



September 9, 2019
 Stallings Town Hall
 315 Stallings Road
 Stallings, NC 28104
 704-821-8557
www.stallingsnc.org

| | Time | Item | Presenter | Action Requested/Next Step |
|----|-----------|---|----------------------|--|
| | 7:00 p.m. | Invocation Pledge of Allegiance Call the Meeting to Order | Wyatt Dunn, Mayor | NA |
| | 7:05 p.m. | Special Recognition <i>Council Member Debbie Romanow</i> | Wyatt Dunn, Mayor | NA |
| | 7:10 p.m. | Public Comment | Wyatt Dunn, Mayor | NA |
| 1. | 7:20 p.m. | Consent Agenda Approval A. Minutes from the following meetings: (1) 08-12-19 B. Constitution Week Proclamation C. Domestic Violence Awareness Month Proclamation D. TX19.07.01: Statement of Reasonableness and Consistency E. Ordinance Amending Chapter 93.01 – Abatement of Unsanitary and Unsafe Conditions F. Order of Collection and Settlement Report, Union County | Wyatt Dunn, Mayor | Approve Consent Agenda <i>(All items on the Consent Agenda are considered routine, to be enacted by one motion. If a member of the governing body requests discussion on of an item, the item will be removed from the Consent Agenda and considered separately.)</i> Motion: I make the motion to: 1) Approve the Consent Agenda as presented; or 2) Approve the Consent Agenda with the following changes: _____. |
| 2. | 7:25 p.m. | Reports A. Report from Mayor B. Report from Council Members/Town Committees C. Report from Town Manager/Town Departments | Council and Staff | NA |
| 3. | 7:40 p.m. | Agenda Approval | Wyatt Dunn, Mayor | Approve agenda as written. <i>(ADD, IF APPLICABLE: with changes as described by Mayor Dunn)</i> Motion: I make the motion to: 1) Approve the Agenda as presented; or 2) Approve the Agenda with the following changes: _____. |

| | | | | |
|-----|-----------|---|--|---|
| 4. | 7:45 p.m. | TX19.08.01 Text amendment request to Development Ordinance article 8.4-6 (F)(2) to clarify the minimum lot size requirement of 6,000 square feet applies to single family detached housing type. A. Open Public Hearing B. Information from Staff C. Close Public Hearing D. Council Vote | Lynne Hair, Town Planner | Approve (Deny) text amendment <i>Motion: I make the motion to approve TX19.08.01.</i> |
| 5. | 8:00 p.m. | TX19.08.02 Text amendment request to Development Ordinance Article 5.4 amending the application procedures for conditional zoning request. A. Open Public Hearing B. Information from Staff C. Close Public Hearing D. Council Vote | Lynne Hair, Town Planner | Approve (Deny) text amendment <i>Motion: I make the motion to approve TX19.08.02.</i> |
| 6. | 8:10 p.m. | Text Amendment Consideration • <i>Section 9.8-2.b.2</i> | Lynne Hair, Town Planner | Approve (Deny) section change <i>Motion: I make the motion to approve the change to section 9.8-2.b.2 and have the ordinance amendment brought back to Council for adoption.</i> |
| 7. | 8:20 p.m. | Council Member Vacancy (Scholl) | Wyatt Dunn, Mayor | Direct staff how to proceed |
| 8. | 8:30 p.m. | Development Agreement Process Draft Text Amendments | Lynne Hair, Town Planner | Discussion and Possible Action |
| 9. | 8:40 p.m. | Resolution Opposing High Density Housing by Union County on Municipal Borders (Dunn) | Wyatt Dunn, Mayor | |
| 10. | 8:50 p.m. | Annexation 53 – Chestnut Lane A. Certificate of Sufficiency B. Resolution Setting the Public Hearing Date | Erinn Nichols, Asst. Town Manager | Approve the resolution <i>Motion: I make the motion to approve the Resolution Fixing the Public Hearing Date for Annexation 53 – Chestnut Lane.</i> |
| 11. | 8:55 p.m. | Town Christmas Lights – Addition Lighting Options | Ashley Platts, Parks and Rec. Direction | Discussion and possible action |
| 12. | 9:05 p.m. | Idlewild One-Way Paired Concept (Paxton) | Lynda Paxton, Council Member | Discussion and possible action |
| 13. | 9:15 p.m. | Townhome Lot Size and Alleys (Paxton) | Lynda Paxton, Council Member | Discussion and possible action |
| 14. | 9:25 p.m. | Waste Connections Contract Amendment | Erinn Nichols, Asst. Town Manager | Approve contract amendment <i>Motion: I make the motion to approve the Waste Connections Contract Amendment, September 2019.</i> |

| | | | | |
|-----|-----------|--|----------------------|--|
| 15. | 9:30 p.m. | Closed Session Pursuant to NCGS 143-318.11(a)(3) | Wyatt Dunn, Mayor | Go into closed session. <i>Motion: I make the motion to go into closed session pursuant to NCGS 143-318.11(a)(3).</i> |
| 16. | 9:40 p.m. | Adjournment | | |

**MINUTES OF TOWN COUNCIL MEETING
OF THE
TOWN OF STALLINGS, NORTH CAROLINA**

The Town Council of the Town of Stallings met for its regular meeting on August 12, 2019, at 7:00 p.m. at the Stallings Town Hall, 315 Stallings Road, Stallings, North Carolina.

Those present were: Mayor Pro Tempore David Scholl; Council Members Billy Birt, Jr.; John Martin, Deborah Romanow, and Shawna Steele.

Those absent were: Mayor Wyatt Dunn; Council Member Lynda Paxton.

Staff present were: Alex Sewell, Town Manager; Lynne Hair, Town Planner; Chris Easterly, Town Engineer; Kolleen Dickinson, Code Enforcement Officer; Kim Jones, Deputy Town Clerk; and Melanie Cox, Town Attorney.

Invocation, Pledge of Allegiance and meeting called to order

Mayor Pro Tempore Scholl welcomed everyone to the meeting. Council Member Romanow delivered the invocation. Mayor Pro Tempore Scholl then led the Pledge of Allegiance and called the meeting to order.

Public Comments

Phil Hayes, 3440 Torrington Way, Charlotte, was present associated with Annexation 53 – Chestnut Lane. Zoning for that property would remain similar to the zoning on the property now.

Robert Ragon, 5000 Cinnamon, stated zoning property was not a unique issue to our area. He stated he had stopped by the Town to retrieve the ethics policy but was not able to do so. Mr. Ragon was concerned about appearances and read an email exchange between Twilliger-Pappas and Council Member Romanow. Mr. Ragon had a problem with the two entities meeting for dinner and felt it was wrong.

Joe McLaughlin, 3205 Strawberry Road, wanted to know how long-ago Council Member Romanow had moved out of her house because it was under contract and there appeared to be no life in the house. He was disappointed that Council Member Romanow had not yet resigned.

Council Member Romanow stated that she was currently residing in Stallings.

Special Recognition

Mayor Pro Tem Scholl recognized Taylor Merrill for completing his Eagle Scout. His parents, Rob Merrill and Melissa Merrill, were present with Taylor. Taylor had been a Boy Scout since the first grade and was a rising senior at Piedmont High School as an honors student and cross country and track athlete. The Eagle Scout was the highest honor in the Boy Scout organization. His Eagle Scout project was renovating the courtyard at Piedmont High School. Taylor was considering the Citadel for his higher education.

1. Consent Agenda

A. Minutes of the following meetings:

- (1) 07-08-19 – special
- (2) 07-08-19
- (3) 07-08-19 – closed

Council Member Steele made the motion to approve the Consent Agenda Items as presented. The motion was seconded by Council Member Romanow which passed unanimously by Council.

2. Reports

A. Report from the Mayor

The Mayor was not present to give a report.

B. Reports from Council Members/Town Committees

Council Member Martin reported at the Intermunicipality Information Sharing Meeting (Stallings, Indian Trail, Wesley Chapel, Weddington, Lake Park) there was concern about the development coming along the county borders. Wesley Chapel proposed a resolution for all the towns to have a unified voice. The group also spoke about Union County sewer concerns.

Council Member Birt congratulated K9 Officer Lily on a successful showing of her skills at National Night Out. He also commended Sgt. Ben Davis on his coordination efforts for National Night Out.

Council Member Steele thanked the residents and the staff for the National Night Out events across Town the previous week.

Council Member Scholl concurred with Council Member Steele's comments about National Night Out. He was pleased to see many of Stallings Officers out at the various events. Mr. Scholl also reported that several of the Council attended the NCDOT informational meeting on the Idlewild Road widening options.

Council Member Romanow requested the Town Manager communicate with NCDOT regarding laying new asphalt and the timeline for the Potter/Pleasant Plains intersection improvement. She also clarified that she had never received a dinner or gift from any developer since she had been on Council. Council Member Romanow then read her resignation letter to the Council effective on the date of the

closing on her current Stallings residence. This resignation letter is attached to these minutes and therefore incorporated herein.

C. Report from Town Manager/Town Departments

Town Manager Sewell reported on the following:

- Union County Landuse Planning Retreat – August 28-29: Town Planner Lynne Hair would present the Town’s landuse plans to the County Commissioners and the challenges the Town was facing due to lack of sewer capacity and other planning issues facing Stallings. The Town Manager would ask for sewer capacity from the Commissioners on behalf of the Council

Town Planner Lynne Hair then presented the Council a presentation on the sewer capacity issue in Idlewild Corridor. Union County had stated that any project in Mecklenburg County would not be able to be accommodated for sewer until there was an upgrade at the Poplin Pump Station. Lack of sewer capacity would be detrimental to projects in that area as well as road connectivity and the Northeast Tool Expansion resulting in a significant loss of projected tax revenue.

The remainder of the Town Manager’s Report was moved to Agenda Item 7.B.

3. Agenda Approval

Town Manager Sewell requested that Agenda Items 8 (*Town Contract – Gateway Signage; Greenway and Park Signage; Small Area Plan Website Update*); 9 (*Pipe Installation Back of Fairway #2, Emerald Lake (Martin)*); and 10 (*Amendment to Chapter 93.01 (1)*) be moved to Agenda Items 4.E, 4.F., and 4. G. respectively. It was also suggested that the remainder of the Town Manager’s Report be moved to Agenda Item 7.B.

Council Member Romanow made the motion to approve the Agenda with the above changes. The motion was passed unanimously by Council after a second from Council Member Steele.

4. DA19.02.01 – Orissa Holdings, Matthews Indian Trail Road Townhomes

Mayor Pro Tem Scholl opened the public hearing. Town Planner Hair explained this was a request for a Development Agreement for a 92-unit townhome project located at 2933 Matthews Indian Trail Road in tax parcels #07102028A, #07102029, and #07102030. The subject 8.16-acre tract was zoned MU-2 and located within the Monroe Bypass Small Area Plan. Ms. Hair’s presentation to the Council is attached to these minutes and therefore incorporated herein.

TJ Matthews, Impact Development, presented the project as the applicant. Those also present on behalf of the applicant were: Larry Reed, Owner, Impact Development; John Ross, Eagle Engineering; and Steven Prophet, Eagle Engineering. Impact Development's presentation is attached to these minutes and therefore incorporated herein.

There was no one public present to give comment on this item. Mayor Pro Tem Scholl closed the public hearing. Council discussed the project.

Council Member Romanow made the motion to approve DA19.02.01, Orissa Holdings, Matthews-Indian Trail Road Townhomes. The motion was passed unanimously by Council after a second from Council Member Martin. DA19.02.01, Orissa Holdings, Matthews-Indian Trail Road Townhomes is available for inspection in the Office of the Clerk.

4.E. Town Contract – Gateway Signage; Greenway and Park Signage; Small Area Plan Website Update

Original Agenda Item 8

Town Manager Sewell reminded the Council that there were funds in the budget for Townwide signage. Gateway, Greenway and Park signage were both a part of the Townwide signage. The contract presented to Council was for the 1) construction documents for Greenway signage to share with developers; 2) conceptual design for Town monument identification signage; 3) engineering specifications for Stallings Municipal Park monument signage; and 4) website update for the Small Area Plans and Greenway and Park Master Plans.

Council Member Romanow made the motion to approve the contract with Destination by Design for signage and website needs listed above and adding that Destination by Design would train staff for website updating/editing. The motion was passed unanimously after a second by Council Member Steele.

4.F. Pipe Installation Back of Fairway #2, Emerald Lake (Martin)

Original Agenda Item 9

Town Engineer Easterly explained 3003, 3005, and 3008 Wedge Court had localized flooding in the area. During medium to heavy storm events, there was a lot of ponding. All the sediment had been removed in the existing pipes, but the flooding continued. In order to fix the area, a 30" pipe and additional catch basins would need to be installed. The new system would cost approximately \$134,000. The informal and formal bid processes were conducted but only one bid was received during either process.

Dr. Rick Widmann, 3005 Wedge Court, stated he had lived in his home since 2006 and in December 2017 flooding started occurring which was due to pipes coming off the fairway of the golf course being clogged. Dr. Widmann shared pictures of the flooding, 33 flooding events since 2017. He had to have a pump in his basement to pump the water out. The water stands for two weeks after a storm and caused bugs and awful smells. Dr. Widmann had been asking Stallings for help since February 2018. In December 2018, the Town brought in another engineering firm and showed a plan to help the flooding, but nothing happened. In March 2019, the neighborhood was told this would be fixed by the Town, but nothing happened. Dr. Widmann had mold in his basement because of this. He asked for some help.

Don Richardson, 3003 Wedge Court, said he talked to various employees at the Town. He was told that the Town would take care of it in the spring. Mr. Richardson showed pictures of his property affected by the flooding.

Council Member Steele made the motion to waive the local policy requiring a second formal advertisement for bids and move forward with the one bid received through the informal and formal processes in the amount of \$134,983.45 with Privette Enterprises. The motion was seconded by Council Member Romanow and passed unanimously by Council.

Town Engineer Easterly stated that work could begin within two weeks. Town Manager Sewell explained that the project could be paid for from the Stormwater Fund Balance which had approximately \$1.1 million balance.

Council Member Martin made the motion that the project be allowed a budget of \$150,000 to cover any contingency with the project and take the funds out of the Stormwater Fund Balance. Council Member Romanow seconded the motion with passed unanimously by the Council.

Clerk's Note: *Council choose to discuss Agenda Item 7.B., Town Manager Report (continued), at this point in the meeting.*

Town Engineer Easterly then gave an update on the New Town Hall/Public Works facilities construction. Each facility had gone vertical. In the Public Works facility, all interior and exterior walls were in place and the drywall was in. All the interior, mechanical, electrical, and plumbing was in place and the masonry crew was onsite. In the New Town Hall, all framing was complete and mechanical, electrical and plumbing was being installed currently. Drywall would follow as well as the brick veneer. The contractor was 2-3 weeks ahead of schedule putting completion at the first of November 2019. \$65,878.91 of the contingency had been used to date mainly used for soil remediation on the site. It was the hope to use the remaining contingency funds to repave the parking lot at the Town Hall.

4.G. Amendment to Chapter 93.01 (1)

Original Agenda Item 10

Code Enforcement Officer Kolleen Dickinson requested that Chapter 93.01 be amended to clarify whose was responsible for the mowing and upkeep of property line and edge of payment or curblin including sidewalks and change the ordinance language to read clearer. Ms. Dickson requested the language in Chapter 93.01 (1) to read:

(1) Any weeds or other vegetation having an overall height of more than 18 inches above the surrounding ground provided that the following shall not be considered to be a part of this condition: trees and ornamental shrubs, cultured plants; natural vegetation on undeveloped property that is not a threat to the character of surrounding properties, and flowers and growing and producing vegetable plants. ~~It shall be the duty of every person occupying, owning or having control of property abutting on a street or highway that utilizes a portion of the unused street or highway right-of-way as a yard or any other use to maintain said right-of-way in the same character and manner as the abutting use.~~ *Every owner, tenant, occupant, or person having control of property or lot fronting upon any street or roadway in the city shall:*

- a. Keep the right-of-way between the property line and the edge of the pavement or curblin, including sidewalk if any, maintained, clean and clear of all weeds and other vegetation, shall keep any grass thereon cut and keep street drains and street gutters open and free from obstruction.*
- b. Keep streets and sidewalks clear of overhanging limbs, bushes, shrubs, vines, and other vegetation along with any obstruction which interfere with the public use of the street or sidewalk.*
- c. It is the responsibility of the owner, tenant, occupant of property or lot fronting upon any street, roadway, or sidewalk in the city to maintain the property in conformity with the requirements of this section. Subject to the provisions of §Article 11 of the Town of Stallings Development Ordinances, the Public Works Department may cause the removal of any shrubbery and trees or other obstructions from street right-of-way including dedicated or recorded easements for sight distance and may also cause the removal of plantings, limbs and other obstructions from such right-of-way or sight easement. Actual costs associated with removal of the vegetation and/or obstruction may be assessed to the property owner or person causing or allowing the obstruction.*

Council Member Martin made the motion to approve amendment to Chapter 93.01 (1). The motion was passed unanimously after a second from Council Member Romanow.

5. Development Ordinance Improvement Process (Birt, Romanow, Martin)

Town Manager Sewell reminded the Council that it had requested further discussion on this item at the July 8, 2018 Council Meeting. Mr. Sewell's memo summarizing the Council discussion is attached to these minutes and therefore incorporated herein.

Council Member Martin reminded the Council it needed to make decisions on:

1. Using 25 acres as the trigger for a development agreement; and
2. Inability to deny a multifamily development due to the current verbiage in the ordinance; possibility of requiring multifamily to be a CZ process.

Staff would research requiring all multifamily use a conditional zoning and as well as a percentage of commercial in multifamily. Council held consensus to have all options in writing be brought back to Council at its next meeting in September.

6. Idlewild Road – DOT Concepts Recommendation

Town Manager Sewell reminded Council that NCDOT and the Town of Stallings had been engaged in an ongoing dialogue regarding the Idlewild Road Widening Project (U-4913). The Town had officially submitted a letter of concern regarding the current design options for the project and shared the concerns through CRTPO. The new proposals from NCDOT had been evaluated and the one-way pair concept was recommended by staff.

Staff requested Council solidify the position it would like to take with NCDOT with the project. It was consensus that the Council wanted a full access at Idlewild and Stevens Mill and reiterate its previous position in its letter sent on July 16, 2019.

7. Annexation 53 – Chestnut Lane - Resolution Directing the Clerk to Investigate a Petition Received under N.C.G.S. 160A-31

Council Member Steele made the motion to approve the Resolution Directing the Clerk to Investigate a Petition Received under N.C.G.S. 160A-31 for Annexation 53 – Chestnut Lane. The motion was passed unanimously after a second from Council Member Romanow.

The Resolution Directing the Clerk to Investigate a Petition Received under N.C.G.S. 160A-31 for Annexation 53 – Chestnut Lane is attached to these minutes and therefore incorporated herein.

7.A. Northeast Tool and Equipment

Town Manager Sewell explained that Northeast Tool and Equipment had requested a meeting with staff the following Wednesday and Council was invited.

7.B. Town Manager Report (continued)

This item was discussed after Agenda Item 4.E.

Town Manager Sewell had no other items to discuss.

8. Town Contract – Gateway Signage; Greenway and Park Signage; Small Area Plan Website Update

This item was moved to Agenda Item 4.E.

9. Pipe Installation Back of Fairway #2, Emerald Lake (Martin)

This item was moved to Agenda Item 4.F.

10. Amendment to Chapter 93.01 (1)

This item was moved to Agenda Item 4.G.

11. Resolution Opposing High Density Housing by Union County on Municipal Borders (Paxton)

Town Manager Sewell explained that Council Member Paxton had requested the item be on the agenda. Council had discussion on this item. Council took no action on this item.

12. Adjournment

Council Member Steele moved to adjourn the meeting, seconded by Council Member Birt, and the motion received unanimous support. The meeting was adjourned at 9:58 p.m.

Approved on _____, 2019.

Wyatt Dunn, Mayor

Erinn E. Nichols, Town Clerk

Approved as to form:

Cox Law Firm, PLLC

Proclamation of the Town of Stallings

declaring

Constitution Week 2019

WHEREAS, the Constitution of the United States of America, the guardian of our liberties, embodies the principles of limited government in a Republic dedicated to rule by law; and

WHEREAS, September 17, 2019 marks the two hundred thirty-second anniversary of the framing of the Constitution of the United States of America by the Constitutional Convention; and

WHEREAS, it is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary, and to the patriotic celebrations which will commemorate it; and

WHEREAS, Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17 through 23 as Constitution Week

NOW, THEREFORE, I, Wyatt Dunn, by virtue of the authority vested in me as Mayor of the Town of Stallings in the State of North Carolina, do hereby proclaim the week of September 17 through 23 as

Constitution Week

AND ask our citizens to reaffirm the ideals the Framers of the Constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through the guardian of our liberties.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the Town to be affixed this 9th day of September of the year of our Lord two thousand and nineteen.

Wyatt Dunn, Mayor

Attest:

Erinn E. Nichols, Town Clerk





Elizabeth R. Gibson

John Foster Chapter
North Carolina Society Daughters of the American Revolution
1300 West Franklin Street, Monroe, NC 28112-4506
(704) 283-4791 elizabeth_gibson@msn.com

August 5, 2019

Town of Stallings
Mayor Wyatt Dunn
315 Stallings Road
Stallings, NC 28104

Dear Mayor Dunn,

Once again the John Foster Chapter Daughters of the American Revolution in Monroe is working to promote patriotism in our community. The week of September 17-23 is designated as Constitution Week by Public Law 915 which was signed by President Dwight D. Eisenhower on August 2, 1956. Every year we want to remind our citizens of the anniversary of the signing of the Constitution of the United States of America. I have included a sample proclamation with this letter that I hope you will complete, sign, and impress with the Seal of the Town of Stallings. After the proclamation has been signed, we encourage you to add it to your website, post it in your town hall, or just include a statement "Celebrate Constitution Week Sept. 17-23" to your website.

The John Foster Chapter appreciates your cooperation as we work to remind the public of the importance of this document. It has been a pleasure to work with you for the past few years.

Sincerely,

Elizabeth R. Gibson
John Foster Chapter NCSDAR
Monroe, NC

HISTORY OF CONSTITUTION WEEK

2019

Miss Gertrude S. Carraway, while President General of the National Society Daughters of the American Revolution, was responsible for the annual designation of September 17-23 as Constitution Week. The DAR made its own resolution for Constitution Week which was adopted April 21, 1955.

Members of the United States Congress received the DAR resolution and on June 7, 1955, the resolution was discussed in the Senate. The first resolution to observe Constitution Week was made June 14, 1955, by Senator William F. Knowland of California. Following passage of the resolution by both Houses of Congress, President Eisenhower issued his proclamation on August 19, 1955.

The first observance of Constitution Week was so successful that on January 5, 1956, Senator Knowland introduced a Senate Joint Resolution to have the President designate September 17-23 annually as Constitution Week. The resolution was adopted on July 23 and signed into Public law 915 on August 2, 1956. This is the 64th anniversary of the first resolution by the U.S. Congress to observe Constitution Week.

For his patriotic aid and interest, Senator Knowland received an Award of Commendation from the NSDAR Continental Congress in April of 1956.

North Carolina has a special interest in the story of how Constitution Week came to be signed into law because Miss Gertrude S. Carraway is the only North Carolinian ever to be elected to the position of President General of the National Society Daughters of the American Revolution. She served from 1953-1956. She was a lifelong resident of New Bern, North Carolina.



**PROCLAMATION
DOMESTIC VIOLENCE AWARENESS MONTH**

WHEREAS, domestic violence affects all Union County residents, and far too many people suffer abuse at the hands of a spouse, partner, parent, child, or sibling; these victims can be of any age, race, religion, or economic status and the resulting damage is inflicted not only on the victims, but their children, families, and communities; and

WHEREAS, domestic violence includes not only physical but also mental abuse, emotional abuse, financial abuse, sexual abuse, and isolation; and

WHEREAS, domestic violence is widespread, including one in three Americans who have witnessed an incident of domestic violence with an annual cost to US companies of \$3.5 billion in lost work time, increased health care costs, higher turnover, and lower productivity; and

WHEREAS, according to the North Carolina Coalition Against Domestic Violence, there have been 1,244 women, men, and children murdered as a result of domestic violence since January 1, 2002 in North Carolina; and

WHEREAS, according to the North Carolina Council for Women, domestic violence programs across the state responded to over 120,000 crisis calls and provided services to over 52,000 victims last year; and

WHEREAS, the key to prevention is education, community awareness, having zero tolerance for domestic violence, and requiring accountability by the abuser; and

WHEREAS, Union County recognizes the importance of having collaborations by multiple partners to promote social norms, policies and laws that support gender equity and foster intimate partnerships based on mutual respect, equality, and trust; and

NOW, THEREFORE, be it resolved that I, Wyatt Dunn, Mayor of the Town of Stallings, do hereby proclaim October 2019 as Domestic Violence Awareness Month in Union County and urge all citizens to support this observance. I further urge our citizens to increase their awareness and education of this destructive force which deeply affects a large number of families in our State each year and to become part of the efforts to stop violence in families.

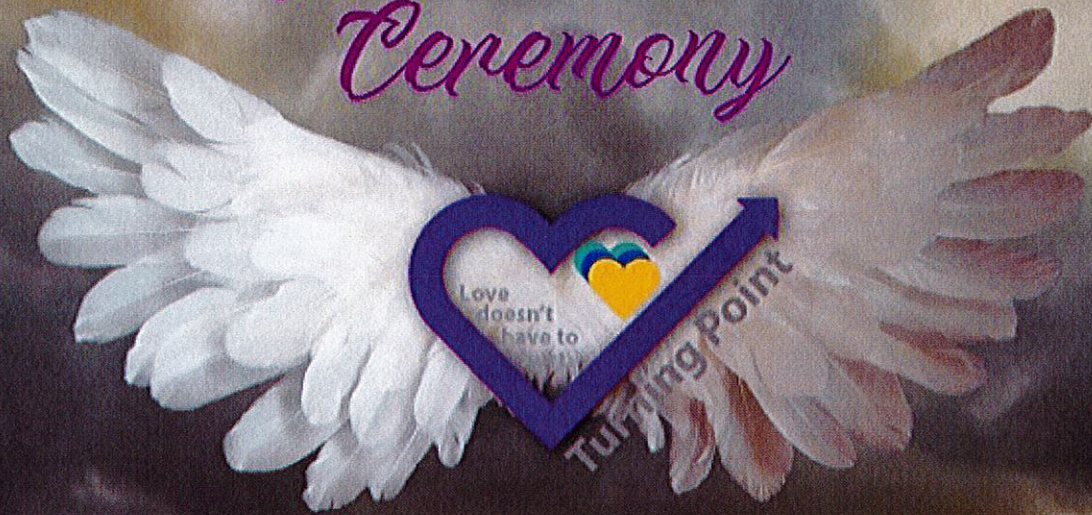
IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the Town of Stallings to be affixed this the 9th day of September, 2019.

Wyatt Dunn, Mayor

Attest:

Erinn E. Nichols, Town Clerk

Domestic Violence Remembrance Ceremony



**Please join us
to honor those who have lost their lives in
North Carolina due to Domestic Violence
in the past year.**

Thursday October 3rd, 2019

8:30am-9:30am

Union County Courthouse Square
400 N. Main St. Monroe, NC

Light refreshments and coffee will be provided!

Erinn Nichols

From: Renee Paricio <rparicio@turntoday.net>
Sent: Monday, August 12, 2019 2:29 PM
To: Wyatt Dunn; Erinn Nichols
Subject: Domestic Violence Remembrance Ceremony
Attachments: PROCLAMATION 2019~ Stallings.docx; Turning Point's DV Ceremony 2019.jpg

Good Afternoon Mayor Dunn and Ms. Nichols,

October is Domestic Violence Awareness month. Turning Point's vision is that ALL people will have safe and healthy relationships, free from domestic abuse, sexual abuse, and child abuse in their homes, schools, workplaces and communities.

Please join us on October 3rd, at 8:30am to honor those that have lost their lives in North Carolina due to Domestic Violence in the past year. We are asking for all the town mayors to help us read the names of the victims for this past year during the ceremony. We will have the list divided with names and the ages the victims died. I have also attached this year's Proclamation. If you will, please put this on your letterhead and add your town's official seal. Please contact me and I will be happy to pick it up. I need these, no later than September 24th. In addition, I have attached the flyer for the event. If you have any questions, please don't hesitate to email or call me. (704-995-3083) I hope you are able to attend!

Thank you for your commitment and dedication to our communities!

Renee Paricio

Community Engagement Manager

Turning Point, Inc.

P.O. Box 952

Monroe, NC 28111

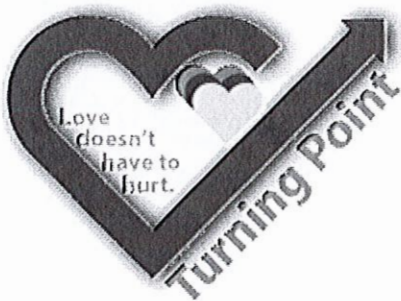
Direct: 704-283-1507

Office: 704-283-9150

Fax: 704-225-8857

Email: rparicio@turntoday.net

www.TurningPointNC.org





Statement of Consistency and Reasonableness

(As per NC General Statute 160-383)

Prior to adopting or rejecting any zoning amendment, the governing body shall adopt a statement describing whether its action is consistent with an adopted comprehensive plan and explaining why the board considers the action taken to be reasonable and in the public interest. The planning board shall advise and comment on whether the proposed amendment is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The planning board shall provide a written recommendation to the governing body that addresses plan consistency and other matters as deemed appropriate by the planning board, but a comment by the planning board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing body.

TEXT AMENDMENT:

TX19.07.01

REQUEST:

To amend Article 8, Table 8.1 to allow Hospital Campus as a permitted use in the MU-2 district, and remove Hospital as a permitted use; and to amend Article 10.1-38 to create supplemental regulations that apply to Hospital Campus use; and amend Article 9.8-2, 9.8-3, and 9.8-4 to amend the architectural standards for highway lot and building type.

STATEMENT OF CONSISTENCY AND REASONABLENESS:

The Stallings Town Council hereby finds that the proposed text amendment is consistent with the 2017 Stallings Comprehensive Land Use Plan adopted November 27, 2017 based on consistency with goals and objectives set forth in the document for the creation of businesses that will attract jobs, and for language in the ordinance that ensures cohesive development through architectural standards. At their September 9, 2019 the Stallings Town Council voted to recommend APPROVAL of the proposed rezoning and stated that the, Town Council find and determines that the rezoning is consistent with the key guiding principles, goals, and objectives of the Comprehensive Land Use Plan and hereby recommends its approval.

The statement and motion was seconded and passed _____.

Wyatt Dunn, Mayor

Erinn Nichols, Town Clerk



Ordinance Amending Code of Ordinances, Title IX General Regulations, Chapter 93 Public Health and Safety Matters; Public Nuisances, Section 93.01 Abatement of Unsanitary and Unsafe Conditions, Paragraph (B)(1)

WHEREAS, the Stallings Town Council of the Town of Stallings voted unanimously on August 12, 2019 to amend Title IX General Regulations, Chapter 93 Public Health and Safety Matters; Public Nuisances, Section 93.01 Abatement of Unsanitary and Unsafe Conditions, Paragraph (B)(1) in order to clarify maintenance responsibilities in this section;

NOW, THEREFORE, BE IT ORDAINED that the Town Council of the Town of Stallings, North Carolina does hereby amend the Code of Ordinances, Title IX General Regulations, Chapter 93 Public Health and Safety Matters; Public Nuisances, Section 93.01 Abatement of Unsanitary and Unsafe Conditions, Paragraph (B)(1) to the following:

As reads:

93.01 Abatement of Unsanitary and Unsafe Conditions

(B) (1) Any weeds or other vegetation having an overall height of more than 18 inches above the surrounding ground provided that the following shall not be considered to be a part of this condition: trees and ornamental shrubs, cultured plants; natural vegetation on undeveloped property that is not a threat to the character of surrounding properties, and flowers and growing and producing vegetable plants. It shall be the duty of every person occupying, owning or having control of property abutting on a street or highway that utilizes a portion of the unused street or highway right-of-way as a yard or any other use to maintain said right-of-way in the same character and manner as the abutting use.

Change to read:

93.01 Abatement of Unsanitary and Unsafe Conditions

(B) (1) Any weeds or other vegetation having an overall height of more than 18 inches above the surrounding ground provided that the following shall not be considered to be a part of this condition: trees and ornamental shrubs, cultured plants; natural vegetation on undeveloped property that is not a threat to the character of surrounding properties, and flowers and growing and producing vegetable plants. ~~It shall be the duty of every person occupying, owning or having control of property abutting on a street or highway that utilizes a portion of the unused street or highway right-of-way as a yard or any other use to maintain said right-of-way in the same character and manner as the abutting use.~~ Every owner, tenant, occupant, or person having control of property or lot fronting upon any street or roadway in the city shall:

- a. Keep the right-of-way between the property line and the edge of the pavement or curblin, including sidewalk if any, maintained, clean and clear of all weeds and other vegetation, shall keep any grass thereon cut and keep street drains and street gutters open and free from obstruction.
- b. Keep streets and sidewalks clear of overhanging limbs, bushes, shrubs, vines, and other vegetation along with any obstruction which interfere with the public use of the street or sidewalk.
- c. It is the responsibility of the owner, tenant, occupant of property or lot fronting upon any street, roadway, or sidewalk in the city to maintain the property in conformity with the requirements of this section. Subject to the provisions of §Article 11 of the Town of Stallings Development Ordinances, the Public Works Department may cause the removal of any shrubbery and trees or other obstructions from street right-of-way including dedicated or recorded easements for sight distance and may also cause the removal of plantings, limbs and other obstructions from such right-of-way or sight easement. Actual costs associated with removal of the vegetation and/or obstruction may be assessed to the property owner or person causing or allowing the obstruction.

Adopted this the 9th day of September, 2019.

Wyatt Dunn, Mayor

Attest:

Erinn E. Nichols, Town Clerk

Approved as to form:

Cox Law Firm, PLLC

**Union County
Government**

EST. 1842



**FY 19-20
Order of
Collection**

Government Center

500 N. Main St.
Monroe, NC 28112
Phone: 704.283.3500

Tax Administration

Vann Harrell,
Tax Administrator
500 N. Main St.
Monroe, NC 28112
Phone: 704.283.3748

Assessment Division

Robin E. Merry,
Assessment Division
Director
500 N. Main St.
Monroe, NC 28112
Phone: 704.283.3624



TAX CHARGE FOR FISCAL YEAR 2019-2020

TO: Vann Harrell, Tax Administrator for the County of Union

You are hereby authorized, empowered, and commanded to collect the taxes set forth in the 2019 tax records as filed in the Office of Tax Administrator, and in the tax receipts delivered to the Tax Administrator's Office in August 2019, in the amounts and from the taxpayers likewise therein set forth. Such taxes are hereby declared to be first lien on all real property of the respective taxpayers in the Town of Stallings. You are further authorized, empowered, and commanded to collect the 2019 taxes charged and assessed as provided for by law for adjustments, changes, and additions to the tax records and tax receipts delivered to you which are made in accordance with law.

This Order shall be a full and sufficient authority to direct, require, and enable you to levy on and sell any real or personal property and attach wages and/or other funds of such taxpayers, for and on account thereof, in accordance with the law.

The Tax Charge will be adjusted monthly according to releases, discoveries, and motor vehicle billings.

| Tax Charge | |
|----------------------------|-----------------------|
| General Tax | \$3,636,988.01 |
| Late List Penalties | \$4,103.69 |
| Total Tax | \$3,641,091.70 |
| Storm water Fee | \$485,878.48 |



SIGNATURE PAGE

Witness my hand and official seal this _____ day of _____, 2018

Mayor of Stallings

Attest:

Town Clerk

Accepted:

Vann Harrell, Union County Tax Administrator



Property Value Tax Report Union County

| Bill Type | Source Property Description Jurisdiction | # Records | Land Value | Assessed Value | Exempt Value | Exclusion Amount | Taxable Value | Total Tax |
|-----------------|---|-----------|---------------|----------------|---------------|------------------|-------------------------|-----------------|
| ORIGINAL | RE Real Property | | | | | | | |
| | 001 - UNION COUNTY | 100,608 | 1,031,738,934 | 23,969,002,548 | 1,695,238,010 | 129,274,260 | 22,144,490,278 | \$47,897,788.58 |
| | 003 - APPROVED BOND TAX FUND | 100,608 | 1,031,738,934 | 23,969,002,548 | 1,695,238,010 | 129,274,260 | 22,144,490,278 | \$7,307,543.21 |
| | 011 - COUNTYWIDE FIRE TAX | 100,608 | 1,031,738,934 | 23,969,002,548 | 1,695,238,010 | 129,274,260 | 22,144,490,278 | \$2,945,170.65 |
| | 012 - COUNTYWIDE EMS TAX | 100,608 | 1,031,738,934 | 23,969,002,548 | 1,695,238,010 | 129,274,260 | 22,144,490,278 | \$5,159,593.71 |
| | 015 - SPRINGS FIRE TAX | 5,876 | 66,468,972 | 1,090,779,581 | 41,759,902 | 9,876,621 | 1,039,143,058 | \$573,607.43 |
| | 020 - STALLINGS FIRE TAX | 9,049 | 11,322,327 | 2,161,069,307 | 91,221,199 | 12,806,508 | 2,057,041,600 | \$1,032,628.08 |
| | 023 - HEMBY BRIDGE FIRE TAX | 11,820 | 12,747,222 | 2,475,055,058 | 110,750,561 | 14,011,842 | 2,350,292,655 | \$1,146,944.56 |
| | 026 - WESLEY CHAPEL FIRE TAX | 12,041 | 38,024,499 | 5,269,534,233 | 218,961,914 | 7,940,614 | 5,042,631,705 | \$1,785,085.57 |
| | 028 - WAXHAW FIRE TAX | 10,017 | 72,240,224 | 2,409,976,183 | 152,335,566 | 12,214,256 | 2,245,426,361 | \$1,223,750.49 |
| | 100 - MONROE SCHOOLS | 7,295 | 10,560,729 | 1,539,274,187 | 346,351,957 | 10,258,950 | 1,182,663,280 | \$5,262,857.18 |
| | 300 - TOWN OF WINGATE | 991 | 526,799 | 232,425,400 | 103,244,810 | 2,154,831 | 127,025,759 | \$546,210.66 |
| | 400 - TOWN OF MARSHVILLE | 1,212 | 543,026 | 164,114,742 | 32,114,550 | 1,648,789 | 130,351,403 | \$664,792.15 |
| | 700 - TOWN OF STALLINGS | 6,967 | 2,819,584 | 1,658,361,908 | 49,906,399 | 8,703,143 | 1,599,752,366 | \$3,439,477.33 |
| | 930 - TOWN OF FAIRVIEW | 1,976 | 70,243,800 | 403,785,982 | 32,967,801 | 2,468,646 | 368,349,535 | \$73,669.98 |
| | 970 - VILLAGE OF WESLEY CHAPEL | 3,211 | 17,002,977 | 986,636,029 | 39,270,789 | 2,360,747 | 945,004,493 | \$155,924.17 |
| | 990 - TOWN OF MINERAL SPRINGS | 1,525 | 9,067,286 | 263,944,589 | 13,243,700 | 3,106,866 | 247,594,023 | \$61,896.05 |
| | 999 - SCHOOLS TAX | 93,313 | 1,021,178,205 | 22,429,728,361 | 1,348,886,053 | 119,015,310 | 20,961,826,998 | \$93,278,570.20 |
| Total: | | | | | | | \$172,555,510.00 | |
| ORIGINAL | PP Personal Property | | | | | | | |
| | 001 - UNION COUNTY | 17,823 | 0 | 1,649,057,238 | 30,662,810 | 505,245 | 1,617,889,183 | \$3,499,497.81 |
| | 003 - APPROVED BOND TAX FUND | 17,823 | 0 | 1,649,057,238 | 30,662,810 | 505,245 | 1,617,889,183 | \$533,900.78 |
| | 011 - COUNTYWIDE FIRE TAX | 17,823 | 0 | 1,649,057,238 | 30,662,810 | 505,245 | 1,617,889,183 | \$215,177.16 |
| | 012 - COUNTYWIDE EMS TAX | 17,823 | 0 | 1,649,057,238 | 30,662,810 | 505,245 | 1,617,889,183 | \$376,969.11 |
| | 015 - SPRINGS FIRE TAX | 1,070 | 0 | 39,963,301 | 7,508,999 | 71,353 | 32,382,949 | \$17,875.50 |
| | 020 - STALLINGS FIRE TAX | 1,486 | 0 | 174,628,335 | 0 | 0 | 174,628,335 | \$87,663.33 |
| | 023 - HEMBY BRIDGE FIRE TAX | 1,624 | 0 | 72,724,938 | 0 | 7,582 | 72,717,356 | \$35,486.40 |
| | 026 - WESLEY CHAPEL FIRE TAX | 1,395 | 0 | 36,775,484 | 0 | 5,564 | 36,769,920 | \$13,016.62 |
| | 028 - WAXHAW FIRE TAX | 1,312 | 0 | 31,613,029 | 0 | 46,976 | 31,566,053 | \$17,203.26 |
| | 100 - MONROE SCHOOLS | 2,285 | 0 | 718,699,408 | 0 | 27,759 | 718,671,649 | \$3,198,091.65 |
| | 300 - TOWN OF WINGATE | 157 | 0 | 5,500,065 | 0 | 0 | 5,500,065 | \$23,650.23 |
| | 400 - TOWN OF MARSHVILLE | 244 | 0 | 42,716,201 | 0 | 0 | 42,716,201 | \$217,852.58 |

Property Value Tax Report Union County

| Bill Type | Source Property Description Jurisdiction | # Records | Land Value | Assessed Value | Exempt Value | Exclusion Amount | Taxable Value | Total Tax |
|-----------------|---|-----------|------------|----------------|--------------|------------------|---------------|------------------------|
| ORIGINAL | PP Personal Property | | | | | | | |
| | 700 - TOWN OF STALLINGS | 944 | 0 | 91,865,401 | 0 | 0 | 91,865,401 | \$197,510.68 |
| | 930 - TOWN OF FAIRVIEW | 523 | 0 | 20,939,827 | 0 | 21,018 | 20,918,809 | \$4,183.79 |
| | 970 - VILLAGE OF WESLEY CHAPEL | 502 | 0 | 15,743,578 | 0 | 5,564 | 15,738,014 | \$2,596.71 |
| | 990 - TOWN OF MINERAL SPRINGS | 285 | 0 | 17,942,467 | 0 | 0 | 17,942,467 | \$4,485.50 |
| | 999 - SCHOOLS TAX | 15,538 | 0 | 930,357,830 | 30,662,810 | 477,486 | 899,217,534 | \$4,001,518.11 |
| | | | | | | | Total: | \$12,446,679.22 |

| ORIGINAL | TOTAL REVENUE UNIT BREAKDOWN | | | | | | | |
|----------|--------------------------------|---------|---------------|----------------|---------------|-------------|----------------|-------------------------|
| | 001 - UNION COUNTY | 118,431 | 1,031,738,934 | 25,618,059,786 | 1,725,900,820 | 129,779,505 | 23,762,379,461 | \$51,397,286.39 |
| | 003 - APPROVED BOND TAX FUND | 118,431 | 1,031,738,934 | 25,618,059,786 | 1,725,900,820 | 129,779,505 | 23,762,379,461 | \$7,841,443.99 |
| | 011 - COUNTYWIDE FIRE TAX | 118,431 | 1,031,738,934 | 25,618,059,786 | 1,725,900,820 | 129,779,505 | 23,762,379,461 | \$3,160,347.81 |
| | 012 - COUNTYWIDE EMS TAX | 118,431 | 1,031,738,934 | 25,618,059,786 | 1,725,900,820 | 129,779,505 | 23,762,379,461 | \$5,536,562.82 |
| | 015 - SPRINGS FIRE TAX | 6,946 | 66,468,972 | 1,130,742,882 | 49,268,901 | 9,947,974 | 1,071,526,007 | \$591,482.93 |
| | 020 - STALLINGS FIRE TAX | 10,535 | 11,322,327 | 2,335,697,642 | 91,221,199 | 12,806,508 | 2,231,669,935 | \$1,120,291.41 |
| | 023 - HEMBY BRIDGE FIRE TAX | 13,444 | 12,747,222 | 2,547,779,996 | 110,750,561 | 14,019,424 | 2,423,010,011 | \$1,182,430.96 |
| | 026 - WESLEY CHAPEL FIRE TAX | 13,436 | 38,024,499 | 5,306,309,717 | 218,961,914 | 7,946,178 | 5,079,401,625 | \$1,798,102.19 |
| | 028 - WAXHAW FIRE TAX | 11,329 | 72,240,224 | 2,441,589,212 | 152,335,566 | 12,261,232 | 2,276,992,414 | \$1,240,953.75 |
| | 100 - MONROE SCHOOLS | 9,580 | 10,560,729 | 2,257,973,595 | 346,351,957 | 10,286,709 | 1,901,334,929 | \$8,460,948.83 |
| | 300 - TOWN OF WINGATE | 1,148 | 526,799 | 237,925,465 | 103,244,810 | 2,154,831 | 132,525,824 | \$569,860.89 |
| | 400 - TOWN OF MARSHVILLE | 1,456 | 543,026 | 206,830,943 | 32,114,550 | 1,648,789 | 173,067,604 | \$882,644.73 |
| | 700 - TOWN OF STALLINGS | 7,911 | 2,819,584 | 1,750,227,309 | 49,906,399 | 8,703,143 | 1,691,617,767 | \$3,636,988.01 |
| | 930 - TOWN OF FAIRVIEW | 2,499 | 70,243,800 | 424,725,809 | 32,967,801 | 2,489,664 | 389,268,344 | \$77,853.77 |
| | 970 - VILLAGE OF WESLEY CHAPEL | 3,713 | 17,002,977 | 1,002,379,607 | 39,270,789 | 2,366,311 | 960,742,507 | \$158,520.88 |
| | 990 - TOWN OF MINERAL SPRINGS | 1,810 | 9,067,286 | 281,887,056 | 13,243,700 | 3,106,866 | 265,536,490 | \$66,381.55 |
| | 999 - SCHOOLS TAX | 108,851 | 1,021,178,205 | 23,360,086,191 | 1,379,548,863 | 119,492,796 | 21,861,044,532 | \$97,280,088.31 |
| | | | | | | | Total: | \$185,002,189.22 |

| ORIGINAL | Additional Charges | | | | | | | |
|----------|------------------------------|-------|---|-------------|-----------|--------|-------------|-------------|
| | 001 - UNION COUNTY | 7,281 | 0 | 208,900,922 | 7,508,999 | 50,000 | 201,341,923 | \$43,553.93 |
| | 003 - APPROVED BOND TAX FUND | 7,281 | 0 | 208,900,922 | 7,508,999 | 50,000 | 201,341,923 | \$6,644.35 |
| | 011 - COUNTYWIDE FIRE TAX | 7,281 | 0 | 208,900,922 | 7,508,999 | 50,000 | 201,341,923 | \$2,676.53 |
| | 012 - COUNTYWIDE EMS TAX | 7,281 | 0 | 208,900,922 | 7,508,999 | 50,000 | 201,341,923 | \$4,690.70 |

**Property Value Tax Report
Union County**

| Bill Type | Source Property Description Jurisdiction | # Records | Land Value | Assessed Value | Exempt Value | Exclusion Amount | Taxable Value | Total Tax |
|---------------------------------|---|-----------|-------------|----------------|--------------|------------------|---------------|-----------------------|
| ORIGINAL | Additional Charges | | | | | | | |
| 015 - SPRINGS FIRE TAX | | 476 | 0 | 14,526,745 | 7,508,999 | 0 | 7,017,746 | \$387.56 |
| 020 - STALLINGS FIRE TAX | | 617 | 0 | 25,227,669 | 0 | 0 | 25,227,669 | \$1,266.46 |
| 023 - HEMBY BRIDGE FIRE TAX | | 719 | 0 | 15,554,809 | 0 | 0 | 15,554,809 | \$758.96 |
| 026 - WESLEY CHAPEL FIRE TAX | | 596 | 0 | 10,860,870 | 0 | 0 | 10,860,870 | \$384.45 |
| 028 - WAXHAW FIRE TAX | | 568 | 0 | 6,964,810 | 0 | 0 | 6,964,810 | \$379.67 |
| 100 - MONROE SCHOOLS | | 832 | 0 | 46,764,231 | 0 | 0 | 46,764,231 | \$20,810.26 |
| 300 - TOWN OF WINGATE | | 64 | 0 | 682,219 | 0 | 0 | 682,219 | \$293.36 |
| 400 - TOWN OF MARSHVILLE | | 74 | 0 | 3,530,841 | 0 | 0 | 3,530,841 | \$1,800.73 |
| 700 - TOWN OF STALLINGS | | 360 | 0 | 19,086,789 | 0 | 0 | 19,086,789 | \$4,103.69 |
| 930 - TOWN OF FAIRVIEW | | 179 | 0 | 3,927,996 | 0 | 0 | 3,927,996 | \$78.64 |
| 970 - VILLAGE OF WESLEY CHAPEL | | 201 | 0 | 3,274,760 | 0 | 0 | 3,274,760 | \$54.11 |
| 990 - TOWN OF MINERAL SPRINGS | | 123 | 0 | 1,423,159 | 0 | 0 | 1,423,159 | \$35.57 |
| 999 - SCHOOLS TAX | | 6,449 | 0 | 162,136,691 | 7,508,999 | 50,000 | 154,577,692 | \$68,788.33 |
| F03 - FAIRVIEW FIRE FEE | | 2,355 | 80,522,359 | 475,346,163 | 32,412,701 | 2,646,000 | 440,287,462 | \$180,110.00 |
| F04 - NEW SALEM FIRE FEE | | 3,578 | 160,460,493 | 468,381,679 | 11,394,476 | 3,474,436 | 453,512,767 | \$256,790.00 |
| F08 - BEAVER LANE FIRE FEE | | 3,158 | 76,042,323 | 392,417,035 | 43,152,266 | 5,193,858 | 344,070,911 | \$247,720.00 |
| F09 - WINGATE FIRE FEE | | 2,248 | 43,590,017 | 288,574,245 | 53,713,815 | 2,893,410 | 231,967,020 | \$182,910.00 |
| F11 - LANES CREEK FIRE FEE | | 1,711 | 67,937,925 | 161,382,855 | 5,196,500 | 2,027,286 | 154,159,069 | \$115,920.00 |
| F12 - SANDY RIDGE FIRE FEE | | 2,050 | 63,827,848 | 241,484,273 | 8,605,728 | 3,370,174 | 229,508,371 | \$155,880.00 |
| F13 - GRIFFITH ROAD FIRE FEE | | 878 | 14,838,895 | 113,991,634 | 3,825,100 | 984,383 | 109,182,151 | \$70,750.00 |
| F14 - STACK ROAD FIRE FEE | | 1,774 | 44,203,618 | 206,607,822 | 6,773,000 | 2,539,080 | 197,295,742 | \$128,500.00 |
| F19 - BAKERS FIRE FEE | | 7,275 | 17,330,927 | 1,326,406,089 | 59,976,700 | 10,355,223 | 1,256,074,166 | \$633,380.00 |
| F21 - UNIONVILLE FIRE FEE | | 4,624 | 110,316,161 | 819,381,138 | 128,297,600 | 6,458,381 | 684,625,157 | \$360,590.00 |
| F24 - ALLENS CROSSROADS FIRE FE | | 1,481 | 50,933,165 | 162,939,907 | 12,029,600 | 1,702,911 | 149,207,396 | \$106,240.00 |
| F25 - JACKSON FIRE FEE | | 1,926 | 35,251,939 | 285,349,497 | 11,219,900 | 2,292,278 | 271,837,319 | \$141,650.00 |
| F32 - PROVIDENCE FIRE FEE | | 123 | 0 | 82,045,800 | 6,379,000 | 0 | 75,666,800 | \$9,780.00 |
| S20 - STALLINGS STORMWATER | | 6,433 | 2,158,024 | 1,611,090,664 | 40,972,899 | 8,658,143 | 1,561,459,622 | \$485,878.48 |
| Total: | | | | | | | | \$3,232,805.78 |

| ORIGINAL | TOTAL REVENUE UNIT BREAKDOWN | | | | | | | |
|------------------------------|------------------------------|---------|---------------|----------------|---------------|-------------|----------------|-----------------|
| 001 - UNION COUNTY | | 125,712 | 1,031,738,934 | 25,826,960,708 | 1,733,409,819 | 129,829,505 | 23,963,721,384 | \$51,440,840.32 |
| 003 - APPROVED BOND TAX FUND | | 125,712 | 1,031,738,934 | 25,826,960,708 | 1,733,409,819 | 129,829,505 | 23,963,721,384 | \$7,848,088.34 |

**Property Value Tax Report
Union County**

| Bill Type | Source Property Description Jurisdiction | # Records | Land Value | Assessed Value | Exempt Value | Exclusion Amount | Taxable Value | Total Tax |
|---------------------------------|---|-----------|---------------|----------------|---------------|------------------|----------------|-------------------------|
| ORIGINAL | TOTAL REVENUE UNIT BREAKDOWN | | | | | | | |
| 011 - COUNTYWIDE FIRE TAX | | 125,712 | 1,031,738,934 | 25,826,960,708 | 1,733,409,819 | 129,829,505 | 23,963,721,384 | \$3,163,024.34 |
| 012 - COUNTYWIDE EMS TAX | | 125,712 | 1,031,738,934 | 25,826,960,708 | 1,733,409,819 | 129,829,505 | 23,963,721,384 | \$5,541,253.52 |
| 015 - SPRINGS FIRE TAX | | 7,422 | 66,468,972 | 1,145,269,627 | 56,777,900 | 9,947,974 | 1,078,543,753 | \$591,870.49 |
| 020 - STALLINGS FIRE TAX | | 11,152 | 11,322,327 | 2,360,925,311 | 91,221,199 | 12,806,508 | 2,256,897,604 | \$1,121,557.87 |
| 023 - HEMBY BRIDGE FIRE TAX | | 14,163 | 12,747,222 | 2,563,334,805 | 110,750,561 | 14,019,424 | 2,438,564,820 | \$1,183,189.92 |
| 026 - WESLEY CHAPEL FIRE TAX | | 14,032 | 38,024,499 | 5,317,170,587 | 218,961,914 | 7,946,178 | 5,090,262,495 | \$1,798,486.64 |
| 028 - WAXHAW FIRE TAX | | 11,897 | 72,240,224 | 2,448,554,022 | 152,335,566 | 12,261,232 | 2,283,957,224 | \$1,241,333.42 |
| 100 - MONROE SCHOOLS | | 10,412 | 10,560,729 | 2,304,737,826 | 346,351,957 | 10,286,709 | 1,948,099,160 | \$8,481,759.09 |
| 300 - TOWN OF WINGATE | | 1,212 | 526,799 | 238,607,684 | 103,244,810 | 2,154,831 | 133,208,043 | \$570,154.25 |
| 400 - TOWN OF MARSHVILLE | | 1,530 | 543,026 | 210,361,784 | 32,114,550 | 1,648,789 | 176,598,445 | \$884,445.46 |
| 700 - TOWN OF STALLINGS | | 8,271 | 2,819,584 | 1,769,314,098 | 49,906,399 | 8,703,143 | 1,710,704,556 | \$3,641,091.70 |
| 930 - TOWN OF FAIRVIEW | | 2,678 | 70,243,800 | 428,653,805 | 32,967,801 | 2,489,664 | 393,196,340 | \$77,932.41 |
| 970 - VILLAGE OF WESLEY CHAPEL | | 3,914 | 17,002,977 | 1,005,654,367 | 39,270,789 | 2,366,311 | 964,017,267 | \$158,574.99 |
| 990 - TOWN OF MINERAL SPRINGS | | 1,933 | 9,067,286 | 283,310,215 | 13,243,700 | 3,106,866 | 266,959,649 | \$66,417.12 |
| 999 - SCHOOLS TAX | | 115,300 | 1,021,178,205 | 23,522,222,882 | 1,387,057,862 | 119,542,796 | 22,015,622,224 | \$97,348,876.64 |
| F03 - FAIRVIEW FIRE FEE | | 2,355 | 80,522,359 | 475,346,163 | 32,412,701 | 2,646,000 | 440,287,462 | \$180,110.00 |
| F04 - NEW SALEM FIRE FEE | | 3,578 | 160,460,493 | 468,381,679 | 11,394,476 | 3,474,436 | 453,512,767 | \$256,790.00 |
| F08 - BEAVER LANE FIRE FEE | | 3,158 | 76,042,323 | 392,417,035 | 43,152,266 | 5,193,858 | 344,070,911 | \$247,720.00 |
| F09 - WINGATE FIRE FEE | | 2,248 | 43,590,017 | 288,574,245 | 53,713,815 | 2,893,410 | 231,967,020 | \$182,910.00 |
| F11 - LANES CREEK FIRE FEE | | 1,711 | 67,937,925 | 161,382,855 | 5,196,500 | 2,027,286 | 154,159,069 | \$115,920.00 |
| F12 - SANDY RIDGE FIRE FEE | | 2,050 | 63,827,848 | 241,484,273 | 8,605,728 | 3,370,174 | 229,508,371 | \$155,880.00 |
| F13 - GRIFFITH ROAD FIRE FEE | | 878 | 14,838,895 | 113,991,634 | 3,825,100 | 984,383 | 109,182,151 | \$70,750.00 |
| F14 - STACK ROAD FIRE FEE | | 1,774 | 44,203,618 | 206,607,822 | 6,773,000 | 2,539,080 | 197,295,742 | \$128,500.00 |
| F19 - BAKERS FIRE FEE | | 7,275 | 17,330,927 | 1,326,406,089 | 59,976,700 | 10,355,223 | 1,256,074,166 | \$633,380.00 |
| F21 - UNIONVILLE FIRE FEE | | 4,624 | 110,316,161 | 819,381,138 | 128,297,600 | 6,458,381 | 684,625,157 | \$360,590.00 |
| F24 - ALLENS CROSSROADS FIRE FE | | 1,481 | 50,933,165 | 162,939,907 | 12,029,600 | 1,702,911 | 149,207,396 | \$106,240.00 |
| F25 - JACKSON FIRE FEE | | 1,926 | 35,251,939 | 285,349,497 | 11,219,900 | 2,292,278 | 271,837,319 | \$141,650.00 |
| F32 - PROVIDENCE FIRE FEE | | 123 | 0 | 82,045,800 | 6,379,000 | 0 | 75,666,800 | \$9,780.00 |
| S20 - STALLINGS STORMWATER | | 6,433 | 2,158,024 | 1,611,090,664 | 40,972,899 | 8,658,143 | 1,561,459,622 | \$485,878.48 |
| Total: | | | | | | | | \$188,234,995.00 |



MEMO

To: Town Council
 From: Lynne Hair, Planning Director
 Date: September 3, 2019
 RE: TX19.08.01 – Requested text amendment to Development Article 5.4 Conditional Zoning

On February 26, 2018, the Town Council adopted the new Stallings Development Ordinance.

Article 5.4 Conditional Zoning establishes the process for the conditional zoning process.

Article (F) (2) General Requirements reads as follows:

(2) In addition to the requirements established by the lot type standards and building type standards, the following minimum dimensional standards shall apply in the Mixed-Use Districts:

| Lot Size | Lot Width | Setback from the Main Street | Build-to-Line from any street other than the Main Street | Rear Yard Setback | Side Yard Setback |
|----------|---|------------------------------|---|--|---|
| 6,000 SF | 60' on Highway, 0' on the Main Street, or 40' on all other streets. | 21' | 16' or as required by buffering and/or building type whichever is less. | 12' or as required by buffering standards and/or building type whichever is greater. | 0' or as required by buffering standards and/or building type whichever is greater. |

These standards establish a minimum lot size of 6,000 square feet for all uses in MU districts unless otherwise established in *Article 9. Building and Lot Type Standards*. In reviewing this article, no minimum lot size is defined for Detached House Lot and Building Type or Attached House Lot and Building Type. The Town Attorney's opinion is that the minimum lot size applies to single family detached which was likely the original intent.

It is the opinion of Staff that the minimum lot size requirement was intended to apply to single family detached housing type only. Staff is requesting the following language be added to Article 8.4-6 (F) (2) as follows:

Article (F) (2) General Requirements reads as follows:

(2) In addition to the requirements established by the lot type standards and building type standards, the following minimum dimensional standards shall apply *to single family detached*

housing lot and building type in the Mixed-Use Districts:

| Lot Size | Lot Width | Setback from the Main Street | Build-to-Line from any street other than the Main Street | Rear Yard Setback | Side Yard Setback |
|----------|---|------------------------------|---|--|---|
| 6,000 SF | 60' on Highway, 0' on the Main Street, or 40' on all other streets. | 21' | 16' or as required by buffering and/or building type whichever is less. | 12' or as required by buffering standards and/or building type whichever is greater. | 0' or as required by buffering standards and/or building type whichever is greater. |

The need to create minimum lots size standards for other uses in the Mixed-Use Districts needs to be considered. Staff would recommend approval of the above text amendment for clarification purposes and would suggest looking at minimum lots size standards as an additional text amendment to be brought back to Council for future consideration.

Planning Board Recommendation: APPROVAL



TX19.08.01

AN ORDINANCE AMENDING THE “STALLINGS DEVELOPMENT ORDINANCE”
OF THE TOWN OF STALLINGS, NORTH CAROLINA

WHEREAS, on February 26, 2018 the Town Council adopted the new Stallings Development Ordinance; and,

WHEREAS, increased clarifying the minimum lot size of 6,000 square feet in the MU-1 and MU-2 Districts applies to single family detached housing lot and building type only; and,

WHEREAS, in order to promote an intentional approach to development by providing an opportunity for better design alternatives in single-family housing it is recommended; and,

THEREFORE, THE TOWN COUNCIL OF THE TOWN OF STALLINGS DO
ORDAIN AMENDING THE STALLINGS DEVELOPMENT ORDINANCE AS
FOLLOWS:

ARTICLE 8.4-6 (F) (2) General Requirements reads as follows:

(2) In addition to the requirements established by the lot type standards and building type standards, the following minimum dimensional standards shall apply *to single family detached housing lot and building type* in the Mixed-Use Districts:

This ordinance shall be effective immediately upon its adoption.

ADOPTED this the ___th day of _____, 2019.

Wyatt Dunn
Mayor

Erinn Nichols
Town Clerk



Statement of Consistency and Reasonableness

(As per NC General Statute 160-383)

Prior to adopting or rejecting any zoning amendment, the governing body shall adopt a statement describing whether its action is consistent with an adopted comprehensive plan and explaining why the board considers the action taken to be reasonable and in the public interest. The planning board shall advise and comment on whether the proposed amendment is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The planning board shall provide a written recommendation to the governing body that addresses plan consistency and other matters as deemed appropriate by the planning board, but a comment by the planning board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing body.

TEXT AMENDMENT:

TX19.08.01

REQUEST:

To amend Article 8.4-6 of the Stallings Development Ordinance to provide language clarifying that the 6,000 square foot minimum lot size applies to single family detached housing type in the MU-2 district.

STATEMENT OF CONSISTENCY AND REASONABLENESS:

The Stallings Town Council hereby finds that the proposed text amendment is consistent with the 2017 Stallings Comprehensive Land Use Plan adopted November 27, 2017 based on consistency with goals and objectives set forth in the document of providing for higher density housing in identified mixed-use nodes. At their September 9, 2019 the Stallings Town Council voted to recommend APPROVAL of the proposed rezoning and stated that the, Town Council find and determines that the rezoning is consistent with the key guiding principles, goals, and objectives of the Comprehensive Land Use Plan and hereby recommends its approval.

The statement and motion was seconded and passed _____.

Wyatt Dunn, Mayor

Erinn Nichols, Town Clerk



**PLANNING
& ZONING**
TOWN of STALLINGS

Statement of Consistency and Reasonableness

(As per NC General Statute 160-383)

Prior to adopting or rejecting any zoning amendment, the governing body shall adopt a statement describing whether its action is consistent with an adopted comprehensive plan and explaining why the board considers the action taken to be reasonable and in the public interest. The planning board shall advise and comment on whether the proposed amendment is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The planning board shall provide a written recommendation to the governing body that addresses plan consistency and other matters as deemed appropriate by the planning board, but a comment by the planning board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing body.

TEXT AMENDMENT:

TX19.08.01

REQUEST:

To amend Article 8.4-6 of the Stallings Development Ordinance to provide language clarifying that the 6,000 square foot minimum lot size applies to single family detached housing type in the MU-2 district.

STATEMENT OF CONSISTENCY AND REASONABLENESS:

The Stallings Town Council hereby finds that the proposed text amendment is consistent with the 2017 Stallings Comprehensive Land Use Plan adopted November 27, 2017 based on consistency with goals and objectives set forth in the document of providing for higher density housing in identified mixed- use nodes. At their September 9, 2019 the Stallings Town Council voted to recommend DENIAL of the proposed rezoning and stated that the, Town Council find and determines that the rezoning is consistent with the key guiding principles, goals, and objectives of the Comprehensive Land Use Plan and hereby recommends its approval.

The statement and motion was seconded and passed _____.

Wyatt Dunn, Mayor

Erinn Nichols, Town Clerk



MEMO

To: Town Council
From: Lynne Hair, Planning Director
Date: September 3, 2019
RE: TX19.08.02 – Requested text amendment to Development Ordinance Article 5.4
Conditional Zoning

On February 26, 2018, the Town Council adopted the new Stallings Development Ordinance.

Article 5.4 Conditional Zoning establishes the process for the conditional zoning, the purpose, application requirements, community meeting prerequisites, community meeting and vested rights that apply.

Staff is recommending the following changes to Article 5.4 as follows:

- 1) Application of the Conditional Zoning Process: The current Development Ordinance includes language which requires any conditionally zoned property to meet the minimum standards of the underlying zoning district. The Town's previous ordinance did not include this language and permitted a development to be conditioned and approved by Town Council through the public hearing process. Conditional Zoning is a legislative process and allows jurisdictions to approve site specific developments through this process that may differ from standards by a development ordinance.

To address this issue Staff is recommending the following text amendment:

5.4-2 Conditional zoning districts.

Conditional zoning is available for any of the Primary General Use District classifications enumerated in Article 8 of this Ordinance, ~~except for those that require a site specific development plan as part of the application (e.g., Traditional Development (TNDO) Overlay District, Heavy Industry (HIO) Overlay District)~~ and shall be indicated on all zoning maps and other official documents with the suffix, "(CZ)" (e.g. "C 74(CZ)"; "IND(CZ)").

- 2) Community meetings are a requirement of the conditional zoning process. The current ordinance states that this meeting should be held prior to an application for conditional zoning is submitted and requires that this meeting should be held prior to an application for conditional zoning is submitted and requires that advertisements for this meeting occur. Our previous ordinance had specific requirements for the community meeting report and when it was to be submitted as well as specific advertising requirements for the meetings. Staff would recommend the following language be added to Article 5.4 as follows:

5.4-3 General requirements.

The following provisions shall apply in the administration of conditional zoning:

(A) A conditional zoning application shall be considered only upon request of the owner of the affected property or a duly authorized representative of the property owner demonstrated by written, signed and notarized documentation.

(B) Before a public hearing may be held on a petition for a conditional zoning request, the petitioner must file in the planning office at least ten (10) days prior to the Planning Board meeting a written report of at least one community meeting held by the petitioner. Reasonable notice of such a meeting shall be sent by first class mail by the Development Administrator, or their designee, to all abutting property owners. Abutting property owners are those owners of all parcels of land abutting the property which is the subject of the petition. The report shall include, among other things, a listing of these persons and organizations contacted about the meeting and the manner and date of contact, the date, time, and location of the meeting, a roster of the persons in attendance at the meeting, a summary of issues discussed at the meeting, and a description of any changes to the rezoning petition made by the petitioner as a result of the meeting. The adequacy of a meeting held, or report filed pursuant to this section shall be considered by the Town Council but shall not be subject to judicial review.

Planning Board Recommendation: APPROVAL



TX19.08.02

AN ORDINANCE AMENDING THE "STALLINGS DEVELOPMENT ORDINANCE"
OF THE TOWN OF STALLINGS, NORTH CAROLINA

WHEREAS, on February 26, 2018 the Town Council adopted the new Stallings Development Ordinance; and,

WHEREAS, Conditional zoning and the process established for their review and approval are consistent with the 2017 Comprehensive Land Use Plan; and,

WHEREAS, no adverse effects to the public safety, health or welfare were identified to surrounding as a result of the conditional zoning process; and,

THEREFORE, THE TOWN COUNCIL OF THE TOWN OF STALLINGS DO
ORDAIN AMENDING THE STALLINGS DEVELOPMENT ORDINANCE AS
FOLLOWS:

1) 5.4-2 Conditional zoning districts.

Conditional zoning is available for any of the Primary General Use District classifications enumerated in Article 8 of this Ordinance and shall be indicated on all zoning maps and other official documents with the suffix, "(CZ)" (e.g. "C 74(CZ)"; "IND(CZ)"). And;

2) 5.4-3 General requirements.

The following provisions shall apply in the administration of conditional zoning:

(A) A conditional zoning application shall be considered only upon request of the owner of the affected property or a duly authorized representative of the property owner demonstrated by written, signed and notarized documentation.

(B) Before a public hearing may be held on a petition for a conditional zoning request, the petitioner must file in the planning office at least ten (10) days prior to the Planning Board meeting a written report of at least one community meeting held by the petitioner. Reasonable notice of such a meeting shall be sent by first class mail by the Development Administrator, or their designee, to all abutting property owners. Abutting property owners are those owners of all parcels of land abutting the property which is the subject of the petition. The report shall include, among other things, a listing of these persons and organizations contacted about the meeting and the manner

and date of contact, the date, time, and location of the meeting, a roster of the persons in attendance at the meeting, a summary of issues discussed at the meeting, and a description of any changes to the rezoning petition made by the petitioner as a result of the meeting. The adequacy of a meeting held, or report filed pursuant to this section shall be considered by the Town Council but shall not be subject to judicial review.

3) 5.4-4 Application procedure.

(B) The application and supporting materials shall be reviewed by the *Development Administrator* prior to the meeting of the Planning Board at which the application is to be considered. The recommendations and comments of the *Development Administrator* shall be reported to the Planning Board.

(E) The Town Council's consideration of an application for Conditional Zoning is legislative in nature, and the Council may consider any relevant information in its deliberations. Consideration shall be given to adopted land use plans for the area, small area plans, corridor plans, and other land use policy documents, and to surrounding land uses. The Town Council may adopt or not adopt a Conditional Zoning ordinance or may continue its consideration of the application as necessary or appropriate.

This ordinance shall be effective immediately upon its adoption.

ADOPTED this the _th day of _____, 2018.

Wyatt Dunn

Erinn Nichols

Mayor

Town Clerk



Statement of Consistency and Reasonableness

(As per NC General Statute 160-383)

Prior to adopting or rejecting any zoning amendment, the governing body shall adopt a statement describing whether its action is consistent with an adopted comprehensive plan and explaining why the board considers the action taken to be reasonable and in the public interest. The planning board shall advise and comment on whether the proposed amendment is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The planning board shall provide a written recommendation to the governing body that addresses plan consistency and other matters as deemed appropriate by the planning board, but a comment by the planning board that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing body.

TEXT AMENDMENT: TX19.08.02

REQUEST:

To amend Article 5.4 of the Stallings Development Ordinance to provide language requiring a community meeting, and specifies advertising for said meeting, as a part of the conditional zoning process.

STATEMENT OF CONSISTENCY AND REASONABLENESS:

The Stallings Town Council hereby finds that the proposed text amendment is consistent with the 2017 Stallings Comprehensive Land Use Plan adopted November 27, 2017 based on consistency with goals and objectives set forth in the document of developing objective and rational criteria for subdivision and rezoning requests, and apply when assessing new development. At their September 9, 2019 the Stallings Town Council voted to recommend APPROVAL of the proposed rezoning and stated that the, Town Council find and determines that the rezoning is consistent with the key guiding principles, goals, and objectives of the Comprehensive Land Use Plan and hereby recommends its approval.

The statement and motion was seconded and passed _____.

Wyatt Dunn, Mayor

Erinn Nichols, Town Clerk



MEMO

Agenda Item # 6

To: Town Council
From: Lynne Hair, Planning Director
Date: September 3, 2019
RE: TX19.07.01 – Article Requested text amendment to Development Ordinance Article 9.8-2 (B)(2)

At the August 26, 2019 Town Council meeting, Atrium Health made several text amendment request. One item dealing with the location of the drive aisle for fast food restaurants was tabled and reads as follows:

Article 9.8-2 (B)(2)

Gasoline and fuel pumps shall be located to the rear of the building. Drive-through windows and other auto-oriented service facilities shall be located to the rear or side of the building. Notwithstanding the foregoing, drive aisles for circulation purposes (but not parking) may be located between the building and the adjacent public or private streets. Menu board(s), speaker boxes and/or windows associated with drive-through facilities may not be located on the façade of a building that faces an adjacent public street.

If Town Council chooses to deny the request, any drive thru window that varies from ordinance requirements would be required to come before the Town in the form of a variance that can be weighed on individual merits.



MEMO

To: Town Council
From: Lynne Hair, Planning Director
Date: September 3, 2019
RE: Suggested Text Amendment Addressing Concerns with Development Agreements and Multifamily Housing

Background: At their July 8, 2019 meeting staff presented several options to Council to address concerns raised with the development agreement process and with multifamily housing as a use by right. On August 12, 2019, it was requested that staff prepare draft text amendments for Council's consideration to be presented at their September 9, 2019 meeting.

Suggested Text Amendments:

- 1: **Development Agreement Project Size.** Town Council requested an amendment that would require a Development Agreement for projects that are 25+ acres in size in the MU-1 and MU-2 Districts. To address, staff would recommend the following text amendments:

Article 7.15-1 Development Agreements

(B) In addition to any Development Agreement proposed for an eligible project, a Development Agreement, established pursuant to Sub-section 7.15-3 of this Ordinance, shall be required as part of all applications for the following:

- (1) Traditional Neighborhood Development Overlay (TNDO) District, Town Center (TC) District, and Mixed Use (MU-1 and MU-1) District and apply to all new development within the TNDO, TC, MU-1, and MU-2 Districts **that are 25 acres or more in size.**
- (2) Major Subdivisions in any district where new street infrastructure will be developed, **and the project is 25 acres or more in size.**

Article 8.4-6 Mixed Use Districts (MU-1 and MU-2)

(B) A development Agreement, established pursuant to Section 7.15 of this Ordinance, shall be required as part of all Mixed Use (MU-1 and MU-2) District application and shall apply to all projects within the MU-1 and MU-2 Districts **that are 25 acres or more in size.**

- 2: **Multi Family Housing.** Town Council requested language be prepared by staff allowing them to weigh the options of considering multifamily as a use by right or requiring multifamily projects to be approved through the conditional zoning process.

To address, Council suggested that staff present two option for consideration as follows:

- *Option1*) requires all multifamily housing to be allowed only when approved through the conditional zoning process. Suggested text amendments:

Table 8.1 Amend to show multifamily as conditional (C) in TNDO, TC, CIV, MU-1 and MU-2

- *Option 2*) allow standalone multifamily projects when approved through the conditional zoning process; in conjunction with, allowing multifamily as a use by right in the MU-1, MU-2 and TC districts when accompanied by 25% of commercial square feet. A second option would be to require commercial on the first floor of all buildings fronting on a main street. Staff analyzed both options as follows

25% Commercial:

Pros:

1. Size of Commercial Area: Would provide for commercial in all multi family projects that would be no more than ¼ of the overall project size.
2. Flexibility: Would allow for flexibility of location and type of commercial.

Cons:

1. Timing of the construction of the retail component: This scenario would potentially set-up a situation in which a developer sets aside an area for retail use to build their desired multifamily project and then not develop or delay the development of the commercial component.
2. The location of the commercial: The goal would be to have the commercial be located at the street and be used to activate the street frontage. With using a percentage of commercial, it may create a situation in which a developer could dedicate an undesirable area to commercial use.
3. 25%: This is an arbitrary number, is this too much or too little?

Suggested Text Amendment:

Table 8.1 Amend to show multifamily as conditional (C) and multifamily **with a minimum of 25% of commercial square feet** as (L) in TNDO, TC, CIV, MU-1 and MU-2.

Article 10.1-24

Zoning Districts where additional standards below **apply to multifamily with a minimum of 25% commercial** in the **MFT (8 units or less)**, TNDO, TC, CIV, MU-1, and MU-2

(8) Commercial portion(s) of the project must be located adjacent to a main street as defined by Article 3 of the Stallings UDO. Architecture of the retail portion(s) must coordinate with the architecture of the residential portion(s) to provide for a cohesive project and promote the town goal of coordinated development

(9) Vehicular and pedestrian connectivity must be provided between the commercial and retail components.

Commercial on the first floor of all buildings facing a main street:

Pros:

1. Ensures goals of Comprehensive Land Use Plan and Small Area Plans are being met.
2. Promotes the development of Traditional Neighborhood Developments.
3. Promotes Mixed Use.
4. Promotes Connectivity/ Walkability.
5. Better assurance commercial will actually be built as desired by Town.

Cons:

1. Limits developer flexibility.

Suggested text amendments:

Table 8.1 Amend to show multifamily as conditional (C) and multifamily **with first floor commercial in buildings fronting on a main street as defined by Article 3 of the Stallings Development Ordinance** as (L) TNDO, TC, CIV, MU-1 and MU-2.

Article 10.1-24

Zoning Districts where additional standards below **apply to multifamily with first floor commercial in buildings fronting on a main street as defined by Article 3 of the Stallings Development Ordinance** in the ~~MFT (8 units or less)~~, TNDO, TC, CIV, MU-1, and MU-2

(8) First Floor Commercial Required. In order to stimulate pedestrian activity at the street level, the first floor (street level) of the buildings fronting on a main street as defined by Article 3 of the Stallings Development Ordinance in a multifamily development, must be for commercial use.

It is also recommended that the following definition for "Main Street" be added to Article 3 of the Ordinance as follows:

Main Street: A street that provides the main entry into a development, typically an arterial street that is used to connect developments. This can also be a street designed to be the focal point of a mixed-use development.

2. **Mail Notification Requirements.** Our current ordinance refers to NCGS 160A-364, 384, and 385 for public hearing notification procedures. These statutes require the following:
 - Notice in newspaper having general circulation in the area published not less than 10 days prior nor more than 25 days before the date fixed for the hearing. (NCGS 160A-364)
 - Requiring that whenever there is a zoning map amendment, the owner of the property and all abutting property owners shall be mailed a notice of the hearing at least 10 days but not more than 25 days prior to the date of the public hearing. (zonings initiated by the Town that involve over 50 parcels can post a half page in ad in newspaper). (NCGS 160A-384)

- When a zoning map amendment is proposed, the city shall post a notice of the public hearing on the site proposed for rezoning or on an adjacent public street or highway right-of-way.

It has been requested that language requiring property owners within 500' of the subject property be notified of any zoning amendment. To achieve, the following text amendments will need to be adopted:

5.3-3 (B) (2) (a) Method of procedure for mailed notice of Zoning Map Amendments:

(a) In addition to the publication requirements for notices of public hearings required in Section 5.3-3(B)(1), the procedures adopted pursuant to this section provide that whenever there is a zoning map amendment, the owner of that parcel of land as shown on the county tax listing, and the owners of all parcels of land **within 500' feet abutting of** that parcel of land as shown on the county tax listing, shall be mailed a notice of a public hearing on the proposed amendment by first class mail at the last addresses listed for such owners on the county tax abstracts. This notice must be deposited in the mail at least 10 but not more than 25 days prior to the date of the public hearing. Except for a town-initiated zoning map amendment, when an application is filed to request a zoning map amendment and that application is not made by the owner of the parcel of land to which the amendment would apply, the applicant shall certify to the Town Council that the owner of the parcel of land as shown on the county tax listing has received actual notice of the proposed amendment and a copy of the notice of public hearing. The person or persons required to provide notice shall certify to the Town Council that proper notice has been provided in fact, and such certificate shall be deemed conclusive in the absence of fraud.

7.8-8 Public Notification (*as applies to Conditional Use Permit application*)

Notice of public hearings or public meetings required under this section for conditional use approvals shall be provided in accordance with the requirements established by the North Carolina General Statutes for public hearing notification. **The owner of the subject parcel of land as shown on the county tax listing, and the owners of all parcels of land within 500' feet abutting of that parcel of land as shown on the county tax listing, shall be mailed a notice of a public hearing on the proposed amendment by first class mail at the last addresses listed for such owners on the county tax abstracts.** In addition, the *Development Administrator* shall prepare a public notice as described herein below which indicates the official receipt of an application and *Site Development Plan* for a conditional use *zoning permit* approval. This will serve to encourage public involvement in development projects in Stallings. The notice shall be posted in a conspicuous place at Town Hall, on the Town's website, or a combination of these two, at least five days prior to the date on which the application is to be considered. This notice for publication shall include the following.

- (A.) Brief description of the conditional use project proposed;
- (B.) The time, date, and place at which the request will be considered; and
- (C.) Contact information for staff receiving comments concerning the proposed conditional use.

7.14-2 Notice Procedures *(as applies to vested rights)*

The following guidelines detail the notification procedure to be followed for public hearings required by this Article unless otherwise set forth in this Article. Failure to follow procedures set forth in this section, other than those required by the North Carolina General Statutes, shall not affect the validity of any action taken at a public hearing or public meeting. (N.C.G.S. 160A-364, 384, and 385)

(A.) Published notice. Notice for public hearings required by this Article shall be published in a newspaper of general circulation within the Town of Stallings.

(B.) Mailed notice. First class mailed notice for public meetings or public hearings required by this Article shall be provided to owners shown on the County tax listings.

~~The owner of the subject parcel of land as shown on the county tax listing, and the owners of all parcels of land within 500' feet abutting of that parcel of land as shown on the county tax listing, shall be mailed a notice of a public hearing on the proposed amendment by first class mail at the last addresses listed for such owners on the county tax abstracts.~~

(C.) Posted notice. A sign (or signs) providing information concerning a public hearing or public meeting required by this Article will be posted on property which is the subject of said hearing/meeting. The sign(s) shall be prominently placed on the subject parcel or on an adjacent public street or highway right-of-way. When multiple parcels are involved, a posting on each individual parcel is not required, but the Town shall post sufficient notices to provide reasonable notice to interested persons.

10.1-14 Multi Family

~~(7.) Notification of public meetings at which multi-family developments will be Stallings Development Ordinance – Article 10 – Page 13 considered shall be provided to owners of all properties located within 250 feet of the property for which the development is proposed.~~

Recommendation:

Staff is seeking direction on the proposed amendments. Once Council has decided on the options, they would like staff to pursue, the items will be referred to the Planning Board and scheduled for public hearing before Town Council.

| Table 8.1 - Table of Uses L=listed use C=conditional use S=use listed with additional standards Section 1 - General Uses of the following: | SIC | Agriculture (AG) | Single Family Residential (SFR-1, SFR-2 & SFR-3) | Multi-Family Residential Transitional (MFT) | Traditional Neighborhood Development Overlay (TNDO) | Town Center (TC) | Civic (CIV) | Mixed Use (MU-1) | Mixed Use (MU-2) | US 74 Commercial (C 74) | Interstate Highway 485 Corporate Park (CP 485) | Vehicle Service/Repair (VSR) | Industrial (IND) | Heavy Industry Overlay (HIO) |
|---|------------|-------------------------|---|--|--|-------------------------|--------------------|-------------------------|-------------------------|--------------------------------|---|-------------------------------------|-------------------------|-------------------------------------|
| Photography Studio | 7221 | | | | L | L | L | L | L | L | L | | | |
| Physical Fitness Center, Health Club | 7991 | | | | L | L | L | L | L | L | L | | | |
| Police Station | | | | | L | L | L | L | L | L | L | | | |
| Portable Storage Unit (POD) (as Temporary Use - see Article | | | | | | | | | | | | | | |
| Post Office | | | | | L | L | L | | L | L | L | | | |
| Printing and Publishing Operation | 2700 | | | | S(10.1-37) | S(10.1-37) | S(10.1-37) | | S(10.1-37) | S(10.1-37) | S(10.1-37) | | S(10.1-37) | |
| Printing, Photocopying and Duplicating Services | 7334 | | | | S(10.1-37) | S(10.1-37) | S(10.1-37) | | S(10.1-37) | S(10.1-37) | S(10.1-37) | | S(10.1-37) | |
| Raceway (Go-cart, Motorcycle, &/or Automobile) | 7999 | | | | | | | | | S (10.1-20) | | | | |
| Recorded Media Sales (Record/Compact Disc/Tape) | 5735 | | | | L | L | | | L | L | L | | | |
| Recreational Vehicle Sales (new and used) | 5561 | | | | | | | | | S(10.1-37) | | S(10.1-37) | | |
| Religious Institutions (Church, Synagogue, Mosque or Place Residential Uses (Dwellings) | 8661 | | | | S (10.1-11) | S (10.1-11) | S (10.1-11) | S (10.1-11) | S (10.1-11) | | | | | |
| Dwelling, Accessory Unit | | S (10.1-3) | S (10.1-3) | S (10.1-3) | S (10.1-3) | L | S (10.1-3) | S (10.1-3) | S (10.1-3) | | | | | |
| Dwelling, Attached House (incl. term "Townhouse") | | | | L | L | L | L | L | L | | | | | |
| Dwelling, Manufactured Home (see sub-sections 22.5-2 & 10.1-36) | | | | | | | | | | | | | | |
| Dwelling Park, Manufactured Home (see sub-section 22.5-1) | | | | | | | | | | | | | | |
| Dwelling, Multifamily 8 Units or Less | | | | S (10.1-24) | S (10.1-24) | S (10.1-24) | S (10.1-24) | S (10.1-24) | S (10.1-24) | | | | | |
| Dwelling, Multifamily (apartments or condominiums) | | | | | C-S (10.1-24) | C-S (10.1-24) | C-S (10.1-24) | C-S (10.1-24) | C-S (10.1-24) | | | | | |
| Dwelling, Single Family Detached, including Modular Construction | | L | L | L | L | L | L | L | L | | | | | |
| Restaurant (w/drive-thru window acc. use - see 10.1-17) | 5812 | | | | L | L | | L | L | L | L | | | |
| Retail Sales Not Otherwise Listed | | | | | S(10.1-37) | S(10.1-37) | | | S(10.1-37) | S(10.1-37) | | | | |
| Retreat Center | | L | | | L | L | L | | | | | | | |
| Satellite Dish As Accessory Use | | L | L | L | L | L | L | L | L | L | L | L | L | L |
| Sewage Treatment Plant | 4952 | | | | | | | | | | | | C (10.2-12) | |
| School, Elementary or Secondary | 8211 | | | | | | S (10.1-28) | | | | | | | |
| Service Contractors Offices with Fenced Outside Storage | | | | | | | | | | | | | S(10.1-37) | |
| Service Contractors Offices without Outside Storage | | | | | | | | | L | | | L | | |
| Service Station (Automobile Repair Services, Minor) | 5541 | | | | S (10.1-4) | | | | S (10.1-4) | S (10.1-4) | S (10.1-4) | S (10.1-4) | S (10.1-4) | |
| Service Station (Automobile Repair Services, Major) | 5541 | | | | | | | | S (10.1-4) | | | S (10.1-4) | S (10.1-4) | |
| Shelter for the Homeless RESERVED | | | | | | | | | | | | | | |
| Shoe Repair or Shoeshine Shop | 7251 | | | | L | L | | | L | L | L | | | |
| Shooting Range, Indoor | 7999 | | | | | | | | C (10.2-13) | C (10.2-13) | C (10.2-13) | | | |
| Shooting Range, Outdoor RESERVED | | | | | | | | | | | | | | |
| Shopping Center | | | | | | | | | S(10.1-37) | S(10.1-37) | | | | |
| Sign (Accessory Use as permitted by Article 17) | | L | L | L | L | L | L | L | L | L | L | L | L | L |
| Sign fabricating | 7312 | | | | | S(10.1-37) | | | S(10.1-37) | S(10.1-37) | | S(10.1-37) | S(10.1-37) | |
| Skating Rink | 7999 | | | | | | | | | L | | | | |
| Solid Waste Disposal (non-hazardous) | 4953 | | | | | | | | | | | | S(10.1-37) | |
| Special Events not listed (see Article 15) | | | | | | | | | | | | | | |
| Sporting Goods Store | 5941 | | | | L | L | | | S(10.1-37) | S(10.1-37) | | | | |



MEMO

To: Town Council, Planning Board

From: Alex Sewell, Town Manager

Date: 8/13/19

RE: Development Ordinance Improvement Process

Purpose: This memorandum provides follow-up from the 8/12/19 Town Council meeting regarding the Development Ordinance improvement process.

Background:

- The Town requires development agreements (“DA”) for certain types of developments - The current process is as follows:
 - Phase 1 – Project Evaluation (Technical Review)
 - Phase 2 – Staff Agreement Negotiations
 - Phase 3 – Council Sub Committee Agreement Negotiations
 - Phase 4 – Planning Board Review
 - Phase 5 – Council Agreement Negotiations
 - Phase 6 – Public Hearing/Council Consideration
- At the 6/10/19 Council meeting, staff made several observations and corresponding recommendations for improving the efficiency/effectiveness of the DA process. The Council sought more time to consider the recommendations and asked that it be put on the 6/24/19 agenda.
- At the 6/24/19 Council meeting, staff presented a memo it had previously provided and indicated:

“...in listening to conversations over the past couple of months, staff would offer a broader approach is potentially necessary to address concerns raised regarding the development ordinance. Specifically concerns raised include:

- 1.) Public notification requirements and whether the Town’s current standards are inclusive enough;
- 2.) The inability to deny a multifamily project without any commercial component;
- 3.) Concerns that mixed-use areas would become all apartments without commercial components;
- 4.) The lack of community participation in the DA process;
- 5.) The amount of time needed to process a DA, and does it make sense to require for smaller projects;

- 6.) School impact information and how such information can be used in making zoning decisions; and
- 7.) Whether it is prudent to require DAs for all uses in zoning districts.

Staff would suggest the following:

- 1.) Use the 6/24/19 Council meeting to confirm the list of Council concerns;
- 2.) Have staff develop possible changes aimed at addressing concerns to be presented at the 7/8/19 Council meeting;
- 3.) At the 7/8/19 Council meeting, the Council would be presented with some possible changes and a Council work session would be scheduled to talk about these potential changes in-depth (possibly 7/10, 7/11, 7/22, or 7/23); and
- 4.) Following Council's direction after a work session, staff will draft changes and bring to the Planning Board and the Town Council for approval.

- At the 6/24/19 Council meeting, the Town Council discussed concerns and training, opted to schedule a joint meeting with the Planning Board on 7/8/19 to discuss, and directed staff to bring some potential suggestions to address identified concerns.
- For organizational efficiency, staff have grouped the concerns identified above into four general categories:
 - 1.) The inability to deny a multi-family project without a commercial component.
 - 2.) Public notification/participation requirements.
 - 3.) The extensive amount of time/resources needed to process a DA and whether it makes sense for smaller projects.
 - 4.) School impact information and how it can be used in making zoning decisions.
- In anticipation of the 7/8/19 meeting, staff presented Council and the Planning Board with possible solutions designed to concerns raised. The potential solutions are based-upon the Council's agreed-upon mutual concerns and are not meant as an exhaustive list of all concerns raised at recent public meetings. Indeed, some concerns raised at recent public meetings appear to be broad disagreements with the overall philosophy of the Town's current land use ordinances and Small Area Plans (i.e. density).

- At the 7/8/19 Council meeting¹, the majority of the Council clarified that they are still committed to the overall philosophy of the Small Area Plans, but that the Council recognizes that any new policy is going to require some tweaks following initial implementation and therefore are committed to exploring potential changes to address agreed-upon concerns.
 - The Council came to a consensus on several items (see list in the section below) but determined several items needed further discussion.
 - The Council opted to continue discussion at the 8/12/19 Council meeting.
- At the 8/13/19, the Council discussed the issues as listed below.

Council Directives from the 7/8/19 and 8/12/19 Council Meetings:

NOTE: The presented possible solutions are in black text below and **Council direction from the 7/8/19 Council meeting is indicated in red text**. Council direction from the 8/12/19 Council meeting is indicated in green text. The below is not meant to be an exhaustive recording of all ideas discussed at the meetings. Rather, it is a listing of areas where there appeared to be a clear definite consensus.

Concerns Category #1 – The inability to deny a multi-family project without a commercial component.

- Council opted to create another option for consideration regarding multi-family.
 - Option #1 (8/12/19 Meeting) - Specifically, any multi-family use would require Council approval of a conditional zoning (Note: further legal review is needed here but this option’s goal is to give the Council the power to turn down a multi-family project if it so chooses).
 - Option #2 (7/8/19 Meeting) –
 - **Make “stand-alone” multi-family in the MU1, MU2, and TC districts require Council approval of a conditional zoning.**

There was a special joint meeting between the Planning Board and Town Council followed by a regular Town Council Meeting. These development issues were discussed at both meetings.

- **Require multi-family to include commercial use equivalent to at least 25% of multi-family square footage to be a by-right use in the MU1, MU2, and TC districts.**
 - Potential Solutions
 - Make “stand-alone” multi-family a conditional use in the MU1, MU2, and TC districts, requiring Council approval of a conditional zoning;
 - Require multi-family to include commercial use on ground floor/street level under at least 25% of development’s proposed units to be a by-right use in the MU1, MU2, and TC districts.
 - Pros:
 - Council can deny a multi-family project without a commercial component – more flexibility/leverage;
 - Addresses concerns that mixed-use areas will have more multi-family than amount envisioned in the Town’s adopted Small Area Plans (i.e. mixed-use areas being only multi-family development).
 - Cons:
 - Will likely undermine the Town’s adopted Small Area Plans by decreasing planned densities if multi-family is denied in the future where it is called for in the SAPs, and/or if developers choose to build lower density residential rather than an uncertain conditional zoning process (Higher density in limited areas is a foundational element to enacting the adopted SAPs vision);
 - Will this ordinance change be able to force the market to bring the desired quality commercial development in the SAPs? Consultant previously advised that Stallings does not currently have the needed densities for the type of quality commercial development envisioned by the SAPs (i.e. need the rooftops first to attract desired commercial);
 - Small Area Plans do not envision every single new development within an area being mixed-use. Rather, that the entire area generally be a mix of allowed uses with certain uses in certain areas.

Concerns Category #2 – Public notification/participation requirements.

- **Change ordinance requirements for notification of property owners to 500’ within Union County. This should be done via first class mail and applies to rezoning and conditional zoning. As part of the typical process (but do not make an ordinance requirement), the Town should put out the notice on Facebook and send out to the sunshine list.**
- Potential Solutions

- Change ordinance requirements for notification of property owners to 500' within County. This applies to rezoning, conditional zoning;
 - Pros:
 - Wider notification will increase community awareness of proposed development.
 - Cons:
 - None other than additional notice cost (postage, etc.).
- NOTE: Making stand-alone multi-family require conditional zoning under concern #1 would also increase community notification and potential participation.

Concerns Category #3 – The extensive amount of time/resources needed to process a DA and whether it makes sense to require for smaller projects.

- Council opted to require a DA for all projects 25 acres and above.
- Staff Note: At the 7/8/19 Council meeting, there was not a consensus reached. It was suggested that the DA requirement be for projects 25+ acres instead of 50+ acres. Staff had expressed concern that, with this lower threshold, the continuing the current staff workload could be unsustainable in the long-term given the extensive amount of time/resources needed to process a DA. After discussing internally, staff recognize that it is possible that the current heavy workload could be largely driven by subcommittee scheduling difficulties and the initial flood of applications. If that is the case, it is possible that unsustainable workload concerns might not be warranted. As a result, staff would be supportive of changing this DA requirement to 25+ acres. Staff would suggest that, if Council implements a 25+ acre threshold, that we monitor workload and discuss again if workload proves unsustainable in the future.
- Potential Solutions
 - Remove the DA requirement for all projects and only require for projects of 50+ acres;
 - Increase ordinance requirements for items the Town was asking for through the DA process, so the Town is getting the same result (like developer installing greenway per the adopted Greenway Plan²).
 - Pros:
 - The DA process has proven to be a larger-than-anticipated resource commitment – would be a more efficient use of resources by prioritizing resources on large-scale projects such as Atrium Hospital;
 - Helps address the current backlog of applications.
 - Cons:

² Staff believe we can require develops to install Greenway Trails but this requirement more explicit will help ensure there are no challenges.

- Less opportunity to ask for voluntary improvements from developer although this can at least in part be addressed by increasing ordinance requirements.

Concerns Category #4 – School impact information and how it can be used in making zoning decisions.

- **Council opted to not add a school impact study requirement.**
- Potential Solutions
 - Add school impact study for rezoning and conditional zoning requests. Could be added to Article 5.4-4 Conditional Zoning Application Procedures.
 - Pros:
 - Will allow the Council to consider school impact information in making some zoning decisions.
 - Cons:
 - The Town can't stop regional residential development permanently, so if school overcrowding is an issue then it will continue until addressed by the relevant entities or growth patterns change (not a panacea).
 - NOTE: The school impact study consultant commonly used by developers through Indian Trail's requirement typically costs between \$3,500 to \$5,500 depending on complexity and timing.

Miscellaneous Suggestions

- **Council opted to not change the subcommittee participants to the entire Town Council (but Council members may invite community members such as HOA representatives as they deem appropriate);**
- **Council opted to have subcommittee meetings automatically scheduled for 5 PM prior to regular Council meetings as project needs dictate (subcommittee members will schedule additional meetings as warranted).**
- Traffic Impact Analysis (TIA) Ordinance – update ordinance to clarify that the Town controls timing of required mitigation improvements;
- Change participation of required DA subcommittee to full Town Council;
- Automatically schedule the full DA Town Council meetings (previously subcommittee meetings) at 5 PM prior to regular Council meetings.

Next Steps: The Council instructed staff that it would like to see some actual developed text drafts implementing the above directives at the 9/9/19 Council meeting. Additionally, the Council expressed concern that projects submitted prior to these text amendments being ultimately adopted would fall under the current

regulations, and therefore it is important to get these changes enacted as quickly as reasonably possible. As a result, the Council indicated it wanted the flexibility to potentially approve the relevant text amendments drafts at the 9/23/19 Council meeting. To provide Council with this flexibility, staff will put out the relevant notices. Please note that this does not commit the Council to this timeline but rather it gives the Council to the flexibility to decide at the 9/9/19 meeting if it wants to approve the text amendments at the 9/23/19 Council meeting.



RESOLUTION OPPOSING HIGH DENSITY HOUSING BY UNION COUNTY ON MUNICIPAL BORDERS

WHEREAS, the purpose of the Stallings Town Council is to represent the desires of its citizens and to serve as a voice for the greater good of the community; and

WHEREAS, the Town of Stallings recognizes that Union County is experiencing rapid growth and that proposals for high density subdivisions in areas bordering the municipalities have been approved; and

WHEREAS, the Town of Stallings recognizes that a large majority of citizens in the town and in neighboring areas are not in favor of high density development and wish to preserve the current standard of living and not become urbanized; and

WHEREAS, the Town of Stallings recognizes that high density developments put a burden on the infrastructure and encourages growth outpacing the needed improvements for water, sewer, schools, and roads; and

WHEREAS, traffic on the major corridors and more particularly on the cross streets is near and above capacity and cannot sustain additional impact from high density development; and

WHEREAS, increased congestion from the additional development will adversely impact existing residents and property owners; and

WHEREAS, flooding and stormwater control problems are frequent complaints in our area, and are heightened by increased high density development;

NOW, THEREFORE be it resolved that the Town of Stallings stands with our neighboring municipalities in urging the Union County Board of Commissioners to listen to the desires of the citizens and maintain low density county zoning around municipalities.

Adopted this the 9th day of September, 2019.

Wyatt Dunn, Mayor

Attest:

Erinn E. Nichols, Town Clerk

Approved as to form:

Cox Law Firm, PLLC



Certificate of Sufficiency

To the Town Council of the Town of Stallings, North Carolina:

I, Erinn E. Nichols, Town Clerk, do hereby certify that I have investigated the petition for the voluntary annexation of parcel number 07147135 on Chestnut Lane and have found as a fact that the said petition is signed by all owners of real property lying in the area described therein, in accordance with North Carolina General Statute 160A-31.

In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Stallings, this the 3rd day of September, 2019.

(SEAL)

A handwritten signature in black ink, appearing to read "Erinn E. Nichols", is written over a horizontal line.

Erinn E. Nichols, Town Clerk



Resolution Fixing Date of Public Hearing
on Question of Annexation
Pursuant to N.C.G.S. 160A-31

WHEREAS, a petition requesting annexation of the area described herein has been received; and

WHEREAS, the Town of Stallings has by adopted a resolution directing the Town Clerk to investigate the sufficiency of the petition; and

WHEREAS, certification by the Town Clerk as to the sufficiency of the petition has been made;

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Stallings that:

Section 1. The area proposed for voluntary annexation encompasses parcel number 07147135 on Chestnut Lane and is described as follows:

Parcel number: 07147135; 13.82 ACRES

BEGINNING at a point in the centerline of Chestnut Lane; thence with a bearing of N 67°48'44" E and a distance of 100.00' to a point in Chestnut Lane; thence with a bearing of N 52°45'14" E and a distance of 572.27' to a point in the centerline of Chestnut Lane, being the common corner of the property of East West Invest LLC (now or formerly) recorded in Deed Book 6913, Page 861; thence following the common line thereof three calls: (1) with a bearing of S 27°45'51" E and a distance of 202.52' (passing a set rebar at 31.31') to an existing pipe; (2) with a bearing of N 56°04'05" E and a distance of 99.30' to a set rebar; (3) with a bearing of N 57°23'05" E and a distance of 189.97' (passing a set rebar at 139.97') to a point on the eastern side of West Fork Twelvemile Creek; thence along said creek four (4) calls: (1) with a bearing of S 09°59'35" W and a distance of 91.30' to a point; (2) with a bearing of S 16°50'55" E and a distance of 103.49' to a point; (3) with a bearing of S 00°49'55" E and a distance of 67.80' to a point; (4) with a bearing of S 14°25'55" E and a distance of 83.00' to an existing tree stump; thence with a bearing of S 48°06'35" W and a distance of 1396.55' to a set rebar, being the common corner of the property of Linden & Elizabeth Skeens (now or formerly) recorded in Deed Book 6706, Page 110; thence following the common lines of Linden & Elizabeth Skeens (now or formerly) and the property of Francis & Joann Zeidler (now or formerly) recorded in Deed Book 420, Page 16 with a bearing of N 07°28'14" E and a distance of 914.64' (passing an existing rebar at 454.19' and an existing rebar at 874.54') to a point in the centerline of Chestnut Lane; being the point of **BEGINNING**, having an area of 13.820 acres, more or less, as shown on a survey by Carolina Surveyors, Inc.

Section 2. A public hearing on the question of annexation will be held at the Town Hall at 7:00 p.m. on Monday, September 23, 2019.

Section 3. Notice of the public hearing shall be published in the Monroe Enquirer-Journal, a newspaper having general circulation in the Town of Stallings at least 10 days prior to the date of the public hearing.

Adopted this the 9th day of September, 2019.

Wyatt Dunn, Mayor

Attest:

Erinn E. Nichols, Town Clerk

Approved as to form:

Cox Law Firm, PLLC



MEMO

Agenda Item # 11

To: Stallings Town Council
From: Ashley Platts, Parks & Recreation Director
Date: September 4, 2019
RE: **Christmas Lighting Contract for Stallings Park**

Background/Issue:

Each year the Parks & Recreation Department displays Christmas lights in Stallings Park from November to New Year's. The lighting display covers over 50 trees in the Park and in front of Town Hall!

Discussions throughout the year have indicated a desire to further capitalize on the Christmas season with enhanced services and potential expansion of the Christmas in the Park event.

Proposal/Solution:

This year's budget for lighting in the Park is \$25,000. Our proposal this year includes the addition of large, colored feature trees in Stallings Park, the redistribution of white strands to make the display fuller and brighter, and 2 additional green "tree of lights" to be clustered in front of Town Hall with the red tree we already own. This proposal will cost approximately \$23,000.

We were also provided pricing on several options to potentially expand our Christmas display by utilizing the stage in the Park as a destination Christmas photo spot. I will present several of these options for your review and consideration.

Requested Actions:

- 1) Advise on direction for Stallings Park Photo Destination concept and any potential additional items to be added to the base contract presented.
- 2) Direct staff to enter into contract with Installing the Holidays for our 2019 Christmas Light Display.

Installing The Holidays

3611 Mt. Holly Huntersville Rd
Ste. 204-251
Charlotte, NC 28216

Proposal

| Date | Proposal # |
|-----------|------------|
| 7/25/2019 | 11198 |

Bill To:
Town of Stallings
315 Stallings Rd
Stallings, NC 28104

Ship To:
*** Install ***
Town of Stallings
315 Stallings Rd
Stallings, NC 28104

| Sales Person | | Project | | |
|---|---|---------|------------|-----------|
| JL | | | | |
| Item | Description | Qty | Unit price | Total |
| Stallings Park - 2019 | | | | |
| *** Service *** | | | | |
| IR-DECTREESMALL | Installation & Removal- Mini Lights on small deciduous tree 10 or less strands Canopy and trunk wrap | 39 | 147.50 | 5,752.50T |
| IR-DECTREEXLG | Installation & Removal- Mini Lights on X-large deciduous tree 50 strands Wrap branches and trunk, or canopy and trunk | 6 | 1,249.00 | 7,494.00T |
| 2- Trees with Warm White Shimmer Lights | | | | |
| 1- Tree with Blue LED Lights | | | | |
| 1- Tree with Purple LED Lights | | | | |
| 1- Tree with Multi-Colored LED Lights | | | | |
| 1- Tree with Pink LED Lights | | | | |
| SUBTOTAL | | | | 13,246.50 |
| *** Product *** | | | | |
| LMLEDREFLECTIVBLU | Blue Reflective LED Mini Lights 4.8 watts, 6" spacing, green wire | 72 | 13.85 | 997.20T |
| LMLEDREFLECTIVPUR | Purple Reflective LED Mini Lights 4.8 watts, 6" spacing, green wire | 72 | 15.85 | 1,141.20T |
| LMLEDREFLECTIVMUL | Multi-Colored Reflective LED Mini Lights 4.8 watts, 6" spacing, green wire | 72 | 12.85 | 925.20T |
| LMLEDREFLECTIVPNK | Pink Reflective LED Mini Lights 4.8 watts, 6" spacing, green wire | 72 | 15.85 | 1,141.20T |

General terms: The parties agree to the following additional terms of this contract
A deposit of 50% is due upon execution of this contract with the balance due on the installation date or delivery date unless specified above. All requested changes to the above described work will be subject to additional charges. Cancellations and reductions are subject to a 30% restocking fee. Any amount not paid when due, is subject to a late charge of 1.5% per month (18% annual). Owner is responsible for providing and maintaining adequate electrical outlets adjacent to the proposed locations for its lit decorations and building lighting.
Installing The Holidays is not responsible for any products damaged or lost due to vandalism, extreme weather conditions, or acts of God and will make efforts to replace such product for an additional charge. All dates specified are subject to change due to inclement weather. Installing The Holidays will replace any defective product, but does not guarantee that each individual bulb will light during the entire installed period. This contract is made under and shall be governed and construed in accordance with the laws of the State of North Carolina.

Subtotal

Sales Tax (7.25%)

Total

This proposal is valid for 30 days.

The person signing this contract certifies that they are authorized to accept the proposal and its terms on behalf of the owner.

Authorized Signature

Date _____

Sales@InstallingTheHolidays.com

www.InstallingTheHolidays.com

Page 1

Installing The Holidays

3611 Mt. Holly Huntersville Rd.
Ste. 204-251
Charlotte, NC 28216

Proposal

| Date | Proposal # |
|-----------|------------|
| 7/25/2019 | 11198 |

Bill To:
Town of Stallings
315 Stallings Rd
Stallings, NC 28104

Ship To:
*** Install ***
Town of Stallings
315 Stallings Rd
Stallings, NC 28104

| Sales Person | | Project | | |
|--------------------------|--|---------|------------|-----------|
| JL | | | | |
| Item | Description | Qty | Unit price | Total |
| SUBTOTAL | | | | |
| *** City Hall *** | | | | |
| *** Service *** | | | | |
| IRS-EGTREETMED | Installation & Removal- Mini Lights on medium evergreen tree 10-15 strands per tree. Includes storage. Canopy only | 1 | 127.50 | 127.50T |
| IRS-DECTREEMED | Installation & Removal- Mini Lights on medium deciduous tree 10-15 strands per tree. Includes storage. Wrap branches and trunk, or canopy. | 3 | 147.50 | 442.50T |
| IRS-EGTREETMED | Installation & Removal- Mini Lights on medium evergreen tree 10-15 strands per tree. Includes storage. Canopy only | 1 | 127.50 | 127.50T |
| SUBTOTAL | | | | 697.50 |
| *** Product *** | | | | |
| TRGPPUTOL12-LED | Tree of Lights- 12' x 4.5', C9 LED lights w/ 22" star 179 lights, 88 watts, 80 lbs. Green Lights | | 1,340.00 | 1,340.00T |
| TRGPPUTOL16-LED | Tree of Lights- 16' x 6', C9 LED lights w/ 22" star 260 lights, 130 watts, 145 lbs. Green Lights | | 2,615.00 | 2,615.00T |

General terms: The parties agree to the following additional terms of this contract
A deposit of 50% is due upon execution of this contract with the balance due on the installation date or delivery date unless specified above. All requested changes to the above described work will be subject to additional charges. Cancellations and reductions are subject to a 30% restocking fee. Any amount not paid when due, is subject to a late charge of 1.5% per month (18% annual). Owner is responsible for providing and maintaining adequate electrical outlets adjacent to the proposed locations for its lit decorations and building lighting.
Installing The Holidays is not responsible for any products damaged or lost due to vandalism, extreme weather conditions, or acts of God and will make efforts to replace such product for an additional charge. All dates specified are subject to change due to inclement weather. Installing The Holidays will replace any defective product, but does not guarantee that each individual bulb will light during the entire installed period. This contract is made under and shall be governed and construed in accordance with the laws of the State of North Carolina.

Subtotal

Sales Tax (7.25%)

Total

This proposal is valid for 30 days.

The person signing this contract certifies that they are authorized to accept the proposal and its terms on behalf of the owner.

Authorized Signature

Date _____

Sales@InstallingTheHolidays.com

www.InstallingTheHolidays.com

Page 2

Installing The Holidays

3611 Mt. Holly Huntersville Rd.
 Ste. 204-251
 Charlotte, NC 28216

Proposal

| Date | Proposal # |
|-----------|------------|
| 7/25/2019 | 11198 |

Bill To:
 Town of Stallings
 315 Stallings Rd
 Stallings, NC 28104

Ship To:
 *** Install ***
 Town of Stallings
 315 Stallings Rd
 Stallings, NC 28104

| Sales Person | Project |
|--------------|---------|
| JL | |

| Item | Description | Qty | Unit price | Total |
|-------------------|--|-----|------------|--------|
| Shipping Estimate | This amount is an estimate. We do our best to be as accurate as possible when providing the estimate, but the actual shipping charge is subject to change. SUBTOTAL | 1 | 600.00 | 600.00 |
| Note 3 | Installation and Removal dates are assigned first-come, first-served, by returning your signed proposal and 50% deposit. | | 0.00 | 0.00 |
| Note 4 | Estimated install: October 2019, Tree Lighting December 5, 2019 Estimated removal: January, 2020 | | 0.00 | 0.00 |

General terms: The parties agree to the following additional terms of this contract:
 A deposit of 50% is due upon execution of this contract with the balance due on the installation date or delivery date unless specified above. All requested changes to the above described work will be subject to additional charges. Cancellations and reductions are subject to a 30% restocking fee. Any amount not paid when due, is subject to a late charge of 1.5% per month (18% annual). Owner is responsible for providing and maintaining adequate electrical outlets adjacent to the proposed locations for its lit decorations and building lighting. Installing The Holidays is not responsible for any products damaged or lost due to vandalism, extreme weather conditions, or acts of God and will make efforts to replace such product for an additional charge. All dates specified are subject to change due to inclement weather. Installing The Holidays will replace any defective product, but does not guarantee that each individual bulb will light during the entire installed period. This contract is made under and shall be governed and construed in accordance with the laws of the State of North Carolina.

Subtotal \$22,703.80
Sales Tax (7.25%) \$1,602.53
Total \$24,306.33

This proposal is valid for 30 days.

The person signing this contract certifies that they are authorized to accept the proposal and its terms on behalf of the owner.

Authorized Signature _____ Date _____

Sales@InstallingTheHolidays.com

www.InstallingTheHolidays.com



Town of
Stallings

315 Stallings Road ▪ Stallings, North Carolina 28104

August 15, 2019

RE: Project U-4913 (Idlewild Road Corridor Widening)

Dear DOT and CRTPO Officials,

For over the past year, DOT and the Town of Stallings have been engaged in an ongoing dialogue regarding Project U-4913. The Town wants to express our ongoing respect and appreciation to our local DOT officials. While communicating our respect, the Town has also expressed on numerous occasions serious concerns that certain aspects of DOT's designs would be antithetical and even destructive to the Town's previously adopted land use plans (see enclosed 7/16/19 letter).

In July, the DOT shared several U-4913 conceptual designs and held a public input session. In the same month, DOT also shared with the Town several additional conceptual design alternatives from NCDOT's Mobility and Safety Division including a one-way pair concept. The Stallings Town Council has discussed this information and is appreciative of DOT sharing alternative configurations. The Council likes certain aspects of the one-way pair concept but also has concerns.

Ultimately, the Council does not see the one-way pair as a feasible option for two primary reasons. First, the cost to enact such a project would likely be exorbitant and exceed the current budget by a significant margin. Second, the one-way pair design is a significant change from the current design concept alternatives being presented. However, DOT's stated project milestone timeline is insufficient for the proper development and evaluation of this concept in this location, and any subsequent hard design. Specifically, the Town Council believes more than a very high-level concept design is needed to properly evaluate certain key design features such as intersection design and street cross sections to understand how a one-way pair would function and impact our community. DOT's timeline does not provide enough time for such a process and subsequent hard design of such a significant change.

As a result, the Town would like to reiterate its concerns/recommendations as follows:

- 1.) The Michigan-left/superstreet concept design for the Stevens Mills Road and Idlewild Road intersection is antithetical to the Town's adopted plan. The Town would request that the intersection of Stevens Mill Road and Idlewild Road be a traditional full-access intersection. If a traditional full-access intersection is not possible, the Town would also find a roundabout for this intersection acceptable.
- 2.) As previously indicated, the Town would be willing to accept going from a 4-lane to a 6-lane section for this corridor if done in accordance with the enclosed cross section.

3.) The Town would eventually like for there to be a 14' multi-way path on the northeastern/non-shopping center side of Idlewild Road. Much of this area is undeveloped and so the Town wants developers to cover the cost of installing this 14' multi-way path as those particular properties develop and not taxpayers. As a result, the Town is not committing to pay for any sidewalk betterments but requests that DOT leave enough space for sidewalks to be done in accordance with the enclosed cross-section. This way developers will fund these improvements as development happens and not taxpayers.

Sincerely,

Stallings Town Council



July 16, 2019

RE: Project U-4913 (Idlewild Road Corridor)

Dear DOT and CRTPO Officials,

On behalf of the Stallings Town Council, I write today regarding TIP Project U-4913. As you know, this Project involves improvements to the Idlewild Road corridor partly located within the Town of Stallings. For over the past year, DOT and the Town of Stallings have been engaged in an ongoing dialogue regarding U-4913. The Town of Stallings is appreciative of DOT's willingness to have a dialogue and wants to express our respect and appreciation to our local DOT officials. Both DOT and the Town of Stallings believe that transportation improvements are greatly needed in this area.

Recently, our DOT colleagues have shared several U-4913 conceptual designs. These designs will be part of the feedback conversation at an upcoming 7/25/19 DOT public input session. The Town supports several aspects of these conceptual designs including:

- 1.) The Town supports the diverging diamond interchange conceptual configuration. As you know, the diverging diamond design is unusual in that it requires traffic to briefly drive on the non-typical opposite side of the road. While there will likely be some growing pains as unfamiliar motorists become accustomed to this design, the Town believes this design will ultimately benefit our community's transportation network by improving efficiency of the interchange.
- 2.) The Town supports the dual lane roundabout at the realigned Stallings Road and Hooks Road intersection.

While emphasizing our respect for our DOT colleagues and areas of mutual agreement, the Town of Stallings has deep concerns about certain aspects of the proposed U-4913 conceptual designs. Indeed, certain aspects of the U-4913 concept designs are antithetical and even destructive to the Town's already adopted Idlewild Road Corridor Small Area Plan.

The Town spent years and hundreds of thousands of dollars overhauling our community's development plans including the adopted Idlewild Road Corridor Small Area Plan. The Idlewild Road Corridor Small Area Plan envisions an integrated development supported by uses that are typical for markets within metropolitan areas having similar accessibility and locational contexts. The intent of the Idlewild Road Corridor Small Area Plan is to capture and orient these uses to support not only regional needs sustained by the auto-oriented access provided by I-485, but to also create a critical mass that enables

the creation of jobs, fosters a good proportion of retail servicing local needs, and integrates these options in close proximity. The concept designs for U-4913 essentially installs an ever-expanding highway in the middle of our already adopted mixed-use plan. This will be destructive to the Town's adopted vision for the Idlewild Road Corridor.

The Town's concerns are generally described as follows:

- 4.) The Michigan-left/superstreet concept design for the Stevens Mills Road and Idlewild Road intersection is antithetical to the Town's adopted plan. The Town would request that the intersection of Stevens Mill Road and Idlewild Road be a traditional full-access intersection. If a traditional full-access intersection is not possible, the Town would also find a roundabout for this intersection acceptable.
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The Town Council has instructed Town staff to file our concerns with DOT and also through the CRTPO process.

Sincerely,

Mayor Wyatt Dunn
Town of Stallings

CC:

Robert Cook, CRTPO
Neil Burke, CRTPO
Scott Cole, NCDOT
Sean Epperson, NCDOT
Alex Sewell, Town of Stallings
Chris Easterly, Town of Stallings



MEMO

To: Town Council

From: Alex Sewell, Town Manager

Date: 7/24/19

RE: U-4913 Idlewild Road Widening – Idlewild Work Team Recommendation

Purpose: This memorandum provides background on the ongoing dialogue regarding NCDOT TIP Project U-4913 (Idlewild Road Widening) and provides a recommendation from the Town's Project Work Team regarding the alternative concepts that NCDOT has provided. With the DOT public open house scheduled for 7/25/19, staff wanted Council to be aware of this information.

Background:

- The N.C. Department of Transportation ("DOT") and Town of Stallings have been engaged in an ongoing dialogue regarding U-4913 over the past year. One of the Town's primary underlying concerns is that some of the proposals for the corridor would be antithetical and even destructive to the Town's already adopted land use plans for the area.
- An Idlewild Work Team was established consisting of the Council Member Paxton, Town Manager Alex Sewell, Planning Director Lynne Hair, Town Engineer Chris Easterly, Planning Consultant Demetri Batches, and Traffic Engineer Consultant Randy Goddard. This Idlewild Work Team has been the primary working body for evaluating DOT's proposals and providing recommendations to the Town Council on the topic.
- Recently, DOT shared two U-4913 conceptual design maps. These maps will be part of the feedback conversation at the upcoming 7/25/19 DOT public open house with local officials and the public.
- At the 7/8/19 Council meeting, the Council provided direction on what the Council agreed and disagreed with regarding DOT's design maps. The Council directed staff to file these concerns with DOT directly and through a Charlotte Regional Transportation Planning Organization (CRTPO) process. This communication is enclosed at the bottom of this document.

Update:

- In addition to the DOT design maps that are the subject of the upcoming DOT input session on 7/25/19, the DOT provided the Town with additional alternative design concepts from DOT's Mobility and Safety Division in Raleigh.
- On 7/23/19, the Town Work Team met to evaluate the additional design concepts presented by DOT with the goal of providing a recommendation for the Town Council's consideration.

Recommendation: The Idlewild Town Work Team believes the one-pair concept would be a better fit (for accomplishing the Town's adopted land use vision for the area) than previous concepts if built with the following recommendations:

- No more than 3 lanes max (includes 2 through and one turn/transit lane) on each of the pairs;
 - The lane width would not exceed 10 feet for through lanes and 12 feet for any turn/transit lane;
 - The Harris Teeter intersection would remain full access;
 - The Stevens Mill/Idlewild Road intersection is a traditional full-access intersection;
 - An attractive streetscape including:
 - o Landscaping including trees;
 - o Non-highway signage – more suburban/urban signage;
 - o Lighting - mast arm poles or other decorative;
 - o Multi-use path along the north side of the pair with planting strip;
 - Spacing:
 - o The distance between pairs is a minimum of 450 feet between each other to allow for development;
 - o Ability to connect every 350 to 400 feet to allow for block connectivity.
-



July 16, 2019

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Mayor Wyatt Dunn
Town of Stallings

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Alex Sewell, Town of Stallings
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U-4913, Idlewild Road, Stallings, NC

Additional Design Concepts from Joe Hummer

Mobility and Safety Division

July 1, 2019

Introduction

On June 20 Sean Epperson of Division 10 asked me to look at U-4913, which is the project to improve Idlewild Road in Stallings. He asked me to focus on the corridor from I-485 to the east, especially the intersection with the substantial cross street at Stevens Mill Road. The project team has generated and analyzed a number of alternatives to this point (including four-lane and six lane cross sections, traditional intersections, and reduced conflict intersections) but has not found a concept that satisfies all stakeholders. The Town has adopted a small-area plan for this area, shown in Figure 1, that calls for very intense mixed-use development—essentially a new downtown cluster with great walkability—and it seems that the none of the design concepts analyzed so far with sufficient capacity fit with their vision. My objective was to look for other design concepts that provide sufficient capacity and might better fit with the small-area plan.

Concepts

I used the 2040 Build-Revised peak hour volumes developed by AECOM (Figure 14 in their May 2019 traffic analysis report) in my work. Those peak hour volumes assumed that half of the development shown in the small-area plan was built and operating by 2040. One look at those volumes, with peak hour demands well over 2000 vphpl in the peak direction on Idlewild Road at Stevens Mill, is sufficient to see that Idlewild must have three through lanes in each direction to satisfy capacity standards in 2040. Having established that, I searched for at-grade intersection solutions for a six-lane arterial meeting a substantial cross street. It is too bad that the Town is rejecting reduced conflict intersection (RCI) solutions, because they are tailor made for this spot, providing great capacity, great progression, and great pedestrian crossing opportunities. RCIs are also the safest intersection concept in this space, as demonstrated by recent research for FHWA. However, with RCIs apparently off the table, my search continued.

I eventually found two options that might work in this corridor with sufficient capacity and the potential for a downtown feel, including a one-way pair and a quadrant roadway intersection (QRI). Figure 2 shows the one-way pair concept. Each direction of Idlewild would have three through lanes. Eastbound Idlewild traffic would stay on the current roadway, while westbound Idlewild traffic would use a new roadway shown in red. The interchange at I-485 would become a split diamond, which should operate well. The one-way pair could begin at the curve on Idlewild east of Stevens Mill and end at the proposed roundabout at Stallings Road west of I-485. Figure 2 also shows a new road connecting the existing Harris-Teeter development to the new westbound Idlewild roadway.

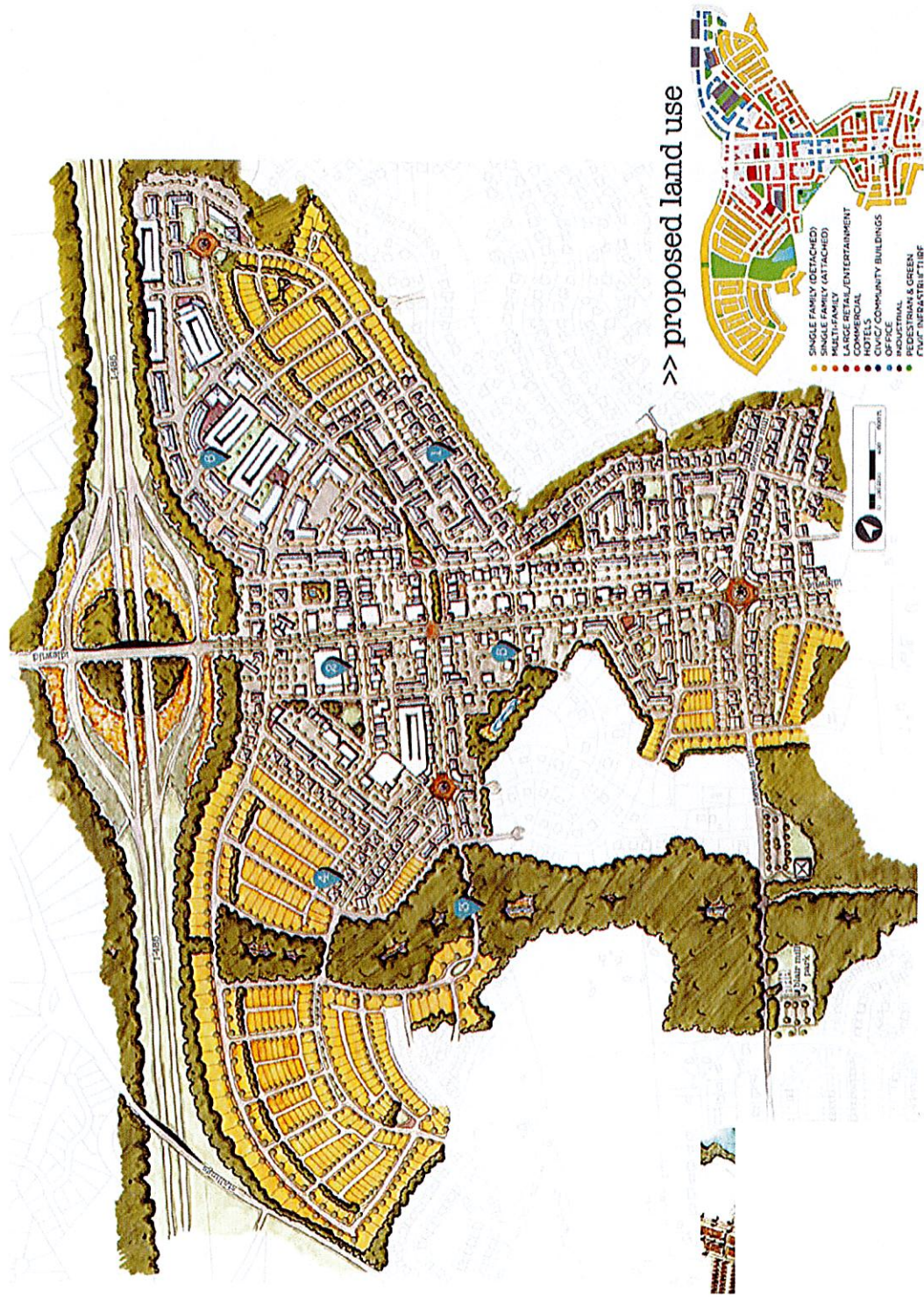


Figure 1. Small-area plan for Idlewild Road.

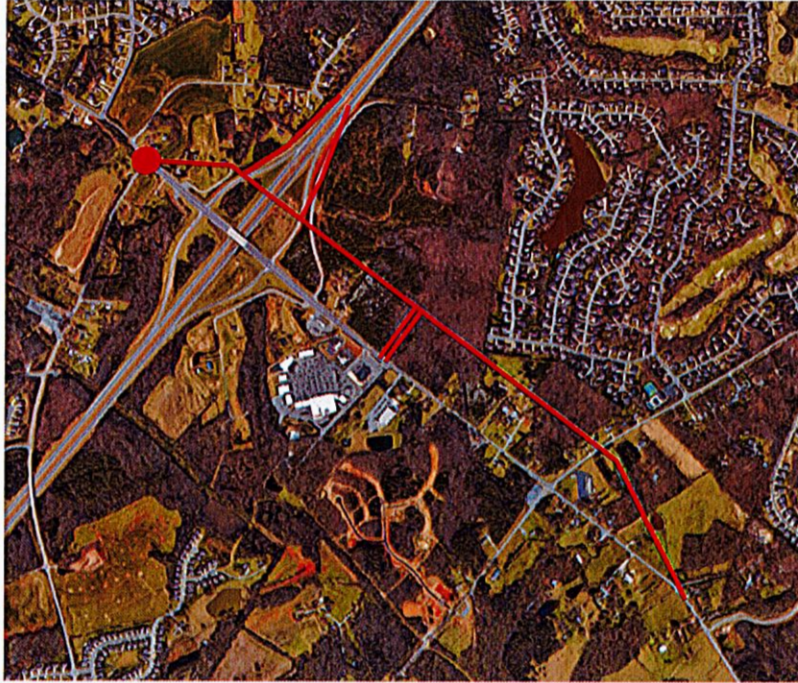


Figure 2. One-way pair concept.

The one-way pair concept would have many advantages over a traditional roadway in this setting. Capacities are generally higher at intersections on one-way streets because there are fewer conflict points and fewer signal phases and we expect those intersections to be safer as well for those same reasons. The cross-section on each roadway would be narrower than a traditional arterial, making crossing much easier for pedestrians and bicycles. Division 10 could achieve great signal progression eastbound and westbound at all times of the day with the one-way pair because the eastbound signals would be independent of the westbound signals. The great progression would allow great speed control—the Division would be free to set progression speeds in conjunction with Town officials at whatever level was appropriate. The Division, Town, and future developers could also install future signals on the one-way streets just about anywhere with much greater confidence that they would not substantially impact traffic operations as compared to a two-way arterial in which a signal at the wrong place would guarantee poor progression. The small-area plan showed a street parallel to Idlewild to the north in the location of the red line in Figure 2 anyway, so the proposed one-way westbound street would be in keeping with the plan in that sense. The new westbound street looks like it could be built with a minimum of residential and business takings, likely without impacting the church at the corner of Idlewild and Stevens Mill. The new westbound street, and the new bridge over I-485, could be built with a minimum of disruption to existing traffic flow on I-485 or Idlewild Road.

The one-way pair concept has two major drawbacks that I know of. One is the additional cost to the Department. The Department will need to buy more right-of-way and install more sidewalks, drainage, etc. with this concept than simply widening an existing arterial. We need a good cost estimate to see the extent of this disadvantage.

The second drawback I know of is the perception among some planners that one-way streets are not fitting for downtown areas. Indeed, many cities and towns around NC and the US have converted one-way pairs

to two-way streets in the past thirty years. However, this trend should not be overstated. The vast majority of such conversions have been on low-demand collector and local streets—places where one-way pairs were needed for traffic efficiency at some point in the past but the demand shifted and the need evaporated. In most downtown areas where there is an arterial that must move larger demands efficiently one-way pairs are still functioning well and do not detract from a downtown setting. Uptown Charlotte is a great example of course, as is downtown Raleigh, DC, Manhattan, etc. The need to move large traffic demands through downtown areas has, in fact, led to a bit of a resurgence in the one-way pair concept in California and other western states thanks to noted “New Urbanist” Peter Calthorpe. Figure 3 shows a relatively new “town center intersection” of two one-way pairs he created in San Marcos, CA where two arterials meet at a place the town would like to develop as a new downtown. On the flip side, new downtown-like developments can be stifled by a wide arterial bisecting the area; North Hills in Raleigh is a great example of such a place where a six-lane arterial creates an almost impossible barrier for pedestrians and bicycles trying to get from one half of the high-rise cluster to the other. Most downtowns with arterials feature one-way pairs that meet the needs of all road users well.

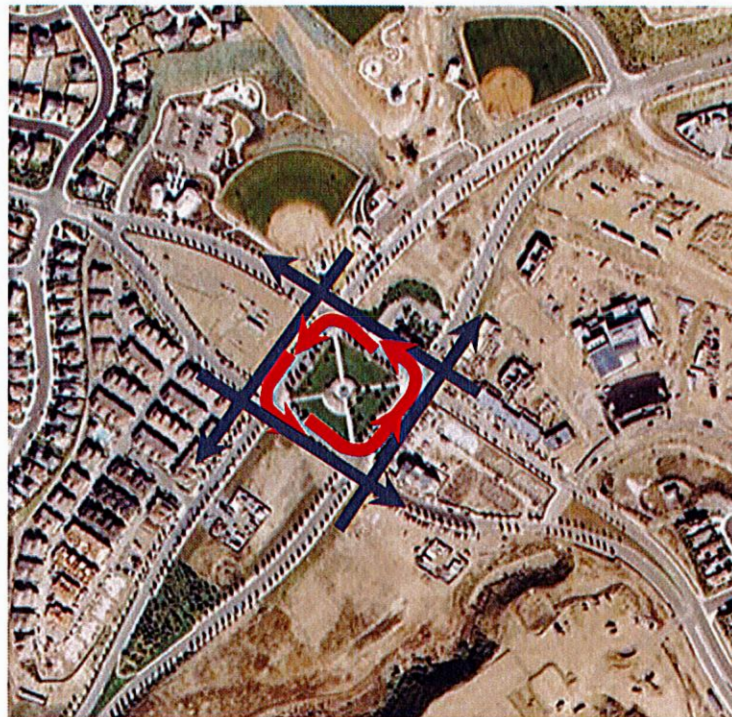


Figure 3. Town center intersection concept in San Marcos, CA.

The second concept that might be worth analyzing in this case is a QRI. Figure 4 shows a QRI in Huntersville, NC. QRIs reroute some or all of the left turn maneuvers to the connector road. For U-4913 I would start by considering rerouting all four left turns to a connector road in the northeast quadrant which would interfere with the heart of the small-area plan as little as possible.

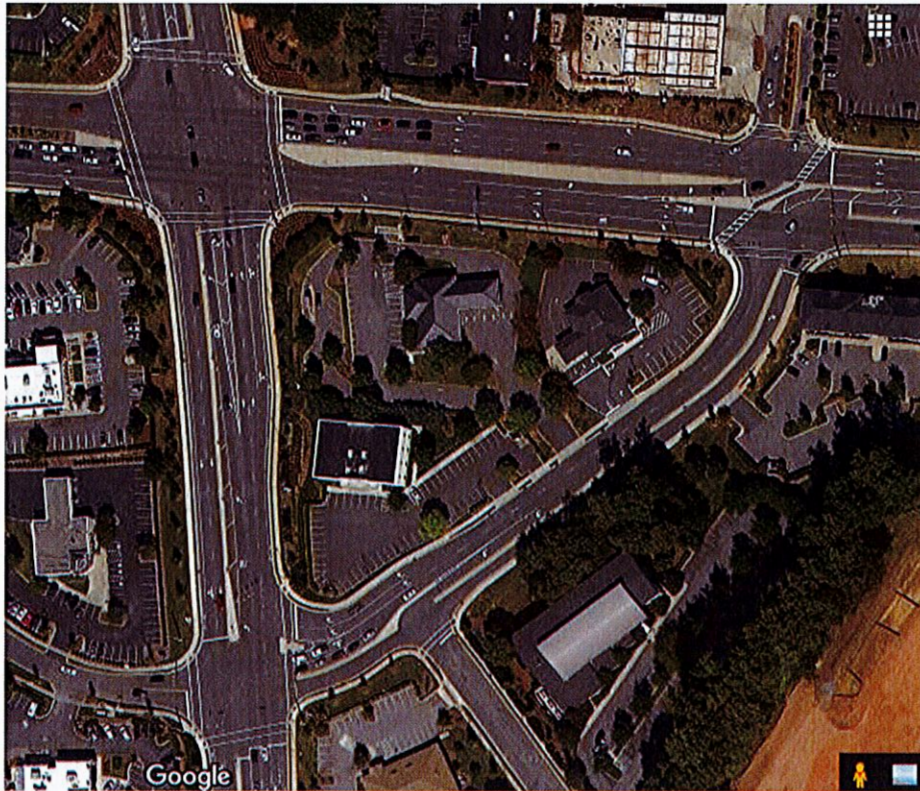


Figure 4. QRI in Huntersville.

A QRI concept should provide several advantages in this case. A QRI generally has the second-best capacity of any at-grade intersection design, behind the continuous flow intersection (which is not a design fitting for a downtown area) but better than RCI concepts and much better than traditional intersection designs. A QRI is also pedestrian-friendly and bicycle-friendly, as the main and secondary intersections are narrower and have fewer signal phases than a traditional intersection. In fact, a QRI serves 40 of the 48 pedestrian movements at an intersection better than a traditional intersection. If the connector roadway for the QRI is located in the northeast quadrant of the Idlewild at Stevens Mill intersection aerial photos appear to show available right-of-way with minimal relocations, again hopefully behind the existing church without impacting it too badly. The connector road could also be built with a minimum of disruption to the existing roadways.

A QRI would also have several disadvantages in this case. The QRI does not appear to fit with the Town's small-area plan as well as the one-way pair concept. In addition, the QRI secondary intersections should remain have just three legs, not four as shown in Figure 4, so any collector streets west of Stevens Mill would have to be offset from the QRI connector road. The QRI does not provide great signal progression like the one-way pair, so signal spacing along Idlewild Road would be of great concern to the Division in the future. In fact, like a traditional signal at Idlewild and Stevens Mill, a QRI would provide poor progression in conjunction with the signals already in place along Idlewild. From Stevens Mill along Idlewild to the west, it is 2200 feet to the signal at the Harris Teeter and then 1600 feet from that signal to the eastern signal at I-485. As Table 1 shows, these are awkward signal spacings with only the one highlighted combination providing decent two-way progression through those signals. All other combinations of speed and cycle

length would provide relatively poor signal progression along Idlewild with either a traditional intersection or a QRI in place at Stevens Mill.

Table 1. Limits of good signal progression.

| Speed, mph | Cycle, sec | Simultaneous progression | | Alternate progression | |
|------------|------------|--------------------------|----------------|-------------------------|----------------|
| | | Low limit, ft | High limit, ft | Low limit, ft | High limit, ft |
| 25 | 80 | 0 | 290 | 1170 | 1760 |
| 30 | 80 | 0 | 350 | 1410 | 2110 |
| 35 | 80 | 0 | 410 | 1640 | 2460 |
| 40 | 80 | 0 | 470 | 1880 | 2820 |
| 45 | 80 | 0 | 530 | 2110 | 3170 |
| 25 | 100 | 0 | 370 | 1470 | 2200 |
| 30 | 100 | 0 | 440 | 1760 | 2640 |
| 35 | 100 | 0 | 510 | 2050 | 3080 |
| 40 | 100 | 0 | 590 | 2350 | 3520 |
| 45 | 100 | 0 | 660 | 2640 | 3960 |
| 25 | 120 | 0 | 440 | 1760 | 2640 |
| 30 | 120 | 0 | 530 | 2110 | 2640 |
| 35 | 120 | 0 | 620 | 2460 | 3700 |
| 40 | 120 | 0 | 700 | 2820 | 3960 |
| 45 | 120 | 0 | 790 | 3170 | 4750 |
| 25 | 150 | 0 | 550 | 2200 | 2640 |
| 30 | 150 | 0 | 660 | 2640 | 2640 |
| 35 | 150 | 0 | 770 | 3080 | 3960 |
| 40 | 150 | 0 | 880 | 3520 | 3960 |
| 45 | 150 | 0 | 990 | 3960 | 5280 |
| 25 | 200 | 0 | 730 | No progression possible | |
| 30 | 200 | 0 | 880 | No progression possible | |
| 35 | 200 | 0 | 1030 | No progression possible | |
| 40 | 200 | 0 | 1170 | No progression possible | |
| 45 | 200 | 0 | 1320 | 5280 | 5280 |

Method

I used the critical lane method to analyze the alternatives at Idlewild and Stevens Mill. The critical lane method is an old, well-known, and software independent way to examine signals. It is the basis for common traffic analysis packages like CAP-X and VJUST. The critical lane method makes many assumptions about operations and driver behavior, including even lane distributions, that may not hold up in final design but that are appropriate for preliminary stages when details are unknown. I analyzed the traditional intersection, the one-way pair, and the QRI at Idlewild and Stevens Mill. I did not analyze the interchange at I-485 because choosing a QRI at Stevens Mill would likely not change any improvements at I-485 and because the split diamond shown with the one-way pair in Figure 2 would likely work very well. As noted, I used the 2040 build demands revised to consider half of the small-area plan development

(Figure 14 in the AECOM traffic analysis from May 2019). I also used the AECOM lanes (Figure 18) as much as possible. The lanes I assumed for each alternative are shown in sketches attached to the back of this report.

The critical lane method produces a volume-to-capacity (v/c) ratio for the entire intersection. The usual standard for v/c ratios is 0.85. A v/c of 0.85 corresponds roughly to a level of service D. Achieving a v/c of 0.85 or lower in the peak periods in the design year means that fluctuations in travel demand year-to-year, day-to-day, or even minute-to-minute within the peak hour will not cause unacceptable queuing at the intersection of interest.

Results

Table 2 shows the results of my analysis. The traditional design produced a v/c ratio of 0.90 in the pm peak hour, which is typically not acceptable. By contrast, the one-way pair design produced v/c ratios which topped out at 0.79 and the quadrant produced v/c ratios which peaked at 0.75. These levels are in keeping with a priori expectations of these concept. In terms of roadway capacity, and likely delay, the one-way pair and quadrant designs with the lanes shown at the end of this report could handle the projected traffic demands very well.

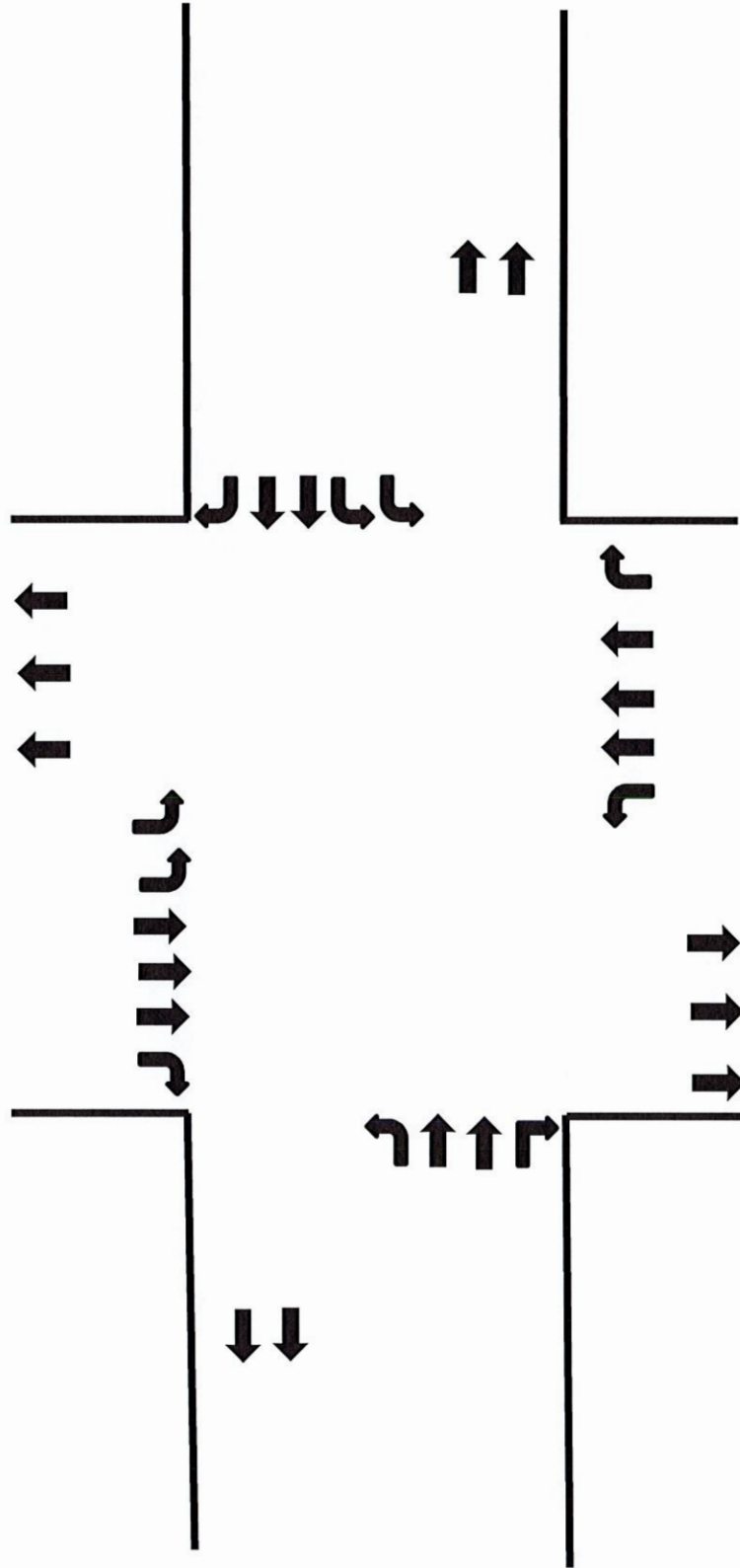
Table 2. V/C estimates.

| Design concept | Junction | AM V/C | PM V/C |
|----------------|----------|--------|--------|
| Traditional | Main | 0.82 | 0.90 |
| One-way pair | North | 0.72 | 0.79 |
| | South | 0.59 | 0.76 |
| Quadrant | Main | 0.70 | 0.75 |
| | North | 0.42 | 0.62 |
| | East | 0.67 | 0.64 |

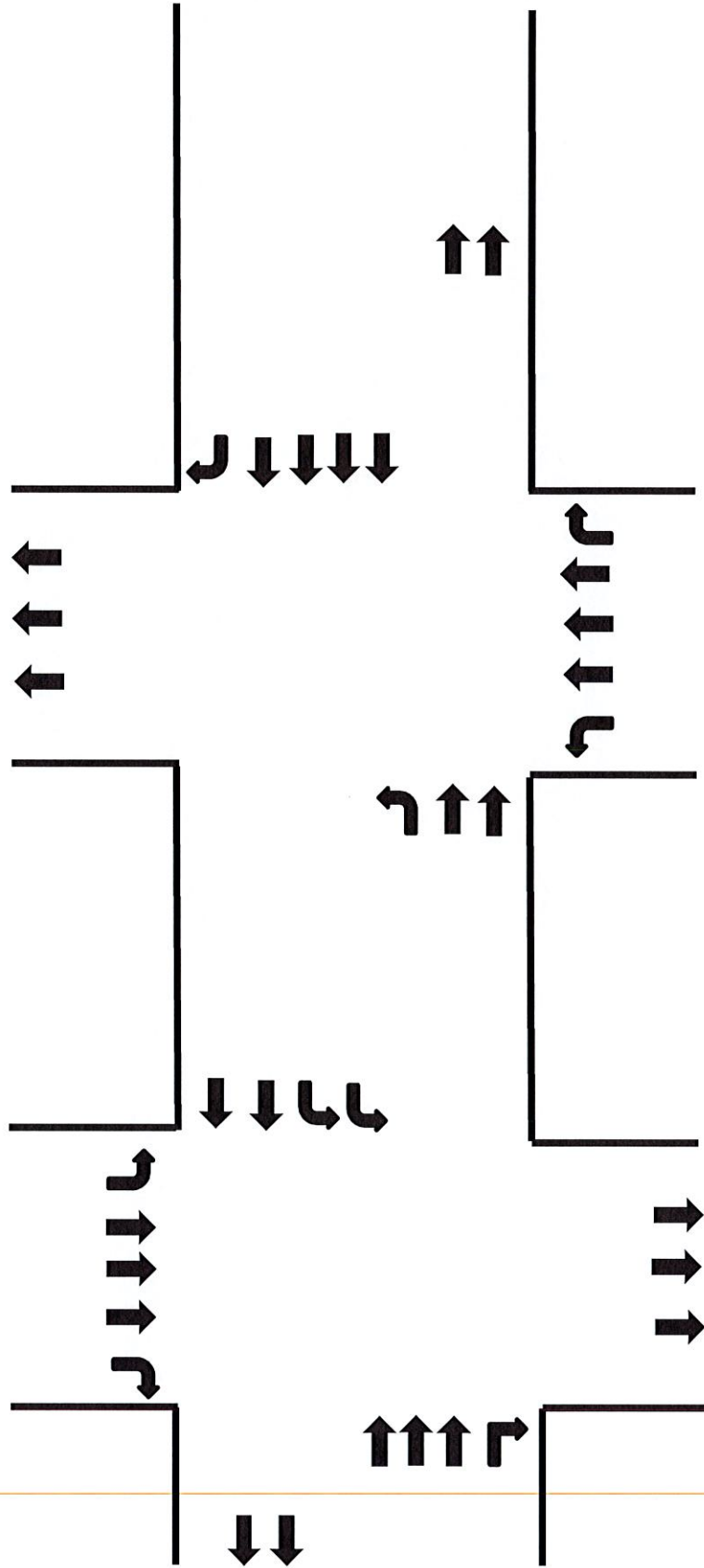
Recommendation

Based on the U-4913 documentation I have seen, the RCI alternatives do a great job of meeting project objectives, so I favor them and urge their construction. However, if the RCI alternatives proves infeasible due to negative perceptions by the Town, my recommendation is to move forward with a thorough analysis of the one-way pair and QRI alternatives. The one-way pair and QRI appear to provide sufficient capacity and might fit the Town's small-area plan quite well. The keys to the thorough analysis needed would be a look at costs, at the Town's perceptions, and at overall travel time, as the QRI option in particular requires longer travel distances that could negate some capacity and delay advantages. If the travel times look good, the costs are not too high, and the Town thinks the alternative could give them the downtown atmosphere they seek, either the one-way pair or the QRI could be a good choice in this case.

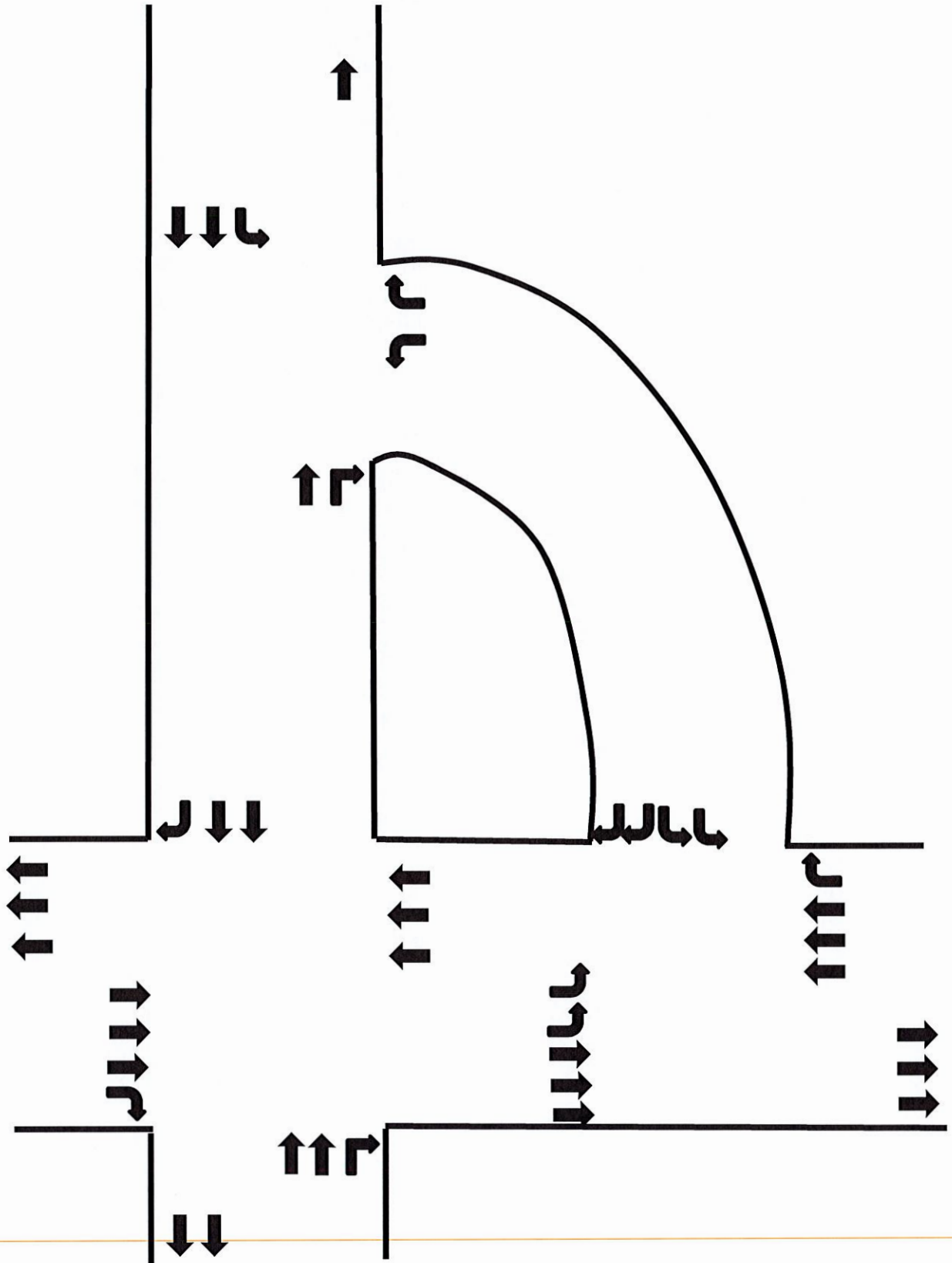
Lanes Assumed, Traditional



Lanes Assumed, One-Way Pair



Lanes Assumed, Quadrant



TOWN OF STALLINGS

FOURTH AMENDMENT TO SOLID WASTE SERVICE CONTRACT

This Fourth Amendment to the Solid Waste Service Contract ("Fourth Amendment") is made and entered into this the _____ day of _____ 2019, by and between the Town of Stallings, North Carolina (the "Town") and God Bless the USA, Inc., North Carolina (the "Company") d/b/a Waste Connections. The Company and Town are each individually referred to herein as a "Party" and collectively referred to as "Parties."

BACKGROUND

- A. WHEREAS, the Company and Town entered into a Solid Waste Service Contract ("Contract") dated May 10, 2011; and
- B. WHEREAS, the Company and Town amended the Contract pursuant to the certain amendments to the Solid Waste Service Contract dated July 16, 2013 (the "First Amendment"); and
- C. WHEREAS, the Company and Town amended the Contract pursuant to certain amendments to the Solid Waste Service Contract dated July 21, 2016 (the "Second Amendment"); and
- D. WHEREAS, the Company and Town amended the Contract pursuant to the certain amendments to the Solid Waste Service Contract dated March 26, 2018 (the "Third Amendment"); and
- E. WHEREAS, due to global market conditions with the recycling industry, the Parties now desire to further amend the Contract as specified herein; and
- F. WHEREAS, the Parties consider the Contract, First Amendment, Second Amendment, Third Amendment and Fourth Amendment all part of the same Contract.

WITNESSETH:

NOW, THEREFORE, it is mutually agreed, that in consideration of the covenants and releases herein contained, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. Section 13.00 Basis and Method of Payment

13.2 Modification to Rates of the Contract is hereby amended and the Town will pay \$49,480.00 for recycling fees for the 2019-2020 contract and there will be no CPI increase for 2019-2020.

- 2. The Company will design, provide, and distribute educational materials demonstrating what items are and are not recyclable, including a Town approved sticker to place on existing and new recycling carts noting that glass is not an approved material for recycling in Town carts.
 - 3. The Company will provide monthly reports to include recycling tons and participation rates for Stallings, to the Town beginning on October 1, 2019 .
 - 4. The Company agrees that there will be no further recycling fee increases for the remainder of the Contract.
-

5. Except as hereby modified or amended, the Contract shall continue in full force and effect.

In Witness Whereof, the parties hereto have executed this contract in duplicate originals, one of which is retained by each of the parties, the day and year first written above.

Attest:

Town of Stallings, North Carolina

Erinn Nichols, Town Clerk

Alex Sewell, Town Manager

Approved as to Form:

God Bless the USA, Inc. /dba Waste Connections

Melanie D. Cox, Town Attorney

Mark Pergolese, District Manager