CRUTCHFIELD FARM RD
44	8717097208	97.79	DEMARIA, MICHAEL P	5373 BROWNS MEADOW RD
45	8717257655	107.27	DODSON LAKE INC	5990 STARMOUNT RD
46	8708739791	0.45	GARCIA, ALEJANDRA SALINAS	0 JULIAN AIRPORT RD
47	8708830791	0.50	GARCIA, JOSE SOCORRO	4639 IRON HORSE TRAIL
48	8708807291	6.02	GEORGEVICH, JAMES K & JUDIANN E	4606 CRUTCHFIELD FARM RD
49	8708812608	22.27	GREENSBORO RANDOLPH MEGASITE FOUNDATION INC	5744 JULIAN AIRPORT RD
50	8717084158	16.00	GREENSBORO RANDOLPH MEGASITE FOUNDATION INC	5303 BROWNS MEADOW RD
51	8718807740	2.41	GREENSBORO RANDOLPH MEGASITE FOUNDATION INC	5469 TROY SMITH RD
52	8708830438	1.10	GREENSBORO RANDOLPH MEGASITE FOUNDATION INC	4634 IRON HORSE TRAIL

53	8708836808	3.67	GREENSBORO RANDOLPH MEGASITE FOUNDATION INC	4653 IRON HORSE TRAIL
54	8718540083	4.18	GREENSBORO RANDOLPH MEGASITE FOUNDATION INC	0 OLD 421 RD
55	8708737571	1.35	GREENSBORO RANDOLPH MEGASITE FOUNDATION INC	4622 IRON HORSE TRAIL
56	8708805737	5.33	HILDEBRAND, TERENCE N & DEBRA M	4593 CRUTCHFIELD FARM RD
57	8708800779	5.33	HILDEBRAND, TERENCE N & DEBRA M	4593 CRUTCHFIELD FARM RD
58	8708710363	2.03	HOBBS, KENNETH W & KAREN	5731 JULIAN AIRPORT RD
59	8708738605	0.50	JOHNSON, DONNA SMITH	4621 IRON HORSE TRL
60	8708738745	0.46	MABE, BUDDY J & PAMELA J	6142 JULIAN AIRPORT RD
61	8708614323	7.97	MAGET, JOHN HENRY II & PAMELA A	5729 JULIAN AIRPORT RD
62	8717787555	2.54	MESSER, ANITA COBLE	5273 TROY SMITH RD
63	8708808779	5.33	NEAL, PHILLIP W	4635 CRUTCHFIELD FARM RD
64	8717177537	1.90	NORRELL, CHARLES RAY	0 BROWNS MEADOW RD
65	8717372797	27.30	NORRELL, CHARLES RAY	NEAR BROWNS MEADOW RD
66	8717280026	20.10	NORRELL, JANET MARIE	5368 BROWNS MEADOW RD
67	8717164916	13.30	NORRELL, JANET MARIE	0 BROWNS MEADOW RD
68	8718821157	1.00	OBRIANT, NANCY GRAVES LIFE ESTATE	5680 MACEDONIA LOOP RD
69	8718712763	21.26	OBRIANT, NANCY GRAVES LIFE ESTATE	0 MACEDONIA LOOP RD
70	8718820192	11.13	OBRIANT, NANCY GRAVES LIFE ESTATE	0 MACEDONIA LOOP RD
71	8708727822	3.40	PERKINS, ALLEN L	5950 JULIAN AIRPORT RD
72	8708716649	1.43	PIERCE, BOBBY	5772 JULIAN AIRPORT RD
73	8708704424	2.60	PIERCE, GENE & ELIZABETH	5667 JULIAN AIRPORT RD
74	8708718522	1.00	PIERCE, NANCY A	5746 JULIAN AIRPORT RD
75	8717793276	1.23	PUCK, TIMOTHY J & LISA A	5317 TROY SMITH RD
76	8717786954	36.81	PUCK, TIMOTHY J & LISA A	5313 TROY SMITH RD
77	8717290473	11.78	SALAMANDER HOLDINGS LLC	0 BROWNS MEADOW RD
78	8717793706	12.42	SUGG, JEFFREY ALAN	5331 TROY SMITH RD
79	8717795560	4.00	SUGG, JEFFREY ALAN (& LINDA K SUGG)	5331 TROY SMITH RD
80	8717893205	7.97	SUGG, JEFFREY ALAN	5331 TROY SMITH RD
81	8717897195	1.15	SUGG, JEFFREY ALAN	5331 TROY SMITH RD
82	8717392106	77.00	THREE LAKES CLUB INC	5331 THREE LAKES DR
83	8707895702	3.40	VESS, BRENDA C	5564 JULIAN AIRPORT RD

Commissioner Haywood inquired about the watershed in the area and whether it flows into Sandy Creek. Mr. Dale confirmed that the site is within the Sandy Creek watershed and said the State allows denser development in watershed areas for this kind of use but there is a formula that has to be followed and that it will not affect any of the development being proposed.

Commissioner Allen asked for verification and location of the parcels being excluded and David Joseph, attorney representing the Greensboro-Randolph Megasite Foundation, Inc. in the land acquisitions, pointed those out on a map. Commissioner Allen also asked Mr. Dale to confirm consents from other property owners to the rezoning. Mr. Dale confirmed he has copies.

Incorporated into the minutes from the commissioners packet is the Statement of Reasonableness for the Unified Development Ordinance and the rezoning request, as follows:

Statement of Reasonableness

Pursuant to N.C. Gen Stat §§ 153A-341 and 342, the Randolph County Board of Commissioners finds that the proposed amendment to the Unified Development Ordinance and rezoning described in the applications of the Greensboro-Randolph Megasite Foundation, Inc. are reasonable and in the public interest for the following reasons.

I.

Unified Development Ordinance Amendment

The proposed amendment to the Unified Development Ordinance addresses a situation that has evolved over time and which is highlighted by an application which creates a site conducive to advanced 21st century manufacturing.

In its current form, the Randolph County UDO provides for most of the industries that existed when the UDO was adopted and which were logical growth targets through the mid and later part of the 20th and early part of the 21st centuries. Among the industries which existed then but which have been lost or diminished are furniture and textiles and the supplier industries they supported. However, as our local economy becomes increasingly globalized, it is necessary that our zoning ordinance provides for the industries that would reasonably be needed in this county moving into the 21st century. Such industrial uses include but are not limited to aerospace and aviation manufacturing, logistics, biofuels, and pharmaceutical and biotechnology industries. We have the universities and community college educational infrastructures to support these industries through education and job training, and the transportation networks to support these industries through available rail, interstate highways, and Piedmont Triad International Airport.

For these reasons we conclude that the proposed amendment to the Randolph County Unified Development Ordinance is reasonable and in the public interest.

II.

Rezoning

Having lost many of its traditional industries and the jobs and tax base associated with them, the County recognizes the need to be aggressive and competitive to replace these industries. This rezoning addresses the County's need to expand its economic and industrial base in a location where the transportation networks – rail and highway – would support the import and export of raw and finished materials, and where utilities such as water, sewer and electricity already exist or can be provided.

Numerous studies have indicated that this is a superior site for advanced manufacturing, and its rezoning for potential development has been supported by numerous governments and

recognized by economic development groups such as the Randolph County Economic Development Corporation and, most recently, the North Carolina Railroad.

The public's interest is broader than citizens who live in the area who prefer no change. The public's interest includes citizens from all over the county who would benefit from an increased number of higher paying jobs and the increase in the County's tax base which enhances the County's ability to provide services to all of its citizens.

The public's interest also includes the many citizens who own property within this 1,533 acre tract who have determined that selling their properties is in their personal and financial interest and who voluntarily support and join in this rezoning so that they can make rational decisions related to their current and future needs as they determine their interests to be.

Employing use restrictions available in conditional district zoning, the applicant has offered to eliminate from its application certain industrial uses that might not be conducive to the surrounding neighbors. Such uses include, but are not limited to, asphalt plants, landfills, sawmills and public airports. Through site plan conditions, the applicant has agreed to implement buffers along both Troy Smith and Julian Airport Roads that are the strictest buffers ever imposed in Randolph County. These buffers are more than twice the width of standard heavy industrial setbacks; they leave natural wooded areas where they exist for the entire 75 foot width of the buffer; and where there are no existing wooded areas, they offer to plant vegetation consistent with a Level 3 buffer, the County's strictest vegetative buffer.

For the aforementioned reasons, the County finds that the proposed rezoning is reasonable and in the public interest.

Public Hearing

At 6:13 p.m., the Board entered into a duly advertised public hearing to consider the amendments to the Unified Development Ordinance and the Growth Management Plan, as well as the rezoning request by Greensboro-Randolph Megasite Foundation, Inc.

Chairman Frye said that it was the Board of County Commissioners' desire that all citizens have the opportunity to express their views in a hearing process that is fair and impartial to all those participating and stated they would not impose time limits on speakers.

County Attorney Ben Morgan read the rules that had been established for the public comment period and advised that a court reporter will be transcribing the meeting. Mr. Morgan stated that pursuant to NCGS 153A-340(g) the Board has an adopted statement of no conflict and reported that there are no financial conflicts of interest of the Board members to the rezoning request.

Bonnie Renfro, President of the Randolph County Economic Development Corporation, spoke in favor of the various applications reviewed by the Planning Director and provided background information about the efforts to establish a megasite in Randolph County and summarized the process that has taken place with the assembling of the site thus far. Her comments are, as follows:

Over the last three decades, Randolph County's economy has suffered through the loss of primary manufacturing jobs that sustained the county's job and income base for most families. The Triad region has also suffered a significant loss of jobs through two recessions in the last decade. Some examples of these changes:

- From 2000-2014, Randolph County lost jobs and wages fell more than 5.1%.
- Between 2001-2013, the Greensboro High Point Metropolitan Statistical Area (MSA) that includes Randolph County had net job creation of 1%, while Charlotte and Raleigh grew by 19 and 26%.
- According to EDC records, there have been 7,757 job layoffs announced in the county since 1999. In the last few weeks, two companies have announced the additional loss of 133 manufacturing jobs.
- Most people moving out of the county are in the 18-24 (college) age group, with only about one in ten people in the 30-34 age group moving back after college.
- One in four children and one in three pre-school age children in the county live in poverty.

Ms. Renfro said for those reasons, there is a critical need to take bold proactive steps to recruit an advanced manufacturing facility that will generate a large number of new well-paying jobs and create spinoff opportunities for growth. Such an employer can help to provide both manufacturing and service jobs to reverse this trend.

Four and one-half years ago, the Board of the Piedmont Triad Partnership (PTP) proposed a bold solution to create an advanced manufacturing megasite that could be marketed to advanced manufacturers, such as an automotive assembly or aviation manufacturer. This strategy built on existing competitive assets that include the region's manufacturing heritage, strategic location, transportation infrastructure, reliable low-cost utilities, a workforce seeking new opportunities, and a business friendly and well-regarded region and state.

The expectation was that the location of an advanced manufacturing facility in the region would create a significant number of high paying manufacturing jobs that would in turn lead to the creation of other businesses and jobs for suppliers. Today, this vision has the support of state economic development leaders and is one of the state's priorities. Using conservative numbers, Dr. Michael Walden of NC State University estimates that the location of a major employer in North Carolina such as an automotive assembly operation would create 1,750 direct jobs and 4,445 other jobs, totaling 6,195 jobs. It would also generate \$44 million in local revenues and increase the tax base.

A number of steps have been taken over the last several years to make the vision a reality. The Piedmont Triad Partnership engaged the services of a land planning and engineering firm to identify possible megasite locations in the twelve counties of the Triad, using specific megasite criteria. Mike Solomon of The Timmons Group coordinated this effort.

One of the sites identified in this process was the approximately 1,600 acres located in Randolph County, most of which are the subject of the rezoning applications. The site

evaluation was based on industry standards commonly used by companies and their site consultants when evaluating sites for large advanced manufacturing uses. She said Mr. Solomon will explain why the site in Randolph County is by far the most attractive and compelling potential megasite location of all of those identified in the study during his presentation. In fact, many believe the site is one of the best sites in the entire Southeast and one which will be competitive with any other site that may be offered by those states. Auto manufacturing is an example of “advanced manufacturing,” but the site would be suitable for a wide variety of advanced manufacturing uses.

Soon after the study was completed, the Piedmont Triad Partnership (PTP) began the efforts to obtain options to purchase the various properties comprising the Randolph County site. The Joseph M. Bryan Foundation of Greater Greensboro, a non-profit corporation, provided financial support to PTP and its affiliate NC Megasites in the efforts to enter into contracts to purchase the various properties. In this regard, the contracts of purchase provided for significant due diligence payments to the property owners that agreed to sell their properties.

Additional site evaluation and systematic planning began at this time. She said the Randolph County site had been visited and evaluated by two industry consultants that were involved in the location of new automotive assembly plants in North America as well as by site consultants that have successfully worked on the location of new plants. They provided feedback that has guided the planning process including infrastructure planning and site configuration. For example, because this site is bordered by rail on one side and a highway on the other, and because it is two miles wide, east to west and from north to south, it has sufficient flexibility for future buildings to be well-buffered from existing development. The consultants have each concluded that the Randolph County site is a viable site for automotive assembly operations and will be competitive in the Southeast.

Ms. Renfro said that in 2012, the State of North Carolina awarded a grant for \$1.67 million to Randolph County to assist with the cost of property control for the Randolph County megasite. The Randolph County Economic Development Corporation obtained a grant from Duke Energy and completed the environmental assessment of the property. Infrastructure planning continues and the City of Greensboro has committed resources to extend water and sewer service to the site. There are commitments from the various private utility companies to extend the necessary utilities to the site. Evaluations are also underway concerning how best to provide access to the site from US Highway 421.

Because the PTP is a regional economic development entity with multiple economic development projects across eleven counties, the leadership of the PTP and the Bryan Foundation concluded in early 2015 that the pursuit of the envisioned megasite could best be supported by a new entity whose sole purpose would be to assist in the assemblage. The new non-profit entity called the Greensboro-Randolph Megasite Foundation Inc. was formed and the PTP assigned many of the existing executed contracts of purchase to the Megasite Foundation and the Foundation assumed those and the responsibility for obtaining contracts on the remaining properties.

In early 2015, Randolph County agreed to participate in the creation of the proposed megasite. In February 2015, the County held a public hearing and agreed to purchase

approximately 255 acres in the site, using the state grant and other County controlled funds. In June 2015, the County held a second public hearing and agreed to an additional purchase of approximately 170 acres. The County currently owns 19 parcels of approximately 425 acres within the area that is the subject of the rezoning applications.

The Megasite Foundation now owns nine parcels consisting of approximately 60 acres and holds contracts to purchase over 1,000 acres of the remaining properties. The North Carolina Railroad Company has expressed support for the creation of the megasite and has agreed to purchase 875 acres of the properties currently under contract. The Megasite Foundation has agreed to purchase the remaining acreage that comprises the megasite.

Ms. Renfro said that North Carolina is one of the few states in the Southeast that does not have an automotive assembly facility. Although the state has a large number of automotive suppliers and aviation facilities, past efforts to recruit a large automotive assembly plant have not succeeded. Historically, there have been two reasons why. First, there have not been many attractive competitive megasites that could be delivered to users within the required time frame. Second, North Carolina could not or would not offer competitive economic incentives.

Governor McCrory and members of the General Assembly have publicly stated that the attraction of a high impact employer such as an automotive assembly plant is their number one economic development priority. The state has made improvements to the business climate in the tax and regulatory area. In its last session, the General Assembly enacted legislation that will permit the state to grant significant economic incentives to an advanced manufacturer that locates in the state. Called the North Carolina Competes Act, the legislation provides enhanced incentives for a high yield project, defined as a minimum of \$500 million in private fund investment and 1,750 new jobs. North Carolina has signaled to the world that it is ready to compete aggressively to attract significant advanced manufacturing facilities.

In North Carolina, economic incentives are performance based and project specific. Typically, they include infrastructure, customized worker training, site or building assistance, and annual grants that take into consideration the number of new jobs created, the wages and benefits of those jobs, and the increase in tax revenues generated by the project. Randolph County and its municipalities use these same criteria when considering economic incentives.

The Randolph County EDC, the Greensboro-Randolph Megasite Foundation, Inc., and the North Carolina Railroad are now working to complete the assemblage of the properties for the megasite, as well as working to complete the planning and other steps to ensure that this competitive site can be made available to a user within the required time frame. The site is very flexible and would be suitable for a wide variety of advanced manufacturing uses in the transportation and defense sectors. It has been advised that a megasite must be prepared and ready for delivery when prospective users start the site selection process.

The property is in the midst of site certification, a detailed third party verification and documentation of the site's development readiness for potential investors and site selection consultants. The Greensboro-Randolph Megasite Foundation, Inc. has engaged the services of KPMG's Global Location and Expansion Services to certify the megasite. The Randolph County EDC is coordinating the site certification process on behalf of the Foundation and Randolph

County. At the request of the North Carolina Railroad, NC State Certification will be pursued concurrent with the KPMG certification. Dual certification will offer enhanced certainty of the site's readiness for development.

The KPMG approach is very rigorous and includes review and analysis of site ownership, environmental due diligence, site characteristics, topography, zoning, transportation access, utility availability and capacity, and timing considerations. One of the requirements for megasite certification is verification that the site is zoned or may be rezoned for industrial use. The Foundation has been advised to pursue the rezoning of the site as an important step in the site certification process.

Randolph County's current Unified Development Ordinance setting forth permitted uses within the Heavy Industrial zoning districts was written for traditional industries in an economy that doesn't exist like it used to in the United States. She said regardless of whether the properties comprising the megasite are rezoned, the Permitted Use Table of the current ordinance needs to be modernized and updated to bring the Table of Permitted Uses into the 21st century. The proposed amendments to the text of the Unified Development Ordinance would be applicable across Randolph County's zoning jurisdiction and would help the efforts to attract these users to our County.

Ms. Renfro highlighted several of the permitted uses being requested to be added to the Permitted Use Table. She said those uses are consistent with the key advanced manufacturing industries targeted by the North Carolina Department of Commerce and the Economic Development Partnership of NC, for retention, expansion and recruitment. Many also reflect currently permitted uses in the municipalities of Randolph County, including Asheboro, Archdale and Randleman. Finally, the Randolph County EDC has completed two Target Industry Studies, one in 2004 and most recently in 2010. Most of these sectors are represented in both studies, as industry sectors for which Randolph County has a competitive advantage and assets.

A community of business leaders, government leaders, and ordinary citizens has cumulatively worked thousands of hours to address ways Randolph County can move our economy forward. These collective efforts to establish the proposed megasite and to recruit an advanced manufacturer to Randolph County constitute a bold proactive aggressive action plan to deal with the loss of manufacturing jobs in the County and to improve the economic well-being of the citizens of this area.

She said no matter where a megasite may be proposed to be located there will be some who will oppose it, including those nearby the site. There is great respect for those who are opposed to this proposal, but she said many disagree with the opposition about the establishment of the proposed megasite.

Ms. Renfro said there is a real world example of the transformational change that the location of a mega project can bring located about 160 miles down Interstate 85. In 1992, BMW selected Spartanburg County, SC, for its first North American automotive assembly operation. The economic history of that area prior to 1992 was very similar to that of Randolph County and the Piedmont Triad area. Manufacturing jobs, primarily in the textile industry, had been lost and the

economy was stagnating. The plant opened in 1994 and has expanded several times since. The results are impressive as shown in a 2014 economic impact analysis. More than 30,000 new jobs and \$1.7 billion in new annual income have been a game changer for the upstate region of South Carolina. The plant contributes heavily to the local, regional and state tax base with investment exceeding \$6 billion. Annual economic output from the plant totals \$12.54 billion.

Ms. Renfro said many are convinced that the proposed megasite has the physical characteristics to be competitive with any site in the Southeast now that the State of North Carolina is willing and able to provide a competitive economic incentives package and that the proposed megasite can be established and delivered to a potential user within the time frames required. There are committed partners who are confident the efforts to recruit an advanced manufacturer to Randolph County will be successful. She said the rezoning application being considered is an important step in that process.

Ms. Renfro asked the Board to approve the amendments and the zoning request as presented.

Commissioner Haywood stated that he felt the NC Medicaid figures paralleled the poverty rate Ms. Renfro quoted from a slide during the presentation. Ms. Renfro reviewed her slide regarding the percentage (17.8%) of county population that currently lives in poverty, which was information provided in the environmental scan by the Piedmont Triad Regional Council during the County's Strategic Planning Process.

Commissioner Allen asked for details on the difference in the KPMG site certification and the state site certification. Ms. Renfro said they parallel each other very closely with slight differences in documentation and evidences that are requested with each. The State of NC process is less rigorous. He asked if seeking state certification would slow the process and she said it would not. She said she hoped the KPMG certification would have been completed earlier but recently advised that it should be complete in April and hopes to have the State's certification by June 2016.

Mike Solomon, Economic Development Director for The Timmons Group, a site development firm, gave an overview of information and conceptual plans his company had prepared. The Timmons Group was hired in 2011 by the Piedmont Triad Partnership (PTP) to find a "game changing significant advanced manufacturing site in the Triad." They gathered a significant amount of data for a twelve county region that included environmental reports, infrastructure reports, background data, land records and risk profiles. He discussed megasite criteria and how this site is the best option in the South for an end user.

Commissioner Haywood asked if the surrounding property values typically go up or down and Mr. Solomon replied "up." He said he has not seen any cases where values decreased.

Garrett Walker, Attorney with the Smithmoore/Leatherwood Law Firm 300 N. Green St., Greensboro, on behalf of the Greensboro-Randolph Megasite Foundation, Inc., spoke in favor of the requests and provided some history on the project. The Megasite Foundation is a NC non-profit corporation formed in February 2015 by Jim Melvin, former Mayor of Greensboro and currently the President of the Joseph M. Bryan Foundation. The Megasite Foundation was formed so there would be a single entity whose only purpose is to facilitate the acquisition,

establishment, and development of the megasite to recruit an advanced manufacturing facility to Randolph County. With financial backing from the Bryan Foundation, the Megasite Foundation assumed the various contracts to purchase properties the Piedmont Triad Partnership had previously obtained in early 2015. Since then, the Megasite Foundation has entered into additional purchase agreements and has worked with the Randolph County Economic Development Corporation (EDC), representatives of Randolph County, and representatives with the City of Greensboro to establish this megasite. The Megasite Foundation now holds contracts to purchase more than 1000 additional acres in the footprint. It has already acquired nine of the parcels within the site. The Megasite Foundation is currently working with the NC Railroad Company on the purchase contract for various parcels that total approximately 875 acres. The Megasite Foundation is also working with the EDC on various marketing efforts including certification of the site and aspects of planning for the development of the site. The entities involved are pursuing the megasite in order to improve the local, regional and state economy by attracting a major auto manufacturer which would employ a significant number of people in quality manufacturing jobs to improve the overall economic well-being and quality of life for citizens. A manufacturer would benefit the tax base of Randolph County only; however, the project demonstrates a degree of coordinated efforts of units of government, utilities, and non-profits to make this happen. The Foundation believes all of the elements are in place for success and that the location and physical characteristics make it one of the most competitive sites in the Southeast. Recruitment is a top priority of NC economic development leaders and legislation permitting the state to award significant competitive incentives has been enacted. In February 2015, the Golden LEAF Foundation announced it had reserved \$50 million to provide support for the location of an automobile manufacturing facility within the borders of NC, if and when a user identifies a site. For these reasons, among many others, the Foundation believes it will be successful as it is considered to be one of the best advanced manufacturing sites in the entire Southeast. Mr. Walker reiterated what Mr. Soloman stated; that while there are a few other sites in NC that could be touted as a megasite, not all megasites are suitable for an advanced manufacturing facility. Having multiple sites in the Piedmont area of NC improves the chances that the Piedmont will be selected.

Mr. Walker stated that it is important to be proactive and have a site ready for an end user instead of being overlooked and asked the Board to approve the requests, as presented.

David Joseph, Attorney with Sparrow Dennis & Medlin, stated that he had been working with Sam Simpson on behalf of the Greensboro-Randolph Megasite Foundation, Inc. to assemble the property for almost four years. Mr. Joseph discussed the process used to assemble the land, which has varied land uses. He thanked the Board for their cooperation in the effort.

Mr. Joseph stated that, upon his arrival tonight, he had presented the Planning Staff with a notice pulling two parcels owned by Ray Norrell, who lives in New York, from the rezoning request. Mr. Norrell has not been in this area for a significant amount of time. Mr. Joseph said Mr. Norrell doesn't oppose the megasite or the rezoning, but that the Foundation and Mr. Norrell are currently in contractual negotiations. Mr. Joseph presented an affidavit that parcels 8708706808 and 8718809167 changed ownership on January 12, 2016, and now belong to the Megasite Foundation. He also provided copies of certification pursuant to NCGS Section 153A-343(a) that all owners of properties subject to the requested rezoning who are not the applicant have received actual notice of the application and notice of public hearing.

Mr. Joseph requested that the Board amend the site plan buffer as a binding condition of the proposed rezoning. He submitted site plans to the Board imposing 75' vegetation buffers to the west along Julian Airport Road and to the east along Troy Smith Road. The 75' vegetation buffer exceeds the Level 3 buffer (35') regulations established in the County's zoning ordinance. He stated that at some point in time there would need to be some flexibility to allow access points into the site through the buffers.

Mr. Joseph said that it had been a pleasure to get to know the many residents during the process of assemblage. He said many people had concerns about the loss of jobs in the area, businesses closing, and the fact that residents are leaving the area to not return. He said many of those who sold their property were grateful for new opportunities to relocate or move to a new home, seek medical care, start a new business, and some to pay off debt.

Commissioner Allen asked if there were any plans for buffers along 421 on the north side. Mr. Joseph stated that the rail and roadway is a natural buffer along the north side which is more than the 35' required. He assured Commissioner Allen that adequate buffers will be determined once there is an end user.

Commissioner Allen also asked about environmental protection. Mr. Joseph asked **Brian Maas**, an Engineer with ECS who is also involved in the project, to come forward. He responded that agriculture and residential lands are not regulated to the same level as industrial. Changing the use changes the environmental impact and there would be greater regulatory compliance that would have to be met. He said the Timmons Group has the surveillance information about good mitigation and storm water protection and they were working with them. He added that, at this time, the site plan has all development north of the power line leaving a great deal of mitigation between it and the lake in the lower portion.

Scott Saylor, President of the North Carolina Railroad Company (NCR), said the North Carolina Railroad runs from Charlotte to the Port Terminal in Morehead City and was created more than 165 years ago for the purpose of economic development. It continues to be devoted to developing and managing the 317-mile corridor to create jobs, retaining existing industry, growing the economy across the state, and maximizing the Railroad's value to the people of North Carolina. The State of North Carolina is their sole shareholder but NCR receives no state funding. It was created as a private company and continues that status today. Its revenue is a result of long-term lease agreements, primarily with Norfolk Southern.

He stated that for at least 25 years, North Carolina has worked to recruit a large-scale manufacturer that would result in transformational job growth for our state and NCR has assisted state, regional, and local allies in those efforts. During that time, key sites along the railroad in Alamance and Davidson Counties were lost to other types of development.

Mr. Saylor said that because NCR's mission is rooted in the economic development of our state, their Board of Directors commissioned research to evaluate how the state's remaining large-scale manufacturing sites compare against others within the Southeast region. This gave their Board insight into how NCR could further assist and improve the state's chances of

attracting a transformational project. The study determined that four sites in North Carolina were key in the Southeast.

The Greensboro-Randolph Megasite has several attributes that make it extremely competitive: its access to rail, highways and airports; its location is approximately 12 miles from the North Carolina Railroad Main Line in Greensboro, operated by Norfolk Southern; and its favorable topography. He said another key attribute was the considerable collaboration between Randolph County, the Bryan Foundation, and the City of Greensboro that is already underway to assemble and prepare the site.

Mr. Saylor said the NCCR Board of Directors believed this was an opportunity to make a strategic investment in North Carolina. To secure the site through joint ownership and collaboration would ensure the site is assembled and is one of the state's key tools in recruiting a large scale manufacturer that will result in transformational job growth in Randolph County and the entire region.

He said rezoning is a key step in the site certification process that will give assurance to site consultants and industry leaders that the site is ready for a transformational project. On behalf of the North Carolina Railroad Company, he asked the Board to approve the rezoning request. He thanked the many landowners who have worked with the Bryan Foundation and the County to help make this possible.

Jim Melvin, Chairman of the Greensboro/Randolph Megasite Foundation, Inc., stated that in September 2013, he and several industry leaders met with Governor McCrory and the Secretary of Commerce about how to get a significant advanced manufacturing company into NC, the only state in the Southeast that does not have one. Mr. Melvin said there are two reasons NC doesn't have one; never had a site ready and never had a legislative body that was willing to support one. He reminded everyone that it had been twenty years ago that Mercedes wanted to come to Mebane, NC, but the site couldn't be assembled by the time needed.

Mr. Melvin stated the whole area has had considerable job loss. He said he told the Governor if NC could get an incentive package together he would work on getting the site. The PTP hired someone to find a site. They found 74 individual property owners that saw the need for jobs in Randolph County and were willing to be part of making this happen. The Greensboro-Randolph Megasite Foundation currently owns or controls 99% of the property which will be gifted to a user, which is a huge incentive. He said the area has a labor force ready to go to work. Mr. Melvin added that most of the money expended for the project thus far has been private funds from the Bryan Foundation.

Mr. Melvin said the cooperation of all the governments in this project has been a huge sign of the commitment to the project and a risk they all felt needed to be taken.

Chairman Frye asked **Debra Hill**, Randolph County Tax Collector, to address the questions that have been brought up regarding tax values. She said a change in the Growth Management Plan maps does not affect assessed values, but rezoning a specific property will affect its assessed property value. Land rates are based on zoning type. Next she explained true market value as follows: per N.C.G.S. 105-283 Uniform Appraisal Standard - "All property, real and

personal, shall as far as practicable be appraised or valued at its true value in money. The words “true value” shall be interpreted as meaning market value, that is, the price estimated in terms of money at which the property would change hands between a willing and financially able buyer and willing seller, neither being under any compulsion to buy or sell and both having reasonable knowledge of all the uses to which the property is adapted and for which it is capable of being used. The acquisition of an interest in land by an entity having power of eminent domain with respect to the interest acquired shall not be considered competent evidence of true value in money of comparable land.” In other words property purchased by Randolph County or by North Carolina Railroad Company would not be considered a true market value “arm’s length transaction.” These transactions would not be considered in determining land rates for the next countywide reappraisal in that market area.

Another question Ms. Hill has been addressing is regarding the North Carolina Railroad Company’s plans to purchase 875 acres. How will the purchase affect the tax base? The tax base for 2016-2017 fiscal tax year will not be affected because no deeds were recorded prior to January 1, 2016. The NC Dept. Of Revenue (NCDOR) assesses Public Service Companies. The information received from NCDOR states the 875 acres will be taxable as non-system property.

A question asked early on in the process of assembling the megasite was how the tax base for the Julian Fire Department would be affected and she shared the following calculations.

- 2016 \$3,432,439. tax exempt value
- 2015 \$1,168,929. tax exempt value
- \$2,263,510. increase to the exempt value

- \$2489.86 reduction in revenue Julian Fire District

The Tax Department follows the trend in the market so it is difficult to predict how the future development of the area would affect the true market value in the next revaluation.

At 7:54 p.m., the Board took a recess and resumed the public hearing at 8:07 p.m.

Alan Ferguson, 4794 Troy Smith Rd., Liberty, spoke in opposition to the requests. He handed petitions of others, who are also in opposition, to the Clerk. He said people relied on the zoning ordinance. Mr. Ferguson said that he and his wife would never have located in that part of Randolph County if it had been zoned Heavy Industrial. He said zoning does affects property values and the way people look at things when deciding where to go. He stated that he has 33 years of experience in real estate law and is concerned about the Heavy Industrial zoning and property values.

Mr. Ferguson said that the Growth Management Plan (GMP) states that “industrial development should not be located in areas that would diminish the desirability of existing and planned residential uses.” He continued quoting the County’s GMP that “conflict among incompatible land uses can be extreme.” He said he didn’t understand what the “talk about how bad off we are and the number of jobs we have has to do with the use of the property.” He stated that if Heavy Industrial zoning is approved, the resulting proposed use will be inharmonious with the surrounding area. To change zoning, he said that NC law requires the new zoning to be

compatible with surrounding areas, acceptable for the characteristics of the land, beneficial to the public, and consistent with current uses of the property.

He said Mr. Joseph described the area having abandoned vehicles and equipment, mobile homes, and low quality housing making it easier for the Commissioners to rezone to Heavy Industrial. Directing attention to the slideshow he had prepared displaying homes in his neighborhood, Mr. Ferguson explained that this is where people live. If this area becomes Heavy Industrial, these houses will eventually cease to exist. Mr. Ferguson asked, "Is there really anyone that is pushing a project like this that lives in a Heavy Industrial area?" Next, he commented on the red and white signs seen on property in some of the slides and said that residents had spent several thousand dollars on them to oppose a megasite.

From the proposed Unified Development Ordinance Amendment, he listed some of the accepted uses in a Heavy Industrial zone as follows: battery development, biofuels production, energy storage, paint and coatings manufacturing, paint shop, and tire manufacturing. He challenged if these uses were consistent with residential and agricultural use and noted that looking at incompatibility is extremely important when rezoning.

Mr. Ferguson went on to explain how he had become involved with the opposition in 2012. He said that a neighbor came and told him that land across the road was being purchased for an auto manufacturer. He said, shortly thereafter, he received a report from Jeff Caldwell of the SSOE Group, which describes itself as a "global project delivery company," who had been hired by the Megasite promoters to give them the pluses and minuses of a potential megasite there.

Mr. Ferguson asked if everyone had heard earlier in the presentations that the developers were currently suggesting 75 foot buffers. He quoted from the memo of recommendations that Mr. Caldwell had listed in information given to the promoters dated April 23, 2012, as follows:

"It will be ideal to maintain a buffer of at least 1,500 feet from any buildings on the site to the property boundaries."

"Randolph County may want to take steps to ensure zoning around the site is consistent with the needs of this facility. Two of the biggest complaints from people located near automotive assembly facilities are the large volumes of car and truck traffic and the smells from the paint booths."

"It needs to be planned so that residents or commercial users that come after the plant is up and running do not unfairly complain. Good zoning will ensure that public complaints from being located too close to a major automotive facility (traffic, smells, lights, etc.) are minimized."

Mr. Ferguson said Mr. Caldwell also indicated that traffic could be "as many as 2,000 trucks per day" and that "the stamping mills would be able to go down 60 feet into the ground." He said that he was not very familiar with foundries but had visited one in Indianapolis, a General Motors plant. He mentioned that it was not in the nicest part of town which was evidence of incompatibility with the surroundings in this rezoning.

Mr. Ferguson said that he has no doubt that a plant would have public benefit. He continued by saying that he has no problem with manufacturing just manufacturing that is in the wrong place. He asked, "Is there a reasonable expectation that this sort of thing will come out there?" He said that if this passes, the people around the site will be "sacrificed" even though they don't live on the site and they will "pay the price." He urged that the County must be "sure that something good is going to come out of this."

He said that he did not know what a megasite was until 2012 when his neighbor first talked to him about it. McCallum Sweeney, a consulting firm that provides site selection and incentives negotiation services to leading companies worldwide, came up with the idea of megasites and every one of their sites is the BEST site. He listed some of the sites put together by McCallum Sweeney and stated they are all empty.

Because of his interest in this project, he mentioned he is now a subscriber to *Site Selection Magazine* (SSM). He said that they compile a list of land tracts containing at least 1,000 acres which are open for immediate occupancy. For 2015, he found that the magazine listed 187 sites which were available upon publication. He stated that many of these have been available for years and of the 187 sites, 13 are in North Carolina, which he proceeded to list. He did note that the Chatham Site located nine air miles down the road from the Greensboro-Randolph Megasite is not on the list.

Here are the listed North Carolina sites with their acreage from *Site Selection Magazine*:

Aulander NC, Hearts Delight Site	1,900
Elizabeth City NC, Tanglewood Site	5,915
Forest City, Riverstone Site	1,000
Hamlet, Pine Hills Site	1,500
Jackson, Verona Plantation Site	3,943
Laurinburg, Laurinburg-Maxton Site	2,000
Morganton, Great Meadows Site	1,200
Newton Grove, I-40 Site	1,161
Rocky Mount, Mid-Atlantic Site	1,688
Rocky Mount, Kingsboro Rose Site	1,307
Saratoga, Norwood Site	1,315
Southern Pines, Monroe Site	1,130
Winton, Hertford Site	1,700

"Is it reasonable for us to think that the Greensboro-Randolph Megasite Foundation, Inc. will jump ahead of the 187 listed in SSM?" he questioned. He mentioned that he did not include sites in Mexico in the 187 but pointed out that the last \$19 billion of auto manufacturing plants had gone to Mexico.

His next point was that businesses fail just as they have in Randolph County. The first example he gave occurred in Clarksville, TN, where a solar panel factory spent \$1 billion to set up, started training and a few months later fired everyone. He said the company had "left the County holding the bag." Another instance he gave occurred in Normal, IL, at a Mitsubishi manufacturer. Even after \$700 million of incentives from the State of Illinois, the plant closed.

“If business changes, they will leave,” Mr. Ferguson said. In North Carolina, the failed example he presented was the Global TransPark. He said he had read an article recently about the Global TransPark. This was his explanation of the article. Governor Mike Easley announced in 2008 that a Kansas company, Spirit AeroSystems, was planning to open an aircraft component manufacturing plant at the Global TransPark near Kinston. Governor Easley promised that the project meant 1,031 jobs and \$570.5 million worth of investment within six years. There, employees would create components for big-name manufacturers such as Airbus and Cessna. However, as of Dec. 31, 2015, just 511 people were employed at the site in spite of the nearly \$250 million incentives the state used to lure the company. Mr. Ferguson said that the railroad had also used tax payer money to build a \$24 million railroad spur there that has never been used.

To explain why he thought Randolph County didn't need a site, he said that North Carolina is ahead of many of the states that have auto plants. He stated that we cannot focus entirely on BMW in Spartanburg while “ignoring the bigger picture.” To illustrate this, he spoke of Alabama where four auto manufacturers had been recruited. He stated that Alabama's Governor Brinkley recently announced that Alabama needed \$700 million to meet current funding requirements and proposed a \$1.2 billion tax increase. Mr. Ferguson said, “We don't want to be like that.”

Mr. Ferguson addressed wages for auto manufacturer employees and stated that car companies and auto parts companies are staffed by temporary agencies. He clarified that the high pay rates were where unions had been, and those no longer exist, “those days are gone,” he said.

Mr. Ferguson said the Volkswagen plant in Chattanooga, Tennessee, is reported to have cost the state, the city and Hamilton County \$837.4 million for “playing the mega site game.” With the emissions irregularities, there was concern that the plant may close. The Governor of Tennessee, Bill Hassam, was quoted in the Chattanooga Times Free Press on September 28th as saying, “We have an investment in the original plant and then the expansion. Second, we obviously have a vested interest in their success.”

Mr. Ferguson remarked on who would control this Megasite. He stated that the fate of the Megasite will be out of Randolph County's hands if the Railroad or Golden Leaf are involved, as they would be the ones with the control. He reminded the Commissioners that only a land owner can ask to change zoning and “once it's zoned, it can't be un-zoned” without their permission.

He next addressed the topic of eminent domain. He said that no one had been forced to do anything; there has been no threat of eminent domain. However, decisions on water, sewer, power, gas lines, roadways, and railroad could change that. According to Mr. Ferguson, a site selector from Toyota said an auto manufacturer would not even look at a site without dual railroad coverage. He questioned whether there would be dual rails to this site and noted that the railroad has eminent domain. In North Carolina, eminent domain cannot be used for economic development. “If the DOT has to take property from owners for access to this site, wouldn't it be for economic development?” he asked.

In conclusion, Mr. Ferguson said for all of these reasons, he and his neighbors surrounding the Greensboro-Randolph Megasite request that the Board leave the current Unified Development Ordinance and Growth Management Plan in place. Finally, he reiterated that the residents there do not want a megasite; they just want to be left alone.

Commissioner Haywood stated that he had some questions for Mr. Ferguson and first asked if Mr. Ferguson had heard any talk about eminent domain and dual railroads. Mr. Ferguson responded that he had not heard anything yet but only land has been purchased so far. He also mentioned that now this project had a hole in it that is about forty acres (properties that were removed from the rezoning request) and would probably need to be redrawn. Commissioner Haywood asked about several items from the article. First was the 1500 foot buffers and Mr. Ferguson clarified that SSOE Corp said 1500 foot buffers would be needed. Commissioner Haywood then asked about the 2000 trucks a day and would those be on Highway 421. Mr. Ferguson indicated that he thought those would be serving the site but it was not stated in the article. Commissioner Haywood said that he had not heard of dual railroads during the entire process. Mr. Ferguson replied that a site selector from Toyota stated that no one will even look at a site without dual railroad. Commissioner Haywood asked Mr. Ferguson to give his opinion whether he thought property values would go down. He said that was hard to answer, other people had told him he would make money. Commissioner Haywood stated his concerns of the possibility of eminent domain with utilities and the railroad. Mr. Ferguson urged anyone pursuing a project like this to look very closely at what had been said by utility companies.

Commissioner Lanier inquired if the homes on the slideshow were in the Megasite footprint or outside as he felt some of the properties were at least three miles or more away. Mr. Ferguson responded that he wasn't sure how far away they were from the Megasite. He did say he thought they would be used as comparisons since they are close enough and are "better than what a professional appraiser would use."

Chairman Frye asked Scott Saylor if he wanted to comment on the dual railroads. Mr. Saylor stated that dual access railroads were not two rails but two Class I companies sharing a rail. He gave an example of a single track owned by Norfolk Southern that might also be used by CSX under an agreement between the companies. He stated that auto plants have been built with and without dual access and depended on the manufacturer. He said that it is common for rail companies to use each other's tracks. For this sight, he stated that it would be highly unlikely to need two sets of tracks. Currently, there are between eight and ten freight trains and ten passenger trains per day in our area using a single track, he noted.

Mr. Saylor asked if he could clarify another point by Mr. Ferguson. The \$24 million rail project at Global TransPark was built and paid for by the DOT not the NC Railroad and it had not been used to date.

Jonathan Waller, Timken Plant Manager, 3500 Timken Place, Randleman, spoke in favor of the request. The Timken Company is a \$3 billion friction management and power transmission company headquartered in Ohio with a plant in North Carolina. Mr. Waller said that for more than twenty years, the Timken Asheboro plant has worked to be a good corporate citizen in the community. They have supported many projects through the Timken Foundation of Canton, OH, the Timken Charitable Trust, and the associates employed by Timken. They volunteer and serve

in a variety of leadership roles within the community. Mr. Waller said they believe there are other likeminded companies that would work to enrich the communities in which they have a presence, just like Timken. The megasite project would bring significant jobs and tax dollars into the area. He said it will strengthen our economy and improve our quality of life and it is for these reasons and many more that they are in support of the project.

Filmore York, Mayor of Liberty, 505 Dogwood Dr., Liberty, representing the Town of Liberty, spoke in favor. He said during his lifetime he's seen businesses come and go in and around the Liberty area. Liberty has tried hard to attract new industries and commercial businesses and stated the Town of Liberty supports this project in hopes that it will bring new jobs and quality back to their area. The citizens of Liberty want the commercial growth such as shops, restaurants, and other businesses it could bring. The Town is and has been continually updating its land use plan and infrastructure so they can be prepared for this planned growth. He said they are willing to work with the County in any way possible to make this project a reality.

Billy Hardin, 510 Woody Mill Rd., Julian, said he was fortunate to have joined his family business in the area after college, but many of his classmates didn't have that luxury. He said many businesses that were prominent in the area are no longer there. For those reason he said he hoped the County could find a way to see the project through and still show concern for the neighbors surrounding the property.

John Stanley, Eullis Propane, 122 S Foster St, Liberty, said serving as the Mayor of Liberty for fourteen years, he found one of the most difficult things Boards have to do is zoning issues. He understands the citizens have concerns and knows it's not an easy decision but urged all parties to take the risk.

Rick Powell, President of Pemmco Manufacturing and currently serves on the EDC Board, spoke in support. He said Pemmco manufactures CNC parts. Twenty five percent of what they manufacture goes into the automotive industry. He listed automobiles which have a part that his company manufactures here in Randolph County. He was not born here but chose to come here for many reasons. He said he'd like to take part in the support for this project so his children and grandchildren don't leave the County seeking employment.

Martha Brown, 3856 Nelson Pond Dr., Franklinville, spoke against the requests. She said while the megasite might change the faces of those in poverty, it will not change the need to provide assistance.

Andy Stevens, 2109 Leona Dr., Greensboro, spoke in opposition. He said he was concerned with the loss of agriculture land across the state. He stated by taking property off the tax records, a government would be placing a greater burden on other citizens who would have to cover the difference until a manufacturer locates on the property and then referenced the loss of revenue to the Julian Fire Department. Mr. Stevens said NC doesn't have an unlimited budget and can't compete with states that have "deeper pockets." He said many have concerns of the value of surrounding property and what will happen in the meantime while the megasite sits vacant. Another of his concerns was that the company would employ people from outside the county and how many jobs would actually benefit this county. He said eminent domain will be necessary and become an issue with lawsuits tying up progress for years.

Mark Fetner, Raleigh, NC, grew up in Asheboro and also left the area to find work. He said his grandparents moved from Stokes County in the 40s to Randolph County and his mother was raised on property on Hoots Hollow Road near the site. Mr. Fetner said the site is between the global banking center of Charlotte and the technology / health care industry in Raleigh, making this site perfect to be the manufacturing hub of NC. Mr. Fetner said he originally opposed because he has emotional connections with the area but said he knows there is a need and now is in favor of the requests.

Ken Davidson, 1687 Old Buffalo Ford Rd., said he initially opposed, but is now in support. He was concerned with the loss of manufacturing to the area and urged approval in order to have everything in place to be competitive and have a shot at this opportunity.

Elbert Lassiter, 212 Lexington Place, Asheboro, spoke in support and said when he recently had the opportunity to sit in on the Strategic Planning process the County is working on he was surprised to learn of the number of kids living in poverty in Randolph County. Mr. Lassiter said his role at RCC is Workforce Development and continuing education. They prepare the workforce for the workplace. The students seeking certifications are either high school graduates or young adults looking for a career or displaced workers looking to enhance their skills. The success of the site and ancillary businesses will ease the number of displaced workers and provide jobs to young adults who want to stay here after college.

Crystal Merritt, 5309 Burrow Rd., Julian, had to leave the meeting, but left her typed message with Commissioner Allen and asked to have her opposition noted in the minutes.

Faye Holt, 5230 Troy Smith Rd., Liberty, owns property across the road and beside of the site. She spoke in opposition. She stated that she feels the Board is responding to the desires of Greensboro and not the citizens of the county. She agreed that jobs were needed but didn't want the megasite. She said because it doesn't affect the Commissioners personally, they are not concerned with environmental issues that could cause problems for the neighbors surrounding the area. Ms. Holt stated that the City of Greensboro is not running water and sewer lines "out of the goodness of their hearts" and will expect something in return. She said the city is unable to grow any other direction than south because they have collided with every other city surrounding them.

Sandra Young, 2400 Wildflower Ct., Asheboro, spoke in opposition on behalf of her family who has property and a farm at 5067 Troy Smith Rd., Liberty. She doesn't feel the area's concerns are being addressed nor that people who do not live in the area should have a say. Ms. Young inquired about the buffers to the south due to a family member bordering the property. She also said they have not yet seen money and deeds transferred for properties purchased by the NC Railroad Company. She asked that they table the decision until after that had taken place. Ms. Young added that the Liberty Industrial Park has had no significant businesses in the twenty years it has been there.

Brenda Newsom, 4650 Hoots Hollow Rd., Liberty, spoke against the requests. She stated she bought land in that area to live in the country and didn't want her quality of life to digress. She enjoys being able to walk out and watch meteor showers and look at the stars.

Paul Meinhart, 4228 Old Salem Rd., (Guilford County) Julian, NC, read a letter from NC House Representative District 57, Pricey Harrison. Ms. Harrison stated in her letter that she was unable to attend but she urged the Board to vote no as there is no urgency to rezone without an industrial suitor and because of the opposition at the Planning Board meeting.

Mr. Meinhart is also opposed to the requests. He stated that no one in Julian is for the request and has been going door to door to obtain signature against the site.

Mr. Meinhart stated that the City of Greensboro has said they would use eminent domain for water and sewer lines. He said he is seeking out residents along the line who will resist those lines.

He said if the Commissioners wanted to see jobs why were they not supporting the Chatham site, because people want it there. He asked that the Board leave their “area in its agricultural setting.” In his closing comments he read Article 14, Section 5 Conservation of Natural Resources of the NC Constitution: It shall be the policy of this State to conserve and protect its lands and waters for the benefit of all its citizenry, and to this end it shall be a proper function of the State of North Carolina and its political subdivisions to acquire and preserve park, recreational, and scenic areas, to control and limit the pollution of our air and water, to control excessive noise, and in every other appropriate way to preserve as a part of the common heritage of this State its forests, wetlands, estuaries, beaches, historical sites, open lands, and places of beauty.

Mr. Meinhart stated he and the Julian citizens will be fighting to the end.

Rene’ Summerlin, 2239 NC Hwy 62 East, Julian, said she doesn’t feel like the citizens of Julian are being heard. She said she feels strongly about preserving the natural environment. She also said that the value of property, in her mind, is much more than what a tax appraiser says that her land is worth. There is no price that could ever compensate for the destruction of the natural habitat and water quality. She asked that, as stewards, to think about what is best for the air, land, and water quality in the County. She suggested that the money be put into education or other sites that are ready.

Jimmy Shelton, 4948 Troy Smith Rd., Liberty, stated that he raises beef cattle and would be put out of business if an automobile manufacturer comes to the area as it would be unsafe to mix farm equipment with heavy traffic. He said his cattle operation is his retirement income and it is being stolen. He suggested that income is being stolen from the largest industry in the state and given to another, if it ever comes.

Mr. Shelton said that properties that had been referred to by Mr. Joseph as vacant or seemed abandoned in earlier comments were actually properties that were being cut for hay. He stated that the site is destroying the quality of life for the people of the Liberty and Julian area and possibly the water quality of those downstream.

Anne Booras, 7157 Bobby Jean Rd., (Guilford County) Julian, said she saw where Jim Melvin wrote a check for \$10,000 to rezone her front yard and waved a personal check stating it

was for \$10,000 to rezone his. She waved a second check saying she brought an extra one “in case it was a little more to rezone in the city.” She spoke in opposition and said they didn’t want their neighborhood rezoned. She said she had presented a petition against the megasite at another meeting.

Bobby Ferguson, 8703 Old Hwy 421, Julian, whose property is bordered by the proposed megasite on the south and west sides questioned the buffer regulations in relations to his property. He wanted to clarify another comment regarding where the water flows saying a majority of it does flow into Sandy Creek, but a stream that flows through two to four acres of his property flows north into the Haw River basin.

Mr. Ferguson stated that for four years they have been told a car company on the site is eminent but have heard announcements of them locating elsewhere since. He said they are now hearing that it could be within the next five years. He questioned the sense of urgency if this project could be another five to seven years away and stated that rezoning should be done when there are specific users to fit their need.

On February 2, 2015, he said the Board was told the site certification was almost complete and is now being told it should be complete in the summer of 2016. He questioned the solidity of the information being given to the Board. He doesn’t think the whole truth has been given but does believe the project it is being driven by Greensboro so they can expand.

Chris Huber, 5274 Lamina Lane, Liberty, spoke against the request. She stated that “secrecy, misleading statements, inconsistencies and conflicting statements have been the hallmark of this mega scheme since its inception.” She said the NC Railroad has yet to purchase property that the newspaper stated had already been done. She questioned whether that could be done because she said that in 2000 the General Assembly created by statute that the NC Railroad revenues are to be used for improvements to the NC Railroad line. Ms. Huber spoke of other statements made in newspaper articles and letters that conflicted with those statements.

Ms. Huber said that for three years it had been stated that property wouldn’t be taken by force, but couldn’t be true because for at least a year, the Board and its proponents have been disseminating maps and drawings showing plans for an overpass on-ramp to be constructed through her living room. She said she is not selling or giving away her property so the plan must be to use eminent domain.

She stated that the members of the Board took an oath to serve the citizens and she doesn’t feel like that is being done.

Craig Frazier, 2051 Lake Lucas, Sophia, Randolph Soil and Water Conservation District Board Chairman, stated he was neither for nor against, but that he had received several calls. Randolph County has spent a lot of time improving the water quality in the Ramseur City Lake on Sandy Creek through the Soil and Conservation District. He asked that extra measures be put in place to implement control measures to protect their efforts. Erosion and sediment are still a huge problem from heavy rains.

Devon Shelton, 129 Steinbeck Way, Mooresville, NC, owns one of the parcels with no address in the primary growth area request. She hopes to build a home in the future, but doesn't want to live next to a megasite. She asked the Board to consider tabling the decision until more solid facts are in place.

Hearing no further comments the public hearing was closed.

Chairman Frye stated he had never personally benefited from any actions taken by the Board and it had costs him money to serve the citizens. He said he found out about the proposed megasite at the same time citizens did and over the last four years, the Board had been doing all it could to learn about what is happening with the process. Randolph County does not have the financial means or infrastructure to do a project of this size and decided it would have to do what it could to leverage outside money. There were willing investors of the project. Certain things can only be done by the Board because the property is located in Randolph County. He stated this process has been very emotional for him.

Commissioner Allen said it was perception as much as anything. The County purchased the property knowing it would have to be rezoned and now is rezoning it. There is no site plan, no identified access, no true buffers to the north or south, and no sedimentation plan. He said if this was a normal zoning request, it wouldn't have gone this far. He stated the Growth Plan is to provide guidance and people have relied on the growth plan to develop their land. Commissioner Allen said the Growth Plan should have been amending when a megasite was first being discussed. He said it is now out of character for the area and is an example of spot zoning. He said he feels sorry for those who live in the area who will have to live with a megasite. He feels it is too early for the rezoning and asked what the rush was since site certification will not be complete until summer.

Commissioner Haywood said he is concerned about eminent domain and had requested information about it prior to meeting but had not received it yet. However, he knew that wasn't an issue for the rezoning because everyone in the area being rezoned had willingly sold their land. He said he was concerned about the Sandy Creek watershed and how it will impact the citizens downstream. He is also concerned about the buffers on all sides. He asked why there was the urgency and said the Board should take a month or two and review. Commissioner Haywood said the County needs the jobs, but doesn't feel it will bring relief to the poverty numbers that have been given. He asked that the Board table the request for a few months.

Chairman Frye said the concerns with run off and erosion are things that can be dealt with in the planning process since there will have to be a site plan and other things done. The County has procedures that have to be followed.

Commissioner Lanier stated he felt they should move forward as prolonging it will only slow the process to get an end user. He said the County has been fortunate to have other parties who have come forward to help assemble the site.

Commissioner Kemp stated that according to NCGS 153A-45 the adoption of the text amendments to the zoning ordinances must receive unanimous vote of all members of the board of county commissioners in order to be adopted at the meeting at which they are first introduced.

If an ordinance receives a majority but not unanimous vote, or it is not voted on, then it is to be considered at the next regular meeting and may be adopted then, or at any time within 100 days of its first introduction, if it receives a simple majority vote.

Action on the Request to Amend the County Unified Development Ordinance

*On motion of Kemp, seconded by Lanier, the Board voted 4-1, with Haywood opposing, to amend the Unified Development Ordinance, (Pursuant to N.C. Gen Stat §§ 153A-341 and 342) finding that the proposed amendments (below) are consistent with the Randolph County Growth Management Plan and reasonable and in the public interest based upon the **Determination of Consistency** statements in the Commissioners packet (and incorporated in the minutes during the Ordinance presentation above) and **Statement of Reasonableness** (incorporated in the minutes prior to the public hearing), as presented, and as follows:*

- A. *Amend Unified Development Ordinance, Chapter II. Zoning Ordinance, Article VII District Regulations, Section 1. Intent of Zoning Districts:*

HI-CD Heavy Industrial Conditional District

Identical to the Heavy Industrial District except site plans and individualized development conditions are imposed only upon petition of all the owners of the land to be included in the CD. Industrial Parks or integrated industrial districts larger than 400 acres may have within the park or district boundary any retail or service use which is accessory in nature to the industrial park or integrated industrial district

- B. *Amend Article VII District Regulations, Section 4. Table of Permitted Uses, to include the following uses, permitted by right, in HI districts:*

- *Advanced battery or fuel cell development*
- *Aerospace, Aviation and Military/Defense manufacturing*
- *Athletic fields*
- *Automotive, Truck and Heavy Equipment manufacturing and assembly*
- *Automotive sales*
- *Biofuels production*
- *Biotechnology, Pharmaceuticals, Medical and Life Sciences manufacturing*
- *Corporate Offices or Headquarters*
- *Daycares*
- *Distribution or Logistics Center*
- *Drugstores*
- *Educational facilities and training centers*
- *Electronics and component manufacturing*
- *Energy storage*
- *Engine or engine parts manufacturing*
- *Fabricated or primary metal manufacturing*
- *Farm machinery and equipment manufacturing*
- *Fitness and recreations sports center*
- *Food processing*
- *Glass manufacturing*

- *Household products manufacturing*
- *Medical/Dental clinics or laboratories*
- *Motor vehicle parts manufacturing*
- *Professional and business offices*
- *Paint and coating manufacturing*
- *Paint shop*
- *Plastics and resin manufacturing*
- *Press shop*
- *Printing shop*
- *Railroad rolling stock manufacturing*
- *Research and Development facilities*
- *Rubber products manufacturing*
- *Tire manufacturing*
- *Transportation equipment manufacturing*
- *Warehousing and distribution*

Chairman Frye said this request for text amendments to the zoning ordinance would come back before the Board within 100 days for a second vote.

Approval of Amendments to Growth Management Plan

On motion of Kemp, seconded by Lanier, the Board voted 3-2, with Commissioners Haywood and Allen opposing, to approve the requested addition of Primary Growth Areas to be designated within the County Growth Management Plan to generally include those properties west of Troy Smith Road, north of Starmount Road, and bordering Julian Airport Road, north of US Highway 421, and bordering south of Old Highway 421, Liberty Township, Randolph County, N.C., as presented.

Rezoning Public Hearing & Action

*On motion of Kemp, seconded by Lanier, the Board voted 3-2, with Commissioners Haywood and Allen opposing, to approve the request of the Greensboro-Randolph Megasite Foundation, Inc., to rezone the specified parcels to HI-CD (Heavy Industrial-Conditional District), as amended to impose the site plan conditions related to the buffers and to remove the property owners specified by the applicant, finding that it is 1) consistent with the Growth Management Plan based upon the **Determination of Consistency** statement in the Commissioners packet and submitted during the Zoning presentation, and incorporated into the motion; and 2) finding that the rezoning is reasonable and in the public interest based on the **Statement of Reasonableness and Public Interest** contained in the staff report and included in the minutes, also incorporated into the motion.*

Adjournment

At 11:14 p.m., on motion of Allen, seconded by Lanier, the Board voted unanimously to adjourn.

Darrell L. Frye, Chairman

Phil Kemp

Arnold Lanier

Stan Haywood

David Allen

Amanda Varner, Clerk to the Board