



January 9, 2023
 Stallings Government Center
 321 Stallings Road
 Stallings, NC 28104
 704-821-8557
www.stallingsnc.org

Town Council Agenda

	Time	Item	Presenter	Action Requested/Next Step
	7:00 p.m.	Invocation Pledge of Allegiance Call the Meeting to Order	Wyatt Dunn, Mayor	NA
	7:05 p.m.	Public Comment	Wyatt Dunn, Mayor	NA
1.	7:15 p.m.	Consent Agenda A. Minutes from the following meetings: (1) 12-12-2022 – special (2) 12-12-2022 – closed	Wyatt Dunn, Mayor	Approve Consent Agenda
2.	7:17 p.m.	Reports A. Report from Mayor B. Report from Council Members/Town Committees C. Report from Town Manager/Town Departments	Council and Staff	NA
3.	7:45 p.m.	Agenda Approval	Wyatt Dunn, Mayor	Approve agenda as written
4.	7:50 p.m.	RZ22.09.02 <i>Recessed from 12-12-22</i> A. General Rezoning, SFR-1 to MU-2 – Council Vote B. Statement of Consistency and Reasonableness	Max Hsiang, Planning Director	Approve/Deny rezoning
5.	8:15 p.m.	NCLM delegate selection and voting direction	Alex Sewell, Town Manager	Appoint delegate
6.	8:25 p.m.	FY22-23 Town Priorities & Action Strategies Update	Alex Sewell, Town Manager	Information Only
7.	8:45 p.m.	Closed Session pursuant to NCGS 143-318.11(a)(3)	Melanie Cox, Town Attorney	Recess into closed session
8.	9:15 p.m.	Adjournment	Wyatt Dunn, Mayor	Motion to adjourn

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

The Town Council of the Town of Stallings met for a special meeting on December 12, 2022, at 6:00 p.m. at the Stallings Government Center, 321 Stallings Road, Stallings, North Carolina.

Those present were: Mayor Wyatt Dunn; Mayor Pro Tempore David Scholl; Council Members Steven Ayers, Heather Grooms, and Brad Richardson.

Those absent were: Council Members Taylor-Rae Drake and Graham Hall.

Staff present were: Alex Sewell, Town Manager; Erinn Nichols, Assistant Town Manager/Town Clerk; Kevin Parker, Town Engineer; Bo Conerly, Kimley Horn; and Mac McCarley, Planning Attorney.

1. Call the Meeting to Order

Mayor Dunn called the meeting to order.

2. Closed Session pursuant to NCGS 143-318.11(a)(3)

Council Member Scholl made the motion to go into closed session pursuant to NCGS 143-318.11(a)(3). The motion received Council's unanimous support after a second from Council Member Ayers.

Council went into closed session at 6:01 p.m. and reconvened in open session at 6:17 p.m.

3. Adjournment

Council Member Scholl moved to adjourn the meeting, seconded by Council Member Ayers, and the motion received unanimous support. The meeting was adjourned at 6:18 p.m.

Approved on _____, 2023.

Wyatt Dunn, Mayor

Erinn E. Nichols, Town Clerk

Approved as to form:

Cox Law Firm, PLLC



MEMO

To: Town Council
From: Max Hsiang, Planning Director
Date: 01/03/2023
Re: RZ22.09.02 Buffer Concerns

Request:

Dr. Sergey Denisovich has submitted a general rezoning request for Single-Family Residential 1 (SFR-1) to Mixed-Use 2 (MU-2) at the location at parcel ID #0704003F, a property 7.98 acres in size on Stevens Mill Rd.

The Council heard the request at their December 12, 2022, meeting. The Council was concerned about no required buffer between MU-2 and CZ. Southstone is an existing residential neighborhood that is conditionally zoned. No buffer would be required for Parcel ID#0704003F adjacent to the existing homes in Southstone if the subject parcel was rezoned to MU-2.

Staff proposes a text amendment requiring a Type A 40' buffer for any new or redeveloped non-residential uses adjacent to existing residential. The text amendment would help preserve existing residential buffers. The text amendment would make it so that any new developer would be required to install the buffer if the applicant were to sell the property. Dr. Sergey Denisovich would not be required to install a buffer adjacent to the existing homes in CZ Southstone because of the permit choice rule.

According to SOG, Permit Choice is the right of the development applicant to choose for application to be reviewed under regulations applicable at the time of initial application; it applies to initial permit application and subsequent related development permits. G.S. 143-755 & 160D-108.



Dimensional Requirements:

Zoning	Density	Buffers	Open Space	Landscaping
SFR-1	1.6 Units/Acre	40' adjacent to all zoning districts	<ul style="list-style-type: none"> • 25% Total Required • 12.5% Improved 	<ul style="list-style-type: none"> • Street trees required. • Tree Conservation Required (3% of total area) – Table 11.3. • Parking lot landscaping required 11.6-4. • Berms required
MU-2	Only for Single-Family Detached: 4 units/acre.	<ul style="list-style-type: none"> • Type A (40' adjacent to SFR) • None against MU or CZ. • Building placement determined by Building Type (Article 9). 	<ul style="list-style-type: none"> • 10% Total Required • 5% Improved 	<ul style="list-style-type: none"> • Street trees required. • Tree Conservation Required (3% of total area) – Table 11.3. • Parking lot landscaping required 11.6-4. • Berms required for residential.

Staff Recommendation:

Staff recommend approval of RZ22.09.02 and moving forward with the buffer text amendment. If Council recommends the buffer text amendment, then it would be heard by Planning Board on January 17 and then by Council on February 27.

Although the current applicant would have permit choice, the text amendment would make it so that any new developer would be required to install the buffer if the applicant were to sell the property.

Additionally, this area is identified as a Single-family neighborhood in the Comprehensive Land Use Plan. MU-2 does allow for single-family residential, but it also allows for commercial uses. Staff believes MU-2, commercial, and office uses are the highest and best use of the land, so staff recommends approval or RZ22.09.02



MEMO

To: Town Council
From: Max Hsiang, Planning Director
Date: 12/12/2022
Re: RZ22.09.02

Request:

Dr. Sergey Denisovich has submitted a general rezoning request for Single-Family Residential 1 (SFR-1) to Mixed-Use 2 (MU-2) at the location at parcel ID #0704003F, a property 7.98 acres in size on Stevens Mill Rd.

Location Summary:

- Address: 0 Stevens Mill Rd
- Parcel ID#: 0704003F
- Size: 7.98 Acres
- Current Zoning: Single-Family Residential 1 (SFR-1)
- Requested Zoning: Mixed-Use 2 (MU-2)
- Ownership: William Trotter
- Existing Use: Vacant

Current Conditions (Aerial):



Dimensional Standards:

Zoning	Lot Size	Lot Width	Front Setback	Rear Setback	Side Setback	Corner Side Setback	Allowed Uses	Residential Density
SFR-1	20,000 SF	100'	40'	40'	12'	22'	Single-Family Detached Residential	1.6 unit/acre
MU-2 - Only for Single-Family Detached	6,000 SF	40'	16'	12'	5'	5'	Variety	Single Family Detached four units/acre

Additional Dimensional Requirements:

Zoning	Density	Buffers	Open Space	Landscaping
SFR-1	1.6 Units/Acre	40' adjacent to all zoning districts	<ul style="list-style-type: none"> • 25% Total Required • 12.5% Improved 	<ul style="list-style-type: none"> • Street trees required. • Tree Conservation Required (3% of total area) - Table 11.3. • Parking lot landscaping required 11.6-4. • Berms required
MU-2	Only for Single-Family Detached: 4 units/acre.	<ul style="list-style-type: none"> • Type A (40' adjacent to SFR) • None against MU or CZ. • Building placement determined by Building Type (Article 9). 	<ul style="list-style-type: none"> • 10% Total Required • 5% Improved 	<ul style="list-style-type: none"> • Street trees required. • Tree Conservation Required (3% of total area) - Table 11.3. • Parking lot landscaping required 11.6-4. • Berms required for residential.

Future Land Use:

The Land Use Plan shows the property as Single-Family Neighborhood (SFN).

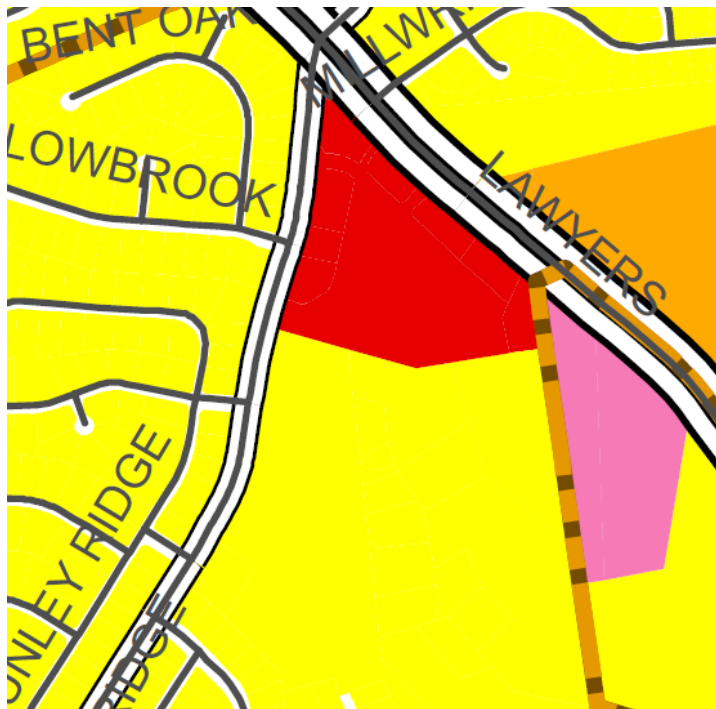
Primary Land Uses for SFN:

- Single-Family Detached Home

Secondary Land Uses for SFN:

- Park
- Natural Areas

Consistency: MU-2 does allow single-family residential, but it is inconsistent with the future land use category of SFN because it also allows a mix of uses that includes offices, retail, and commercial which SFN does not identify.



Small Area Plan:

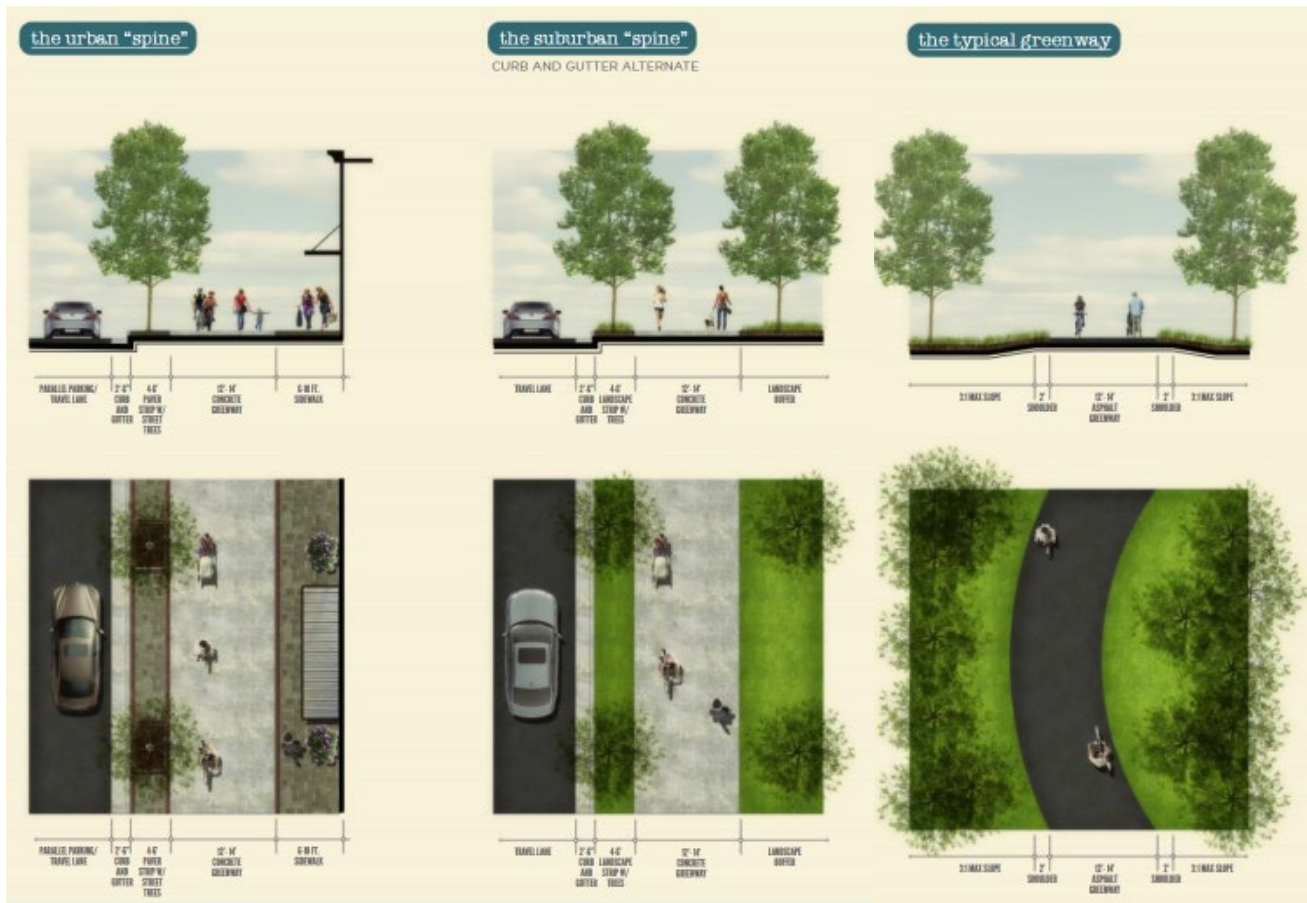
None for this area.

Greenway Master Plan:

This area contains the NS - Northern Spine (12-14 ft path) and N2 - Fairfield to Stevens Mill Crossing greenway trails (12-14 ft path).

All proposed developments within the Town shall provide the improvements identified in the Stallings Parks, Recreation, and Greenway Master Plan when those improvements are located on the property involved with the proposed development. Fee in lieu is not available.





Staff Recommendation:

This area is identified as a Single-family neighborhood in the Comprehensive Land Use Plan. MU-2 does allow for single-family residential, but it also allows for commercial uses. Staff believes MU-2, commercial, and office uses are the highest and best use of the land, so staff recommends approval or RZ22.09.02.

RZ22.09.02: SFR-1 to MU-2



**PLANNING
& ZONING**
TOWN of STALLINGS

Request

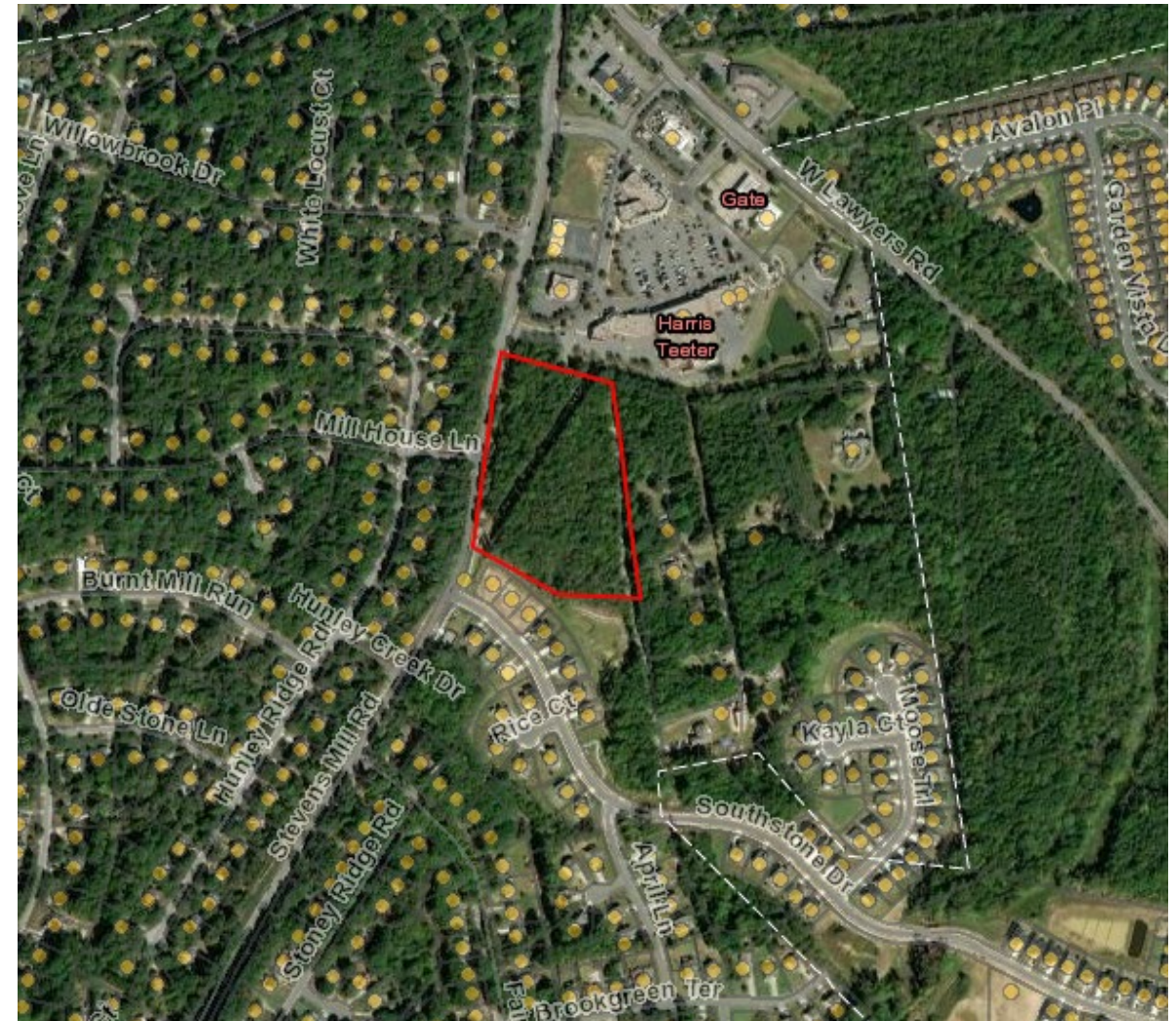


□ Zoning Request

Dr. Sergey Denisovich has submitted a general rezoning request for Single-Family Residential 1 (SFR-1) to Mixed-Use 2 (MU-2) at the location at parcel ID #0704003F, a property 7.98 acres in size on Stevens Mill Rd.



Current Conditions



Street View



Project Summary



Location:

- 0 Stevens Mill Rd

Ownership:

- William Trotter Company

Current Zoning:

- SFR-1

Existing Use:

- Vacant

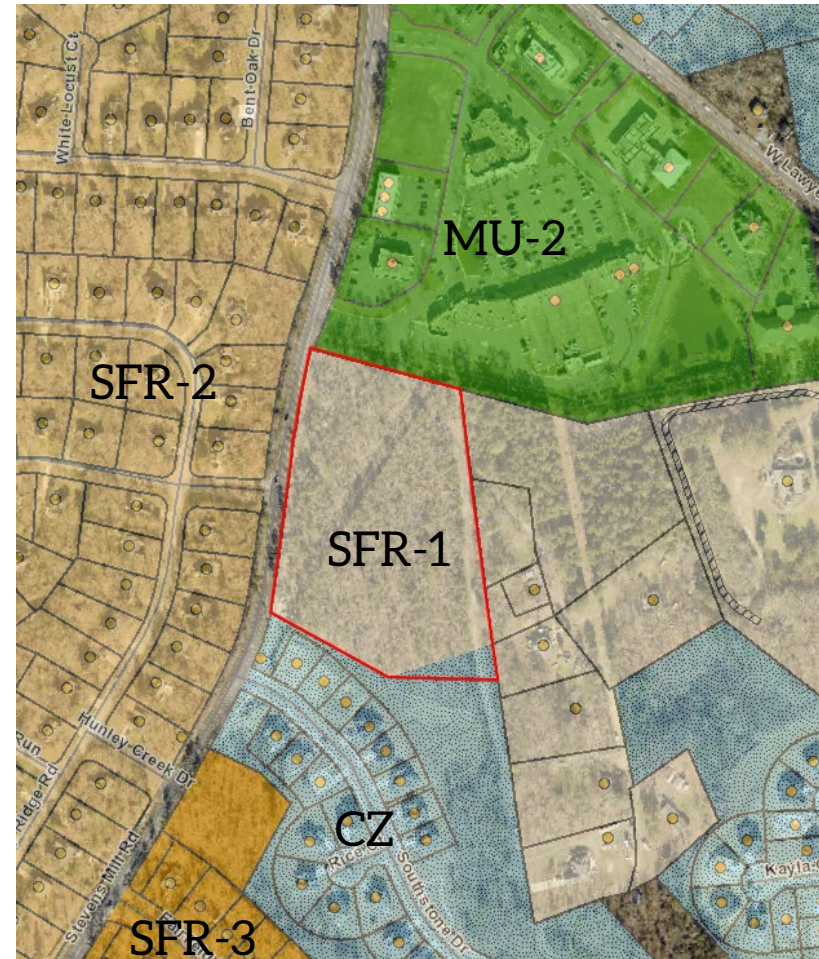
Site/Project Size:

- 7.98 Acres

Traffic Generation:

- N/A

Zoning Map:



Dimensional Requirements SFR-1 vs MU-2



Zoning	Lot Size	Lot Width	Front Setback	Rear Setback	Side Setback	Corner Side Setback	Allowed Uses	Residential Density
SFR-1	20,000 SF	100'	40'	40'	12'	22'	Single-Family Detached Residential	1.6 unit/acre
MU-2 - Only for Single-Family Detached	6,000 SF	40'	16'	12'	5'	5'	Variety	Single Family Detached four units/acre

Dimensional Requirements MU-2 vs SFR-1 Cont.



Density Limits (Article 8):

- ❑ MU-2
 - Only for Single-Family Detached: 4 units/acre.
- ❑ SFR-1
 - 1.6 Units/Acre

Buffers: (Article 11):

- ❑ MU-2
 - Type A (40' adjacent to SFR)
 - None against MU or CZ.
 - Building placement determined by Building Type (Article 9).
- ❑ SFR-1
 - Type A 40' against all districts.

Open Space: (Article 21):

- ❑ MU-2
 - 10% Total Required
 - 5% Improved
- ❑ SFR-1
 - 25% Total Required
 - 12.5% Improved

Landscaping

- Street trees required.
- Tree Conservation Required (3% of total area) – Table 11.3.
- Parking lot landscaping required 11.6-4.
- Berms required for residential.

Land Use & Adopted Policies



Land Use Plan:

- The Land Use Plan shows the property as Single-Family Neighborhood (SFN).

Primary Land Uses:

- Single-Family Detached Home

Secondary Land Uses:

- Park
- Natural Areas

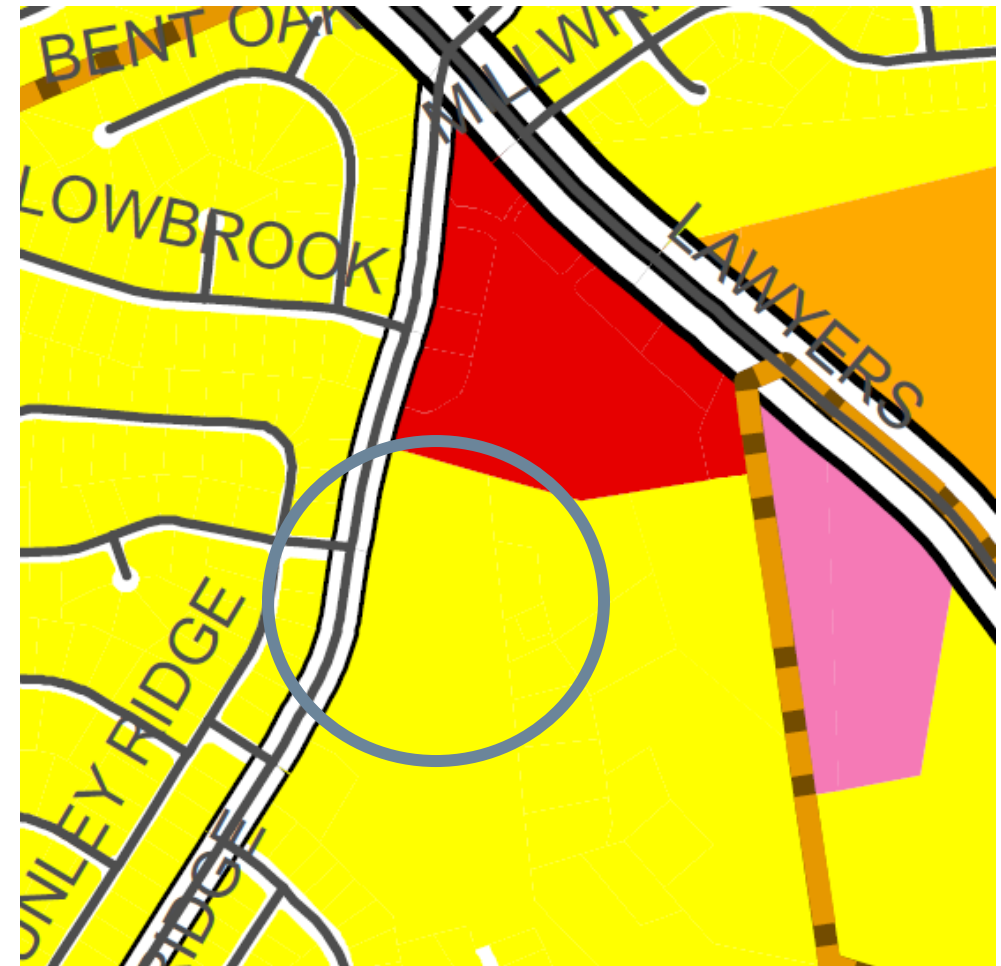
Small Area Plan:

- N/A

Consistency:

- Inconsistent but reasonable.

Future Land Use Map



Greenway Master Plan

This area contains the NS - Northern Spine (12-14 ft path) and N2 - Fairfield to Stevens Mill Crossing greenway trails (12-14 ft path).

All proposed developed within the Town shall provide the improvements identified in the Stallings Parks, Recreation and Greenway Master Plan when those improvements are located on property involved with the proposed development or fee in lieu.

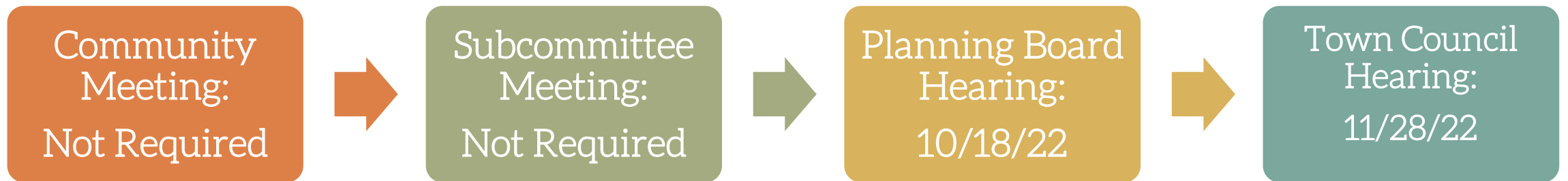


Staff Recommendation



This area is identified as a Single-family neighborhood in the Comprehensive Land Use Plan. Council has recently taken the position of supporting businesses and expanding commercial uses, so staff recommends approval or RZ22.09.02.

Meetings



Vote and Statement of Consistency & Reasonableness



- ❖ **Step 1.**
 - Motion to recommend Approval/Denial for RZ22.09.02.

- ❖ **Step 2.**
 - With a statement of consistency that the proposal is Consistent/Inconsistent and reasonable/not reasonable with the Comprehensive Land Use Plan.

- ❖ **Step 3. Reasoning.**
 - Staff suggested reasoning:
 - The rezoning promotes the health, safety, and welfare of the area on Stevens Mill Rd.



Statement of Consistency and Reasonableness

ZONING AMENDMENT: RZ22.09.02

REQUEST: Dr. Sergey Denisovich has submitted a general rezoning request for Single-Family Residential 1 (SFR-1) to Mixed-Use 2 (MU-2) at the location at parcel ID #0704003F, a property 7.98 acres in size on Stevens Mill Rd

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

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

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

THEREFORE, The Town Council now recommends that the proposed text amendment is consistent and reasonable with the Comprehensive Land Use Plan adopted on November 27, 2017, based on the goals and objectives outlined in the document of promoting quality development and consistency with all state-mandated land-use regulations established through NCGS § 160D. The Town Council recommends to **APPROVE** the proposed amendment and states that the Town Council finds and determines that the text amendment is consistent and reasonable with the key guiding principles, goals, and objectives of the Comprehensive Land Use Plan for the following reasons:

1. The rezoning promotes the health, safety, and welfare of the area on Stevens Mill Rd.

Recommended this the ___ day of _____, 2022.

Mayor

Attest:

Clerk



MEMO

To: Mayor and Council
Via: Alex Sewell, Town Manager
From: Erinn Nichols, Assistant Town Manager
Date: 01-05-2023
RE: **NCLM Delegate Selection and Voting Direction**

Every two years, the North Carolina League of Municipalities request each municipality select a delegate and direct that delegate on how to vote on NCLM proposed goals so that cities and towns have a focused state and federal advocacy agenda for the 2023-2024 legislative biennium, which begins in January at the N.C. General Assembly.

After a delegate is determined, the Council should review the goals and select 10 of the goals for the delegate to select when voting. The list of goals is attached to this memo.

The delegate will then vote on Council selected goals via an electronic form which the delegate will receive via email. The deadline for voting is January 13, 2023.

Action Requested:

1. Select delegate
2. Select 10 goals

LEGISLATIVE GOAL STATEMENTS

RECOMMENDED BY THE NCLM BOARD OF DIRECTORS

The following goal statements are grouped by subject area but NOT listed in any priority order.

- Expand federal and state resources for affordable housing.
 - Housing affordability is a growing problem across North Carolina, affecting cities and towns of all sizes and people across different income levels.
 - Increasingly, the lack of affordable housing acts as a major impediment to business and workforce recruitment.
 - Ongoing state and federal revenue streams to address housing affordability are extremely limited, with much of the burden for solutions left with cities and towns

- Revitalize vacant and abandoned properties with enhanced legal tools and funding.
 - Abandoned and vacant properties, often the subject of so-called tangled titles, can affect the ability of communities to revitalize areas and improve economic conditions.
 - The abandoned properties, with enhanced legal tools to help heirs clear up title issues and sell properties at market rates, could help address local housing needs.
 - Many towns do not have the funding to adequately address abandoned properties.

-

- Create an adequate and permanent funding stream for local infrastructure.
 - Infrastructure – including roads, water, sewer, stormwater, parks and beaches – are critical to economic development and job creation.
 - Many cities in the state are growing, creating a constant need for investment to keep pace with population growth; many cities and towns also have aging infrastructure that must be replaced.
 - Creating more permanent funding streams for local infrastructure, such as a dedicated tax source, would allow for better planning to meet needs.

- Allow municipalities to use local resources and capabilities to expand broadband access in their communities through innovative partnerships.
 - Slow and unreliable internet service threatens educational and professional opportunities, and the economic future of entire communities.
 - Municipalities own existing infrastructure – including dark fiber, towers and electric poles – that could be utilized in innovative partnerships and assist in making broadband service more affordable.
 - Failure to utilize local government assistance and assets will continue to create digital gaps that have real-world consequences for North Carolinians.

- Extend deadlines for completion of federal infrastructure projects.
 - Current deadlines for the allocation and expenditure of American Rescue Plan Act funding may make more complex infrastructure projects unrealistic.
 - High inflation and worker shortages are leading to higher project costs; extending ARPA and other funding deadlines will spread projects out and may help lower costs.
 - Cities and towns require flexible deadlines to get the best bang for their buck out of this funding.

-

- Expand state transportation funding streams for construction and maintenance for municipal and state-owned secondary roads.
 - Current Powell Bill and other state funding is not adequate to address transportation needs, particularly as they affect municipal and state-owned secondary roads.
 - In many cities and towns, major commuting corridors are not receiving the level of investment needed to keep pace with traffic.
 - More investment is needed for these roads if existing residents are to embrace business and residential growth.

- Support integrated and multi-modal transportation solutions.
 - Today, cities and towns seek to make downtowns and other areas accessible to residents and visitors, whether traveling by foot, bike, car, mass transit and other means.
 - Making areas accessible in this manner requires integrated planning and funding with the state.
 - Only through recognizing the need for multi-modal transportation solutions can cities and towns maximize tourism and other economic opportunities, ensuring that local businesses thrive.

- Increase state funding for public transportation operations.
 - Road construction is not keeping pace with transportation needs in any many areas, and public transportation provides a means to reduce the burden of building roads.
 - Investment in public transportation can improve traffic safety, air quality and residents' accessibility to businesses and public services.
 - One of the biggest impediments to economic growth is traffic and commuting times, which can be alleviated through public transportation options.

-

- Expand incentives and funding for local economic development.
 - Funding is simply inadequate in many cities and towns to encourage job growth.
 - State grants and incentives are often targeted in ways that fail to assist the areas in greatest need of job creation.
 - Maintaining or expanding funding for film tax credits, major industrial site development, downtown development and renewable energy tax credits helps cities and towns across the state.

- Expand incentives that encourage regionalization of water and sewer, as well as other municipal services, when appropriate.
 - A number of municipal water and sewer systems continue to financially struggle with deferred maintenance needs.
 - These challenges came about largely due to population and job losses in rural areas, leading to an erosion of taxpayer and ratepayer bases.
 - While legislators and municipalities have begun to address these issues with the creation of the Viable Utility Reserve and the use of ARPA funding, state estimates show needs still exceed expenditures by several billion dollars.

--

- Enhance state systems and resources for local law enforcement officer recruitment, training, and retention.
 - Municipalities across the state are facing law enforcement staffing shortages, in many cases severe shortages.
 - State training resources are limited, and the cost of local law enforcement agencies to send recruits and existing officers to NC Justice Academy locations can be prohibitive.
 - Grant writing assistance is one of several options that might provide better access to the large volume of federal law enforcement grant funding that is available.
- Provide state assistance for yearly financial audits, ensuring that an adequate number of auditors is available.
 - Several dozen local governments have been placed on the state Unit Assistance List due to late audits.
 - Often these audits are late due to staffing shortages, changes in financial personnel and a growing shortage of private auditors willing to perform this work.
 - Addressing this challenge would lessen negative portrayals of local government financial controls.

- Revise state contracting laws to better protect public entities from the effects of inflation.
 - Labor and materials costs have been rising at a rapid rate, leaving municipalities with few options when project bids and costs exceed expectations.
 - Additional flexibility regarding the contracting process could assist municipalities in protecting taxpayers from inflation and escalating costs.
 - Without contracting law flexibility, projects can be delayed and costs can further increase.

 - Update annexation petition thresholds to make voluntary annexations easier to initiate.
 - Voluntary annexation by petition currently requires 100 percent consent from all property owners, a threshold that can be impossible to meet even if a majority of property owners can benefit by utilizing their property for business or residential purposes.
 - Lowering the threshold from 100 percent represents a middle ground that would still reflect the will of property owners but not handicap communities' ability to economically thrive.
 - The ability of a city or town to grow and reflect its urban footprint is vital to its financial health; city services are relied on by residents whether they live in or near municipal boundaries.

 - Provide authority to municipal water systems to recoup costs of clean-up from polluters.
 - Local municipal water systems are increasingly being looked to for the clean-up of PFAS and other “forever” chemicals found in surface waters.
 - State regulators plan to set surface water standards for these chemicals and propose Maximum Contaminant Levels for PFAS chemicals in drinking water.
 - To date, cities' only recourse to try to recoup the cost for utility ratepayers is through the courts.

 - Provide local revenue options beyond property tax.
 - Roughly 40 percent of municipal general fund revenue is generated by local property taxes.
 - Cities have little to no authority to raise significant revenue in other ways.
 - A lack of diverse, local tax options can affect economic growth, as well as cause large swings in revenue based on economic changes.
-



FY 22-23 Town Priorities & Action Strategies¹

(Updates in red text)

Priority #1 – Downtown Creation (Economic Development)

Strategy – Partner with the UNC School of Government through the Development Finance Initiative (“DFI”) for development expertise in moving the downtown action plan forward and developing next steps.

- Action Items:
 - Approve DFI Phase 1 Downtown District Feasibility Assessment Proposal. DFI work will trigger next action steps.
 - Continue to invest in making downtown a destination point.
 - Promote a uniform and pedestrian-friendly downtown streetscape.
 - Build resilient community support for downtown.
- Benchmark for Success:
 - Meet with DFI representatives and approve the Phase 1 Downtown District Feasibility Assessment proposal on 2/28/22.
 - Complete the DFI Phase 1 Downtown Feasibility Assessment by 2/28/23.
 - Based on Phase 1 results, identify next steps by 3/31/23.
 - Continue operating a downtown farmers market in 2022.
 - Hold at least three parks and recreation events in the downtown area in 2022.
 - Add downtown streetscape requirements into the zoning ordinance by 12/31/22.
 - Council will secure at least four members for a downtown support committee within one year of Phase 1 completion.

- Action Items:
 - Approve DFI Phase 1 Downtown District Feasibility Assessment Proposal. DFI work will trigger next action steps.
 - Continue to invest in making downtown a destination point.
 - Promote a uniform and pedestrian-friendly downtown streetscape.

¹ Priority #1 received unanimous support in individual conversations with Council Members. The other three priorities were referenced in three discussions are not meant to be prioritized in any order.

- Build resilient community support for downtown.
- Benchmark for Success:
 - Meet with DFI representatives and approve the Phase 1 Downtown District Feasibility Assessment proposal on 2/28/22. **Complete.**
 - Complete the DFI Phase 1 Downtown Feasibility Assessment by 2/28/23. **The Town is engaged with DFI and working through the Phase 1 process.**
 - Based on Phase 1 results, identify next steps by 3/31/23.
 - Continue operating a downtown farmers market in 2022. **Complete. County has reported struggling at times to get vendors in 2022. The reported challenge is largely due to proximity to other well-established farmers markets on Saturdays which in turn hurts vendor sales. Without quality vendors a farmers' market is not viable, so Town staff have evaluated potential changes given the County has serious concerns with viability at the Stallings location. Town staff proposed to the County potentially moving the farmers market to periodic Thursdays in 2023. Additionally, we have reimagined it to include other amenities/events (such as trivia) to provide a more unique experience to help attract more people to supplement typical customers coming primarily for the farmers market. The County is evaluating and is going to propose Thursdays to the vendors and see if they would be open to coming back.**
 - Hold at least three parks and recreation events in the downtown area in 2022. **Complete.**
 - Add downtown streetscape requirements into the zoning ordinance by 12/31/22. **Draft streetscape complete. Won't meet this deadline as Council opted to not approve immediately but run concurrently with DFI phase 1 process to better understand potential economic impact on downtown development.**
 - Council will secure at least four members for a downtown support committee within one year of Phase 1 completion.

Priority #2A – Maximize Positive Development Around Hospital/Light Rail (Economic Development)

Strategy – Recognize the area’s importance, invest in beautification/placemaking, and plan to maximize positive development with the twin-anchors of the Atrium Hospital and Light Rail.

- Action Items:
 - Confirm the North Carolina Department of Transportation’s (“NCDOT”) enhanced landscaping plan for the bypass area.
 - Initiate/continue conversations with Atrium to understand their development goals.
 - Prioritize planning resources to this area vs. updating transportation master plan due to limited value add.
 - Update Small Area Plan (“SAP”)/Station Area Plan/Development Ordinance (“SDO”)

SAP/Station Area Plan/DO Action Plan

- Create a Transit Overlay District (“TOD”) (Complete by 12/31/22)
 - Incorporate into SDO
 - Show on Zoning Map
 - Notes: In-house workload. Legal review and advertising costs. Public Input.
- Comprehensive Land Use Plan Update (“CLUP”) (Complete by 12/31/23)
 - Updates to the future land use categories to better fit with SDO.
 - Alter based on Atrium and planned light rail corridor/station.
 - Notes: Primarily in-house, but possible funding may be needed for consultant.
- US-74 Station Area Plan/SAP/SDO Update (2022 to 9/30/24)
 - In 2022, develop scope of work prior to submitting grant application.
 - In Late Summer/Early Fall 2022, submit for Charlotte Regional Transportation Planning Organization (“CRTPO”) 80% planning grant. (Awarded grant in mid-2023.)
 - Once/if the grant is awarded in mid-2023, select consultant(s) and start executing plan with goal of being finished by 9/30/24.
- Transportation Master Plan Update (Timeframe TBD)
 - Once HWY 74 Station Area/SAP/SDO plan updates are complete, determine whether to proceed with a new transportation master plan process.

- Benchmarks for Success:
 - Finalize landscaping plan with NCDOT by 9/30/22. **Complete. Waiting on interlocal agreement from NCDOT.**
 - In Fiscal Year (“FY”) 22-23 budget, provide resources for maintenance of bypass landscaping upgrades and any funding needed for CLUP update. **Complete.**
 - Complete transit overlay district (TOD) work by 12/31/22. **Presented options to Council on 12/12/22. Council opted for staff to do basic in-house preservation techniques in a limited area and then concurrently the Town will continue to pursue CRTPO grant to support have a specialist come in to help craft plans. Have not met the 12/31/22 timeframe but anticipate completing by the end of FY 22-23.**
 - In FY 23-24 budget, provide resources for US 74 Station Area/SAP/SDO updates.

- Install large gateway signage in roundabout by 6/30/23. Council opted not to fund. However, Council opted to have NCDOT install some landscaping in this roundabout that will allow for signage to be added in the future.
- Complete CLUP update by 12/31/23. Planning is on schedule.
- Secure CRTPO grant for Station Area/SAP/DO Updates by 6/30/23. Grant has been submitted.
- Complete Station Area/SAP/DO updates by 9/30/24. On Schedule.
- Long-Term Notes:
 - Work should consider the long-term development strategy for the area, considering:
 - Pedestrian connectivity across the bypass/HWY 74.
 - High profile projects, such as hotels and medical offices.
 - Prospects of recruiting manufacturing related to the medical anchor tenant.
 - High density, high quality residential.
 - Anticipating and accommodating potential for light rail.
 - Ensuring zoning is in place to support the strategy.
 - Make policy decisions in keeping with zoning and area plan.

Priority #2B – Develop a More Proactive Communications Strategy

Strategy – Use existing resources to efficiently improve external communications. If unsatisfactory, consider increasing resources for communications during FY 23-24 budget process.

- Action Items:
 - Review neighborhood homeowners association (“HOA”) email contact information, ensure it is current, and add it to the sunshine list.
 - Develop a blog post system for the website for timely and pertinent information in lieu of the quarterly newsletter. It should contain “tags” to assemble information by category for ease of use.
 - Complete citizen survey.
 - Outfit Council chambers with virtual meeting capabilities.
- Benchmarks for Success:
 - Update HOA email list to ensure it’s current by 5/1/22 and blend with sunshine list. **Complete.**
 - Have first blog post by 7/31/22. Send out via Town communications channels. **Complete.**
 - During FY 23-24 budget process, determine if Council is satisfied with blog posts. If not, consider adding communications staff/resources.
 - Complete citizen survey by 12/31/22. **Council opted to extend deadline for Council feedback so won’t meet this date. Council did not reach a consensus on what to include on survey, will revisit in 2023.**
 - Outfit Council chambers with virtual meeting capabilities by 12/31/22. **On schedule.**

Priority #2C – Ensure/Encourage Completion of Critical State Intersection Projects

Strategy – For the Potter-Pleasant Plains intersection, keep moving forward but ensure that the local resource commitment is appropriate given this is a state-owned intersection. For Old Monroe Road, continue to monitor scope and schedule as this is a NCDOT project.

Action Items:

- Potter-Pleasant Plains - Continue to work towards closing the estimated budget deficit so that the local funding level is appropriate. Continue to press the State for additional funding and consideration of greater state responsibility in the project.
- Old Monroe Road - Begin doing a monthly project update in the staff report.

Benchmarks for Success:

- Potter-Pleasant Plains – Let the project within 6 months of the Council determining the estimated Town resource commitment is acceptable.
 - **NCDOT is coordinating with the Town to fully takeover the project. The Town has received confirmation form NCDOT that it has completed a new land survey (the previous one was outdated) and is working on completing the final design based on**

the updated information. NCDOT anticipates the let date of the project to be late Spring/early Summer 2023 as long as there are no issues with material shortages.

- On 11/14/22, Council approved first of two agreements with NCDOT that would allow the Town to turn over the project to NCDOT. NCDOT final approval of the first agreement is anticipated to late January and then the Town can approve the second agreement. NCDOT reports they still anticipate the let date of the project to be late Spring/early Summer 2023 (again contingent on no material shortage issues).
- Old Monroe Road – During FY 22-23, provide Council with a monthly update. It was determined that a project update was inadvertently omitted from the December update. However, the project status has not changed from the November update and the December report has been reposted with the following update: NCDOT advises that their goal is still to let the project in June 2024. However, NCDOT is experiencing some challenges related to right-of-way acquisition and utility relocation. NCDOT will advise us if/when a new schedule is set.