



July 13, 2026
 Stallings Government Center
 321 Stallings Road
 Stallings, NC 28104
 704-821-8557
www.stallingsnc.org

Town Council Agenda

	Time	Item	Presenter	Action Requested/Next Step
	7:00 p.m.	Invocation Pledge of Allegiance Call the Meeting to Order	David Scholl, Mayor	NA
	7:05 p.m.	Public Comment	David Scholl, Mayor	NA
1.	7:15 p.m.	Consent Agenda A. Alcohol Sales at Certain 2026 Stallings Fest Kick-Off Concert B. Police Department Vehicle Purchase C. Lake Drive Bridge Replacement Phase 1 Approval	David Scholl, Mayor	Approve/amend consent agenda
2.	7:17 p.m.	Reports A. Report from Mayor B. Report from Council Members/Town Committees C. Report from Town Manager/Town Departments	David Scholl, Mayor	NA
3.	7:25 p.m.	Agenda Approval	David Scholl, Mayor	Approve agenda as written
4.	7:27 p.m.	CZ26.02.02 (<i>recessed from 06-22-2026</i>) A. Lawyers Road Commercial (1) Re-open Public Hearing (2) Information from Staff (3) Public Comment (4) Close Public Hearing (5) Council Vote B. Statement of Consistency and Reasonableness	Brig Sheehy, GIS Planning Tech.	Approve/Deny conditional zoning
5.	7:40 p.m.	TX26.05.02 (<i>recessed from 06-22-2026</i>) A. RV Occupancy (1) Re-open Public Hearing (2) Information from Staff (3) Public Comment (4) Close Public Hearing (5) Council Vote B. Statement of Consistency and Reasonableness	Matt Dillard, Code Enforcement Officer	Approve/Deny text amendment

6.	7:50 p.m.	Evaluation of Notification Options <i>(06-22-2026 introduction; second reading)</i> Council Requested	Max Hsiang, Planning Director Mac McCarley, Planning Atty.	Approve/Deny process
7.	8:05 p.m.	Conditional Zoning Process Policy <i>(recessed from 06-22-2026)</i> Council Requested	Max Hsiang, Planning Director	Approve/Deny policy
8.	8:15 p.m.	Indian Trail Sidewalk Partnership Follow Up	Kevin Parker, Engineering Dir.	Provide Staff with direction
9.	8:25 p.m.	Pickle Ball Courts Noise <i>(Richardson)</i>	Brad Richardson, Mayor Pro Tem	NA
10.	8:30 p.m.	Closed Session Pursuant to NCGS 143-318.11(a)(6)	David Scholl, Mayor	Recess into closed session
11.	8:40 p.m.	Adjournment	David Scholl, Mayor	Adjournment



MEMO

To: Stallings Town Council
From: Eunice Donnelly, Stallings Parks & Recreation – Director
Via: Alex Sewell, Town Manager
Date: July 7th, 2026
RE: **Special Event Request: Exception to allow alcohol sales at 2026 Stallings Fest Kick-Off Concert**

Background/Issue:

The Parks & Recreation Department would like to contract with craft-beer and wine providers to sell alcohol at our Stallings Fest Kick-Off Concert on Friday, September 18th.

Town Ordinance 130.02 prohibits the consumption and possession of alcoholic beverages at Town sponsored special events but allows for exceptions to be made by the Town Council on a case-by-case basis. Specifically, the ordinance states “Exceptions to the provisions of this section can only be made by the Town Council on a case-by-case basis. Such exemptions shall apply to the annual barbeque event.”

Proposal/Solution:

We are requesting an exception be made to Town Ordinance 130.02 by the Town Council for the Stallings Fest Kick-Off Concert on September 18th, 2026.

The Department will consult with the Town’s liability insurance provider to ensure proper coverage is attained, contract with reputable providers to manage sales, and provide controls (Officers on-site, Beer Garden Barriers, appropriate signage) to ensure a safe environment is maintained.

Requested Actions:

- 1) Approve the exception to Town Ordinance 130.02 to allow alcohol sales at the 2026 Stallings Fest Kick-Off Concert.



MEMO



To: Mayor and Town Council
From: Dennis Franks, Chief of Police
Via: Alex Sewell, Town Manager
Date: July 6, 2025
RE: new vehicle purchases

The Town approved funding for four new police vehicles in the FY26-27 budget. The Stallings Police Department was able to locate four Dodge Durango, police package vehicles, under North Carolina state contract.

Each patrol vehicle costs \$44,589.06 and one administrative vehicle costs \$44,842.56 for a total of \$178,609.74, plus the upfit costs of for a total expenditure of \$271,181.21, all of which was budgeted for.

Requested Action:

I am requesting the Town Council approve the purchase and upfit of these four vehicles.



MEMO

To: **Mayor and Town Council**
Via: Alex Sewell, Town Manager
From: Kevin Parker, P.E., Town Engineer
Date: July 13, 2026
RE: Lake Drive Bridge Replacement- Phase 1 Approval

Background

The Town recently received the NCDOT Structure Safety Inspection Report and Priority Maintenance Notice for the bridge on Lake Drive. The existing structure consists of three 60-inch corrugated metal pipe culverts beneath Lake Drive.

The inspection identified several deficiencies, including corrosion with up to 100 percent section loss at multiple culvert inlet and outlet locations, joint separation in one barrel with visible backfill, protective coating deterioration, pipe distortion, headwall cracking, and debris restricting flow. The structure is currently rated in fair condition, with a culvert condition rating of 5, on a scale of 0-9 with 9 representing a bridge in very good condition, and the inspection findings support moving forward with replacement planning.

Public Works has already addressed the more immediate maintenance item by removing debris upstream and downstream of the culvert.

Project Approach

Phase 1 will include the existing conditions work necessary to properly evaluate the site and determine the preferred replacement approach. This includes project management, topographic survey, subsurface utility locating, existing conditions hydrologic and hydraulic analysis, alternatives analysis, and a preliminary engineering report.

Phase 2 is anticipated to include the necessary design advancement and permitting through applicable agencies, including FEMA and USACE, as the project area is located within a regulated floodplain and will likely require federal and state approvals.

The goal is to complete Phase 1 and Phase 2 during FY 2027, with construction anticipated in FY 2028, subject to final design, permitting, and easement needs.

Consultant Selection

McAdams is one of the Town's on-call engineering consultants and has provided a proposal for Phase 1 services. The proposed Phase 1 scope includes existing conditions analysis, survey, SUE locating, alternatives analysis, and preparation of a preliminary engineering report. The total proposed fee for Phase 1 is \$72,500, with completion anticipated no later than December 31, 2026.

Financial Impact

The proposed Phase 1 scope is \$72,500. Staff is also requesting a 20% project contingency, totaling \$14,500, to allow for minor scope adjustments or unforeseen needs that may arise during the existing conditions analysis, survey, utility investigation, or preliminary engineering phase. The total requested authorization is \$87,000.

Future phases, including final design, permitting, bidding, construction administration, and construction, will be brought back to Council in the future. Preliminary planning-level construction costs are currently anticipated to be significant and will be refined as part of the Phase 1 analysis.

Requested Action

Staff requests Council approval to authorize McAdams to proceed with Phase 1 of the Lake Drive Bridge Replacement Project in the amount of \$72,500, plus a 20% project contingency in the amount of \$14,500, for a total authorization not to exceed \$87,000.

☐ Supplemental Inspection Requested



NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STRUCTURE MANAGEMENT UNIT
COUNTY: UNION DIV: 10

ATTENTION: ☒ PARS Submitted ☐ Sign Notice Issued
Town of Stallings; sketches revised

Structure Safety Inspection Report

BRIDGE NUMBER: 890561 BRIDGE NAME: _____ PREVIOUS BRIDGE NUMBER: _____

OWNER: L03 City or municipal highway agency:STAL INVENTORY TYPE: NBI Pipe/Culvert

LATITUDE: 35.12971000 LONGITUDE: -80.62394000 ROUTE: LAKE DRIVE M.P.: 0.0

SUPERSTRUCTURE: Steel Round Pipe

NUMBER OF SPANS: 3 MINIMUM SPAN LENGTH: 5.0 FEET: MAXIMUM SPAN LENGTH: 5.0 FEET:

SUBSTRUCTURE: _____

POSTED SV: NO POSTED TTST: NO

	Insp.	SNBI		Insp.	SNBI		Insp.	SNBI		Insp.	SNBI
DECK:	<u>N</u>	<u>N</u>	SUPERSTRUCTURE:	<u>N</u>	<u>N</u>	SUBSTRUCTURE:	<u>N</u>	<u>N</u>	CULVERT:	<u>5</u>	<u>5</u>



west approach looking east

START DATE 04/08/2026	END DATE 04/08/2026	INSPECTED BY Stephen Hays	SIGNATURE
DIRECTION W-E	TIME (hours) 4	Assisted By Derrick Green	
Equipment Used A05 I01			
Inspection Type(s) ☐ Initial ☒ Routine ☐ Underwater ☐ NSTM ☐ Damage ☐ In Depth ☐ Special ☐ Service ☐ Scour			

Section 1: Bridge Identification

Subsection 1.1: Identification

B.ID.01 Structure Number, SMU: 890561 SAP: 0900561 FHWA: 790561

B.ID.02 Bridge Name:

B.ID.03 Previous Bridge Number: Year Built: 1980

Subsection 1.2: Location

B.L.01 State Code: 37 B.L.02 County Code: 179 B.L.03 Place Code:

B.L.04 Highway Agency District: 10

B.L.05 Latitude: 35.129710 B.L.06 Longitude: -80.623940

B.L.07 Border Bridge Number: N B.L.08 Border Bridge State:

B.L.09 Border Bridge Inspection Responsibility:

B.L.10 Border Bridge Designated Lead State:

B.L.11 Location:

400'EAST OF FAIRFIELD DR.

B.L.12 Metropolitan Planning Organization: Charlotte Regional Transportation Planning Organization

Subsection 1.3: Classification

B.CL.01 Owner: L03 City or municipal highway agency

B.CL.02 Maintenance Responsibility: L03 City or municipal highway agency

B.CL.03 Federal or Tribal Land Access: N Not Applicable

B.CL.04 Historic Significance: N Bridge is not on Historic Registry

B.CL.05 Toll: N Bridge does not carry a toll road and is not a toll bridge

B.CL.06 Emergency Evacuation Designator: N

Section 3: Bridge Geometry

B.G.01 NBIS Bridge Length: 20.100 B.G.02 Total Bridge Length: 20.100

B.G.03 Maximum Span Length: 5.000 B.G.04 Minimum Span Length: 5.000

B.G.05 Bridge Width Out-to-Out: 50.000 B.G.06 Bridge Width Curb-to-Curb: 25.000

B.G.07 Left Curb/Sidewalk Width: 0.000 B.G.08 Right Curb/Sidewalk Width: 0.000

B.G.09 Approach Roadway Width: 25.000 B.G.10 Median: 0 No Median

B.G.11 Skew: 15 B.G.12 Curved Bridge: N Not Curved

B.G.13 Maximum Bridge Height: 5.000 B.G.14 Sidehill Bridge: N

B.G.15 Irregular Deck Area 0.0

Structure Number 890561

Inspection Date 04/08/2026

General Condition Rating Matrix

	SNBI/FHWA	NCDOT SMU	Current Inspection
Deck	N	N	N
Superstructure	N	N	N
Substructure	N	N	N
Culvert	5	5	5

SNBI Rating Comments

NCDOT Rating Comments

Inspection Rating Comments

Structure Element Scoring

Structure Number: 890561

Inspection Date 4/8/2026

Element Number	Parent Number	Element Name	Location	Total Quantity	Level 1 Quantity	Level 2 Quantity	Level 3 Quantity	Level 4 Quantity
240		Steel Culvert	Culverts and Pipes	154	0	139	3	12
515	240	Steel Protective Coating	Culverts and Pipes	2,419	1,650	0	0	769

Section 7: Bridge Condition

Subsection 7.1: Condition Component Ratings

B.C.01: Deck Condition Rating	N
B.C.02: Superstructure Condition Rating	N
B.C.03: Substructure Condition Rating	N
B.C.04: Culvert Condition Rating	5
B.C.05: Bridge Railing Condition Rating	N
B.C.06: Bridge Railing Transition Condition Rating	N
B.C.07: Bridge Bearings Condition Rating	N
B.C.08: Bridge Joints Condition Rating	N
B.C.09: Channel Condition Rating	6
B.C.10: Channel Protection Condition Rating	N
B.C.11: Scour Condition Rating	7
B.C.12: Bridge Condition Classification	F
B.C.13: Lowest Condition Rating	5
B.C.14: NSTM Condition Rating	
B.C.15: Underwater Condition Rating	

Subsection 7.2, 7.3: Element Identification and Conditions

Element Number	Parent Number	Total Quantity	State 1	State 2	State 3	State 4
240	0	154	0	139	3	12
515	240	2419	1650	0	0	769

Subsection 7.4: Appraisal

B.AP.01: Approach Roadway Alignment	G	
B.AP.02: Overtopping Likelihood		
B.AP.03: Scour Vulnerability		
B.AP.04: Scour Plan of Action		
B.AP.05: Seismic Vulnerability	N	Bridge does not require seismic evaluation

Superstructure Build Details

Span Number 1 Span Length 5.000 Skew 105.000

Number of Items	Type of Component	Element Name	Quantity	Protective System Applied	Quantity (Sq Ft)
3	Steel Round Pipe	Steel Culvert	52 Feet	Unknown	817

Span Number 2 Span Length 5.000 Skew 105.000

Number of Items	Type of Component	Element Name	Quantity	Protective System Applied	Quantity (Sq Ft)
3	Steel Round Pipe	Steel Culvert	51 Feet	Unknown	801

Span Number 3 Span Length 5.000 Skew 105.000

Number of Items	Type of Component	Element Name	Quantity	Protective System Applied	Quantity (Sq Ft)
3	Steel Round Pipe	Steel Culvert	51 Feet	Unknown	801

Section 2: Bridge Material and Type

Subsection 2.1: Span Material and Type

B.SP.01 Span Configuration Designator: C01

B.SP.02 Number of Spans: 3

B.SP.03 Number of Beam Lines: 0

B.SP.04 Span Material: S01 Steel rolled shapes

B.SP.05 Span Continuity: 7 Buried

B.SP.06 Span Type: P02 Pipe flexible

B.SP.07 Span Protection System: CX Coating other

B.SP.08 Deck Interaction:

B.SP.09 Deck Material and Type: 0 None

B.SP.10 Wearing Surface:

B.SP.11 Deck Protective System:

B.SP.12 Deck Reinforcing Protective System:

B.SP.13 Deck Stay-In-Place Forms

Subsection 2.2: Substructure Material and Type

B.SB.01 Substructure Configuration Designator: A01

B.SB.02 Number of Substructure Units: 2

B.SB.03 Substructure Material: A01 Aluminum

B.SB.04 Substructure Type A12 Abutment - Footing or Cap only

B.SB.05 Substructure Protective System: 0 None

B.SB.06 Foundation Type: F01 Footing not on rock

B.SB.07 Foundation Protective System: 0 None

Subsection 2.3: Roadside Hardware

B.RH.01 Bridge Railings: S80

B.RH.02 Transitions: S80

Summary of Maintenance Needs

Maintenance By Defect

Structure Number: 890561

Inspection Date: 04/08/2026

MMS Code	Element Name	Defect Name	Recommended Quantity
3370	Steel Culvert	Corrosion	12 Feet
3370	Steel Culvert	Connection	1 Feet
3370	Steel Culvert	Distortion	2 Feet
3342	Steel Protective Coating	Effectiveness (Steel Protective Coatings)	1479 Square Feet

Element Structure Maintenance Quantities

Structure Number: 890561

Inspection Date 04/08/2026

Location	MMS Code	Description	Maint Quantity	Total Quantity	Severe Quantity	Poor Quantity	Fair Quantity	Good Quantity
Culverts and Pipes	3342	Clean and Paint Steel	1479	2419	769.000	0.000	0.000	1650.000
Culverts and Pipes	3370	Maintenance of NBI Culverts and Pipes	15	154	12.000	3.000	139.000	0.000

Priority Actions Request

Structure Number 890561

Span1

3370	Section 1	Steel Round Pipe	
Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 1 Section 1: (PAR Municipal) upstream end of pipe, outside headwall on east and west ends, corrosion with 100 percent section loss (up to 31 inches long x 12 inches high) with surface rust on adjacent steel

Span2

3370	Section 1	Steel Round Pipe	
Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	2	Span 2 Section 1: (PAR Municipal) upstream end of pipe, outside headwall on east and west ends, corrosion with 100 percent section loss (up to 15 inches long x 5 inches high) with surface rust on adjacent steel
3370	Section 3	Steel Round Pipe	
Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	2	Span 2 Section 3: (PAR Municipal) at downstream end of pipe extending past headwall, on east side, corrosion with 100 percent section loss (24 inches x 8 inches) with surface rust surrounding

Span3

3370	Section 1	Steel Round Pipe	
Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	2	Span 3 Section 1: (PAR Municipal) at upstream end of pipe extending past headwall, on west side, corrosion with 100 percent section loss (17 inches x 10 inches high) with surface rust surrounding
3370	Section 2	Steel Round Pipe	
Priority Level	Defect Type	Quantity	Defect Description
2	Connection	1	Span 3 Section 2: (PAR Municipal) joint of sections 2 and 3, offset (up to 2 inch) with connection band visible and fill visible at end of band
3370	Section 3	Steel Round Pipe	
Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 3 Section 3: (PAR Municipal) at downstream end of pipe extending past headwall, on east and west sides, corrosion with 100 percent section loss (up to 27 inches x 7 inches) with surface rust surrounding

Priority Actions Request

Structure Number 890561

Drift

3366	Drift	Drift	
Priority Level	Defect Type	Quantity	Defect Description
3		1	(PAR Municipal) at upstream end, drift partially obstructing flow through barrels

Element Condition and Maintenance Data

Structure Number: 890561

Inspection Date: 04/08/2026

Span 1

Section 1

Steel Round Pipe

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
240	Steel Culvert	21	0	18	0	3	Feet
515	Steel Protective Coating	330	240	0	0	90	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☒ 240	Corrosion	(PAR Municipal) upstream end of pipe, outside headwall east and west ends, corrosion with 100 percent section loss (up to 31 inches long x 12 inches high) with rust scale on adjacent steel	4	3	3	Feet
☒ 240	Corrosion	bottom third of barrel throughout segment, rust scale and loss of tar coating	2	18		Feet
☒ 515	Effectiveness (Steel Protective Coatings)	failed protection	4	90	90	Square Feet
☒ 515	Effectiveness (Steel Protective Coatings)	deteriorated tar coating	4		90	Square Feet
General Comments						

Span 1

Section 2

Steel Round Pipe

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
240	Steel Culvert	10	0	10	0	0	Feet
515	Steel Protective Coating	157	112	0	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☒ 240	Corrosion	bottom third of barrel throughout segment, rust scale and loss of tar coating	2	10		Feet
☒ 240	Corrosion	(not found 2020) 2 foot in length area of 2 inch diameter holes with 100 percent section loss at bottom East side of pipe at inlet end.	1			Feet
☒ 515	Effectiveness (Steel Protective Coatings)	failed protection	4	45	45	Square Feet
☒ 515	Effectiveness (Steel Protective Coatings)	deteriorated tar coating	4		45	Square Feet
General Comments						

Span 1

Section 3

Steel Round Pipe

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
240	Steel Culvert	21	0	20	1	0	Feet
515	Steel Protective Coating	330	225	0	0	105	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☒ 240	Distortion	in top of barrel 7 feet from downstream end, bulge (36 inches x 18 inches x 3 inches deep) at 11 oclock position with missing tar coating	3	1	1	Feet
☒ 240	Corrosion	bottom third of barrel throughout segment, rust scale and loss of tar coating	2	20		Feet

Structure Number: 890561Inspection Date: 04/08/2026

☒	515	Effectiveness (Steel Protective Coatings)	failed protection	4	105	105	Square Feet
☒	515	Effectiveness (Steel Protective Coatings)	deteriorated tar coating	4		105	Square Feet
General Comments							

Span 2

Section 1

Steel Round Pipe

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
240	Steel Culvert	11	0	8	1	2	Feet
515	Steel Protective Coating	173	116	0	0	57	Square Feet
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☒ 240	Corrosion	(PAR Municipal) upstream end of pipe, outside headwall on east and west ends, corrosion with 100 percent section loss (up to 15 inches long x 5 inches high) with rust scale on adjacent steel	4	2	2	Feet	
☒ 240	Distortion	at 12 oclock position at end of segment, distortion (up to 4 inch)	3	1	1	Feet	
☒ 240	Corrosion	bottom third of barrel throughout segment, rust scale and loss of tar coating	2	8		Feet	
☒ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTION	4	57	57	Square Feet	
☒ 515	Effectiveness (Steel Protective Coatings)	deteriorated tar coating	4		55	Square Feet	
General Comments							

Span 2

Section 2

Steel Round Pipe

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
240	Steel Culvert	30	0	30	0	0	Feet
515	Steel Protective Coating	471	311	0	0	160	Square Feet
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		
☒ 240	Corrosion	bottom third of barrel throughout segment, rust scale and loss of tar coating	2	30		Feet	
☒ 240	Distortion	(2026 moved to section 1) distortion Up to 4 inches in top at 12 Oclock position for entire length of segment.	1			Feet	
☒ 515	Effectiveness (Steel Protective Coatings)	failed protection	4	160	160	Square Feet	
☒ 515	Effectiveness (Steel Protective Coatings)	deteriorated tar coating	4		105	Square Feet	
General Comments							

Span 2

Section 3

Steel Round Pipe

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
240	Steel Culvert	10	0	8	0	2	Feet
515	Steel Protective Coating	157	100	0	0	57	Square Feet
Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty		

Structure Number: 890561Inspection Date: 04/08/2026

☒	240	Corrosion	(PAR Municipal) at downstream end of pipe extending past headwall, on east side, corrosion with 100 percent section loss (24 inches x 8 inches) with rust scale surrounding	4	2	2	Feet
☒	240	Corrosion	bottom third of barrel throughout segment, corrosion with no measurable section loss and loss of tar coating	2	8		Feet
☒	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTION	4	57	57	Square Feet
☒	515	Effectiveness (Steel Protective Coatings)	deteriorated tar coating	4		55	Square Feet

General Comments

Span 3

Section 1

Steel Round Pipe

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
240	Steel Culvert	10	0	8	0	2	Feet
515	Steel Protective Coating	157	102	0	0	55	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☒	240	Corrosion	(PAR Municipal) at upstream end of pipe extending past headwall, on west side, corrosion with 100 percent section loss (17 inches x 10 inches high) with rust scale surrounding	4	2	2 Feet
☒	240	Corrosion	bottom third of barrel throughout segment, rust scale and loss of tar coating	2	7	Feet
☒	240	Corrosion	end 1 inch on east side at upstream end has 2 inch diameter hole (partially under water at time of inspection)/AREA OBSCURED BY WATER 4/6/22	2		Feet
☒	240	Distortion	in joint of segments 1 and 2, distortion (up to to 1.5 inch)	2	1	Feet
☒	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTION	4	55	55 Square Feet
☒	515	Effectiveness (Steel Protective Coatings)	deteriorated tar coating	4		55 Square Feet

General Comments

Span 3

Section 2

Steel Round Pipe

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
240	Steel Culvert	21	0	20	1	0	Feet
515	Steel Protective Coating	330	225	0	0	105	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☒	240	Connection	(PAR Municipal) joint of sections 2 and 3, offset (up to 2 inch) with connection band visible and fill visible at end of band	3	1	1 Feet
☒	240	Corrosion	bottom third of barrel throughout segment, rust scale and loss of tar coating	2	20	Feet
☒	515	Effectiveness (Steel Protective Coatings)	failed protection	4	105	105 Square Feet
☒	515	Effectiveness (Steel Protective Coatings)	deteriorated tar coating	4		105 Square Feet

General Comments

Span 3

Section 3

Steel Round Pipe

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
240	Steel Culvert	20	0	17	0	3	Feet
515	Steel Protective Coating	314	219	0	0	95	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☒ 240	Corrosion	(PAR Municipal) at downstream end of pipe extending past headwall, on east and west sides, corrosion with 100 percent section loss (up to 27 inches x 7 inches) with rust scale surrounding	4	3	3	Feet
☒ 240	Corrosion	bottom third of barrel throughout segment, rust scale and loss of tar coating	2	17		Feet
☒ 240	Corrosion	(combined with other notes 2026) at downstream end of pipe extending past headwall west side corrosion with 100 percent section loss (9 inches x 7 inches) with surface rust surrounding	1			Feet
☒ 515	Effectiveness (Steel Protective Coatings)	failed protection	4	95	95	Square Feet
☒ 515	Effectiveness (Steel Protective Coatings)	deteriorated tar coating	4		95	Square Feet
☒ 515	Effectiveness (Steel Protective Coatings)	(combined with other notes 2026) FAILED PROTECTION	1			Square Feet

General Comments

Elements Verified

Location	Name	Component	Element Name	Amount
Span 1	Section 1	Steel Round Pipe	Steel Culvert	21
Span 1	Section 2	Steel Round Pipe	Steel Culvert	10
Span 1	Section 3	Steel Round Pipe	Steel Culvert	21
Span 2	Section 1	Steel Round Pipe	Steel Culvert	11
Span 2	Section 2	Steel Round Pipe	Steel Culvert	30
Span 2	Section 3	Steel Round Pipe	Steel Culvert	10
Span 3	Section 1	Steel Round Pipe	Steel Culvert	10
Span 3	Section 2	Steel Round Pipe	Steel Culvert	21
Span 3	Section 3	Steel Round Pipe	Steel Culvert	20

General Inspection Notes

NCDOT SMU Inspection Items

Structure Number: 890561

Inspection Date: 04/08/2026

Recorded Posting Values:

POSTED SV: _____ POSTED TTST: _____ EV SINGLE AXLE: _____ EV TANDOM: _____ EV GROSS: _____

Item	Grade Scale	Grade	Maint. Qty.	Maint. Code
Deck Debris	G, F, P, or C	G	0	3376
Drainage System	G, F, P, or C	G	0	3332
Utilities	G, F, P, or C			
Slope Protection	G, F, P, or C	G	0	3352
Headwall	G, F, P, or C	F	10	4675
Wingwall	G, F, P, or C		0	3350
Drift	G, F, P, or C	P	2	3366
Fender System	G, F, P, or C		0	3364
Movable Span Machinery	G, F, P, or C			
Response to Live Load	G, F, P, or C	G		
Superstructure Paint Code				

Note: If NC SMU Inspection Item is not present, leave NC SMU item blank

Inspection Information

Item	Grade Scale	Grade
Inspection Time	Hours	4
Traffic Control Time	Hours	
Snooper Time	Hours	
Portion of Structure in > 3' of water	YES/NO	N

National Bridge and NC SMU Inspection Item Details

Structure Number: 890561

Inspection Date: 04/08/2026

Item	General Comments and Misc Items	Grade	Maint Code	Qty.	0
Details	asphalt over barrels, scattered map cracks (up to 1/16 inch wide)				
Item	Headwalls	Grade F	Maint Code 4675	Qty.	10
Details	south headwall over barrel 3, scattered vertical cracks (1/32 inch wide) with efflorescence south headwall above barrel 2, (2) vertical cracks (full height x up to 1/32 inch wide) with efflorescence north headwall between barrels 1 and 2, horizontal crack (up to 1/16 inch wide) north headwall between barrels 2 and 3, horizontal crack (1/16 inch wide) north headwall above barrel 3, vertical crack (full height x 1/8 inch wide)				
Item	Drift	Grade P	Maint Code 3366	Qty.	2
Details	(PAR Municipal) at upstream end, drift partially obstructing flow through barrels in barrel 3, sediment buildup (up to full length x 5 feet x 1 foot)				
Item	Channel, Scour and Scour POA Comments	Grade	Maint Code	Qty.	0
Details	sandbar with vegetation at outlet of barrels 1 and 2 (15 feet x 5 feet x 2.5 feet high)				



asphalt over barrels, scattered map cracks (up to 1/16 inch wide)



north headwall between barrels 1 and 2, horizontal crack (up to 1/16 inch wide)



north headwall between barrels 2 and 3, horizontal crack (1/16 inch wide)



north headwall above barrel 3, vertical crack (full height x 1/8 inch wide)



(PAR Municipal) at upstream end, drift partially obstructing flow through barrels



Span 1 Section 1: (PAR Municipal) upstream end of pipe, outside headwall on east and west ends, corrosion with 100 percent section loss (up to 31 inches long x 12 inches high) with surface rust on adjacent steel



Span 1 Section 1: (PAR Municipal) upstream end of pipe, outside headwall on east and west ends, corrosion with 100 percent section loss (up to 31 inches long x 12 inches high) with rust scale on adjacent steel



Span 1 Section 1: (PAR Municipal) upstream end of pipe, outside headwall on east and west ends, corrosion with 100 percent section loss (up to 31 inches long x 12 inches high) with surface rust on adjacent steel



Span 1 Section 1: bottom third of barrel throughout segment, surface rust and loss of tar coating



Span 2 Section 1: bottom third of barrel throughout segment, rust scale and loss of tar coating



Span 2 Section 1: (PAR Municipal) upstream end of pipe, outside headwall on east and west ends, corrosion with 100 percent section loss (up to 15 inches long x 5 inches high) with rust scale on adjacent steel



Span 3 Section 1: (PAR Municipal) at upstream end of pipe extending past headwall, on west side, corrosion with 100 percent section loss (17 inches x 10 inches high) with rust scale surrounding



Span 3 Section 1: bottom third of barrel throughout segment, rust scale and loss of tar coating



Span 3 Section 1: in joint of segments 1 and 2, distortion (up to to 1.5 inch)



Span 3 Section 1: end 1 inch on east side at upstream end has 2 inch diameter hole (under water at time of inspection)/AREA OBSCURED BY WATER 4/6/22



Span 3 Section 2: bottom third of barrel throughout segment, rust scale and loss of tar coating



Span 2 Section 2: bottom third of barrel throughout segment, rust scale and loss of tar coating



Span 2 Section 1: at 12 oclock position at end of segment, distortion (up to 4 inch)



Span 2 Section 3: bottom third of barrel throughout segment, rust scale and loss of tar coating



Span 1 Section 3: in top of barrel 7 feet from downstream end, bulge (36 inches x 18 inches x 3 inches deep) at 11 o'clock position with missing tar coating



Span 1 Section 2: bottom third of barrel throughout segment, rust scale and loss of tar coating



Span 1 Section 3: bottom third of barrel throughout segment, rust scale and loss of tar coating



Span 2 Section 3: (PAR Municipal) at downstream end of pipe extending past headwall, on east side, corrosion with 100 percent section loss (24 inches x 8 inches) with rust scale surrounding



Span 2 Section 3: (PAR Municipal) at downstream end of pipe extending past headwall, on east side, corrosion with 100 percent section loss (24 inches x 8 inches) with rust scale surrounding



Span 3 Section 3: bottom third of barrel throughout segment, rust scale and loss of tar coating



Span 3 Section 2: (PAR Municipal) joint of sections 2 and 3, offset (up to 2 inch) with connection band visible and fill visible at end of band



Span 3 Section 2: (PAR Municipal) joint of sections 2 and 3, offset (up to 2 inch) with connection band visible and fill visible at end of band



Span 3 Section 3: (PAR Municipal) at downstream end of pipe extending past headwall, on east and west sides, corrosion with 100 percent section loss (up to 27 inches x 7 inches) with rust scale surrounding



in barrel 3, sediment buildup (up to full length x 5 feet x 1 foot)



south headwall over barrel 3, scattered vertical cracks (1/32 inch wide) with efflorescence



south headwall above barrel 2, (2) vertical cracks (full height x up to 1/32 inch wide) with efflorescence



sandbar with vegetation at outlet of barrels 1 and 2 (15 feet x 5 feet x 2.5 feet high)

Culvert Streambed Soundings

(Profile diagram on following sheet)

County : UNION

Structure Number: 890561

Inspection Date : 04/08/2026

Soundings from Top of Barrel *

Water depth in Barrel (ft) : 0.5

Measured by: Steve Hays

Upstream

Barrel #	Left Edge Sounding ft	Center Sounding ft	Right Edge Sounding ft	Comment
1	3.000	4.800	3.000	
2	4.200	5.000	3.000	
3	3.800	4.800	3.000	

Downstream

Barrel #	Left Edge Sounding ft	Center Sounding ft	Right Edge Sounding ft	Comment
1	3.800	5.000	3.400	
2	3.500	5.000	3.600	
3	3.100	4.000	3.300	

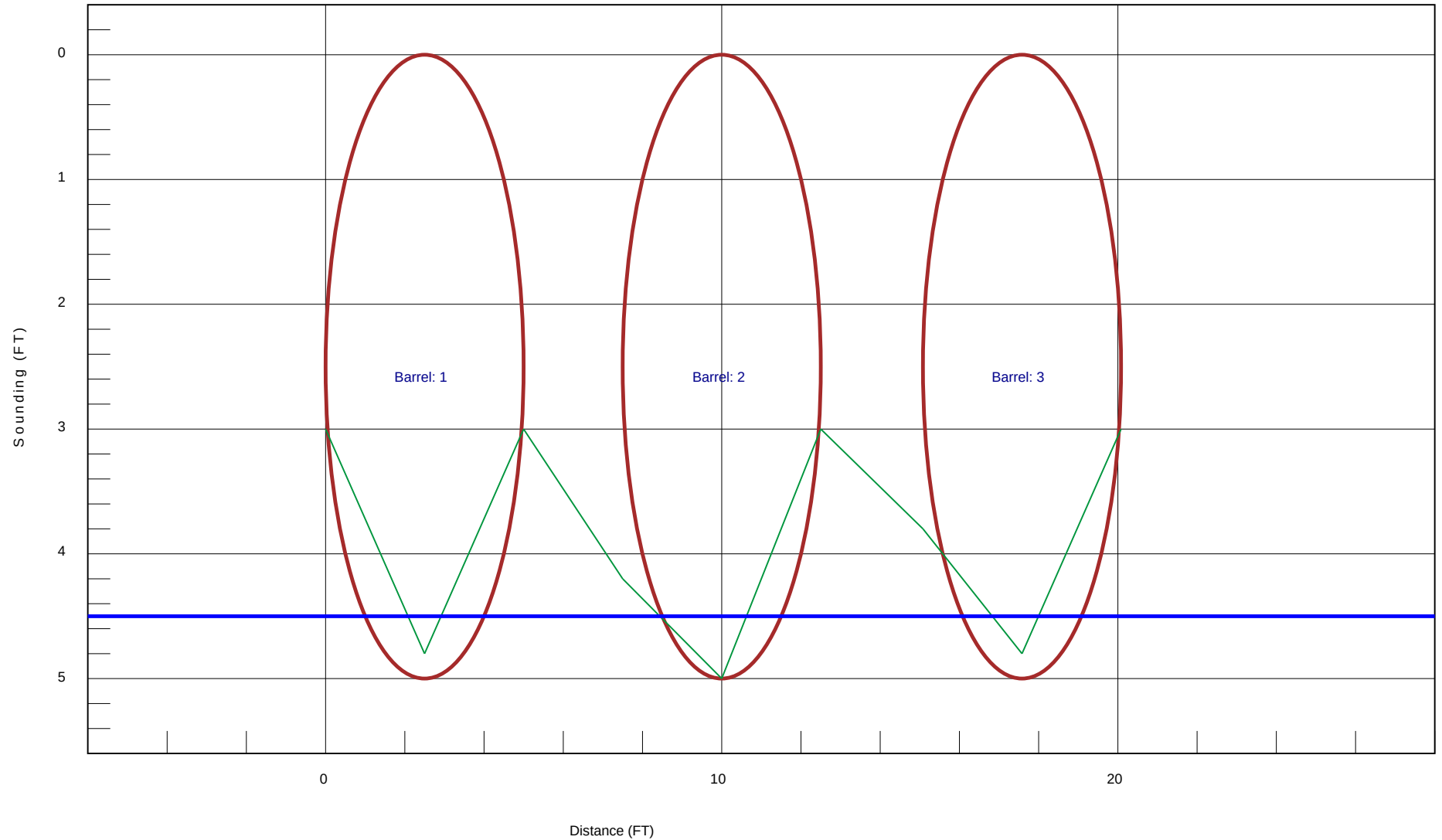
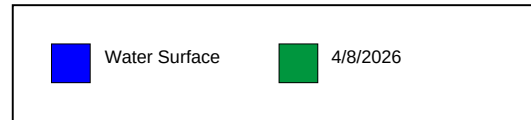
* Soundings are adjusted if measured from the bottom of the barrel.

Bridge: 890561

County: UNION

Date: 04/08/2026

STREAMBED PROFILE (Upstream)

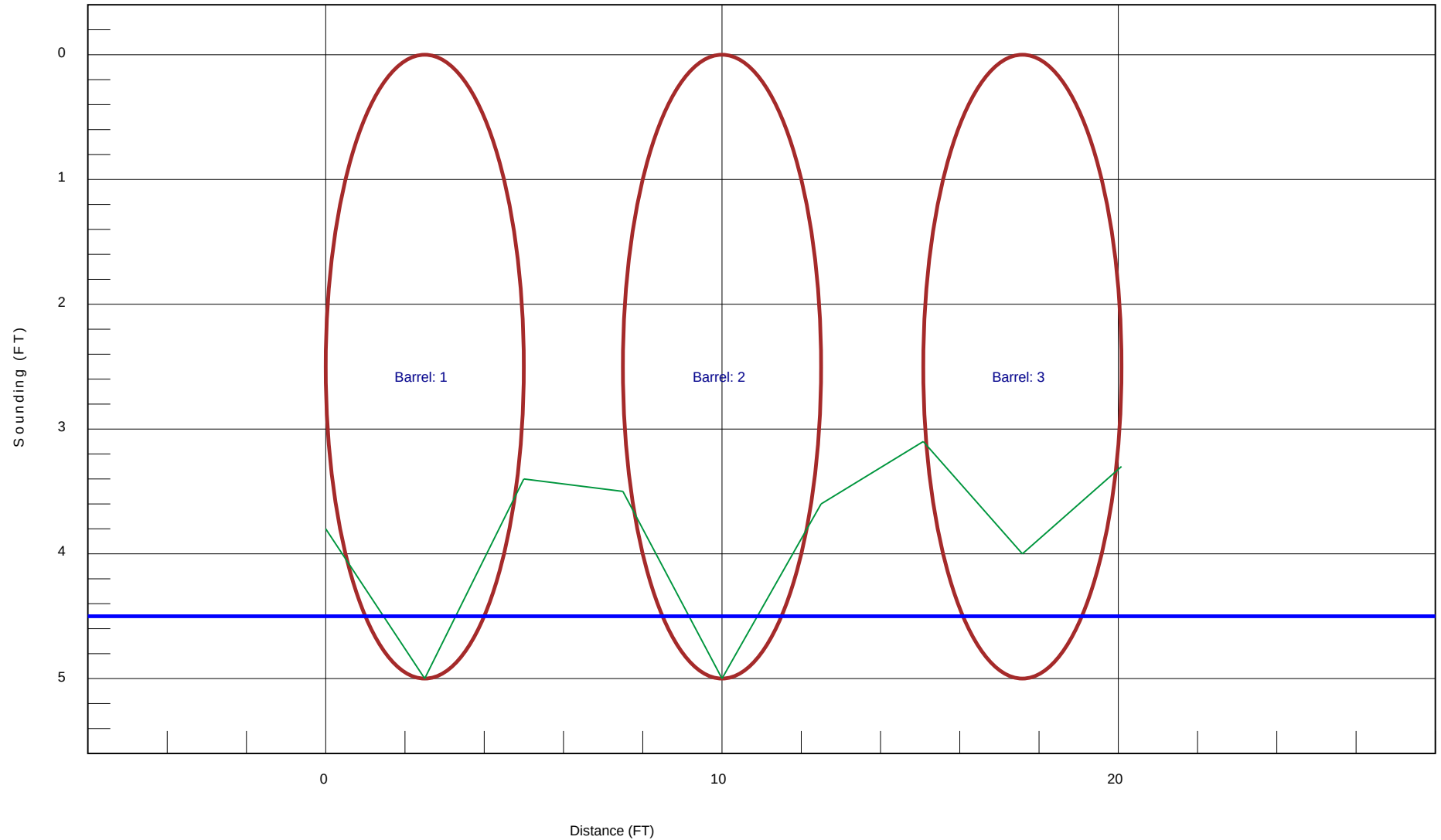
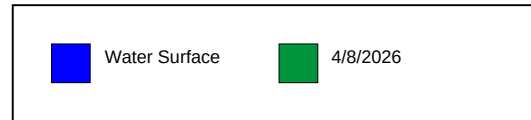


Bridge: 890561

County: UNION

Date: 04/08/2026

STREAMBED PROFILE (Downstream)



Section 4: Features

Navigable Waterways

Subsection 4.1: Features

B.F.01 Feature Type and Designation: W01

B.F.02 Feature Location B Below Bridge

B.F.03 Feature Name: UT to Goose Creek

Subsection 4.5: Navigable Waterway

B.N.01 Navigable Waterway: N - Not navigable waters

B.N.02 Minimum Vertical Clearance:

B.N.03 Maximum Navigation Vertical Clearance:

B.N.04 Channel Width:

B.N.05 Channel Minimum Horizontal Clearance:

B.N.06 Substructure Navigation Protection: -

Structure Number: 890561

Inspection Date 04/08/2026

Barrel Number 1

Skew 105 ° Length along centerline (ft) 50.021 Height Crown to Bed (ft) 8.167 Fill Depth (ft) 3.167

Section 1 Details		Barrel Height (ft)	<u>5.0</u>	Barrel Width (ft)	<u>5.0</u>
Section Type	<u>Round Pipe</u>	Material	<u>Steel</u>	Corrugation Pattern	<u>2.67 x 1/2</u>
Top Radius (ft)	<u>0.0</u>	Bolt Material	<u></u>	Bolt Diameter (in)	<u>0.0</u>
Longitudinal Bolts: Number of Rows		<u>0</u>	Spacing (in)	<u>0.0</u>	
Transverse Spacing between Bolt Rows (in)		<u>0.0</u>	☐ Bottomless		
Section 2 Details		Barrel Height (ft)	<u>5.0</u>	Barrel Width (ft)	<u>5.0</u>
Section Type	<u>Round Pipe</u>	Material	<u>Steel</u>	Corrugation Pattern	<u>2.67 x 1/2</u>
Top Radius (ft)	<u>0.0</u>	Bolt Material	<u></u>	Bolt Diameter (in)	<u>0.0</u>
Longitudinal Bolts: Number of Rows		<u>0</u>	Spacing (in)	<u>0.0</u>	
Transverse Spacing between Bolt Rows (in)		<u>0.0</u>	☐ Bottomless		
Section 3 Details		Barrel Height (ft)	<u>5.0</u>	Barrel Width (ft)	<u>5.0</u>
Section Type	<u>Round Pipe</u>	Material	<u>Steel</u>	Corrugation Pattern	<u>2.67 x 1/2</u>
Top Radius (ft)	<u>0.0</u>	Bolt Material	<u></u>	Bolt Diameter (in)	<u>0.0</u>
Longitudinal Bolts: Number of Rows		<u>0</u>	Spacing (in)	<u>0.0</u>	
Transverse Spacing between Bolt Rows (in)		<u>0.0</u>	☐ Bottomless		

Pipe Thickness Measurements

Location (ft)	Thickness (in)	Comment
1	0.144	(PAR Municipal) upstream end of pipe, outside headwall east and west ends, corrosion with 100 percent section loss (up to 31 inches long x 12 inches high) with rust scale on adjacent steel
19	0.144	
22	0.141	
29	0.142	
31	0.144	
49	0.142	

Structure Number: 890561

Inspection Date 04/08/2026

Barrel Number 2

 Skew 105 ° Length along centerline (ft) 50.021 Height Crown to Bed (ft) 8.167 Fill Depth (ft) 3.167

Section 1 Details		Barrel Height (ft)	<u>5.0</u>	Barrel Width (ft)	<u>5.0</u>
Section Type	<u>Round Pipe</u>	Material	<u>Steel</u>	Corrugation Pattern	<u>2.67 x 1/2</u>
Top Radius (ft)	<u>0.0</u>	Bolt Material	<u></u>	Bolt Diameter (in)	<u>0.0</u>
Longitudinal Bolts: Number of Rows		<u>0</u>	Spacing (in)		<u>0.0</u>
Transverse Spacing between Bolt Rows (in)		<u>0.0</u>	☐ Bottomless		
Section 2 Details		Barrel Height (ft)	<u>5.0</u>	Barrel Width (ft)	<u>5.0</u>
Section Type	<u>Round Pipe</u>	Material	<u>Steel</u>	Corrugation Pattern	<u>2.67 x 1/2</u>
Top Radius (ft)	<u>0.0</u>	Bolt Material	<u></u>	Bolt Diameter (in)	<u>0.0</u>
Longitudinal Bolts: Number of Rows		<u>0</u>	Spacing (in)		<u>0.0</u>
Transverse Spacing between Bolt Rows (in)		<u>0.0</u>	☐ Bottomless		
Section 3 Details		Barrel Height (ft)	<u>5.0</u>	Barrel Width (ft)	<u>5.0</u>
Section Type	<u>Round Pipe</u>	Material	<u>Steel</u>	Corrugation Pattern	<u>2.67 x 1/2</u>
Top Radius (ft)	<u>0.0</u>	Bolt Material	<u></u>	Bolt Diameter (in)	<u>0.0</u>
Longitudinal Bolts: Number of Rows		<u>0</u>	Spacing (in)		<u>0.0</u>
Transverse Spacing between Bolt Rows (in)		<u>0.0</u>	☐ Bottomless		

Pipe Thickness Measurements

Location (ft)	Thickness (in)	Comment
1	0.143	(PAR Municipal) upstream end of pipe, outside headwall on east and west ends, corrosion with 100 percent section loss (up to 15 inches long x 5 inches high) with rust scale on adjacent steel
9	0.144	
11	0.144	
40	0.142	
42	0.144	
49	0.143	(PAR Municipal) at downstream end of pipe extending past headwall, on east side, corrosion with 100 percent section loss (24 inches x 8 inches) with rust scale surrounding

Structure Number: 890561

Inspection Date 04/08/2026

Barrel Number 3

Skew 105 ° Length along centerline (ft) 50.021 Height Crown to Bed (ft) 8.167 Fill Depth (ft) 3.167

Section 1 Details		Barrel Height (ft)	<u>5.0</u>	Barrel Width (ft)	<u>5.0</u>
Section Type	<u>Round Pipe</u>	Material	<u>Steel</u>	Corrugation Pattern	<u>2.67 x 1/2</u>
Top Radius (ft)	<u>0.0</u>	Bolt Material	<u></u>	Bolt Diameter (in)	<u>0.0</u>
Longitudinal Bolts: Number of Rows		<u>0</u>	Spacing (in)		<u>0.0</u>
Transverse Spacing between Bolt Rows (in)		<u>0.0</u>	☐ Bottomless		
Section 2 Details		Barrel Height (ft)	<u>5.0</u>	Barrel Width (ft)	<u>5.0</u>
Section Type	<u>Round Pipe</u>	Material	<u>Steel</u>	Corrugation Pattern	<u>2.67 x 1/2</u>
Top Radius (ft)	<u>0.0</u>	Bolt Material	<u></u>	Bolt Diameter (in)	<u>0.0</u>
Longitudinal Bolts: Number of Rows		<u>0</u>	Spacing (in)		<u>0.0</u>
Transverse Spacing between Bolt Rows (in)		<u>0.0</u>	☐ Bottomless		
Section 3 Details		Barrel Height (ft)	<u>5.0</u>	Barrel Width (ft)	<u>5.0</u>
Section Type	<u>Round Pipe</u>	Material	<u>Steel</u>	Corrugation Pattern	<u>2.67 x 1/2</u>
Top Radius (ft)	<u>0.0</u>	Bolt Material	<u></u>	Bolt Diameter (in)	<u>0.0</u>
Longitudinal Bolts: Number of Rows		<u>0</u>	Spacing (in)		<u>0.0</u>
Transverse Spacing between Bolt Rows (in)		<u>0.0</u>	☐ Bottomless		

Pipe Thickness Measurements

Location (ft)	Thickness (in)	Comment
1	0.143	(PAR Municipal) at upstream end of pipe extending past headwall, on west side, corrosion with 100 percent section loss (17 inches x 10 inches high) with rust scale surrounding
9	0.142	
11	0.143	
30	0.142	
31	0.143	
49	0.141	(PAR Municipal) at downstream end of pipe extending past headwall, on east and west sides, corrosion with 100 percent section loss (up to 27 inches x 7 inches) with rust scale surrounding

Structure Number: 890561

Span:

Carried

Route Name: LAKE DRIVE

Type of Service Mainline

Direction of Traffic East and West



Maximum Usable Vertical Clearance	<u>99.900</u>	Feet
Minimum Vertical Clearance	<u>99.900</u>	Feet
Minimum Horizontal Clearance, Left		Feet
Minimum Horizontal Clearance, Right		Feet
Maximum Usable Surface Width	<u>25.000</u>	Feet

Section 4: Features

Highways

Subsection 4.1: Features

B.F.01 Feature Type and Designation: H01

B.F.02 Feature Location C Carried on Bridge

B.F.03 Feature Name: LAKE DRIVE

Subsection 4.2: Routes

B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
R01	0	EW - East and West	3 - State Route	1 - Mainline

Subsection 4.3: Highways

B.H.01 Functional Classification 7	B.H.02 Urban Code 15670	B.H.03 NHS N	B.H.04 National Freight N	B.H.05 STRAHNET Designation N
B.H.06 LRS Route ID N	B.H.07 LRS Mile Point	B.H.08 Lanes on the Highway 2		
B.H.09 ADT 500	B.H.10 Truck Traffic 35	B.H.11 Year of ADT 2012	B.H.12 Maximum Usable Vertical Clearance 99.900	B.H.13 Minimum Vertical Clearance 99.900
B.H.14 Minimum Horizontal Clearance, Left	B.H.15 Minimum Horizontal Clearance, Right	B.H.16 Maximum Usable Surface Width 25.0	B.H.17 Bypass Detour Length 1	
B.H.18 Crossing Bridge Number				

Bridge Inspection Field Sketch



Roadway	22.00ft Wide	2 Paved Lanes	Looking East
Left Shoulder	*3.50ft Wide	1.50ft Paved	*2.00ft Unpaved
Right Shoulder	4.50ft Wide	1.50ft Paved	3.00ft Unpaved
Left Guardrail			
Right Guardrail			

MEASUREMENTS TAKEN 45 FEET WEST OF CULVERT

*Revised: DDGreen 4/8/2026

Title
APPROACH ROADWAY

Description
LOOKING EAST

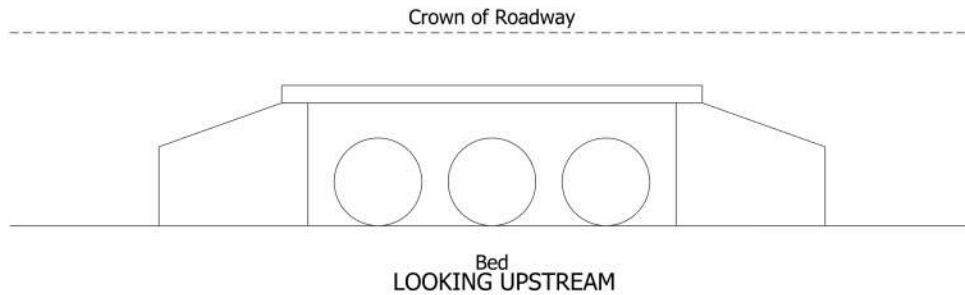
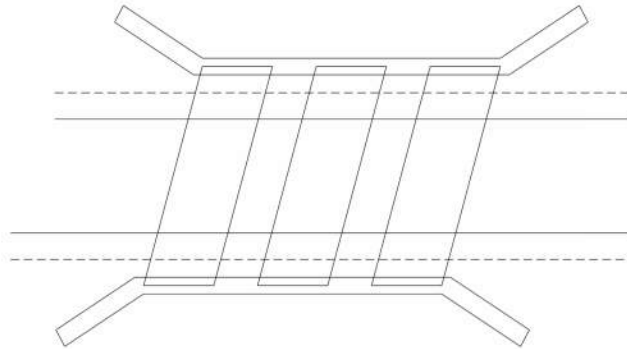
Structure No: 890561

Drawn By: SLC

Date: 4/22/2024

Filename: S001122000588.wes

Bridge Inspection Field Sketch



Number of Barrels	Skew	Distance From Crown to Bed	Fill Depth
3	105°	8.167ft	3.167ft
Length Along Center Line of Pipe		Length Along Center Line of Roadway	
50.021ft		20.083ft	
Left Edge of Road to Culvert		Right Edge of Road to Culvert	
11.50ft		11.60ft	

Barrel #	Width	Height	Distance From Previous Pipe	Type	Scour	
					Inlet	Outlet
1	5.00ft	5.00ft		Steel Round Pipe	0.00ft	0.00ft
2	5.00ft	5.00ft	2.50ft	Steel Round Pipe	0.00ft	0.00ft
3	5.00ft	5.00ft	2.583ft	Steel Round Pipe	0.00ft	0.00ft

SPEED LIMIT = 25 MPH
LEFT GUARDRAIL TO EDGE OF PAVEMENT = 2.50ft
RIGHT GUARDRAIL TO EDGE OF PAVEMENT = 5.50ft

Verified: DDGreen 4/8/2026

Title			Description		
CULVERT SECTION			TYPICAL SECTION		
Structure No: 890561	Drawn By: SLC		Date: 4/22/2024	Filename: S001122000589.wes	



looking through barrel 1



looking through barrel 2



looking through barrel 3



barrel 3 corrugation pattern



barrel 2 corrugation pattern



barrel 1 corrugation pattern



southwest guardrail termination



northwest guardrail termination



downstream looking south



upstream looking north



northeast guardrail termination



southeast guardrail termination



asphalt over culvert



upstream profile looking south



looking upstream from barrel 3



looking downstream from barrel 1



looking upstream from barrel 1



looking upstream from barrel 2



looking downstream from barrel 2



looking downstream from barrel 3



downstream profile looking north



west approach looking east



east approach looking east



west approach looking west



east approach looking west



2100 South Tryon Street
Suite 400
Charlotte, NC 28203
704. 527. 0800

TSN26002

June 26, 2026

Kevin Parker, PE
Town of Stallings
315 Stallings Rd,
Stallings, NC 28104

**RE: Lake Drive Bridge Replacement
Stallings, North Carolina**

Dear Mr. Parker,

We are pleased to offer this proposal for the analysis of the existing triple (3) sixty-inch corrugated metal pipe (60" CMP) culvert underneath Lake Drive. This proposal focuses on the identification of a culvert design based on an existing conditions hydrologic and hydraulic analysis, and preparing construction documents for the selected design.

Project Understanding

Proposed Scope + Project Areas

The Town of Stallings has requested engineering services to address deficiencies identified at Bridge No. 890561 on Lake Drive, a three-barrel corrugated steel pipe culvert crossing in Union County. Inspection activities performed by Michael Baker International in April 2026 identified multiple structural and maintenance concerns requiring action to maintain the safety and serviceability of Lake Drive.

Inspection findings documented extensive corrosion with up to 100 percent section loss at several barrel inlets and outlets, along with deterioration of protective coatings, distortion of pipe segments, and joint separation in Barrel 3 with visible backfill. Additional maintenance issues include debris accumulation restricting flow and cracking of headwalls.

The structure is currently classified in fair overall condition, with a culvert condition rating of 5, and has been assigned Priority Level designations of 2 and 3, recommending repairs within 24 and 12 months, respectively. While the completed load rating analysis indicates the structure is not currently posted for load restrictions, the observed deterioration emphasizes the need for timely maintenance and repair to prevent further loss of structural integrity.

Based on the above, the Town requires a detailed hydrologic and hydraulic evaluation to analyze the contributing watershed and determine appropriate culvert sizing for the crossing. As part of this initial phase, multiple alternatives will be developed and evaluated, and upon completion of the analysis, a preferred alternative will be selected. It is our understanding that the Town intends to complete all pre-construction tasks in FY27, with construction to take place in FY28.



Figure 1 - Approximate Project Boundary, imagery from Union County GIS

Assumptions

This proposal is based on the following assumptions:

- | The scope of this proposal includes project management, survey, SUE locating, existing conditions analysis, alternatives analysis and a preliminary engineering report.
- | Any public notifications will be coordinated through Town of Stallings.
- | At least one alternative will be eligible for No-Rise certification.
- | Permanent and temporary easements will be required for project completion.
- | Fees required for permit applications have been excluded from this proposal.

Proposed Services + Fees

We propose the following services (Alphanumeric task numbers are for internal coding purposes):

Phase 1: Due Diligence + Preliminary Engineering

A4.10 PROJECT MANAGEMENT + ADMINISTRATION:

FEE: \$8,800 (lump sum)

- | Project work plan development + kickoff meeting with Town of Stallings staff, including identifying level of service and selected design alternative;
- | Periodic project updates and status reports;
- | General project management and administration throughout duration of Phase 1;
- | Up to five (5) monthly meetings (virtual) with Town of Stallings staff to discuss progress, updates, and for planning purposes;
- | At least two (2) meetings on site to discuss design considerations for infrastructure improvements.

B2.15 TOPOGRAPHIC/LOCATION SURVEY:

FEE: \$11,850 (lump sum)

Conduct a field survey of the site, including approximately 50 feet up and downstream from the ends of each culvert and approximately 100 feet each side of any stream / open channel systems. Prepare a Topographic Survey Map in accordance with North Carolina Minimum Standards for Surveying. Contours will be mapped at 1-foot intervals. Locations of underground utilities will be based on visible above ground structures and utility markings provided by 811. For storm drainage and sanitary sewer systems, rims, pipe inverts, pipe material and sizes will be located. Location of individual trees 6” and greater are included.

B12.15 SUE (SUBSURFACE UTILITY ENGINEERING) - LEVEL B - PRIVATE UTILITY LOCATING:

FEE: \$4,950

McAdams SUE team will utilize both Electromagnetic (EM) and Ground Penetrating Radar (GPR) equipment to designate utilities and identify the horizontal location of the utilities within the project-specific area or exhibit. Utilities will be designated and marked using the APWA guidelines with marking paint and/or pin flags. In addition to a field sketch, SUE Crew will survey all the findings of the Level B investigation using the NC Grid NAD83 (2011) survey Datum and provide an AutoCAD deliverable depicting the utilities designated found within the SUE Level B Investigation. All Subsurface Utility Engineering (SUE) will be completed in accordance with the ASCE 38-22 standards.

A4.20 EXISTING CONDITIONS ANALYSIS:

FEE: \$18,700 (lump sum)

For this task, McAdams will provide the following scope of services:

- | Hydrologic and Hydraulic modeling software(s) will be used to analyze existing triple (3) barrel sixty-inch corrugated metal pipe (60" CMP) storm drainage systems within the project area;
- | McAdams will evaluate 2-, 10-, 25-, 50- and 100-year, 24-hour SCS Type II rainfall distribution events as part of our modeling efforts. Rainfall depths will be based on NOAA Atlas 14 data;
- | Previous field survey data and updated drainage basin maps will be used to develop hydrologic models. Connectivity will be verified, and models will be calculated through initial field work and engineering analysis; Utilize hydrologic models to verify infrastructure capacities, HW/D calculations, and identify system deficiencies and critical assets.

A4.25 ALTERNATIVE DESIGN ANALYSIS:

FEE: \$21,250 (lump sum)

McAdams will provide services associated with suitable alternatives for flood mitigation, structural rehabilitation, or necessary stormwater management within the area of interest, subject to the following:

- | Alternatives analysis and replacement recommendations should balance the replacement longevity and the cost of each respective alternative. It is expected that alternatives will likely include the following:
 - Upgrade of culvert / drainage systems to meet established design criteria;
 - Improvements along proposed alignments to minimize construction cost and impacts to private property, transportation systems, and other existing infrastructure;
 - Structural rehabilitation options, including alternative flood-hazard mitigation strategies;
- | Up to three (3) Alternatives will be produced for Town of Stallings. Replacement and rehabilitation recommendations should balance the longevity and the cost to each alternative including associated levels of service;
- | To the degree appropriate, future conditions hydrology will be used in development of alternatives and proposed conditions. Future conditions will be based on Town / County zoning and / or comprehensive planning info;
- | Consideration of potential utility conflicts for proposed improvements;
- | Concept level plans are proposed to be exhibits generated from GIS, and will show locations, type, sizes, and preliminary elevation information for proposed drainage infrastructure; and
- | Opinions of Probable Construction Costs (OPCC) for necessary improvements.

A4.30 PRELIMINARY ENGINEERING REPORT:

FEE: \$6,450 (lump sum)

McAdams will prepare a Preliminary Engineering Report detailing all findings, recommendations, and Opinions of Probable Construction Costs (OPCC) of alternatives. This task includes the following:

- | Development of comprehensive analysis of all system components, documentation of the condition of assets, and considerations to increase the lifespan of the proposed infrastructure;
- | The results of the analysis and evaluation shall include an individual summary for the culvert, channel segment, and other critical items;
- | Development of preliminary / draft version of the report based on initial findings and review with project stakeholder staff;
- | Participate in group meetings with Town personnel and project stakeholders to share and discuss draft report;
- | Development of the final report based on feedback and revisions discussed on the draft review.

999 REIMBURSABLE EXPENSES:

FEE:	\$500 (lump sum)
------	------------------

Valid expenses include reproduction and express delivery service with an anticipated total budget of \$500. These expenses may be paid by the Town in addition to the fees listed above. Travel and lodging costs are not considered valid expenses. The Firm shall submit invoices for valid expenses with each payment request.

Extra Services

J. ADDITIONAL SERVICES

When requested by the Client and confirmed by the Client and/or Firm in writing, the Firm shall perform services in addition to those described above in this Agreement and the Client shall compensate the Firm by hourly charges in accordance with the attached Rate Schedule.

Fee Summary

Our proposed fee for the scope of services described herein as Phase 1 is **\$72,500**. Please refer to the attached fee summary for more information.

Project Schedule

The Firm’s services shall be performed as expeditiously as is consistent with professional skill and care and the orderly progress of the project. The following is the expected schedule for completion of work on this project:

Phase 1: completion no later than December 31, 2026

The time limits and schedule set forth above have been agreed to by the Client and Firm, but the time limits and schedule shall be extended for (1) reasonable cause, or for (2) any delays associated with the Firm’s work on the project that are not the sole responsibility of the Firm.

Client Responsibilities

Client shall be responsible for the following:

- | Notification to proceed;
- | Timely approval of deliverables presented for Client approval;
- | Payment of all application and permit fees;
- | Payment of invoices in accordance with Item 1 of Terms and Conditions;
- | Notification to Firm of any problems, in accordance with Item 2 of Terms and Conditions.

Exclusions

The following services are not included in this Agreement:

- | Any engineering or surveying services not specifically described above;
- | Court appearance for litigation, or preparation for the same; and
- | Revised directives from Client after work has begun.

General Conditions

- | The attached "Terms and Conditions" shall apply to this Agreement.
- | This proposal is valid for 30 days from the above date.
- | Reimbursable expenses will be billed in accordance with the attached Rate Schedule.
- | Client is responsible for all application and permit fees.

Conclusion

We appreciate this opportunity to propose our services. We are eager to pursue this project further and thank you for your consideration.

Sincerely,
McAdams



Jack McFadden, PE | Project Manager
mcfadden@mcadamsco.com | 704. 527. 0800



MEMO

To: **Town Council**
From: Brig Sheehy, GIS Planning Technician
Date: July 13, 2026
Re: **Conditional Zoning Request - Lawyers Road Commercial/Office (CZ26.02.02)**

Purpose:

This Conditional Zoning request was previously heard by Town Council on June 22, 2026, and was continued to the July 13, 2026, Town Council meeting. Due to the absence of a full Council at the June 22 meeting, both Town Council and the applicant agreed to continue the item to the July 13 meeting so the full council may hear and vote on the request.

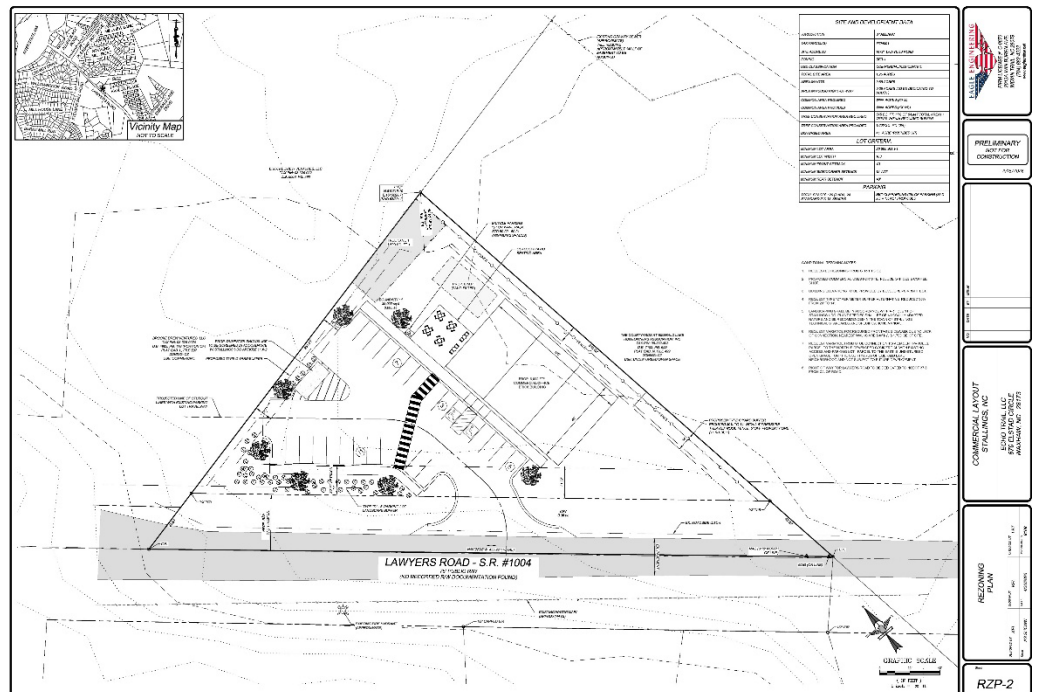
This memo summarizes the proposed Conditional Zoning request for Lawyers Road Commercial/Office (CZ26.02.02) for Town Council consideration. It outlines the proposed development, provides relevant context, evaluates consistency with adopted plans, summarizes key development conditions, and presents staff's recommendations.

Project Overview:

Lawyers Road Commercial/Office is a non-residential commercial and office development on approximately 1.23 acres located at 14721 Lawyers Road across from the Stevens Mill Shopping Center parcel ID #08324001. The request seeks to rezone the property from Single Family Residential 1 (SFR-1) to Conditional Zoning Mixed-Use 2 (CZ-MU-2).

The proposed development is non-residential and is intended to accommodate office and café uses. The submitted site plan depicts one principal non-residential building totaling approximately 6,000 square feet of office and commercial space, along with associated parking, an outdoor patio sating area, and connection stump to the neighboring parcel.

The building is located toward the rear of the parcel and does not front directly on Lawyers Road. Surface parking is situated between Lawyers Road and the proposed building, resulting in the parking area being located in front of the building. The site also includes an outdoor patio seating area adjacent to the proposed coffee shop. While no sidewalk was originally proposed along the Lawyers Road frontage, the applicant has since revised the proposal to include a sidewalk following Planning Boards recommendation.



Context and Background:

The subject property is currently zoned Single-Family Residential (SFR-1), a low-density residential zoning district. The applicant is requesting a conditional rezoning to MU-2 to allow for the development of a small-scale office and coffee shop use. While the proposed non-residential development differs from the Future Land Use Map designation of Multi-Family Residential for this parcel, the applicant is seeking to establish a limited commercial use through the conditional zoning process.

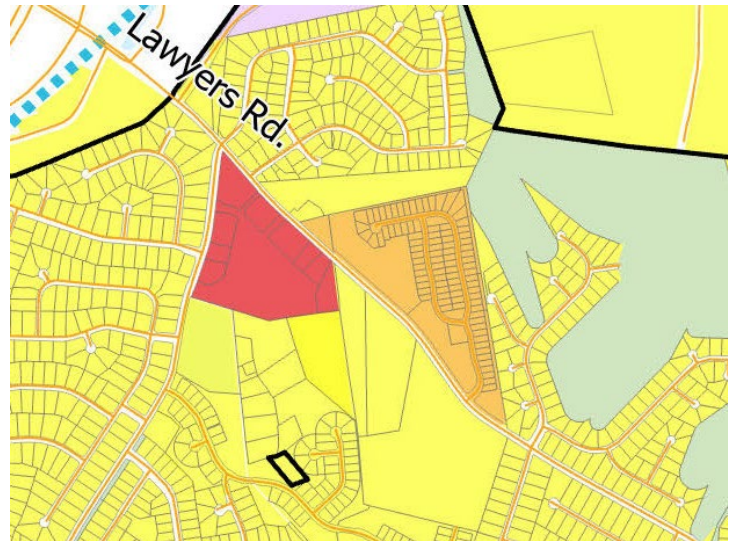
Through the conditional zoning process, the applicant proposes to limit the range of permitted uses and prohibit certain uses, including smoke shops, CBD stores, and similar establishments. The conditional zoning also provides additional predictability regarding the overall site layout, building placement, and buffering shown on the submitted rezoning plan.

Following the Planning Board's recommendation of denial, which was based in part on the requested buffering reductions and the absence of a sidewalk along Lawyers Road, the applicant has revised the proposal to include two additional conditions. The applicant has increased the buffer adjacent to The Courtyards at Emerald Lake development from the originally proposed 14-foot Type C buffer to a 28-foot Type B buffer with a 6-foot wooden fence. Additionally, the applicant has agreed to install a 5-foot-wide sidewalk along the Lawyers Road frontage of the property. These revisions were made in response to concerns raised during the Planning Board review process.

Consistency with Adopted Plans:

The Future Land Use Plan designates the site as Suburban Multi-Family Neighborhood. The designation is intended to accommodate higher-density residential development, including apartments, condominiums, and senior housing, typically organized as integrated residential communities with supporting amenities and open space. The proposed rezoning to CZ-MU-2 to allow office and coffee shop uses is not consistent with the intent of this designation, as the request would introduce non-residential development on a site planned for multifamily residential use.

There is no adopted Small Area Plan applicable to this parcel, and the Town's Greenway Master Plan does not identify any existing or proposed greenway trail along the property frontage.



Key Conditions:

Key conditions associated with the proposed conditional zoning include:

- Prohibition of smoke shops, vape shops, hookah lounge uses, or for the sale, distribution, or consumption of tobacco, CBD or similar type of products.
- A 28-foot Type B buffer with a 6-foot wooden fence adjacent to The Courtyards at Emerald Lake development. This condition was revised following the Planning Board recommendation, increasing the originally proposed 14-foot Type C buffer.
- Inclusion of a 5-foot-wide sidewalk along the Lawyers Road frontage. This condition was added following the Planning Board recommendation.
- A request to have placement of the building toward the rear of the parcel, with surface parking located between Lawyers Road and the proposed building.

- Inclusion of a connection stub to the adjacent parcel located on the left side of the subject property to facilitate future inter-parcel connectivity.
- The building will be brick and will generally follow the style and appearance of the grocery anchored shopping center across Lawyers Road from the subject site.

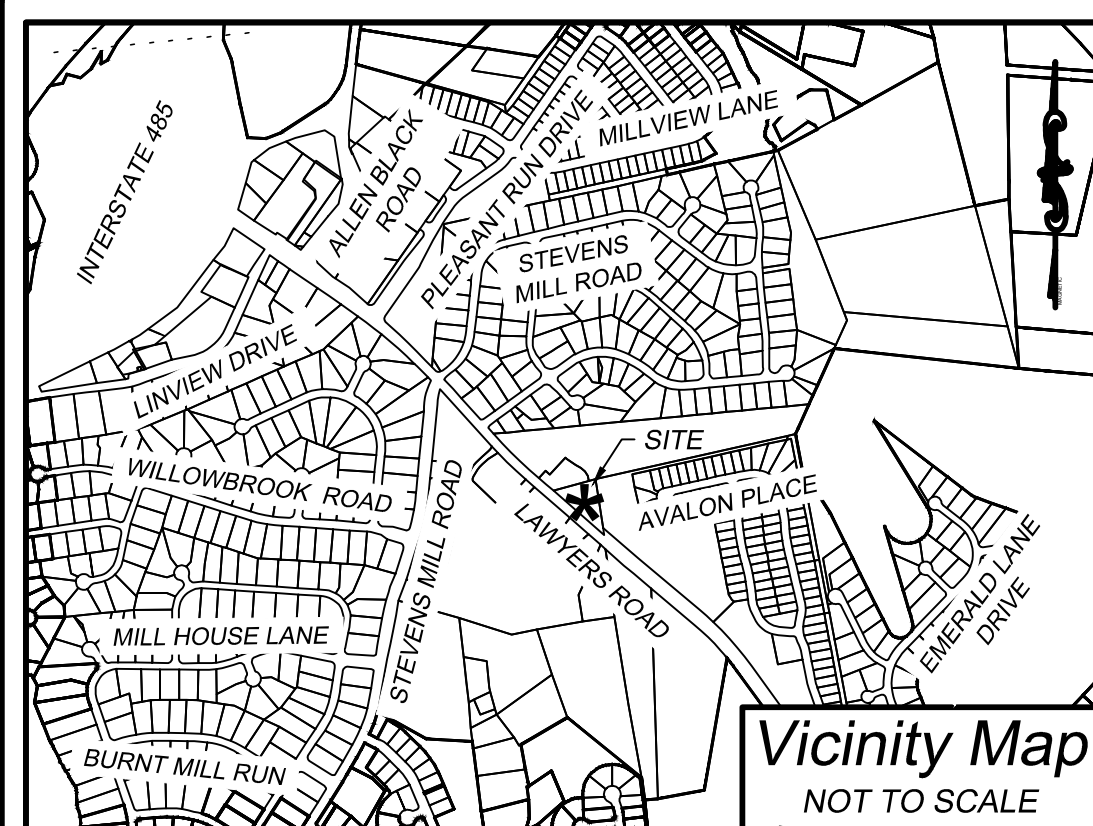
Traffic Summary:

Vehicular access and circulation will be further evaluated during the site plan and permitting phases.

Staff Recommendation:

Staff recommends approval of CZ26.02.02. This recommendation represents a change from the previous staff recommendation of denial presented to the Planning Board. Following the Planning Board's recommendation of denial, the applicant revised the proposal to include a 5-foot-wide sidewalk along the Lawyers Road frontage and increased the buffer adjacent to The Courtyards at Emerald Lake to a 28-foot Type B buffer with a 6-foot wooden fence.

Staff finds that these revisions incorporate recommendations provided by both the Planning Board and staff, addressing concerns identified during the review process. Additionally, the proposed conditional zoning would introduce a limited mixed-use commercial development that is generally consistent with the existing development pattern along Lawyers Road. The proposal also supports the Town's 2030 Economic Development Plan by providing additional commercial opportunities and expanding services available to nearby residents. Based on these revisions and considerations, staff recommends approval of CZ26.02.02.



SITE AND DEVELOPMENT DATA	
JURISDICTION	STALLINGS
TAX PARCEL(S)	8324001
SITE ADDRESS	14721 LAWYERS ROAD
ZONING	SFR-1
USE CLASSIFICATION	COMMERCIAL/RESIDENTIAL
TOTAL SITE AREA	1.25 ACRES
AREA IN LOTS	0.86 ACRES
AREA IN PUBLIC RIGHT-OF-WAY	0.36 ACRES (TO BE DEDICATED TO NCDOT)
COMMON AREA REQUIRED	#### ACRES (XX%)
COMMON AREA PROVIDED	#### ACRES (XX.X%)
TREE CONSERVATION AREA REQUIRED	545 SQ. FT. (1% OF 54,447 TOTAL AREA) + TREES WITHIN REQUIRED BUFFER
TREE CONSERVATION AREA PROVIDED	1,600 SQ. FT. (3%)
DISTURBED AREA	>1 ACRE (ROUNDED UP)
LOT CRITERIA	
MINIMUM LOT AREA	20,000 SQ. FT.
MINIMUM LOT WIDTH	100
MINIMUM FRONT SETBACK	100
MINIMUM SIDE/CORNER SETBACK	12' / 22'
MINIMUM REAR SETBACK	40'
PARKING	
TOTAL SPACES : 26 (2 ADA, 24 STANDARD 9' X 18' SPACES)	BICYCLE PARKING (5% OF PARKING (26 X .05 = 1.3)) 2+ PROPOSED



EAGLE ENGINEERING

FIRM LICENSE # C-0873
 2013A VAN BUREN AVE.
 INDIAN TRAIL, NC 28079
 (704) 882-4222
www.eagleonline.net

PRELIMINARY
NOT FOR
CONSTRUCTION

18/2026

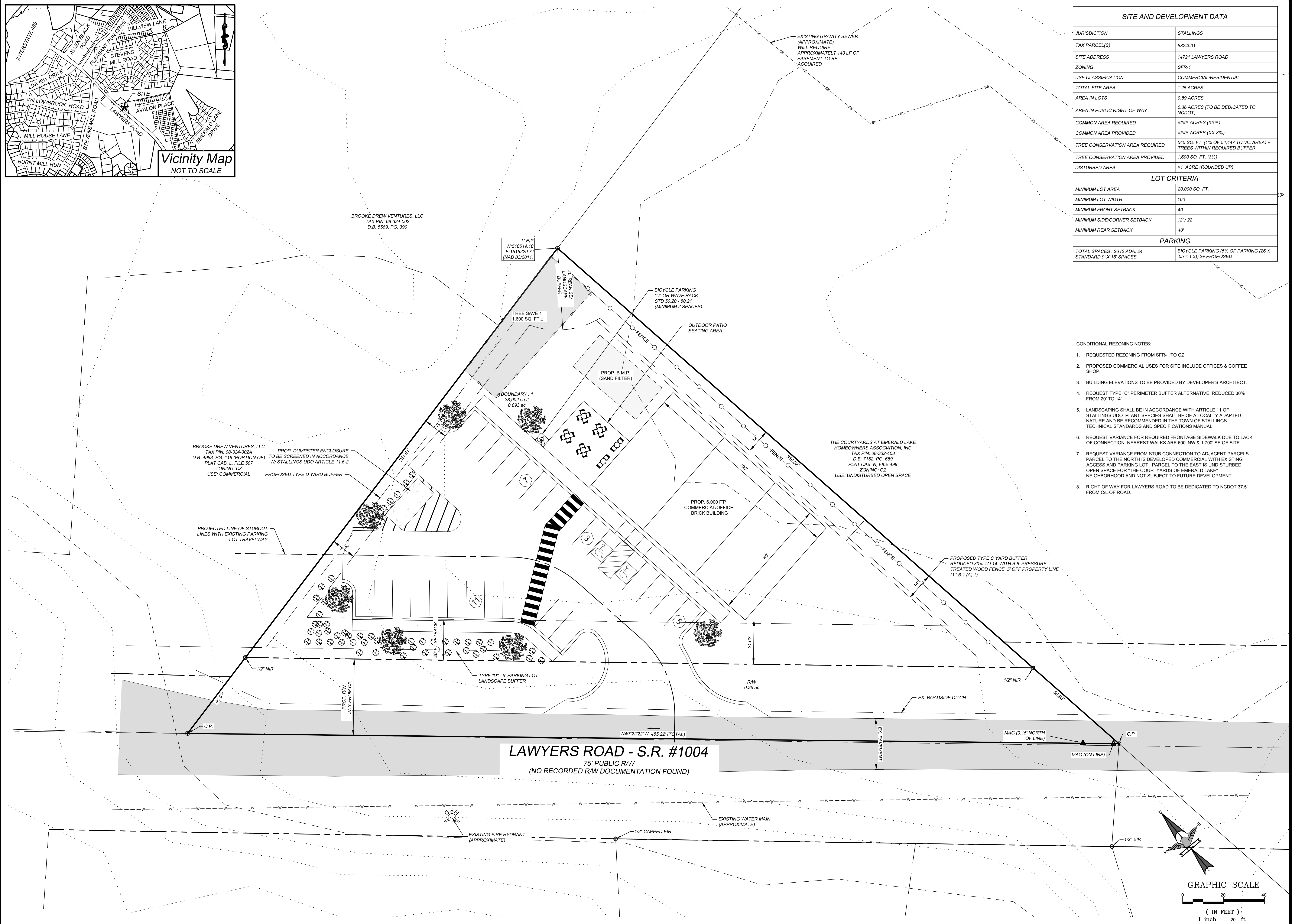
COMMERCIAL LAYOUT
STALLINGS, NC

870 ELSTAD CIRCLE
WAXHAW, NC 28173

DESIGNED BY	KEL	DRAWN BY	KEL	CHECKED BY	LBT
Scale	AS SHOWN	DATE	4/30/2026	JOB NUMBER	9109

REZONING PLAN

RZP-2



DEVELOPMENT STANDARDS

CZ26.02.02 – Lawyers Road Commercial/Office

1. PERMITTED USES/DEVELOPMENT LIMITATIONS

- A. Subject to the limitations set out below, the Site may be developed with any use permitted within the MU-2 zoning district, except as expressly limited below.
- B. The building shall not be used as a smoke shop, vape shop, hookah lounge, or for the sale, distribution, or consumption of tobacco, CBD, tattoo parlor, or similar type of businesses.

2. SITE LAYOUT AND DIMENSIONAL STANDARDS

- A. Parking may be in front of the building as generally depicted on the Site Plan.
- B. Building orientation may be located in the rear right portion of the parcel as generally depicted on the Site Plan.

3. PEDESTRIAN AND VEHICULAR CONNECTIVITY

- A. A 5-foot sidewalk shall be installed along the Lawyers Road frontage.
- B. A connection stub shall be provided to the adjacent parcel on the left side of the subject parcel to allow for future connection to adjacent properties.

4. BUFFERING AND SCREENING

- A. The buffer along the parcel boundary adjacent to The Courtyards at Emerald Lake shall be 28-foot wide and conform with the planting standards of Type B buffer yard (75% opacity) in Article 11 of the Development Ordinance.
- B. A 6-foot wooden privacy fence shall be installed within the buffer adjacent to The Courtyards at Emerald Lake.
- C. A 0-foot buffer may be included along the left side parcel boundary adjacent to the existing commercial properties.

5. ARCHITECTURAL COMMITMENT

- A. The building will be brick and will generally follow the style and appearance of the anchored grocery shopping center across Lawyers Road from the subject site.



Conditional Rezoning Application
CZ26.02.02 – Lawyers Road
Commercial/Office

07.13.2026

Staff Report | Town Council



Conditional Rezoning Request

- Lawyers road Commercial/Office is a proposed non-residential commercial and office development on approximately 1.23 acres located at 14721 Lawyers Rd parcel ID #08324001. The request seeks to rezone the property from Single-Family Residential 1 (SFR-1) to Conditional Zoning Mixed-Use (CZ-MU-2).

**Neighborhood
Meeting:**
03/31/2026



**Planning
Board:**
05/19/2026



**Town Council
Hearing:**
06/22/2026



**Town Council
Hearing (Cont):**
07/13/2026

Aerial & Streetview



Site Plan Revisions

□ Initial Proposal

- Building located along the left side of the parcel
- No sidewalk proposed along the Lawyers Road frontage
- Reduced buffer adjacent to The Courtyards at Emerald Lake (14-foot Type C buffer)
- No connection stub provided to adjacent parcels

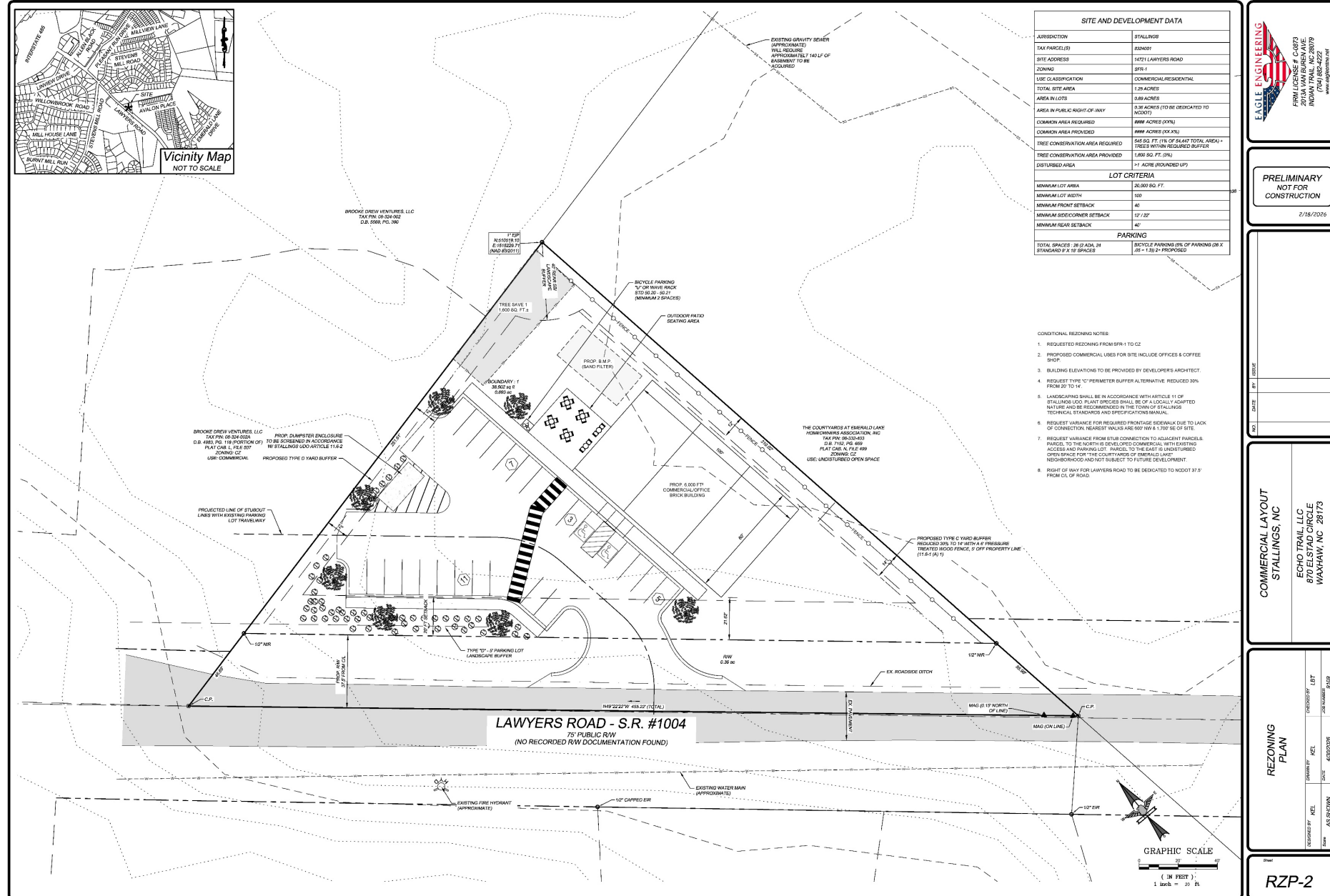
□ Revised Proposal (Following Staff and Subcommittee Comments)

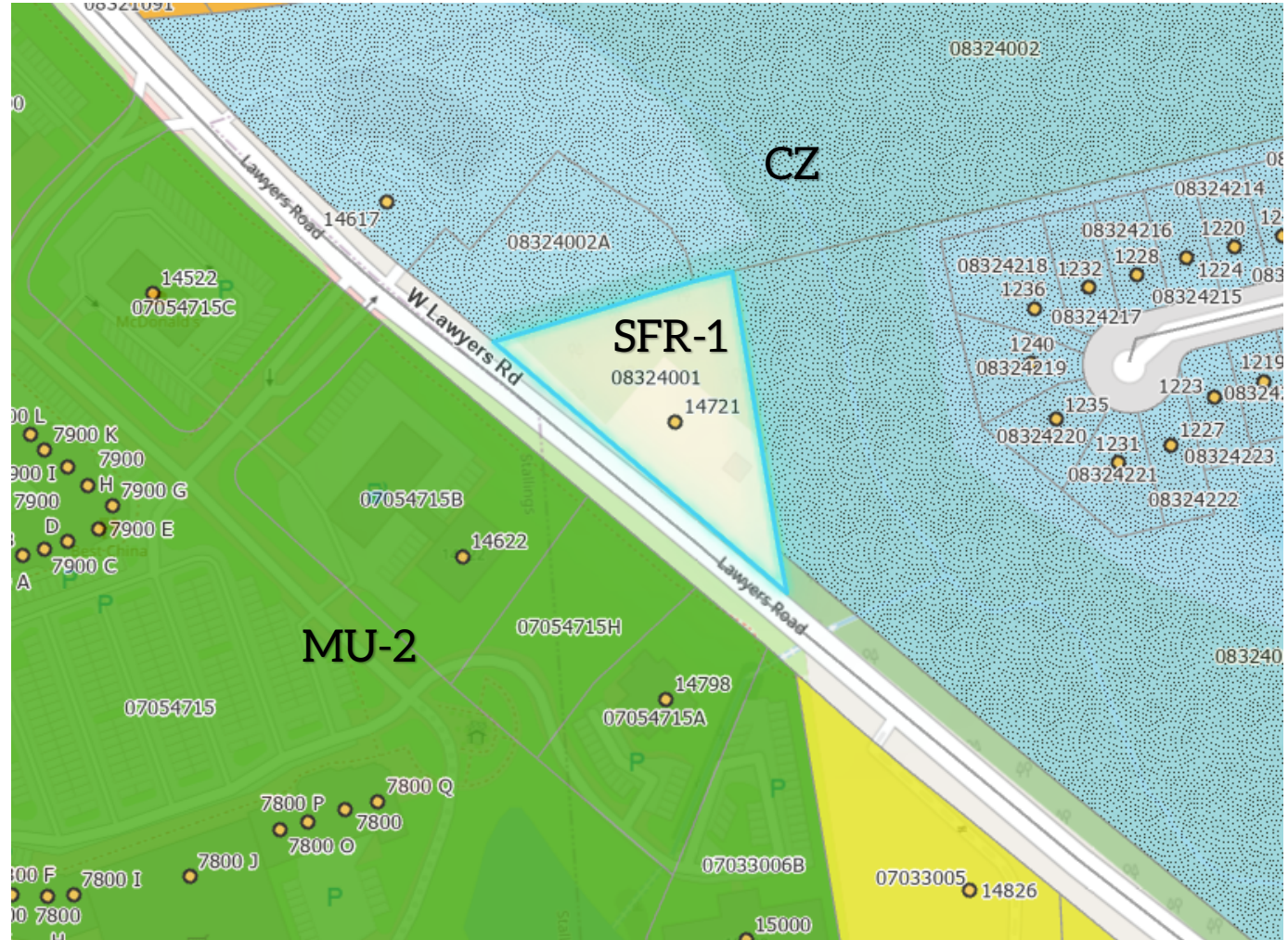
- Building relocated to the right portion of the parcel
- Added a Type D parking lot buffer along the Lawyers Road frontage
- Added an outdoor patio seating area
- Included a connection stub to the adjacent parcel
- Retained the reduced buffer and did not include a sidewalk

Site Plan

Revisions Following Planning Board Recommendation

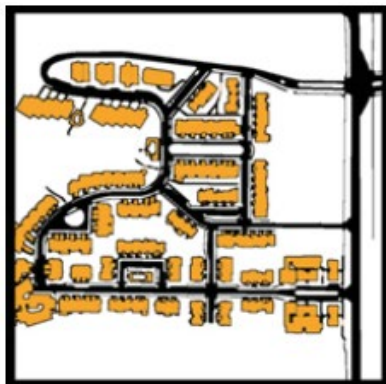
- Applicant agreed to install a 5-foot sidewalk along the Lawyers Road frontage.
- Applicant increased buffering adjacent to The Courtyards at Emerald Lake to a 28-foot Type B buffer with a 6-foot wooden fence.
- These revisions are reflected in the proposed conditions but are not shown on the submitted site plan.







Future Land Use



Suburban Multifamily Neighborhood

Suburban multifamily residential neighborhoods are generally formed as complexes or communities, with a relatively uniform housing type and density throughout. They support the highest residential density in the suburban landscape, and may support condominiums or apartments. The neighborhoods are found in close proximity to suburban commercial, office and industrial centers, and help provide the consumers needed to support these centers. Buildings are often oriented interior to the site and typically buffered from surrounding development by transitional uses or landscaped areas. Large parking lots and low street connectivity are common in suburban multifamily neighborhoods



Primary Land Uses

- Apartment
- Condominium
- Senior Housing

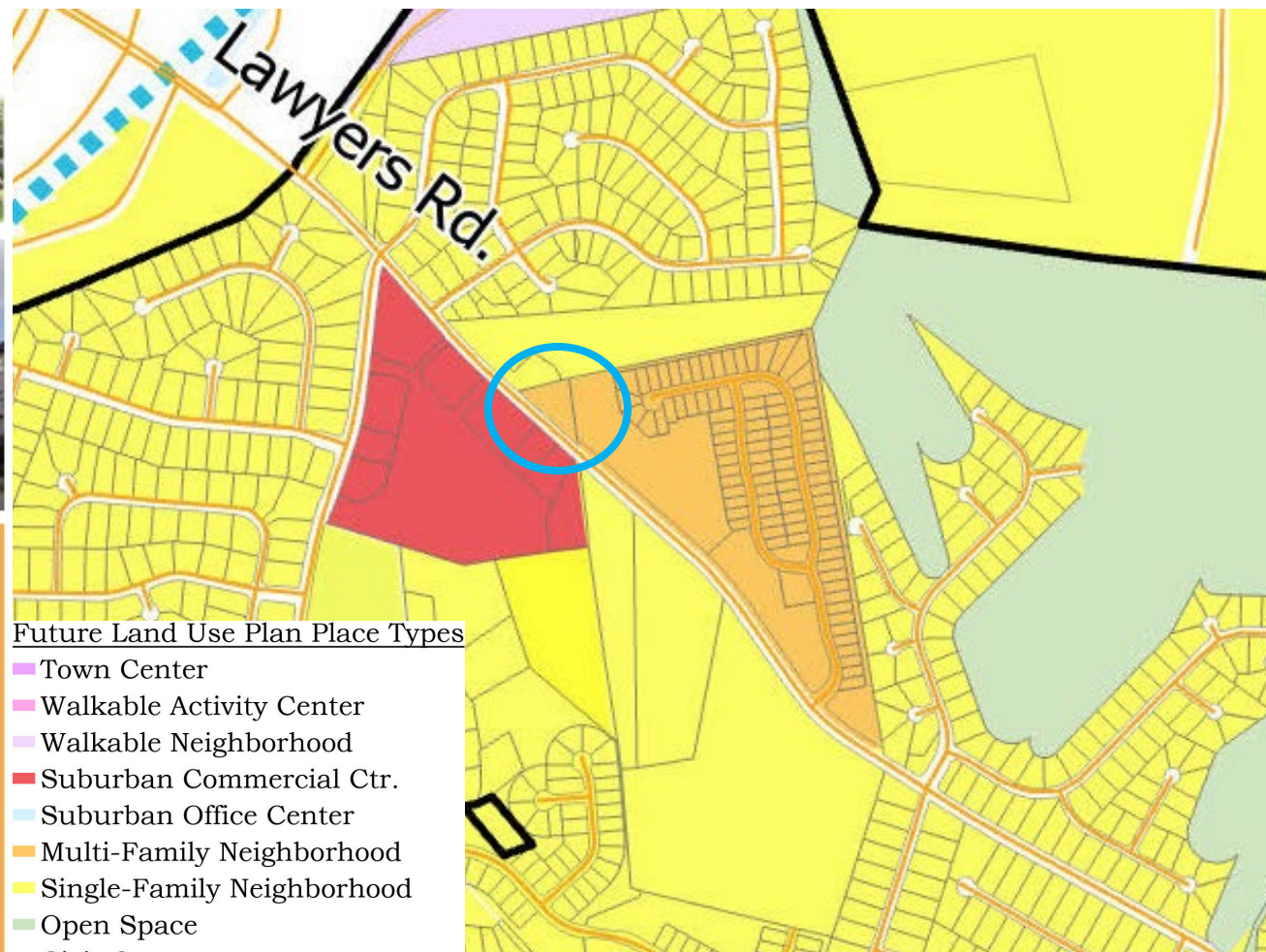
Secondary Land Uses

- Community Center
- Pool and Amenities
- Natural Areas



FORM & PARAMETERS

General Development Pattern	Separate Uses
Typical Lot Coverage	30 – 60%
Residential Density	6.0 – 16.0 DU/ac
Prevailing Building Height	1 - 4 Stories
Average Dwelling Unit Size	800 – 1,500 SF
Avg. Non-Resid. Building Size	N/A
Transportation Choices	Auto/Bus
Typical Block Length	600 – 1,200 LF
Open Space Elements	Greenway/Neighborhood Park
Street Pattern Modified	Grid
Street Connectivity	Medium
Parking Provisions	Surface Lot/On-Street Pkg.
Typical Street Cross Section	Suburban/Urban



Board Recommendation

- Planning Board recommended denial of CZ26.02.02 on May 19, 2026, based on the following factors:
 - ▣ The proposal did not include a 5-foot sidewalk along the Lawyers Road frontage
 - ▣ The proposal did not provide sufficient buffering adjacent to The Courtyards at Emerald Lake.
 - ▣ The principal building was located toward the rear of the parcel, with parking situated between the building and Lawyers Road
 - ▣ The proposal is inconsistent with the Future Land Use Plan designation of Suburban Multifamily Neighborhood.



Staff Recommendation

- Staff recommends approval of CZ26.02.02 based on the following factors:
 - ▣ The applicant revised the proposal following the Planning Board recommendation to include a 5-foot sidewalk along the Lawyers Road frontage.
 - ▣ The applicant increased buffering adjacent to The Courtyards at Emerald Lake to a 28-foot Type B buffer with a 6-foot wooden fence.
 - ▣ The proposed mixed-use commercial development is generally consistent with the existing development pattern along Lawyers Road.
 - ▣ The proposal supports the Town's 2030 Economic Development Plan by providing additional commercial opportunities and services to nearby residents.

Vote and Statement of Consistency & Reasonableness



- **Step 1.**
 - ▣ Motion for [Approval/Denial](#) for CZ26.02.02.

- **Step 2.**
 - ▣ With a statement of consistency that the proposal is [Consistent/Inconsistent](#) and [Reasonable/Not Reasonable](#) with the Comprehensive Land Use Plan.

- **Step 3.**
 - ▣ Example reasoning:
 - The proposed use is generally consistent with the existing development pattern along Lawyers Road.
 - The proposed use supports the Town's 2030 Economic Development Plan by expanding the local commercial tax base.



Questions?

Date: June 22, 2026
RE: Town Council Meeting

COMMERCIAL AND OFFICE 6,000SFT BUILDING

“WHERE WARMTH MEETS CREATIVITY”



SITE BOUNDARY IN PHOTOS & VIDEO



RIGHT SIDE



RIGHT SIDE(BOUNDARY LINE)



LEFT SIDE



6K SF MODERN COMMERCIAL & OFFICE BLDG.





6K SF CONVENTIONAL
COMMERCIAL & OFFICE BLDG.



MODERN COFFEE SHOP INTERIOR DESIGN

The Coffee Shop Experience

Interior Design Elements and Community Vibes

✓ Interior Design Elements:

Our interior design incorporates natural materials and textures that create a warm and inviting atmosphere, enhancing the overall experience.

✓ Soft Lighting and Natural Textures:

The use of soft lighting and natural textures contributes to a calming environment, encouraging patrons to relax and enjoy their time.

✓ Encouraging Conversation and

Gathering: The layout is intentionally designed to facilitate conversation and community engagement, making it a local hub for social interaction.



Area for betterment

Bringing Coffee & European Pastries to the Local

- The coffee and pastries market is experiencing significant growth, driven by increasing consumer demand for high-quality, specialty experiences.

- Consumers are increasingly seeking unique coffee/pastries experiences, creating opportunities for cafes that prioritize quality and

- Our menu evolves with the seasons, featuring specials that highlight local preferences and suggestions.

sustainability.





THANK YOU!



Statement of Consistency and Reasonableness

ZONING AMENDMENT: CZ26.02.02

REQUEST: Requesting a conditional rezoning from SFR-1 to CZ-MU-2 for the development of a 6,000 sqft non-residential, commercial and office center.

WHEREAS, The Town of Stallings Town Council, hereafter referred to as the “Town Council”, adopted the Stallings Comprehensive Land Use Plan on November 27, 2017; and

WHEREAS, the Town Council finds it necessary to adopt a new land development ordinance to maintain consistency with the Comprehensive Land Use Plan; and

WHEREAS, the Town Council finds it necessary to revise the Unified Development Ordinance to comply with state law found in NCGS § 160D.

WHEREAS, the Town Council finds it necessary to consider the Planning Board’s recommendations.

THEREFORE, The Town Council hereby votes that the proposed zoning amendment is **consistent/inconsistent** and **reasonable/unreasonable** with the Comprehensive Land Use Plan adopted on November 27, 2017, based on the goals and objectives set forth in the document of promoting quality development and consistency with all state-mandated land use regulations established through NCGS § 160D. The Town Council **Approves/Denies** the proposed amendment and stated that the Town Council finds and determines that the zoning amendment is **consistent/inconsistent** and **reasonable/unreasonable** with the key guiding principles, goals, and objectives of the Comprehensive Land Use Plan for the following reasons:

- 1) The proposed use is generally consistent with the existing development pattern along Lawyers Road.
- 2) The proposed use supports the Town's 2030 Economic Development Plan by expanding the local commercial tax base.

Adopted this the __ day of _____, 2026

Mayor

Attest:

Town Clerk





MEMO

To: **Mayor and Town Council**
From: Matt Dillard, Code Enforcement Officer
Date: July 13th, 2026
Re: **TX26.05.02** Text Amendment – RV Occupancy

Request:

Staff propose an update to RV occupancy regulations in the Stallings Development Ordinance to address enforcement concerns. The overall goal of these changes is to provide greater consistency and clarity in RV occupancy enforcement. Additionally, the proposed changes are intended to support the general appearance, health, and safety of residential properties throughout the Town.

The current RV occupancy ordinance creates enforcement challenges when an individual resides in an RV on residential property but periodically leaves and returns, as the ordinance allows occupancy for up to 180 days per calendar year with no more than 90 consecutive days. This intermittent occupancy makes it difficult for staff to accurately track habitation periods, often requiring repeated site observations and complaint-based monitoring, which can lead to inconsistent enforcement.

Summary of Proposed Text Amendment

The proposed text amendment will:

1. Prohibit the occupancy of recreational vehicles (RVs) on all properties within the Town.
2. Establish clear and definitive enforcement standards to ensure consistent application and administration of the ordinance.
3. Promote the health, safety, and general welfare of the community while preserving the character and aesthetic appeal of residential neighborhoods.

Current Ordinance

12.10 Parking of Over Size Vehicles in Residential Districts

In order to maintain both safety and the visual appeal of residential areas, over size vehicles such as recreational vehicles (RV's), water craft and accessories, towing trailers, and commercial vehicles, as per Section 12.3-9, shall not be parked or stored on the street in residential districts. RV's shall be licensed motor vehicles in order to be occupied and remain on a lot for up to ninety (90) days, but not more than two (2) times per year and shall not be occupied while parked or stored on any residential property.

At the request of Town Council during the June 22, 2026 meeting, staff has added a temporary hardship occupancy provision to the proposed amendment. This provision would allow temporary occupancy of a recreational vehicle under limited circumstances when a dwelling has become uninhabitable due to a documented emergency.

Updated Proposed Text Amendment

Changes are in red below:

In order to maintain both safety and the visual appeal of residential areas, over size vehicles such as recreational vehicles (RV's), water craft and accessories, towing trailers, and commercial vehicles, as per Section 12.3-9, shall

not be parked or stored on the street in residential districts. RV's shall be licensed motor vehicles and shall not be occupied while parked or stored on any property.

12.10-1 Temporary Hardship Occupancy

Temporary occupancy of a recreational vehicle (RV) in a residential district may be authorized by the Development Administrator through the issuance of a Temporary Use Permit when a dwelling becomes uninhabitable due to fire, natural disaster, or another documented emergency beyond the property owner's control.

A Temporary Use Permit may be issued for a period not exceeding 90 days. One additional extension of up to 90 days may be granted if the property owner demonstrates that reasonable progress is being made toward repairing or replacing the dwelling.

The applicant shall provide documentation verifying that the dwelling is uninhabitable. Acceptable documentation includes a determination from the insurance company, fire department, or building official.

The Development Administrator may impose reasonable conditions necessary to protect the public health, safety, and welfare. Any approved temporary RV occupancy shall comply with all applicable utility and public health regulations, is nontransferable, and shall automatically expire upon occupancy of the repaired or reconstructed dwelling.

Staff Recommendation:

Staff recommends the approval of the proposed text amendment to Article 12.10, Parking of Oversized Vehicles in Residential Districts, as presented. The amendment provides definitive enforcement standards and is generally consistent with regulations adopted by surrounding municipalities. The proposed changes are expected to promote improved health and safety conditions for property owners and adjacent properties, while also supporting neighborhood compatibility and residential property maintenance standards.



Statement of Consistency and Reasonableness

ZONING AMENDMENT: TX26.05.01

REQUEST: Staff propose an update to RV occupancy regulations in the Stallings Development Ordinance to address enforcement concerns. The overall goal of these changes is to provide greater consistency and clarity in RV occupancy enforcement. Additionally, the proposed changes are intended to support the general appearance, health, and safety of residential properties throughout the Town.

WHEREAS, The Town of Stallings Town Council, hereafter referred to as the “Town Council”, adopted the Stallings Comprehensive Land Use Plan on November 27, 2017; and

WHEREAS, the Town Council finds it necessary to adopt a new land development ordinance to maintain consistency with the Comprehensive Land Use Plan; and

WHEREAS, the Town Council finds it necessary to revise the Development Ordinance to comply with state law found in NCGS § 160D;

THEREFORE, The Town Council approves the text amendment, finding it consistent and reasonable with the Comprehensive Land Use Plan adopted on November 27, 2017, as it supports the goals of promoting quality development and ensuring compliance with state land-use regulations under NCGS § 160D. The Council concludes that the amendment aligns with the key principles, objectives, and goals outlined in the plan, for the following reasons:

- 1) This text amendment supports the health, safety, and welfare of the community.

Approved this the __ day of _____, 2026.

Mayor

Attest:

Clerk



MEMO

To: Town Council
From: Max Hsiang, Planning Director
Date: 07/13/2026
Re: Evaluation of Mailed Notification Radius

Purpose

At the May 22, 2026, meeting Council voted 3 to 1 in favor of staff recommendation but not enough votes to pass on first reading so this is being brought forward for another consideration.

This memo responds to Council discussion following the 2026 Council Annual Retreat priority to "Enhance the Identity of Our Town," including consideration of expanded communication and outreach related to planning activities.

Council has expressed interest in expanding the mailed notification radius from 500 feet to 1,000 feet. While the goal of increasing public awareness aligns with broader communication objectives, such a change would significantly increase both staff workload and associated costs.

The Town's current 500-foot notification radius already exceeds North Carolina statutory requirements and provides an enhanced level of public outreach. Additionally, Stallings' notification practices are consistent with, or exceed, those of many peer communities.

As a result, the question is not whether the Town is providing sufficient notice, but whether expanding all mailed notifications to 1,000 feet is the most effective and efficient method of achieving increased public awareness and engagement. Recent experience suggests that the current approach is already reaching the community effectively. Neighborhood meetings and public hearings have seen strong attendance, with Town facilities frequently reaching or exceeding capacity. This level of participation indicates that the existing notification radius, combined with neighborhood communication networks and organic information sharing, is successfully generating broad public awareness.

Consistency with State Requirements

North Carolina General Statute 160D-602(a) requires mailed notice for rezonings (zoning map amendments) to all abutting property owners and applies specifically to public hearings. The Town's current ordinance goes beyond this requirement by providing mailed notice to property owners within 500 feet for both neighborhood meetings and public hearings.

For quasi-judicial hearings, state statute 160D-406 requires mailed notice to the subject property owner at a minimum; however, the Town's ordinance again exceeds this standard by applying the 500-foot notification boundary.

If the notification radius were expanded to 1,000 feet, the Town would still be required to meet the same statutory noticing requirements, including posting a zoning sign on the property, mailing notices within 10–25 days prior to the hearing, and publishing a newspaper advertisement for two consecutive weeks

before the public hearing. Expanding the radius would not change these requirements but would increase the number of recipients and associated administrative effort.

Current Process

Staff currently prepares mailed notices for all applicable cases within a 500-foot radius. This process includes identifying properties, generating mailing lists, preparing materials, and coordinating distribution. Even at this level, the process requires a substantial investment of staff time and resources.

Recent experience indicates that the current approach is effectively reaching the community. Adjacent property owners and nearby residents are consistently engaging with staff through phone calls, emails, and in-person inquiries. Social media activity around rezonings has also increased, further extending awareness beyond the required notice area.

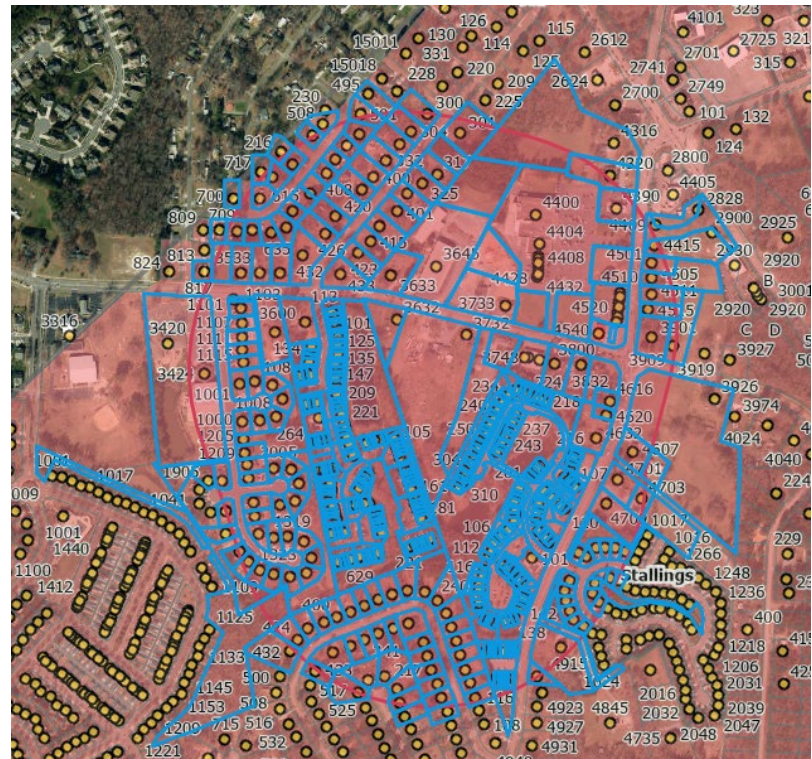
In several recent cases, neighborhood meetings and public hearings have seen strong attendance, with Town facilities reaching or exceeding capacity. This suggests that the existing notification radius, combined with organic (word-of-mouth and social media) information sharing, is successfully generating public awareness and participation.

Project Examples

Below are two recent project examples and pictures of 500 ft vs 1000 ft. Property addresses are identified using Union County Atlas, and Mecklenburg County parcel addresses are obtained from Mecklenburg County GIS data. Quasi-judicial mail notices are not included in the examples below.

Pleasant Plains Town Center 2 CZ25.04.01

- Number of mailed notices (neighborhood meeting and public hearing): 256 properties each
- Staff time for preparation and mailing: approximately 6 hours



- 1000 ft notices would reach 472 properties.

Stevens Village CZ25.08.01

- Facilities reached capacity for public meetings
- Staff time for preparation and mailing for 500 ft: approximately 6 hours
- Number of mailed notices (neighborhood and public hearings): 99 properties each
- 1000 ft notices would reach 178 properties



Other Municipal Notification Practices

A mid-sized North Carolina municipality such as Town of Huntersville reports that rezoning cases at a 500-foot radius typically generate 150 to 300 mailed notices per case.

Nearby jurisdictions:

- **Indian Trail:** 500-foot mailed notice for neighborhood meetings and public hearings
- **Matthews:** 100-foot mailed notice boundary for neighborhood meetings and public hearings
- **Waxhaw:** 600-foot notice for neighborhood meetings (applicant-led) and 300-foot notice for public hearings

Projected Impact of 1,000-Foot Radius

Expanding the notification boundary to 1,000 feet would significantly increase the number of affected properties. Based on typical parcel patterns, this change could more than double the number of notices required per case, resulting in increased postage, materials, and staff time.

Internal estimates have shown that doubling the radius can increase notification counts and costs by two to three times depending on location.

Recommendations

Staff recommends maintaining the existing 500-foot notification radius and not moving to a universal 1,000-foot standard. This approach continues to exceed state notification requirements while balancing public outreach with available staff resources.

If Council wishes to pursue additional notification measures, staff recommends selecting one of the following options due to staffing capacity, administrative workload, and resource constraints. Of the options presented, Option 1 is the most practical and efficient approach to enhance communication while minimizing additional staff time and costs.

1. HOA Notification (Staff Recommended)

- Maintain the 500-foot mailing radius while also providing notice to homeowners' associations within a broader area (e.g., adjacent to the 500-foot radius).
- This approach expands awareness through existing neighborhood communication networks while requiring the least resources.

2. Expanded Digital Outreach for Higher-Impact Projects

- Rather than expanding mailed notification requirements, supplement public outreach for higher-impact projects through targeted digital communication tools. These may include project-specific website updates, email subscription notifications, social media announcements, and other online engagement methods.
- Similar to a tiered notification approach, enhanced digital outreach would be reserved for projects meeting established impact thresholds rather than applied to all development

applications (e.g., apartments, projects over 100 units, or non-residential developments over 40,000 square feet). Implementation would require clear criteria, defined communication methods, and ongoing staff resources.



To: Town Council
From: Max Hsiang, Planning and Zoning Director
Date: 7/13/2026
RE: **Summary of Major Revisions to Conditional Zoning Subcommittee Policy**

At the 2026 Council Retreat, Town Council identified the following priority under the “Enhance the Identity for Our Town” initiative:

“Ensure greater Town Council member understanding of projects prior to resident meetings with developers by changing the process to move Council Member subcommittee meetings ahead of neighborhood meetings.”

Following Council’s February 23, 2026 discussion regarding potential revisions to the Conditional Zoning Council Subcommittee Meeting Policy, Council did not reach consensus on the purpose and future role of subcommittee meetings or whether moving those meetings earlier in the process would achieve the intended goals of transparency, public engagement, and informed decision-making.

In response to that discussion, staff has developed a proposed Conditional Zoning Review and Decision Process Policy. Rather than modifying the existing subcommittee structure, the proposed policy establishes a formal review process conducted through publicly noticed Town Council meetings. Staff believes this approach provides greater clarity, transparency, and consistency while allowing Council additional time to evaluate applications following public input received through the public hearing process.

The proposed policy is intended to:

- Ensure fair and transparent public hearings
- Provide adequate time for Council consideration of Conditional Zoning applications
- Promote consistency in scheduling, deliberation, and decision-making
- Conduct Council discussion and decision-making within the public meeting process
- Eliminate the need for pre-hearing advisory meetings while maintaining flexibility when unique circumstances arise

Under the proposed process, Conditional Zoning applications would be presented at a public hearing where Council may ask questions, discuss the proposal, and identify issues requiring additional consideration. Applications would be expected to be deferred following the public hearing to a subsequent Council meeting for deliberation and final action. This approach provides Council time to review information, evaluate public input, consider potential conditions, and assess applicant responses before making a decision.

Key provisions of the proposed policy include:

- Establishing a formal Conditional Zoning review process conducted through publicly noticed Town Council meetings rather than pre-hearing advisory or subcommittee meetings.

- Requiring all Conditional Zoning applications to proceed through a public hearing where Council may ask questions, discuss the proposal, and identify issues requiring further consideration.
- Encouraging deferral of applications following the public hearing to allow additional time for Council review, deliberation, and decision-making.
- Providing a dedicated decision meeting for Council deliberation, consideration of proposed conditions, and final action on the application.
- Clarifying that the public hearing is for public comment and additional public comment is not part of the decision meeting unless the public hearing is formally reopened. If substantive changes to an application require additional notice or a new public hearing, the hearing would be advertised accordingly and the public would have an opportunity to comment.
- Establishing scheduling guidelines to promote consistency, ensure adequate staff review, and provide newly elected Council members sufficient opportunity to become familiar with applications before deliberation.
- Confirming that final decisions occur only during public meetings while recognizing that Council members may communicate with applicants, staff, and residents outside meetings as permitted by law.
- Allowing flexibility for Town Council to modify the timing or sequence of application review when necessary, provided all statutory and ordinance requirements are met.

If adopted, the proposed policy would repeal and replace the existing Conditional Zoning Council Subcommittee Meeting Policy and establish a consistent framework for public hearings, Council deliberation, and final decision-making on all Conditional Zoning applications.

Staff recommends adoption of the proposed policy for three primary reasons:

1. It eliminates the subcommittee process, which has created uncertainty regarding its purpose, expectations, transparency, and role in the overall review of applications. Removing this step provides a clearer and more predictable framework for applicants, residents, staff, and Council.
2. It ensures Council deliberation and decision-making occur during publicly noticed meetings, enhancing transparency, strengthening public trust, and supporting a more defensible decision-making process.
3. It provides Council additional time between the public hearing and final action to evaluate public input, review staff analysis, consider applicant responses, and assess potential conditions before reaching a decision.

Overall, the proposed Conditional Zoning Review and Decision Process Policy advances Council's goal of improving understanding of development proposals while preserving meaningful public participation, enhancing transparency, and establishing a consistent process for reviewing and deciding Conditional Zoning applications.



Conditional Zoning Public Hearing and Decision Policy

1) Purpose and Authority

- a. This policy is adopted by the Town Council to establish a consistent procedure for the consideration of Conditional Zoning (CZ) applications.
- b. This policy is an internal procedural guideline and does not modify or replace any requirement of the Stallings Development Ordinance or North Carolina General Statutes Chapter 160D. All decisions shall occur through the officially authorized processes of the ordinance.
- c. The purpose of this policy is to:
 1. Ensure fair and transparent public hearings
 2. Provide adequate time for Council consideration
 3. Promote consistency in scheduling and decision-making

2) Public Hearing Procedure

- a. All Conditional Zoning applications shall be scheduled for a duly noticed public hearing before the Town Council in accordance with applicable law and ordinance procedures.
- b. Conditional zoning decisions are legislative decisions. Council members may consider information presented at the public hearing, information provided by staff, communications from applicants and members of the public, and other information they deem relevant, consistent with applicable law.
- c. During the public hearing, Council members may:
 1. Ask questions of staff, the applicant, or speakers
 2. Discuss the application and proposed conditions
 3. Express preliminary views or concerns regarding the request
- d. Council members are not required to reach a decision at the public hearing. Deferral of action to a subsequent meeting is the preferred practice under this policy.
- e. Following the close of the public hearing, the Town Council may discuss the application, including key issues, proposed conditions, and areas requiring further consideration, and may then:
 1. Defer the application to a subsequent meeting for final deliberation and decision.
 - o Deferred applications should be scheduled for the next available second regular meeting of the Town Council (typically the Planning agenda meeting), unless such a meeting is not scheduled or is impractical; or
 2. Proceed with deliberation and take action at the same meeting.

3) Decision Meeting Procedure

- a. At the subsequent meeting, the Town Council shall:

1. Deliberate on the application
2. Consider proposed conditions
3. Take final action to approve, approve with conditions, deny, or defer the application in accordance with applicable law

b. No additional public comment is required at the decision meeting unless the public hearing is reopened.

c. At the decision meeting, the Town Council may ask limited questions of staff and the applicant to better understand any changes made to the application.

4) Scheduling Considerations

a. Conditional Zoning applications should generally not be scheduled for public hearing during the month of December due to holiday scheduling constraints and limited meeting availability.

b. When a newly elected Council member has not participated in prior review of a Conditional Zoning application, staff should consider scheduling and meeting timing that allows sufficient opportunity for the member to become familiar with the application before final deliberation. Deferral of the decision is encouraged in such circumstances.

c. The Development Administrator may coordinate scheduling to ensure:

1. Adequate staff review time
2. Logical sequencing of public hearing and decision meetings
3. Consistency with the Town Council meeting calendar

5) Conduct and Limitations

a. Town Council members may communicate with applicants, staff, and the public outside of public meetings; however, final action shall occur only during public meetings. Such communications shall not substitute for the public hearing process.

b. This policy is intended to reduce the need for pre-hearing advisory meetings and to ensure that substantive deliberation and decision-making occur within the public meeting process.

6) Applicability and Flexibility

a. This policy applies to all Conditional Zoning applications unless otherwise directed by the Town Council.

b. The Town Council may modify the timing or sequence of consideration for any application when necessary, provided that all statutory and ordinance requirements are met.



MEMO

To: **Mayor and Town Council**
Via: Alex Sewell, Town Manager
From: Kevin Parker, P.E., Town Engineer
Date: July 13, 2026
RE: Stallings & Indian Trail Pedestrian Projects Partnerships Decision

Purpose

As a follow-up to the June 8, 2026 Town Council meeting, Staff is requesting final direction regarding the proposed pedestrian project partnership with the Town of Indian Trail.

Background

At the June 8, 2026, meeting, Staff presented two potential sidewalk partnership projects with Indian Trail for Council's review and discussion. These projects were identified because they are located along corridors that serve both municipal jurisdictions and provide opportunities for improved pedestrian connectivity, joint funding, and potential submission through the Charlotte Regional Transportation Planning Organization (CRTPO) for future federal and state transportation funding consideration.

The two projects under consideration are:

1. Chestnut Lane Sidewalk Improvements
2. Matthews-Indian Trail Road Sidewalk Improvements

Following the June 8 discussion, Council requested that Staff further evaluate potential scope adjustments, particularly related to the Chestnut Lane project. Staff reviewed those comments, coordinated internally, and followed up with Indian Trail staff to better understand the potential impacts of modifying the project scope.

Council Feedback and Staff Findings

Council's feedback regarding Chestnut Lane generally focused on three items: 1. Potentially bypassing the frontage of 2000 Chestnut Lane; 2. Relying on future redevelopment to complete existing sidewalk gaps.; and 3. Reducing the project scope to east of Courtyards at Chestnut.

1. Bypassing 2000 Chestnut Lane

Staff reviewed the potential option of bypassing the frontage of 2000 Chestnut Lane. Based on that review, Staff identified the following:

- The alternate route through the Pulte development would add approximately one-third of a mile to the pedestrian route.
- A bypass route may create issues with ADA/PROWAG compliance, specifically related to the need to provide a practical, direct, and accessible pedestrian route.
- The alternate route through the Pulte development does not currently include a public access easement dedicated for public use.
- Relying on a bypass route may result in pedestrians continuing to walk along or near Chestnut Lane, creating potential pedestrian safety concerns.

2. Relying on Future Redevelopment to Fill Sidewalk Gaps

Staff also reviewed whether future redevelopment could reasonably be expected to complete the remaining sidewalk gaps along the corridor. Based on current information, Staff is not aware of any

pending development activity that would complete these sidewalk gaps, particularly along the established residential portions of the corridor.

3. Reducing the Project Scope East of Courtyards at Chestnut

Staff also coordinated with Indian Trail staff regarding the potential impact of reducing the project scope to only the area east of Courtyards at Chestnut. Based on that coordination, reducing the scope in this manner could affect Indian Trail's ability to continue advancing the project as a joint partnership.

Indian Trail staff indicated that this corridor is identified as a lower-priority project within their Pedestrian Plan when considered independently. Reducing the scope to only the area east of Courtyards at Chestnut would shift the majority of the project scope and implementation responsibility to Indian Trail and would limit the overall partnership opportunity.

Overall, based on Staff's review and follow-up coordination, significantly reducing the Chestnut Lane project scope may limit the overall value of the project and affect the viability of the partnership.

Finances

Based on preliminary planning-level estimates developed by Staff and Indian Trail, the current projected construction costs in 2026 dollars are approximately:

- Chestnut Lane Improvements: \$1.55 million
- Matthews-Indian Trail Road Improvements: \$1.0 million
- Total Estimated Cost: \$2.55 million

Under a conceptual 50/50 cost-sharing arrangement, Stallings' estimated share would be approximately:

- Chestnut Lane Improvements: \$775,000
- Matthews-Indian Trail Road Improvements: \$500,000
- Total Stallings Share: \$1.275 million

If Council wishes to proceed with one or both projects, Council must also determine the preferred funding strategy. The projects could be submitted through CRTPO's anticipated Fall 2026 Call for Projects process for future federal and state transportation funding consideration. Based on current CRTPO planning assumptions, this option could reduce Stallings' estimated local contribution to approximately \$1.087 million, but may delay project delivery until approximately 2033.

Alternatively, Council could choose to fund the projects directly in partnership with Indian Trail. This option would result in a higher estimated local cost to Stallings, approximately \$1.275 million, but could allow the projects to advance on a significantly faster schedule while avoiding some of the administrative requirements and schedule constraints associated with federal and state transportation funding programs.

Requested Action

Staff requests that Council provide final direction on the following items:

1. Whether Council wishes to proceed with the Chestnut Lane Sidewalk Improvements partnership with Indian Trail.
2. Whether Council wishes to proceed with the Matthews-Indian Trail Road Sidewalk Improvements partnership with Indian Trail.
3. If Council wishes to proceed with either or both projects, whether Council prefers to submit the project(s) through CRTPO's anticipated Fall 2026 Call for Projects process or pursue direct local funding in partnership with Indian Trail.



PEDESTRIAN PROJECTS PARTNERSHIP WITH INDIAN TRAIL

July 13, 2026

Purpose

- As a follow-up to the June 8, 2026 Town Council meeting, Staff is requesting final direction regarding the proposed pedestrian project(s) partnership with the Town of Indian Trail:
 - Whether to proceed with any project(s); and
 - Funding source for each project.



Recap

- At the June 8, 2026, meeting, Staff presented two potential sidewalk partnership projects with Indian Trail:
 - Chestnut Lane Sidewalk Improvements
 - Matthews-Indian Trail Road Sidewalk Improvements
- Council requested that Staff further evaluate potential scope adjustments, particularly related to the Chestnut Lane project.
 - Bypassing 2000 Chestnut Lane
 - Relying on future development to complete sidewalk gaps
 - Reducing the project limits to Courtyards at Chestnut Subdivision to Potter Road
- Council also expressed interest to discuss the Matthews-Indian Trail Road project, but identified it as lower priority.
- Staff reviewed Council's feedback, coordinated internally, and followed up with Indian Trail staff.



Chestnut Lane

Project Limits:

Chestnut Lane – Matthews-Weddington Rd. to Potter Road.

Project Scope:

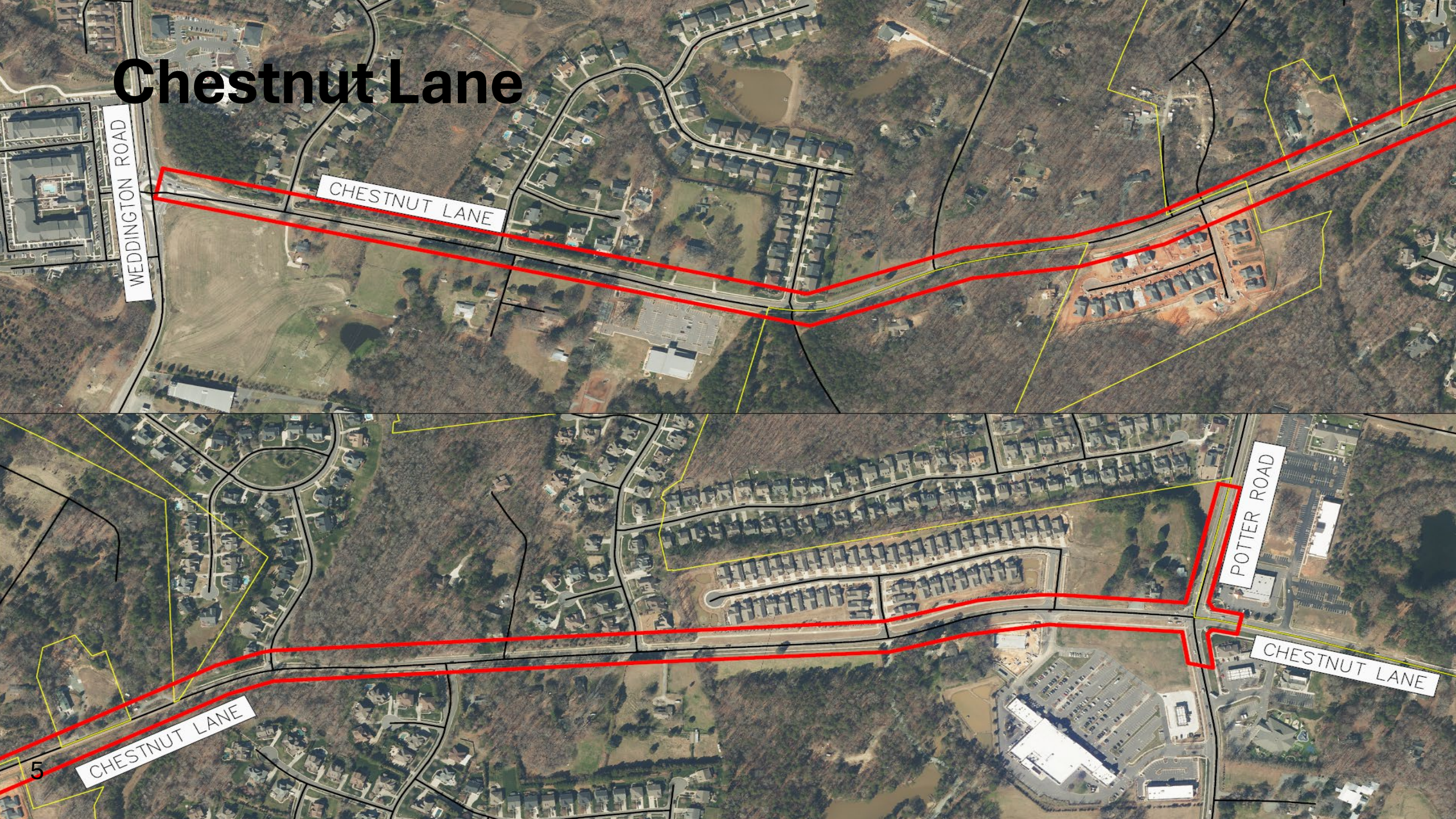
Connect sidewalk gaps and construct boardwalk over 12-Mile Creek.

- Typical 5-foot sidewalks
- 8-foot sidewalk at Potter/Chestnut Intersection
- Ped Crossing at Courtyards at Chestnut



Stallings
NC

Chestnut Lane



Matthews-Indian Trail Road

- **Project Limits:**
 - Atrium Hospital to Chestnut Parkway
- **Project Scope:**
 - 8-foot wide sidewalk connection



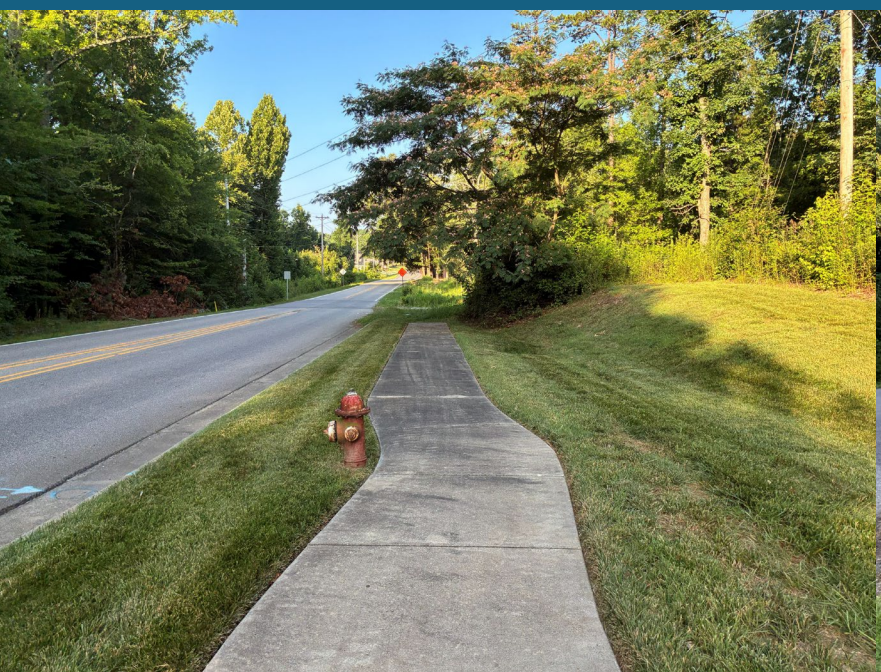
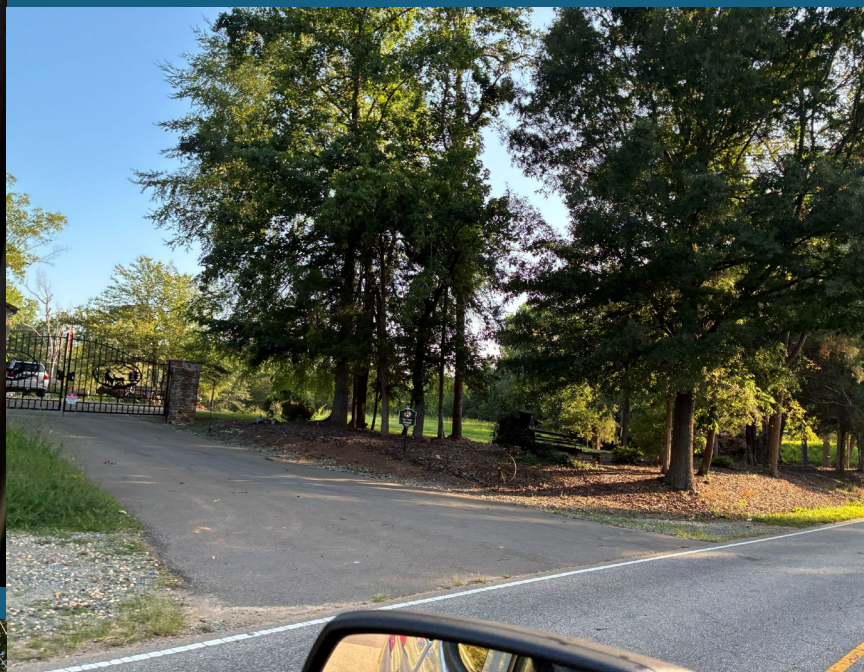
Matthews-Indian Trail Road



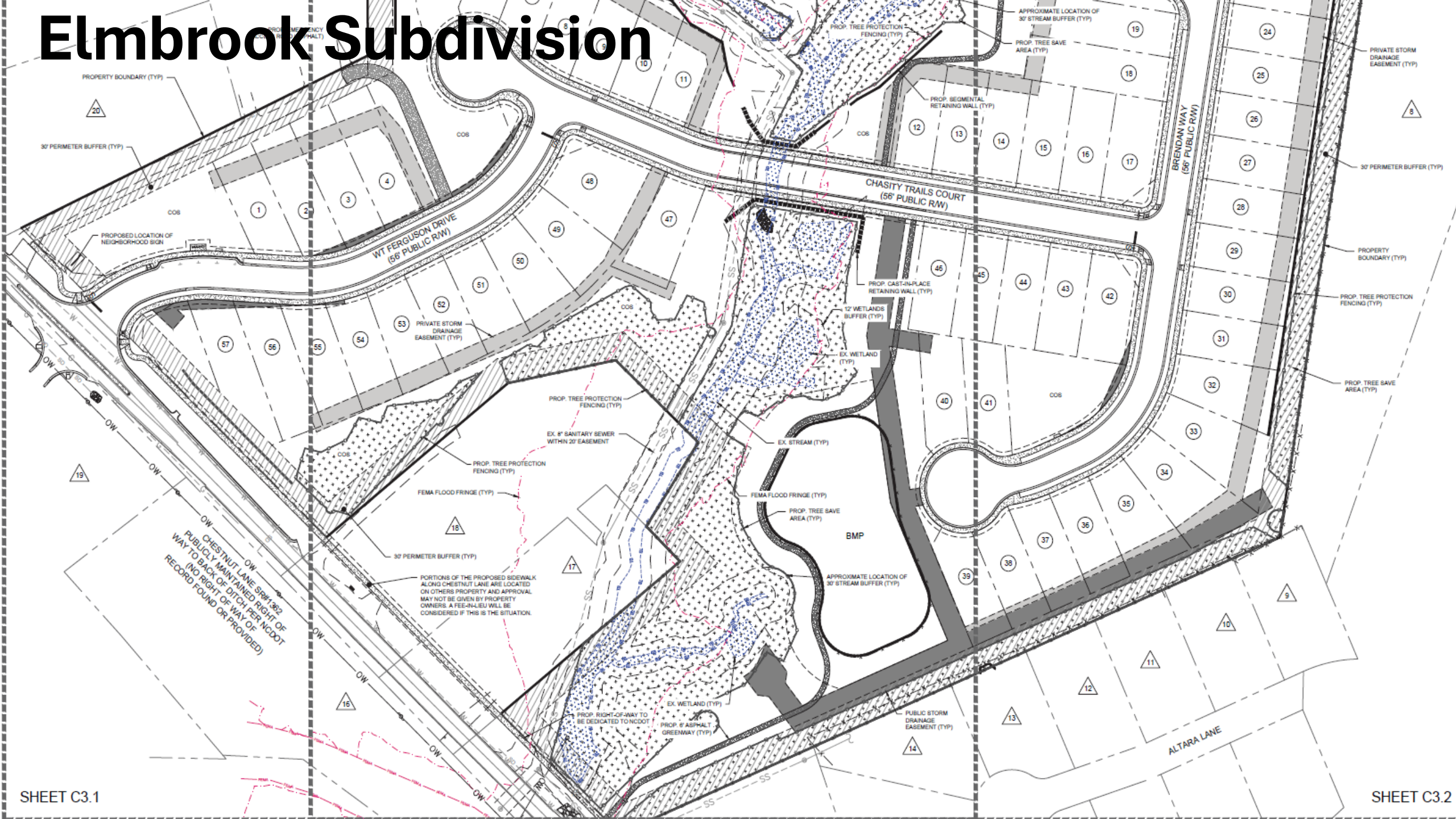
Chestnut Lane Feedback

1. Bypass 2000 Chestnut Lane
 - Staff believes impacts to the frontage can be minimized by working within the existing 60-foot ROW.
 - Use of Elmbrook Subdivision's asphalt path as a bypass creates ADA and PROWAG concerns.
 - ☐ Adds approximately 1/3 of a mile to the pedestrian route
 - ☐ Includes Steep slopes
 - ☐ No Public Access Easement
 - Staff anticipates some pedestrians may continue walking along Chestnut Lane and/or create informal paths along the frontage of 2000 Chestnut Lane.
2. Relying on Future Redevelopment to Fill in Sidewalk Gaps
 - Staff is not aware of any pending development activity that would complete these sidewalk gaps, particularly along the established residential portions of the corridor.





Elmbrook Subdivision



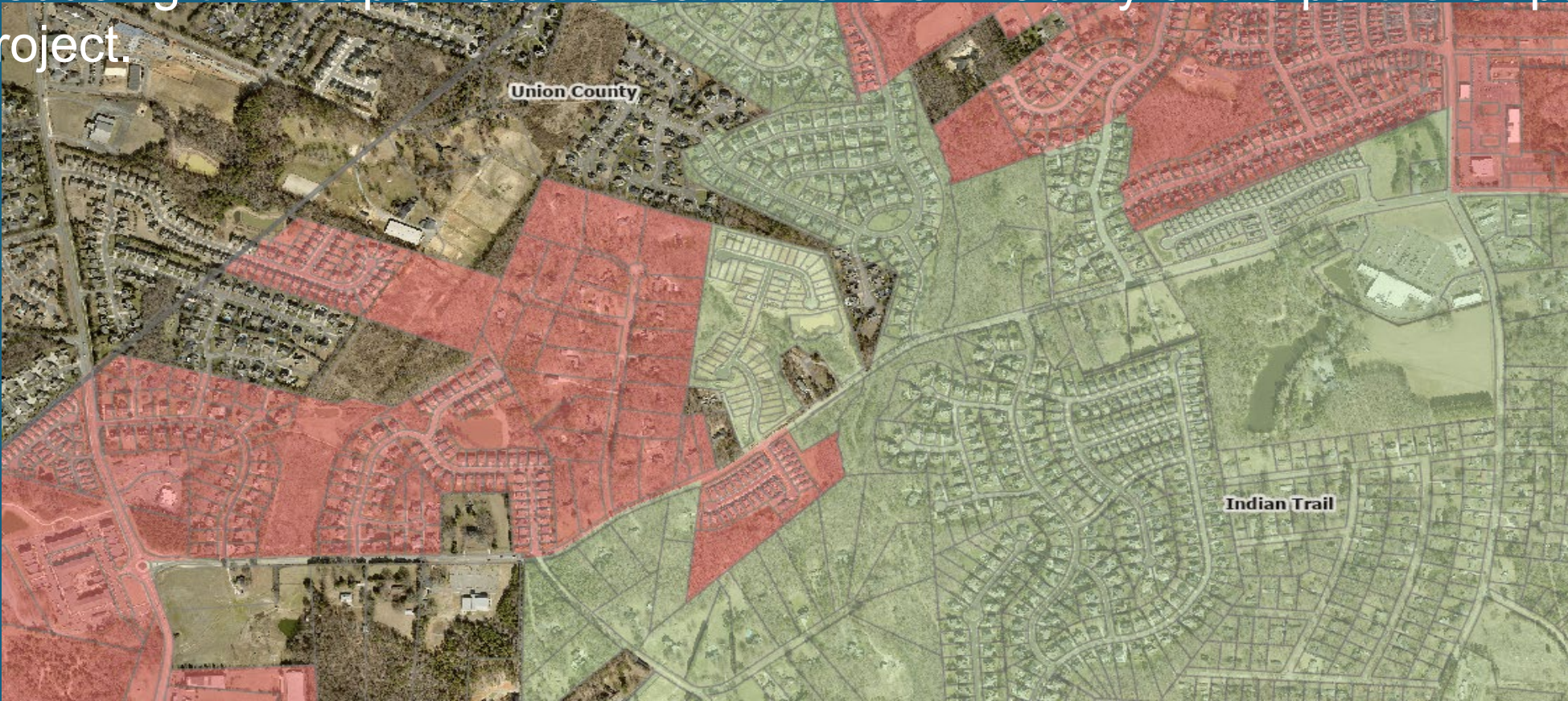
Existing Sidewalk Gaps



Chestnut Lane Feedback Continued

Reducing Scope to Courtyards at Chestnut to Potter Road

- Reduced Scop would shift the project largely to Indian Trail.
- This corridor is identified as a low priority in Indian Trail's pedestrian plan.
- Reducing the scope would affect the overall viability of the partnerships and the project.



2026 Cost Estimates

Project	Total Estimate	Stallings (50%)	Indian Trail (50%)
Chestnut Lane	\$1,550,000	\$775,000	\$775,000
Matthews-Indian Trail Road	\$1,000,000	\$500,000	\$500,000
Total	\$2,550,000	\$1,275,000	\$1,275,000

Estimated Costs and Local Match Through CRTPO Funding

Project	Total Estimated Cost	Combined Local Match	Stallings Local Match (50%)	Indian Trail Local Match (50%)
Chestnut Lane	\$2,650,000	\$1,325,000	\$662,500	\$662,500
Matthews-Indian Trail Road	\$1,700,000	\$850,000	\$425,000	\$425,000
Total	\$4,350,000	\$2,175,000	\$1,087,500	\$1,087,500

Key Takeaway:

CRTPO funding could reduce Stallings' estimated share by approximately \$187,500, but would likely delay project delivery until approximately 2033.



Stallings
—NC—

Requested Action

- Staff requests that Council provide final direction on the following items:
 1. Whether Council wishes to proceed with the Chestnut Lane Sidewalk Improvements.
 2. Whether Council wishes to proceed with the Matthews-Indian Trail Road Sidewalk Improvements.
 3. If Council wishes to proceed with either or both projects, whether Council prefers to submit the project(s) through CRTPO or pursue direct local funding in partnership with Indian Trail.