### Town of Weddington Regular Town Council Meeting Monday July 13, 2020 – 7:00 p.m. Weddington Town Hall\* 1924 Weddington Road Weddington, NC 28104 Agenda

\* DUE TO THE CURRENT STATES OF EMERGENCY RELATED TO COVID-19, SOCIAL DISTANCING MEASURES WILL BE PRACTICED. TO ENSURE THE SAFETY OF TOWN RESIDENTS, STAFF, AND TOWN COUNCIL, THE MEETING WILL BE CONDUCTED VIRTUALLY AND LIVE STREAMED ON SOCIAL MEDIA PLATFORMS. General Public Comments under agenda item 7 maybe submitted in writing by July 13, 2020 by 4:00 PM. Comments regarding Public Hearing under agenda item 11A. will be accepted via email until 8:00 p.m. Tuesday July 14, 2020. Please send all comments to: kdewey@townofweddington.com.

Prayer - John David Price, Pastor - Bethany Baptist Church

- 1. Open the Meeting
- 2. Pledge of Allegiance
- 3. Determination of Quorum
- 4. Additions, Deletions and/or Adoption of the Agenda
- 5. Presentation to Leslie Gaylord, Finance Officer, in recognition of 20 years of service to the Town of Weddington
- 6. Mayor/Councilmember Reports
- 7. Public Comments
- 8. Public Safety Report
- 9. Consent Agenda
  - A. Amend Fee Schedule for Erosion Control Permits
  - B. Authorize Tax Collector to Collect the 2020 Real Property Taxes for the Town of Weddington
  - C. Table Public Hearing for the Conditional Zoning Amendment for Christ South Phase 1 Building until August 10, 2020 at 7:00 p.m. at Weddington Town Hall.
- 10. Approval of Minutes
  - A. June 8, 2020 Town Council Regular Meeting Minutes
  - B. June 11, 2020 Town Council Reconvened Meeting Minutes
- 11. Public Hearings
  - A. Discussion and Consideration of an Amendment to Chapter 34 Article V Section 34-131 *Property and Nuisance Abatement*
- 12. Old Business
  - A. Consideration of Website and Social Media Platform Policy
- 13. New Business
  - A. Discussion and Consideration of Final Plat for Harlow's Crossing Phase 2 Final Plat
  - B. Discussion and Consideration of Construction Plans for Wesley Chapel Volunteer Fire Department
  - C. Discussion of Intersection Design Workbook
- 14. Update from Town Planner
- 15. Code Enforcement Report
- 16. Update from Finance Officer and Tax Collector
- 17. Transportation Report
- 18. Council Comments
- 19. Adjournment



### Union County Sheriff's Office Events By Nature

Date of Report

7/1/2020 9:00:31AM

For the Month of: June 2020

Event Type	<u>Total</u>
911 HANG UP	106
ACCIDENT EMD	1
ACCIDENT HITRUN PD LAW	2
ACCIDENT PD COUNTY NO EMD	8
ACCIDENT PD ONLY	5
ALARMS LAW	27
ANIMAL BITE FOLLOW UP	3
ANIMAL BITE REPORT LAW	2
ANIMAL COMP SERVICE CALL LAW	5
ASSAULT	2
ATTEMPT TO LOCATE	4
BOLO	2
BURGLARY HOME OTHER NONBUSNESS	1
BURGLARY VEHICLE	5
BUSINESS CHECK	47
CARDIAC RESPIRATORY ARREST EMD	3
CARELESS AND RECKLESS	13
DISTURBANCE OR NUISANCE	6
DOMESTIC DISTURBANCE	3
FOLLOW UP INVESTIGATION	6
FRAUD DECEPTION FORGERY	2
FUNERAL ESCORT	1
HARASSMENT STALKING THREATS	7
ILLEGAL DUMPING LITTERING	1
INDECENCY LEWDNESS EXPOSURE	1
INVESTIGATION	4
JURISDICTION CONFIRMATION LAW	5
LARCENY THEFT	1

Event Type	<u>Total</u>
LOST OR FOUND PROPERTY	1
MISSING PERSON	1
MOTORIST ASSIST	7
NOISE COMPLAINT	3
POISONING EMD	1
PREVENTATIVE PATROL	788
PROP DAMAGE VANDALISM MISCHIEF	4
PUBLIC SERVICE	1
RADAR PATROL INCLUDING TRAINIG	3
REFERAL OR INFORMATION CALL	9
RESIDENTIAL CHECK	2
SERVE CIVIL PAPER	12
SERVE CRIMINAL SUMMONS	1
SERVE WARRANT	1
SHOTS FIRED	6
STRUCTURE FIRE EFD	1
SUICIDE THREAT OR ATTEMPT	1
SUSPICIOUS CIRCUMSTANCES	2
SUSPICIOUS PERSON	10
SUSPICIOUS VEHICLE	6
TEST PLEASE LIMIT THESE	2
TRAFFIC HAZARD	3
TRAFFIC STOP	23
TRESPASSING	4
UNLOCK REQUEST	1
WELL BEING CHECK	2

Total Calls for Month:

1,168

SCHEDULE OF FEES ZONING AND SUDDIVISION ADMINISTRATION	
Zoning Confirmation	\$00001 VISION ADMINISTRATION \$25.00
Eloodplain Development Perview	\$25.00 Daimburgement of Engineering Fees
	Kennoursement of Engineering rees
Temporary structure permit (Section 58-13(1) & 58-13(2))	\$55.00
Temporary use permit for sales for civic organizations, etc (Section 58-13(3)a)	\$27.50
Temporary use permit for public events (Section 58-13(3)b)	\$110.00
Subdivision sales office	\$110.00
Conditional use permit in hardship cases (Section 58-14a)	\$275.00
Conditional use permit for mobile classrooms (Section 58-14c)	\$385.00 + Notification
Conditional zoning district – New (Section 58-271)	\$1.650.00
Conditional zoning district major amendment ( $>/=$ 1,000 SF Change)	\$1,200.00
Conditional zoning district minor amendment – Less than 1,000 SF	\$300.00
Construction Decomposite Devices MY	\$250.00
Construction Documents Review – MA	\$230.00
Construction Documents Review – All Other	\$100.00
Temporary sign permit including temporary banners, off-premise special event signs, construction announcement signs and subdivision sales signs (Section 58-151)	\$27.50 – Non-profit organizations as recognized by the IRS are exempt
Permanent sign permit (Section 58-147 thru 58-153)	\$50.00
ZONING PERMIT(S)	
a. Residential	\$110.00
b. Residential – Up-fit	\$25.00
c. Non-residential	\$275.00
d. Non-residential – up-fit	\$55.00
e. Accessory or Agricultural	\$50.00
f. Additions	
1. Minor, no more than 25% or 500 square feet total (unheated)	\$27.50
2. Minor, no more than 25% or 500 square feet total (heated)	\$55.00
3. Major	\$110.00
g. Renewal of zoning permit	\$110.00
CERTIFICATE OF COMPLIANCE	
a Residential	\$110.00
b Non-residential	\$275.00
c. Accessory or Agricultural	No Charge
d. Additions	
1. Minor, no more than 25% or 500 square feet total	No Charge
Variance (Section 58-234) and Modification of Subdivision Ordinance (Section 46-15)	\$715.00 + Notification
Appeal of decision of zoning officer to Board of Adjustment (Section 58-208(6), 58-209(4)) and	\$500.00

Application to Board of Adjustment for interpretation	
of ordinance)	
Amendment to zoning ordinance/text amendment	$715.00 \pm Notification$
Amendment to zoning ordinance, ext amendment	\$715.00 + Notification
Approval of changes to subdivision lots	
Per each subdivision	
a. 1 to 2 lots	\$110.00
b. 3 to 5 lots	\$220.00
c. 6 to 10 lots	\$330.00
Telecommunication Towar Engineering and	Cost to Town + \$715.00 administrative fee
Surveying Fee	
Small Cell Telecommunication Facility	\$75.00/unit
Annual Biosolids Land Application Permit Fee	\$33.00 for the first acre and \$22.00 for each additional acre
Notification of Affected Property Owners	
21-50	\$55.00
51-100	\$110.00
Over 100	\$220.00
Lot Line Revision and Recombination Fee	\$200.00
SUBDIVISION FEES	
MINOR SUBDIVISION	
Preliminary Plat Submittal - Subdivision Containing	\$165.00 per Lot
Up to 3 Lots	\$110.00
Final Plat Submittal - Subdivision Containing Up to 3	\$110.00 \$55.00 per Lot
Lots	
MAJOR SUBDIVISIONS	
Residential Conservation District (R-CD) Pre-Sketch	\$165.00
Plan Conference	
Sketch Plan Review	\$275.00 per Lot
Final Plat Submittal	\$2/5.00 per Lot \$110.00 per Lot
Site or Field Inspection	\$110.00 per Lot \$77.00/hr
	\$77100/mi
SEDIMENT AND EROSION CONTROL REVIEWS & INSPECTIONS	
Erosion Control Permit - Commercial over 12,000 sq	\$500 first acre or portion thereof, plus \$100 for any additional \$400 per acre
ft, or any tract over 1 acre disturbed	disturbed
Revised Plan Review after EC plan approval	\$200.00
Single-Family Residential Lot Inspection/Compliance	\$50.00
Reinspection Fee	\$100.00
Erosion Control Civil Penalty – Administration Fee	\$100.00
Per Notice of Violation	\$5000.00 per day, based on the degree and extent of harm caused by the
	violation, the cost of rectifying the damage, the amount of money the
	violator saved by non-compliance, whether the violation was committed
	willfully and the prior record of the violator in complying with or failing to
	compty with the ordinance.
Copying Fee	\$.05 per copy for B/W and \$.25 per copy for Color
CD Disk	\$1.00



## TOWN OF WEDDINGTON

1924 Weddington Road • Weddington, North Carolina 28104

то:	Mayor and Town Council
FROM:	Kim H. Woods, Tax Collector
DATE:	July 13, 2020
SUBJECT:	2020 Real Property Taxes

In accordance with General Statutes 105.321, I am hereby requesting authorization to collect the 2020 Real Property Taxes for the Town of Weddington.

State of North Carolina Town of Weddington

To the Tax Collector of the Town of Weddington

You are hereby authorized, empowered, and commanded to collect the taxes set forth in the tax records filed in the Town of Weddington Collections Department and in the tax receipts herewith delivered to you, in the amounts and from the taxpayers likewise therein set forth. Such taxes are hereby declared to be a first lien upon all real property of the respective taxpayers in the Town of Weddington, and 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 of such taxpayers, for and on account thereof, in accordance with the law.

Witness my hand and official seal this 13th day of July, 2020.

Elizabeth Callis, Mayor

Attest:

Karen Dewey, Town Clerk

## TOWN OF W E D D I N G T O N

### MEMORANDUM

Mayor and Town Council
Lisa Thompson, Town Administrator/Planner
July 13, 2020
Christ Lutheran Church Conditional Zoning Amendment

Christ Lutheran Church requests a conditional zoning amendment for a church use on 12.739 acres at the northwest corner of Rea and Reid Dairy Roads.

The site was rezoned on October 8, 2018 with conditions agreed upon by the applicant.

Since the initial approval, the applicant purchased the Matthews Property (parcel 06177012). The additional property allows the applicant to construct the building further west, away from the existing subdivision lots and amend the parking around the proposed building site. The development standards remained the same except (1) to add the Matthews parcel, and (2) to note that there may be more than one building constructed on the site. The building(s) maximum gross floor area of 55,000 square feet remains the same.

The applicant is now seeking an amendment to build a phase 1 building and parking.

Due to changes to the site plan and elevations, staff requests for Town Council to table the public hearing to August 10, 2020 at Weddington Town Hall at 7:00 PM.

Attachments: Previously approved site plan and development standards Phase 1 Site plan Conceptual Elevation

### **DEVELOPMENT STANDARDS**

### **January 2, 2019**

### 1. GENERAL PROVISIONS

- A. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Application filed by Christ Lutheran Church (the "Applicant") for an approximately 12.739 acre site located on the northwest corner of Reid Dairy Road and Rea Road, which site is more particularly depicted on the Rezoning Plan and is further identified as all of Tax Parcel No. 06177012, all of Tax Parcel No. 06177013, all of Tax Parcel No. 06177014, and a portion of Tax Parcel No. 06177015 (hereinafter referred to as the "Site").
- B. The development and use of the Site will be governed by the Rezoning Plan, these Development Standards and the applicable provisions of Chapter 58 of the Town of Weddington Code of Ordinances (the "Zoning Ordinance"). The regulations established under the R-60 zoning district shall govern the use and development of the Site.
- C. The development depicted on the Rezoning Plan is schematic in nature and intended to depict the general arrangement of uses and improvements on the Site. Accordingly, the configurations, placements and sizes of the building footprints as well as the internal drives and parking areas depicted on the Rezoning Plan are schematic in nature and, subject to the terms of these Development Standards and the Zoning Ordinance, may be altered or modified during design development and construction document phases.
- D. The principal building and any accessory structures developed on the Site shall be located within the building envelope depicted on the Rezoning Plan.
- E. The Site shall be considered to be a planned/unified development. Therefore, side and rear yards, buffers, building height separation requirements and other zoning standards shall not be required internally between improvements and uses on the Site. The Site shall be required to meet side and rear yard requirements and buffer requirements with respect to the exterior boundaries of the Site.
- F. Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner or owners of the Site in accordance with the provisions of Section 58-271(j) of the Zoning Ordinance. Minor alterations or changes to the Rezoning Plan and/or these Development Standards are subject to Section 58-271(j) of the Zoning Ordinance.

### 2. **PERMITTED USES**

A. In addition to all permitted uses within the R-60 zoning district, the Site also may be devoted to the following conditional uses that are allowed within the R-60 zoning district:

- 1. Churches, synagogues and other places of worship, along with any incidental and accessory uses associated therewith.
- B. With the exception of Holy Week and Christmas Eve, the public hours of operation for permitted uses on the Site shall be 7:00 am to 10:00 pm; provided, however, that the following uses shall be permitted to take place on the Site outside of the above hours of operation:
  - 1. Small group activities;
  - 2. Spiritual and spiritual formation activities for congregants;
  - 3. Church-community relationship building activities; and
  - 4. Conducting church business, operations and/or management activities.
- C. The following restrictions shall apply to wedding ceremonies and wedding receptions held outdoors on the Site:
  - 1. Any wedding ceremonies and/or receptions held on the Site must be held within the hours of operation set forth in Note 2.B.
  - 2. Outdoor wedding ceremonies and/or receptions shall be held within the building envelope depicted on the Rezoning Plan.
  - 3. The maximum number of guests for any outdoor wedding ceremony and/or reception held on the Site shall be in accordance with the maximum occupancy of the principal building on the Site as determined by the fire marshal or fire chief.
  - 4. Temporary exterior lighting, if any, shall not project into adjoining residential lots. Use of stadium-style or other pole-mounted lighting is prohibited.
  - 5. Parking along the public right of way, or parking that blocks any driveways, sight triangles or emergency access, is prohibited. Off-site parking shall be permitted only if the Applicant maintains an agreement with the owner of land where vehicles are parked specifically permitting such parking.
  - 6. The event area shall provide sufficient on-site trash receptacles, and ensure that windblown trash or other debris does not accumulate anywhere on the Site.
  - 7. The event area shall ensure adequate ingress and egress from all buildings and structures to accommodate emergency services access.
- D. No dedicated and lighted athletics fields (e.g. baseball diamonds) shall be provided on the Site.
- E. The Applicant acknowledges that it must seek Town Council approval of any extension of permitted church uses to include operation of a day care or a preschool on the Site.

### **3. TRANSPORTATION**

- A. Vehicular access to the Site shall be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access points are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required for approval by the Town of Weddington and/or North Carolina Department of Transportation ("NCDOT") in accordance with applicable published standards.
- B. Off-street vehicular parking shall be provided in accordance with the requirements of the Zoning Ordinance.
- C. The alignment of the internal drives and vehicular circulation areas may be modified by the Applicant to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by Town of Weddington and/or NCDOT in accordance with applicable published standards.

### 4. ARCHITECTURAL STANDARDS

- A. Building design and architectural standards will meet the applicable requirements of Chapter 14, Article V of the Town of Weddington Code of Ordinances.
- B. The building or buildings to be located on the Site together shall not exceed 55,000 square feet of gross floor area.
- C. The maximum height of any building or buildings to be located on the Site shall be 35 feet as measured from the ridge of the roof.
- D. Attached to the Rezoning Plan are a series of conceptual, architectural perspectives of the principal building to be located on the Site, which are intended to depict the general conceptual architectural style and character of the building. Accordingly, such building shall be designed and constructed so that it is substantially similar in appearance to the attached relevant conceptual, architectural perspectives with respect to architectural style, design and character. Notwithstanding the foregoing, changes and alterations to the exterior of the building that do not materially change the overall conceptual architectural style and character shall be permitted. Any other buildings to be located on the Site shall be consistent with the architectural style, design and character of the principal building on the Site.

### 5. DIMENSIONAL STANDARDS

A. Development of the Site shall comply with the yard regulations for the R-60 zoning district set out in Section 58-53(3) of the Zoning Ordinance as it exists on the date of the Rezoning Application.

### 6. SCREENING AND LANDSCAPING

A. Screening and landscaping shall conform to the requirements of Section 58-8 of the Zoning Ordinance.

### 7. ENVIRONMENTAL FEATURES

A. Storm water management on the Site shall comply with the requirements of Section 58-543 of the Zoning Ordinance.

### 8. SIGNS

A. The Applicant may install a sign on the Site at the location more particularly identified on the Rezoning Plan, which sign shall comply with the requirements of Article V of the Zoning Ordinance.

### 9. LIGHTING

A. All freestanding lighting fixtures installed on the Site shall comply with the requirements of Chapter 14, Article IV of the Town of Weddington Code of Ordinances.

### 10. NOISE

- A. The Applicant shall comply with the requirements of Chapter 22 of the Town of Weddington Code of Ordinances.
- B. The Applicant shall not erect or operate a bell tower or similar chiming feature on the Site.

### 11. BINDING EFFECT OF THE REZONING APPLICATION

- A. If this Rezoning Application is approved, all conditions applicable to the development and/or use of the Site imposed under this Rezoning Plan will, unless amended in the manner provided under the Zoning Ordinance, be binding upon and inure to the benefit of Applicant and the current and subsequent owners of the Site and their respective successors in interest and assigns. Throughout these Development Standards, the terms, "Applicant" and "owner" or "owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Applicant or the owner or owners of the Site from time to time who may be involved in any future development thereof.
- B. Any reference to the Zoning Ordinance or the Town of Weddington Code of Ordinances herein shall be deemed to refer to the Zoning Ordinance or the Town of Weddington Code of Ordinances in effect as of the date this Rezoning Petition is approved.





## SITE DEVELOPMENT DATA:

ACREAGE: 12.739

## TAX PARCELS:

## **EXISTING ZONING**

PROPOSE ZONING

ALL OF PARCEL #06177012
ALL OF PARCEL #06177013
ALL OF PARCEL #06177014
PORTION OF PARCEL #06177015

R-60 R-60 (CZ) R-60 (CZ) 5 R-60 (CZ) R-60 (CZ) R-60 (CZ) (SPA) R-60 (CZ) (SPA) R-60 (CZ) (SPA)

PROPOSED USES: CHURCHES, SYNAGOGUES, AND OTHER PLACES OF WORSHIP, ALONG WITH ANY INCIDENTAL AND ACCESSORY USES ASSOCIATED THEREWITH

## MAX HEIGHT: BUILDING THIRTY-FIVE FEET (35'-0")

BUFFER: FIFTY FEET (50'-0")

246 PARKING SPACES

## SITE DEVELOPMENT DATA



## CHRIST SOUTH

2

## 323 REID DAIRY RD. WEDDINGTON NC 28104

## CONDITIONAL REZONING PLAN

DATE: PROJECT NO: REVISIONS NO: DATE: 1-2-2019 18039

DESCRIPTION:

THIS DRAWING IS THE PROPERTY OF ADW ARCHITECTS. PA. AND SHALL NOT BE REPRODUCED OR COPIED IN WHOLE OR PART. IT SHALL NOT BE USED ON ANY OTHER PROJECT OR GIVEN TO ANY OTHER COMPANIY OR AGENCY WITHOUT THE CONSENT IF ADW ARCHITECTS, PA.



### **DEVELOPMENT STANDARDS**

### January 2, 2019

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2

## 3. TRANSPORTATION

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## 4. ARCHITECTURAL STANDARDS

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11556193

3



## CHRIST SOUTH

## 323 REID DAIRY RD. WEDDINGTON NC 28104

## CONDITIONAL REZONING PLAN

DATE: PROJECT NO: REVISIONS NO: DATE: 1-2-2019 18039

DESCRIPTION:

THIS DRAWING IS THE PROPERTY OF ADW ARCHITECTS. PA. AND SHALL NOT BE REPRODUCED OR COPIED IN WHOLE OR PART. IT SHALL NOT BE USED ON ANY OTHER PROJECT OR GIVEN TO ANY OTHER COMPANIY OR AGENCY WITHOUT THE CONSENT IF ADW ARCHITECTS, PA.

SHEET NUMBER



June 30, 2020



Chirst Church South - Community Building

323 Reid Dairy Road, Weddington, NC 28104

## Christ Church South Weddington, NC









Christ Church South 3D Modeling - sketches

A 4



















## ELEVATION KEYNOTES

- 1. Fiber-cement lap siding, 8" exposure, painted, typical.
- 2. 6" Fiber-cement trim, painted, typical
- 3. Fixed, wooden barn door, painted
- Prefinished aluminum storefront with insulating glass
  Prefinished aluminum entrance doors with insulating glass
- 6. Prefinished aluminum window with insulating glass and applied exterior muntins.
- 7. 4" Fiber-cement trim, painted
- 8. Overhead barn door track, painted
- 9. KDAT wood brackets, painted, typical
- 10. 8" Fiber-cement trim, painted
- 11. Prefinished aluminum louver
- 12. Prefinished, standing seam roofing
- 13. Prefinished aluminum fascia
- 14. 10" Fiber-cement trim, painted
- 15. Prefinished, insulated, standing steam metal roof panels.
- 16. Fireplace exhaust flue
- 17. Prefinished aluminum sectional overhead door with insulating glass
- 18. Thin-stone fireplace veneer
- 19. Steel framing, painted.
- 20. Wood slats on horizontal purlins, painted.

# ARCHITECTS

1307 West Morehead Street Suite 108 Charlotte, NC 28208

www.insightarch.com

t 704 344 0445 f 704 344 0446

## PRELIMINARY NOT FOR CONSTRUCTION

## COMMUNITY BUILDING

Old Dairy Farm-Phase 1

323 Reid Dairy Road Weddington, NC 28104

## Prepared for:

CHRIST LUTHERAN CHURCH 4519 Providence Road Charlotte, NC 28226

Date7-2-2020Architect's Project #2016

REVISIONS

DATE

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Date	MM-DD-YY
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> • PRELIMINARY • NOT FOR CONSTRUCTION

## Christ Evangelical Lutheran Church of NC

4519 Providence Road Charlotte, NC 28226

Prepared for: John Shurley

Date 07.01.2020 Architect's Project # 2016 # REVISION DATE

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A102

### Town of Weddington Regular Town Council Meeting Monday June 8, 2020 – 7:00 p.m. Weddington Town Hall\* Minutes Page 1 of 5

\*DUE TO THE CURRENT STATES OF EMERGENCY RELATED TO COVID-19, SOCIAL DISTANCING MEASURES WILL BE PRACTICED. ATTENDANCE WILL BE LIMITED AT TOWN HALL. THE MEETING WILL BE LIVE STREAMED ON SOCIAL MEDIA PLATFORMS. General Public Comments under agenda item 6, maybe submitted in writing prior to the meeting on June 8, 2020 by 5:00 PM. Public Comments regarding THE FY2020-2021 BUDGET HEARING – agenda item 10, will be accepted until 7:00 P.M. TUESDAY JUNE 9, 2020. Please send all comments to: kdewey@townofweddington.com.

Prayer - Pastor Matt Simpkins - Christ Lutheran Church South

### 1. Open the Meeting

Mayor Callis called the meeting to order at 7:01 p.m.

### 2. Pledge of Allegiance

Council led the Pledge of Allegiance.

### 3. Determination of Quorum

Quorum was determined with all Councilmembers present: Mayor Elizabeth Callis, Mayor Pro Tem Janice Propst, Councilmembers Mike Smith, Jeff Perryman, and Anne Pruitt

Staff: Town Administrator/Planner Lisa Thompson, Town Clerk Karen Dewey, Finance Officer Leslie Gaylord, Town Attorney Karen Wolter

Visitors: Pastor Matt Simpkins, Walt Hogan

### 4. Additions, Deletions and/or Adoption of the Agenda

Staff requested to change item 19. Adjournment to read Recess meeting until Thursday, June 11, 2020 at 11:00 a.m. via ZOOM Meeting ID: 836 9410 4955; password: 229886 in order to comply with North Carolina General statutes for a public hearing.

Motion:Mayor Pro Tem Propst made a motion to approve the agenda as amended.Vote:The motion passed with a unanimous vote.

### 5. Mayor/Councilmember Reports

Mayor Callis commented on the fantastic job staff has done to adapt to the social distancing measures. They have adjusted to working from home and have worked hard to keep the town running smoothly. She thanked staff for their hard work.

Councilmember Pruitt commented on the upcoming Turkey Trot to be held on Thanksgiving. The website for registration should be up and running by the beginning of July.

Town of Weddington Regular Town Council Meeting Minutes 06/08/2020 Page 2 of 5

Councilmember Smith echoed the Mayor's comments about the staff.

Councilmember Perryman also agreed with the Mayor that the staff has done a great job. He is currently working on the ETJ issue for unincorporated areas in Weddington or between Weddington and other municipalities. He is working with the town attorney on specifics and will present to the Council the documents he would like to forward to the adjacent municipalities to offer a united front to the County. Mayor Pro Tem Propst also reiterated thanks to the staff for making sure the town runs smoothly during this pandemic. She met with Mayor Callis, Ms. Thompson, and Nancy Anderson at Hunter Farm to work out logistics for the Drive-In Movie Night on Father's Day. She thanked Ms. Thompson for all the work she's done on this event.

### 6. Public Comments

### 7. Public Safety Report

Deputy Kropp gave safety report: Throughout the last month with kids out of school, summer activity has started with ATV complaints and trespassing issues. There have been reports of solicitors being out and about and while the town doesn't have a solicitation ordinance, the sheriff's office encourages residents to report any trouble they have with solicitors and it will be dealt with as a trespass. Deputy Kropp urged residents to contact UCSO if they have any public safety issues.

### 8. Consent Agenda

A. Call for Public Hearings to be held Monday, July 13, 2020 at 7:00 p.m. at Weddington Town Hall for the purpose of:

## **1.**Consideration of a conditional zoning amendment for Christ South phase 1 building.

### 2.Consideration of an amendment to Chapter 34 Article V Section 34-131 *Property* and Nuisance Abatement

Motion:Councilmember Perryman made a motion to approve the Consent Agenda as<br/>presented.Vote:The motion passed with a unanimous vote.

### 9. Approval of Minutes

### A. May 11, 2020 Town Council Regular Meeting Minutes

Mayor Pro Tem Propst asked to add her specific concerns regarding the charter school presentation. She listed traffic, the number of schools within a 2-mile radius of the proposed charter school and the enrollment numbers.

Motion:Mayor Pro Tem Propst made a motion to approve the May 11, 2020 Town Council<br/>Regular Meeting Minutes as amended.

*Vote:* The motion passed with a unanimous vote.

### 10. Public Hearing for Fiscal Year 2020-2021 Proposed Budget and set the tax rate

Town of Weddington Regular Town Council Meeting Minutes 06/08/2020 Page 3 of 5

Mayor Callis opened the public hearing. There were no public comments in person or sent by email. Mayor Callis closed the public hearing. Public comments will be accepted by email until 8:00 p.m. Tuesday June 9, 2020.

### 11. Old Business

### 12. New Business

### A. Discussion and Consideration of Fiscal Year 2020-2021 Proposed Budget

Ms. Gaylord presented the proposed budget (attached for the record). The tax rate remains the same and the budget does include fire service for the year. The majority of ad valorum taxes pay for public safety. Total revenues are almost \$2.2 million. And Expenditures are almost \$2.4 million. The difference is a fund balance appropriation in the exact amount of the Tilly Morris roundabout. DOT has informed the town that it is unlikely to happen in this fiscal year, and if that is the case, the budget will balance. Ms. Thompson stated that the contract with Haven Creative for the newsletter publication was canceled as staff will do that work in-house and money saved will go towards additional work hours for Janet Peirano.

### B. Discussion of Website Link Policy

Ms. Thompson presented the proposed website link policy. The intent is to support non-profit fundraisers, not individual businesses. Mayor Callis explained that it would include a link on the town website for fundraisers for non-profits with a 501(c). It isn't intended to advertise for business. The links will be on the community page and shared on Facebook. This is on the agenda for comment/discussion only and staff will bring it back to the July meeting for approval.

### 13. Update from Town Planner

Ms. Thompson gave the update: There was a Public Involvement meeting on 5/27 for a conditional zoning amendment for Christ South. The daytime meeting on site was rained out. One resident attended the evening meeting. The Planning Board met on June 1 and approved the Temporary Use Permit for the Drive In Movie night at Hunter Farm and recommended approval for the Christ South conditional zoning amendment. Ms. Thompson met with Nancy Anderson, Mayor Callis and Mayor Pro Tem Propst to discuss logistics for the movie night. They determined about 90 cars will fit and still accommodate social distancing standards. She is working with the licensing company Swank to get a movie. The town engineer and Ms. Thompson will be meeting with Atherton and the adjacent property owners over concern with stormwater drainage issues. The contract with H&S Paving for Ambassador Court was executed and should begin in the next two weeks. The asbestos was removed from the Matthews property. Mayor Callis found a volunteer to remove wood and trim work and fireplace surrounds. We will store the salvaged parts at WCVFD on Hemby in the storage building. The Board of Adjustment will meet on June 15 to hear two variance applications, one in Vintage Creek and one for the landscaping at the new WCVFD on Rea Road and Reid Dairy Road. Congratulations to Karen Dewey for achieving her NC Certified Municipal Clerk status.

### 14. Code Enforcement Report

Town of Weddington Regular Town Council Meeting Minutes 06/08/2020 Page 4 of 5

Councilmember Smith asked why some of the resolved cases are still listed on the report. Ms. Thompson responded that if the case is still being monitored, it's kept on the report. Some of the closed cases can be removed.

### 15. Update from Finance Officer and Tax Collector

Ms. Gaylord gave the update. The town is in good shape to finish the fiscal year. Staff signed the contract for new financial software. Training will probably happen in the fall to go live in January/February to avoid midyear glitches.

### **16. Transportation Report**

Mayor Callis – CRTPO held a virtual meeting last month. There was a report given by NCDOT Division 10: Prior to COVID crisis, the budget was hit with storm damage repairs. DOT is 100% receipt supported so all funds come from gas/highway/DMV taxes. With traffic volumes down 40-50%, the revenue has been devastated. They anticipate a 300-million-dollar revenue loss and it will be larger for the next fiscal year. The DOT is faced with deferred maintenance activities and some roads needing repairs have been closed will remain closed as there is no funding to fix them. Prior 2016-DOT on average spent \$66 million in storm repair. Since then it has increased to \$220 million/year and they received the same amount of general maintenance funds in 2018 as in 1993.

### **17. Council Comments**

Mayor Pro Tem Janice Propst: Thanks to the people that came out tonight. Thank everyone that's listening, and everyone stay healthy and safe and hopefully you start a great summer staying safe.

Councilmember Jeff Perryman: Last month we met virtually, this month we're at least here in front of each other and we've got our masks on and maybe next month we'll see more improvement, hopefully so because we all sure need that.

Councilmember Mike Smith: I just want to thank everybody for tuning in and coming out. It's a bad time right now and everybody is hunkered down. I just hope everybody stays safe and has a healthy summer.

Councilmember Anne Pruitt: I will chime in with everybody else and agree with that. I hope everybody has a good month and stays safe. Earlier, you guys talked about the staff-Thank you staff for all you do.

### 18. Enter into closed session pursuant to NCGS 143-318.11(a)(6) Personnel Matters

Motion:	Councilmember Perryman made a motion to enter into closed session pursuant to
	NCGS 143-318.11(a)(6) Personnel Matters at 7:31 p.m.
Vote:	The motion passed with a unanimous vote.

### **19. Adjournment** Recess

Motion:	Mayor Callis made a motion to recess the June 8, 2020 Regular Town Council
	Meeting at 9:04 p.m. until Thursday June 11,2020 at 11:00 a.m. via ZOOM
	Meeting ID: 836 9410 4955; password: 229886
Vote:	The motion passed with a unanimous vote.

Town of Weddington Regular Town Council Meeting Minutes 06/08/2020 Page 5 of 5

Approved\_\_\_\_\_

Elizabeth Callis, Mayor

Karen Dewey, Town Clerk

### Town of Weddington Regular Town Council Meeting Monday June 8, 2020 – 7:00 p.m. Reconvened Thursday June 11, 2020 11:00 a.m. Weddington Town Hall\* Minutes Page 1 of 1

\*DUE TO THE CURRENT STATES OF EMERGENCY RELATED TO COVID-19, SOCIAL DISTANCING MEASURES WILL BE PRACTICED. THE MEETING WILL BE LIVE STREAMED ON SOCIAL MEDIA PLATFORMS. General Public Comments under agenda item 6, maybe submitted in writing prior to the meeting on June 8, 2020 by 5:00 PM. Public Comments regarding THE FY2020-2021 BUDGET HEARING – agenda item 10, will be accepted until 7:00 P.M. TUESDAY JUNE 9, 2020. Please send all comments to: kdewey@townofweddington.com.

Mayor Callis called the June 8, 2020 Regular Council Meeting back to order at 11:01 a.m. on Thursday June 11, 2020 to hear any public comments and vote on the Fiscal Year 2020-2021 Budget and set the tax rate.

Quorum was determined with roll call: Mayor Callis, Mayor Pro Tem Propst, Councilmembers Smith, Perryman, and Pruitt were all present.

Staff present: Town Administrator/Planner Lisa Thompson, Finance Officer Leslie Gaylord, Town Clerk Karen Dewey, and Town Attorney Karen Wolter

Mayor Callis asked for any public comments on the Fiscal Year 2020-2021 Budget. There were no public comments submitted.

Motion: Vote:	Councilmember Perryman made a motion to approve the Fiscal Year 2020-2021 Budget Ordinance and set the tax rate at 5.2 cents per \$100 assessed value. The motion passed with a unanimous vote taken by roll call.
Motion:	Councilmember Perryman made a motion to adjourn the June 8, 2020 Regular Town Council Meeting at 11:05 a.m. on June 11, 2020
Vote:	The motion passed with a unanimous vote taken by roll call.

Approved\_\_\_\_\_

Elizabeth Callis, Mayor

Karen Dewey, Town Clerk

## TOWN OF W E D D I N G T O N

### **MEMORANDUM**

TO:	Mayor and Town Council
FROM:	Lisa Thompson, Town Administrator/Planner
DATE:	July 13, 2020
SUBJECT:	Call for Public Hearing – Section 34-131 Property and Nuisance Abatement

Staff is seeking approval of a text amendment to Section 34-131 under Article V- Property and Nuisance Abatement.

Over the last several months staff has received complaints about property owners clearing land and leaving the debris on-site, where in some cases the debris was pushed back near a stream, blocking a natural drainage path. The intent of the drafted text is not to prohibit a tree falling and allowing for natural regeneration, but to prohibit the collection of trees, limbs, and stumps that can become a nuisance.

Other complaints received involve adjacent or downstream property owners blocking natural drainage ways that are causing water to back-up on the complainant's property.

It is suggested to add the following text amendments to Section 34-131 to address both concerns.

Staff recommends approval of the text amendment to Section 34-131 under Article V- Property and Nuisance Abatement

#### ARTICLE V. - PROPERTY AND NUISANCE ABATEMENT

**DIVISION 1. - GENERALLY** 

Sec. 34-113. - Investigation of public nuisances.

The administrator or his designee, upon notice from any person of the possible existence of any of the conditions described in sections 34-131—34-133, shall conduct or cause to be made by the appropriate official such investigation as may be necessary to determine whether conditions exist which may constitute a public nuisance as declared in sections 34-131—34-133.

Sec. 34-131. - Occupants or owners shall keep premises free of litter, debris, junk and the like.

Every person owning or occupying a premises within the town corporate limits shall keep the property clean. The existence of any of the following conditions on any property, vacant lot or other parcel of land within the corporate limits, is dangerous and prejudicial to the public health or safety and is hereby declared a public nuisance.

- (1) Any accumulation of litter, debris, refuse, garbage, junk, hazardous refuse, household trash, business trash, scrap materials, or animal excrement on any front or side yard, or underneath any building.
- (2) The uncontrolled growth of noxious weeds and grasses to a height in excess of 24 inches causing or threatening to cause a hazard detrimental to the public health or safety. Provided, however, that bona fide farming crops as well as food and flower gardens while maintained for such purposes, pastures, naturally wooded areas, regulated wetland or meadows and areas designed as undeveloped open space or meadow by the town, are exempt from the provisions of this division.
- (3) A collection place for tree limbs, dried brush, dead vegetation, stumps or other decayed wood and materials or other similar rubbish;
- (4) Any condition which blocks, hinders or obstructs in any way the natural drainage pattern or established flow of branches, streams, creeks, surface waters, ditches or drains, to the extent that the premises is not free from standing water;
- (35) An open or unsecured storage or collection place for chemicals, oils, gasoline, flammable liquids, or other similar hazardous refuse.
- (4<u>6</u>) Any condition detrimental to the public health and safety which violates the rules and regulations of the county health department.

Sec. 34-132. - Debris from construction left on property.

All refuse, lumber, debris and other building materials on private property which are visible from the street or an adjoining lot for any reason including, but not limited to, construction in progress for the remodel or repair of any existing buildings, the erection and completion of any new buildings or the addition to existing buildings, all pursuant to a lawfully-issued and currently-active building permit, shall be removed by the property owner immediately or, in the event of work under a building permit, within 15 calendar days from the completion of the aforesaid work. An owner or occupant may need to verify that

construction is currently in progress if there has been no construction activity for over 30 calendar days and show good cause why the town should not abate the refuse, lumber, debris and other building materials left or stored on the property.

Sec. 34-133. - Junk; removal.

It shall be unlawful for any owner or occupant of any land, building, structure, dwelling or dwelling unit to place or leave (or allowed to be placed or remain) outside of any such building, structure, dwelling or dwelling unit or upon such land any dilapidated furniture, icebox, refrigerator, stove or other appliance, machinery, equipment, building material or other item or junk which is either in a wholly or partially rusted, wrecked, junked, dismantled or inoperative condition or which is not completely enclosed within a building.

Sec. 34-134. - Abatement of violations.

- (a) Contract for abatement services. Whenever the administrator, or his or her authorized designee, has determined that a violation of this article and/or a nuisance exists and has provided proper notice thereof, the property owner, occupant or person in possession of the premises on which the nuisance is located may contract with the town to remove such conditions at a fee paid in advance and upon such terms and conditions as the administrator, or his or her authorized designee, may approve, except that as a condition of all such agreements the property owner, occupant or person in charge of the premises shall by signed writing in advance of any work release the town from any liability arising from or resulting from the removal of such conditions. In the event the owner of the property is not the occupant, then a signed release shall be required from both the property owner and the occupant before the town will proceed.
- (b) Abatement for chronic violations. Whenever the administrator, or his or her authorized designee, has determined that a violation of this article and/or a nuisance exists and has provided proper notice thereof pursuant to this subsection, the town may proceed to abate a nuisance on property owned by a chronic violator. In such a case, the town shall notify a chronic violator of this article and that, if the violator's property is found to be in continued violation of this article, the town shall, without further notice in the calendar year in which notice is given, take action to remedy the violation, and the expense of the action shall become a lien upon the property and shall be collected as unpaid taxes. For a chronic violator, the town's initial annual notice (that the town will abate the nuisance) shall be served by registered or certified mail, with a copy sent by regular mail.
- (c) Summary abatement for health and safety violations. Whenever the administrator, or his or her authorized designee, has determined that a violation of this article and/or a nuisance exists and has provided proper notice thereof, upon the failure of the property owner, occupant or person in possession of the premises to take the corrective action ordered by the board or the administrator, or his or her authorized designee, within the time specified, the town may remove, abate or remedy the condition that is dangerous or detrimental to the public health or public safety and the expense of such action shall be paid by the person in default pursuant to G.S. 160A-193. If not paid, such expenses shall become a lien upon the land or premises where the violation occurred and may be collected as unpaid ad valorem taxes.
- (d) *Remedies available notwithstanding civil penalties.* Each of these remedies shall be and remain available to the town notwithstanding any civil penalties that have been issued under section 34-135, civil penalties.

Sec. 34-135. - Civil penalties.

- (a) Any violation of this article or the failure to abide by any lawful order issued pursuant to this article shall be punishable as provided herein:
  - (1) In accordance with the requirements of G.S. 160A-175(b), it is expressly declared that violation of any provision hereof or a failure to comply with any of this article's requirements or orders issued hereunder shall not be considered a misdemeanor or infraction under G.S. 14-4 or 14-3.1, but shall constitute a civil offense and shall subject the offender to a civil penalty as set forth

herein. After notice of violation/warning citation has been issued and the violation is not corrected at the end of 15 calendar days, a civil citation shall be issued and civil penalties assessed as set forth in the table below.

NOTICE OF VIOLATION (NOV) OR INITIAL WARNING	
Opportunity to appeal to the town council within 15 days of NOV or initial warning	
CITATION	CIVIL PENALTY AMOUNT
First Penalty Citation	\$100.00
The fine shall be paid within 15 days and the violation shall be corrected within 15 days from citation.	
Second Penalty Citation	\$250.00
Issued after 15 days for on-going failure to abate and the violation shall be corrected within 15 days from citation.	
Third Penalty Citation *	\$500.00
Issued after 15 days for on-going failure to abate.	* per day for each day the nuisance continues

Any person violating this article shall be issued a warning citation and in the event of failure to abate, a subsequent civil penalty citation per the procedures set forth in this subsection of the code of ordinances. Any citation of a violation may be issued by any sheriff's deputy, administrator, building inspection officer, code enforcement officer or such other office as is charged from time to time by the town council with the enforcement of this article. However, the administrator or his or her designee in his or her sole discretion may:

- a. Reduce a civil penalty assessed based upon the totality of the circumstances; or
- b. Withhold issuance of a civil penalty citation in the event a property owner has commenced in good faith to abate the nuisance, but the abatement has not been completed at the expiration of the initial 15-day warning period.

Each day's continuing violation after the deadline set forth in the third civil penalty citation notice shall be a separate and distinct offense for purposes of the penalties and remedies set forth herein.

### TOWN OF WEDDINGTON WEBSITE LINK POLICY

#### WEBSITE LINK POLICY

The Town of Weddington website may provide a link to a third-party website subject to the following policy:

- A link must be from a governmental agency or non-profit that operates within the Weddington/Union County area and provides services to Weddington residents. The services provided must also serve the Goals of the Town of Weddington website, not contain any Excluded Content, and fit within one of the following categories:
  - Civics/Community/Nonprofit
  - Education
  - Emergency Preparation
  - Government Agency
  - Health/Medical
  - Tourism/Facilities
- No site will be included that contains material deemed offensive to our community.
- No site will be added that automatically creates pop-up windows or installs Spyware, Viruses, Trojans or other dangerous software without the user's express permission.

## THE LINKS ON THE TOWN OF WEDDINGTON WEBSITE ARE PROVIDED WITH NO ENDORSEMENT OR RESPONSIBILITY FOR THE USE OR ACCURACY OF THE INFORMATION CONTAINED THEREIN.

If a violation of this policy is experienced, please contact the Town Clerk.

#### **EXCLUDED CONTENT**

Except as specified elsewhere in this policy and the Town's Social Media Policy, the Town will not publish content including:

A. Copy protected images and/or content.

B. Opinions or endorsements regarding candidates for office, political issues, or municipal, county, state, or federal initiatives.

C. Promotion or advertisement of businesses or special interest groups.

D. Campaign Websites for incumbent and challenging candidates for local, state, or federal office. Further, if a website link or post to the Town's social media platforms is found to be of a campaigning / self-promotional nature, it will be removed.

E. Political organizations or other organizations advocating a candidate; a position on a local, state, or Federal issue; or pending legislation.

F. Individual or personal home pages.

H. Any submission considered by the Town to be inappropriate, offensive to our community or out of line with the Purpose and Goal of the criteria herein.

### **REMOVAL OF EXCLUDED OR INAPPROPRIATE CONTENT**

If a website link is found to be out of compliance with the Town's Social Media Policy or is found to include Excluded Content, it will be removed from the Town of Weddington website.

#### **APPLICATION TO LINK TO WEBSITE**

If an entity would like to add its link to the Town of Weddington website, please contact the Town Clerk.

#### CONFIDENTIALITY

Confidential information should not be posted on the Town's website. While the Town website may track overall site traffic, it does not collect individual user details unless a user voluntarily submits such information. It does not share that information with outside sources and is committed to keeping such information confidential to the extent permitted by law. If at any time a user believes that the Town's website is not protecting his or her privacy, the person should e-mail the Administrator, who will attempt to assess and, if necessary, correct the problem.

#### **APPEALS**

Complaints about any aspect of the website link/social media policy should be brought first to the attention of the Town Clerk. If a complainant is unsatisfied, s/he may appeal any decision of the Town Clerk to the Town Administrator who will respond within 15 business days and whose decision shall be final.

#### DISCLAIMER

The materials and information contained on or obtained from the Town of Weddington website and/or social media platforms are distributed "as is" without warranties of any kind, either express or implied, including without limitation, warranties of title or implied warranties of merchantability of fitness for a particular purpose. Information contained on the Town of Weddington website, including information obtained from external links thereon, is provided without any representation of any kind as to accuracy or content and should be verified by the user. The Town of Weddington is not responsible for any special, indirect, incidental or consequential damages that may arise from the use of, or the inability to use, the website and/or the materials contained on the site whether the materials contained on the subject to change without notice.
# TOWN OF W E D D I N G T O N

## MEMORANDUM

**TO:** Mayor and Town Council

FROM: Lisa Thompson Town Administrator/Planner

**DATE:** July 13, 2020

SUBJECT: Harlow's Crossing (Formerly Carringdon Subdivision) - Final Plat Phase 2

M/I Homes is seeking approval of their final plat application for 29 of 71 lots on 117.64 acres located at the northeast and northwest corners of Weddington-Matthews Road and Beulah Church Road/Hemby Road intersection.

#### **Background Information:**

The Town Council approved the Preliminary Plat on September 12, 2016

The Town Council approved the final plat application for phase 1, map 1 on November 13, 2017 which included 20 lots, and phase 1, map 2 on April 2018 which included 22 lots.

The Planning Board reviewed the final plat on June 22, 2020 and unanimously recommended approval. They asked for staff to ensure there was an agreement for the gate at the property line along the emergency access easement to the Waybridge subdivision and confirm how the gate was to be accessed by emergency services.

#### **Staff Recommendation:**

The final plat is in conformity with the preliminary plat/construction plans therefore staff recommends approval of the Harlow's Crossing Final Plat for Phase 2.





	Date Review Officer	YY STRUCTURES, PLANT TREES OR MAKE ON OR IMPEDIMENT OF THE COUNTY'S	THE PROPERTY OWNER SHALL NOT CONSTRUCT OR PERMIT CONSTRUCTION OR PLACEMENT OF AN USE OF THE EASEMENT AREA IN ANY MANNER THAT WILL RESULT IN INTERFERENCE, INTERRUPTIVE EASEMENT AND INGRESS/EGRESS.
er of Union ich this equirements	I Review Office County, certify that the map or plat to whin certification is affixed meets all statutory re	LATERAL, WATER METERS AND FIRE METER OR FIRE HYDRANT TO THE PUBLIC	A UNION COUNTY PUBLIC WORKS UTILITY RIGHT-OF-WAY SHALL EXIST ON ALL SANITARY SEWER HYDRANTS. THE UTILITY RIGHT-OF-WAY IS LOCATED 5 FEET ALL SIDES FROM CLEANOUT, WATER OR PRIVATE ROAD RIGHT OF WAY
	State of North Carolina County of Union	ERS AND ARE SHOWN FOR ILLUSTRATIVE OCATION.	STRUCTURES SHOWN ON ADJOINING PROPERTIES WERE TAKEN FROM ENGINEERING PLANS BY OTH PURPOSES ONLY. LAWRENCE ASSOCIATES MAKES NO GUARANTEE TO THE ACCURACY OF THEIR L
IRY	PRELIMINA	OF ADDITIONAL SPOILS AREAS.	LAWRENCE ASSOCIATES MAKES NO GUARANTEES TO THE COMPACTION OR TO THE NONEXISTENCE BROKEN LINES INDICATE PROPERTY LINES NOT SURVEYED.
			ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES
		RDS AND ARE CONSIDERED "NOW OR	ALL ADJOINING PROPERTY OWNER INFORMATION IS TAKEN FROM CURRENT DEEDS AND TAX RECO FORMERLY".
		ORDED OR IMPLIED.	THIS PROPERTY MAY BE SUBJECT TO RIGHT OF WAYS, EASEMENTS OR RESTRICTIONS EITHER REC
		TITI E SEARCH	AREAS COMPUTED USING COORDINATE GEOMETRY.
			REBAR SET AT ALL CORNERS UNLESS NOTED OTHERWISE.
			NOTES
	h Carolina Date	Mayor of the Town of Weddington, North	Mayor of the Town of Weddington, North Carolina Date
	Town of Weddington, North Carolina, and Weddington Town Council for recording of Union County, North Carolina.	with the Subdivision Regulations of the 1 that this plat has been approved by the in the Office of the Register of Deeds o This day of, 20	improvements. I hereby certify that all streets and other required improvements have been installed in an acceptable manner and according to N.C. Department of Transportation and/or Town of Weddington specifications and standards in the <u>Harlow's Estates – Phase 2</u> Subdivision or that guarantees of the installation of the required improvements in an amount and manner satisfactory to the Town of Weddington have been given and received.
	shown hereon has been found to comply	I berefy contify that the subdivision plat	Date Signature of owner(s)
		<u>с</u>	Certificate of Ownership and Dedication I Hereby certify that I am the owner of the property shown and described hereon, which is located in the subdivision jurisdiction of the Town of Weddington and that I hereby adopt this plan of subdivision with my free consent, establish minimum building setback lines, and dedicate all streets, alleys, walks, and other sites and easements to public or private use as noted.
			Date: (Signature and Seal)
			within the easement limits as shown. N.C.P.E. #
			I, Provide the state of North Carolina, a duly registered Professional Engineer, licensed in the State of North Carolina, do hereby certify that the drainage easements shown on this plat are sufficient to carry the 100 year storm runoff
DRIVE LA	Date	District Engineer	SUMPLY D. LAWARTS
	artment of Transporation, Division	the North Carolina Depa of Highways.	
	e right of way dedication along taned roadway(s) shown on this :cepted as public right of way by	I hereby certify that the the existing state maint plat is approved and ac	ADDESSION TO THE CARO
TACK COA	<u>trict Engineer Certificate</u>	<u>Division of Highways Dist</u>	Clinton D. Lawrence, NCPLS L-5056
	 Date	District Engineer	Witness my original signature, registration number and seal this the day of,A.D., 20
	<u>indards Certification</u> e streets on this plat designated in accordance with the minimum uction standards established by ition for acceptance on the State	<u>NCDOT Construction Sta</u> I hereby certify that the as public are or will be right of way and constru the Board of Transporta Highway System.	Certificate of Survey and Accuracy State of North Carolina, Union County I, <u>Clinton D. Lawrence</u> , certify that this plat was drawn under my supervision from an actual survey made under my supervision (deed recorded in Book and Page as shown); that the boundaries not surveyed are clearly indicated as dashed lines drawn from adjoining owners deeds as shown; that the ratio of precision as calculated is 1:10,000 or better; that this plat was prepared in accordance with G.S. 47–30 as amended. This survey creates a subdivision of land within the area of a county or municipality that has an ordinance that regulates parcels of land.
ы -	; and shall be maintained by the uccessors or assigns.	Town of Weddington; Developer and it's s	Use of land within a flood way or flood plain is substantially restricted by the Town of Weddington Flood Damage Prevention Ordinance
	izontal/Vertical Alignment and Grades isign plans, not asbuilt data.	Note: Roadway Hori were taken from de	Flood Certification I have examined the Flood Insurance Rate Map for Union County North Carolina, Community Panel Number 3710448700J, dated October 16, 2008 and hereby certify that this property <u>is</u> located in a special flood hazard area as determined by the Federal Emergency Management Agency.

irm License Number: C-2856

Ownership of all Common Open Space (COS) and Conservation Land shall be retained by MI Homes of Charlotte, LLC until such time as a Homeowners Association (HOA) entity has been created. Ownership will be conveyed to that HOA no later than the closing of the last home.

Final Record Plat of

Sheet 3 of 3

<u>REVISIONS</u> -25-2020 JLH

		Curve	Table	
Curve #	Length	Radius	CHORD BEARING	CHORD
Cl	137.08	225.00	S72 <b>°</b> 04'28"E	134.97
C2	78.12	225.00	N80°31'31"E	77.73
C3	32.95	25.00	N32 <b>*</b> 49'03"E	30.62
C4	94.13	175.00	S10°27'55"W	93.00
C5	111.90	175.00	S44"11'30"W	110.00
C6	24.65	175.00	%%%%%%%%	24.63
C7	24.65	175.00	S74 <b>*</b> 36'48"W	24.63
С8	133.95	175.00	W"67,52.62N	130.70
60	21.71	175.00	N53*56'39"W	21.69
C10	50.37	175.00	N42*08'41"W	50.20
C11	32.95	25.00	S71*39'36"E	30.62
C12	14.40	35.00	N58*47'43"E	14.29
C13	26.36	35.00	N25*26'21"E	25.74
C14	219.60	51.00	N52*46'39"W	85.20
C15	95.48	275.00	N80°31'31"E	95.00
C16	167.55	275.00	S72'04'28"E	164.97
C17	52.36	25.00	S49°25'17"E	43.30
C18	130.90	125.00	S40°34'43"W	125.00
C19	130.90	125.00	N79*25'17"W	125.00
C20	52.36	25.00	N10°34'43"E	43.30

																_	
L16	L15	L14	L13	L12	L11	L10	6٦	۲8	L7	L6	L5	۲4	L3	L2		Line #	
N69*49'02"W	N69°51'42"W	N70°34'43"E	N51*17'19"E	N70°34'43"E	N89*54'23"E	N70°34'26"E	N70°34'43"E	N70°34'43"E	N70°34'43"E	N70°34'43"E	N54°37'13"W	S54*37'13"E	N60°59'21"E	S03*12'43"W	S85*17'36"E	Direction	Line Table
121.87	92.34	160.54	21.19	54.76	21.19	135.55	85.42	110.00	110.00	85.42	101.14	86.61	92.19	130.05	13.75	Length	



# TOWN OF W E D D I N G T O N

#### MEMORANDUM

TO:	Mayor and Town Council
FROM:	Lisa Thompson, Town Administrator/Planner
DATE:	July 13, 2020
SUBJECT:	Wesley Chapel VFD Station Construction Plan Review

Weddington Code of Ordinances Section 58-271(i) requires building schematics, landscape plans and the signage proportion of the construction drawings be approved by the Design Review Board (DRB). The function of the DRB shall be performed by the Planning Board and Town Council. Attached please find the entrance sign, landscaping plan, and elevation documents for the proposed Wesley Chapel Volunteer Fire Department located at the northeast corner of Rea Rd. and Reid Dairy Rd.

#### <u>Sign Plan</u>

The freestanding ground sign will be located at the entrance, perpendicular to Reid Dairy Rd. The specifications for the monument sign are as follows:

- Sign face total area is approximately 17.11 square feet and will not exceed 20 square feet. The stone monument will be larger as Code allows.
- The maximum height of monument is 7'. They are proposing 4'.
- The monument is clear of the site triangle, 5' from edge of pavement and out of State right-of-way.
- The applicant proposes a masonry veneer with cast stone coping and the sign copy will surrounded by heavy timber stain to match the building

#### Landscaping Plan

The applicant is proposing plants and shrubs as depicted on Sheet L100 with details on L101. The required buffer is 18'; however, the applicant is proposing a privacy fence that allows the buffer to be reduced by 20%. The buffer shown is 14.5'. The fence is 6' in height which is the required minimum height.

Four trees and 20 shrubs are required per 100 linear feet. 40% of the trees shall be large mature trees however most of the buffer is within 18' of overhead power lines. The ordinance specifies only shrubs with a mature height less than 20' shall be within 18'. A variance was approved by the Board of Adjustment on June 15, 2020. The variance allows for small maturing deciduous trees within the buffer.

Off-street parking, loading facilities and dumpsters shall be screened. Dwarf hollies are proposed around the front parking area and generator pad; a 6' masonry wall surrounded by savannah hollies are proposed around the dumpster.

#### <u>Elevations</u>

The architectural design standards are regulated in Section 14 of the Weddington Code of Ordinances. This Section applies to all nonresidential buildings.

The elevations depict a fiber cement siding, with a 4-9' stone veneer and capstone. The roof is a  $6^{\circ}/12^{\circ}$  gable roof with asphalt shingles. All rooftop utilities are concealed.

The elevations meet the overall design and appearance standards given the scale of the building, roofline, windows, and landscaping along the front façade to prevent massing, and high-quality materials.

#### **Planning Board Review**

The Planning Board reviewed the plans on November 21, 2019. The Board unanimously recommended approval of the plans with the condition that the buffer and street trees be reviewed by Union Power arborist to find an acceptable alternative to the requirement. It wasn't until preparing for the Town Council meeting, that staff recognized the change to the landscape buffer would require a variance.

The Board of Adjustment met on June 15, 2020. A variance to allow small maturing deciduous trees instead of the required 40% to be large maturing trees and 25% to be evergreen was approved.

Staff brought the landscape plan back for a recommendation in June and the Board unanimously recommended approval.

#### **Staff Recommendation**

Staff recommends approval of the signage plan, landscape plan and elevations.



# **ARCHITECTURAL ABBREVIATIONS**

		CPT	CARPET	DS	DOWNSPOLIT	FLR	FLOOR	IN	INCH
ABV	ABOVE	CPTT	CARPET TILE	DWR	DRAWER	FD	FLOOR DRAIN	INCL	INCLUDING
AFC	ABOVE FINISHED CEILING	CI	CAST IRON	DWG	DRAWING	FOLD	FOLDING PARTITION	ID	INSIDE DIAMETER
AFF	ABOVE FINISHED FLOOR	CLG	CEILING	E		PART		INSUL	INSULATED
AP	ACCESS PANEL	CBB	CEMENTITIOUS BACKER BOARD	EA	EACH	FS	FOOT SCRAPER	IG	INSULATED GLAZIN
ACOU	ACOUSTICAL	CWFP	CEMENTITIOUS WOOD FIBER PLANK	EA	EACH	FUR	FURRING	INT	INTERIOR
APC	ACOUSTICAL PANEL CEILING	CL	CENTERLINE	EW	EACH WAY	Fy	YEILD STRESS	IBC	INTERNATIONAL BU
ADJ	ADJUSTABLE	С	CENTIGRADE	EWC	ELECTRIC WATER COOLER	G		IECC	INTERNATIONAL EN
ADMIN	ADMINISTRATIVE	СТ	CERAMIC TILE	ELECT	ELECTRICAL	GALV	GALVANIZED		CODE
AGG	AGGREGATE	CHBD	CHALKBOARD	EL, ELEV	ELEVATION	G	GAS	J	
A/C	AIR CONDITIONING	CLR	CLEAR	EQ	EQUAL	GEN	GENERAL	JAN	JANITOR
AHU	AIR HANDLING UNIT	CLO	CLOSET	EQUIP	EQUIPMENT	GC	GENERAL CONTRACTOR	JT	JOINT
ALT	ALTERNATE	СН	COAT HOOK	ETC	ETCETERA	GMMU	GLASS MESH MORTAR UNITS	JST	JOIST
AL ST	ALUMINIUM STOREFRONT	CFMF	COLD-FORMED METAL FRAMING	EXH	EXHAUST	GL	GLASS, GLAZING	L	
ALUM	ALUMINUM	COL	COLUMN	EF	EXHAUST FAN	GSFT	GLAZED STRUCTURAL FACING TILE	L	ANGLE SHAPE
A, AMP	AMPERES	CONC	CONCRETE	(E), EXIST	EXISTING	GB			
AB	ANCHOR BOLT	CMU	CONCRETE MASONRY UNIT	EXGR	EXISTING GRADE	GD	GRADE	LAV	
ANOD	ANODIZED	CONNX	CONNECTION	EXP	EXPANSION	GND	GROUND	LG	
APPRO		CONST	CONSTRUCTION	EJ	EXPANSION JOINT	GA	GVAGE	LID	
ARCH		CONT	CONTINUOUS	EXPD	EXPOSED	GTF			
AVVI		CJ CJ		EXI		GDW			
ASSY	ASSEMBLY	CG		EGSB		GWB	GYPSUM WALL BOARD	LUH	
(W)		CRDR	COURSE	EIF5	EXTERIOR INSULATION FINISH SYSTEM	н			
		CKS	CURIC	F		HEWC	HANDICAPPED ELECTRIC WATER COOLER	LUR	LOUVER
AUA	AUAILIART	CU		FOC		HC	HANDICAPPED HOLLOW CORE	LVIC	
BM	BEAM	CUST	CUSTOM	FOIN		HDWR	HARDWARE	LB	POUND
BIK	BLOCK	D	666101	FT	FEFT	HWD	HARDWOOD	M	
BLKG	BLOCKING	DP	DAMPROOFING	FRP	FIBER REINFORCED PLASTIC	HD	HEAD, HEADED, HEAVY DUTY	MAINT	MAINTENANCE
BD	BOARD	DEF	DEFORMED	FV	FIELD VERIFY	HT	HEIGHT	MGR	MANAGER
BLD	BOLLARD	DTL	DETAIL	FIN	FINISH	HCFV	HOLLOW CORE FINISHED VENEER	MH	MANHOLE
B, BOTT	BOTTOM	DIAG	DIAGRAM	FF	FINISHED FLOOR	HM	HOLLOW METAL	MTS	MANUAL TRANSFER
BOS	BOTTOM OF STEEL	DIA	DIAMETER	FGD	FINISHED GRADE	H, HORZ	HORIZONTAL	MFR	MANUFACTURER
BTU	BRITISH THERMAL UNIT	DIM	DIMENSION	FA	FIRE ALARM	HLB	HORIZONTAL LOUVER BLINDS	MKBD	MARKERBOARD
BRZ	BRONZE	DISP	DISPENSER	FC	FIRE CODE	HB	HOSE BIB	MAS	MASONRY
BLDG	BUILDING	DIV	DIVISION	FE	FIRE EXTINGUISHER	HDG	HOT-DIPPED GALVANIZED	MO	MASONRY OPENIN
BO	BY OWNER	DR	DOOR	FEC	FIRE EXTINGUISHER CABINET	HR(S)	HOUR, HOURS	MAX	MAXIMUM
С		DBL	DOUBLE	FHC	FIRE HOSE CABINET	I		MECH	MECHANICAL
CAB	CABINET	DWLS	DOWELS	FRTWD	FIRE RETARDANT TREATED WOOD	IAW	IN ACCORDANCE WITH	MC	MEDICINE CABINET
CR	CARD READER	DN	DOWN	FLASH	FLASHING	INC	INCANDESCENT	MMB	MEMBRANE
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		15	3						

## **GENERAL PROJECT NOTES** EXISTING CONDITIONS: DRAWINGS OF EXISTING CONDITIONS WERE TAKEN FROM

- DRAWINGS FURNISHED BY OTHERS WHICH MAY OR MAY NOT BE CORRECT THE CONTRACTOR SHALL VERIEVALL EXISTING DIMENSIONS ELEVATIONS AND/OR OTHER CONDITIONS DESCRIBED IN THE CONTRACT DOCUMENTS. DISCREPANCIES OR VARIATIONS BETWEEN THE CONTRACTOR VERIFIED EXISTING CONDITIONS AND CONDITIONS DESCRIBED IN THE DRAWINGS OR IN THE SPECIFICATIONS AND CHARACTERIZED AS EXISTING CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT IN WRITING DRAWING SCALES: THESE DRAWINGS ARE PREPARED TO THE SCALES NOTED. HOWEVER, DIMENSIONS ARE NOT TO BE DERIVED BY SCALING THE PLANS, SECTION OR DETAILS. IF THERE ARE ANY QUESTIONS ABOUT THE DETAILS OR DIMENSIONS IN
- THESE DRAWINGS, CONTACT THE ARCHITECT FOR INFORMATION PRIOR TO STARTING COORDINATION: ALL NOTES APPLY TO ALL DRAWINGS AND ALL TRADES. IT IS THE RESPONSIBILITY OF ALL CONTRACTORS AND TRADES TO COORDINATE THE
- NSTALLATION OF THIER WORK WITH THE INSTALLATION OF WORK BY ALL OTHER CONTRACTORS AND TRADES COMPLIMENTARY DOCUMENTS: THE REQUIREMENTS OF THE DRAWINGS, GENERAL REQUIREMENTS AND ALL ITEMS OF THE CONTRACT DOCUMENTS ARE COMPLEMENTARY TO ONE ANOTHER AND EQUALLY BINDING ON ALL CONTRACTORS AND TRADES FACH CONTRACTOR AND TRADE IS REQUIRED TO MAINTAIN FULL SIZE AND COMPLETE SETS OF THE CONTRACT DOCUMENTS ON-SITE FOR HIS EMPLOYEES
- USE ON THE PROJECT FOR THE PURPOSE OF COORDINATING THEIR WORK WITH THE WORK OF OTHER CONTRACTORS AND TRADES CONTRACTOR SHALL MEET WITH THE ARCHITECT PRIOR TO BEGINING WORK OF THE PROJECT AND REVIEW EXISTING CONDITIONS AS WELL AS THE SCOPE OF THE WORK TO BE COMPLETED
- ALL WORK SHALL BE IN ACCORDANCE WITH THE 2018 NORTH CAROLINA STATE BUILDING CODE AND ALL OTHER APPLICALBE LOCAL CODES, REGULATIONS AND AUTHORITIES HAVING JURISTICTION. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING CONSTRUCTION AT THE PROJECT SITE THAT IS NOT SCHEDULED FOR
- REMOVAL OR DEMOLITION AND NEW CONSTRUCTION THAT IS PART OF THE SCOPE OF WORK FOR THIS PROJECT DAMAGES TO EXISTING OR NEW CONSTRUCTION SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AND AT NO ADDITIONAL COST TO THE OWNER SLOPE ALL EXTERIOR LANDINGS, WALKS, PORCHES, STEPS, ETC. 1/8" : 1'-0" TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING UNLESS NOTED OR SHOWN
- OTHERWISE SLOPE ALL EXTERIOR GRADES FOR POSITIVE DRAINAGE AWAY FROM BUILDING. REF CIVIL GRADING PLAN FOR ADDITIONAL REQUIREMENTS. FRAMING LUMBER IN CONTACT WITH MASONRY, CONCRETE, OR STEEL SHALL BE PRESERVATIVE TREATED.
- THE GENERAL CONTRACTOR SHALL PROVIDE ALL MISCELLANEOUS STEEL LINTELS AS REQUIRED WHERE MECHANICAL, PLUMBING OR ELECTRICAL EQUIPMENT PASS HROUGH MASONRY WALLS OR OVER ANY BUILT-IN ITEMS LOCATED WITHIN MASONRY WALLS.
- SLOPE FLOOR TO FLOOR DRAINS AS INDICATED. COORDINATE ALL FLOOR DRAINS WITH PLUBMING CONTRACTOR AND FLOOR FINISH REQUIREMENTS. PROVIDE OPEN HEAD JOINT WEEPS @ 16" OC OVER ALL MASONRY OPENINGS. PROVIDE FIRE RETARDANT TREATED LUMBER IN LOCATIONS AS REQUIRED BY THE CURRENT EDITION OF THE APPLICABLE BUILDING CODE.
- FIRE RATED PENETRATION NOTES APPLY TO ALL TRADES BLOCKING AND BACKING: PROVIDE BLOCKING AND BACKING AS REQUIRED TO SECURE ALL WALL MOUNTED OR CEILING SUSPENDED ITEMS AND/OR ACCESSORIES IN ACCORDANCE WITH THE PRODUCT OR ITEM MANUFACTURER'S REQUIREMENTS.
- DO NOT CUT ANY LAY-IN ACOUSTICAL CEILING PANELS LESS THAN 6 INCHES WIDE JNLESS INSTRUCTED BY ARCHTIECT. LAY-IN CEILING PANELS TO BE EQUALLY SPACED IN AREA OR ROOM. DIMENSIONS SHOWN ON FLOOR PLANS ARE SHOWN TO FACE OF MASONRY AND FACE
- F FRAMING UNLESS NOTED OTHERWISE. UNLESS OTHERWISE NOTED, ALL FIRE RATED WALLS AND PARTITIONS ARE TO EXTEND TO THE UNDERSIDE OF FIRE-RESISTIVE RATED CEILING/ROOF ASSEMBLY
- NO CORE OF BRICK VENEER SHOULD BE EXPOSED. USE SOLID BRICK WHERE REQUIRED TO KEEP CORES FROM BEING VISIBLY EXPOSED.

# **PROJECT SIGN**



8' - 0"

APPROVAL PRIORTO FABRICATION. COORDINATE EXACT LOCATIONIN FIELD WITH ARCHITECT AND OWNER PRIOR TO INSTALLATION. GC SHALL BE RESPONSIBLE FOR SECURING ANY TEMPORARY SIGN PERMITS REQUIRED BY THE AUTHORITY HAVING JURISDICTION PRIOR TO FABRICATION AND INSTALLATION..

CMU WYTHES ARE DIMENSIONED NOMINALY UNLESS OTHERWISE NOTED

# WESLEY CHAPEL VOLUNTEER FIRE DEPARTMENT STATIONNO.44Weddington, North Carolina



# **PROJECT TEAM**

# ARCHITECT

STEWART COOPER NEWELL ARCHITECTS **719 E. SECOND AVENUE** GASTONIA, NC 28054 ph: (704) 865-6311 fx: (704) 865-0046

## CIVIL **TIMMONS GROUP** 610 EAST MOREHEAD ST., SUITE 250 CHARLOTTE, NC 28202 ph: (704) 376-1073

# **STRUCTURAL TAYLOR & VIOLA**

PO BOX 2616 308 15TH STREET, S.E. HICKORY, NC 28602 ph: (828) 328-6331

# **PLUMBING, MECHANICAL &** ELECTRICAL SHULTZ ENGINEERING GROUP

212 NORTH MCDOWELL STEET, SUITE 204 CHARLOTTE, NC 28204 ph: (704) 334-7363



IND	EX OF DRAWINGS
1.71	UL ASSEMBLIES
1.72 5.30	UL & USG ASSEMBLIES STAIR PLAN AND DETAILS
7.11	
1.00	BUILDING CODE SUMMARY
1.10 C000	LIFE SAFETY PLAN CIVIL COVER SHEET
C100 C200	EXISTING CONDITIONS AND DEMOLITION PLAN SITE LAYOUT AND UTILITY PLAN
C201	SANITARY SEWER PROFILE SANITARY SEWER PROFILE
C300	PHASE I EROSION CONTROL PLAN
C302	PHASE LEROSION CONTROL DRAINAGE AREA MAP PHASE LEROSON CONTROL PLAN
C303 C304	PHASE I EROSION CONTROL DRAINAGE AREA MAP EROSION CONTROL NOTES AND DETAILS
C305 C306	EROSION CONTROL NOTES AND DETAILS EROSION CONTROL NOTES AND DETAILS
C307 C400	EROSION CONTROL NOTES AND DETAILS
C401	DRAINAGE AREA MAP
C500	SITE NOTES AND DETAILS
C501	SITE NOTES AND DETAILS SITE NOTES AND DETAILS
C503 _100	BMP NOTES AND MAINTENANCE PLAN LANDSCAPE PLAN
_101 3.00	LANDSCAPE NOTES AND DETAILS GENERAL NOTES & SCHEDULES
3.01 3.02	MASONRY WALL REINFORCING DETAILS
3.03	LIGHT GAUGE HEADER SCHEDULE & DETAILS
3.04 3.10	FOUNDATION PLAN
3.20 3.30	MEZZANINE FLOOR FRAMING PLAN ROOF FRAMING PLAN
3.70 3.71	SECTIONS SECTIONS
3.72 3.73	SECTIONS
3.74	SECTIONS
1.70 2.00	SITE PLAN - ARCHITECTURAL
2.01 4.10	SITE DETAILS DIMENSION PLAN
4.11 4.30	TAGS & NOTES PLAN ROOF PLAN
4.31	
4.71	TYP. INTERIOR DOOR HEAD, JAMB & SILL DETAILS
4.72 4.73	TYP. EXT. DOOR HEAD AND JAMB DETAIL TYP. EXT. DOOR HEAD AND JAMB DETAILS
4.74 4.75	TYP. EXT. DOOR HEAD AND JAMB DETAILS TYP. WINDOW HEAD, JAMB AND SILL DETAIL
4.80 5.10	ENLARGED PLANS ELEVATIONS - EXTERIOR
5.11 5.20	ELEVATIONS - EXTERIOR
5.20	SECTIONS - BUILDING
5.22 5.23	WALL SECTIONS WALL SECTIONS
5.24 5.25	WALL SECTIONS WALL SECTIONS
5.26 5.27	WALL SECTIONS WALL SECTIONS & DETAILS
5.40 5.10	PLAN DETAILS REFLECTED CEILING PLANS
7.10	
7.20	CASEWORK - KITCHEN, RADIO ROOM & LAUNDRY CASEWORK SECTIONS
3.01 3.02	PLUMBING SPECIFICATIONS, DETAILS, LEGEND AND NOTES PLUMBING DETAILS
3.10 3.11	PLUMBING SANITARY WASTE AND VENT PLAN PLUMBING DOMESTIC WATER PLAN
3.12 9.01	PLUMBING COMPRESSED AIR PLAN MECHANICAL NOTES AND SCHEDULES
9.10	MECHANICAL PLANS AND NOTES
9.11	MECHANICAL PIPING PLANS AND NOTES MECHANICAL DETAILS
9.21 10.01	APPARATUS BAY EXHAUST SYSTEM DETAILS ELECTRICAL SCHEDULES
10.02 10.03	ELECTRICAL DIAGRAMS ELECTRICAL DETAILS
10.11 10.21	LIGHTING PLAN POWER PLAN
10.22	SPECIAL SYSTEMS PLAN
10.31	SHEFLAN
NO	ΓE:
	ES APPLY TO ALL DRAWINGS AND ALL TRADES. IT IS THE
COORDIN	VATE THE INSTALLATION OF THEIR WORK WITH THE
INSTALLA TRADES.	THE REQUIREMENTS OF THE DRAWINGS, GENERAL
REQUIRE DOCUMF	MENTS AND ALL ITEMS OF THE CONTRACT NTS ARE EQUALLY BINDING ON ALL CONTRACTORS
AND TRA	DES. EACH CONTRACTOR IS REQUIRED TO MAINTAIN

# Project No 1619 11/8/2019 7:24:23 AM Drawn Author Checked by: Checker Revisions © STEWART-COOPER-NEWELL ARCHITECTS, P.A. Second Avenue , NC 28054 704.865.6311 704.865.0046 719 East ( Gastonia, Phone: Newell .062 800.67 . oopei β tew S CΟ $\succ \vdash$ Ш∢ S S S Sheet No. 0.00









# GENERAL NOTE

ALL NOTES APPLY TO ALL DRAWINGS AND ALL TRADES. IT IS THE RESPONSIBILITY OF ALL CONTRACTORS AND TRADES TO COORDINATE THE INSTALLATION OF THEIR WORK WITH THE INSTALLATION OF WORK BY ALL OTHER CONTRACTORS AND TRADES. THE REQUIREMENTS OF THE DRAWINGS, GENERAL REQUIREMENTS AND ALL ITEMS OF THE CONTRACT DOCUMENTS ARE EQUALLY BINDING ON ALL CONTRACTORS AND TRADES. EACH CONTRACTOR IS REQUIRED TO MAINTAIN FULL SETS OF THE CONTRACT DOCUMENTS FOR HIS EMPLOYEES USE ON THE PROJECT TO ASSURE THAT ALL WORK IS PROPERLY COORDINATED AND INSTALLED WITH THE WORK OF OTHER CONTRACTORS AND TRADES.

WHENEVER THERE ARE DISCREPANCIES BETWEEN DRAWINGS, OR BETWEEN THE DRAWINGS AND SPECIFICATIONS, OR CONFLICTS WITHIN THE SPECIFICATIONS AND/OR DRAWINGS, AND SUCH DISCREPANCY IS NOT CALLED TO THE ARCHITECT'S ATTENTION IN TIME TO PERMIT CLARIFICATION BY ADDENDUM, THE CONTRACTOR SHALL BASE HIS BID UPON PROVIDING THE BETTER QUALITY OR GREATER OF WORK OR MATERIAL CALLED FOR, SHALL SUBMIT A WRITTEN STATEMENT WITH HIS PROPOSAL NOTING SUCH DISCREPANCIES, AND SHALL SO FURNISH AND INSTALL SUCH BETTER QUALITY OR GREATER QUANTITY UNLESS OTHERWISE ORDERED IN WRITING.

Sheet No. 4.10	WESLEY CHAPEL VFD STATION NO.44 Weddington, North Carolina	Preliminary Review		Stewart Coop	er · Newell	719 East Second Avenue Gastonia, NC 28054 Phone: 704.865.6311 Fax: 704.865.0046	CASTONIA,	C STEWART-COOPER- ARCHITECTS, I THIS DRAWING IS THE PF STEWART-COOPER-NEWELL AR LAWS. THIS DRAWING M. REPRODUCED, PUBLISHED OR WAY WITHOUT THE WRITTEN PF STEWART-COOPER-NEWELL AR	Date: 11/8/2019 7:24:3 Drawn by: Author Checked by: Checker Revisions:	Project No.
	DIMENSION PLAN	1/8/19	www.scn-	ı-architects.com	1.800.671.0621		ACCHITECTS, P. A.	-NEWELL P.A. COPPERTY OF CHIEGCTS, P.A. L COPYRIGHT AY NOT BE USED IN ANY RWISSION OF CHIEGCTS, P.A.	2 AM	







# EXTERIOR MATERIALS:

## STONE VENEER (SV)

SV GENERAL SHALE PRODUCTS- COLOR: CHESTNUT VELOUR (FIELD BRICK)

## MORTAR - TYPE 'S'

MORTAR JOINTS - CONCAVE ROUND TOOLED JOINTS. SEE ELEVATIONS FOR CONTROL JOINT LOCATIONS

## **ROOF - ASPHALT SHINGLES (RF)**

RF ASPHALT SHINGLES COLOR:

## METAL FASCIA (MF) & ROOF FLASHING

COLOR TO MATCH ROOF SHINGLES

# METAL GUTTERS & DOWNSPOUTS

COLOR TO MATCH ROOF (DOWNSPOUT SIZE: 4" X 4" X 26GA.)

## HOLLOW METAL DOORS & FRAMES

(DOORS) PPG SEMI-GLOSS EPOXY PAINT: COLOR, TBD (FRAMES) PPG SEMI-GLOSS EPOXY PAINT: COLOR, TBD

#### STOREFRONT (Doors & Windows)

ALUMINUM STOREFRONT, KAWNEER TRIFAB VG-451/451T-ANODIZED CLEAR

## **LOUVERS**

RUSKIN, REFER TO MECHANICAL DRAWINGS FOR SIZE AND TYPE (COLOR : TBD)

#### **OVERHEAD DOORS**

BASE BID:

SECTIONAL OVERHEAD DOORS (ONE-ROW ALUMINUM INSULATED GLASS AND POWDER COATED INSULATED FLAT STEEL PANELS IN STANDARD COLOR:TBD)

ALTENATE-1:

FOUR-FOLD DOORS: (ONE-ROW ALUMINUM INSULATED GLASS AND POWDER COATED INSULATED FLAT STEEL PANELS IN STANDARD COLOR:TBD)

#### SIDINGS (HP), SOFFIT (HS) & TRIMS (HT)

- HP FIBER CEMENT SIDING (COLOR: TBD)
- HS FIBER CEMENT SOFFIT (COLOR: TBD)
- HT TRIM BOARD FIBER CEMENT (COLOR:TBD)

# CASTSTONE (CS-1)

- CS-1 PRE-CAST (COLOR: TBD)
- CS-2 PRE-CAST (COLOR: TBD)



ALL NOTES APPLY TO ALL DRAWINGS AND ALL TRADES. IT IS THE RESPONSIBILITY OF ALL CONTRACTORS AND TRADES TO COORDINATE THE INSTALLATION OF THEIR WORK WITH THE INSTALLATION OF WORK BY ALL OTHER CONTRACTORS AND TRADES. THE REQUIREMENTS OF THE DRAWINGS, GENERAL REQUIREMENTS AND ALL ITEMS OF THE CONTRACT DOCUMENTS ARE EQUALLY BINDING ON ALL CONTRACTORS AND TRADES. EACH CONTRACTOR IS REQUIRED TO MAINTAIN FULL SETS OF THE CONTRACT DOCUMENTS FOR HIS EMPLOYEES USE ON THE PROJECT TO ASSURE THAT ALL WORK IS PROPERLY COORDINATED AND INSTALLED WITH THE WORK OF OTHER CONTRACTORS AND TRADES.

WHENEVER THERE ARE DISCREPANCIES BETWEEN DRAWINGS, OR BETWEEN THE DRAWINGS AND SPECIFICATIONS, OR CONFLICTS WITHIN THE SPECIFICATIONS AND/OR DRAWINGS, AND SUCH DISCREPANCY IS NOT CALLED TO THE ARCHITECT'S ATTENTION IN TIME TO PERMIT CLARIFICATION BY ADDENDUM, THE CONTRACTOR SHALL BASE HIS BID UPON PROVIDING THE BETTER QUALITY OR GREATER OF WORK OR MATERIAL CALLED FOR, SHALL SUBMIT A WRITTEN STATEMENT WITH HIS PROPOSAL NOTING SUCH DISCREPANCIES, AND SHALL SO FURNISH AND INSTALL SUCH BETTER QUALITY OR GREATER QUANTITY UNLESS OTHERWISE ORDERED IN WRITING.







CARVED WOOD GRAIN BACKGROUND (PAINTED) 2" WIDE RAISED BAND @ SIGN PERIMETER (PAINTED)

42" TALL 1" DEEP RAISED NUMBERS

72" DIAMETER X 3" THICK HIGH DENSITY URETHANE SIGN

## STONE VENEER (SV)

SV GENERAL SHALE PRODUCTS- COLOR: CHESTNUT VELOUR (FIELD BRICK)

#### MORTAR - TYPE 'S'

MORTAR JOINTS - CONCAVE ROUND TOOLED JOINTS. SEE ELEVATIONS FOR CONTROL JOINT LOCATIONS

#### **ROOF - ASPHALT SHINGLES (AS)**

RF ASPHALT SHINGLES COLOR:

# METAL FASCIA (MF) & ROOF FLASHING

COLOR TO MATCH ROOF SHINGLES

#### METAL GUTTERS & DOWNSPOUTS

COLOR TO MATCH ROOF (DOWNSPOUT SIZE: 4" X 4" X 26GA.)

#### HOLLOW METAL DOORS & FRAMES

(DOORS) PPG SEMI-GLOSS EPOXY PAINT: COLOR, TBD (FRAMES) PPG SEMI-GLOSS EPOXY PAINT: COLOR, TBD

#### STOREFRONT (Doors & Windows)

ALUMINUM STOREFRONT, KAWNEER TRIFAB VG-451/451T-ANODIZED CLEAR

## LOUVERS

RUSKIN, REFER TO MECHANICAL DRAWINGS FOR SIZE AND TYPE (COLOR : TBD)

## **OVERHEAD DOORS**

BASE BID:

SECTIONAL OVERHEAD DOORS (ONE-ROW ALUMINUM INSULATED GLASS AND POWDER COATED INSULATED FLAT STEEL PANELS IN STANDARD COLOR: TBD) ALTENATE-1:

FOUR-FOLD DOORS: (ONE-ROW ALUMINUM INSULATED GLASS AND POWDER COATED INSULATED FLAT STEEL PANELS IN STANDARD COLOR:TBD)

### SIDINGS (HP), SOFFIT (HS) & TRIMS (HT-)

- FIBER CEMENT SIDING (COLOR: TBD) ΗP
- FIBER CEMENT SOFFIT (COLOR: TBD) HS
- HT-1 9 1/4" TRIM BOARD FIBER CEMENT (COLOR:TBD)
- HT-2 5 1/2" TRIM BOARD FIBER CEMENT (COLOR:TBD)

# CASTSTONE (CS-1)

- CS-1 PRE-CAST (COLOR: TBD)
- CS-2 PRE-CAST (COLOR: TBD)



SPECIFICATIONS, OR CONFLICTS WITHIN THE SPECIFICATIONS AND/OR DRAWINGS, AND SUCH DISCREPANCY IS NOT CALLED TO THE ARCHITECT'S ATTENTION IN TIME TO PERMIT CLARIFICATION BY ADDENDUM, THE CONTRACTOR SHALL BASE HIS BID UPON PROVIDING THE BETTER QUALITY OR GREATER OF WORK OR MATERIAL CALLED FOR, SHALL SUBMIT A WRITTEN STATEMENT WITH HIS PROPOSAL NOTING SUCH DISCREPANCIES, AND SHALL SO FURNISH AND INSTALL SUCH BETTER QUALITY OR GREATER QUANTITY UNLESS OTHERWISE ORDERED IN WRITING.







# PLANTING NOTES

- MINIMUM TREE SIZE AT PLANTING IS 2" CALIPER AND 8' TALL FOR SINGLE-STEM TREES. ALL MULTI-STEM PLANTS MUST BE TREE FORM, MAXIMUM 3 TO 5 TRUNKS, AND MINIMUM 10' TALL. WHERE 3" SINGLE-STEM CALIPER TREES ARE SPECIFIED/REQUIRED THE MINIMUM HEIGHT SHALL BE 10' TALL, IF MULTI-STEM TREES ARE SPECIFIED THEN THEY SHALL BE A MINIMUM OF 12' TALL.
- ALL NEW TREES MUST HAVE STRAIGHT TRUNKS WITH STRONG CENTRAL LEADERS INTACT TO THE TOP OF THE CROWN UNLESS MULTI-STEM TREES ARE SPECIFIED. ALL REQUIRED TREES SHALL BE TYPICAL OF THEIR SPECIES AND VARIETY, HAVE NORMAL GROWTH HABITS, HAVE WELL-DEVELOPED BRANCHES, BE VIGOROUS AND HAVE FIBROUS ROOT SYSTEMS. TREES WITH MAJOR GIRDLING ROOTS WILL NOT BE ACCEPTED. TREES WITH CO-DOMINANT BRANCHING WILL NOT BE ACCEPTED. TREES THAT HAVE BEEN SHEARED, TOPPED OR CUT BACK TO MULTIPLY THE BRANCHING STRUCTURE WILL NOT BE ACCEPTED. TREES SHALL BE FREE OF ABRASIONS, DAMAGE, DISEASE, PESTS AND CRACKS. ALL PRUNING CUTS GREATER THAN ½ INCH DIAMETER SHALL HAVE CALLUS TISSUE FORMED PRIOR TO PLANTING. NO PRUNING CUT ON THE TRUNK SHALL BE MORE THAN ONE-HALF THE DIAMETER OF THE CENTRAL LEADER AT THE HEIGHT WHERE THE CUT WAS MADE. ROOT FLARES SHALL BE LOCATED AT GRADE. TREES WITH MORE THAN 2" OF SOIL COVERING THE ROOT BALL/FLARE FROM WILL NOT BE ACCEPTED (PLDS #40.09).
- SIZE OF REQUIRED PLANTS, SPREAD OF ROOTS AND SIZE OF BALLS SHALL BE IN ACCORDANCE WITH ANSI Z60.1 (LATEST EDITION) AS PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION, EXCEPT WHERE SPECIFIED/AUTHORIZED BY URBAN FORESTRY.
- ALL REQUIRED TREES OF A PARTICULAR SPECIES AND VARIETY SHALL BE UNIFORM IN SIZE AND CONFIGURATION. ALL STRAPPING, AND TOP 1/3 OF WIRE BASKET AND BURLAP MUST BE CUT AWAY AND REMOVED FROM ROOT
- BALL WHEN PLANTING.

- PRIOR TO UTILITY INSTALLATION.
- TRANSMISSION LINES.
- UNDERGROUND UTILITIES.

- CONSTRUCTION ACTIVITY.
- STABILIZATION MEASURES.

\_\_ (2) CC

5

Z

SEED

0

-SOD WITHIN

PROVIDED TREES:

REQUIRED SHRUBS: 60

PROVIDED SHRUBS: 60

PER 100 LF: 4 TREES AND 20 SHRUBS

12

-FORTY PERCENT OF REQUIRED TREES WITHIN BUFFER SHALL BE LARGE MATURE TREES. -ALL TREES SHALL HAVE A MINIMUM CALIPER OF TWO INCHES MEASURED 6 INCHES ABOVE GROUND. -SHRUBS SHALL BE EVERGREEN AND AT LEAST THREE FEET TALL WHEN PLANTED WITH THE AVERAGE HEIGHT OF SIX FEET IN THREE TO FOUR YEARS. HOWEVER, 25 PERCENT MAY VARY FROM THIS STANDARD. THE ALLOWED VARIATIONS ARE AS FOLLOWS: -SHRUBS MAY BE DECIDUOUS -SHRUBS MAY BE TWO FEET WHEN PLANTED, PROVIDED AN AVERAGE HEIGHT OF THREE TO FOUR FEET IS EXPECTED AS NORMAL GROWTH WITHIN FOUR YEARS. -SHRUBS AND TREES SHALL BE ON THE APPROVED PLANT LIST IN APPENDIX I OF THE TOWN OF WEDDINGTON ORDINANCE. -TWENTY-FIVE PERCENT OF ALL TREES WILL BE EVERGREEN BUFFER LENGTH: 300 LINEAR FEET BUFFER WIDTH: 18', REDUCED TO 14.5' WITH FENCE REQUIRED TREES: 12

#### 6. FOR NEW PLANTING AREAS, REMOVE ALL PAVEMENT, GRAVEL SUB-BASE AND CONSTRUCTION DEBRIS; REMOVE COMPACTED SOIL AND ADD 18" NEW TOPSOIL, OR TILL AND AMEND THE TOP 18" OF EXISTING SOIL TO MEET TOPSOIL/PLANTING MIX STANDARDS FOR TREES (WITHIN ENTIRE MINIMUM AREA OF 274 SQUARE FEET).

# PEDESTRIAN SCALE LIGHTING (≤ 15' IN HEIGHT) MUST BE A MINIMUM DISTANCE OF 15' FROM A TREE.

14. ALL TREES ON PUBLIC PROPERTY ARE PROTECTED AND REMOVAL MUST BE PERMITTED BY THE TOWN ARBORIST.

<u>s</u>	<u>QTY</u> 1 26 9 5	BOTANICAL NAME ACER BUERGERIANUM LAGERSTROEMIA INDICA X FAURIEI 'ZUNI' ILEX X ATTENUATA 'SAVANNAH' QUERCUS SHUMARDI	<u>COMMON NAME</u> TRIDENT MAPLE ZUNI CRAPE MYRTLE SAVANNAH HOLLY SHUMARD OAK		<u>SIZ</u> E B&B B&B B&B B&B	<u>CAL</u> 2.5" 2" 2" 3.5"
<u>JBS</u>	<u>QTY</u> 8 37 39 6 36 61 23	BOTANICAL NAME ABELIA X GRANDIFLORA 'KALEIDOSCOPE' DISTYLIUM 'PIIDIST-II PLANT PATENT 24,409 ILEX CORNUTA 'BURFORDII NANA' ILEX CRENATA 'STEEDS' LIRIOPE MUSCARI 'BIG BLUE' MYRICA CERIFERA TRACHELOSPERMUM ASIATICUM ' HOSNS'	COMMON NAME KALEIDOSCOPE ABLELIA BLUE CASCADE EVERGREEN DISTYLIUN DWARF BURFORD HOLLY STEEDS UPRIGHT JAPANESE HOLLY BIG BLUE LILYTURF SOUTHERN WAX MYRTLE SNOW-N-SUMMER ASIATIC JASMINE	1	<u>SIZE</u> 5 GAI 5 GAI 7 GAI 1 GAI 7 GAI 3 GAI	
)CVR	QTY	BOTANICAL NAME C	OMMON NAME	SIZE		<u>HT</u>











2020 Critical Intersection Design and Cost Estimation Project (Phase I)

June 2020



# **TABLE OF CONTENTS**

Purpose	1
Process	1
Data Collection	2
Concept Designs	2
Traffic and Safety Analyses	3
Stakeholder Coordination	4
Public Involvement	4
Preferred Alternatives	5
Cost Estimates	5
Emissions Analysis	6
Findings and Recommendations	6
NC 75 (South Main Street) and Old Providence Road	7
NC 75 (South Main Street) and NC 16/South Broome Street	12
Sutherland Avenue and Walkup Avenue	17
Lawyers Road and Stevens Mill Road	22
Potter Road and Forest Lawn Drive	27
NC 200 (Morgan Mill Road) and Old Camden Road	31
Implementation Strategies	35
Approvals of Municipal Boards	35
Potential Funding Sources	36
Ongoing Coordination	36
Project Sheets	38
Appendix A: Traffic Operations Analysis	
Appendix B: Advisory Committee Meeting Notes	
Appendix C: Public Involvement	
Appendix D: Preferred Alternative Design Concepts	
Appendix E: Cost Estimates	





# **TABLES**

Table 1: Advisory Committee Membership	4
Table 2: NC 75 and Old Providence Road Intersection Analysis Results	9
Table 3: NC 75 and Old Providence Road Preferred Alternative Cost Estimate	11
Table 4: NC 75 and NC 16/South Broome Street Intersection Analysis Results	14
Table 5: NC 75 and NC 16/South Broome Street Preferred Alternative (Traffic & Pedestrian) Cost Estimates	16
Table 6: NC 75 and NC 16/South Broome Street Alternative 1 (Traffic) Daily Emissions (kg)	16
Table 7: NC 75 and NC 16/South Broome Street Alternative 2 (Pedestrian) Daily Emissions (kg)	16
Table 8: Sutherland Avenue and Walkup Avenue Intersection Analysis Results	19
Table 9: Sutherland Avenue and Walkup Avenue Preferred Alternative Cost Estimates	20
Table 10: Sutherland Avenue and Walkup Avenue Alternative 1 Daily Emissions (kg)	21
Table 11: Sutherland Avenue and Walkup Avenue Alternative 2 Daily Emissions (kg)	21
Table 12: Lawyers Road and Stevens Mill Road Intersection Analysis Results	24
Table 13: Lawyers Road and Stevens Mill Road Preferred Alternative Cost Estimate	26
Table 14: Lawyers Road and Stevens Mill Road Preferred Alternative Daily Emissions (kg)	26
Table 15: Potter Road and Forest Lawn Drive Intersection Analysis Results	29
Table 16: Potter Road and Forest Lawn Drive Preferred Alternative Cost Estimate	30
Table 17: NC 200 and Old Camden Road Intersection Analysis Results	32
Table 18: NC 200 and Old Camden Road Preferred Alternative Cost Estimate	34
Table 19: Municipal Board Actions	35



# **FIGURES**

Figure 1: Six Study Intersections	1
Figure 2: Project Schedule and Milestones	2
Figure 3: StoryMap for Online Public Involvement	5
Figure 4: NC 75 and Old Providence Road Alternative 1 Concept Design	8
Figure 5: NC 75 and Old Providence Road Alternative 2 Concept Design	8
Figure 6: NC 75 and Old Providence Road Location of Responder Residence	10
Figure 7: NC 75 and Old Providence Road Preferred Alternative Responses	10
Figure 8: NC 75 and NC 16/South Broome Street Alternative 1 Concept Design	13
Figure 9: NC 75 and NC 16/South Broome Street Alternative 2 Concept Design	13
Figure 10: NC 75 and NC 16/South Broome Street Location of Responder Residence	15
Figure 11: NC 75 and NC 16/South Broome Street Preferred Alternative Responses	15
Figure 12: Sutherland Avenue and Walkup Avenue Alternative 1 Concept Design	18
Figure 13: Sutherland Avenue and Walkup Avenue Alternative 2 Concept Design	18
Figure 14: Sutherland Avenue and Walkup Avenue Location of Responder Residence	19
Figure 15: Sutherland Avenue and Walkup Avenue Preferred Alternative Responses	19
Figure 16: Lawyers Road and Stevens Mill Road Alternative 1 Concept Design	23
Figure 17: Lawyers Road and Stevens Mill Road Alternative 2 Concept Design	23
Figure 18: Lawyers Road and Stevens Mill Road Location of Responder Residence	25
Figure 19: Lawyers Road and Stevens Mill Road Preferred Alternative Responses	25
Figure 20: Potter Road and Forest Lawn Drive Alternative 1 Concept Design	28
Figure 21: Potter Road and Forest Lawn Drive Alternative 2 Concept Design	28
Figure 22: Potter Road and Forest Lawn Drive Location of Responder Residence	30
Figure 23: Potter Road and Forest Lawn Drive Preferred Alternative Responses	30
Figure 24: NC 200 and Old Camden Road Alternative 1 Concept Design	31
Figure 25: NC 200 and Old Camden Road Alternative 2 Concept Design	32
Figure 26: NC 200 and Old Camden Road Location of Responder Residence	33
Figure 27: NC 200 and Old Camden Road Preferred Alternative Responses	33



## Purpose

The Union County 2020 Critical Intersection Design and Cost Estimation Project (Phase I) is a continuation of ongoing efforts by Union County to identify, prioritize, and develop design concepts and cost estimates for intersections throughout the County that pose congestion and/or safety concerns. It supplements major widening projects that typically take longer to receive approval and funding and serves as a short-term solution to remedy identified issues at select intersections throughout the County.

In 2019, through a partnership between Union County, its municipalities, and North Carolina Department of Transportation (NCDOT), 15 intersections were identified due to a combination of congestion and safety issues that require improvements to the existing roadways. Of the 15 intersections identified in the 2019 Critical Intersection Analysis, the six displayed in Figure 1 have been selected to move forward to conceptual design in Phase I and an additional five intersections will be studied in Phase II. This Study Workbook addresses the process, analysis, and recommendations for the six intersections included in Phase I.

The results of this study and next steps identified in the implementation plan are intended to position these intersection projects for funding that is available through the Charlotte Regional Transportation Planning Organization (CRTPO) and NCDOT, including discretionary funds and safety funds.

These ongoing intersection analysis studies are a proactive approach to establish designs and cost estimates that are mutually agreed upon by the NCDOT, municipality, and County in order to facilitate fast responses to grant solicitations.

#### Process

The study process involved evaluating existing conditions for each location and conducting a traffic engineering and safety analysis in order to develop two alternative design concepts for each intersection. Stakeholder input was a substantial component of this study which contributed to decision-making at key milestones throughout the process and assisted with coordination efforts to gain consensus on the preferred alternatives. Coordination with an Advisory Committee to review design ideas ensured that the potential improvements being considered were consistent with the respective municipality's vision and other projects being planned for the area. NCDOT concurrence with the preferred alternatives and cost estimates was also critical to ensure support for future funding applications. Public feedback was gathered before defining a preferred alternative and

#### Figure 1: Six Study Intersections

- 1. NC 75 (South Main St) and Old Providence Rd, Waxhaw
- 2. NC 75 (South Main St) and NC 16/South Broome St, Waxhaw
- 3. Sutherland Ave and Walkup Ave, Monroe
- 4. Lawyers Rd and Stevens Mill Rd, Stallings
- 5. Potter Rd and Forest Lawn Dr, Weddington
- 6. NC 200 (Morgan Mill Rd) and Old Camden Rd, Unionville





accompanying cost estimate for each concept. The preferred alternatives were presented for approval to each respective municipal board and the Union County Board of Commissioners between May and July 2020.

Each component of the study process, along with the findings, are documented in this Study Workbook. It also includes funding and coordination activities to move these projects forward. In addition, a one-page Project Sheet was produced, serving as a summary document for each preferred design alternative. The Project Sheets are included in the *Findings and Recommendations* section of this Study Workbook.

The planning, analysis, and collaboration efforts that led to the design concepts, cost estimates, and implementation plan contained in this Study Workbook lasted approximately seven months, starting in December 2019 and concluding in June 2020. Specific tasks and significant milestones of this process are shown in **Figure 2**.



#### Figure 2: Project Schedule and Milestones

#### Data Collection

One of the initial steps in the study process was to gather data about existing conditions and identify potential desian deficiencies and design considerations for each intersection. This was accomplished by collecting 2018 AADT volume and 2014-2018 crash data from NCDOT, performing peak period intersection turning movement traffic counts, and conducting a field visit to each location. In addition, there was coordination with each respective municipality and NCDOT to review other projects (transportation and private development) within close proximity to the intersections and also determine the municipality's vision for the area around each intersection.

Based on the data collection efforts and field review, the existing conditions for each of the six intersections are provided in the *Findings and Recommendations* section.

#### **Concept Designs**

Two design alternatives were prepared for each of the six intersections, based on the evaluation of existing conditions, traffic and safety analyses, and Advisory Committee input. Development of the concept designs followed NCDOT Roadway Design Guidelines and were performed at a concept design level, which included horizontal alignment, right-ofway impact estimates (if any) using edge of pavement





with a specific offset distance, lane configurations, and multimodal accommodations.

The design process maintained AASHTO minimum design standards, including the determination if design exceptions would be needed. Specific deficiencies have been identified for each location, along with design improvements to address those concerns. Existing constraints associated with each intersection influenced geometric desian considerations, such as roundabout location and asymmetrical versus symmetrical widening. The design improvements, including length and number of turn lanes and roundabout configurations, were determined based on the traffic analyses. A build conditions analysis was performed to evaluate the benefits and impacts of the proposed improvements for each design alternative.

Following the development of design concepts for each study intersection, the Advisory Committee was consulted to review the proposed improvements and provide feedback, including review by NCDOT to ensure consistency with other projects that are already underway (or anticipated to be constructed in the near-term). The concept design alternatives, accompanying analysis results, and benefits versus impacts assessments were made available for public comment before a preferred alternative was selected.

Details about each concept design alternative are described in the *Findings and Recommendations* section.

#### **Traffic and Safety Analyses**

Traffic and safety analyses were conducted for each of the six study intersections. The results of these analyses for each specific intersection are summarized in the *Findings and Recommendations* section. Detailed analysis results are documented in the Traffic Operations Analysis memo prepared for this study, which can be found in **Appendix A**. The traffic operations analysis was performed for the following scenarios for each of the six intersections:

- 2019 Existing Conditions
- 2035 No-Build Conditions
- 2035 Build Conditions

#### Volume Development

Peak hour volumes were developed for the six study intersections using traffic count data and growth rates. After collecting intersection turning movement counts, the 2019 Existing Conditions AM and PM peak hour volumes were developed for each intersection by selecting the sum of the highest four consecutive 15minute volumes for each peak period.

The growth rate used to project the future year 2035 peak hour volumes was developed using output from the Metrolina Regional Model (MRM18v1.1) and in coordination with Union County, NCDOT Division 10, and the municipality in which the intersection is located. The MRM volumes were not directly used in the traffic analysis. Instead, the selected growth rate was applied to the peak hour traffic count volume to determine future year 2035 peak hour volumes. The 2035 No-Build and Build scenarios were analyzed using the same future year 2035 peak hour volumes.

#### Capacity Analysis Methodology and Results

All capacity analyses were performed in accordance with the NCDOT Congestion Management Capacity Analysis Guidelines (July 1, 2015). Intersection capacity and queue analysis of the stop-controlled and signalized intersections was performed using Synchro/SimTraffic software.

Roundabouts were analyzed using Sidra. A flow-scale analysis was performed to determine when the roundabout would operate with a volume to capacity (v/c) ratio under 0.85.<sup>1</sup> The flow-scale analysis is shown as a percentage of the design year 2035 traffic volumes.



<sup>&</sup>lt;sup>1</sup> As the v/c ratio exceeds 0.85, traffic flow through a roundabout typically becomes unstable and operations deteriorate quickly, which leads to excessive delay and queuing.



#### **Crash Analysis**

A crash analysis was conducted to evaluate historical crash patterns at the study intersections and determine potential improvements that would provide reductions in crashes. In addition to reviewing the historical crash patterns, crash reduction factors<sup>2</sup> were gathered for the proposed intersection improvements.

#### Stakeholder Coordination

Collaboration with stakeholders was an important component of the study and was accomplished by establishing an Advisory Committee comprised of local municipal, Union County, CRTPO, and NCDOT staff. The Advisory Committee, whose membership is displayed in **Table 1**, participated in each aspect of the study process, providing insight and guidance about analysis results and design concepts, assisting with public outreach efforts, and contributing to decision making. NCDOT provided recommendations on state requirements as the majority of roads in Union County affected by this study are owned and maintained by the State.

Member	Agency
Bjorn Hansen	Union County
Sarah McAllister	Monroe
Justin Russell	Stallings
Ken Brown	Unionville
Kevin Parker	Waxhaw
Lisa Thompson	Weddington
Agustin Rodriguez	CRTPO
Sean Epperson	NCDOT
Stuart Basham	NCDOT
Lee Ainsworth	NCDOT

Table 1: Advisory Committee Membership

This study allowed for substantial input from the jurisdiction in which each respective intersection is located, with Union County serving as a supporting partner and facilitator of the process. The coordinated

effort with CRTPO and NCDOT and commitment by the municipalities to participate in the process led to intersection design enhancements that meet the needs of the community while also contributing to a higher probability of local funds being allocated to implement the project improvements.

The Advisory Committee met six times throughout the study process, including participating in a field visit on January 13, 2020 to gather information about each intersection, and assisting with scheduling and presenting information to the various municipal boards to request approval of the preferred design alternatives. Meeting summaries from each of the Advisory Committee meetings can be found in **Appendix B**.

#### **Public Involvement**

Public engagement was an important element of the study process, to solicit community input on the design alternatives for each intersection which stakeholders and decision makers considered prior to selecting a preferred alternative. In order to reach a wide audience while also considering time and convenience factors, both online and in-person feedback options were provided.

Following the development of two concept designs for each intersection, an online StoryMap was created that allowed users to review each intersection and compare the two proposed design concepts, including features such as anticipated congestion and crash reductions, neighborhood benefits and impacts, and estimated cost for each design alternative. The StoryMap also included a survey with a series of questions, providing the opportunity to leave comments and select the alternative that is most desired. The StoryMap was posted on the Union County website from March 5-27, 2020 and a total of 207 responses were received during that time period. **Figure 3** displays a sample of the online StoryMap interface.



 $<sup>^2</sup>$  A crash reduction factor (CRF) is the percent decrease in the number of crashes that may be obtained by implementing a given countermeasure. The CRFs for this study were obtained

from NCDOT's North Carolina Project Development Crash Reduction Factor Information (revised August 2018).



Figure 3: StoryMap for Online Public Involvement



In addition to the online engagement platform, two public meetings were held at which presentation boards and handouts displaying the design concepts, along with comment forms, were made available to those in attendance to review the design concepts and provide feedback to staff present at the meetings. The public meetings were held in conjunction with the Union County Comprehensive Plan public meetings, allowing participants the convenience and time savings of commenting on both efforts at the same meeting(s). The dates and locations of the public meetings were:

- March 9, 2020 Mineral Springs Volunteer Fire Department
- March 10, 2020
  Indian Trail Town Hall

A summary of the public input received for each intersection, from the StoryMap survey and public meetings, is included in the *Findings and Recommendations* section. **Appendix C** contains additional documentation, including a comprehensive list of comments received from the public involvement activities conducted for this study.

#### **Preferred Alternatives**

One of the primary purposes of this study is to identify a preferred design alternative for each intersection in order to apply for funding to construct the predetermined improvements. Two concept designs were developed for each intersection based on an evaluation of existing conditions, results from the traffic and safety analyses, and stakeholder feedback. The alternative design concepts were then made available for public input. Stakeholder feedback from



the municipal Advisory Committee representative, the County, and NCDOT, as well as the responses received from the public involvement activities were particularly important considerations for recommending the preferred alternatives.

A final step to establish consensus on the preferred design alternatives was to present the concepts for each of the six intersections to the Union County Board of Commissioners as well as the respective municipal board for approval (see **Table 19**).

The preferred alternative for each intersection is discussed in the *Findings and Recommendations* section, along with the reasons for selecting each alternative. **Appendix D** includes a concept design figure of each preferred alternative.

#### **Cost Estimates**

For each of the concept design alternatives, a conceptual cost estimate was prepared. The NCDOT cost estimating methodology was utilized during the development of the cost estimates since each roadway affected by this study is maintained by the State.

Construction cost estimates were created for the alternatives using a cost per mile table provided by the NCDOT cost estimating group, which is typically used for determining costs for long range transportation plans. The cost per mile table suggests costs for project types, such as adding a turn lane, roundabout, or sidewalk.

Right-of-way estimates were produced by researching the Union County tax parcel values and applying a cost per acre calculation according to the anticipated right-of-way needs for each proposed design improvement. To figure out the right-of-way needs, the existing contours were reviewed to determine the existing terrain. The Advisory Committee indicated its preference to be conservative when calculating the right-of-way costs. NCDOT supported this approach and it was agreed to double the right-of-way value for the preferred alternatives, establishing a 100% rightof-way contingency cost. The contingency covers not only the settlement values for the properties, but also the costs to acquire.



Contingencies have also been applied to the construction estimates per the CRTPO's 2019 Discretionary Funds Policy Guide. In addition, 25% of construction cost for Preliminary Engineering/ Design and 20% of construction cost for Construction Engineering Inspections was added. A local match is required for projects funded with federal discretionary funds, which is a potential funding source for these intersection projects; therefore, a local match was calculated to determine a Final Request Amount.

Cost estimates for the proposed intersection improvements are provided in the *Findings and Recommendations* section. **Appendix E** contains a detailed estimate for each preferred alternative.

#### **Emissions Analysis**

An emissions analysis was performed for the preferred alternative of the Lawyers Road and Stevens Mill Road intersection, both alternatives of the NC 75 (South Main Street) and NC 16/South Broome Street and Sutherland Avenue and Walkup Avenue intersections. These calculations are needed to apply for CMAQ funding, which would be an eligible source at each of these locations. The emissions analysis was completed using the vehicle delay from the 2019 and 2035 No-Build and Build traffic analysis results and pollutant reduction factors from NCDOT's spreadsheets and US Environmental Protection Agency's (EPA) Motor Vehicle Emissions Simulator (MOVES). The 2019 Build analysis results, which were not included in the Traffic Operations Analysis Memo as they are only used as part of the emissions analysis, are included in **Appendix A**. The emissions analysis results for the respective intersections is included in the Findings and Recommendations section.

#### **Findings and Recommendations**

Based on the previously described process, this section of the Study Workbook is organized by intersection location and contains relevant elements of each process component for each respective intersection, including:

- Existing Conditions
- Design Deficiencies
- Design Considerations
- Related Projects
- Concept Designs
- Traffic and Safety Analysis Results
- Public Involvement Results
- Preferred Alternative
- Cost Estimate
- Emissions Analysis<sup>3</sup>

In addition, summary Project Sheets are included at the end of the Study Workbook, to serve as a quick reference to pertinent information regarding each preferred design alternative.

<sup>&</sup>lt;sup>3</sup> Included for applicable intersections only: NC 75 (South Main St) and NC 16/South Broome St, Lawyers Rd and Stevens Mills Rd, and Sutherland Ave and Walkup Ave.





# NC 75 (South Main Street) and Old Providence Road



#### Existing Conditions:

Located just south of downtown Waxhaw, the intersection of NC 75 and Old Providence Road is unsignalized, accommodating free-flow traffic on NC 75. Old Providence Road intersects with NC 75 (South Main Street) in two separate places, with a small triangular-shaped parcel between the two roads that is privately owned.

A gas station and church are located adjacent to each other on the north side of NC 75 and each respective land use provides two access points to NC 75. Traveling east on NC 75 there is a left turn lane to access the gas station, opposite Old Providence Road. In the westbound direction, there is a left turn lane to access Old Providence Road.

Eastbound NC 75 forks where Old Providence Road joins NC 75, providing the option to keep left and remain on NC 75 or veer right onto Old Providence Road. The northbound approach from Old Providence Road to NC 75 includes right turn only and left turn only lanes to proceed onto NC 75.

#### Design Deficiencies:

- Horizontal curve with limited sight distance
- Westbound Old Providence Road left turn lane storage
- Multiple full access movements in close proximity to one another

#### Design Considerations:

- Existing underground storage tanks
- Elementary school near intersection
- Surrounding historic properties
- New developments within close proximity

#### Related Projects:

- Surface Transportation Block Grant-Direct Attributable (STBG-DA) funding approved by CRTPO for a single lane roundabout in this location
- Traffic Impact Analysis (TIA) completed for The Preserve at Forest Creek development located off Rehobeth Road

#### Concept Designs:

The two design concepts developed for this intersection include:

- Alternative 1 Single lane roundabout with right turn lane, access management, and pedestrian improvements
- Alternative 2 Signalized intersection, turn lane improvements, access management, and pedestrian improvements

In addition to these two alternatives, a single lane roundabout has been funded for this location. However, the roundabout proposed in this study includes improvements to enhance sidewalk connections, pedestrian crossings, and driveway access changes along NC 75 are enhancements to the original funded project. The Town has since applied for supplemental funding to include these additional enhancements.

**Figure 4** displays Alternative 1 and an overview of the design features associated with that concept design and **Figure 5** provides the same information for Alternative 2. Additional information about the concept designs is included in the *Traffic and Safety Analysis Results*.





#### Figure 4: NC 75 and Old Providence Road Alternative 1 Concept Design



Add 350' right-turn lane from NC 75 (South Main Street) to Old Providence Road Existing pavement to be removed after construction

Approximate Project Cost - \$3,100,000 experiencing delays of over fifteen minutes in the AM peak hour, mainly due to school traffic.

Road and crosswalks at the intersection to improve

pedestrian safety and walkability; add pedestrian

crossing along NC 75 near The Mill on Main

# Traffic and Safety Analysis Results:

The worst movement of this intersection currently operates at LOS F in both the AM and PM peak hours. In order to evaluate future 2035 conditions, a 1.5% growth rate was used. The 2035 No-Build Conditions analysis indicates the worst movement would continue to operate at LOS F in both the AM and PM peak hours with the stop-controlled northbound leftturn movement from Old Providence Road

Alternative 1 proposes the conversion of the existing intersection into a single lane roundabout with a slip lane provided for the high volume eastbound right-turn movement from NC 75 to southbound Old Providence Road. Alternative 1 would improve the overall intersection operations in 2035 to LOS C in the AM peak hour and LOS A in the PM peak hour. The flow-scale analysis determined that the roundabout would





operate with a v/c ratio under 0.85 at 106 percent of the 2035 AM peak hour volumes and 125 percent of the PM peak hour volumes.

Alternative 2 proposes the conversion of the existing two-way stop-controlled intersection into a signalized intersection. Alternative 2 would improve the overall intersection operations in 2035 to LOS C in the AM peak hour and LOS B in the PM peak hour. **Table 2** presents the AM and PM peak hour LOS,<br/>delay, and v/c ratio for the poorest performing<br/>approach for the 2019 Existing Conditions and 2035<br/>No-Build conditions and for the overall intersection for<br/>both Alternatives. The NC 75 at Old Providence<br/>Road/Convenience Store/Church Driveway<br/>intersection lane configuration, LOS and peak hour<br/>volumes are shown for each scenario in **Appendix A**.

Table 2: NC 75 and Old Providence Road Intersection Analysis Results

			AM Peak Hour			PM Peak Hour		
Scenario	Approach	Movement	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
2019 Existing [Two- Way Stop-Control] <sup>1</sup>	Old Providence Rd NB	L/T	F	362.2	1.70	F	103.6	1.03
2035 No-Build [Two- Way Stop-Control] <sup>1</sup>	Old Providence Rd NB	L/T	F	936.6	2.97	F	419.3	1.79
2035 Alternative 1 [Roundabout]	Overall		С	15.1	0.78	А	9.2	0.61
2035 Alternative 2 [Signal]	Overall		С	21.3	0.71	В	16.1	0.67

1. Results are for the worst performing movement (Old Providence Rd northbound left turn/through).

#### **Crash Analysis**

Crash data collected over a five-year period from April 1, 2014 through March 31, 2019 indicated 48 crashes occurred at the NC 75 and Old Providence Road intersection. The resultant crash rate at this intersection is 199.14 crashes per 100 million vehicles entered, which is above the statewide average crash rate for rural two-lane NC routes of 181.73. None of the crashes at this intersection were fatal or involved pedestrians. Approximately 75% of the crashes at the intersection were either angle, left turn or sideswipe. Another approximately 15% of the crashes were rear-end with the remaining either fixed object or other types. Alternative 1 (78% reduction) would likely reduce the total number of crashes at the intersection substantially more than Alternative 2 (22% reduction).



#### Public Involvement Results:

**Figure 6** indicates where people live who provided feedback about this intersection, while **Figure 7** displays which alternative is preferred by those who responded.

Figure 6: NC 75 and Old Providence Road Location of Responder Residence



A total of 19 responses were received for this intersection. For Alternative 1, the comments indicated that improving safety and keeping traffic moving are benefits, but that it would be expensive. Some comments stated there would be less confusion for drivers and additional travel lanes with a signalized intersection instead of a roundabout. Other comments mentioned concerns about school traffic blocking the roundabout, which NCDOT indicated could be resolved with further study.

#### Preferred Alternative:

Alternative 1, to convert the intersection into a roundabout, was selected by the Waxhaw Board of Commissioners on May 12, 2020 as the preferred alternative for this location for several reasons, including the following:

Figure 7: NC 75 and Old Providence Road Preferred Alternative Responses



- Safety Crashes will be reduced by up to 78% and the severity of crashes will also decrease
- Capacity It will operate at a similar or better Level of Service than a signal
- Pedestrian Pedestrian movements will be safely accommodated
- Public Input The Roundabout was the preferred option by the majority of respondents
- Traffic Calming It will reduce speeds to around 20 mph for traffic entering downtown Waxhaw
- Placemaking It provides cues for traffic entering downtown to slow down, and indicates that conditions are changing from rural to urban



#### Cost Estimate:

The cost estimates for the preferred design alternative for this intersection is provided in Table 3.

Table 3: NC 75 and Old Providence Road Preferred Alternative Cost Estimate

Activity	Cost
Construction	\$ 1,101,000.00
Construction Contingency (40%)	\$ 441,000.00
Preliminary Engineering/Design (25%)	\$ 386,000.00
Construction Engineering Inspection (20%)	\$ 309,000.00
Total Construction	\$ 2,240,000.00
Right-of-Way	\$ 136,000.00
Right-of-Way Contingency (100%)	\$ 136,000.00
Total Right-of-Way	\$ 280,000.00
Total Project Cost	\$ 2,520,000.00
Local Match (Min. 20% if applicable)	\$ 500,000.00
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1. Numbers in table are rounded.





# NC 75 (South Main Street) and NC 16/South Broome Street



#### Existing Conditions:

The signalized intersection of NC 75 and NC 16/South Broome Street is the second intersection identified for this study within the Town of Waxhaw. This intersection is located in downtown Waxhaw near numerous businesses and restaurants and has an at-grade rail crossing on NC 16, just north of the intersection. The NC 16 southbound approach and NC 75 westbound approach each include a right turn lane. Both approaches of NC 75 include on-street parking on both sides of the street, with a combination of angled and parallel parking. All intersection legs, except the western leg of NC 75, include a crosswalk and signalized pedestrian crossings.

#### Design Deficiencies:

- Westbound NC 75 right turn lane storage
- No left turn lane for eastbound NC 75
- Close proximity to NC 16/North Main Street intersection

#### Design Considerations:

- Maintain Waxhaw's vision for downtown
- Heavy pedestrian traffic
- Impacts to parking
- Potential impacts to nearby railroad crossing
- New developments in close proximity

 South Waxhaw relatively undeveloped due to lack of sanitary sewer, but more development is anticipated when sewer becomes available

#### Related Projects:

- Transportation Alternatives Program (TAP) Grant to add sidewalk and convert North Main Street to one-way east of NC 16
- Waxhaw Parkway Extension to Waxhaw-Marvin Road and eventually a grade separated crossing at the CSX railroad

#### Concept Designs:

The two design concepts developed for this intersection include:

- Alternative 1 Traffic oriented improvements
- Alternative 2 Pedestrian oriented improvements

Due to the location of this intersection in the heart of downtown Waxhaw, there are many issues and needs to consider. This location already has traffic a signal, turning lanes, and on-street parking; therefore, the traffic oriented concept focuses on vehicular movement such as adding and/or improving existing turn lanes, or restriping. Both concepts impact the existing on street parking. However, the pedestrian oriented concept provides some vehicular improvements, while maintaining focus on enhancing pedestrian walkability and connections.

**Figure 8** displays Alternative 1 and an overview of the design features associated with that concept design and **Figure 9** provides the same information for Alternative 2. Additional information about the concept designs is included in the *Traffic and Safety Analysis Results*.





#### Figure 6: NC 75 and NC 16/South Broome Street Alternative 1 Concept Design



Design Information					
Potentially reduce total crashes by 25%					
Average vehicle delay of 41 seconds in 203	5				
Reduction of 12 on-street parking spaces					
Addition of sidewalk connections and crosswalk on west leg of intersection					
Lengthen crossing of NC 75 at pedestrian brid	ge				
Approximate Project Cost - \$1,630,000					

Figure 7: NC 75 and NC 16/South Broome Street Alternative 2 Concept Design



	- 5
	Design Information
	Potentially reduce total crashes by 25%
	Average vehicle delay of 55 seconds in 2035
	Reduction of 17 on-street parking spaces
	Addition of sidewalk connections and crosswalk on west leg of intersection
n of ady	Shorten crossing of NC 75 at pedestrian bridge
	Approximate Project Cost - \$860,000

#### Traffic and Safety Analysis Results:

For this intersection, the capacity analysis results indicate that the intersection operations for both the AM and PM peak hours would degrade from its existing LOS C down to LOS E in the 2035 No-Build scenario, indicating the intersection would be operating at capacity. In order to evaluate future 2035 conditions, a 1.5% growth rate was used.

Alternative 1 proposes the following three improvements to improve vehicular traffic flow:

- Add an exclusive left-turn lane on the eastbound NC 75 approach.
- Extend the exclusive right-turn lane on the westbound NC 75 approach.
- Restripe the southbound NC 16 approach to include an exclusive left-turn lane and a shared left-turn, through, and right-turn lane.





This change will require the signal to operate with split phasing for the NC 16 and South Broome Street approaches. Additionally, this would require a second receiving lane on NC 75 east of the intersection that would drop as a left-turn at The Mill development.

Alternative 1 would improve the overall intersection operations to LOS D in both the 2035 AM and PM peak hours. Some of the intersection movements would operate at LOS E in both peak hours, which although not desirable, would be a substantial improvement compared to the No-Build Conditions.

Alternative 2 would only include the first improvement listed for Alternative 1, which is the addition of an exclusive left-turn lane on the eastbound NC 75 approach. This improvement will reduce intersection delay compared to the No-Build Conditions in both peak hours and improve the overall intersection operations to LOS D in the PM peak hour. The AM peak hour would operate at LOS E, same as the No-Build Conditions. Both the AM and PM peak hours would have several movements that would operate at LOS E or LOS F.

The addition of the eastbound left-turn lane on NC 75 in both Build Concepts, and the extension of the westbound right-turn lane in Alternative 1, would provide additional operational benefits when there is a train crossing occurrence that is not represented in this analysis.

**Table 4** presents the AM and PM peak hour LOS, delay, and v/c ratio for each scenario for the overall intersection. The NC 75 at NC 16/South Broome Street intersection lane configuration, LOS and peak hour volumes are shown for each scenario in **Appendix A**.

	AM Peak H	lour		PM Peak Hour		
Scenario	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
2019 Existing [Signal]	С	34.7	0.99	С	34.7	0.89
2035 No-Build [Signal]	Е	65.1	1.10	Е	72.2	1.18
2035 Alternative 1 [Signal]	D	42.2	0.87	D	40.0	0.83
2035 Alternative 2 [Signal]	Е	59.2	1.11	D	50.8	1.04

Table 4: NC 75 and NC 16/South Broome Street Intersection Analysis Results

#### **Crash Analysis**

Crash data collected over a five-year period from November 1, 2014 through October 31, 2019 indicated 32 crashes occurred at the NC 75 and NC 16/South Broome St intersection. The resultant crash rate at this intersection is 83.45 crashes per 100 million vehicles entered, which is below the statewide average crash rate for rural two-lane NC routes of 181.73. None of the crashes at this intersection were fatal but one crash did involve a pedestrian. Approximately one-third of the crashes were either rear-end, angle/left turn/sideswipe, or fixed object/other. Both Alternatives would likely have a similar crash reduction benefit of 25%.



#### Public Involvement Results:

Figure 10 indicates where people live who provided feedback about this intersection, while Figure 11 displays which alternative is preferred by those who responded.





A total of 24 responses were received for this intersection. For Alternative 1, the comments indicated the addition of turn lanes and improved traffic flow are benefits, while the loss of parking and focus on traffic improvements are considered negatives. The comments for Alternative 2 indicated the need to improve pedestrian facilities, but the lack of traffic improvements and loss of parking were seen as unfavorable. General comments included the need for turn lanes to improve traffic and that a bypass is needed for traffic passing through downtown Waxhaw.

# Figure 9: NC 75 and NC 16/South Broome Street Preferred Alternative Responses



#### Preferred Alternative:

The recommended alternatives were presented to the Waxhaw Board of Commissioners on May 12, 2020, but the Town decided not to choose a Preferred Alternative for this intersection, recognizing the pros and cons of both alternatives and that a more extensive public engagement effort with stakeholders and area businesses is needed. The concepts developed for this study provide several options for the Town to consider; however, there is a desire for further analysis and outreach due to the importance of this intersection to Waxhaw's downtown area.


### Cost Estimate:

The cost estimates for both design alternatives for this intersection are provided in Table 5.4

Table 5: NC 75 and NC 16/South Broome Street Preferred Alternative (Traffic & Pedestrian) Cost Estimates

Activity	Alte Cos	rnative 1 (Traffic) t	Alte Cos	ernative 2 (Pedestrian) st
Construction	\$	685,000.00	\$	160,000.00
Construction Contingency (40%)	\$	274,000.00	\$	64,000.00
Preliminary Engineering/Design (25%)	\$	240,000.00	\$	56,000.00
Construction Engineering Inspection (20%)	\$	192,000.00	\$	45,000.00
Total Construction	\$	1,400,000.00	\$	330,000.00
Right-of-Way	\$	113,000.00	\$	264,000.00
Right-of-Way Contingency (100%)	\$	113,000.00	\$	264,000.00
Total Right-of-Way	\$	230,000.00	\$	530,000.00
Total Project Cost	\$	1,630,000.00	\$	860,000.00
Local Match (Min. 20% if applicable)	\$	330,000.00	\$	170,000.00

1. Numbers in table are rounded.

### Emissions Analysis:

Alternative 1 would result in a 12% reduction in total emissions in 2019 and a 40% reduction in 2035. The daily emissions before improvements, after improvements proposed as part of the preferred alternative, and resultant reduction in the four pollutants measured as part of the emissions analysis are shown in **Table 6**.

Table 6: NC 75 and NC 16/South Broome Street Alternative 1 (Traffic) Daily Emissions (kg)

Dollutonto	Year 2019			Year 2035			
Foliularits	Before	After	Reduction	tion Before After		Reduction	
Oxides of Nitrogen (NOx)	2.50	2.20	0.30	4.94	2.96	1.98	
Volatile Organic Compound (VOC)	7.48	6.57	0.91	14.75	8.83	5.92	
Carbon Monoxide (CO)	40.54	35.64	4.90	80.02	47.90	32.12	
Particulate Matter (PM2.5)	0.08	0.07	0.01	0.15	0.09	0.06	

Alternative 2 would result in a 20% reduction in total emissions. The daily emissions before improvements, after improvements proposed as part of the preferred alternative, and resultant reduction in the four pollutants measured as part of the emissions analysis are shown in **Table 7**.

 Table 7: NC 75 and NC 16/South Broome Street Alternative 2 (Pedestrian) Daily Emissions (kg)

Pollutanta	Year 2019			Year 2035			
Folialits	Before	After	Reduction	Before	After	Reduction	
Oxides of Nitrogen (NOx)	2.50	2.35	0.15	4.94	3.95	0.99	
Volatile Organic Compound (VOC)	7.48	7.02	0.46	14.75	11.82	2.93	
Carbon Monoxide (CO)	40.54	38.09	2.45	80.02	64.11	15.91	
Particulate Matter (PM2.5)	0.08	0.07	0.01	0.15	0.12	0.03	

<sup>4</sup> The Town of Waxhaw opted to move forward with both alternatives to gather more data and public input.



### Sutherland Avenue and Walkup Avenue



### Existing Conditions:

The signalized intersection of Sutherland Avenue and Walkup Avenue in the City of Monroe is surrounded by a variety of land uses, ranging from a supermarket to auto repair and various other retail stores. Access to these land uses is provided by numerous, unmanaged driveways. A few substandard sidewalks are the only pedestrian accommodations at this intersection location. This area of the City also has a high concentration of Environmental Justice (EJ) groups.<sup>5</sup>

### Design Deficiencies:

- Driveways within close proximity to intersection
- Limited pedestrian facilities
- No existing turn lanes
- Utility poles inside existing clear zone

### Design Considerations:

- Buildings within close proximity to intersection
- Access management for driveways within close proximity to intersection

• Existing sidewalk facilities along Sutherland Avenue and Walkup Avenue

### Related Projects:

- No documented changes in traffic volumes due to Monroe Expressway
- The Expressway Commerce Park at Monroe is 155 acres of land on two large parcels located on both sides of Sutherland Avenue, between Morgan Mill Road and Stafford Street Extension, that could be developed for Industrial and Distribution space over the next 10-15 years

### Concept Designs:

The two design concepts developed for this intersection include:

- Alternative 1 Single Lane Roundabout including pedestrian and access improvements
- Alternative 2 Turn lane improvements to add left-turn lanes on both Sutherland Avenue approaches and develop an urban typical section including driveway access management and pedestrian accommodations

**Figure 12** displays Alternative 1 and an overview of the design features associated with that concept design and **Figure 13** provides the same information for Alternative 2. Additional information about the concept designs is included in the *Traffic and Safety Analysis Results*.

When this is accomplished, the development, construction, operation, and maintenance of transportation projects should reflect an equitable distribution of benefits and burdens. (*Source: FHWA*)



<sup>&</sup>lt;sup>5</sup> EJ means identifying and addressing disproportionately high and adverse effects of programs, policies, and activities on minority and low-income populations to achieve an equitable distribution of benefits and burdens.



Figure 10: Sutherland Avenue and Walkup Avenue Alternative 1 Concept Design



Figure 11: Sutherland Avenue and Walkup Avenue Alternative 2 Concept Design



### Traffic and Safety Analysis Results:

This intersection currently operates at LOS C in both the AM and PM peak hours. In order to evaluate future 2035 conditions, a 1.0% growth rate was used. The 2035 No-Build Conditions analysis indicates the intersection would continue to operate at LOS C in the AM peak hour but the PM peak hour would degrade to LOS D. Alternative 1 proposes the conversion of the existing intersection into a single lane roundabout. Alternative 1 would improve the overall intersection operations one letter grade in 2035 to LOS B in the AM peak hour and LOS C in the PM peak hour. The flow-scale analysis determined that the roundabout would operate with a v/c ratio under 0.85 at 111 percent of the 2035 AM peak hour volumes and 110 percent of the PM peak hour volumes.





Alternative 2 proposes the addition of a left-turn lane on each of the Sutherland Avenue approaches, Alternative 2 would operate at the same LOS as Alternative 1 in 2035, LOS B in the AM peak hour and LOS C in the PM peak hour, although with higher delays. **Table 8** presents the AM and PM peak hour LOS, delay, and v/c ratio for the overall intersection. The Sutherland Avenue at Walkup Avenue intersection lane configuration, LOS and peak hour volumes are shown for each scenario in **Appendix A**.

Scenario	AM Pe	ak Hour		PM Peak Hour			
	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c	
2019 Existing [Signal]	С	21.4	0.82	С	26.5	0.90	
2035 No-Build [Signal]	С	27.8	0.90	D	42.0	1.01	
2035 Alternative 1 [Roundabout]	В	12.9	0.73	С	17.9	0.73	
2035 Alternative 2 [Signal]	В	18.3	0.74	С	25.2	0.93	

### **Crash Analysis**

Crash data collected over a five-year period from April 1, 2014 through March 31, 2019 indicated 43 crashes occurred at the Sutherland Avenue and Walkup Avenue intersection. The resultant crash rate at this intersection is 131.56 crashes per 100 million vehicles entered, which is below the statewide average crash rate for urban two-lane SR routes of 255.33. None of the crashes at this intersection were fatal but one crash did involve a pedestrian. Approximately 50% of the crashes at the intersection were rear-end and another 45% were angle, left turn, or sideswipe. The remaining crashes (approximately 5%) were either fixed object or other types. Both Alternatives would likely result in a reduction in the total number of crashes, with Alternative 1 projected at a 48% reduction and Alternative 2 a 25% reduction.

### Public Involvement Results:

Figure 14 indicates where people live who provided feedback about this intersection, while Figure 15 displays which alternative is preferred by those who responded.

Figure 14: Sutherland Avenue and Walkup Avenue Location of Responder Residence









A total of six responses were received for this intersection. For Alternative 1, the comments stated efficiency and safety as benefits, but identify business impacts and concern that there is too much traffic for a roundabout as negative aspects. For Alternative 2, the comments highlighted preserving access to businesses and adding turn lanes to Sutherland Avenue as benefits; however, excluding turn lanes for Walkup Avenue is a negative design aspect.

### Preferred Alternative:

The City of Monroe did not choose a Preferred Alternative for this intersection as a result of this study, recognizing the need for Council approval. Alternative 1, to convert this intersection to a Roundabout, provides the following improvements:

- Safety Crashes will be reduced by up to 48%
- Capacity It operates at a similar or better Level of Service than a signal with turn lanes
- Pedestrian Pedestrian movements will be accommodated safely

- Public Input The majority of respondents preferred this option by a narrow margin
- Placemaking It provides cues for traffic entering the City to slow down, and indicates that conditions are changing from rural to urban

Alternative 2 is less costly than Alternative 1, but does not provide the same level of safety and operational benefits. Improvements for Alternative 2 include:

- Safety Crashes will be reduced by • approximately 25%
- Capacity It operates at a similar Level of Service as а roundabout. but with approximately 6-7 seconds more vehicle delay
- Pedestrian Pedestrian movements will be accommodated safely

### Cost Estimate:

The cost estimates for the preferred design alternative for this intersection is provided in Table 9.

Activity	Alte Cos	rnative 1 (Roundabout) t	Alter Cos	rnative 2 (Signal) t
Construction	\$	988,000.00	\$	614,000.00
Construction Contingency (40%)	\$	396,000.00	\$	246,000.00
Preliminary Engineering/Design (25%)	\$	346,000.00	\$	215,000.00
Construction Engineering Inspection (20%)	\$	277,000.00	\$	172,000.00
Total Construction	\$	2,010,000.00	\$	1,250,000.00
Right-of-Way	\$	27,000.00	\$	74,000.00
Right-of-Way Contingency (100%)	\$	27,000.00	\$	74,000.00
Total Right-of-Way	\$	60,000.00	\$	150,000.00
	·			
Total Project Cost	\$	2,070,000.00	\$	1,400,000.00
Local Match (Min. 20% if applicable)	\$	410,000.00	\$	280,000.00
1 Numbers in table are rounded				

Table 9: Sutherland Avenue and Walkup Avenue Preferred Alternative Cost Estimates

Numbers in table are rounded.

### Emissions Analysis:

Alternative 1 would result in a 54% reduction in total emissions in 2019 and a 56% reduction in 2035. The daily emissions before improvements, after improvements proposed as part of the preferred alternative, and resultant reduction in the four pollutants measured as part of the emissions analysis are shown in Table 10.





Table 10: Sutherland Avenue and Walkup Avenue Alternative 1 Daily Emissions (kg)

Pollutante	Year 2019			Year 2035			
Foliularits	Before	After	Reduction	Before	After	Reduction	
Oxides of Nitrogen (NOx)	1.85	0.85	1.00	2.70	1.19	1.51	
Volatile Organic Compound (VOC)	5.54	2.53	3.01	8.06	3.55	4.51	
Carbon Monoxide (CO)	30.03	13.73	16.30	43.69	19.28	24.41	
Particulate Matter (PM2.5)	0.06	0.03	0.03	0.08	0.04	0.04	

Alternative 2 would result in a 23% reduction in total emissions in 2019 and a 38% reduction in 2035. The daily emissions before improvements, after improvements proposed as part of the preferred alternative, and resultant reduction in the four pollutants measured as part of the emissions analysis are shown in **Table 11**.

Table 11: Sutherland Avenue and Walkup Avenue Alternative 2 Daily Emissions (kg)

Dellutente	Year 2019			Year 2035			
Pollularits	Before	After	Reduction	Before After		Reduction	
Oxides of Nitrogen (NOx)	1.85	1.43	0.42	2.70	1.68	1.02	
Volatile Organic Compound (VOC)	5.54	4.27	1.27	8.06	5.02	3.04	
Carbon Monoxide (CO)	30.03	23.13	6.90	43.69	27.23	16.46	
Particulate Matter (PM2.5)	0.06	0.04	0.02	0.08	0.05	0.03	





### Lawyers Road and Stevens Mill Road



### Existing Conditions:

The signalized intersection of Lawyers Road and Stevens Mill Road is located in the Town of Stallings adjacent to several residential neighborhoods and a neighborhood grocery shopping mall that includes multiple retail uses. Stevens Mill Road, to the north of Lawyers Road, provides access to a residential neighborhood. Each approach of the intersection includes a left turn lane, except southbound Stevens Mill Road. There is one crosswalk with signalized pedestrian crossings on the east leg of the intersection. This intersection is also within close proximity to I-485.

#### Design Deficiencies:

- Minimal pedestrian facilities
- Limited sight distance for the right-turn on red movement along northbound Stevens Mill Rd

### Design Considerations:

- Neighborhood entrance at one leg of intersection
- Existing split phase signal
- Constrained right-of-way
- Dual left turn lanes from northbound Stevens Mill Road to westbound Lawyers Road

### Related Projects:

 The widening of Lawyers Road from I-485 to Stevens Mill Road to four lanes is in the Developmental Program of NCDOT's State Transportation Improvement Program (STIP) (Project No. U-6170)  Courtyard at Lawyers development traffic impact analysis (TIA) recommends additional lanes along Lawyers Road in close proximity to the intersection

### Concept Designs:

The two design concepts developed for this intersection include:

- Alternative 1 Turn Lane Improvements to add northbound right-turn lane on Stevens Mill Road and restripe the approach to include left-turn, left-turn/through, and rightturn lanes, add a second westbound through lane on Lawyers Road that begins east of the intersection and continues west to I-485, and add an exclusive right turn lane on eastbound Lawyers Road,
- Alternative 2 Neighborhood access change to restrict Stevens Mill Road north of Lawyers Road to right out only (no ingress allowed) and restripe eastbound approach to exclusive right-turn lane and through lane (eliminating the left-turn lane)
  - This alternative also removes Stevens Mill Road from the traffic signal, allowing additional "green" time for the other legs and utilizes existing pavement to minimize widening, resulting in less cost and fewer impacts

In addition to the two concepts that have been developed, a roundabout was considered; however, it was determined that based on the traffic volumes, the lane additions from Alternative 1 would be required in addition to a second eastbound through lane past the shopping center, making a roundabout less feasible than the proposed alternatives. **Figure 16** displays Alternative 1 and an overview of the design features associated with that concept design and **Figure 17** provides the same information for Alternative 2. Additional information about the concept designs is included in the *Traffic and Safety Analysis Results*.





Figure 12: Lawyers Road and Stevens Mill Road Alternative 1 Concept Design





Approximate Project Cost - \$2,640,000

Figure 13: Lawyers Road and Stevens Mill Road Alternative 2 Concept Design



### Traffic and Safety Analysis Results:

This intersection currently operates at LOS D in both the AM and PM peak hours with several movements operating at LOS E or LOS F. In order to evaluate future 2035 conditions, a 1.0% growth rate was used. The 2035 No-Build Conditions analysis indicates the intersection would degrade to LOS F in the PM peak hour. Alternative 1 proposes the following three improvements to improve vehicular traffic flow:

- Add an exclusive right-turn lane on eastbound Lawyers Road approach.
- Add a second through lane on westbound Lawyers Road approach that would drop as a right-turn lane to the I-485 Outer on-ramp.
- Add an exclusive right-turn lane on the northbound Stevens Mill Road approach and





restripe the existing shared through and rightturn lane to a shared left-turn and through lane. The existing exclusive left-turn lane on this approach would remain.

Alternative 1 would improve the overall intersection operations to LOS C in both the 2035 AM and PM peak hours. Some of the intersection movements would operate at LOS E in both the AM and PM peak hours, which although not desirable, would be a substantial improvement compared to the No-Build Conditions.

Alternative 2 proposes the following three improvements to improve vehicular traffic flow:

- Convert Stevens Mill Road neighborhood access to right-out only, which would be stopcontrolled.
- With the conversion of the north leg to rightout only, the eastbound Lawyers Road approach through lane shifts to the north

where the existing left-turn lane is located. This allows for an exclusive right-turn lane to be added on the eastbound approach.

• The conversion of the north leg to right-out only also eliminates the existing split-phased signal operations for Stevens Mill Road.

Similar to Alternative 1, Alternative 2 would improve the overall intersection operations to LOS C in both the 2035 AM and PM peak hours. All movements would operate at LOS D or better in the AM peak hour while one movement would operate at LOS E and one movement at LOS F in the PM peak hour, which although not desirable, would be a substantial improvement compared to the No-Build Conditions.

**Table 12** presents the AM and PM peak hour LOS, delay, and v/c ratio for the overall intersection. The Lawyers Road at Stevens Mill Road intersection lane configuration, LOS and peak hour volumes are shown for each scenario in **Appendix A**.

	AM Peak Hour	PM Peak Hour				
Scenario	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
2019 Existing [Signal]	D	38.2	0.86	D	53.1	1.09
2035 No-Build [Signal]	D	48.8	0.97	F	99.3	1.21
2035 Alternative 1 [Signal]	С	28.8	0.71	С	34.9	0.97
2035 Alternative 2 [Signal]	С	28.8	0.85	С	33.3	0.94

Table 12: Lawyers Road and Stevens Mill Road Intersection Analysis Results

### **Crash Analysis**

Crash data collected over a five-year period from April 1, 2014 through March 31, 2019 indicated 25 crashes occurred at the Lawyers Road and Stevens Mill Road intersection. The resultant crash rate at this intersection is 60.58 crashes per 100 million vehicles entered, which is below the statewide average crash rate for urban two-lane SR routes of 255.33. None of the crashes at this intersection were fatal or involved pedestrians. Approximately 45% of the crashes at the intersection were rear-end and another 45% were angle, left turn, or sideswipe. The remaining crashes (approximately 10%) were either fixed object or other types. Both Alternatives would likely have a similar crash reduction benefit of 25%.



### Public Involvement Results:

Figure 18 indicates where people live who provided feedback about this intersection, while Figure 19 displays which alternative is preferred by those who responded.

Figure 14: Lawyers Road and Stevens Mill Road Location of Responder Residence



A total of 43 responses were received for this intersection. For Alternative 1, the comments indicated improving safety as a benefit, although the cost is high. Comments for Alternative 2 stated it would reduce impacts and cost and be safer for pedestrians; however, they also indicated it would reduce neighborhood access and create unsafe turning movements at Millwright Lane.

### Preferred Alternative:

Alternative 1, to add turn lane improvements to this intersection, was selected by the Stallings Town Council on May 26, 2020 as the preferred alternative for this location for the following reasons:

 Safety – Crash reduction provide by both Alternatives is similar; however, Alternative 2 would require the Stevens Mill neighborhood traffic to turn left out of (unsignalized)





Millwright Lane, creating a potential safety concern

- Capacity Alternative 1 operates at nearly identical Level of Service to Alternative 2; however, traffic exiting the Stevens Mill neighborhood at Millwright Lane may experience operational issues for some movements in the peak hour in of Alternative 2
- Pedestrian Safe pedestrian movements can be accommodated with Alternative 1 with the appropriate crosswalk and pedestrian signal treatments
- Public Input Alternative 1 was preferred by the majority of respondents and neighborhood residents provided several negative comments regarding Alternative 2



### Cost Estimate:

The cost estimates for the preferred design alternative for this intersection are provided in Table 13.

Table 13: Lawyers Road and Stevens Mill Road Preferred Alternative Cost Estimate

Activity	Cost
Construction	\$ 1,135,000.00
Construction Contingency (40%)	\$ 454,000.00
Preliminary Engineering/Design (25%)	\$ 398,000.00
Construction Engineering Inspection (20%)	\$ 318,000.00
Total Construction	\$ 2,310,000.00
Right-of-Way	\$ 164,000.00
Right-of-Way Contingency (100%)	\$ 164,000.00
Total Right-of-Way	\$ 330,000.00
Total Project Cost	\$ 2,640,000.00
Local Match (Min. 20% if applicable)	\$ 530,000.00
1 Numbers in table are rounded	

1. Numbers in table are rounded.

### Emissions Analysis:

The preferred alternative would result in a 44% reduction in total emissions in 2019 and a 57% reduction in 2035. The daily emissions before improvements, after improvements proposed as part of the preferred alternative, and resultant reduction in the four pollutants measured as part of the emissions analysis are shown in **Table 14**.

Table 14: Lawyers Road and Stevens Mill Road Preferred Alternative Daily Emissions (kg)

Dollutanta	Year 2019			Year 2035			
Foliularits	Before	After	Reduction	Before	After 2.39 7.13	Reduction	
Oxides of Nitrogen (NOx)	3.42	1.92	1.50	5.55	2.39	3.16	
Volatile Organic Compound (VOC)	10.23	5.74	4.49	16.57	7.13	9.44	
Carbon Monoxide (CO)	55.46	31.10	24.36	89.89	38.66	51.23	
Particulate Matter (PM2.5)	0.10	0.06	0.04	0.17	0.07	0.10	



### Potter Road and Forest Lawn Drive



### Existing Conditions:

Located in a rural area of the Town of Weddington, the Potter Road and Forest Lawn Drive intersection is a three-way intersection that includes a stop sign on the Forest Lawn Drive approach to Potter Road. The angle at which Forest Lawn Drive intersects with Potter Road is heavily skewed and there are no turn lanes or pedestrian accommodations at this intersection.

### Design Deficiencies:

- Limited sight distance for vehicles turning from Forest Lawn Drive onto Potter Road
- Skewed intersection

### Design Considerations:

- Neighborhood entrances in close proximity
- Elementary school in close proximity

### Related Projects:

 Potential for increased traffic at this intersection when the new interchange at I-485 and Weddington Road is complete

### Concept Designs:

The two design concepts developed for this intersection include:

- Alternative 1 Single lane roundabout, realign Forest Lawn Drive to improve skew and spacing with neighborhood and add dedicated through lane on northbound Potter Road
- Alternative 2 Signalized intersection, realign to improve skew and spacing with neighborhood, and add turn lane improvements including right turn lane on Forest Lawn Drive, southbound right turn lane on Potter Road, and northbound left turn lane on Potter Road

**Figure 20** displays Alternative 1 and an overview of the design features associated with that concept design and **Figure 21** provides the same information for Alternative 2. Additional information about the concept designs is included in the *Traffic and Safety Analysis Results*.



Figure 16: Potter Road and Forest Lawn Drive Alternative 1 Concept Design





Figure 17: Potter Road and Forest Lawn Drive Alternative 2 Concept Design





### Traffic and Safety Analysis Results:

For this intersection, the worst movement currently operates at LOS D in both the AM and PM peak hours. In order to evaluate future 2035 conditions, a 2.0% growth rate was used. The 2035 No-Build Conditions analysis indicates the worst movement would degrade to LOS F in both the AM and PM peak hours with the stop-controlled Forest Lawn Drive approach experiencing delays of over eight minutes in the AM peak hour. Alternative 1 proposes the conversion of the existing intersection into a single lane roundabout with two lanes entering from northbound Potter Road, a dedicated left-turn lane and a dedicated through lane. Alternative 1 would improve the overall intersection operations in 2035 to LOS A in the AM peak hour and LOS B in the PM peak hour. The flow-scale analysis determined that the roundabout would operate with a v/c ratio under 0.85 at 121 percent of the 2035 AM





peak hour volumes and 113 percent of the PM peak hour volumes.

Alternative 2 proposes the conversion of the existing stop-controlled intersection into a signalized intersection with the addition of a left turn lane on the eastbound and northbound approaches and a right turn lane on the southbound approach. Alternative 2 would improve the overall intersection operations in 2035 to LOS B in both the AM and PM peak hours. **Table 15** presents the AM and PM peak hour LOS, delay, and v/c ratio for the poorest performing approach for the 2019 Existing Conditions and 2035 No-Build conditions and for the overall intersection for both Build Concept scenarios. The Potter Road at Forest Lawn Drive intersection lane configuration, LOS and peak hour volumes are shown for each scenario in **Appendix A**.

Table 15: Potter Road and Forest Lawn Drive Intersection Analysis Results

			AM Pe	eak Hour		PM Peak Hour		
Scenario	Scenario Approach M		LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
2019 Existing [Two-Way Stop-Control] <sup>1</sup>	Forest Lawn Dr EB	L/R	D	28.5	0.51	D	27.1	0.67
2035 No-Build [Two-Way Stop-Control] <sup>1</sup>	Forest Lawn Dr EB	L/R	F	494.4	1.88	F	170.7	1.25
2035 Alternative 1 [Roundabout]	Overall		А	9.3	0.64	В	12.2	0.72
2035 Alternative 2 [Signal]	Overall		В	18.4	0.74	В	19.8	0.79

1. Results are for worst performing movement (Forest Lawn Dr eastbound left turn/right turn).

### **Crash Analysis**

Crash data collected over a five-year period from February 1, 2014 through January 31, 2019 indicated 35 crashes occurred at the Potter Drive and Forest Lawn Drive intersection. The resultant crash rate at this intersection is 152.12 crashes per 100 million vehicles entered, which is below the statewide average crash rate for rural two-lane SR routes of 237.10. None of the crashes at this intersection were fatal or involved pedestrians. Approximately 60% of the crashes at the intersection were rear-end and 25% were either angle, left turn, or sideswipe. The remaining crashes (approximately 15%) were either fixed object or other types. Alternative 1 (78% reduction) would likely reduce the total number of crashes at the intersection substantially more than Alternative 2 (22% reduction).

### Public Involvement Results:

Figure 22 indicates where people live who provided feedback about this intersection, while Figure 23 displays which alternative is preferred by those who responded.



Figure 18: Potter Road and Forest Lawn Drive Location of Responder Residence



A total of 97 responses were received for this intersection. The comments received for Alternative 1 indicated it would improve safety and keep traffic moving, but that it will be an expensive improvement. For Alternative 2, the comments stated it would also improve safety, but could cause additional delay. Several comments were received from residents of Wellington Woods, stating safety concerns and the need to extend the improvements to the neighborhood entrance. Figure 19: Potter Road and Forest Lawn Drive Preferred Alternative Responses



### Preferred Alternative:

Alternative 1, to convert the intersection to a roundabout, was selected by the Weddington Town Council on May 11, 2020 as the preferred alternative for this location for the following reasons:

- Safety Crashes will be reduced by up to 78% and the severity of crashes will also decrease
- Capacity It operates at a similar or better Level of Service than a signal
- Public Input The Roundabout was preferred by the majority of respondents

### Cost Estimate:

The cost estimates for the preferred design alternative for this intersection is provided in Table 16.

Table 16: Potter Road and Forest Lawn Drive Preferred Alternative Cost Estimate

Activity	Cost		
Construction	\$	1,060,000.00	
Construction Contingency (40%)	\$	424,000.00	
Preliminary Engineering/Design (25%)	\$	371,000.00	
Construction Engineering Inspection (20%)	\$	297,000.00	
Total Construction	\$	2,160,000.00	
Right-of-Way	\$	14,000.00	
Right-of-Way Contingency (100%)	\$	14,000.00	
Total Right-of-Way	\$	30,000.00	
Total Project Cost	\$	2,190,000.00	
Local Match (Min. 20% if applicable)	\$	440,000.00	
1 Neuropeans in table and neuropean			

1. Numbers in table are rounded.





# NC 200 (Morgan Mill Road) and Old Camden Road



### Existing Conditions:

Located in a rural portion of Union County in the Town of Unionville, the two-way stop-controlled intersection of NC 200 and Old Camden Road has stop signs at each of the Old Camden Road approaches to NC 200. Farmland and residential land uses surround the intersection.

### Design Deficiencies:

• Limited sight distance for westbound Old Camden Road left and right turning vehicles

### Design Considerations:

- Farmland and residences surrounding intersection
- Horizontal curve of NC 200

### Related Projects:

None identified

### Concept Designs:

The two design concepts developed for this intersection include:

- Alternative 1 Single lane roundabout
- Alternative 2 Four-way stop

**Figure 24** displays Alternative 1 and an overview of the design features associated with that concept design and **Figure 25** provides the same information for Alternative 2. Additional information about the concept designs is included in the *Traffic and Safety Analysis Results*.

Figure 20: NC 200 and Old Camden Road Alternative 1 Concept Design







### Figure 21: NC 200 and Old Camden Road Alternative 2 Concept Design



### Traffic and Safety Analysis Results:

The worst movement currently operates at LOS C in both the AM and PM peak hours. In order to evaluate future 2035 conditions, a 1.0% growth rate was used. The 2035 No-Build Conditions analysis indicates the worst movement would continue to operate at LOS C with a small increase in delay.

Alternative 1 proposes the conversion of the existing intersection into a single lane roundabout. Alternative 1 would improve the overall intersection operations in 2035 to LOS A in both the AM and PM peak hours. The flow-scale analysis determined that the roundabout would operate with a v/c ratio under 0.85 at 212 percent of the 2035 AM peak hour volumes and 237 percent of the PM peak hour volumes.

Alternative 2 proposes the conversion of the existing two-way stop-controlled intersection to an all-way stop-controlled intersection. Alternative 2 would improve the overall intersection operations in 2035 to LOS B in both the AM peak hour and PM peak hour.

**Table 17** presents the AM and PM peak hour LOS, delay, and v/c ratio. The NC 200 at Old Camden Road intersection lane configuration, LOS and peak hour volumes are shown for each scenario in **Appendix A**.

			AM Pe	eak Hour	PM Pe	I Peak Hour		
Scenario	Approach	Movement	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
2019 Existing [Two- Way Stop- Control] <sup>1</sup>	Old Camden Rd NB	L/T/R	С	16.3	0.24	С	15.5	0.16
2035 No-Build [Two- Way Stop-Control] <sup>1</sup>	Old Camden Rd NB	L/T/R	С	19.6	0.33	С	17.8	0.21
2035 Alternative 1 [Roundabout]	Overall		А	5.7	0.32	А	5.4	0.32
2035 Alternative 2 [All- Way Stop-Control]	Overall		В	11.6	0.49	В	11.0	0.50

Table 17: NC 200 and Old Camden Road Intersection Analysis Results

1. Results are for the worst performing movement (Old Camden Rd left turn/through/right turn).





### **Crash Analysis**

Crash data collected over a five-year period from April 1, 2014 through March 31, 2019 indicated 36 crashes occurred at the NC 200 and Old Camden Road intersection. The resultant crash rate at this intersection is 277.68 crashes per 100 million vehicles entered, which is above the statewide average crash rate for rural two-lane NC routes of 181.73. None of the crashes at this intersection were fatal or involved pedestrians. Approximately 65% of the crashes at the intersection were angle, left turn, or sideswipe. Another approximately 15% of the crashes were rear-end with the remaining 20% either fixed object or other types. Both Alternatives would likely result in substantial reductions in the total number of crashes, with Alternative 1 projected at a 71% reduction and Alternative 2 a 61% reduction.

### Public Involvement Results:

Figure 26 indicates where people live who provided feedback about this intersection, while Figure 27 displays which alternative is preferred by those who responded.

Figure 22: NC 200 and Old Camden Road Location of Responder Residence



Figure 23: NC 200 and Old Camden Road Preferred Alternative Responses



A total of 19 responses were received for this intersection during the public comment period. The comments for Alternative 1 indicated it will help improve safety while also maintaining traffic flow; however, this alternative is much more expensive than Alternative 2. For Alternative 2, the comments received indicate it will not be a good solution, even though it is much less expensive and could be implemented sooner. Several comments indicated no improvements are needed.

### Preferred Alternative:

Despite being significantly more costly to construct, the single lane roundabout proposed in Alternative 1 was selected by the Unionville Town Council on May 18, 2020 as the preferred alternative for this location, for the following reasons:

- Safety Crashes will be reduced by up to 78% and will also decrease the severity of crashes
- Capacity It operates at a better Level of Service than a four-way stop
- Public Input The Roundabout was preferred by the majority of respondents





Due to its low cost and because it could be implemented sooner, the four-way stop proposed in Alternative 2 could be considered as an interim solution until funding can be secured to construct Alternative 1.

### Cost Estimate:

The cost estimates for the preferred design alternative for this intersection is provided in **Table 18**.

Table 18: NC 200 and Old Camden Road Preferred Alternative Cost Estimate

Activity	Cost
Construction	\$ 700,000.00
Construction Contingency (40%)	\$ 280,000.00
Preliminary Engineering/Design (25%)	\$ 245,000.00
Construction Engineering Inspection (20%)	\$ 196,000.00
Total Construction	\$ 1,430,000.00
Right-of-Way	\$ 3,000.00
Right-of-Way Contingency (100%)	\$ 3,000.00
Total Right-of-Way	\$ 10,000.00
Total Project Cost	\$ 1,440,000.00
Local Match (Min. 20% if applicable)	\$ 290,000.00

1. Numbers in table are rounded.



### **Implementation Strategies**

Preferred design concepts and cost estimates for six intersection locations with congestion and/or safety issues in Union County have been produced as a result of this critical intersection analysis study. The intent of developing these designs and cost estimates is to position these intersection improvements to gain consensus among the community, obtain the necessary approvals and to compete well for available funding so they can be programmed for construction in the near term.

The following steps have been identified as actions to implement the design concepts for the critical intersections defined in this Study Workbook:

- Approvals of Municipal Boards
- Identify Potential Funding Sources and Submit Application(s)
- Ongoing Coordination

The remainder of this section [of the Study Workbook] provides an overview of each of these items.

### **Approvals of Municipal Boards**

The preferred alternatives documented in this Study Workbook have been presented to the Union County Board of Commissioners and each respective municipal board for approval, as shown in **Table 19**, in order to be formally recognized as priority projects. This will allow them to be submitted for funding consideration as soon as eligible funds become available (typically through a formal call for projects).

Table 19: Municipal Board Actions

Board Meeting	Date	Action
Weddington Town Council	May 11, 2020	Approved preferred alternative
Waxhaw Board of Commissioners	May 12, 2020	NC 75 and Old Providence – Approved preferred alternative NC 75 and NC 16 – The Town will take the information provided and engage the community further before selecting a preferred alternative
Unionville Town Council	May 18, 2020	Approved preferred alternative
Stallings Town Council	May 26, 2020	Approved preferred alternative
Union County Board of Commissioners	June 01, 2020	Approved preferred alternatives <sup>6</sup>
Monroe	<mark>July XX</mark> , 2020	TBD

Additional approvals could be required, depending on the funding source. For example, a request for allocation of federal discretionary funds through CRTPO would require approval from the CRTPO Board.

<sup>&</sup>lt;sup>6</sup> Two preferred alternatives were presented for the NC 75 (South Main Street) and NC 16/South Broom Street and Sutherland Avenue and Walkup Avenue intersections. At the time of this meeting, the respective municipal boards for these two intersections had not approved one preferred alternative.





### **Potential Funding Sources**

These types of intersection projects are typically more costly than is feasible for a small municipality to pay for on its own, but do not rise to the level of competing for funding in a long range plan such as the Metropolitan Transportation Plan (MTP), which means other funding is necessary to implement these improvements.

Funding that is typically available for these types of projects comes from one of the following three sources:

- Federal funding allocated through the CRTPO planning process
- Federal and State safety and discretionary funding allocated by NCDOT
- Local funding provided by the municipality or County in which a project is located

In many instances, funding for a single project comes from multiple sources (i.e. federal funds through the CRTPO, matched with local funds).

Federal discretionary funding is available through CRTPO, the designated Metropolitan Planning Organization (MPO) for the area. CRTPO has policies in place to solicit projects and allocate funds. A Project Oversight Committee (POC), established by CRTPO, monitors and recommends the allocation of federal discretionary funds, including the following:

- Surface Transportation Block Grant-Direct Attributable (STBG-DA)
- Congestion Mitigation and Air Quality (CMAQ)
- Bonus Allocation (BA)
- Transportation Alternatives Program (TAP)

Certain funding types have specific requirements, such as CMAQ, which is available for projects that demonstrate improvements to air quality through reduced congestion and increased multimodal transportation options. Other funding sources can be used on a wide variety of transportation improvement projects, such as the STBG-DA funds.

CRTPO adopted a Discretionary Projects Policy in 2019, to establish a consistent and efficient process

to allocate these various funds. A key component of the policy is that CRTPO will issue an annual call for projects to consider how available discretionary funds will be programmed. The policy also includes an application and evaluation process for eligible project submissions.

There are also processes and procedures in place to select, prioritize, and award funding for various types of transportation projects through NCDOT. The following funding sources are particularly relevant to these types of intersection projects:

- Spot Safety funds
- Highway Safety Improvement Program (HSIP) funds
- High Impact/Low Cost Funds
- Small Construction Funds

To be considered for these funds, request should be made to the NCDOT Division 10 Engineer. The Division Engineer and staff can evaluate the type of improvement being done and the types of funds that best fit the project and the issues the project addresses (i.e., safety or capacity).

Local funding usually supplements federal or state funding or is provided as a required match.

### **Ongoing Coordination**

### Charlotte Regional Transportation Planning Organization:

In order to utilize the funds available through CRTPO for the intersections presented in this Study Workbook, it is important that the respective municipalities monitor calls for projects and use the data included in this study to apply for eligible funds. The CRTPO Technical Coordinating Committee (TCC) and policy Board are responsible for recommending and approving funding allocations for eligible projects. The CRTPO Project Oversight Committee (POC) reviews the project applications for discretionary funds before they are recommended and approved for funding by the TCC and policy Board. Participating in the CRTPO planning process, attending TCC and policy Board meetings, and coordinating with CRTPO staff will give municipalities





a greater understanding of the types of funding available, how funding is applied to specific projects, and deadlines/requirements for submitting eligible projects to CRTPO for funding consideration.

### North Carolina Department of Transportation:

Continued coordination with various division/units within NCDOT to vet the concepts presented in this study and gain consensus on project elements that are preferred and have the most potential to gain funding will help maintain momentum and provide a better understanding of when potential funding could be available to implement the improvements. Primary coordination will be with the Division 10 Office, mostly with the Division Planning Engineer and Division Traffic Engineer. Through these individuals and with their feedback, further outreach can be made to various divisions, most notably the Rail Division and the Traffic Mobility and Safety Division (TMSD). With insight from the Rail Division, access can be gained to CSX for their review and comment on the proposed design elements of each alternative at NC 75 and NC 16. This is extremely important from rail crossing design, operations, and safety perspectives, but also as the rail right-of-way is immediately adjacent to the road right-of-way in this area. Any widening, relocation of sidewalk, curb and gutter, or drainage outfall extensions on the north side of NC 75 would occur on existing CSX right-of-way. In addition, the Rail Division manages some state and federal funds to improve rail crossing conditions and safety.

Insight and consensus from TMSD on the mitigation of identified safety and capacity issues can lead to the consideration of federal and state funding dedicated to safety and mobility. Projects typically compete for these funds statewide and funds are allocated on a "worst first" basis.





### **Project Sheets**

NC 75 (South Main St) and Old Providence Rd, Waxhaw NC 75 (South Main St) and NC 16/South Broome St, Waxhaw Sutherland Ave and Walkup Ave, Monroe Lawyers Rd and Stevens Mill Rd, Stallings Potter Rd and Forest Lawn Dr, Weddington NC 200 (Morgan Mill Rd) and Old Camden Rd, Unionville

# NC 75 (South Main Street) and Old Providence Road



Union County Critical Intersection Analysis

		Preferre	d Alternat	ive – Roundabout	
	Contraction of the second			Design Deficiencies and Co	nsiderations
			<b>15 1</b> 1	<ul> <li>Horizontal curve with limited sight</li> <li>Westbound Old Providence Rd lef</li> <li>Existing underground storage tan</li> <li>Elementary school near intersection</li> <li>Surrounding historic properties</li> <li>New developments within close providence</li> </ul>	distance It turn lane storage ks on roximity
				Proposed Design Impro	vements
	JRNLANE		OLD PRO	<ul> <li>Single lane roundabout with right</li> <li>Access management</li> <li>Pedestrian improvements</li> </ul>	turn lane
EELETURN LANE 200	RIGHT TURN	ANE	And Can	Cost	
				Construction	\$2.24 M
Z Z				Right-of-Way	\$0.28 M
W			4	TOTAL	\$2.52 M
	CR SD-			Local Match (Min. 20%)	\$0.50 M
Jurisdiction		Existing Con	ditions	Existing Turn Lane	(s)
Iown of Waxnav	N	Unsignaii	zed	Yes	
	Congosi	len	Analysis	Results	
	Congest				
r a a a a a a a a a a a a a a a a a a a	LOS	Delay (sec/veh)		Statewide Average Crash Rate 300	Total Crashes (5-Year Period)
2019	0	124.4	1.70	_200199.14	75
2035 No-Build	0	320.1	2.97	181.73	5 <b>4</b> 48
2035 Build	C	15.1	0.78	-100	25
Reduction of Dela (2035 Build vs. No-Bui *LOS, Delay, and V/C is t and applies to the overa	ay Id) the worst be all intersectio	95% tween AM and PM n	1 peak hour	Reduction in Total Crashes (Estimated with preferred alternative) *Crash data from 4/1/14 to 3/31/19	78%

# NC 75 (South Main Street) and NC 16/South Broome Street



Union County Critical Intersection Analysis

		Preferred Alt	ernative – Tra	offic Oriente	d Improvements			
MOAT				Desig	n Deficiencies and Co	nsiderations		
			50	<ul> <li>Westbour</li> <li>No left tur</li> <li>Close pro</li> <li>Turn lanes</li> <li>Maintain</li> <li>Impacts t</li> </ul>	nd NC 75 right turn lane s rn lane for eastbound NC oximity to NC 16/North M s and extensions of exist Waxhaw's vision for dow o pedestrians, parking, a	storage C 75 ain St intersection ing turn lanes ntown and railroad		
				Pı	oposed Design Impro	vements		
	1			<ul> <li>On NC 75 bound ap lane on w</li> <li>Restripe s</li> </ul>	5, add exclusive left turn oproach and extend exclu vestbound approach southbound NC 16 appro	lane on east- usive right turn pach		
IBN	ANE	Sel			Cost			
LEFTTO		E B	A	Constructio	n	\$1.40 M		
ar a		TOON IN		Right-of-Wa	lý	\$0.23 M		
				TOTAL		\$1.63 M		
				Local Match (Min. 20%) \$0.33 M				
J	urisdiction	Existin	g Conditions	Existing Turn Lane(s)				
Tow	n of Waxhaw	Signaliz	ed Intersection		Yes			
			Analys	is Results				
	C	ongestion			Safety			
			<b>) () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () () ()() () () () () () () () () () () () () () () () () () () ()() ()</b>	Statewi Averag Crash R 	de je Crash Rate	Total Crashes (5-Year Period)		
2019		<b>C</b> 34.	7 0.99					
2035	No-Build	<b>E</b> 72.:	2 1.18	_200_ 181.7.	3	50		
2035	Build	D 42.2	2 0.87		83.45	25 32 7		
<b>Reduc</b> (2035 E	<b>tion of Delay</b> Build vs. No-Build)	429	%	<b>Reductio</b> (Estimated w	n in Total Crashes vith preferred alternative)	25%		
*LOS, De	lay, and V/C is the	worst between AM	and PM peak hour	*Crash data fi	rom 4/1/14 to 3/31/19			
			Daily Emissi	ons Reduction	on			
Year	СО	VOC	NOx	PM2.5		12% है		
2019	1.00 kg	0.01 kg	0.30 kg	0.01 kg	Reduction in			
	4.90 Kg	0.91 Kg	0.00 Kg	0.01 kg	Total Emissions			

# NC 75 (South Main Street) and NC 16/South Broome Street



Union County Critical Intersection Analysis

	Pr	eferred Alter	native – Pede	estrian Orien	ted Improvements				
HISTINDAK				Desig	n Deficiencies and Co	nsiderations			
	16			<ul> <li>Westbour</li> <li>No left tur</li> <li>Close pro</li> <li>Turn lanes</li> <li>Maintain V</li> <li>Impacts t</li> </ul>	nd NC 75 right turn lane rn lane for eastbound NC eximity to NC 16/North M s and extensions of exist Waxhaw's vision for dow o pedestrians, parking, a	storage C 75 Iain St intersecti ting turn lanes <i>r</i> ntown and railroad	ion		
		E		Pr	oposed Design Impro	vements			
				<ul> <li>Add exclu</li> <li>Enhance</li> <li>Shorten c</li> </ul>	isive left turn on eastbour pedestrian movements a rossing of NC 75 at ped	nd NC 75 appro and experience estrian bridge	ach		
ANE		E FE			Cost				
URN		SO	TOBIS	Constructio	n	\$0.33 M			
	A REAL AND				Ŋ	\$0.53 M			
- No -						\$0.86 M	1		
		A A A A A A A A A A A A A A A A A A A	UNION	co Local Match	n (Min. 20%)	\$0.17 M			
J	urisdiction	Existin	g Conditions	Existing Turn Lane(s)					
Tow	n of Waxhaw	Signalize	ed Intersection		Yes				
			Analys	sis Results					
-	C	ongestion			Safety				
		LOS Delay (sec/ve	V/C	Statewin Averag Crash R —300 —	de le Intersection crash Rate	Total Crashes (5-Year Period) 100			
2019		<b>C</b> 34.	7 0.99			75			
				200_		/5	_		
2035	No-Build	E 72.2	2 1.18	181.7	3	50			
2035	Build	59.2	2 1.11		83.45 —	25 32			
<b>Reduc</b> (2035 E	<b>tion of Delay</b> Build vs. No-Build)	189	%	<b>Reductio</b> (Estimated w	n in Total Crashes with preferred alternative)	25%			
*LOS, De	lay, and V/C is the	worst between AM	and PM peak hour	*Crash data fr	rom 4/1/14 to 3/31/19				
			Daily Emiss	ions Reduction	on				
Year	CO	VOC	NOx	PM2.5	Reduction in	6%	2019		
2019	2.45 kg	0.46 kg	0.15 kg	0.01 kg	Total Emissions	000/	35 2		
2035	15.91 kg	2.93 kg	0.99 kg	0.03 kg		20%	S		

# Sutherland Avenue and Walkup Avenue



Union County Critical Intersection Analysis

		Pre	eferred Alteri	native – Roun	dabout				
		Ž		Desig	n Deficiencies and Co	nsiderations			
				<ul> <li>Access n proximity</li> <li>Limited p</li> <li>Utility pol</li> <li>Buildings</li> <li>Existing s and Walk</li> </ul>	nanagement for driveway to intersection edestrian facilities es inside existing clear z within close proximity to sidewalk facilities along S cup Ave	one intersection outherland Ave			
D AVENUE			CHE TE CAN	Pi	roposed Design Impro	vements			
				• Conversion • Controller • Addition	on to single lane roundat d driveway access near i of sidewalks and crosswa	pout ntersection alks			
					Cost				
				Constructio	n	\$2.01 M			
				Right-of-Wa	ay	\$0.06 M			
E				TOTAL		\$2.07 M			
				Local Matc	h (Min. 20%)	\$0.41 M			
J	urisdiction	Existin	g Conditions	Existing Turn Lane(s)					
Ci	ty of Monroe	Signaliz	ed Intersection		No				
			Analy	sis Results					
	C	ongestion			Safety				
			ay V/C	Statew Averag Crash F 	ide ge Rate	Total Crashes (5-Year Period)			
2019	(	<b>C</b> 26.	5 0.90	255.3	3	75	_		
2035	No-Build	42.	0 1.01	-200-	131.56	<sup>50</sup> 43	•		
2035	Build	<b>C</b> 17.	9 0.73	-100-		25	_		
<b>Reduc</b> (2035 E	Reduction of Delay (2035 Build vs. No-Build)			Reduction (Estimated w	on in Total Crashes with preferred alternative)	48%			
*LOS, De	lay, and V/C is the	worst between AN	1 and PM peak hou	ır *Crash data f	rom 4/1/14 to 3/31/19				
			Daily Emis	sions Reducti	on				
Year	СО	VOC	NOx	PM2.5		54%	019		
0010				0.03 kg Reduction in 549					
2019	16.30 kg	3.01 kg	1.00 kg	0.03 kg	Total Emissions		LO LO		

# Sutherland Avenue and Walkup Avenue



Union County Critical Intersection Analysis

		Prei	ferred	Alter	native –	Turn Lane Ir	nprovements			
		2411	X X			Desigr	n Deficiencies and Con	siderations		
						<ul> <li>Access m proximity</li> <li>Limited period</li> <li>Utility pole</li> <li>Buildings</li> <li>Existing si and Walku</li> </ul>	anagement for driveways to intersection edestrian facilities es inside existing clear zo within close proximity to i idewalk facilities along Su	s within close ne ntersection itherland Ave		
425'LEF				URN	LANIE L	Pro	oposed Design Improv	ements		
						<ul> <li>Add left tu</li> <li>Controllect</li> <li>Addition of</li> </ul>	irn on both approaches o d driveway access near in of sidewalks and crosswa	f Sutherland Ave tersection lks		
				the state			Cost			
			25			Construction	n	\$1.25 M		
	AVE		引张	22		Right-of-Way	y	\$0.15 M		
				TOTAL		\$1.40 M				
				Local Match	\$0.28 M					
J	Jurisdiction Existing Conditions			Existing Turn Lane(s)						
Cit	ty of Monroe	S	Signalize	ed Inte	ersection		No			
					Analys	s Rosults				
					Anarys	5 Results				
	Co	ongesti	on		Anarys		Safety			
		ongesti	on C Delay (sec/ve	<b>)</b> ( eh)		Statewic Average Crash Ra –300 –	Safety de e ate	Total Crashes (5-Year Period)		
2019		ongesti	Delay (sec/ve 26.5	) / eh) 5	V//C 0.90	Statewic Average Crash Ra -300 - 255.33	Safety de e ate	Total Crashes (5-Year Period)		
2019 2035	No-Build	ongesti	on Delay (sec/ve 26.5 42.0	) (eh)) 5	V/C       0.90       1.01	Statewic Average Crash Ra -300 255.33 -200	Safety Intersection Crash Rate	Total Crashes (5-Year Period)		
2019 2035 2035	No-Build	ongesti Cos D C C C C C C C C C C C C C	on Delay (sec/ve 26.5 42.0 25.2	) (	V/C 0.90 1.01 0.93	Statewic Average Crash Ra -300 255.33 -200 -100	Safety Intersection Crash Rate	Total Crashes (5-Year Period)		
2019 2035 2035 Reduct (2035 B	Co Co No-Build Build Build tion of Delay Build vs. No-Build)	Dingesti Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Discord Di	on Delay (sec/ve 26.5 42.0 25.2 <b>40</b> 9	) (	V/C       0.90       1.01       0.93	Statewic Average Crash Ra -300 255.33 -200 100 Reduction (Estimated with	Safety Intersection Crash Rate 131.56 in Total Crashes ith preferred alternative)	Total Crashes (5-Year Period)		
2019 2035 2035 2035 Reduce (2035 E *LOS, De	Colored Colore	ongesti	on Delay (sec/ve 26.5 42.0 25.2 <b>409</b> ween AM	) (h)) 5 ) 2 2 <b>%</b> and PW	V/C 0.90 1.01 0.93	Statewic Average Crash Ra -300 255.33 -200 -100 <b>Reduction</b> (Estimated with *Crash data from	Safety Intersection Crash Rate IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Total Crashes (5-Year Period)		
2019 2035 2035 2035 Reduce (2035 E *LOS, Dep	Colored and the second	ongesti Cos Cos Cos Worst betw	on Delay (sec/ve 26.5 42.0 25.2 <b>40</b> 9	) (h)) 5 ) 2 2 <b>%</b> and Plv Dai	V/C 0.90 1.01 0.93	Statewic Average Crash Ra -300 255.33 -200 100 Reduction (Estimated wi *Crash data fro ons Reduction	Safety Intersection Crash Rate IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Total Crashes (5-Year Period)		
2019 2035 2035 2035 Reduce (2035 E *LOS, Dec	Co No-Build Build tion of Delay Build vs. No-Build) lay, and V/C is the CO	ongesti os os worst betw	on Delay (sec/ve 26.5 42.0 25.2 <b>40</b> ween AM	) 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	V/C           0.90           1.01           0.93           1 peak hour           Iy Emissi           I/Ox	Statewic Average Crash Ra -300 255.33 -200 100 Neduction (Estimated win *Crash data fro ons Reduction PM2.5	Safety Intersection Crash Rate	Total Crashes (5-Year Period) 75 50 43 25 48%		
2019 2035 2035 2035 8educe (2035 E *LOS, Deal Year 2019	Co 6.90 kg	ongesti	on Delay (sec/ve 26.5 42.0 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 25.2 40 40 40 40 40 40 40 40 40 40	) (h)) 5 ) 2 2 <b>%</b> and PM <b>Dai</b> <b>N</b> 0.4	V/C         0.90         1.01         0.93         1 peak hour         Iy Emissi         VOX         42 kg	Statewic Average Crash Ra -300 255.33 -200 100 Reduction (Estimated wi *Crash data fro ons Reduction PM2.5 0.02 kg	Safety Intersection Crash Rate Intersection Crash Rate IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Total Crashes (5-Year Period) 75 50 43 25 48%		

# Lawyers Road and Stevens Mill Road



Union County Critical Intersection Analysis

		Preferred	Alternative -	- Turn Lane I	mprovements			
			AND I	Desig	n Deficiencies and Con	siderations		
MILE ROAD		OTHRUBICHT TURNEANE	LAWYERS BL.	Minimal p     Limited s     movemer     Neighbor     Existing s     Constrain	pedestrian facilities ight distance for the right- nt along northbound Steve hood entrance at one leg split phase signal ned right-of-way	turn on red ens Mill Rd of intersection		
A State of the second		350'LEF	e Free h	PI	roposed Design Improv	rements		
	EF TURNANE	SUDIESTURNIANS	IS CONTRACTOR	<ul> <li>Add north and restri</li> <li>Left turn/t</li> <li>Additional starting p</li> <li>Sidewalk</li> </ul>	<ul> <li>Add northbound right turn lane on Stevens Mill Rd and restripe approach to include left turn</li> <li>Left turn/through and right turn lanes</li> <li>Additional westbound receiving lane on Lawyers Rd starting prior to signal</li> <li>Sidewalk connections and crosswalks</li> </ul>			
			THIS MILL ROAD		Cost			
	900			Constructio	n	\$2.31 M		
				Right-of-Wa	ау	\$0.33 M		
				TOTAL		\$2.64 M		
				Local Matc	Local Match (Min. 20%)			
J	urisdiction	Existin	Existing Conditions		Existing Turn Lane(s)			
Tow	n of Stallings	Signaliz	ed Intersection		Yes			
			Analys	sis Results				
	C	ongestion			Safety			
		LOS Dela (sec/v	ay V/C	Statewi Averag Crash F – 300 –	ide Je Rate Intersection Crash Rate	Total Crashes (5-Year Period)		
2019		D 53.	1 1.09	255.3	3	75		
2035	No-Build	<b>6</b> 99.	3 1.21			50		
2035	Build	<b>G</b> 34.	9 0.97		60.58	24 25 +		
<b>Reduc</b> (2035 B	<b>tion of Delay</b> Build vs. No-Build)	65	%	Reductio (Estimated w	on in Total Crashes with preferred alternative)	25%		
*LOS, De	lay, and V/C is the	worst between AN	1 and PM peak hour	*Crash data fi	rom 4/1/14 to 3/31/19			
			Daily Emiss	ions Reduction	on			
Year	СО	VOC	NOx	PM2.5		AA0/2 °		
2019	24.36 kg	4.49 kg	1.50 kg	0.04 kg	Reduction in	S 0, LL		
	0	0	U	0	Total Emissions			

# Potter Road and Forest Lawn Drive



Union County Critical Intersection Analysis

		Preferred	d Alternat	tive – Roundabou	ut	
				Design Defi	ciencies and Cons	siderations
				<ul> <li>Limited sight dis Forest Lawn Dr</li> <li>Skewed intersect</li> <li>Neighborhood e</li> <li>Elementary school</li> </ul>	stance for vehicles to onto Potter Rd entrances in close p pol in close proximit	urning from roximity y
POTTER ROAD		225' THRU LAI	NE	Propose	ed Design Improve	ements
	0		Pot	<ul> <li>Conversion to si</li> <li>Realign to improbable</li> <li>borhood</li> </ul>	ngle lane roundabo ove skew and spacir	out ng with neigh-
A CONTRACTOR OF THE					Cost	
WAY DRIV				Construction		\$2.16 M
ORESTLA		and the second		Right-of-Way		\$0.30 M
- Fe				TOTAL		\$2.19 M
				Local Match (Min.	20%)	\$0.44 M
Jurisdiction		Existing Con	ditions	Ex	isting Turn Lane(s	s)
Town of Wedding	ton	Unsignali	zed		No	
			Analysis	Results		
	Conges	tion	-		Safety	
	LOS	Delay (sec/veh)		Statewide Average Crash Rate – 300 –	Intersection Crash Rate	Total Crashes (5-Year Period)
2019	A	7.1	0.67	237.10		75
2035 No-Build	G	57.6	1.88	-200	152.12	50 <b>35</b>
2035 Build	B	12.2	0.72			25-
Reduction of Dela (2035 Build vs. No-Bui	ay ild)	<b>79%</b>		<b>Reduction in To</b> (Estimated with prefe	otal Crashes erred alternative)	78%
*LOS, Delay, and V/C is t and applies to the overa	the worst be	etween AM and PM	1 peak hour	*Crash data from 4/1/	14 to 3/31/19	
		<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>				

# NC 200 (Morgan Mill Road) and Old Camden Road



### Union County Critical Intersection Analysis

		Preferred	d Alternat	tive – Roundabo	ut		
ALL AND A				Design Defi	iciencies and Cons	siderations	
and a second sec		200		<ul> <li>Limited sight dis left and right tur</li> <li>Farmland surrou</li> <li>Horizontal curve</li> </ul>	stance for westbound ning vehicles unding intersection e of NC 200 (Morgan	d Old Camden Rd Mill Rd)	
		A Standing		Propos	ed Design Improve	ements	
200				Conversion to s	ingle lane roundabo	put	
	Ohl	O III	1		Cost		
AT AN		Bo	10	Construction		\$1.43 M	
NORS	· and	AMDE	T. IN	Right-of-Way		\$0.10 M	
		N RO		TOTAL		\$1.44 M	
KSC		B		Local Match (Min	. 20%)	\$0.29 M	
Jurisdiction		<b>Existing Con</b>	ditions	E	kisting Turn Lane(s	\$)	
Town of Unionvi	ille	Unsignali	zed	No turn lanes			
			Analysis	Results			
	Conges	tion		Safety			
	LOS	Delay (sec/veh)	V/C	Statewide Average Crash Rate – 300 –	Intersection Crash Rate	Total Crashes (5-Year Period)	
2019		6.2	0.24	200		75	
2035 No-Build	Δ	7.2	0.33	181.73		<sup>50</sup> <b>36</b> )	
2035 Build	A	5.7	0.32			25	
Reduction of Del (2035 Build vs. No-Bu	l <b>ay</b> ıild)	21%		<b>Reduction in 1</b> (Estimated with pref	Total Crashes	71%	
*LOS, Delay, and V/C is and applies to the overa	the worst be all intersection	etween AM and PM	1 peak hour	*Crash data from 4/1,	/14 to 3/31/19		

**DRAF** 



Appendix A Traffic Operations Analysis

2019 Build Analysis Results





## Appendix B

### **Advisory Committee Meeting Notes**

Meeting #1/Kickoff (December 16, 2019) Meeting #2/Field Visit (January 13, 2020) Meeting #3 (February 11, 2020) Meeting #4 (March 2, 2020) Meeting #5 (April 6, 2020) Meeting #6 (June 16, 2020)





## Appendix C

Public Involvement Sign-in Sheets Handouts Comment Form Comments Summary





# Appendix D

Preferred Alternative Design Concepts





# Appendix E

Cost Estimates Preferred Alternative Calculation Sheets




# **Union County**

200 N. Main Street, Suite 70 Monroe, NC 28112

(704) 283-3500

www.co.union.nc.us





# WEDDINGTON CODE ENFORCEMENT REPORT

#### June, 2020

- 1. 4005 Ambassador Ct., Inez B. McRae Trust
  - 6/30/20----Deterioration continues, building vacant and closed.
- 2. 7024 Stirrup Ct.
  - 7/31/19----Construction debris and weeds overgrown on site of house under construction. Gave owner 5 days to clean up (on 7/29/19).
  - Home still under construction; old concrete pipe and some weeds along road ditch.
  - 9/30/19—monitoring.
  - 10/31/19—still needs to remove old culvert/pipe from front near road ditch
  - 11/30/19—old culvert/pipe still to be removed.
  - Old culvert/pipe still not moved from front of property near road ditch.
  - Culvert still not removed.
  - 2/29/20----Grading and drainage may be issue. To be checked by Town's Drainage/erosion control person.
  - 3/31/20---to be checked by Town's Drainage/erosion control person.
  - 4/30/20----trees, bushes pushed up into pile at rear of property; notice to be sent owner to remove this debris
  - 5/31/20---Grading and yard work still underway by homeowner.
  - 6/30/20----Monitoring.
- 3. 3343 Ironwood Dr.
  - 3/31/20---Owner has been ordered to remove vehicle from R/W.
  - 6/30/20----Vehicle still parked in R/W.
- 4. 3232 Michelle Dr.
  - 3/31/20----property owner has been instructed to discontinue parking multiple commercial vehicles at his residence.
  - 5/31/20----vehicles (vans) still being parked at this residential property.
- 5. 210 Hidden Haven Trail
  - Commercial equipment on property—still checking on this one.
  - 5/31/20----owner has cleared large arear behind residence. Utility trailer and shipping container located on this area. He is storing material in container for upfitting basement of home. He now has a permit for basement upfit and will relocate shipping container when upfit is completed.
  - No change.

6. 1337 Whispering Oaks Ln.

5/31/20----report of work without permit. Dumpster in parking/drive area. Monitoring. 6/30/20----Monitoring.

7. 308 Maple Grove Church Ln.

5/31/20----report of camper repair; so far have not found this. Monitoring. 6/30/20----Notice of Violation to be issued for camper repair on this property.

8. 3824 Bounty Ln.

6/30/20----Car parked in cul de sac (License explored and not moved in 5 yrs). Owner to be cited and ordered to remove vehicle to avoid towing by Town.

# TOWN OF WEDDINGTON BALANCE SHEET

FY 2019-2020

# 10

#### ASSETS

ASSETS		
10-1120-000	TRINITY CHECKING ACCOUNT	1,819,140.90
10-1120-001	TRINITY MONEY MARKET	1,140,955.95
10-1170-000	NC CASH MGMT TRUST	558,666.34
10-1211-001	A/R PROPERTY TAX	16,131.44
10-1212-001	A/R PROPERTY TAX - 1ST YEAR PRIOR	4,125.76
10-1212-002	A/R PROPERTY TAX - NEXT 8 PRIOR YRS	6,205.45
10-1214-000	PREPAID ASSETS	36,812.20
10-1232-000	SALES TAX RECEIVABLE	3,026.88
10-1610-001	FIXED ASSETS - LAND & BUILDINGS	2,356,559.00
10-1610-002	FIXED ASSETS - FURNITURE & FIXTURES	10,895.00
10-1610-003	FIXED ASSETS - EQUIPMENT	18,445.58
10-1610-004	FIXED ASSETS - INFRASTRUCTURE	26,851.00
10-1610-005	FIXED ASSETS - COMPUTERS	30,442.52
10-1610-006	FIXED ASSETS - COMPUTER SOFTWARE	143,169.00
	TOTAL ASSETS	6,171,427.02
	LIABILITIES & EQUITY	
LIABILITIES		
10-2115-000	ACCOUNTS PAYABLE ACCRUAL	15,757.51
10-2120-000	BOND DEPOSIT PAYABLE	75,002.25
10-2620-000	DEFERRED REVENUE - DELQ TAXES	4,125.76
10-2625-000	DEFERRED REVENUE - CURR YR TAX	16,131.44
10-2630-000	DEFERRED REVENUE-NEXT 8	6,205.45
	TOTAL LIABILITIES	117,222.41
EQUITY		
10-2620-001	FUND BALANCE - UNASSIGNED	2,525,514.17
10-2620-003	FUND BALANCE-ASSIGNED	726,000.00
10-2620-004	FUND BALANCE-INVEST IN FIXED ASSETS	2,586,362.10
CURRENT	FUND BALANCE - YTD NET REV	216,328.34
	TOTAL EQUITY	6,054,204.61

TOTAL LIABILITIES & FUND EQUITY 6,171,427.02

# TOWN OF WEDDINGTON REVENUE & EXPENDITURE STATEMENT BY DEPARTMENT

FY 2019-2020

06/01/2020 TO 06/	/30/2020
-------------------	----------

	CURRENT PERIOD	YEAR-TO-DATE	<b>BUDGETED</b>	<u>% BUDGET REM</u>
REVENUE:				
10-3101-110 AD VALOREM TAX -	618.18	1,139,987.62	1,130,000.00	-1
10-3102-110 AD VALOREM TAX - 1ST	79.47	3,645.44	3,000.00	-22
10-3103-110 AD VALOREM TAX - NEXT 8	113.01	3,285.39	2,000.00	-64
10-3110-121 AD VALOREM TAX -	7,169.22	98,226.64	107,000.00	8
10-3115-180 TAX INTEREST	94.84	2,105.41	2,250.00	6
10-3231-220 LOCAL OPTION SALES TAX	35,303.51	342,650.24	335,000.00	-2
10-3322-220 BEER & WINE TAX	0.00	46,709.49	45,000.00	-4
10-3324-220 UTILITY FRANCHISE TAX	122,604.05	457,517.73	460,000.00	1
10-3340-400 ZONING & PERMIT FEES	4,157.50	41,602.50	35,000.00	-19
10-3350-400 SUBDIVISION FEES	4,895.00	25,795.00	18,250.00	-41
10-3830-891 MISCELLANEOUS REVENUES	50.00	26,622.17	26,750.00	0
10-3831-491 INVESTMENT INCOME	545.37	16,151.80	16,000.00	-1
TOTAL REVENUE	175,630.15	2,204,299.43	2,180,250.00	-1
AFTER TRANSFERS	175,630.15	2,204,299.43	2,180,250.00	
4110 GENERAL GOVERNMENT				
10-4110-126 FIRE DEPT SUBSIDIES	63 649 83	763 797 96	772 810 00	1
10-4110-127 FIRE DEPARTMENT	0.00	120 204 00	151,000,00	20
10-4110-127 POLICE PROTECTION	0.00	297 268 96	299 275 00	20
10-4110-123 TOLLELTROTLETION 10-4110-192 ATTORNEY FEES - GENERAL	15 000 00	60,000,00	60,000,00	1
10-4110-192 ATTORNET TEES - OLIVERAL	0.00	5,000,00	5 000 00	0
10.4110.195 ELECTION EXPENSE	0.00	11 225 51	12 500.00	10
10.4110.340 PUBLICATIONS	4 215 00	9 625 00	10,500,00	8
10.4110.241 WEDDINGTON FALL EVENT	4,215.00	3,500,00	2 500 00	8
10.4110.242 HOLIDAV/TREELIGHTING	0.00	3,500.00	4,000,00	0
10-4110-542 HOLIDA I/ IKEE LIGHTING	0.00	3,763.63	4,000.00	5
10-4110-545 SPRING EVENT	1 640 00	203.38	1 850 00	94
10-4110-544 OTHER COMMUNITY EVENTS	1,040.00	2,290.02	1,830.00	-24
10-4110-495 COMMITTEE & OUTSIDE	0.00	530.00	2,500.00	
IOTAL EXPENDITURE	84,504.83	1,277,228.86	1,326,610.00	4
BEFORE TRANSFERS	-84,504.83	-1,277,228.86	-1,326,610.00	
AFTER TRANSFERS	-84,504.83	-1,277,228.86	-1,326,610.00	
4120 ADMINISTRATIVE				
EXPENDITURE:				
10-4120-121 SALARIES - CLERK	1,994.06	23,979.88	23,600.00	-2
10-4120-123 SALARIES - TAX COLLECTOR	3,935.12	47,531.58	52,950.00	10
10-4120-124 SALARIES - FINANCE OFFICEI	R 625.35	10,575.75	11,200.00	6
10-4120-125 SALARIES - MAYOR &	2,100.00	25,200.00	25,200.00	0
10-4120-181 FICA EXPENSE	662.02	8,206.93	8,700.00	6
10-4120-182 EMPLOYEE RETIREMENT	910.61	10,829.63	12,125.00	11

07/06/2020

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#### TOWN OF WEDDINGTON

### **REVENUE & EXPENDITURE STATEMENT BY DEPARTMENT**

FY 2019-2020

06/01/2020 TO 06/30/2020

		CURRENT PERIOD	YEAR-TO-DATE	<u>BUDGETED</u>	<u>% BUDGET REM</u>
10-4120-183	EMPLOYEE INSURANCE	1,187.00	14,244.00	13,475.00	-6
10-4120-184	EMPLOYEE LIFE INSURANCE	12.60	151.20	175.00	14
10-4120-185	EMPLOYEE S-T DISABILITY	12.00	144.00	175.00	18
10-4120-191	AUDIT FEES	0.00	8,300.00	8,750.00	5
10-4120-193	CONTRACT LABOR	-3,500.00	6,665.00	49,250.00	86
10-4120-200	OFFICE SUPPLIES - ADMIN	5,910.64	11,425.17	20,000.00	43
10-4120-210	PLANNING CONFERENCE	0.00	410.72	500.00	18
10-4120-321	TELEPHONE - ADMIN	171.80	1,981.14	3,000.00	34
10-4120-325	POSTAGE - ADMIN	0.00	1,315.28	2,000.00	34
10-4120-331	UTILITIES - ADMIN	420.93	4,671.38	6,000.00	22
10-4120-351	REPAIRS & MAINTENANCE -	4,730.00	5,170.00	7,175.00	28
10-4120-352	<b>REPAIRS &amp; MAINTENANCE</b>	8,830.14	49,757.38	75,000.00	34
10-4120-354	<b>REPAIRS &amp; MAINTENANCE</b>	4,725.00	70,455.50	82,550.00	15
10-4120-355	<b>REPAIRS &amp; MAINTENANCE</b>	500.00	1,066.08	1,500.00	29
10-4120-356	<b>REPAIRS &amp; MAINTENANCE</b>	600.00	4,100.00	6,000.00	32
10-4120-370	ADVERTISING - ADMIN	285.37	1,068.67	1,000.00	-7
10-4120-397	TAX LISTING & TAX	-13.00	-1,040.60	250.00	516
10-4120-400	ADMINISTRATIVE:TRAINING	625.00	4,096.38	5,000.00	18
10-4120-410	ADMINISTRATIVE:TRAVEL	365.01	5,591.51	6,000.00	7
10-4120-450	INSURANCE	0.00	14,299.63	14,500.00	1
10-4120-491	DUES & SUBSCRIPTIONS	3,341.25	22,042.75	23,000.00	4
10-4120-498	GIFTS & AWARDS	110.00	1,164.67	3,000.00	61
10-4120-499	MISCELLANEOUS	1,943.10	5,169.86	8,000.00	35
10-4120-500	CAPITAL EXPENDITURES	85,125.00	85,125.00	105,000.00	19
TOTAL	EXPENDITURE	125 609 00	443 698 49	575 075 00	23
		125,009.00	113,090.19	575,075.00	25
Я	REFORE TRANSFERS	-125.609.00	1/13 608 /0	575 075 00	
-			-445,078.49	-375,075.00	
A	AFTER TRANSFERS	-125,609.00	-443,698.49	-575,075.00	
4130 PLANNING	& ZONING				
EXPENDITURE:					
10-4130-121	SALARIES - ZONING	6.188.58	75.360.44	75.450.00	0
10-4130-122	SALARIES - ASST ZONING	0.00	400.00	500.00	20
10-4130-123	SALARIES -	1.479.60	18.902.32	18.550.00	-2
10-4130-124	SALARIES - PLANNING	325.00	4.200.00	5.200.00	19
10-4130-125	SALARIES - SIGN REMOVAL	381.84	4,999.73	8.500.00	41
10-4130-181	FICA EXPENSE - P&Z	613.66	7.593.39	7.950.00	4
10-4130-182	EMPLOYEE RETIREMENT -	1.232.68	14.898.65	15.390.00	3
10-4130-183	EMPLOYEE INSURANCE	1.474.00	17.688.00	17 750 00	0
10-4130-184	EMPLOYEE LIFE INSURANCE	19.60	235.20	250.00	6
10-4130-185	EMPLOYEE S-T DISABILITY	12.00	144.00	175.00	18
10-4130-103	CONSULTING	18 303 55	53 625 35	50 000 00	_7
10-4130-194	CONSULTING - COG	2 011 75	8 047 00	8 500 00	- 7
10-4130-200	OFFICE SUPPLIES -	2,011.75	6 562 31	5 000 00	_31
10-4130-200	ZONING SPECIFIC OFFICE	0.00	0.00	2 500.00	-31
10-4150-201	LOTHING DI LOHINC UTTICE	0.00	0.00	2,500.00	100

Page 2

# TOWN OF WEDDINGTON REVENUE & EXPENDITURE STATEMENT BY DEPARTMENT

FY 2019-2020

#### 06/01/2020 TO 06/30/2020

	CURRENT PERIOD	<u>YEAR-TO-DATE</u>	<b>BUDGETED</b>	<u>% BUDGET REM</u>
10-4130-215 HISTORIC PRESERVAT	TION 0.00	0.00	350.00	100
10-4130-220 INFRASTRUCTURE	21,150.00	46,650.00	50,500.00	8
10-4130-226 STORMWATER EROSIC	ON -380.00	-1,380.00	0.00	0
10-4130-321 TELEPHONE - PLANNI	NG & 171.79	1,981.24	3,000.00	34
10-4130-325 POSTAGE - PLANNING	& 0.00	1,315.31	2,000.00	34
10-4130-331 UTILITIES - PLANNING	G & 420.93	4,752.13	6,000.00	21
10-4130-370 ADVERTISING - PLANN	NING 285.37	1,068.67	1,000.00	-7
TOTAL EXPENDITURE	53,935.87	267,043.74	278,565.00	4
BEFORE TRANSFERS	-53,935.87	-267,043.74	-278,565.00	
AFTER TRANSFERS	-53,935.87	-267,043.74	-278,565.00	
GRAND TOTAL	-88,419.55	216,328.34	0.00	

# TOWN OF W E D D I N G T O N MEMORANDUM

TO:	Mayor and	Town	Council
	1.149 01 4114	10111	000000

FROM: Kim Woods, Tax Collector

DATE: July 13, 2020

 SUBJECT:
 Monthly Report–June 2020

Transactions:	
Adjust Under 5.00	\$(1.28)
Interest Charges	\$197.71
Penalty and Interest Payments	\$(97.94)
Balance Adjustment	\$(3.98)
Release	\$(57.09)
Taxes Collected:	
2014	\$(19.88)
2016	\$(13.47)
2017	\$(74.88)
2018	\$(79.47)
2019	\$(1452.12)
As of June 30, 2020; the followin	ng taxes remain
Outstanding:	
2009	\$418.16
2010	\$530.18
2011	\$52.18
2012	\$265.34
2013	\$301.53
2014	\$594.24
2015	\$1224.49
2016	\$879.88
2017	\$1939.45
2018	\$4125.76
2019	\$16,131.44
Total Outstanding:	\$26,462.65

## TOWN OF WEDDINGTON UNPAID BALANCE REPORT BY NAME TAX YEARS 2019 TO 2019

	NAME	REC NO	MAP NUMBER/ID	REAL	PERSONAL	<b>MERCHANT</b>	<b>UTILITIES</b>	TOTAL INTEREST
TAX	YEAR: 2019							
	AGUILAR GUILLERMO	281	06066276	19.36				19.36
	AIRBORN DEVELOPMENT LLC	2151	06153046	5.54				5.54
	ALVA RENZO G	1158	06117089	482.09				482.09
	ANDRONIC YELENA B	2581	06180040	159.71				159.71
	BENZING MARTHA S	533	06093035	362.18				362.18
	BUTLER MARY V	567	06093125	449.70				449.70
	CARPENTER BRENDA JEAN	513	06093008	42.53				42.53
	CARPENTER BRENDA JEAN	515	06093008B	67.38				67.38
	CASTANO LANDSCAPING LLC	3534	577687		7.29			7.29
	CHEEK KIMBERLY	2950	319176		6.93			6.93
	CHERIAN GEORGE	1805	06132001H	108.56				108.56
	CHERRY HOMES INC	268	06066248	6.07				6.07
	COTC LLC	3289	408812		45.55			45.55
	COX JAMES E	2162	06153084	205.01				205.01
	CRAWFORD MARC A	836	06096177	157.40				157.40
	DARLINGTON PETER	2965	324875		10.27			10.27
	DARLINGTON PETER BARRIE	516	06093009	430.54				430.54
	DAVIS PHILLIP	2558	06177094	934.73				934.73
	DAVIS ROGER D	266	06066243	46.40				46.40
	DAVIS THOMAS	2237	06153201	1,383.13				1,383.13
	DICKEY JASON	1105	06102039	186.64				186.64

### TOWN OF WEDDINGTON UNPAID BALANCE REPORT BY NAME TAX YEARS 2019 TO 2019

NAME	REC NO	MAP NUMBER/ID	REAL	PERSONAL	MERCHANT	<b>UTILITIES</b>	TOTAL I	NTEREST
DIPLOMAT PROPERTY	1789	06129106	10.17				10.17	
EDOSOMWAN FIDELIS	2211	06153169	1,434.27				1,434.27	
EPIC HOMES LLC	2422	06174119	116.27				116.27	
EZ CREEK LAND SERVICES	3319	409774		28.93			28.93	
FAIRCHILD MICHELLE A	791	06096060	10.32				10.32	
FDC CONSTRUCTION &	3322	409850		41.83			41.83	
FLESCH KIMMIE ANN	3583	578778		6.04			6.04	
GARRETT JOHN	1766	06129071	381.56				381.56	
GARRETT JOHN RYMER II	2996	334842		15.18			15.18	
GIRBONI RAUL ADRIAN	2604	06180082	41.67				41.67	
GUION WADE E	1123	06117002	48.87				48.87	
HAUGHWOUT PAUL C	1149	06117054	179.39				179.39	
HEMPHILL-NOLAN LOUISE C	894	06099004P	10.47				10.47	
HOLTON WILLIAM HARRISON	3579	578664		9.42			9.42	
JBH DEVELOPMENT LLC	1266	06120002B	44.31				44.31	
JENKINS ROBERT J JR	96	06063094	196.38				196.38	
JENN LORYN DESIGNS CORP	2890	2785205		15.76			15.76	
JONES CHRISTOPHER M	2383	06174062	9.31				9.31	
JONES JARRELL K	7265	06117253	6.66				6.66	
KILGO JAMES W	2839	07153002B	50.36				50.36	
KNOBEL ROBERT HARRY	2744	07138111	279.96				279.96	
LASCARA MICHAEL ANTHONY	2546	06177068	510.77				510.77	

### TOWN OF WEDDINGTON UNPAID BALANCE REPORT BY NAME TAX YEARS 2019 TO 2019

NAME	REC NO	MAP NUMBER/ID	REAL	PERSONAL	MERCHANT	<u>UTILITIES</u>	TOTAL INTER	EST
LATIS VASILE P	1930	06147189	72.16				72.16	
LEDER MARY ELLEN	1201	06117159	93.34				93.34	
MANNION EMILY	3073	359645		20.15			20.15	
MANNION LANCE WILLIAM	236	06066179	205.80				205.80	
MCKINNEY LARRY DARNELL	2875	2784744		8.58			8.58	
MENTCH RENE L	638	06093250	305.89				305.89	
MREC FALLS AT	466	06090109	14.81				14.81	
NATHALIE LONG	3406	412734		6.97			6.97	
NOVEMBER ENTERPRISES LLC	3417	412914		7.61			7.61	
PERLA SREEDHAR BABU	7085	06099426	314.32				314.32	
PRINCE VICTORIA A	350	06069167	192.30				192.30	
RAMPEY JOSEPH F	3133	378669		5.74			5.74	
RILEY DEBORAH L	1147	06117052	30.77				30.77	
RIVER BIRCH LAND TRUST D	542	06093063	27.19				27.19	
RODRIGUES WILSON	824	06096149	30.15				30.15	
RUFF RANDY A	3146	382841		7.13			7.13	
SABLOWSKI MICHAEL J	7594	06123299	343.28				343.28	
SCAVONE ANTHONY J	1708	06126047	109.65				109.65	
SEAGRAVES J A	3465	414269		26.25			26.25	
SEEHORN CHARLES L III	6152	06066046	189.55				189.55	
SENSABAUGH DOMINIQUE	2479	06174380	111.97				111.97	
SIMPSON DANNY W	2246	06153214	189.01				189.01	

### TOWN OF WEDDINGTON UNPAID BALANCE REPORT BY NAME TAX YEARS 2019 TO 2019

NAME	<u>REC NO</u>	MAP NUMBER/ID	<u>REAL</u>	PERSONAL	<b>MERCHANT</b>	<u>UTILITIES</u>	TOTAL	INTEREST
SOUTHALL JEFFREY RICKS	1534	06123076	258.27				258.27	
SYPHARD BRIAN JAMES	3173	393363		5.45			5.45	
THE BERRY COMPANY LLC	2130	06153014A	59.33				59.33	
THE BERRY COMPANY LLC	2132	06153014F	40.89				40.89	
TOLBERT WILLIAM M II	2485	06174387	613.91				613.91	
TURNER ROBBIE	34	06042098	190.72				190.72	
UDOH ETIM J	2289	06153326	346.96				346.96	
VANDALIA CAPITAL II LLC	1672	06126002	2,465.49				2,465.49	
VANDALIA CAPITAL II LLC	1682	06126010	96.56				96.56	
VANDALIA CAPITAL II LLC	1683	06126010A	9.57				9.57	
VANDALIA CAPITAL II LLC	1684	06126010B	319.22				319.22	
VANDALIA CAPITAL II LLC	1685	06126011	29.61				29.61	
VANDALIA CAPITAL II LLC	2023	06150071	349.16				349.16	
VUONG ALAN	619	06093222	181.09				181.09	
WALTER GEORGE ALBERT	512	06093006	153.15				153.15	
WALTER PAUL SCOTT	3196	400056		12.59			12.59	
WOOD ADAM	1758	06129059	62.98				62.98	
WRIGHT CHARLES J	6872	06099084	58.96				58.96	
		TAX YEAR: 2019	15,843.77	287.67		_	16,131.44	

## TOWN OF WEDDINGTON UNPAID BALANCE REPORT BY NAME TAX YEARS 2019 TO 2019

#### UNPAID AS OF 06/30/2020

NAME	<u>REC NO</u>	MAP NUMBER/ID	<u>REAL</u>	PERSONAL	<u>MERCHANT</u>	<u>UTILITIES</u>	TOTAL INTERES
		GRAND TOTAL:	15,843.77	287.67		_	16,131.44

BALANCE WITHOUT INTEREST:

# TOWN OF W E D D I N G T O N

# **MEMORANDUM**

- **TO:** Mayor and Town Council
- FROM: Kim Woods, Tax Collector
- DATE: July 13, 2020

SUBJECT: <u>Annual Settlement Statement – Fiscal Year 2019-2020</u>

2019 Tax Charge	\$1,233,925.92
Convenience Charge CC	\$1168.20
Interest Charges	\$2498.59
Refunds	\$8248.50
Late List Penalties	\$188.20
Adjustments Under \$5.00	\$(152.22)
Convenience Fee Payments	\$(1173.15)
2019 Tax Exemptions	\$(56960.30)
2019 Tax Deferments	\$(19981.01)
2019 Tax Write-offs (<5.00)	\$(945.51)
Balance Adjustments	\$491.88
Interest Payments	\$(1155.06)
Penalty Payments	\$(112.73)
Releases	\$(1019.25)
2019 Taxes Collected:	\$(1,148,890.62)
2019 Unpaid Balance	\$16131.44