



CITY COUNCIL MEETING AGENDA

March 21, 2022

City Hall Council Chambers – 227 S. Center Street, Statesville, NC

Pre-Agenda Meeting – 6:00 p.m. / Regular Meeting – 7:00 p.m.

- I. Call to Order**
- II. Invocation** (Only at Council Meeting)
- III. Pledge of Allegiance** (Only at Council Meeting)
- IV. Adoption of the Agenda** (Only at Council Meeting)
- V. Code of Ethics** *pg. 3*
- VI. Presentations & Recognitions** (Only at Council Meeting)
- VII. Public Comment** (Only at Council Meeting)
- VIII. Consent Agenda** – All items below are considered to be routine by City Council and will be enacted by one motion. There will be no separate discussion on these items unless a Council member so requests, in which event, the item will be removed from the Consent Agenda and considered with the other items listed in the Regular Agenda.
 - A. Approval of minutes: February 7, 2022 Pre-Agenda meeting minutes and March 1, 2022 Special Council meeting minutes.** *(Fugett) pgs. 7, 13*
 - B. Consider approving Budget Amendment No. 33 to increase the budget line items for Jet A fuel by \$400,000 and AVGAS fuel by \$50,000 in the airport operating budget.** *(Ferguson) pg. 17*
 - C. Consider approving staff to apply for \$11,000,000 for the construction of a new airport terminal building from the Bipartisan Infrastructure Law grant funds. This project would be funded 95% from federal funds, with the City and County splitting the 5% local share.** *(Ferguson) pg. 19*
 - D. Consider approving second reading of an amendment to Chapter 12/Article V/Division 1/Generally/Section 12-121/Civil Penalties(d) of the Statesville City Code, regarding parking violations and fines, to clarify that the penalty of \$30.00 is applied to all offences.** *(Addison) pg. 23*

REGULAR AGENDA

- IX. Conduct a public hearing and consider passing first reading of an ordinance to annex properties located on US 21/Turnersburg Hwy and Houpe Road – Annexation Request AX21-10 for PIN # 4747-70-2049, 4746-67-6347 & 4746-66-8927 Robertson & Harmon Properties.** *(Ashley) pg. 25*

- X. **Conduct a public hearing and consider passing first reading of an ordinance to annex properties located on Northside Drive between Meachum Road and NC 115/Wilkesboro Hwy – Annexation Request AX22-04 for PIN # 4735-11-3473 (portion) Superior Properties of Iredell LTDP & Joyce Johnson Property. (Ashley) pg. 37**
- XI. **Conduct a public hearing and consider passing first reading of an ordinance to annex properties located on James Farm Road at Parcel Drive – Annexation Request AX22-05 for PIN # 4745-58-0682 Gulfstream West Investments, Inc. Property. (Ashley) pg. 47**
- XII. **Conduct a public hearing and consider adopting the 2045 Land Development Plan. (Ashley) pg. 57**
- XIII. **Consider a request from Richard Angino with Third Wave Housing to proceed with right-of-way abandonment for the extension of Solstice Drive to Wolf Creek Lane and the stub street to vacant property to the north. (Ashley) pg. 89**
- XIV. **Consider approving second reading of an ordinance to demolish the dwelling as unfit for human occupancy located 522 Stockton Street. (Ashley) pg. 101**
- XV. **City Manager’s Report (Smith)**
- XVI. **Boards and Commission Updates**
February 10, 2022 Design Review Committee meeting minutes – pg. 109
March 2, 2022 Technical Review Committee meeting minutes – pg. 115
March 9, 2022 Airport Commission meeting minutes – pg. 121
- XVII. **Other Business**
- XVIII. **Closed Session (After Pre-Agenda if needed)**
- XIX. **Adjournment**

RESOLUTION 10-21**CODE OF ETHICS FOR THE CITY OF STATESVILLE****PREAMBLE**

WHEREAS, the Constitution of North Carolina, Article 1, Section 35, reminds us that a “frequent recurrence to fundamental principles is absolutely necessary to preserve the blessings of liberty”; and

WHEREAS, a spirit of honesty and forthrightness is reflected in North Carolina’s state motto *Esse quam videri*, “To be rather than to seem”; and

WHEREAS, Section 160A-86 of the North Carolina General Statutes requires local governing boards to adopt a code of ethics; and

WHEREAS, as public officials we are charged with upholding the trust of the citizens of this city, and which obeying the law; and

NOW, THEREFORE, in recognition of our blessings and obligations as citizens of the State of North Carolina and as public officials representing the citizens of the City of Statesville, and acting pursuant to the requirements of Section 160A-86 of the North Carolina General Statutes, we, the Statesville City Council, do hereby adopt the following General Principles and Code of Ethics to guide the City Council in its lawful decision-making.

GENERAL PRINCIPLES UNDERLYING THE CODE OF ETHICS

- The stability and proper operation of democratic, representative government depend upon public confidence in the integrity of the government and upon responsible exercise of the trust conferred by the people upon their elected officials.
- Governmental decisions and policy must be made and implemented through proper channels and processes of the governmental structure.
- Board members must be able to act in a manner that maintains their integrity and independence yet is responsive to the interests and needs of those they represent.
- Board members must always remain aware that at various times they play different roles:
 - As advocates, who strive to advance the legitimate needs of their citizens
 - As legislators, who balance the public interest and private rights in considering and enacting ordinances, orders, and resolutions
 - As decision-makers, who arrive at fair and impartial quasi-judicial and administrative determinations
- Board members must know how to distinguish among these roles, to determine when each role is appropriate, and to act accordingly.
- Board members must be aware of their obligation to conform their behavior to standards of ethical conduct that warrant the trust of their constituents. Each official must find within his or her own conscience the touchstone by which to determine what conduct is appropriate.

CODE OF ETHICS

The purpose of this Code of Ethics is to establish guidelines for ethical standards of conduct for the City of Statesville and to help determine what conduct is appropriate in particular cases. It should not be considered a substitute for the law or for a board member’s best judgment.

Section 1. Board members should obey all laws applicable to their official actions as members of the board. Board members should be guided by the spirit as well as the letter of the law in whatever they do.

At the same time, board members should feel free to assert policy positions and opinions without fear of reprisal from fellow board members or citizens. To declare that a board member is behaving unethically because one disagrees with that board member on a question of policy (and not because of the board member’s behavior) is unfair, dishonest, irresponsible, and itself unethical.

Board members should endeavor to keep up to date, through the board’s attorney and other sources, about new or ongoing and pertinent constitutional, statutory, or other legal requirements

or ethical issues they may face in their official positions. This educational function is in addition to the day-to-day legal advice the board may receive concerning specific situations that arise.

Section 2. Board members should act with integrity and independence from improper influence as they exercise the duties of their offices. Characteristics and behaviors consistent with this standard include the following:

- Adhering firmly to a code of sound values
- Behaving consistently and with respect toward everyone with whom they interact
- Exhibiting trustworthiness
- Living as if they are on duty as elected officials regardless of where they are or what they are doing
- Using their best independent judgment to pursue the common good as they see it, presenting their opinions to all in a reasonable, forthright, consistent manner
- Remaining incorruptible, self-governing, and unaffected by improper influence while at the same time being able to consider the opinions and ideas of others
- Disclosing contacts and information about issues that they receive outside of public meetings and refraining from seeking or receiving information about quasi-judicial matters outside of the quasi-judicial proceedings themselves
- Treating other board members, staff and the public with respect and honoring the opinions of others even when the board members disagree with those opinions
- Not reaching conclusions on issues until all sides have been heard
- Showing respect for their offices and not behaving in ways that reflect badly on those offices
- Recognizing that they are part of a larger group and acting accordingly
- Recognizing that individual board members are not generally allowed to act on behalf of the board but may only do so if the board specifically authorizes it, and that the board must take official action as a body.

Section 3. Board members should avoid impropriety in the exercise of their official duties. Their official actions should be above reproach. Although opinions may vary about what behavior is inappropriate, this board will consider impropriety in terms of whether a reasonable person who is aware of all of the relevant facts and circumstances surrounding the board member's action would conclude that the action was inappropriate.

If a board member believes that his or her actions, while legal and ethical, may be misunderstood, the member should seek the advice of the board's attorney and should consider publicly disclosing the facts of the situation and the steps taken to resolve it (such as consulting with the attorney).

Section 4. Board members should faithfully perform the duties of their offices. They should act as the especially responsible citizens whom others can trust and respect. They should set a good example for others in the community, keeping in mind that trust and respect must continually be earned.

Board members should faithfully attend and prepare for meetings. They should carefully analyze all credible information properly submitted to them, mindful of the need not to engage in communications outside the meeting in quasi-judicial matters. They should demand full accountability from those over whom the board has authority.

Board members should be willing to bear their fair share of the board's workload. To the extent appropriate, they should be willing to put the board's interests ahead of their own,

Section 5. Board members should conduct the affairs of the board in an open and public manner. They should comply with all applicable laws governing open meetings and public records, recognizing that doing so is an important way to be worthy of the public's trust. They should remember when they meet that they are conducting the public's business. They should also remember that local government records belong to the public and not to board members or their employees.

In order to ensure strict compliance with the laws concerning openness, board members should make clear that an environment of transparency and candor is to be maintained at all times in the governmental unit. They should prohibit unjustified delay in fulfilling public records requests. They should take deliberate steps to make certain that any closed sessions held by the board are

lawfully conducted and that such sessions do not stray from the purposes for which they are called.

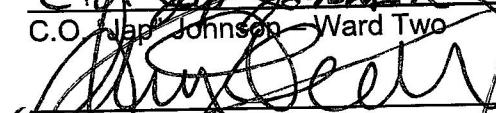
Section 6. This Code of Ethics should be re-executed by each sitting Council member during the first meeting in January each calendar year.

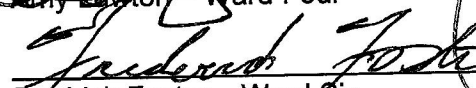
I affirm that I have read and understand the City of Statesville Code of Ethics



Constantine H. Kutteh, Mayor


Steve Johnson – At Large


C.O. Johnson – Ward Two



Amy Lawton – Ward Four


Fredrick Foster – Ward Six


William Morgan – At Large, Mayor Pro Tem


David Jones – Ward One


Doris Allison – Ward Three


John Stafford – Ward Five

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MINUTE BOOK 29, PAGE
CITY OF STATESVILLE PRE-AGENDA MEETING – FEBRUARY 07, 2022
CITY HALL, 227 S. CENTER STREET, STATESVILLE, NC – 6:00 P.M.

Council Present: Mayor Costi Kutteh presiding, Jap Johnson, William Morgan, John Staford, David Jones, Amy Lawton, Steve Johnson, Doris Allison, Fred Foster

Council Absent: 0

Staff Present: Ron Smith, Fugett, Messick, Addison, Ferguson, Ashley, Nesbit, Harrell, Pierce, Maclaga, Bridges, Taylor, Vaughan, Everette, Weatherman, Roberts, Kurfees, Davis, Gregory

I Call to Order

Mayor Kutteh called the meeting to order.

II Invocation (Only at Council Meeting)

III Pledge of Allegiance (Only at Council Meeting)

IV Adoption of the Agenda (Only at Council Meeting)

V Code of Ethics

VI Presentations & Recognitions (Only at Council Meeting)

Resolution – Four Chaplains Sunday

Resolution – Black History Month

VII Consent Agenda - All items below are considered to be routine by City Council and will be enacted by one motion. There will be no separate discussion on these items unless a Council member so requests, in which event, the item will be removed from the Consent Agenda and considered with the other items listed in the Regular Agenda.

Mayor Kutteh reviewed the Consent Agenda.

A. Approval of minutes: December 20, 2021 Pre-Agenda Meeting and Regular Meeting minutes. *(Fugett)*

B. Consider approving the assumption of a ground lease for G. Lackey's hangar to TMT Aero, LLC a North Carolina Limited Liability Company for the purpose of aircraft storage. *(Ferguson)*

C. Consider approving (1) a grant from the NCDOT Aviation Division in the amount of \$5,154,400 for the construction of a corporate hangar at the Statesville Regional Airport; (2) Work Authorization #21 in the amount of \$236,858.00 for engineering, geotechnical, and architectural services for the design of the hangar; and (3) Budget Amendment #2022-27. *(Ferguson)*

D. Consider renewal of a contract with Leah Gaines Messick to continue as the Statesville City Attorney. *(Smith)*

E. Consider authorizing the City of Statesville Fire Department to apply for the FY21 Staffing for Adequate Fire and Emergency Response (SAFER) Grant. (Weatherman)

Mayor Kutteh stated that the Fire Department is requesting approval to apply for FY21 SAFER grant. This grant will assist the department in meeting national standards regarding the number of personnel being placed on emergency scenes. The acquisition of more personnel would provide a safer working environment for department personnel and the public in which the department has sworn to protect. The addition of personnel would also provide more efficient and effective job tasking, which would increase personnel and departmental performance. The intent of this grant application is to acquire nine additional personnel. The total project cost is \$1,614,681.00. If awarded the grant, the city would receive \$538,227.00 per year for 3-years. After that 3-year period, the City of Statesville will be responsible for all personnel costs thereafter. This grant application is to assist the Statesville Fire Department with providing the highest level of service possible, while easing the financial strain on the City of Statesville. The department recommends applying for the

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grant to assist the city with a cost reduction method and funding mechanism for the hiring of nine additional fire department personnel, thus, demonstrating good stewardship to the citizens. The City Manager has advised that this grant will allow for the department to potentially grow into a future Fire Station 5, which is a top 5 capital priority for the city. Prior to that construction, the additional personnel will assist as described above. He recommends Council approve this request.

Council member S. Johnson said he would like for staff to prepare their budgets over time for the long-term impact of the cost of staffing Station 5 in the future.

F. Consider approving 2nd reading amending the charter in the city code by ordinance referencing the new voting wards due to re-districting and the 2020 Federal Decennial Census. (Ashley)

G. Consider approving a resolution directing the City Clerk to investigate a Petition of Annexation, receive the City Clerk's Certificate of Sufficiency, and consider approving a resolution setting the date of February 21, 2022 for a public hearing for the petition for annexation of PIN #4755-08-8835, 4746-91-3400, 4746-82-8574, 4746-93- 4062 & 4756-01-8075; Case No. AX21-07 Peppercorn Plantation LTDP, Goforth Family Revocable Trust & Andrew H. Crawford Properties. (Ashley)

H. Consider approving a resolution directing the City Clerk to investigate a Petition of Annexation, receive the City Clerk's Certificate of Sufficiency, and consider approving a resolution setting the date of February 21, 2022 for a public hearing for the petition for annexation of PIN #4753-16-9517 and a portion of PIN # 4753-27-6245; Case No. AX22-01 Williams Development Group LLC Property. (Ashley)

I. Consider approving an engineering and design contract with Highfill Infrastructure Engineering for a waterline replacement project. (Vaughan)

Bill Vaughan stated that Staff solicited proposals for civil engineering and design services to replace the water main that extends from the water treatment plant on Pump Station Rd through downtown to the City's connection with the Town of Troutman on US 21. This water main was installed in the 1940s and is one of the primary water transmission lines in the City. It scored as the highest priority project in the 2020 water system condition assessment study. The project has been broken into three phases; the estimated cost for all three phases is \$20,000,000. Proposals were received from: Highfill Infrastructure Engineering, P.C (Winston-Salem, NC); McGill Associates, PA (Hickory, NC); Rummel, Klepper & Kahl, LLP (Raleigh, NC). Staff reviewed the submittals and interviewed the firms in November 2021, and selected Highfill Infrastructure Engineering. The scope of this contract is to complete the design for Phase 1 of the replacement project (10,700 LF) and perform the preliminary engineering for Phase 2 (5,600 LF) and Phase 3 (13,200 LF). Highfill's proposal is to perform these services for \$874,400. This project is eligible for infrastructure funds available to the City through ARPA and the state budget, some of which have time constraints for designation and spending. This is the highest priority project identified in the 2020 water system condition assessment, due to the age of the main (1940s) and relative criticality in the City's water distribution system. Delay of design and construction could create limitations for use of available ARPA and state budget funds due to time constraints for spending those funds. Staff recommends Council approve the contract with Highfill Infrastructure Engineering in the amount of \$874,000.

J. Consider approving the purchase of an automated leaf collection truck and approve Budget Amendment No. 2022-22. (Taylor)

Mayor Kutteh stated that this vehicle was approved in the current budget for \$195,000. Due to a recent increase in the purchase price, the cost is now \$226,577.00. Budget Amendment #2022-22 provides the additional funds needed to purchase the truck. If the truck would have fallen within the budgeted amount, no Council action would be needed.

K. Receive an update regarding the Police Department expansion. (Smith)

Ron Smith stated that he has engaged a firm to do a study and see if it is possible to expand on the Police Department site.

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Council member Foster said he would like to know if it would be better to put it on the Amity Hill Road property.

Mayor Kutteh said this would not preclude doing that as well.

REGULAR AGENDA

VIII Council requested items of discussion - Fee in lieu waivers for sidewalk and curb & gutter (Staford/Lawton)

Council member Staford said he would like to eliminate the waivers and require all to pay fee in lieu of.

IX Consider approving second reading of an ordinance to demolish the dwelling as unfit for human occupancy located 522 Stockton Street. (Ashley)

X Consider acceptance of Surface Transportation Block Grant Direct Attributable (STBG-DA) shortfall funds in the amount of \$242,000 and approve BA #2022-28 for the purpose of conducting a feasibility study to convert the Jane Sowers Road / I-77 overpass to an Interchange. (Ashley)

Sherry Ashley stated that in 2019 when the city applied for the STBG-DA funds, it was for an interchange justification report for a new interchange at Jane Sowers Road. However, the city was notified by CRTPO that they would award funds for the feasibility study only. On October 21, 2019 City Council approved a professional services agreement to assist the city with applying for STBG-DA shortfall funds and approved the Planning Department to apply for STBG-DA Shortfall funds for the Interchange Justification Report for a new interchange at Jane Sowers Road.

On April 7, 2020 CRTPO awarded the city up to \$242,000 of CRTPO planning funds (80%) with a city match of \$60,500 (20%) for a total of \$302,500 to conduct the feasibility study for the Jane Sowers Road interchange. These funds are to be used within one fiscal year, starting July 1, 2020 and with all reimbursable work completed by June 30, 2021. These are federal direct attributable funds for the CRTPO, and the city must follow the federal procurement process. However, due to the lack of funding and lengthy review of the contract by NCDOT, the city was given an extension for the study to be completed by June 2022. On October 5, 2020 Council accepted the grant and approved BA #2021-5 however it did not get rolled into this year's budget. Therefore, staff is requesting re-approval. This is a reimbursable grant at 80%, so the city must spend the funds up front and then be reimbursed by CRTPO. The total cost of the project will be a maximum of \$302,500. CRTPO will reimburse the city \$242,000 and the city's match will be \$60,500. Previously, the Planning Department included an amount of \$154,365 needed for this project in the 2020/2021 budget and rolled this amount into the 2021/2022 budget. This amount was based on the 20% match for the Interchange Justification Report, which is no longer an option. The required match has dropped to \$60,500. Budget amendment BA #2022-28 is being presented with this action request. The department recommends approving the budget amendment for conducting the feasibility study.

Council members moved this item to the Consent Agenda.

XI Consider approving changes to the residential, commercial, and industrial roadway sections in the City of Statesville Street Construction Specifications & Details Manual. (Taylor)

XII Consider approving a design services contract with IBI Group for Phases 1 & 2 of the City Warehouse / Operations Center project. (Harrell)

XIII Consider reappointing two members to the Statesville Convention & Visitors Bureau. (Sutton)

Mayor Kutteh said that the Statesville Convention & Visitors Bureau Board consists of nine board members in three categories that are appointed by City Council. The board currently has two vacant seats. Michelle Hepler and Donald Hicks were appointed in August 2021 to fill the remaining term of two vacated seats. They have expressed interest in serving another term.

- Category 2 includes individuals who are currently active in the promotion of travel and tourism in the City of Statesville. Michelle Hepler – Term expired January 1, 2022.

- Category 3 includes individuals who are active in the Statesville community and are residents of the City of Statesville. Donald Hicks – Term expired January 1, 2022.

Council members agreed they wanted to reappoint these two members and moved this item to the Consent Agenda.

XIV City Manager's Report (Smith)

XV Boards and Commission Updates

November 18, 2021 HPC Meeting minutes

December 16, 2021 HPC Meeting minutes

January 19, 2022 TRC Meeting minutes

XVI Other Business

XVII Closed Session (After Pre-Agenda if needed)

Preserve Attorney-Client Privilege – G.S. 143-318(a)(3)

Economic Development – G.S. 143-318.11(a)(4)

Real Property – G.S. 143-318.11(a)(5)

Personnel – G.S. 143-318.11(a)(6)

There being no other business, Mayor Kutteh asked for a motion to move to Closed Session.

Council member Jones made a motion to move to Closed Session in accordance with NCGS 143-318.11(a)(3), NCGS 143-318.11(a)(4), NCGS 143-318.11(a)(5) and G.S. 143-318.11(a)(6), seconded by Council member Morgan. The motion carried unanimously.

XVIII Adjournment

Upon return from Closed Session Mayor Kutteh stated that Council discussed the above listed Closed Session items, and no action was taken.

Council member J. Johnson made a motion to adjourn, seconded by Council member Allison. The motion carried unanimously.

Constantine H. Kutteh, Mayor

Attest:

Brenda Fugett, City Clerk

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MINUTE BOOK _____, PAGE _____
CITY OF STATESVILLE SPECIAL COUNCIL MEETING – MARCH 1, 2022
CITY HALL, 227 S. CENTER STREET, STATESVILLE, NC – 11:30 A.M.

Council Present: Mayor Costi Kutteh presiding, Jap Johnson, William Morgan, John Staford, David Jones, Amy Lawton, Steve Johnson, Doris Allison, Fred Foster

Council Absent: 0

Staff Present: Ron Smith, Matthew Pierce, Scott Harrell, Nancy Davis, April Nesbit

Others: Michael Johnson

Media: None

Call to Order

Mayor Kutteh called the meeting to order and stated that this would be the first of up to (3) three special meetings to talk about rescue plan funding. Mayor Kutteh turned the meeting over to City Manager Ron Smith and staff.

ARPA Funding Discussion

City Manager Ron Smith thanked Council for taking time out of their day to hold this special meeting. This is a very important process and staff needs guidance on what Council feels the funding should be used for. We were looking for the best way to lead Council through this process and a survey was sent out by Matthew Pierce. We received good thoughts through this and appreciate the cooperation. As the Mayor stated, we hope to nail this down in 2-3 meetings.

Matthew Pierce, Assistant to the City Manager, gave the following background information on the funding that has been received:

- ARPA State & Local Fiscal Recovery Funds (SLFRF)
 - ~\$8.7 awarded
 - ~\$1M used I Premium Pay
 - ~\$0.4 for Grant Manager
 - ~\$7.3 remains
- Other Funds
 - \$20M ARPA to utilities for water/sewer
 - \$3M from County for utilities
 - \$3.2M for roads

Councilman S. Johnson asked Pierce if the \$20M in ARPA funds must be spent on water/sewer. Pierce stated yes, and that the money has been earmarked by the state. Councilman Morgan asked how long we anticipate having the Grant Manager position. Smith stated it is anticipated to be 4 years. Mayor Kutteh asked if this position will require support staff. Pierce stated that it was his understanding that there will be only the Grant Manager.

Pierce stated that Council could look at matching grants for this funding. Staff does not have a good estimate of what those may be, and there are no guarantees that we would get the grants. Councilman Jones asked for the history of percentages of matching grants that the City has received, and if this should be a prioritization. Morgan stated that grant matches tend to be a moving target. Kutteh added that the larger the City match, the more likely it is to receive funding. Jones asked if they could earmark 20% of the funds for matches. Pierce stated that staff could

compile a list of projects in the hopper where matching grants will be pursued for the next meeting. Smith advised that timing needed to be considered, as some of the transportation projects are long term. We have a limited amount of time to use the ARPA funds. Councilman Staford asked if they could plug the funds into what is already in the hopper and see what pans out for the future. Smith stated yes, but it may be a legal shell game and they would still need to consider the timing. Staford used crosswalks on Garner Bagnal Blvd as an example, but stated that this could take a couple years with NCDOT. Smith stated that staff requested money through the state wish list for this project, and the \$3.2 million from the state for roads could offset this. He also advised that this will largely be improvements in public works. Staford asked if the funding could be used for a pedestrian overpass on Garner Bagnal Blvd. Smith said it would not be an overpass, but it would be a better crossing than what is there now.

S. Johnson stated that Council adjusted the water/sewer rates a few months back due to a mountain of repairs that needed to be made. If we are taking this \$20m and applying to these projects, we will have more than what we need coming into the Water/Sewer Fund. We need to have a plan for the revenues, or we will have a wash in cash. Smith stated that the City has plenty of other projects coming our way. S. Johnson stated that we must be ready for future development in this fund. Smith stated that the sewer consumption is still not what it needs to be, but it is slowly ramping up. Councilwoman Allison stated that Council needs to show the citizens the progress that is being made, and that they should lower the rate back down to help the citizens. Smith stated that the City's rates were super low in comparison to other communities before the increase was approved, and we need to settle in. The hard part was done which was the increase. The City needs to build this fund and stabilize it. Staford added that this fund was basically bankrupt before, and this will help the stabilization. Smith stated that when talking with developers and the EDC, there are three major things that make Statesville desirable – water, capacity for sewer, and roads.

Pierce stated that one of the survey questions was regarding public engagement. He asked if any member of Council was opposed to some form of public input. There was no opposition from any of the members. Pierce asked Nancy Davis, Public Relations Director, to elaborate on this. Davis stated that timing would be everything for public input. Methods for soliciting public input could include the following:

- Create a survey similar to the one that was sent to Council. It could be placed on the City's website and sent out through various avenues of social media and our partners. We will have to keep in mind that there is no guarantee that the responses are coming from only City residents.
- Provide something for Council to hand out pointing citizens to the website.
- Provide information in the utility bills, but remember that it takes at least one month for a letter in the utility bills to reach all residents.
- Schedule an open house with staff for questions and conversation.

Morgan stated that the only downfall to this is if Council receives the input and does not act on it. Staford asked what the parameters would be. Davis stated that the list would be what Council decides on in these meetings. This is an excellent opportunity to get feedback and make the public aware. Jones stated that Council needs to identify a strategy and have a list of priority projects.

Staford stated that inflation could be catastrophic for these projects. Jones added that we could possibly see inflation of 30% over the next 4-years. Kuttteh stated that the money has to be spent

by 2026, but that could likely be extended. Inflation should not be the reason for acting quickly. We do not want to complete a project and then have the state say they would have paid for it.

Pierce asked if Council would like to narrow the list to 7-10 projects and then get public input to narrow it down further and prioritize. All members stated yes.

Pierce provided the following input from the survey regarding public service areas:

Council Input: Public Service Areas

	Community development (housing, programs and resources for high-need communities, recreational/ public facilities)	Economic development (brownfield and adaptive reuse; land/ business park development)	Public safety (EMS, fire, police)	Public health (education, indoor and outdoor facilities)	Quality of Life (recreational facilities, parks, mixed-use development, improved walkability)	Transportation infrastructure (passenger and freight by road, rail and air; public transit)	Utilities infrastructure (consumer and producer; electric, water, sewer)
Median	4.57	3.71	3.43	5.00	4.43	3.86	3.00
Rank	6	3	2	7	5	4	1

Smith stated that Shelton Avenue and the Linear Park may be eligible projects for distressed census tracts funding. Staff also plans to apply for a RAISE grant for transportation projects.

Allison stated that the southern side of city needs a lot of attention. Council needs to be transparent and show how much money is spent in this area.

Pierce stated that a list of capital requests was sent via email, and asked if the Council would prefer to continue the conversation once a list of the potential grant matches has been provided. All members stated yes. S. Johnson added that staff needs to be sure to look at projects in which we have a delivery service. Kutteh stated that it is important to prioritize projects where money is available. He would like to also see a list of funds available for distressed census areas.

Smith stated that the next bricks and mortar project for the City is Fire Station 5 (FS5). He asked Council for their thoughts on how this factors in. Councilman J. Johnson stated that he felt like the Police Department should come before FS5. Staford stated that we anticipated \$6m to build Fire Station 1 (FS1). We could build a road for \$2m to give coverage to the areas and avoid having to build another station. Smith stated that there is a study underway that factors in growth. He doesn't feel there is a way to do this. Kutteh stated that with all the new software, etc., there could possibly be a road that we haven't even considered constructing. Councilman Foster stated that the Council needs to bite the bullet, stop penny pinching, and build FS5. Smith stated that the Fire Department is trying to work with volunteers as a short time solution. S. Johnson stated that we need to nail down what FS1 is going to cost. This started as a \$5.3 million project is more than likely \$7m today. Smith stated that it is currently at \$7.5 million.

Mayor Kutteh asked if staff has the direction needed. Smith and Pierce stated yes.

Adjournment

The meeting was adjourned at 12:45pm.

Constantine H. Kutteh, Mayor

April Nesbit, Deputy City Clerk

DRAFT

CITY COUNCIL ACTION REQUEST

TO: Ron Smith, City Manager
FROM: John Ferguson, Airport Manager
DATE: March 8, 2022

ACTION NEEDED ON: March 21, 2022
(Date of Council Meeting)

COUNCIL ACTION REQUESTED:

Consider approving Budget Amendment No. 33 to increase the budget line items for Jet A fuel by \$400,000 and AVGAS fuel by \$50,000 in the airport operating budget.

1. **Summary of Information:** Fuel costs have risen 64% since August 2021. Also, we have sold 14,900 gallons more fuel compared to this time last year. We estimate that we will need 13 more loads of Jet A fuel by June 30 and 2.5 more loads of AVGAS to finish out the fiscal year. These adjustments should cover the expense through June 2022. These additional expenses will be covered by the sale of the fuel.
2. **Previous Council or Relevant Actions:** N/A
3. **Budget/Funding Implications:** Without the budget increase, the expense line items would be in the negative.
4. **Consequences for Not Acting:** N/A
5. **Department Recommendation:** Staff recommends approval.
6. **Manager Comments:** Recommend for approval.
7. **Next Steps:** Upon approval, adjust the expense line items.

Attachments:

1. Budget Amendment No. 33

CITY OF STATESVILLE
BUDGET AMENDMENT #2022-33

April 4, 2022

FISCAL YEAR 2021-2022

FUND / ACCOUNT #	ACCOUNT TYPE	DESCRIPTION	CURRENT BUDGET	CHANGE (+ / -)	AMENDED BUDGET
AIRPORT FUND					
500.0000.360.58.00	Revenue	Jet A Fuel Sales	1,155,000	400,000	1,555,000
500.0000.360.60.00	Revenue	AVGAS Fuel Sales	297,000	50,000	347,000
Total Revenues			<u>2,447,392</u>	<u>450,000</u>	<u>2,897,392</u>
500.6500	Expenditure	Airport Operations	2,447,392	450,000	2,897,392
Total Expenditures			<u>49,249,013</u>	<u>450,000</u>	<u>49,699,013</u>

DESCRIPTION: To increase revenues and appropriate additional expenditures for fuel costs.

 Budget Officer



 Finance Director

APPROVED BY CITY COUNCIL:

 City Clerk

CITY COUNCIL ACTION REQUEST

TO: Ron Smith, City Manager
FROM: John Ferguson, Airport Manager
DATE: March 8, 2022

ACTION NEEDED ON: March 21, 2022
(Date of Council Meeting)

COUNCIL ACTION REQUESTED:

Consider approving staff to apply for \$11,000,000 for the construction of a new airport terminal building from the Bipartisan Infrastructure Law grant funds. This project would be funded 95% from federal funds, with the City and County splitting the 5% local share.

1. Summary of Information: The airport terminal building is inadequate to serve the corporate jet activity currently using the airport. Compared to other airports, we have one of the oldest and smallest terminal buildings in the state. It was constructed in the 1980's and is not the proper image we want to present to companies looking to locate in Iredell County. The proposed terminal building is three stories with a modern look and will be designed to be energy efficient. It will also have several offices that can be rented for revenue and a large conference room for meetings. Based on interest by the State and an NCDOT Board Member, we have gone through a preliminary design process to develop this design.

The Law provides for 95% funding for awarding grants for terminal development projects. The Secretary shall give consideration to projects that increase capacity and passenger access; projects that replace aging infrastructure; projects that achieve compliance with the Americans with Disabilities Act and expand accessibility for persons with disabilities; projects that improve airport access for historically disadvantaged populations; projects that improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards; projects that improve airfield safety through terminal relocation; and projects that encourage actual and potential competition.

2. Previous Council or Relevant Actions: N/A

3. Budget/Funding Implications: City share would be approximately \$275,000

4. Consequences for Not Acting: Terminal building continues to be substandard as compared to other airports of like size and activity.

5. Department Recommendation: Staff recommends approval

6. Manager Comments: Concur with the department recommendation.

7. Next Steps: Upon approval, apply for the funds.

Attachments:

1. B I L Terminal Grant Program



AIRPORT TERMINAL PROGRAM (INCLUDING TRANSFER OF FUNDS)

For an additional amount for “Airport Terminal Program”, \$5,000,000,000, to remain available until September 30, 2030, for the Secretary of Transportation to provide competitive grants for airport terminal development projects that address the aging infrastructure of the nation’s airports: Provided, That \$1,000,000,000, to remain available until September 30, 2026, shall be made available for fiscal year 2022, \$1,000,000,000, to remain available until September 30, 2027, shall be made available for fiscal year 2023, \$1,000,000,000, to remain available until September 30, 2028, shall be made available for fiscal year 2024, \$1,000,000,000, to remain available until September 30, 2029, shall be made available for fiscal year 2025, and \$1,000,000,000, to remain available until September 30, 2030, shall be made available for fiscal year 2026: Provided further, That amounts made available under this heading in this Act shall be derived from the general fund of the Treasury: Provided further, That the Secretary shall issue a notice of funding opportunity not later than 60 days after the date of enactment of this Act: Provided further, That of the funds made available under this heading in this Act, not more than 55 percent shall be for large hub airports, not more than 15 percent shall be for medium hub airports, not more than 20 percent shall be for small hub airports, and not less than 10 percent shall be for nonhub and nonprimary airports: Provided further, That in awarding grants for terminal development projects from funds made available under this heading in this Act, the Secretary may consider projects that qualify as “terminal development” (including multimodal terminal development), as that term is defined in 49 U.S.C. §47102(28), projects for on-airport rail access projects as set forth in Passenger Facility Charge (PFC) Update 75–21, and projects for relocating, reconstructing, repairing, or improving an airport-owned air traffic Notice. Deadline. VerDate Sep 11 2014 06:51 Jan 05, 2022 Jkt 029139 PO 00058 Frm 00990 Fmt 6580 Sfmt 6581 E:\PUBLAW\PUBL058.117 PUBL058 whamilton on LAPJF8D0R2PROD with PUBLAW PUBLIC LAW 117–58—NOV. 15, 2021 135 STAT. 1419 control tower: **Provided further, That in awarding grants for terminal development**

projects from funds made available under this heading in this Act, the Secretary shall give consideration to projects that increase capacity and passenger access; projects that replace aging infrastructure; projects that achieve compliance with the Americans with Disabilities Act and expand accessibility for persons with disabilities; projects that improve airport access for historically disadvantaged populations; projects that improve energy efficiency, including upgrading environmental systems, upgrading plant facilities, and achieving Leadership in Energy and Environmental Design (LEED) accreditation standards; projects that improve airfield safety through terminal relocation; and projects that encourage actual and potential competition: Provided further, That the Federal share of the cost of a project carried out from funds made available under this heading in this Act shall be 80 percent for large and medium hub airports and 95 percent for small hub, nonhub, and nonprimary airports: Provided further, That a grant made from funds made available under this heading in this Act shall be treated as having been made pursuant to the Secretary's authority under section 47104(a) of title 49, United States Code: Provided further, That the Secretary may provide grants from funds made available under this heading in this Act for a project at any airport that is eligible to receive a grant from the discretionary fund under section 47115(a) of title 49, United States Code: Provided further, That in making awards from funds made available under this heading in this Act, the Secretary shall provide a preference to projects that achieve a complete development objective, even if awards for the project must be phased, and the Secretary shall prioritize projects that have received partial awards: Provided further, That up to 3 percent of the amounts made available under this heading in this Act in each fiscal year shall be for personnel, contracting and other costs to administer and oversee grants, of which \$1,000,000 in each fiscal year shall be transferred to the Office of Inspector General of the Department of Transportation for oversight of funding provided to the Department of Transportation in this title in this Act: Provided further, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 4112(a) of H. Con. Res. 71 (115th Congress), the concurrent resolution on the budget for fiscal year 2018, and to section 251(b) of the Balanced Budget and Emergency Deficit Control Act of 1985.

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CITY COUNCIL ACTION REQUEST

TO: Ron Smith, City Manager
FROM: David W. Addison, Chief of Police
DATE: March 11, 2022

ACTION NEEDED ON: March 21, 2022
(Date of Council Meeting)

COUNCIL ACTION REQUESTED:

Consider approving second reading of an amendment to Chapter 12/Article V/Division 1/Generally/Section 12-121/Civil Penalties(d) of the Statesville City Code, regarding parking violations and fines, to clarify that the penalty of \$30.00 is applied to all offences.

1. **Summary of Information:** The City of Statesville issues parking citations for violation which occur across our community and especially in the downtown community. The following sentence would be included in the ordinance. 'The penalty of thirty (\$30.00) applies to all fines not been paid within fourteen (14) days.'
2. **Previous Council or Relevant Actions:** Ordinance No. 38-21 was approved by Council and went into effect on August 16, 2021. The first reading was approved by Council at the February 21, 2022 meeting.
3. **Budget/Funding Implications:** There is no additional cost for this revision. It is clearly stated on our parking tickets and information we have provided.
4. **Consequences for Not Acting:** If no action is taken, fine would only apply to parking violations with a \$10.00 fine.
5. **Department Recommendation:** The Statesville Police Department recommends the adoption of the revised ordinance.
6. **Manager Comments:** Recommend for approval.
7. **Next Steps:**

Attachments:

1. Revised City of Statesville Ordinance Sec. 12-121. Civil Penalties

ORDINANCE NO. ____

**AN ORDINANCE AMENDING CHAPTER 12, ARTICLE V, DIVISION 1, GENERALLY -
SECTION 12.121 - CIVIL PENALTIES(D) FOR PARKING VIOLATIONS**

WHEREAS the violation of the City's parking ordinances continues to be a problem; and

WHEREAS the City Council believes the City's parking ordinances would be strengthened by amending Section 12-121(d) of the Statesville City Code in the manner set forth hereinbelow;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Statesville:
That Section 12-121(d) of the Statesville City Code is amended as follows:

(d) **Contents of Notice.**

Such parking violation notice or citation shall among other things, state upon its face that the fine for the parking violation is ten dollars (\$10.00) if paid within 14 (fourteen) days after the violation; forty dollars (\$40.00) if paid more than 14 (fourteen) days after the violation **The penalty of thirty (\$30.00) applies to all fines that have not been paid within fourteen (14) days.** Once a vehicle has received three parking violations and each has not been paid within thirty days, the Statesville Police Department will install a vehicle immobilization device (boot) on the vehicle. If the fines are not paid within five days after installing the vehicle immobilization device, the vehicle will be towed at the owner's expense; the violator may be taxed with court costs should it become necessary to file a civil action to collect the fine. The notice or citation shall further provide that the fine may be paid by mailing the citation and the money for the stated fine to P.O. Box 1111, Statesville, NC 28687, or by making direct payment in the collection area of the Statesville City Office Building at 301 South Center Street, Statesville, NC. The fine stated in the notice or citation must either be paid within the stated time or cleared by the appropriate supervisor within the Statesville Police Department within five (5) days of the issuance of the citation. The notice or citation shall further state that if the parking violation citation is not paid or cleared as set forth above within fourteen (14) days, a civil action may be filed by the city in court for the collection of the fine. The chief of police or the chief's designee may waive a civil parking fine when a determination is made that a parking citation has been issued by mistake or in error, or if circumstances existed that prevented the vehicles removal prior to the violation occurring.

This ordinance was introduced for a first reading by Council member _____,
seconded by Council member _____, and unanimously carried on the ____ day of _____, 2021

Ayes:

Nays:

The second and final reading of this ordinance was heard on the _____ day of _____, 2021,
and upon motion of Council member _____ seconded by Council member _____
_____, and unanimously carried, was adopted.

Ayes:

Nays:

This ordinance to be in full force and effect from and after the _____ day of _____, 2021.

CITY COUNCIL ACTION REQUEST

TO: Ron Smith, City Manager
FROM: Sherry Ashley, Planning Director
DATE: March 8, 2022

ACTION NEEDED ON: March 21, 2022
(Date of Council Meeting)

COUNCIL ACTION REQUESTED:

Conduct a public hearing and consider passing first reading of an ordinance to annex properties located on US 21/Turnersburg Hwy and Houpe Road – Annexation Request AX21-10 for PIN # 4747-70-2049, 4746-67-6347 & 4746-66-8927 Robertson & Harmon Properties.

1. **Summary of Information:** The property being considered for annexation has been submitted by NC Development Acquisition LLC (TPA Group, as applicant) on behalf of Viola G Robertson et al & Lowell E Harmon (owners). There are three parcels being requested for annexation totaling 185.8 acres; and are located on US 21/Turnersburg Hwy and Houpe Road. Parcel ownership is as follows: 1. 4747-70-2049 (Robertson); 2. 4746-67-6347 and 3. 4746-66-8927 (Harmon) (see *attached Location Map*).

The parcels are currently woodland or agricultural use; the applicant proposes to develop the parcels for light industrial development, including distribution and warehousing use (see *attached GIS Aerial Photo Map, Boundary Survey and Site Photos*). The parcels are currently zoned Iredell County RA (Residential Agricultural) and R-20 (Rural Residential) districts; however, an application is concurrently being processed to rezone all parcels as City of Statesville LI (Light Industrial) District contingent upon annexation (see *attached Current Zoning Map*).

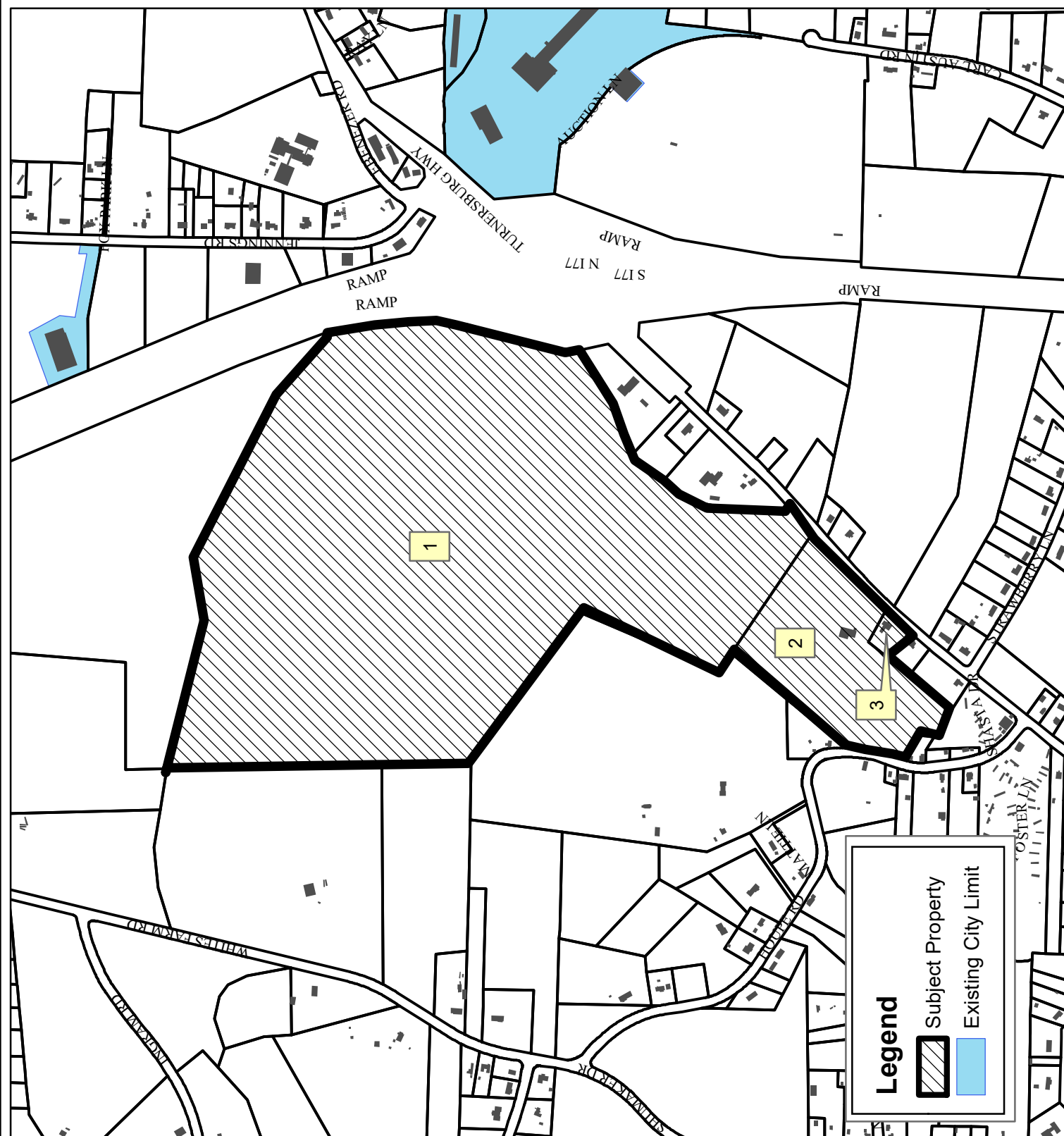
None of the parcels are within the City's ETJ; and this is a non-contiguous annexation request. The applicant requests voluntary annexation in order to utilize City utilities.

2. **Previous Council or Relevant Actions:** This application is concurrent with recently-approved Case No. ZC21-15 Statesville Logistics Park.
3. **Budget/Funding Implications:** The current tax value of the parcels is listed as \$1,077,790. Although a project has not been submitted at this time, the applicant has estimated that the tax value of the land plus site improvements could be approximately \$24 Million. Water service is available to the property; City sewer service is available following extension by the developer; electrical service is customer choice between Duke Energy and Energy United. The city will need to provide fire and police services as requested. (see *attached Utilities Map*). The city will need to provide fire and police services as requested.
4. **Consequences for Not Acting:** Without annexation the city would not be able to rezone the property or collect property taxes.

5. **Department Recommendation:** The department recommends passing the first reading of the ordinance to annex the subject properties located on US 21/Turnersburg Hwy and Houpe Road.
6. **Manager Comments:** Concur with the department's recommendation.
7. **Next Steps:** If approved, the second reading will be on April 4, 2022.

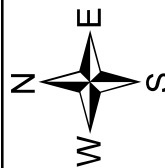
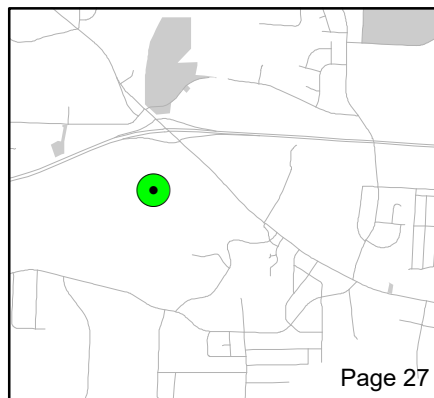
Attachments:

1. Location Map
2. GIS Aerial Photo Map
3. Boundary Survey
4. Site Photos
5. Current Zoning Map
6. Utility Location Map
7. Ordinance



**City of Statesville
Planning Department**

Robertson & Harmon Properties
AX21-10
PIN # 4747-70-2049, 4746-67-6347
& 4746-66-8927



1 inch = 833.333333 feet





Case No. AX21-10 Robertson, et al & Harmon Properties
Aerial Photo Map – PIN # 4747-70-2049, 4746-67-6347 & 4746-66-8927

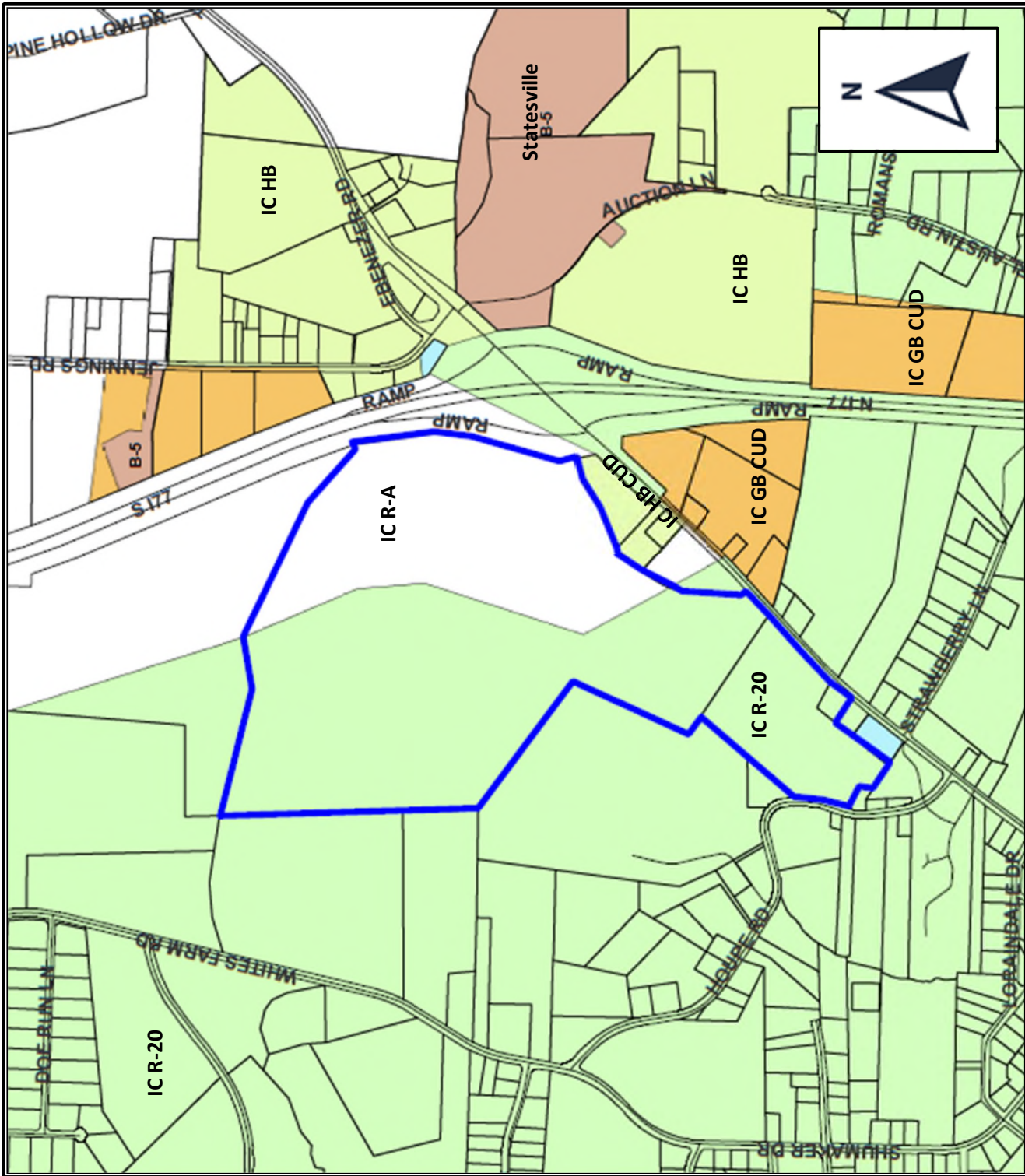
Site Photos – AX21-10 Robertson et al & Harmon Properties
(PIN # 4747-70-2049, 4746-67-6347 & 4746-66-8927) US 21/Turnersburg Hwy and Houpe Road vicinity



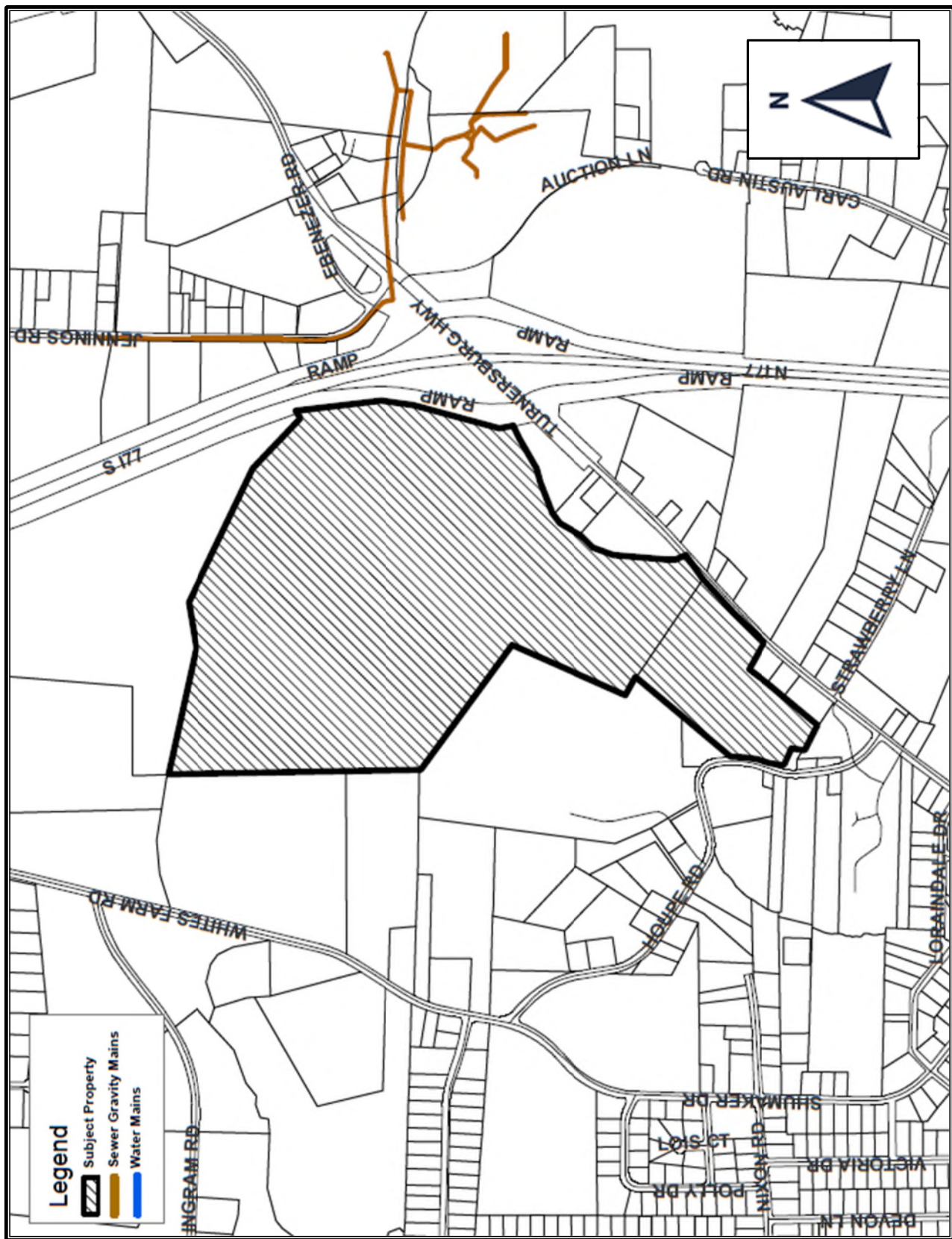
View from US 21 looking south onto the property at northern property line of 4747-70-2049



View from US 21 looking south onto the property midway along PIN # 4746-67-6347



Case No. AX21-10 Robertson et al & Harmon Properties
 Current Zoning Map – PIN # 4747-70-2049, 4746-67-6347 & 4746-66-8927



Case No. AX21-10 Robertson et al & Harmon Properties
 Utilities Map – PIN # 4747-70-2049, 4746-67-6347 & 4746-66-8927

ORDINANCE NO. _____

AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE CITY OF STATESVILLE, NORTH CAROLINA

**Robertson et al & Harmon Properties
Case No. AX21-10
PIN #'s 4747-70-2049, 4746-67-6347 & 4746-66-8927**

WHEREAS, the Statesville City Council has petitioned under G.S. 160A-58.1, to annex the area described below; and

WHEREAS, the Statesville City Council has by resolution directed the Clerk to investigate the sufficiency of the petition; and

WHEREAS, the City Clerk has certified the sufficiency of said petition and a public hearing on the question of this annexation was held at Statesville City Hall at 7:00 o'clock p.m. on the 21st day of March 2022 after due notice by publication on the 11th day of March 2022; and

WHEREAS, the Statesville City Council finds that the area described therein meets the standards of G.S. 160A-58.1(b), to wit:

- a. The nearest point of the proposed satellite corporate limits is not more than three (3) miles from the corporate limits of the City;
- b. No point on the proposed satellite corporate limits is closer to another municipality than to the City;
- c. The area described is so situated that the City will be able to provide the same services within the proposed satellite corporate limits that it provides within the primary corporate limits;
- d. No subdivision, as defined in G.S. 160A-376, will be fragmented by this proposed annexation;

WHEREAS, the Statesville City Council further finds that the petition has been signed by all the owners of real property in the area who are required by law to sign; and

WHEREAS, the Statesville City Council further finds that the petition is otherwise valid, and that the public health, safety, and welfare of the City and of the area proposed for annexation will be best served by annexing the area described;

NOW, THEREFORE, BE IT ORDAINED BY the Statesville City Council of the City of Statesville, North Carolina that:

Section 1. By virtue of the authority granted by G.S. 160A-58.2, the following described noncontiguous territory is hereby annexed and made part of the City of Statesville, as of the 30th day of April 2022 at 11:59 p.m.

Description

All of that certain Lot or parcel of land situated in Iredell County, North Carolina and more particularly described as following:

LEGAL DESCRIPTION – COMBINED PID NO. 4746668927.000 / 4746676347.000 / 4747702049.000

COMMENCING AT NGS MONUMENT AF7780 WITH NC GRID NAD 83 COORDINATES OF N:769275.78 AND E:1449194.03; THENCE LEAVING SAID MONUMENT S55°08'28"W FOR A DISTANCE OF 747.10 FEET TO A 1/2" REBAR FOUND; THENCE S68°00'56"W FOR A DISTANCE OF 130.20 FEET TO A 1/2" REBAR FOUND; THENCE S58°51'40"W FOR A DISTANCE OF 251.14 FEET TO A 1/2" REBAR FOUND; THENCE S69°20'15"W FOR A DISTANCE OF 149.98 FEET TO A 1/2" REBAR FOUND; THENCE S66°20'16"W FOR A DISTANCE OF 188.14 FEET TO A 1/2" REBAR FOUND; THENCE S67°22'50"W FOR A DISTANCE OF 11.78 FEET TO A 1/2" REBAR FOUND; THENCE S49°19'49"W FOR A DISTANCE OF 100.16 FEET TO A 1/2" REBAR FOUND; THENCE S36°57'00"W FOR A DISTANCE OF 139.40 FEET TO A 1/2" REBAR FOUND; THENCE S36°49'42"W FOR A DISTANCE OF 15.18 FEET TO A 3/4" IRON PIN FOUND; THENCE S31°51'37"W FOR A DISTANCE OF 166.37 FEET TO A POINT; THENCE S22°27'21"W FOR A DISTANCE OF 80.76 FEET TO A POINT; THENCE S11°14'23"W FOR A DISTANCE OF 112.68 FEET TO A 3/5" IRON PIN FOUND; THENCE S05°55'06"W FOR A DISTANCE OF 392.07 FEET TO A 3/5" IRON PIN FOUND; THENCE S44°11'07"E (PASSING A 1/2" REBAR FOUND AT 43.86 FEET) FOR A DISTANCE OF 85.77 FEET TO A POINT IN THE CENTERLINE OF TURNERSBURG HIGHWAY; THENCE ALONG SAID CENTERLINE S47°17'16"W FOR A DISTANCE OF 239.35 FEET TO A POINT; THENCE S47°19'44"W FOR A DISTANCE OF 431.40 FEET TO A POINT; THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 261.43 FEET, WITH A RADIUS OF 4,910.57 FEET, WITH A CHORD BEARING OF S45°58'25"W, WITH A CHORD LENGTH OF 261.40 FEET TO A POINT; THENCE WITH A COMPOUND CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 135.81 FEET, WITH A RADIUS OF 2,783.39 FEET, WITH A CHORD BEARING OF S42°27'00"W, WITH A CHORD LENGTH OF 135.80 FEET TO A POINT; THENCE DEPARTING SAID CENTERLINE N52°04'24"W (PASSING A 1/2" REBAR FOUND AT 29.92 FEET) FOR A DISTANCE OF 230.00 FEET TO A 1/2" REBAR FOUND; THENCE S38°46'13"W FOR A DISTANCE OF 160.03 FEET TO A 1/2" REBAR FOUND; THENCE S38°45'48"W FOR A DISTANCE OF 335.38 FEET TO A 1/2" REBAR FOUND; THENCE N57°19'04"W FOR A DISTANCE OF 185.00 FEET TO A POINT; THENCE N00°55'56"E FOR A DISTANCE OF 106.00 FEET TO A POINT; THENCE N66°14'04"W FOR A DISTANCE OF 140.00 FEET TO A POINT; THENCE S87°40'56"W FOR A DISTANCE OF 76.25 FEET TO A POINT IN THE CENTERLINE OF HOUBE ROAD; THENCE ALONG SAID CENTERLINE WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 80.70 FEET, WITH A RADIUS OF 825.39 FEET, WITH A CHORD BEARING OF N15°46'37"E, WITH A CHORD LENGTH OF 80.67 FEET TO A POINT; THENCE WITH A REVERSE CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 104.39 FEET, WITH A RADIUS OF 6,879.32 FEET, WITH A CHORD BEARING OF N18°00'50"E, WITH A CHORD LENGTH OF 104.39 FEET TO A POINT; THENCE WITH A COMPOUND CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 170.27 FEET, WITH A RADIUS OF 529.20 FEET, WITH A CHORD BEARING OF N09°19'14"E, WITH A CHORD LENGTH OF 169.53 FEET TO A POINT; THENCE N00°48'30"E FOR A DISTANCE OF 46.71 FEET TO A POINT; THENCE N89°43'11"E FOR A DISTANCE OF 39.35 FEET TO A POINT; THENCE N40°55'11"E (PASSING AN AXEL FOUND AT 467.70 FEET) FOR A DISTANCE OF 913.50 FEET TO A STONE FOUND; THENCE N54°20'25"W FOR A DISTANCE OF 132.00 FEET TO A POINT; THENCE N20°56'05"E FOR A DISTANCE OF 924.00 FEET TO A POINT; THENCE N53°51'02"W FOR A DISTANCE OF 1,155.00 FEET TO A 1/2" REBAR FOUND; THENCE N00°23'07"W FOR A DISTANCE OF 552.55 FEET TO A 1/2" IRON PIN FOUND; THENCE N01°12'33"W FOR A DISTANCE OF 1,295.22 FEET TO A POINT IN THE CENTERLINE OF FIFTH CREEK; THENCE ALONG SAID CENTERLINE S74°17'36"E FOR A DISTANCE OF 15.63 FEET TO A POINT; THENCE S79°31'57"E FOR A DISTANCE OF 201.46 FEET TO A POINT; THENCE S81°16'19"E FOR A DISTANCE OF 72.20 FEET TO A POINT; THENCE S67°41'18"E FOR A DISTANCE OF 192.87 FEET TO A POINT; THENCE S76°28'45"E FOR A DISTANCE OF 176.42 FEET TO A POINT; THENCE S74°45'07"E FOR A DISTANCE OF 175.25 FEET TO A POINT; THENCE S85°57'16"E FOR A DISTANCE OF 197.71 FEET TO A POINT; THENCE

N67°09'59"E FOR A DISTANCE OF 93.23 FEET TO A POINT; THENCE N85°24'21"E FOR A DISTANCE OF 253.00 FEET TO A POINT; THENCE S61°16'41"E FOR A DISTANCE OF 171.04 FEET TO A POINT; THENCE S65°53'22"E FOR A DISTANCE OF 206.02 FEET TO A POINT; THENCE S61°56'21"E FOR A DISTANCE OF 102.15 FEET TO A POINT; THENCE N89°34'23"E FOR A DISTANCE OF 19.72 FEET TO A POINT; THENCE S61°47'07"E FOR A DISTANCE OF 109.81 FEET TO A POINT; THENCE S65°12'20"E FOR A DISTANCE OF 196.51 FEET TO A POINT; THENCE S64°25'30"E FOR A DISTANCE OF 124.43 FEET TO A POINT; THENCE S88°00'27"E FOR A DISTANCE OF 76.01 FEET TO A POINT; THENCE S50°57'15"E FOR A DISTANCE OF 111.51 FEET TO A POINT; THENCE S50°17'19"E FOR A DISTANCE OF 44.63 FEET TO A POINT; THENCE S43°21'08"E FOR A DISTANCE OF 89.87 FEET TO A POINT; THENCE S40°48'08"E FOR A DISTANCE OF 121.20 FEET TO A POINT; THENCE S52°03'19"E FOR A DISTANCE OF 63.27 FEET TO A POINT; THENCE S14°47'53"E FOR A DISTANCE OF 72.74 FEET TO A POINT; THENCE S71°58'34"E FOR A DISTANCE OF 76.86 FEET TO A POINT; THENCE S30°32'43"E FOR A DISTANCE OF 40.28 FEET TO A POINT; THENCE S44°42'46"E FOR A DISTANCE OF 71.46 FEET TO A POINT; THENCE S07°05'19"E FOR A DISTANCE OF 465.46 FEET TO A POINT; THENCE S05°56'35"W FOR A DISTANCE OF 298.17 FEET TO A CONCRETE MONUMENT FOUND; THENCE S17°13'35"W FOR A DISTANCE OF 405.05 FEET TO A CONCRETE MONUMENT FOUND; THENCE S17°11'30"W FOR A DISTANCE OF 235.11 FEET TO A CONCRETE MONUMENT FOUND; THENCE S13°30'18"E FOR A DISTANCE OF 134.08 FEET TO A 1/2" REBAR FOUND, SAID REBAR ALSO BEING THE POINT OF BEGINNING.

CONTAINING 7,817,051.25 SQUARE FEET OR 179.455 ACRES MORE OR LESS.

Property Address: US 21/Turnersburg Hwy and Houpe Road, Statesville, NC

Section 2. Upon and after April 30, 2022 at 11:59 p.m., the above-described territory and its citizens and property shall be subject to all debts, laws, ordinances, and regulations in force in the City of Statesville and shall be entitled to the same privileges and benefits as other parts of the City of Statesville. Said territory shall be subject to municipal taxes according to G.S. 160A-58.10.

Section 3. The Mayor of the City of Statesville shall cause to be recorded in the office of the Register of Deeds of Iredell County, and in the office of the Secretary of State at Raleigh, North Carolina, an accurate map of the annexed territory, described in Section 1 above, together with a duly certified copy of this ordinance. Such a map shall also be delivered to the Iredell County Board of Elections, as required by G.S. 163-288.1.

The Ordinance was introduced by a first reading by Councilmember _____, seconded by Councilmember _____, and unanimously carried on the 21st day of March 2022.

AYES:

NAYES:

The second and final reading of this ordinance was heard on the 4th day of April 2022 and upon motion of Councilmember _____, seconded by Councilmember _____, and unanimously carried, was adopted.

AYES:

NAYES:

The Ordinance to be in full force and effect from and after the 30th day of April 2022 at 11:59 p.m.

City of Statesville

MAYOR

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

CITY COUNCIL ACTION REQUEST

TO: Ron Smith, City Manager
FROM: Sherry Ashley, Planning Director
DATE: March 8, 2022

ACTION NEEDED ON: March 21, 2022
(Date of Council Meeting)

COUNCIL ACTION REQUESTED:

Conduct a public hearing and consider passing first reading of an ordinance to annex properties located on Northside Drive between Meachum Road and NC 115/Wilkesboro Hwy – Annexation Request AX22-04 for PIN # 4735-11-3473 (portion) Superior Properties of Iredell LTDP & Joyce Johnson Property.

1. **Summary of Information:** The property being considered for annexation has been submitted by Legacy Pointe Properties LLC (applicant) on behalf of Superior Properties of Iredell LLC & Joyce Johnson (owners). A 3.024-acre portion of a 5.011-acre parcel is requested for annexation; the parcel is located on Northside Drive between Meachum Road and NC 115/Wilkesboro Highway (see attached Location Map).

The parcel is undeveloped and is between the Northside Drive/I-40 corridor and the Martin Marietta Statesville quarry; the applicant proposes to develop the parcel as a Life Storage self-storage facility (see attached GIS Aerial Photo Map, Boundary Survey and Site Photos). The portion of the parcel subject to the annexation request is currently zoned B-4 (Highway Business) District; the portion of the parcel already within the City limit is zoned HI (Heavy Industrial) District; mini-warehouses are a permitted land use in both zoning districts (see attached Current Zoning Map).

The parcel is contiguous to the primary corporate limits of the City of Statesville and the applicant requests voluntary annexation in order to utilize City utilities.

2. **Previous Council or Relevant Actions:** N/A.
3. **Budget/Funding Implications:** The current tax value of the parcels is listed as \$344,240. The applicant has estimated that the tax value of the land plus development for their proposed project would be approximately \$8.6 Million. City of Statesville water, sewer and electrical services are available (see attached *Utilities Location Map*). The city will need to provide fire and police services as requested.
4. **Consequences for Not Acting:** Without annexation the city would not be able to collect property taxes.
5. **Department Recommendation:** The department recommends passing the first reading of the ordinance to annex the subject property located on Northside Drive.
6. **Manager Comments:** Concur with the department's recommendation.

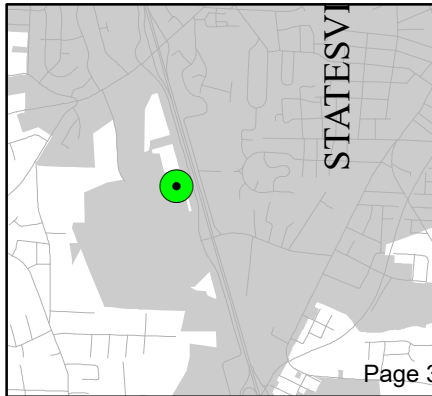
7. **Next Steps:** If approved, the second reading will be on April 4, 2022.

Attachments:

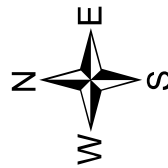
1. Location Map
2. GIS Aerial Photo Map
3. Boundary Survey
4. Site Photos
5. Current Zoning Map
6. Utility Location Map
7. Ordinance

City of Statesville Planning Department

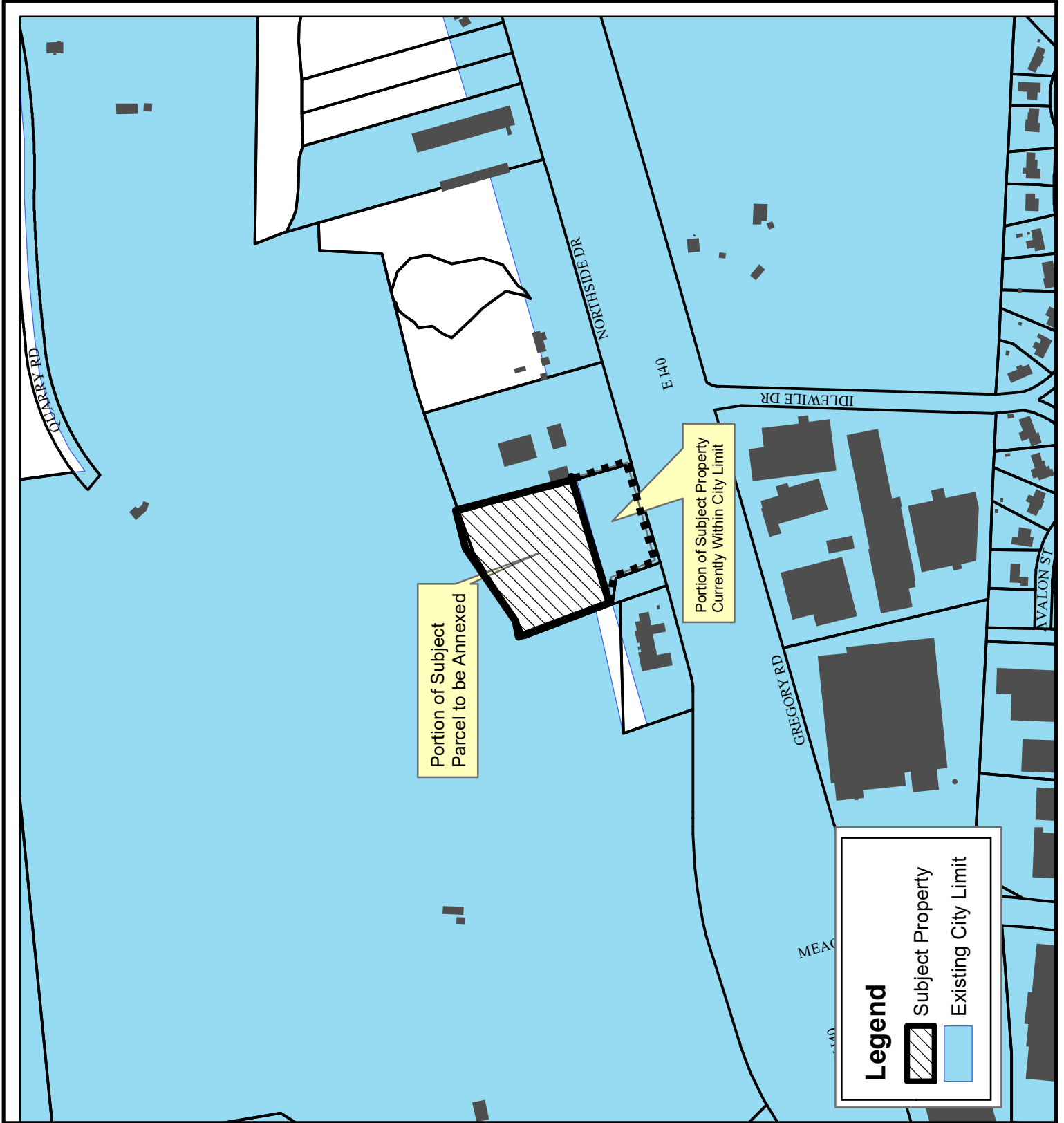
Superior Properties of Iredell &
Joyce Johnson Property
AX22-04
PIN # 4735-11-3473 (portion)



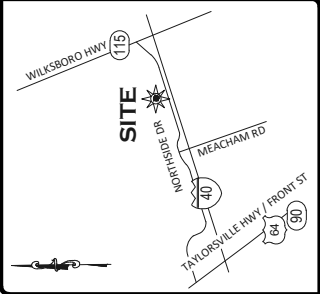
Page 39 of 124



1 inch = 416.666667 feet







SURVEY NOTES:

1. THIS SURVEY WAS CONDUCTED WITHOUT THE BENEFIT OF A TITLE REPORT.
2. PROPERTY DOES NOT LIE IN A SPECIAL FLOOD HAZARD ZONE. (FIRM No. 37104735000).
3. PROPERTY SUBJECT TO ANY & ALL EASEMENTS AND RESTRICTIONS OF RECORD.
4. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES. UNITS: US SURVEY FOOT.
7. THERE ARE NO ENCROACHMENTS OR PROJECTIONS EXCEPT AS SHOWN.
8. AREA COMPUTED BY THE COORDINATE METHOD.

LINE LEGEND

- PROPERTY BOUNDARY
- ADJACENT BOUNDARY (NOT SURVEYED)
- PROPERTY BOUNDARY TIE LINE ONLY
- CORPORATE BOUNDARY
- RIGHT OF WAY LINE
- EASEMENT LINE
- SETBACK LINE
- PHYSICAL CENTERLINE ROAD
- OVERHEAD UTILITY LINES

SYMBOL LEGEND

- REBAR FOUND (RBF)
- IRON PIPE FOUND (IPF)
- CONCRETE MONUMENT FOUND (CMF)
- CALCULATED POINT (CP)
- GEODETIC CONTROL

6" CMF
CITY LIMITS

1" IPF

N/F
MARTIN MARIETTA
MATERIALS INC
PIN #4735122172
DB 2006 PG 1515

N/F
MASTER
INVESTMENTS, LLC
PIN #4735110149
TRACT I, DB 2260 PG 1785

N/F
MASTER
INVESTMENTS, LLC
PIN #4735113236
TRACT II, DB 2260 PG 1785

GEODETIC CONTROL
GRID N: 750,774.77'
GRID E: 1,430,096.03'
NCGS "PAPER"

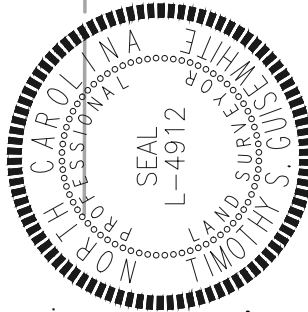
I CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK 1610; PAGE 1332); THAT THE BOUNDARIES NOT SURVEYED ARE INDICATED AS DRAWN FROM INFORMATION REFERENCED HEREON; THAT THE RATIO OF PRECISION AS CALCULATED EXCEEDS 1:10,000; THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56.1600). WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL.

THIS 3RD DAY OF FEBRUARY, A.D., 2022.

DocuSigned by:

Timothy S. Guisewhite
9192A8DFC68C4FE...
2/3/2022

TIMOTHY S. GUISEWHITE, PLS
NORTH CAROLINA REGISTRATION NUMBER L-4912



INTERSTATE I - 40

NORTHSIDE DRIVE

SERVICE ROAD PER STATE HWY PROJECT 8.16377 (DB 351 PG 121)

BY GNSS OBSERVATIONS
N 71°54'16" E
GRID: 1300.99'
CSF: 0.9998779513

GRID TIE

ANNEXATION PLAT for:

**SUPERIOR PROPERTIES
OF IREDELL
LIMITED PARTNERSHIP
ALLEN C. JOHNSON
& JOYCE R. JOHNSON**

NORTHSIDE DRIVE
PIN # 4735113473
STATESVILLE TOWNSHIP
IREDELL COUNTY, NC

GUISEWHITE PROFESSIONAL
LAND SURVEYING, PC

P.O. BOX 680388
CHARLOTTE, NC 28216
(704) 530-1700 NC FIRM #C-4411

GPLS

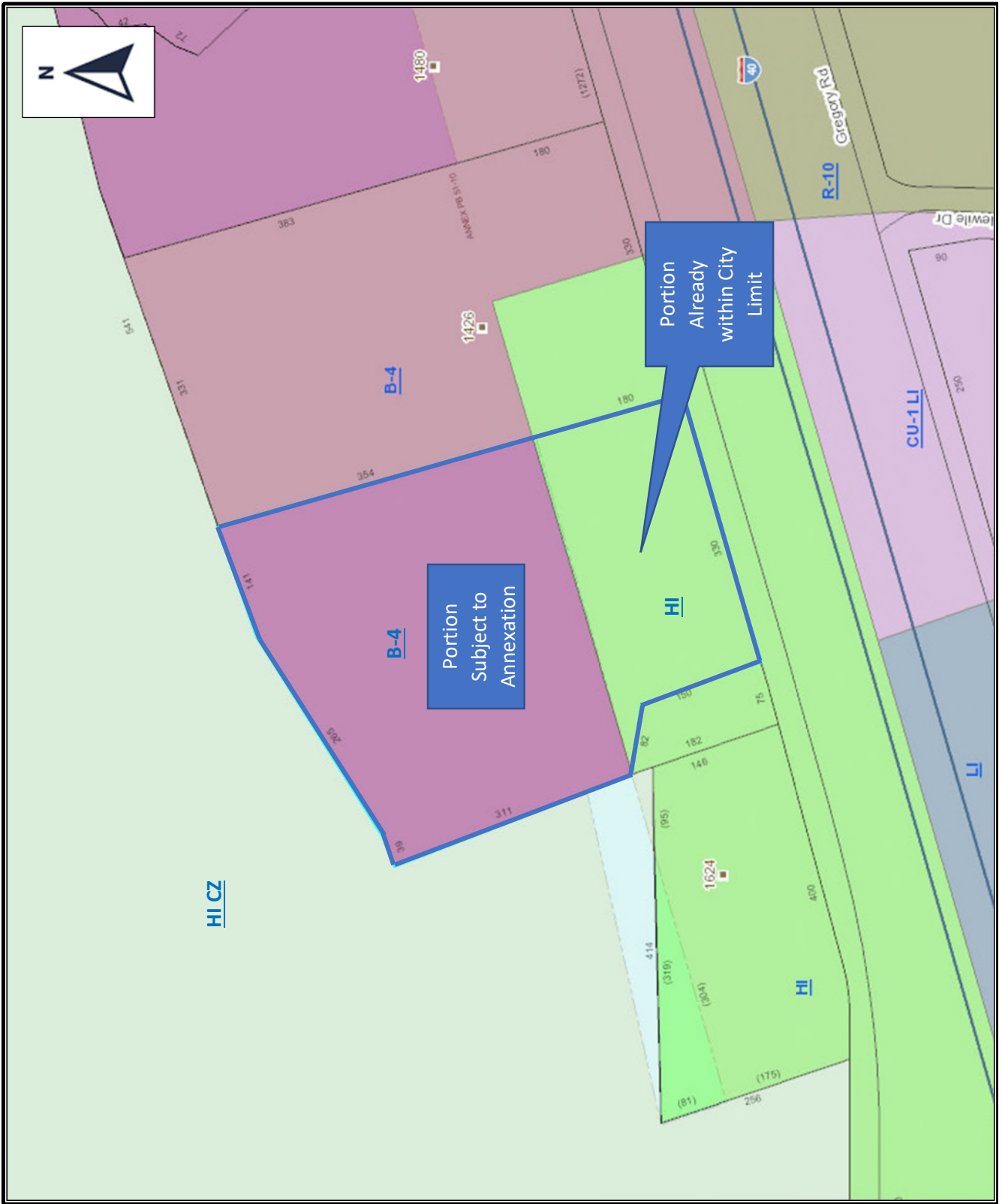
Site Photos – AX22-04 Superior Properties of Iredell & Joyce Johnson Property (PIN # 4735-11-3473 - portion) Northside Drive between Meachum Road and NC 115/Wilkesboro Highway



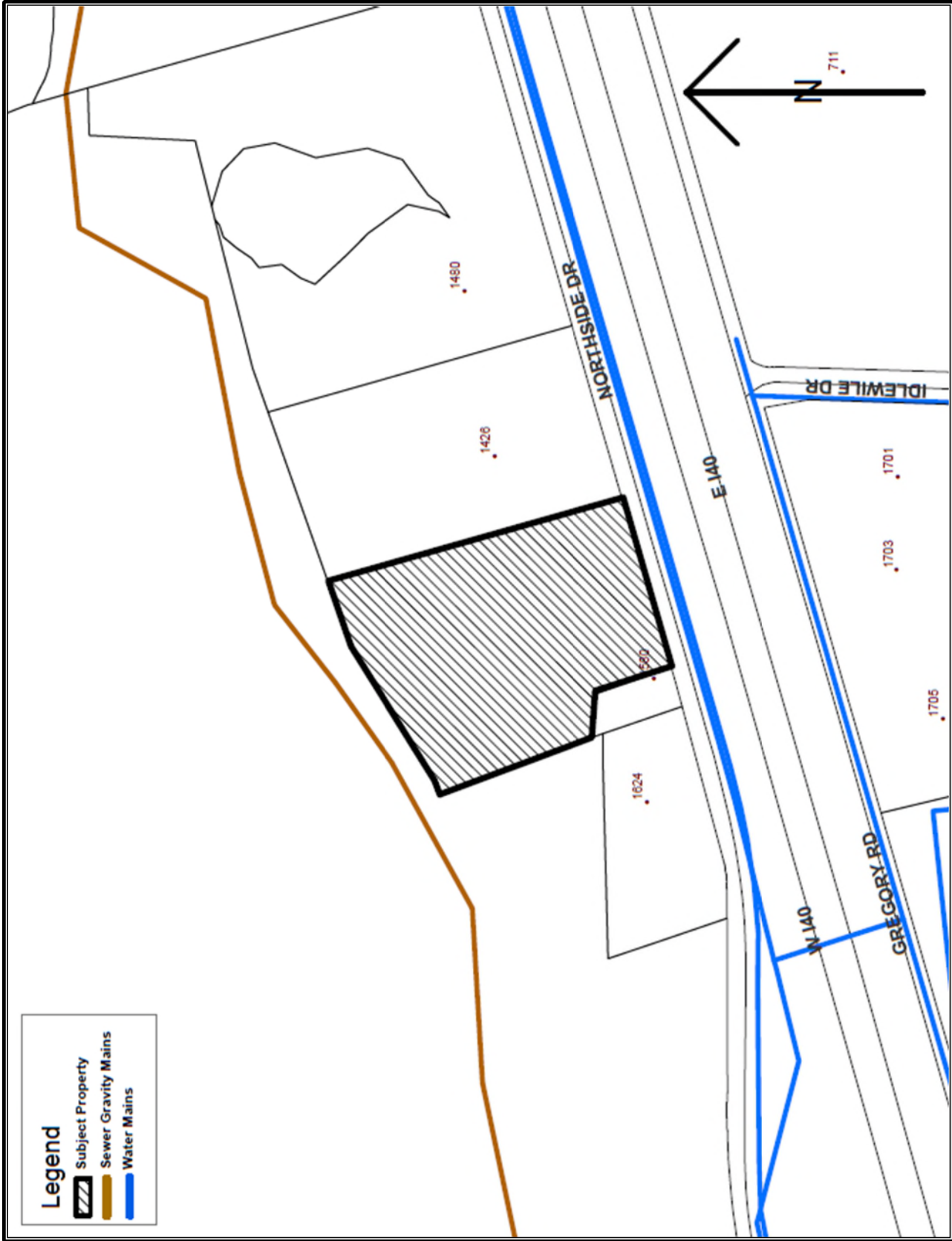
View from Northside Drive at north end of property looking north



View from Northside Drive at south end of property looking northeast



Case No. AX22-04 Superior Properties of Iredell LTDP & Joyce Johnson
 Current Zoning Map – PIN # 4735-11-3473 (portion)



Case No. AX22-04 Superior Properties of Iredell LTDP & Johnson Property
Utilities Map – PIN # 4735-11-3473 (portion)

ORDINANCE NO. _____

AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE CITY OF STATESVILLE, NORTH CAROLINA

Superior Properties of Iredell LTDP & Joyce Johnson Property

AX22-04

PIN # 4735-11-3473 (portion)

WHEREAS, the Statesville City Council has petitioned under G.S. 160A-31, to annex the area described below; and

WHEREAS, the Statesville City Council has by resolution directed the Clerk to investigate the sufficiency of the petition; and

WHEREAS, the City Clerk has certified the sufficiency of said petition and a public hearing on the question of this annexation was held at Statesville City Hall at 7:00 o'clock p.m. on the 21st day of March 2022 after due notice by publication on 11th day of March 2022; and

WHEREAS, the Statesville City Council finds that the petition meets the requirements of G.S. 160A-31:

WHEREAS, the Statesville City Council further finds that the petition has been signed by all the owners of real property in the area who are required by law to sign; and

WHEREAS, the Statesville City Council further finds that the petition is otherwise valid, and that the public health, safety, and welfare of the City and of the area proposed for annexation will be best served by annexing the area described;

NOW, THEREFORE, BE IT ORDAINED BY the Statesville City Council of the City of Statesville, North Carolina that:

Section 1. By virtue of the authority granted by G.S. 160A-31, the following described contiguous territory is hereby annexed and made part of the City of Statesville, as of April 30, 2022, at 11:59 p.m.

Description

ALL THAT CERTAIN tract or parcel of land situate in Statesville Township, Iredell County in the state of North Carolina. Said parcel being more particularly described as follows:

COMMENCING AT A NORTH CAROLINA GEODETIC SURVEY CONTROL MONUMENT "PAPER" HAVING THE FOLLOWING NORTH CAROLINA STATE PLANE GRID COORDINATES: NORTHING:750,774.77', EASTING:1,430,096.03' AND FROM SAID MONUMENT RUN THE FOLLOWING THREE COURSES AND DISTANCES: 1)N 71°54'16" E, A GRID DISTANCE OF 1300.99' USING A COMBINED SCALE FACTOR OF:0.9998779513 TO AN EXISTING #4 REBAR ON THE NORTH SIDE OF NORTHSIDE DRIVE FRONTAGE ROAD; THENCE, 2) N 20°05'09" W, A DISTANCE OF 150.28' TO AN EXISTING #4 REBAR; THENCE, 3)N 83°12'12" W, A DISTANCE OF 81.59' TO THE TRUE POINT OF BEGINNING, AND FROM SAID BEGINNING POINT RUN; THENCE, N 17°39'00" W, A DISTANCE OF 255.51' TO AN EXISTING CITY OF STATESVILLE CONCRETE MONUMENT; THENCE, N 68°55'16" E, A DISTANCE OF 39.38' TO AN EXISTING CITY OF STATESVILLE CONCRETE MONUMENT; THENCE, N 55°57'34" E, A DISTANCE OF 265.03' TO AN EXISTING CITY OF STATESVILLE CONCRETE MONUMENT; THENCE, N 68°42'11" E, A DISTANCE OF 133.80' TO AN EXISTING #4 REBAR; THENCE, S 15°52'52" E, A DISTANCE OF 357.53' TO A COMPUTED POINT; THENCE, S 74°34'47" W, A DISTANCE OF 416.37' TO THE POINT AND PLACE OF BEGINNING. SAID ABOVE

DESCRIBED TRACT OR PARCEL OF LAND CONTAINING WITHIN SAID BOUNDS, AN AREA OF 131,724.8 SQUARE FEET, 3.024 ACRES MORE OR LESS. BEING A PORTION OF PIN #4735113473 AS SHOWN ON THE TAX MAPS OF IREDELL COUNTY, NORTH CAROLINA.

Section 2. Upon and after April 30, 2022, at 11:59 p.m., the above described territory and its citizens and property shall be subject to all debts, laws, ordinances, and regulations in force in the City of Statesville and shall be entitled to the same privileges and benefits as other parts of the City of Statesville. Said territory shall be subject to municipal taxes according to G.S. 160A-31.

Section 3. The Mayor of the City of Statesville shall cause to be recorded in the office of the Register of Deeds of Iredell County, and in the office of the Secretary of State at Raleigh, North Carolina, an accurate map of the annexed territory, described in Section 1 above, together with a duly certified copy of this ordinance. Such a map shall also be delivered to the Iredell County Board of Elections, as required by G.S. 163-288.1.

The Ordinance was introduced by a first reading by Councilmember _____, seconded by Councilmember _____, and carried on the 21st day of March 2022.

AYES:

NAYES:

The second and final reading of this ordinance was heard on the 4th day of April 2022 and upon motion of Councilmember _____, seconded by Councilmember _____, and unanimously carried, was adopted.

AYES:

NAYES:

The Ordinance to be in full force and effect from and after the 30th day of April 2022 at 11:59 p.m.

City of Statesville

MAYOR

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

CITY COUNCIL ACTION REQUEST

TO: Ron Smith, City Manager
FROM: Sherry Ashley, Planning Director
DATE: March 8, 2022

ACTION NEEDED ON: March 21, 2022
(Date of Council Meeting)

COUNCIL ACTION REQUESTED:

Conduct a public hearing and consider passing first reading of an ordinance to annex properties located on James Farm Road at Parcel Drive – Annexation Request AX22-05 for PIN # 4745-58-0682 Gulfstream West Investments, Inc. Property.

1. **Summary of Information:** The property being considered for annexation has been submitted by Preston Contractors Inc. (applicant) on behalf of Gulfstream West Investments Inc. (owner). The 5.807-acre parcel is requested for annexation and is located on James Farm Road at Parcel Drive (see attached *Location Map*).

A portion of the parcel has been cleared and is being prepared for construction; the applicant proposes to develop the parcel as a contractor's office and project storage facility (see attached *GIS Aerial Photo Map, Boundary Survey and Site Photos*). The parcel is currently zoned LI (Light Industrial) District; contractor's offices, including yard maintenance and outside storage, are a permitted land use in this zoning district (see attached *Current Zoning Map*).

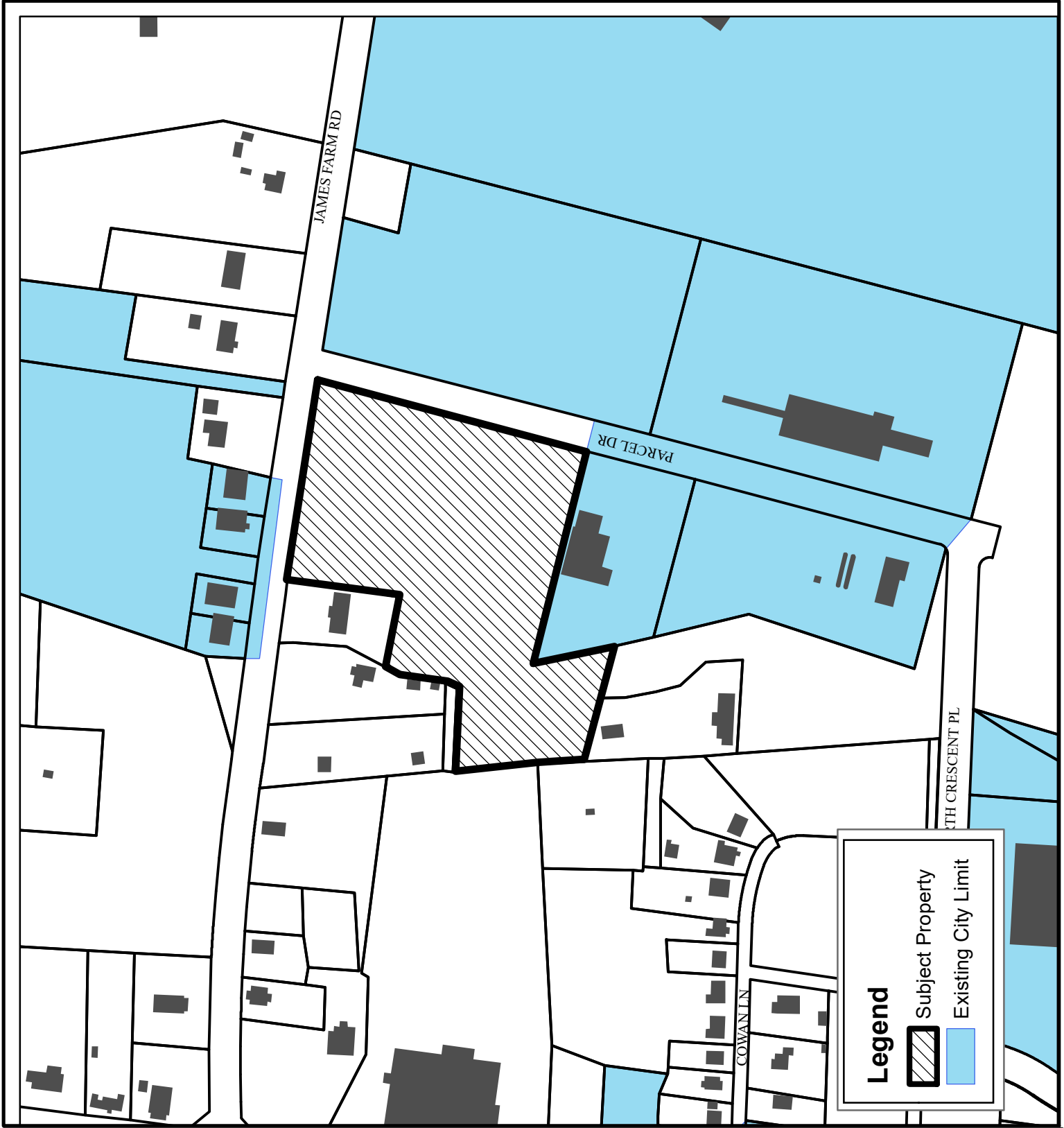
The parcel is contiguous to the primary corporate limits of the City of Statesville and the applicant requests voluntary annexation in order to utilize City utilities.

2. **Previous Council or Relevant Actions:** N/A.
3. **Budget/Funding Implications:** The current tax value of the parcels is listed as \$137,050. The applicant has estimated that the tax value of the land plus development for their proposed project would be approximately \$503,500. City of Statesville sewer is available; Iredell Water Corporation would provide water service; and electrical services are customer choice between the City and Duke Energy (see attached *Utilities Location Map*). The city will need to provide fire and police services as requested.
4. **Consequences for Not Acting:** Without annexation the city would not be able to collect property taxes.
5. **Department Recommendation:** The department recommends passing the first reading of the ordinance to annex the subject property located on Parcel Drive.
6. **Manager Comments:** Concur with the department's recommendation.

7. **Next Steps:** If approved, the second reading will be on April 4, 2022.

Attachments:

1. Location Map
2. GIS Aerial Photo Map
3. Boundary Survey
4. Site Photos
5. Current Zoning Map
6. Utility Location Map
7. Ordinance

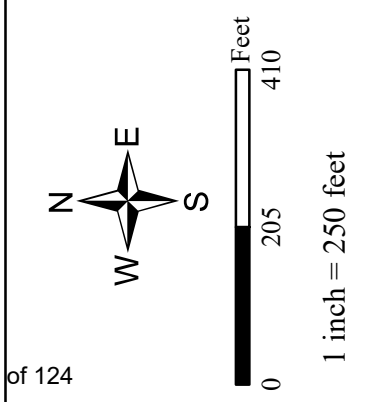
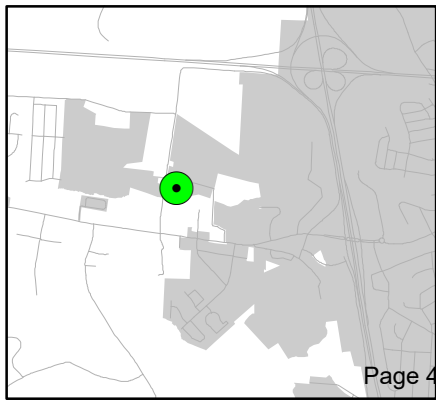


Legend

- Subject Property
- Existing City Limit

City of Statesville
Planning Department

Gulfstream West
 Investments, Inc. Property
 AX22-05
 PIN # 4745-58-0682





Case No. AX22-05 Gulfstream West Investments Inc. Property
Aerial Photo Map – PIN # 4745-58-0682

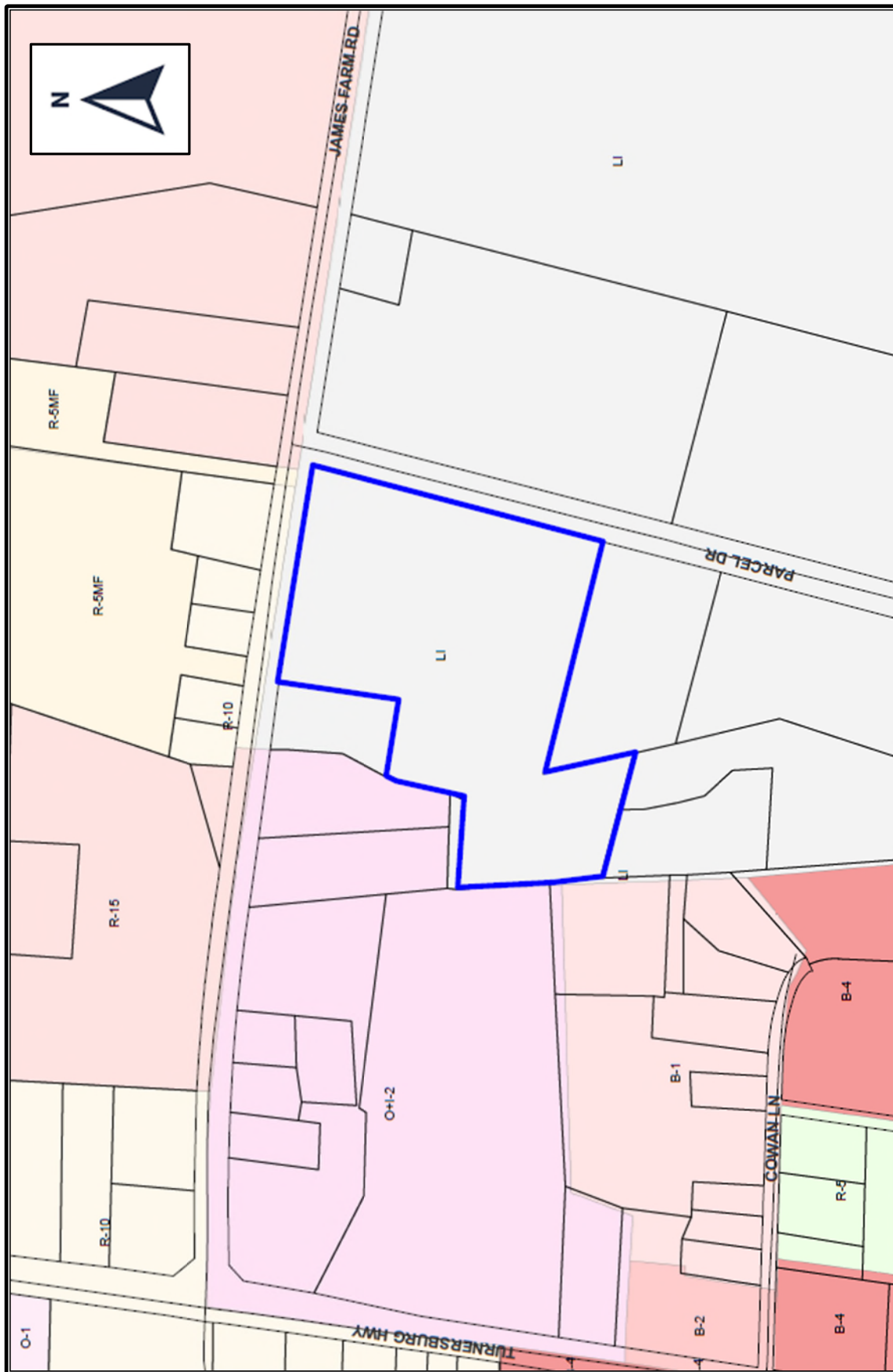
Site Photos – AX22-05 Gulfstream West Investments (PIN #4745-58-0682) James Farm Road at Parcel Drive



View from Parcel Drive near James Farm Road looking west onto the property



View from Parcel Drive looking southwest onto the property



Current Zoning Map - Case No. AX22-05 Gulfstream West Investments Inc. Property
Tax Parcel # 4745-58-0682



Utilities Location Map – AX22-05 Gulfstream West Investments Inc. Property
Tax Parcel Map # 4745-58-0682

ORDINANCE NO. _____

**AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE CITY OF
STATESVILLE, NORTH CAROLINA**

**Gulfstream West Investments Inc. Property
Case No. AX22-05
PIN # 4745-58-0682**

WHEREAS, the Statesville City Council has petitioned under G.S. 160A-31, to annex the area described below; and

WHEREAS, the Statesville City Council has by resolution directed the Clerk to investigate the sufficiency of the petition; and

WHEREAS, the City Clerk has certified the sufficiency of said petition and a public hearing on the question of this annexation was held at Statesville City Hall at 7:00 o'clock p.m. on the 21st day of March 2022 after due notice by publication on 11th day of March 2022; and

WHEREAS, the Statesville City Council finds that the petition meets the requirements of G.S. 160A-31:

WHEREAS, the Statesville City Council further finds that the petition has been signed by all the owners of real property in the area who are required by law to sign; and

WHEREAS, the Statesville City Council further finds that the petition is otherwise valid, and that the public health, safety, and welfare of the City and of the area proposed for annexation will be best served by annexing the area described;

NOW, THEREFORE, BE IT ORDAINED BY the Statesville City Council of the City of Statesville, North Carolina that:

Section 1. By virtue of the authority granted by G.S. 160A-31, the following described contiguous territory is hereby annexed and made part of the City of Statesville, as of April 30, 2022, at 11:59 p.m.

Description

ALL THAT CERTAIN tract or parcel of land situate in Iredell County in the state of North Carolina. Said parcel being more particularly described as follows:

BEGINNING at an iron pin found the northeast corner of Lot 1 of the James Farm, Inc. subdivision, as recorded October 28, 2006, in Iredell County Registry (ICR) Plat Book 55, Page 87, at the southwest intersection of the right of way lines of James Farm Road, SR 2173, and Parcel Drive, SR 2239, thence running with western right of way line of Parcel Drive S 15-37-03 W 501.70 feet to a concrete monument found, the northeast corner of Richard M. Hinterman Revocable Living Trust as described in Deed Book 2400, Page 2451, ICR, and illustrated in Plat Book 37, Page 99, ICR; thence running with the northern line of Hinterman N 74-24-13 W 428.59 feet to an iron pin found, the northwest corner of Hinterman in the center of a City of Statesville sanitary sewer easement as described in Deed Book 674, Page 992, and Deed Book 683, Page 735, ICR; thence running with the center of the said sanitary sewer easement S 13-48-49 E 173.12 feet to an iron rebar found, the northeast corner of Free Nancy Partnership as described in Deed Book 1206, Page 1608, ICR; thence running with the

northern line of Free Nancy Partnership N 74-08-08 W 221.89 feet to an iron rebar found, the northwest corner of Free Nancy Partnership in the eastern line of Iredell Water Corporation as described in Deed Book 495, page 367, ICR; thence running with the eastern line of Iredell Water Corporation and Iredell County as described in Deed Book 834, Page 194, ICR N 01-06-27 W 245.15 feet to an iron pin found, the southwest corner of Nathan R. Rankin as described in Deed Book 750, Page 61, ICR; thence running with the southern line of Rankin S 88-29-52 E 157.38 feet to an iron pin found, the southeast corner of Nathan R. Rankin as described in Deed Book 746, Page 173, ICR; thence running with eastern line of Rankin N 13-28-47 E 120.27 feet to an iron rebar found, a corner of Rankin; thence continuing with the eastern line of Rankin N 27-58-11 E 18.95 feet to an iron pin found, the southwest corner of NC PACE RE, LLC, as described in Deed Book 2763, Page 927, ICR; thence running with the southern line of NC PACE RE, LLC, S 81-27-38 E 130.30 feet to an iron pin found, the southeast corner of NC PACE RE, LLC; thence running with the eastern line of NC PACE RE, LLC, N 07-56-03 E 181.02 feet to an iron pin set in the southern right of way line of James Farm Road; thence running with the southern right of way line of James Farm Road S 81-03-54 E 381.25 feet to the point and place of BEGINNING, containing 252,941.50 square feet, or 5.807 acres, more or less and being the property of Gulfstream West Investments, Inc. as described in Deed Book 2728, Page 974, ICR.

Section 2. Upon and after April 30, 2022, at 11:59 p.m., the above described territory and its citizens and property shall be subject to all debts, laws, ordinances, and regulations in force in the City of Statesville and shall be entitled to the same privileges and benefits as other parts of the City of Statesville. Said territory shall be subject to municipal taxes according to G.S. 160A-31.

Section 3. The Mayor of the City of Statesville shall cause to be recorded in the office of the Register of Deeds of Iredell County, and in the office of the Secretary of State at Raleigh, North Carolina, an accurate map of the annexed territory, described in Section 1 above, together with a duly certified copy of this ordinance. Such a map shall also be delivered to the Iredell County Board of Elections, as required by G.S. 163-288.1.

The Ordinance was introduced by a first reading by Councilmember _____, seconded by Councilmember _____, and carried on the 21st day of March 2022.

AYES:

NAYES:

The second and final reading of this ordinance was heard on the 4th day of April 2022 and upon motion of Councilmember _____, seconded by Councilmember _____, and unanimously carried, was adopted.

AYES:

NAYES:

The Ordinance to be in full force and effect from and after the 30th day of April 2022 at 11:59 p.m.

City of Statesville

CITY COUNCIL ACTION REQUEST

TO: Ron Smith, City Manager
FROM: Sherry Ashley, Planning Director
DATE: March 9, 2022

ACTION NEEDED ON: March 21, 2022
(Date of Council Meeting)

COUNCIL ACTION REQUESTED:

Conduct a public hearing and consider adopting the 2045 Land Development Plan.

1. **Summary of Information:** The update of the current 2005 Land Development Plan began in February of 2020, with the establishment of a Land Development Team consisting of various stakeholders from the community as an advisory committee, over 30 interviews with various other stakeholders, 2 public workshops held at the civic center and surveys available on the city's website. In August of 2021 a DRAFT Land Development Plan was compiled.
2. **Previous Council or Relevant Actions:** The DRAFT 2045 Land Development Plan was presented to the public, Planning Board and City Council on October 4, 2021. The Planning Board held a public hearing on October 26, 2021 and asked that the plan be brought back with further information for discussion about the following:
 - documentation supportive of the 'quality of life' goals in the plan,
 - expansion of the Hwy 70 gateway corridor and additional focus on the airport/I-40 area, and
 - further specificity regarding the land use & character designations adjacent to Hwy. 115 primarily north of I-40.

These items were addressed and brought back to the Planning Board on February 22, 2021 for consideration. In addition, the Planning Board re-opened the public hearing and allowed further public comment. The Planning Board recommended approval of the plan with the following changes:

- Elevate and rename the "Stamey Farm Long Term Focus Area" to the "Airport/ I-40 Strategic Focus Area" and reduce the "Barium Springs Strategic Focus Area" to Long Term Focus Area
 - Confirmed various changes from both the public and staff input to the Land Development Plan
 - Confirmed Land Use and Character Map designations for areas A. through E. (see attached Clarion Memo)
3. **Budget/Funding Implications:** The approved budget for Land Development Plan update

was originally \$150,270. However, with the delay of adopting the plan and various updates the cost increased to \$160,270 (\$10,000).

4. **Consequences for Not Acting:** The city will continue to use the 2005 Land Development Plan that is 15 years old.
5. **Department Recommendation:** The department recommends approving the 2045 Land Development plan with the changes presented with one additional amendment: reclassify a parcel located on Hickory Highway from Employment Center/Industrial Flex to Complete Neighborhood 2 (see location map on page 7 of the Clarion memo). This is in response to a recent request to rezone this parcel residential. The parcel is adjacent to existing residential.
6. **Manager Comments:** Concur with the department's recommendation.
7. **Next Steps:** If the plan is approved, it will replace the 2005 Land Development Plan. In addition, the consultant will move forward with text amendments to the Unified Development Code to implement the goals and policies of the new plan.

Attachments:

1. Clarion Memo
2. Replacement Pages (to be inserted in the DRAFT)
3. The following information can be viewed and/or downloaded from the Statesville Planning Department website:
(https://www.statesvillenc.net/departments/planning/land_development_plan)
 - DRAFT 2045 Land Development Plan
 - Real Estate Market Analysis (in the LDP Companion Documents)
 - Development and Land Use Profile (in the LDP Companion Documents)

MEMORANDUM

[Transmittal to City Council]

TO: Sherry Ashley, Planning Director, City of Statesville

FROM: Leigh Anne King and David Henning

DATE: March 9, 2022

RE: 2045 Statesville Land Development Plan and Recommended Plan Adjustments

In preparation for review and consideration for adoption of the 2045 Statesville Land Development Plan at the March 21, 2022 Council Meeting, this memorandum provides a list of recommended changes and guidance following the Planning Board Meeting held February 22, 2022:

Item 1: Planning Board Recommendation to Elevate and Rename the “Stamey Farm Long Term Focus Area” to the “Airport / I-40 Strategic Focus Area,” and to Reduce the “Barium Springs Focus Area” to a Long Term Focus Area

The Planning Board acknowledged the need to include a focus in the plan on key areas and recommended that Barium Springs, one of three new development strategic focus areas, be replaced by an Airport / I-40 area. The Airport I-40 Area enlarges the plan’s listed Stamey Farm long term focus area and includes the Airport and some additional surrounding land. Barium Springs is recommended to be retained in the plan as a long term development area. Specific plan changes that give effect to this recommendation are listed below:

- A. Page 21, in the red box labeled, “**New Development Strategic Focus Areas**” listed bullets,” delete “Barium Springs”
- B. Page 21, in the red box labeled, “**New Development Strategic Focus Areas**” listed bullets, add a new first bullet “Airport / I-40”
- C. Page 21, beneath the heading “**Strategic Implementation Actions,**” delete bullet “~~Develop a common vision and plan for the Barium Springs area in partnership with Iredell County and Troutman (Action 10),~~”
- D. Page 39, in the blue box labeled “**Additional Long-Term New Development and Redevelopment Focus Areas for Future Plan Updates**” bulleted list of Strategic Implementation Actions, add “Barium Springs”
- E. Page 39, in the blue box labeled “**Additional Long-Term New Development and Redevelopment Focus Areas for Future Plan Updates**” bulleted list of Strategic Implementation Actions, delete “~~Stamey Farm~~”
- F. Page 40, **Statesville Strategic Focus Areas Map**, revise color on map and color and location on legend to show Barium Springs as a “Long Term Area”
- G. Page 40, **Statesville Strategic Focus Areas Map**, remove Stamey Farm geography and legend item, and add Airport / I-40 geography, including showing it as a “New Development Area” on the legend

- H. Between Page 41 and 42, add full pages with heading **Airport / I-40 New Development Strategic Focus Area**, shown in full following this list of changes.
 - I. Page 42-45, section with heading **Barium Springs New Development Focus Area**, delete all
 - J. Page 46, move page to end of document as an appendix. List as "Appendix B: More Jurisdictional Considerations." Designate the existing appendix as "Appendix A: Land Use Types and Definitions"
 - K. Page 46, in the blue box labeled "**More on Jurisdictional Considerations**" under the heading "Extraterritorial Jurisdiction," delete the final sentence: "~~Only Troutman currently has extraterritorial jurisdiction within the Barium Springs Strategic Focus Area.~~"
 - L. Page 47, **Barium springs Jurisdictional Considerations Map**, delete all
 - M. Page 61, **Land Use and Character Map** in the purple box in the top left corner of the map, change the language to read, "The large parcels of the I-40 / Stamey Farm Area Road interchange ~~has~~have an alternative plan in the Mobility and Development Plan reproduced in the Airport / I-40 Strategic Focus Area section of this plan for Employment Center / Industrial Flex Space that is also appropriate."
- [This Stamey Farm Road property is identified as an activity center on the Land Use and Character Map.]*
- N. Page 61, **Land Use and Character Map** within the new Airport / I-40 strategic growth area, land adjacent to an existing residential road that would otherwise be surrounded by Employment Center / Industrial Flex should also be Complete Neighborhood 2 (the same designation as the residential street). Change indicated on a map following this list of changes
 - O. Page 87, **Tiered Growth Map**, remove Barium Springs focus area geography from areas outlined as "Statesville Focus Areas," in blue
 - P. Page 87, **Tiered Growth Map**, add Airport / I-40 focus area geography to areas outlined as "Statesville Focus Areas," in blue
 - Q. Page 122, After Action – 9 insert new action "**Develop a small area plan for Airport / I-40 focus area**," shown in full following this list of changes
 - R. Page 123, **Action – 10**, "Partner with Troutman and Iredell County on a coordinated small area plan and annexation agreement for Barium Springs," delete "Priority" designation
 - S. Page 123, **Action – 10**, "Partner with Troutman and Iredell County on a coordinated small area plan and annexation agreement for Barium Springs," in the description, replace "~~Barium Springs strategic focus area~~" with Barium Springs long term focus area"
 - T. Page 125, **Action – 14**, "Coordinate with Iredell-Statesville Schools," in the description, replace "~~Barium Springs strategic focus area~~" with Barium Springs long term focus area"
 - U. Renumber page numbers, page references, and table of contents items as needed to reflect adopted changes.

Subitems A, C, D, F, I, J, K, L, O, Q, R, S & T make the Barium Springs strategic focus area a long term focus area.

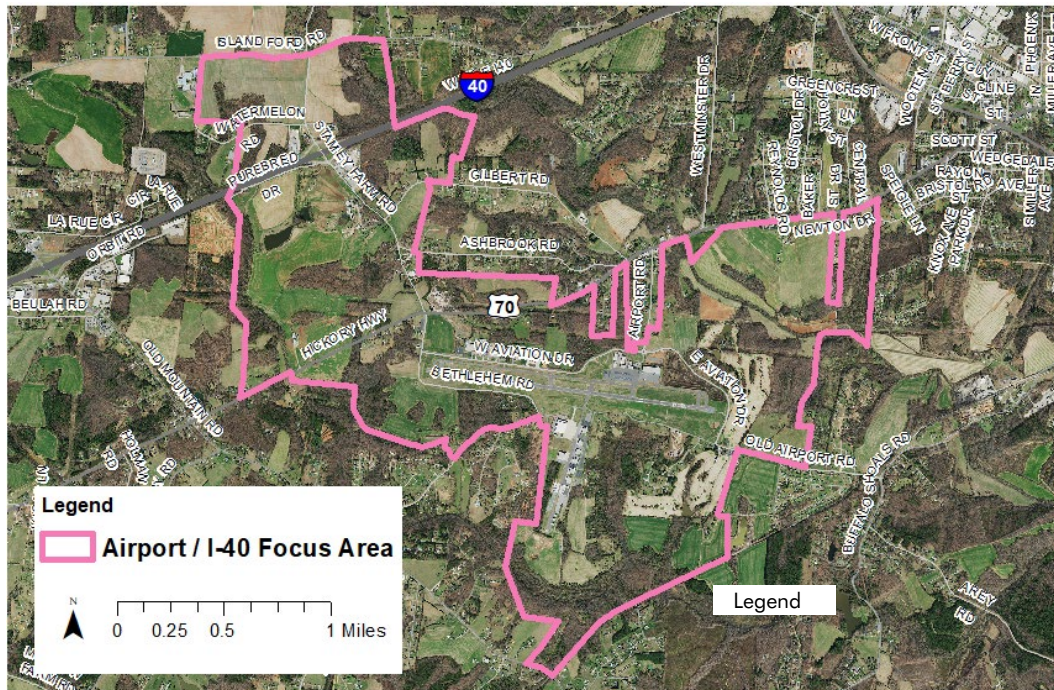
Subitems B, E, G, H, M, N & P replace the Stamey Farm long term focus area with the larger Airport / I-40 strategic focus area.

Subitem U cleans up the effects of other changes.

Airport / I-40

New Development Strategic Focus Area

Airport & I-40 New Development Strategic Focus Area Map



Background

Anchored by the Statesville Regional Airport and the Interstate 40 / Stamey Farm Road interchange, the Airport / I-40 Focus Area encompasses a key connection to Statesville from points west or by air. The western portion of the area from the interchange to Hickory Highway was considered in the Mobility and Development Plan as the Stamey Farm Area. The Mobility and Development Plan considered the unified control and ownership of that area as a positive opportunity. The Airport / I-40 Area is over twice the size and includes the airport itself and additional open land to the south and east. Though not controlled by a single owner, the new larger area still contains large parcels that are attractive to developers. The area includes some large scale warehouses and production facilities between the interchange and the airport, corporate hangars in the airport itself, and the Lakewood Golf Course just east of the runway. It is expected the Lakewood Golf Course may become a different use over time and that takes advantage of the airport location. Some large parcels are unimproved, and some are agricultural farmlands. There is one pocket of existing residential homes between the Lakewood Golf Course and the airport.

Airport administrators often seek to preempt any conflict between the airport and nearby residents by promoting nonresidential uses, especially underneath flight paths. This can limit noise complaints and other concerns that otherwise could eventually lead to limiting the hours and operations of the airport. Some residences are already near to the airport, though notably the alignment of the existing runway is such that the residences are not directly underneath routine takeoff and landings. The nearest schools are outside the area, with an elementary school to the west and middle and high schools north of I-40.

Recommendations

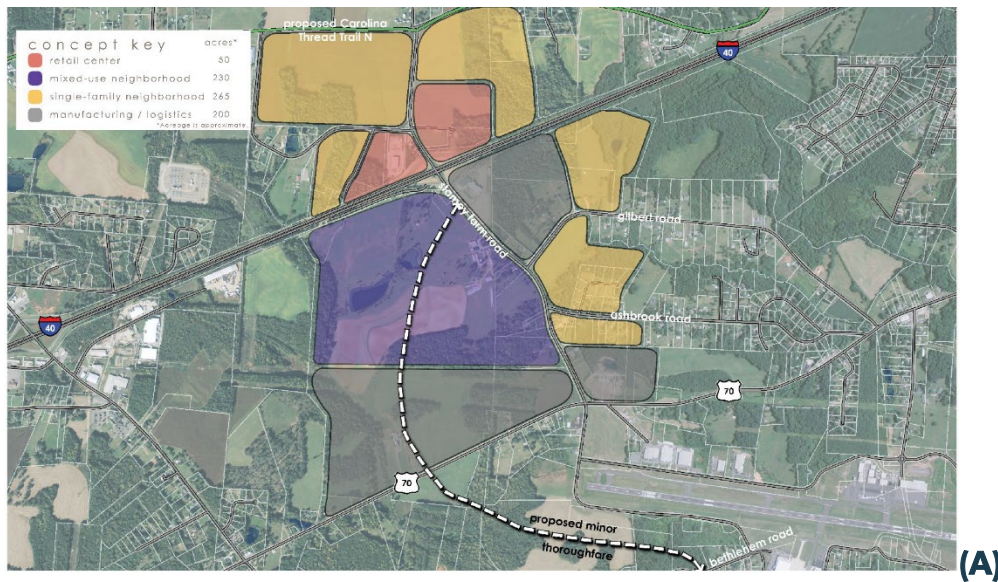
This area is included to best take advantage of the connection to both Statesville Regional Airport and I-40. Industrial and commercial areas would be most likely to gain value from this location, especially for companies and firms associated with logistics and manufacturing. Where other types of land uses are nearby, care should be taken to make sure the areas are adequately buffered. Development in the area is likely to see an increase in traffic, especially the associated heavy and large vehicles. This would likely require substantial improvements to the existing transportation infrastructure. Improvements to state roads will require coordination with the NCDOT. The City may seek developer contributions toward these improvements wherever applicable, through frontage requirements or other regulatory tools.

The Mobility and Development Plan included two concept diagrams for the Stamey Farm area. In both concepts there was retail north of I-40, surrounded by some single family neighborhoods. Single family neighborhoods were also considered along roads where similar development already exists. Concept A devotes a large portion of the land south of I-40 to mixed use neighborhoods, with industrial further away from the interchange. Concept B did not include mixed use neighborhoods, instead designating the area as additional industrial. Eventually, Concept A may lead to more residents near to the airport, though both concepts keep residents from beneath the direct flightpath to the runway. If the Airport / I-40 area as a whole develops successfully, there will be many more jobs, and a desire for homes easily accessible for these new workers. Additional residential development may be expected to occur outside the area.

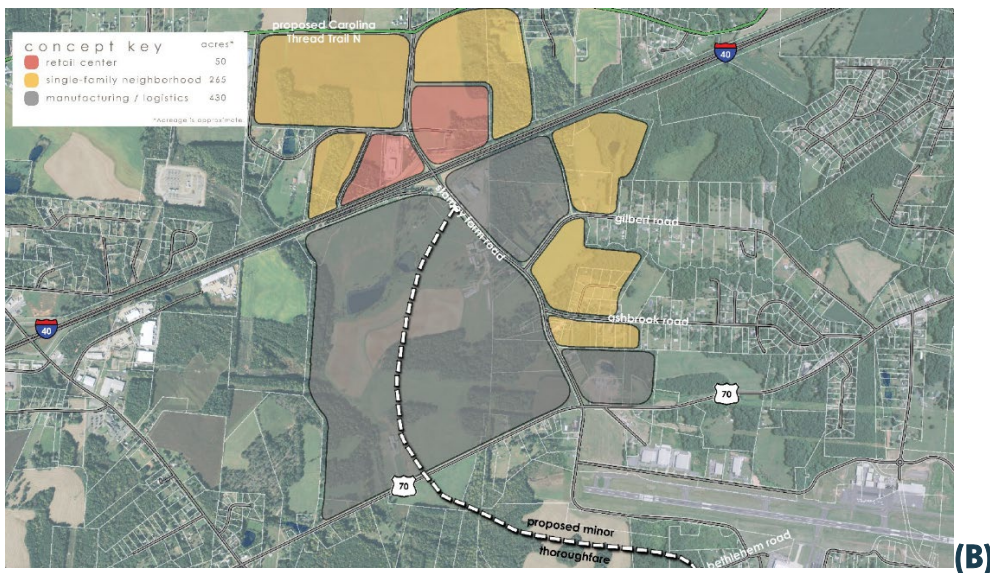
No similar small area planning has been done in depth by other planning efforts for the rest of the Airport / I-40 Area. With a guiding directive to make the most use of improving airport facilities, more manufacturers and logistics space could be expected, along with corporate offices for firms that value the easy access to the airport.

The Airport Layout Plan describes specific improvements to the Statesville municipal airport to generally improve service and make the airport more attractive to additional airport or area tenants. These improvements are a part of what is driving the potential for additional growth and development in the surrounding area.

Mobility and Development Plan Stamey Farm Concept Diagrams A & B

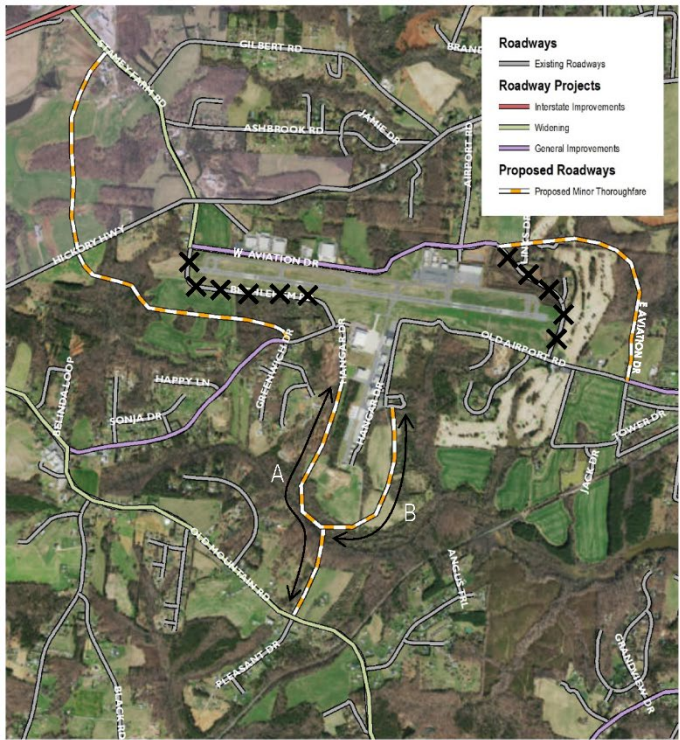


Concept Diagram A Largely keeps retail and residences to the north and manufacturing and logistics to the south, closer to the airport, with a large area of mixed-use neighborhood on the south side of the interchange.

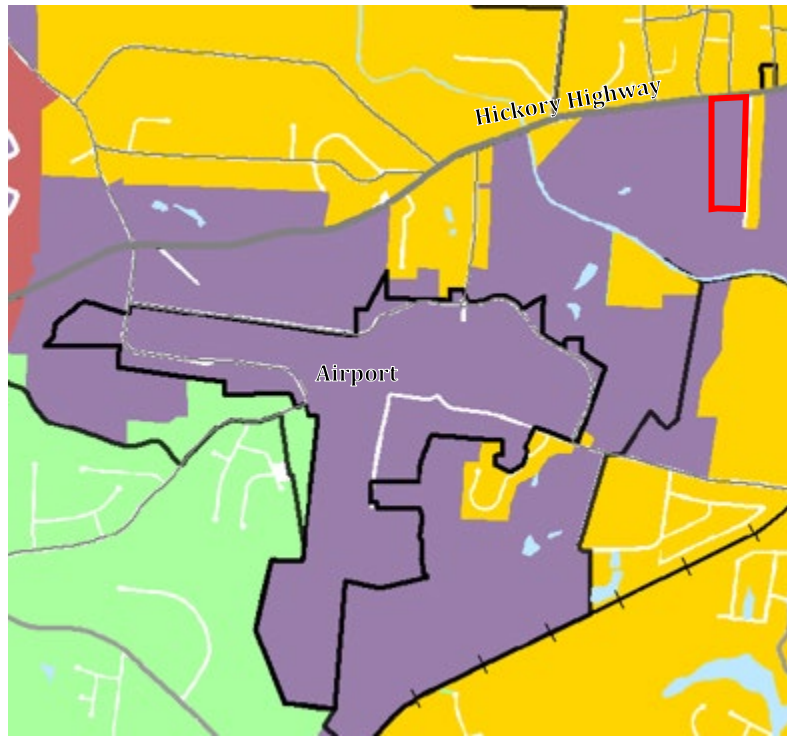


Concept Diagram B includes a larger manufacturing and logistics area in place of the mixed use neighborhood in Concept Diagram A.

Mobility and Development Plan - Airport Layout Plan Proposed Project List



Proposed Project List	
Proposed Stamey Farm Road Connection	
Bethlehem Road Realignment	
Relocated East Aviation Drive	
Eastside Parallel Taxiway	
Land Acquisition – Corporate Apron Development	
South Corporate Area Development Phase 1	
South Corporate Area Development Phase 1	
Replace MALSR	
Replace Glideslope and Localizer	
Runway 10 Safety Area Improvements	
Land Acquisition - Runway Protection Zone	
South Parallel Taxiway (West End)	
Runway Protection Zone – Runway 28	
Runway 10 and 28 Obstruction Removal	
Runway 28 Extension to 8000'	
X	Roadway to be removed
A:	New Southern Airport Access Road #1
B:	New Southern Airport Access Road #2



Change from Employment Center / Industrial Flex to Complete Neighborhood 2 in red outline.

Action -10

Develop a small area plan for Airport / I-40 focus area

Policies: 2-1; 2-2; 2-6; 2-13; 3-6; 3-10; 3-26

SWOT Opportunity: strategic development sites (Larkin Industrial Park, I-77 North Corridor, Airport, gateway corridors, others)

Develop a small area plan of the Airport / I-40 focus area. The plan should include the I-40 / Stamey Farm Road interchange, and the land around the airport, and consider the latest plans for upgrades and development of the airport property. The small area plan should consider the recommendations of the Mobility and Development Plan for Stamey Farm that comprises part of this focus area, but should review the area as a whole. The small area plan will help the City plan for the key connection from Statesville to the airport and I-40. Given the value of the airport to the community and its potential as an engine of economic growth, the Federal Aviation Administration (FAA's) Airport Compliance Manual (Order 5190.6B) which includes Part IV: Land Use should be respected by the small area plan, as should additional FAA guides referenced in Part IV or otherwise available from the FAA. The small area plan should identify an appropriate detailed vision for land uses, public amenities, connectivity within the area, and opportunities for investment.

Item 2: Planning Board Confirmation of Additional Recent Changes to the LDP Draft

The Planning Board considered additional changes that were added to the most recent LDP Draft. Changes were listed in the February 22, 2022 Planning Board packet. Planning Board agreed with the changes, with the additional recommendation listed in Item 1. Changes included:

- Supporting evidence for quality of life investments
- Extension of a gateway corridor to include the airport and connection to I-40
- Changes to the Land Use and Character Map to address public comments both expressed at the previous Planning Board meeting as a part of public hearing and communicated by individuals to Planning Staff through additional letters and emails received.
- Changes to the Tiered Growth Map to clarify the designation of land northeast of the airport.
- Clarifying language to the Complete Neighborhood 2 character area.
- Specific minor changes correcting grammar or references and not affecting purpose or intent throughout the document.

Item 3: Planning Board Confirmation of Key Map Questions Raised by Staff

The Planning Board supported the Land Use and Character Map in the latest LDP Draft. This support included the currently shown designations at five specific areas identified by staff as important to review for discussion or conformation. These five areas are listed as A through E below and on the following map:

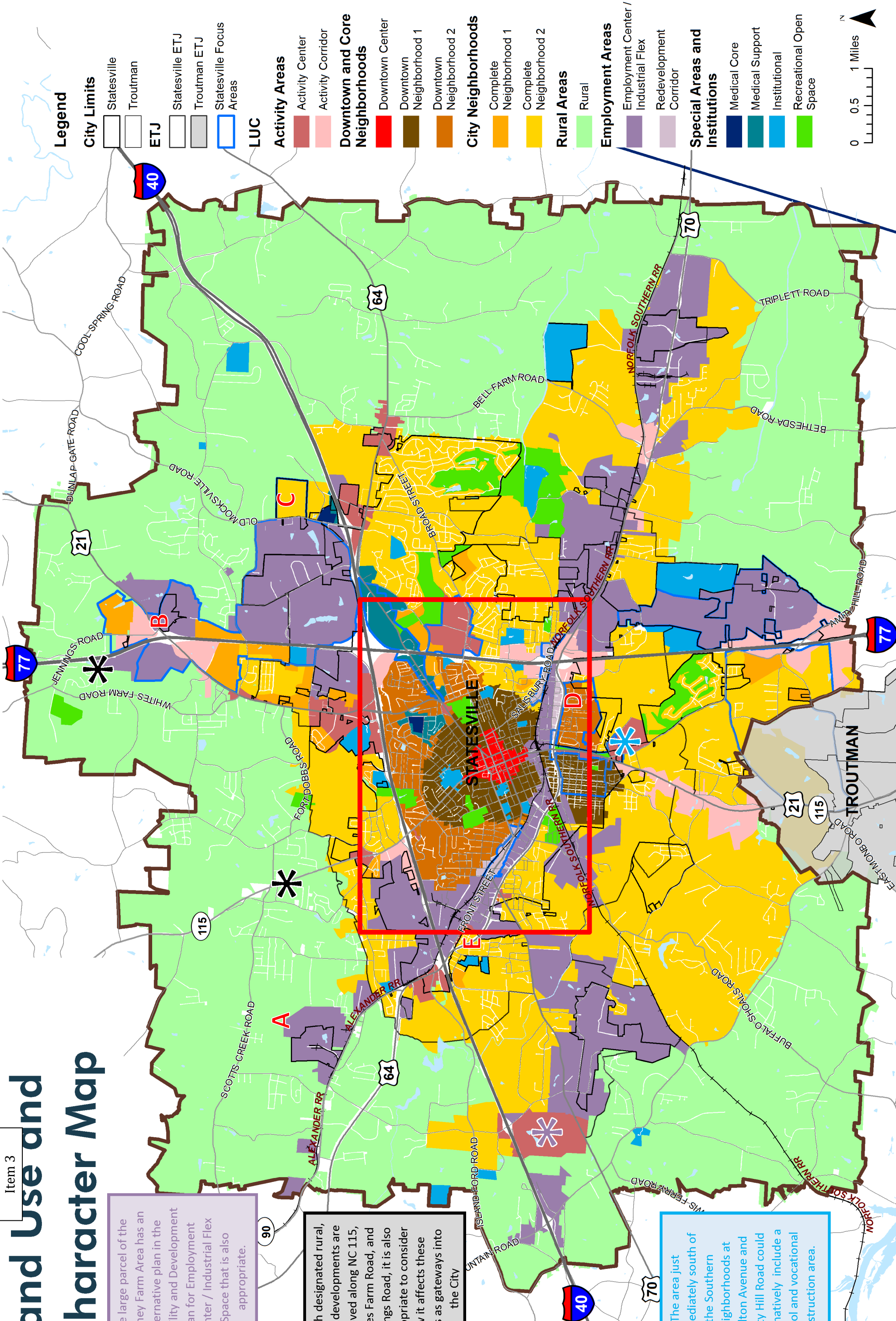
- A. Scotts Creek & Taylorsville Hwy. Behind Pratt and Berry Industries
- B. I-77, I-40, US 21 and Jane Sowers Area regarding current rezoning requests
- C. Formerly Morrowcroft on Old Mocksville Road above Davis Hospital
- D. The Wall Street area south of Garner Bagnal Boulevard and I-77
- E. The W. Front Street and Garner Bagnal Boulevard Area

Land Use and Character Map

* The large parcel of the Stamey Farm Area has an alternative plan in the Mobility and Development Plan for Employment Center / Industrial Flex Space that is also appropriate.

* Though designated rural, when developments are approved along NC 115, Whites Farm Road, and Jennings Road, it is also appropriate to consider how it affects these roads as gateways into the City

* The area just immediately south of the Southern Neighborhoods at Shelton Avenue and Amity Hill Road could alternatively include a school and vocational instruction area.



Legend

City Limits

- Statesville
- Troutman
- ETJ
- Statesville ETJ
- Troutman ETJ
- Statesville Focus Areas
- LUC

Activity Areas

- Activity Center
- Activity Corridor

Downtown and Core Neighborhoods

- Downtown Center
- Downtown Neighborhood 1
- Downtown Neighborhood 2

City Neighborhoods

- Complete Neighborhood 1
- Complete Neighborhood 2

Rural Areas

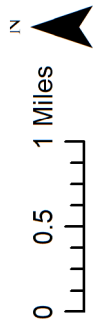
- Rural

Employment Areas

- Employment Center / Industrial Flex
- Redevelopment Corridor

Special Areas and Institutions

- Medical Core
- Medical Support
- Institutional
- Recreational Open Space



Planning Board Members,

Throughout the adoption process, responsive changes to the Land Development Plan are being tracked to show adjustments occurring to the proposed draft between meetings. We are updating the formatting of this tracking for clarity.

This packet for the February 22, 2022 Planning Board meeting builds upon the feedback received from the October 26, 2021 Planning Board meeting and public comment period. The changes address the following concerns:

- Additional clarity on the case for quality of life issues being intrinsically connected to economic development issues.
- The additional designation of a gateway corridor connecting the Statesville Airport to downtown and the interstate network.
- Additional clarity removing language that may have been seen as a barrier to development in long-term focus areas as conditions and opportunities change.
- Changes to the Complete Neighborhood 2 Land Use and Character designation with more precise language.
- Changes to the Land Use and Character Map reflecting community concerns and bringing the map into better alignment with the goals of the plan, including concerns raised by the public at the previous meeting.
- Changes to the Tiered Growth Map reflecting community concerns and bringing the map into better alignment with the goals of the plan, particularly pertaining to long-term focus areas near Statesville Airport.

The changes are shown as replacement or inserted pages into the new version of the document. On each sheet, the version from the previous meeting is on the left, and the latest version is on the right, with changes highlighted or bordered by yellow. The date of each version is above the top right corner of each shown page. You can view an example of the right.

These are in addition to changes made between the Joint Workshop and the Public Hearing Draft, and those made as a part of the initial process based on public comments at public open houses or viewings, and comments on earlier draft material by the steering committee.

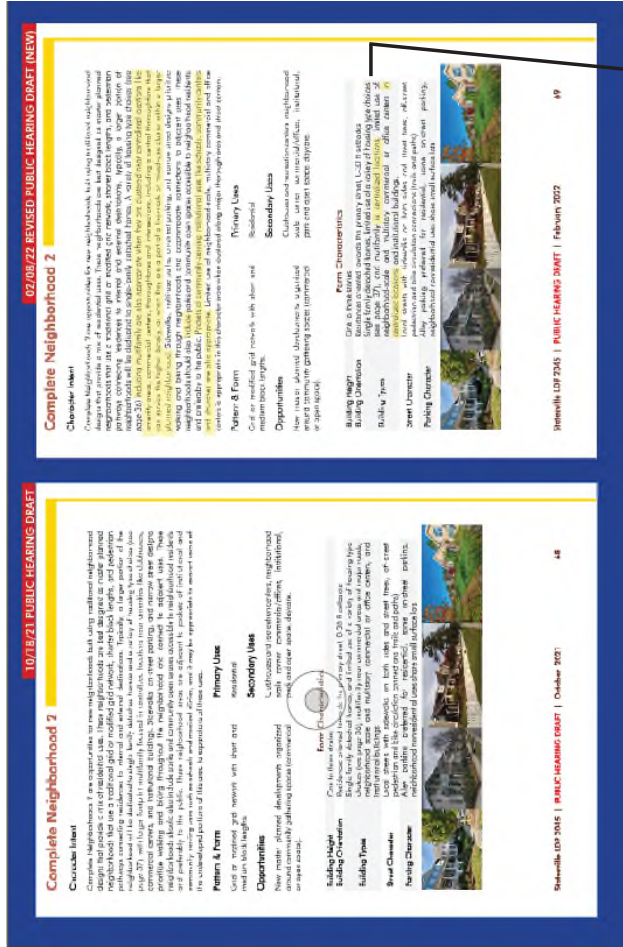
As a part of this ongoing public process, we hope you will convey a recommendation to the City Council, describing whether these added changes are appropriate, as well as any additional changes that you want City Council to consider as a part of the final document.

Thank you for your diligent review.

Example Review Page

Public Hearing Draft as it was Finalized
Before the Previous Planning Board Meeting

Latest Revised Public Hearing Draft for
Today's Planning Board Meeting



Yellow highlighting or borders indicating additions

Acknowledgements

The Statesville Land Development Plan was made possible and enriched through the efforts of the individuals and groups listed below, as well as additional staff and community members.

Mayor and Council

Constantine Kutteh, *Mayor*
William P. Morgan, Jr., *At Large*
Steve Johnson, *At Large*
David Jones, *Ward One*
C.O. Johnson, *Ward Two*
Doris Allison, *Ward Three*
Amy Lawton, *Ward Four*
John Stafford, *Ward Five*
Frederick Foster, *Ward Six*

Planning Board

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Alisha Lane
Todd Lange, *Chair*
Charlotte Reid
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Mark Tart
Bo Walker, *ET Rep.*
Roseta Williams, *Alternate*
Tammy Wyatt, *Alternate*

Land Development Team

Jenn Bosser, *Lead/Economic Development Corp.*
Dr. Jeffrey James/Dr. Kenny Miller, *Lead/E Statesville Schools*
Steve Johnson, *Statesville City Council*
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Collin Santorine, *Development Community Rep. (Nondino Properties)*
Shannon Viera, *Statesville Chamber of Commerce*

City Staff

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Scott Harrell, *Asst. City Manager*
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Downtown Statesville

Marin Tomlin, *Dir. of Downtown Statesville Development Corp.*

Consultants

Clarion Associates
Rose & Associates Southeast, Inc.

With special thanks to the Statesville community members whose participation and contribution of time, opinions, and local expertise were essential to this process.

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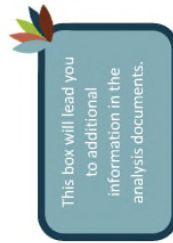
Analysis of Current Conditions and Future Planning Influences

Analyses conducted during the 2045 Land Development Plan process are summarized in two coordinated documents, a **Development and Future Land Use Profile** and a **Real Estate Market Analysis Report**. The findings of these reports were presented to the Land Development Team, shared on the City's project website, and summarized in a 15-minute video that was streamed at a community workshop held on September 15, 2020, and made available on the project website. These documents serve as the "Fact Book" for the planning process and helped inform policy direction included in this Plan.

The *Development and Future Land Use Profile* documents the city's current assets and conditions, infrastructure and land use plans, development trends, development capacity, and identifies key opportunities for development and redevelopment.

The *Real Estate Market Analysis Report* provides a locational and sociodemographic analysis of the city in comparison to the region, analysis of real estate sectors for future growth potential, trade area analysis of several key focus areas where new growth and reinvestment are anticipated in the future, and recommendations for advancing economic opportunities in Statesville.

These documents are available as appendices to this plan and are attached at the end of the full version of this document. The appendices are also available from the Statesville Planning Department. Resource boxes like the example below help guide where there is additional detailed information contained in these documents.



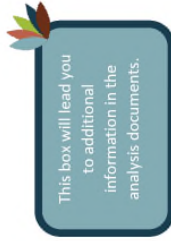
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Another study, The Soul of the Community Survey - a partnership between the James L. Knight Foundation and Gallup - identified a positive relationship between community attachment and local GDP growth in its 2010 survey of 26 participating communities.

Communities with the strongest attachment to their community enjoyed local GDP growth of 6.9 percent, while those reporting the lowest attachment levels grew by just 0.3 percent.

To create the “stickiness” factor that attracts and retains a talented workforce, communities have to provide a quality environment that offers amenities that the workforce demands – such as parks and greenways, interesting destinations to shop and visit, complete neighborhoods that offer convenience and healthy options for recreating close to home, and educational, arts, and cultural amenities. The City of Wilson, North Carolina has learned about the benefits of enhancing quality of life to expand economic development opportunities and improve conditions for residents. In a concerted effort to recover from the downturn in the tobacco and textile industries, the City adopted a comprehensive plan in 2010 and made initial community investments to reclaim its vacant and blighted downtown. It continued on this path, making direct investments to downtown over the next 10 fiscal years, serving as a catalyst for private investment.

These initial local investments by the City of Wilson, totaling approximately \$5 million over the ten year period, resulted in more than \$55 million of private investment in downtown Wilson. This means that approximately for every \$1 that Wilson invested in downtown, the private sector invested \$11.

The City of Hickory saw a similar \$50 million in private investment attached to the first phase of their “Hickory Trail” program. Case studies on both cities are highlighted later in this plan.

Through this plan, Statesville is embracing the concept that public investments are the catalysts for economic development, particularly for communities that have a history of stagnant or slow growth. The expectation is that investments to improve blighted industrial and commercial corridors, create new parks and recreational amenities, and create more destinations and quality communities to attract residents will result in a substantial return on public investments. This return will take the form of new jobs, an enhanced tax base, and a renewed reputation as a high quality place to live and work. This LDP provides the next steps for setting this vision into action.

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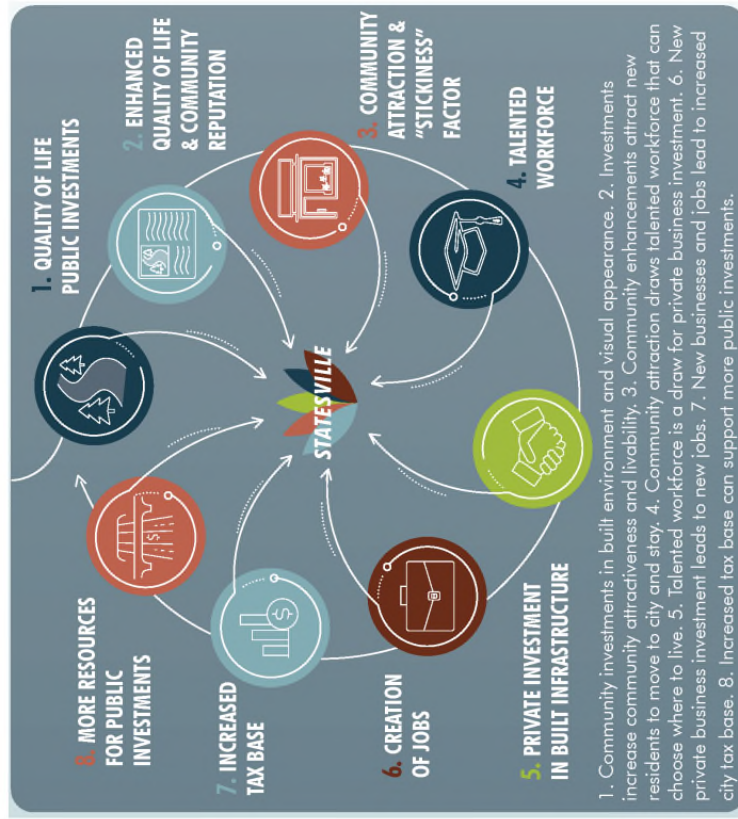
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This is a new page

Quality of Life Public Investments Help Kickstart Many Benefits



Land Development Team and Public Guidance

This 2045 LDP was developed with guidance from city residents and business and property owners. At all stages in the planning process, serving the public interest was the guiding force and many opportunities were leveraged to understand the values and aspirations of community stakeholders.

- (1) The project was initiated by the elected City Council in 2019.
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Shown above, residents attended a public workshop hosted at the Statesville Civic Center on September 15, 2021 and shared their ideas about changes they would like to see in different parts of the community.

Shown below, the workshop was conducted during the pandemic and offered safely distanced stations and a project video to attendees. An online survey provided another opportunity to provide input.



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Gateway Corridors

Gateway corridors are the major roadways that drivers use when entering or leaving Statesville. These corridors serve as an important first impression, indicating to travelers what to expect as they come into Statesville. Through strategic use of the built environment, landscaping, public art, and open spaces, the gateway corridors in Statesville can cultivate a sense of place, welcoming residents and visitors alike. The primary gateways to Statesville are:

- Broad Street (eastern gateway)
- Davie Avenue/US-64 (eastern gateway)
- Front Street/US-70 (western gateway)
- Garner Bagnal Boulevard/US-70 (western gateway)
- North Center Street/Wilkesboro Highway/NC-115 (northern gateway)
- Salisbury Road/US-70 (eastern gateway)
- Shelton Avenue/US-21 (southern gateway)
- Taylorsville Road/US-64 (western gateway)
- Turnersburg Highway/US-21 (northern gateway)

These corridors, located on the maps on the next two pages, can also generate economic development. By concentrating improvements and supporting businesses along key gateway corridors located within the Strategic Focus Areas, Statesville can generate private investment, while improving the overall image of the city.

Redevelopment of existing built areas located along key corridors can be a costly endeavor. The City should investigate opportunities to support private redevelopment in areas that will generate public benefit, particularly in Strategic Focus Areas located in gateway areas. The City should also work with Iredell County to make sure the vision set out in this Plan's Land Use and Character Map is implemented through County planning and zoning decisions. Corridors may be addressed through a combination of strategies for all corridors, and strategic action or planning for specific corridors.

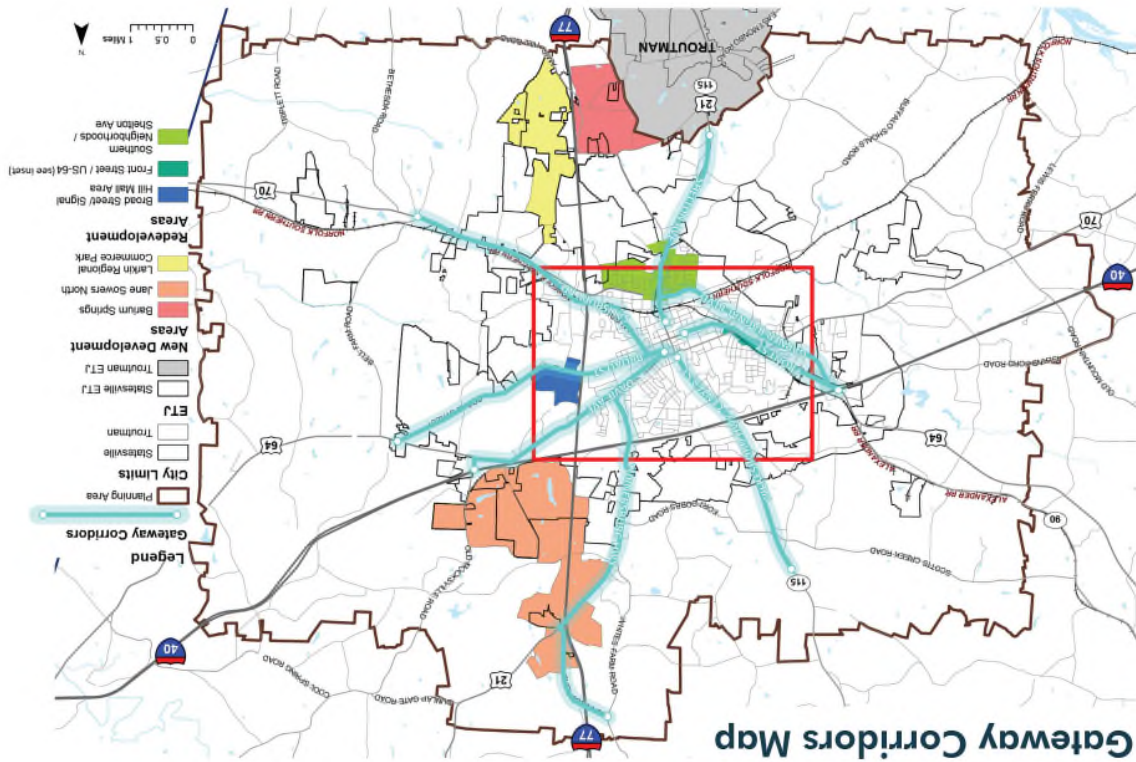
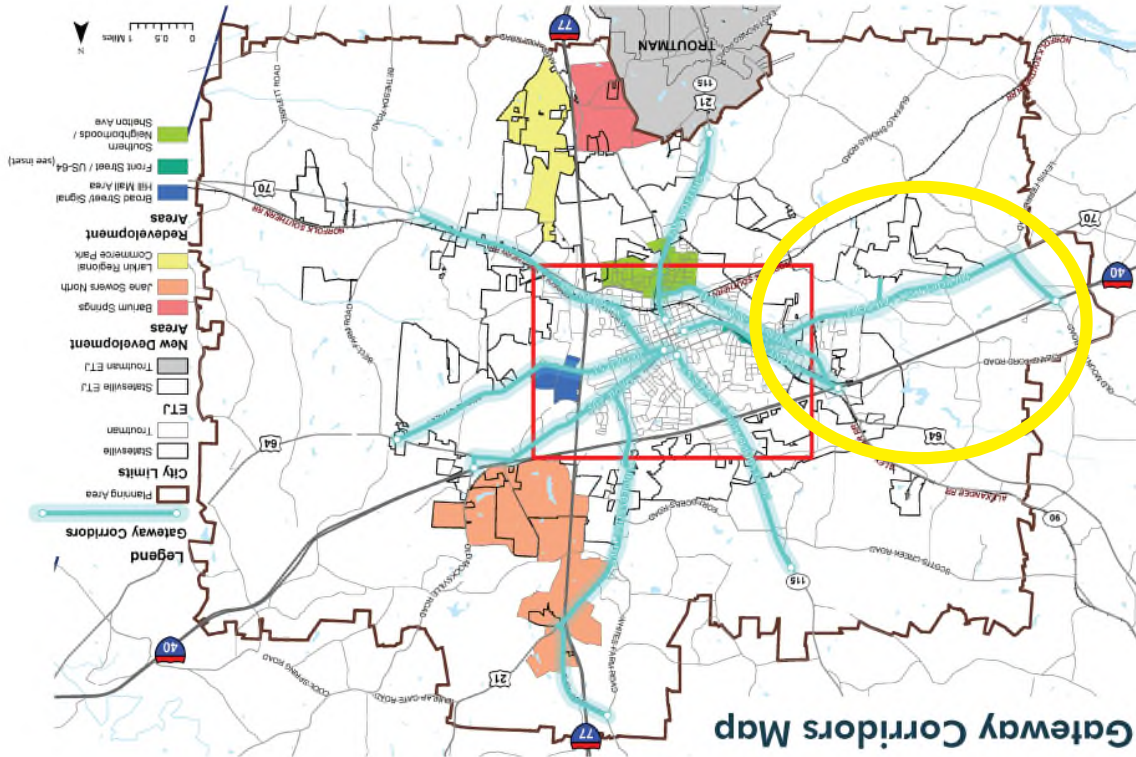
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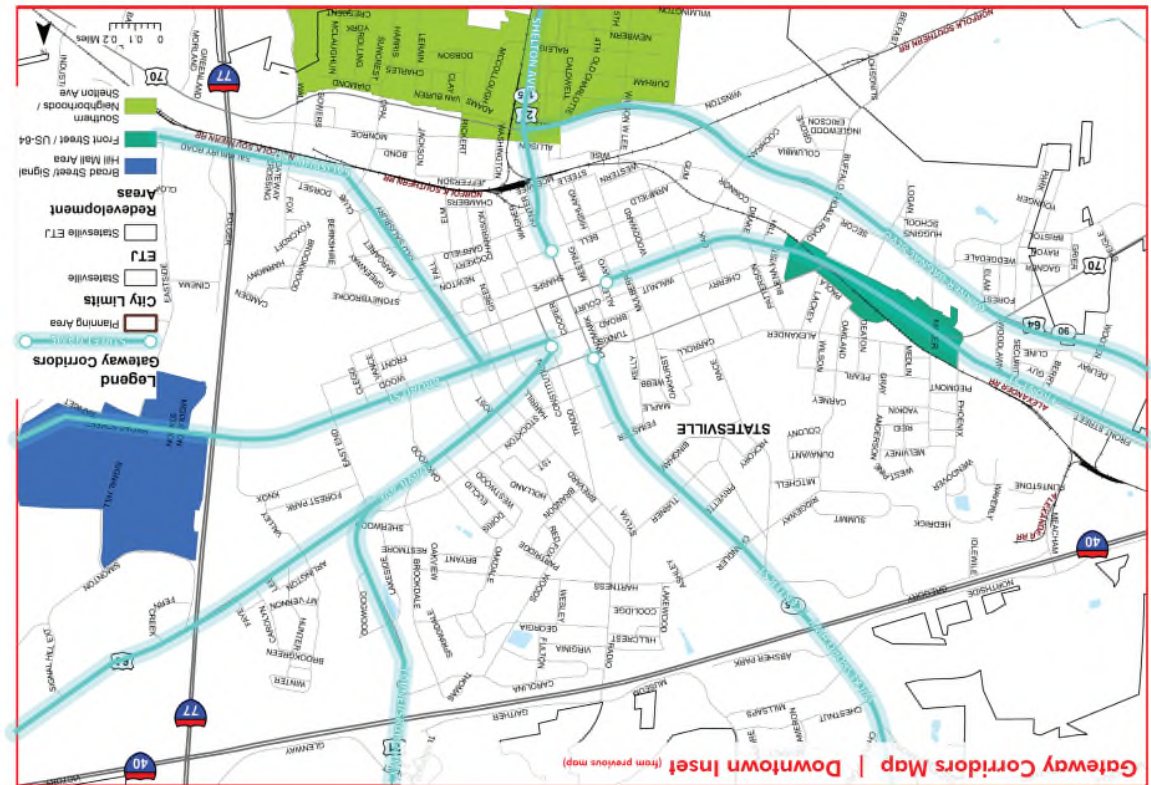
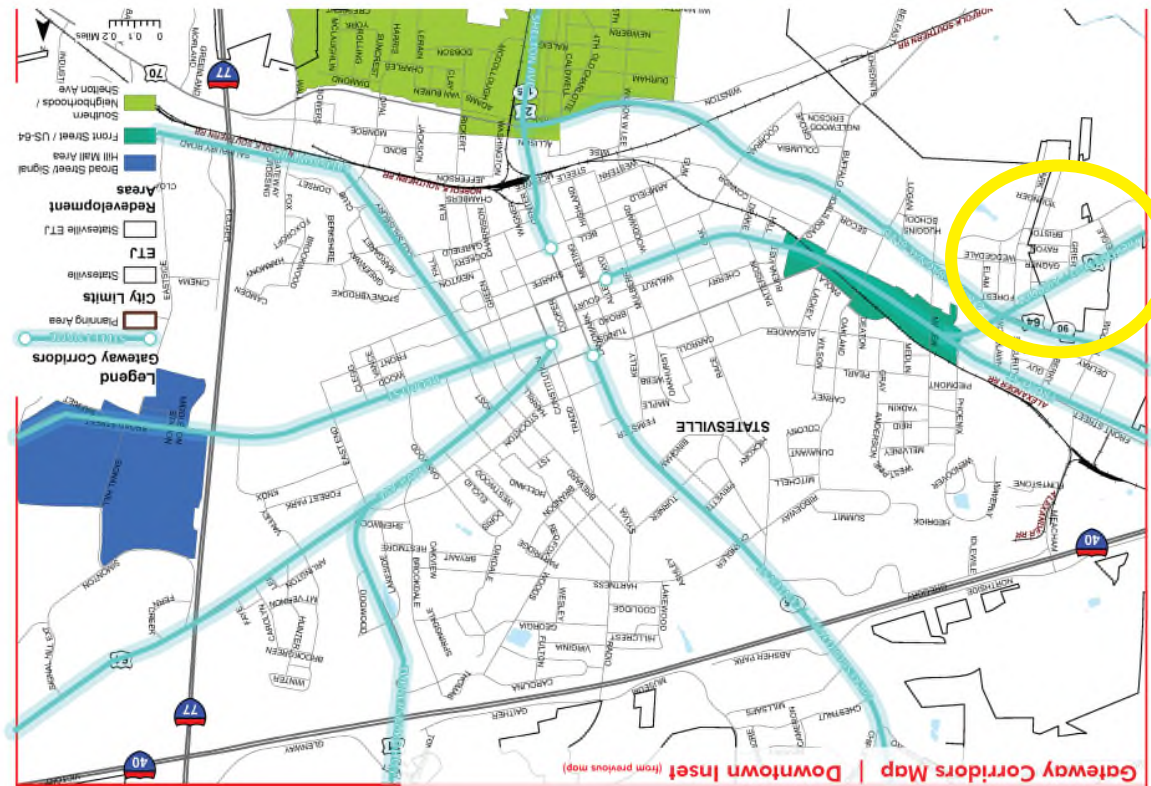
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- Turnersburg Highway/US-21 (northern gateway)

These corridors, located on the maps on the next two pages, can also generate economic development. By concentrating improvements and supporting businesses along key gateway corridors located within the Strategic Focus Areas, Statesville can generate private investment, while improving the overall image of the city.

Redevelopment of existing built areas located along key corridors can be a costly endeavor. The City should investigate opportunities to support private redevelopment in areas that will generate public benefit, particularly in Strategic Focus Areas located in gateway areas. The City should also work with Iredell County to make sure the vision set out in this Plan's Land Use and Character Map is implemented through County planning and zoning decisions. Corridors may be addressed through a combination of strategies for all corridors, and strategic action or planning for specific corridors.





Priority New Development and Redevelopment Opportunities

The City's new development and redevelopment opportunities are identified and prioritized in this Plan. These priority development opportunities were drawn from a longer list of potential areas of interest, including the focus areas of the 2019 *Mobility and Development Plan*.

Prioritizing these opportunities will catalyze noticeable transformation. These focus areas have been confirmed as the top priority areas by the public. Targeting these specific areas for future public investments and planning assistance will provide significant returns to the City and its residents.

Statesville's Strategic Focus Areas

The map on the following page identifies the locations of the two types of Strategic Focus Areas: New Development Areas and Redevelopment Areas. Following the map, each of these areas and the intended land use vision for these areas is described.

See Development and Land Use Profile pages 51-60

Additional Long-Term New Development and Redevelopment Focus Areas for Future Plan Updates

This Plan identifies six Strategic Focus Areas that are priorities for future investment and development. In addition to these six Strategic Focus Areas, additional focus areas were identified during the planning process:

- New Development Focus Areas: Stamey Farm Road
- Redevelopment Focus Areas: Davie Avenue and Salisbury Road

While important, these four additional focus areas are not priorities for new development or redevelopment over the next two decades. Planners examined these areas during the planning process and determined that limited resources should be focused on the Strategic Focus Areas. Some of these other four future focus areas have been identified in other long range planning efforts such as the *Statesville Mobility and Development Plan*. These areas are identified here for potential future analysis and implementation.

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The City's new development and redevelopment opportunities are identified and prioritized in this Plan. These priority development opportunities were drawn from a longer list of potential areas of interest, including the focus areas of the 2019 *Mobility and Development Plan*.

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Additional Long-Term New Development and Redevelopment Focus Areas for Future Plan Updates

This Plan identifies six Strategic Focus Areas that are priorities for future investment and development. In addition to these six Strategic Focus Areas, additional focus areas were identified during the planning process:

- New Development Focus Areas: Stamey Farm Road
- Redevelopment Focus Areas: Davie Avenue and Salisbury Road

While important, these additional focus areas are more long term priorities for new development or redevelopment given known conditions and lack of utilities. Planners examined these areas during the planning process and determined that limited resources should be focused on the Strategic Focus Areas. Some of these other four future focus areas have been identified in other long range planning efforts such as the *Statesville Mobility and Development Plan*. These areas are identified here for potential future analysis and implementation. If new opportunities arise for employment development in these locations, these areas could be opportunities for public investment in the near-term.

Recommendations

The entirety of the area is served by adequate utilities, making this a highly advantageous area for revitalization that can maximize existing public infrastructure and provide a higher return on investment for the community. The *Real Estate Market Analysis Report* identifies this area as prime for redevelopment with a mix of small-scale single and multi-family housing uses and neighborhood-scale retail. Redevelopment in the area should focus on underutilized sites and adaptive reuse or redevelopment of obsolete buildings to retain the character of the corridor while creating a safe, aesthetically pleasing connection to downtown. Appropriate uses along the Shelton Avenue corridor include service-oriented retail, small-scale office and institutional uses that support the surrounding neighborhoods, small business infill development, and moderately sized multifamily housing. Infill and redevelopment within the corridor should be monitored to ensure that newer design standards regulating development through the corridor are balancing the need to create a more visually appealing gateway corridor with flexibility required to encourage redevelopment and reinvestment.

Within the Southern Neighborhoods, infill and redevelopment should provide new single-family homes and small-scale multifamily (up to 4 units) options with some neighborhood-scale retail and office uses at key neighborhood road intersections. Sidewalks along the corridor and crosswalks across key intersections are important transportation improvements and should be prioritized in future capital planning efforts. Transportation improvements include better connectivity across Garner Bagnal Boulevard. An assessment of other safety needs, such as additional streetlights and Crime Prevention Through Environmental Design standards (CPTED) for new development should be considered for this area.

Wilson W Lee Boulevard may include some properties that would benefit from renovation or redevelopment, and the corridor could benefit from streetscape improvements that ensure maintenance of quality sidewalks or walking and biking paths that preserve the tree canopy.

As the southern portions of Statesville grow and redevelop, there will be an increase in public school enrollment. The City should work with Iredell-Statesville Schools and property owners in the Southern Neighborhoods to identify new school site opportunities. A new school in the Southern Neighborhoods would provide multiple benefits to the area. These benefits could include new parks and recreational facilities, new jobs for area residents, and after school programs for students. Community investments, like new schools, are often catalysts for private reinvestments in established neighborhoods and could spur investment in residential properties and incentivize infill development in the neighborhoods.

Recommendations

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Wilson W Lee Boulevard may include some properties that would benefit from renovation or redevelopment, and the corridor could benefit from continued maintenance to ensure it remains an attractive route for the community as growth to the south leads to more potential traffic through the corridor.

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Complete Neighborhood 2

Character Intent

Complete Neighborhoods 2 are opportunities for new neighborhoods built using traditional neighborhood designs that provide a mix of residential uses. These neighborhoods are best designed as master planned neighborhoods that use a traditional grid or modified grid network, shorter block lengths, and pedestrian pathways connecting residences to internal and external destinations. Typically, a larger portion of the neighborhood will be dedicated to single-family detached homes and a variety of housing type choices (see page 37), with larger footprint multifamily focused in centralized locations near amenities like clubhouses, commercial centers, and institutional buildings. Sidewalks, on-street parking, and narrow street designs prioritize walking and biking throughout the neighborhood and connect to adjacent uses. These neighborhoods should also include parks and community open spaces accessible to neighborhood residents and preferably to the public. These neighborhood areas are adjacent to pockets of institutional and community-serving uses such as schools and medical clinics, and it may be appropriate to convert some of the undeveloped portions of this area to expansions of these uses.

Pattern & Form

Grid or modified grid network with short and medium block lengths.

Opportunities

New master planned developments organized around community gathering spaces (commercial or open space).

Primary Uses

Residential

Secondary Uses

Clubhouses and recreation centers, neighborhood scale corner commercial/offices, institutional, park and open space, daycare.

Form Characteristics

Building Height Building Orientation	One to three stories Residences oriented towards the primary street, 0-30 ft setbacks Single family detached homes, and limited use of a variety of housing type choices (see page 36), multifamily near commercial areas and major roads, neighborhood scale and multistory commercial or office centers, and institutional buildings
Building Types	Local streets with sidewalks on both sides and street trees, off-street pedestrian and bike circulation connections (trails and paths)
Street Character	Alley parking preferred for residential, some on-street parking, neighborhood nonresidential uses share small surface lots
Parking Character	



Complete Neighborhood 2

Character Intent

Complete Neighborhoods 2 are opportunities for new neighborhoods built using traditional neighborhood designs that provide a mix of residential uses. These neighborhoods are best designed as master planned neighborhoods that use a traditional grid or modified grid network, shorter block lengths, and pedestrian pathways connecting residences to internal and external destinations. Typically, a larger portion of the neighborhood will be dedicated to single-family detached homes. Predominantly single family neighborhoods may be supplemented with a variety of housing type choices (see page 36) and multifamily development, provided that sites are adjacent to commercial centers or nodes that can adequately provide basic retail goods and services, and/or along central thoroughfares that can accommodate the significant traffic impacts associated with the higher density residential development. Supplemental housing type choices and multifamily development may also be appropriate when part of a live-work or mixed-use cluster within a larger planned neighborhood or community. Sidewalks, multi-use paths, on-street parking, and narrow street designs prioritize walking and biking through neighborhoods and accommodate connections to adjacent uses. These neighborhoods should also include parks and community open spaces accessible to neighborhood residents and preferably to the public. Pockets of community-serving institutional uses like schools, community centers and churches are also appropriate. Limited use of neighborhood-scale, multistory commercial and office centers is appropriate in this character area when clustered along major thoroughfares and street corners.

Pattern & Form

Grid or modified grid network with short and medium block lengths.

Primary Uses

Residential

Opportunities

New master planned developments organized around community gathering spaces (commercial or open space).

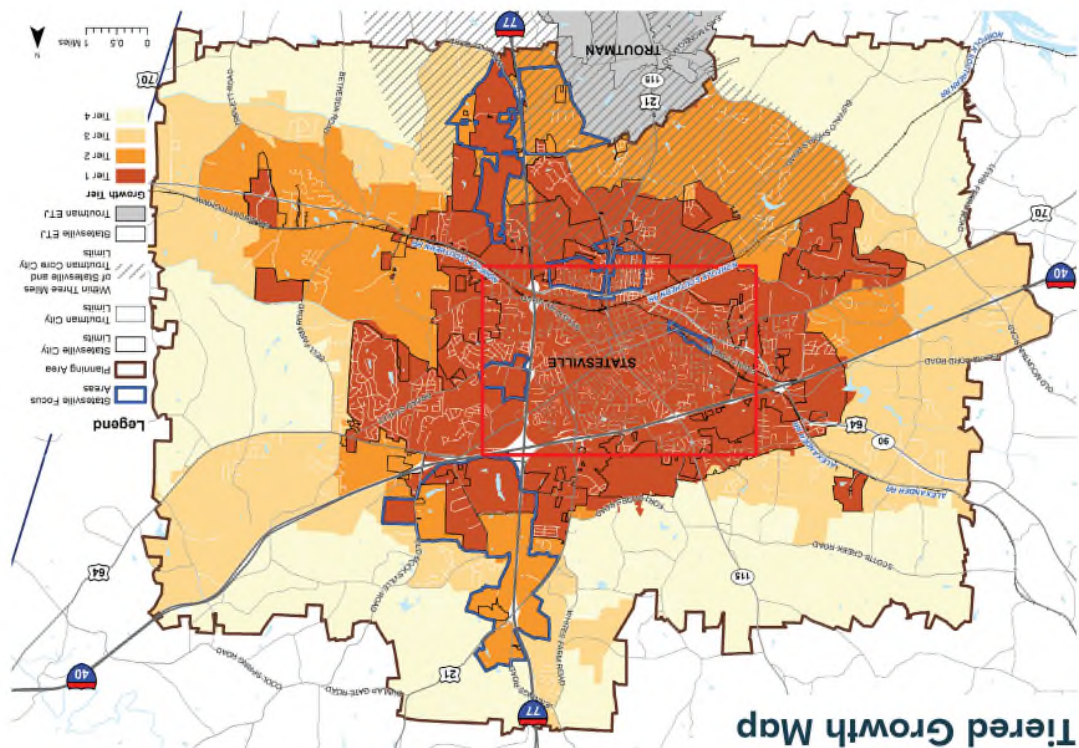
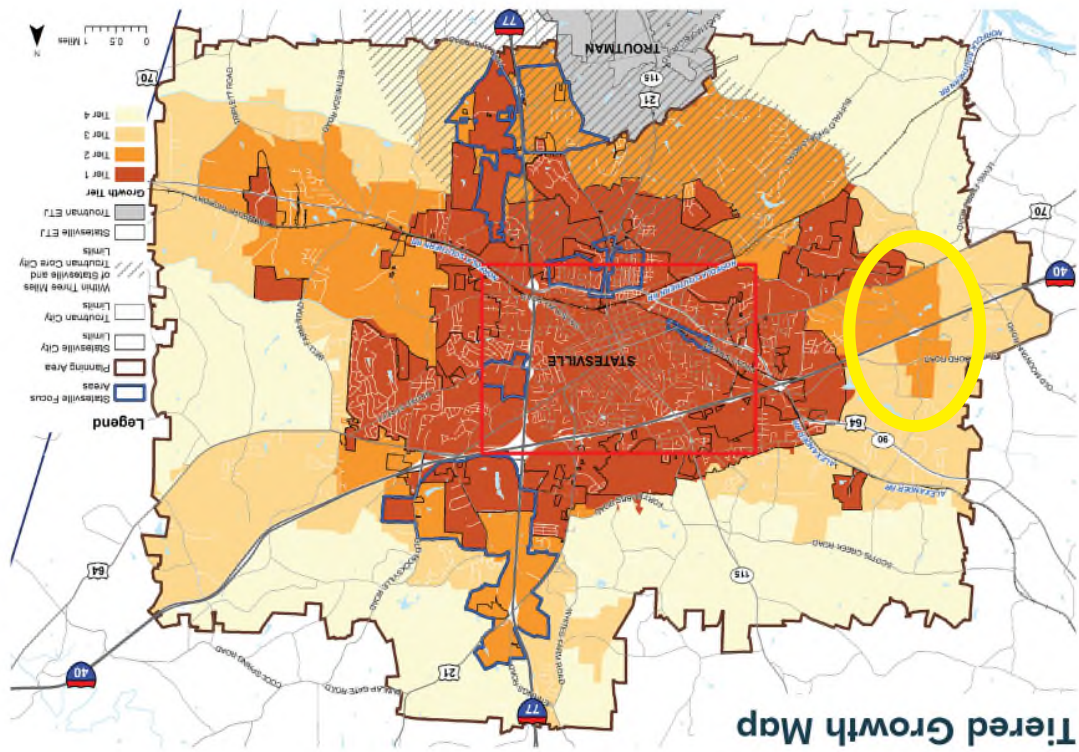
Secondary Uses

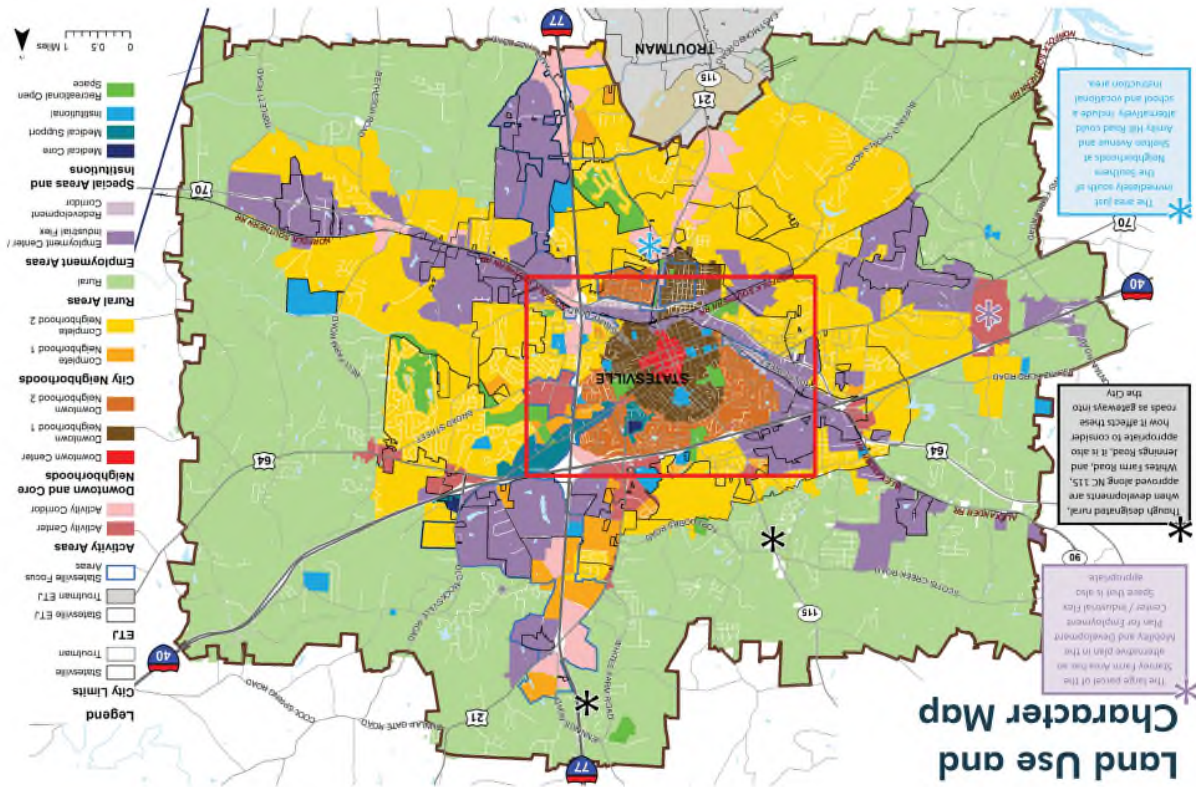
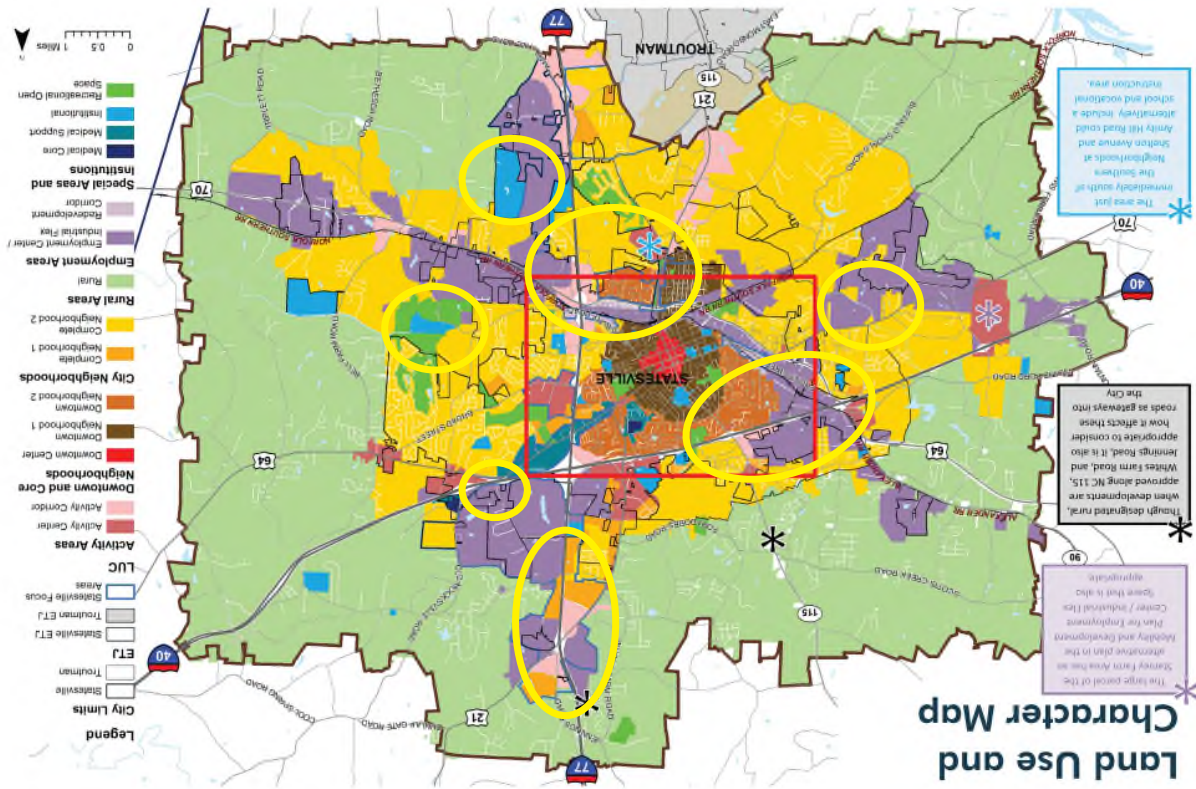
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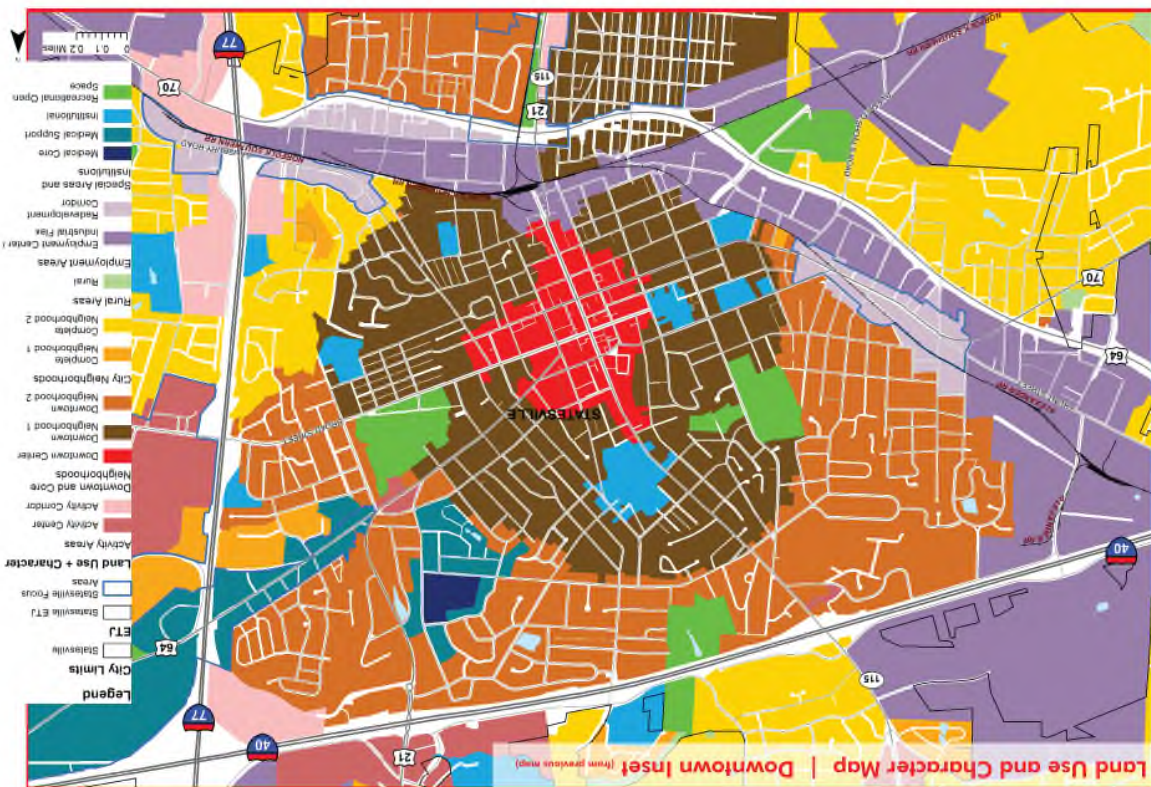
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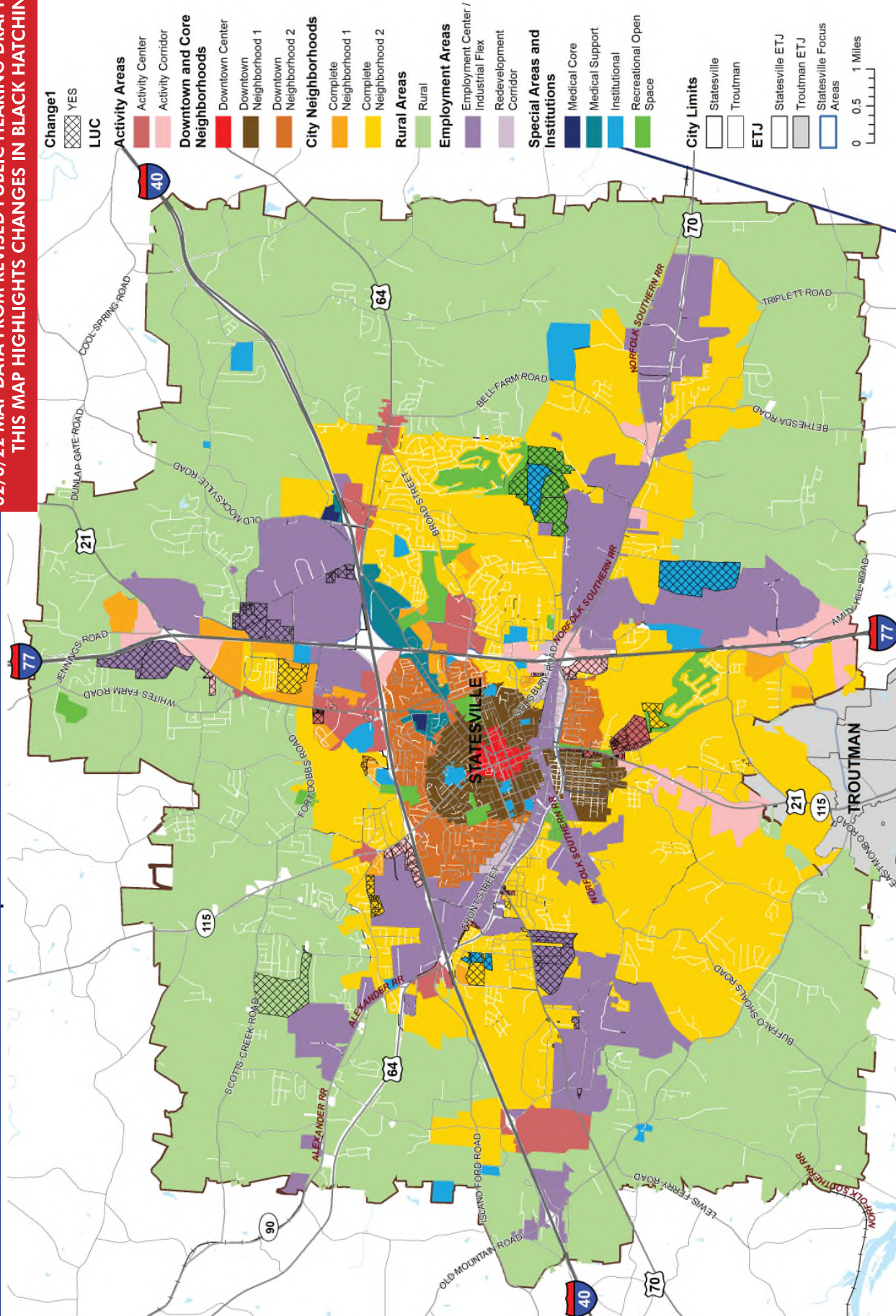








02/0/22 MAP DATA FROM REVISED PUBLIC HEARING DRAFT (NEW) -
THIS MAP HIGHLIGHTS CHANGES IN BLACK HATCHING



Guidance for Decisions

Supporting expansion of the local economy in Statesville will be guided by the following set of goals and policy statements and will be implemented by actions listed in Chapter 5: Implement the Plan. These goals, strategies, and actions, exist to help implement the narrative described in the rest of the chapter. They may be referenced both during development approval process and in the ongoing strategic decisions of City staff and elected officials.

Chapter 3 Goals

Goal 3-A The City will facilitate orderly development along major thoroughfares or rapidly changing areas by requesting ETJ expansion or establishing a Municipal Service Area (MSA) or Urban Service Area (USA) where utilities are likely to be extended. The City will seek to cooperate with Iredell County to establish mutually agreed upon standards in the MSA or USA.

Goal 3-B Residents will enjoy appropriate levels of services throughout the city.

Goal 3-C The City will partner with area utility providers to support expansion of employment areas, particularly within the six Strategic Focus Areas.

Goal 3-D Wastewater service will efficiently serve long-term urban development needs within the City's planning area.

Goal 3-E Fire protection, EMS and law enforcement services will remain responsive and efficient to enhance public safety.

Goal 3-F A diverse array of quality employment opportunities will be available in Statesville through partnerships with the Iredell County Economic Development Corporation.

Goal 3-G The City will establish community development and housing programs to partner with property owners and tenants to maintain or enhance the existing housing stock.

Goal 3-H The City will monitor areas where redevelopment or transitional development is occurring and perform a small area focused study to expedite such development.

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Continue to Implement Key Existing Plans

Goal 2-C: Maintain a sustainable mix of land uses in and around the city through effective, coordinated growth management.	
Support Implementation of the 2018 Airport and Environs Master Plan	
Action-1	<p>SWOT Opportunity: Strategic development sites (Larkin Industrial Park, I-77 North Corridor, Airport, gateway corridors, others)</p> <p>Preserve the potential for future growth of the airport and its surrounding environs. Promote and develop the significant interests of the area surrounding the Statesville Airport, without compromising operations. Some physical improvements to the airport and immediate area have been planned, and further development will require coordination with Iredell County, with land acquisition and development regulation required to maintain appropriate land use mixtures.</p> 
Goal 3-B: Residents will enjoy appropriate levels of services throughout the city.	
Implement the Mobility and Development Plan	
Action-2	<p>Policies: 2-2; 3-26; 3-27; 3-28; 3-29; 3-30; 3-31; 3-32; 3-334-3; 4-4; 4-5; 4-16</p> <p>SWOT Opportunity: quality of life investments - public safety, trails and parks, infrastructure, blight removal, etc.</p> <p>The Statesville Mobility and Development Plan (MDP) was created in 2019 to establish multimodal transportation priorities for the City and surrounding areas. The initiatives and recommendations from the MDP should be implemented and monitored to improve the movement of people and goods throughout Statesville. These efforts should be coordinated with NCDOT and the Charlotte Regional Transportation Planning Organization (CRTPO) to leverage funding partnerships and enhance regional connectivity. In addition to standard roadway improvement recommendations, the focus areas for implementation of the MDP are broken down according to transportation mode:</p> <p>Bicycle/Pedestrian Bicycle and pedestrian improvements will improve the accessibility, mobility, and safety of Statesville residents. The City should pursue funding for sidewalk</p> 

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Action - 9	Develop a small area plan for Shelton Avenue and the Southern Neighborhoods focus area.	SWOT Weakness: blighted community gateways SWOT Opportunity: strategic development sites (Larkin Industrial Park, I-77 North Corridor, Airport, gateway corridors, others) SWOT Threat: continuing decline of inner ring, older neighborhoods in southern Statesville
	Develop a small area plan of the Shelton Avenue / Southern Neighborhoods focus area. The two key intersections on either end of Shelton Avenue in this area should be included in the small area plan: The connection to downtown at Garner Bagnol Boulevard, and the southern gateway to the city at the intersection with Amity Hill Road / Fayetteville Avenue / Old Charlotte Road, which sits at a crucial junction of expected commercial, industrial, and residential development, and planned greenways. The small area plan should identify an appropriate detailed vision for land uses, public amenities, connectivity within the area, and opportunities for investment. It should consider and reinforce the recommendations of the Downtown & NC 115 Streetscape/Land Use Master Plan and ongoing Housing Authority planning efforts within this area.	

Coordinate Growth and Annexation

Goal 2-A: Maintain a sustainable mix of land uses in and around the city through effective, coordinated growth management.

Priority 10 Partner with Troutman and Iredell County on a coordinated small area plan and annexation agreement for Barium Springs

Action - 10	Policies: 2-1; 2-2; 2-4; 2-15; 3-1; 3-2; 3-7; 3-8; 3-30	SWOT Opportunity: 2nd wave of Charlotte growth (other communities have shrinking development options)
	Clarify future annexation opportunities through the development of an annexation agreement with Troutman and Iredell County to defining the southern annexation boundary of the City. Jointly pursue a small area plan that encompasses the Barium Springs strategic focus area to create a comprehensive plan for the area, particularly if development will occur across the two municipal jurisdictions. The statutory rules on annexation are not likely to lead to orderly development in this area. The thoughtful and coordinated planning of the Barium Springs area will benefit both communities and the County.	

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CITY COUNCIL ACTION REQUEST

TO: Ron Smith, City Manager
FROM: Sherry Ashley, Planning Director
DATE: March 15, 2022

ACTION NEEDED ON: March 21, 2022
(Date of Council Meeting)

COUNCIL ACTION REQUESTED:

Consider a request from Richard Angino, with Third Wave Housing, to proceed with right-of-way abandonment for the extension of Solstice Drive to Wolf Creek Lane and the stub street to vacant property to the north.

- 1. Summary of Information:** Mr. Richard Angino with Third Wave Housing is requesting that the city forfeit its rights to the right-of-way for the extension of Solstice Drive to Wolf Creek Lane and the stub street to the vacant property to the north (see GIS map and email dated March 10, 2022). The email states that to upgrade Solstice Drive and connect to the property line would cost \$600,000 to \$900,000.
- 2. Previous Council or Relevant Actions:** In 2008 Greylin Ridge Apartments was approved with Solstice Drive (formerly Wolf Creek Lane) constructed a public street with 60 feet of right-of-way. It was acknowledged by Chandler Engineering that the street would connect to existing Wolf Creek and was shown as a connection on the plans that were approved. The only issue at that time was the stub to the north because the Stonebridge subdivision necessitated relocation of the stub per the 1997 Thoroughfare Plan. This was addressed in the 2019 Mobility+Development Plan. In addition, the city's Unified Development code states the following:

Extension: Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless the City Council finds that the extension is prevented by topography or other physical conditions, or unless, in the opinion of the City Council, such extension is not necessary or desirable for the coordination of the layout of the subdivision with the existing layout or the most advantageous future development of adjacent

Street Connections. Streets should connect with those already dedicated in adjoining or adjacent subdivisions and provide for future connections to adjoining unsubdivided tracts whenever possible.

- 3. Budget/Funding Implications:** If the street is constructed to city standards, then the city will accept for maintenance.
- 4. Consequences for Not Acting:** The connection to Wolf Creek Lane would not be provided per the ordinance and 2019 Mobility + Development Plan. The request could set a precedent for future development and connectivity that provides a safe and efficient transportation network.

5. **Department Recommendation:** Staff recommendation is to provide the connection.
6. **Manager Comments:**
7. **Next Steps:** The petitioner must follow the right-of-way abandonment process (see attached).

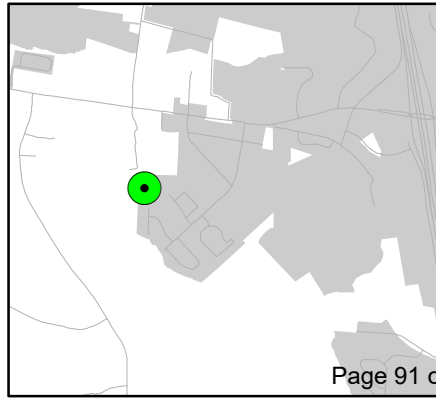
Attachments:

1. GIS map
2. Email from Mr. Angino dated March 10, 2022
3. 2019 Mobility and Development Plan map
4. Street abandonment process

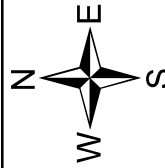
City of Statesville Planning Department

Solstice Property

Solstice Drive /
Wolf Creek Lane

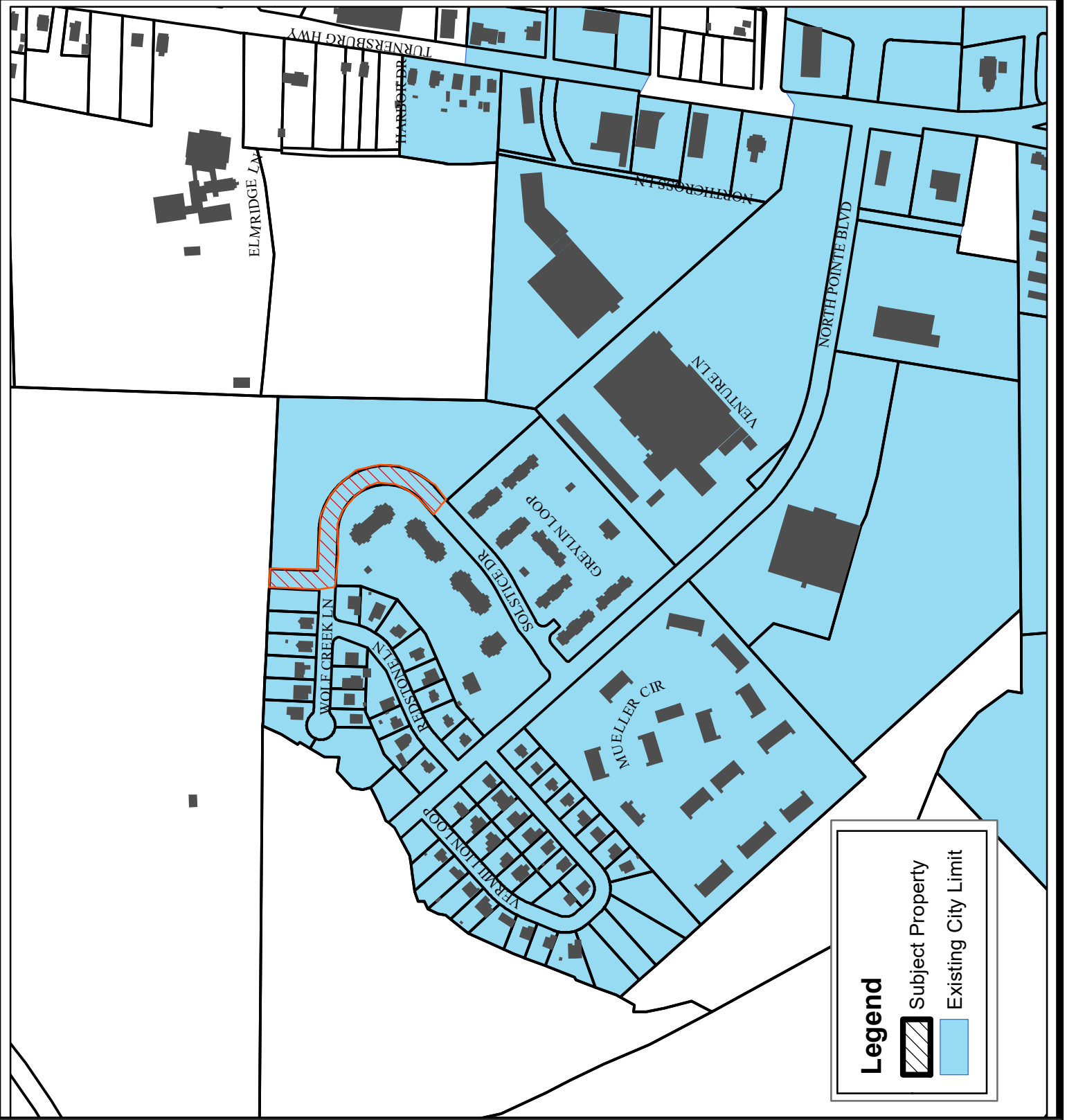


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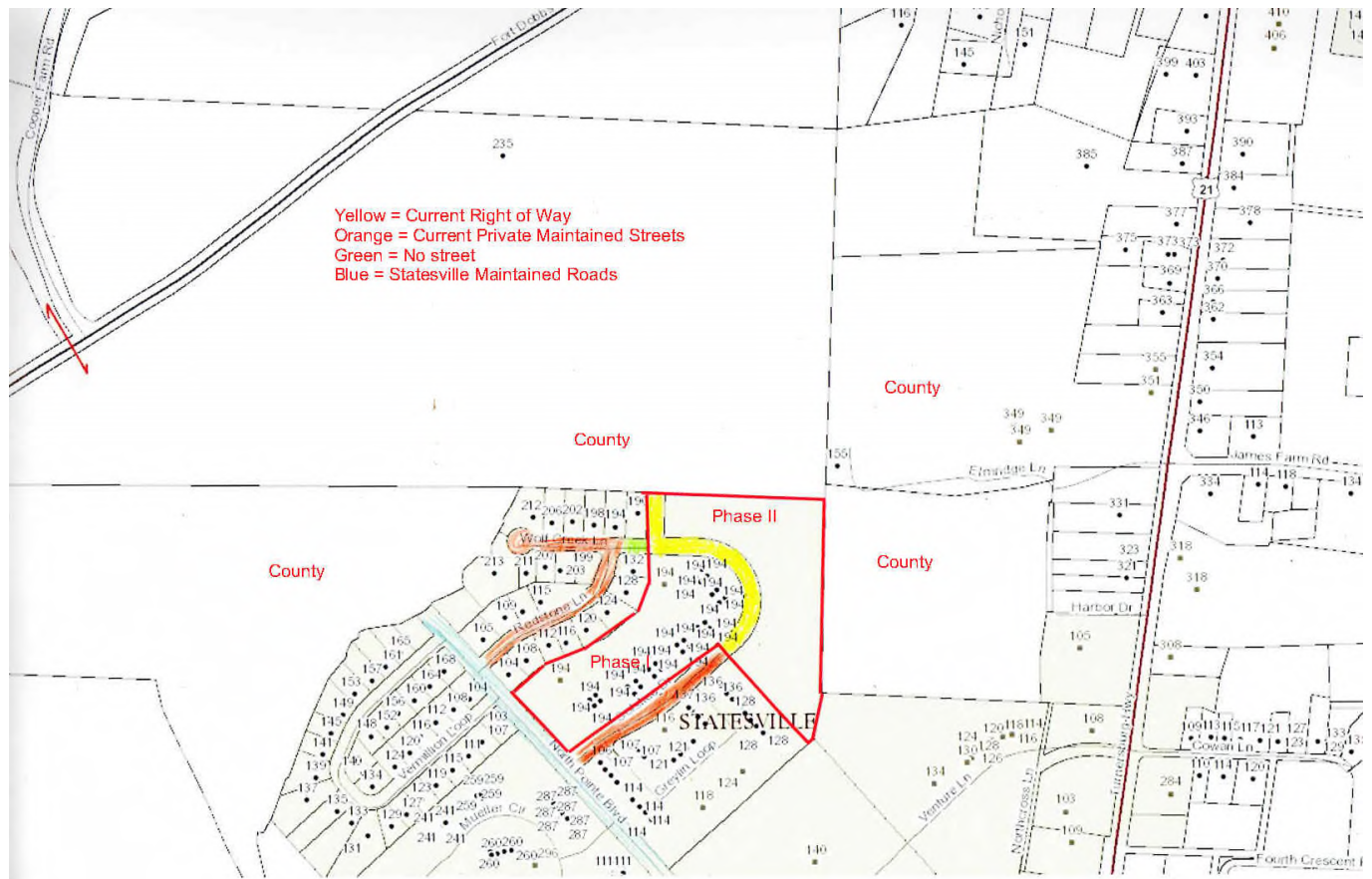
1 inch = 416.666667 feet



- As part of the Venture Properties subdivision which includes the Publix, Lowe Hardware, Aldi etc., they had provided for land for residential uses which were part of the development's mix uses.
- A portion of that land was developed as single-family houses and the rest was to be used for multi-family.
- One multi-family complex was built using the work force housing tax credit program.
- Six years ago, Venture entered into an agreement with Third Wave Housing and its related companies to develop the remaining 12 acres into apartments under the same federal tax credit program as administered by North Carolina Housing Finance Agency (NCHFA).
- NCHFA's rules only allow for a maximum of 84 units in one development so Third Wave Housing's plan was to do two phases on Venture's remaining parcel of land.
- As part of the approval process for the first phase, Venture approached the City of Statesville to subdivide the parcel into two. Venture was told by the Planning Director that the City would only grant their request if the City was given a right of way along the subdivision lines. The theory was that if ever the county land behind the subdivision was developed, the right of way would allow for interconnectivity.
- Venture pointed out that while on paper the right of way connects the county land and the single-family neighborhood, there is a 30-foot difference in elevation between the different parcels. In the end, Venture had no option but to give the City over one acre of land as a right of way.
- Third Wave Housing built the first 80-unit phase (The Retreat at Statesville) on the southern portion of the parcel and has continuously been applying for housing tax credits for the second

phase over the last six years. In 2021 the team finally won an allocation of housing tax credits for the second 84-unit phase (The Flat at Statesville).

- As part of the permitting process, the development team and Venture had been surprised by City staff's demand that the development had to build a 37-foot wide "feeder" road with all the services within the right of way. The logic, as explained to the team, is that the City's policy is that any parcel bordering a right of way is required to build a street in the right of way when it is improved. This road must be sized based on staff's determination of possible future uses even if the intended use doesn't need the road. The road also has to be built at the City's standard since the City will take ownership of the road. For this right of way, it has been explained that staff is sizing the new street to handle 4,000 new houses which could at some point be built on the county agricultural land behind the parcel.

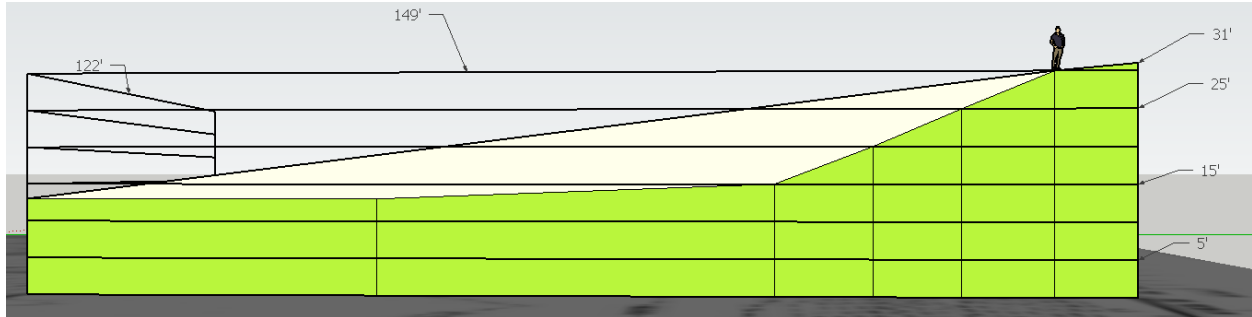


- The development team has spent the last three month's with Staff to determine the details of the requested road. As part of the TRC submittal, staff drew what they are requiring. The scope of work for "The Road" has grown to include the road, curbs, water, sewer, sidewalks and street plantings. The development team has priced this out and it ranges from \$600-900,000.
- The puzzle is that the only residential development which is feasible on this parcel of land is workforce housing and as part of that program, the development has restricted maximum rents and a set amount of funds. There are no additional funds or methods to pay for these unexpected costs.

- To make this even more complicated the Development Teams needs to obtain the building permits in the near future or they lose the credits which will be allocated to another city.
- The Development Team is reaching the conclusion that if the road is required they would need to stop the development and return the allocation to NCHFA.
- As you can imagine, Venture is not happy about this result since when they gave the City the acre plus right of way it was worth over \$100,000, they were not aware that this would result in the remaining parcel land becoming worthless since no other developer can afford to pay for the land and the extra \$7,500 to \$10,000 per unit to pay for the road. The end result would be that Venture can't sell the land and the staff's road wouldn't ever get built since the lot would remain vacant.
- The development team and Venture have been trying to find a way for these 84 units to be built in Statesville since there is a huge demand for these apartments as reflected in the market study. The puzzle is that Staff is saying that they have to follow the policy that any lot bordering a right of way has to build a road in the right of way in order to build on the lot. As they have put it, they can't waive the policy since it wouldn't be fair to the other parcels which would be required to build roads. The only way for them to change the policy is to change the policy for the whole City.
- In our last discussion with the City Manager and some of his staff, it became clear that the only way to build the 84 new affordable housing units is to not build the road. The only way to not build the road is for the City to forfeit its rights to the right of way. This is why we are requesting City Council to approve for the City to forfeit its rights to the right of way.

We feel this is a smart decision for City Council for the following reasons:

- This 700 plus feet of new road would add to the annual City's costs since the City would need to maintain the road even though the road would run to nowhere.
- All the roads on both side of the requested new road are privately maintained so if the City also take over them, this would add an additional 2,000 plus feet of streets the City would need to maintain.
- Even if the County land is developed behind this site, going through our residential neighborhood using the right of way would not be the preferred path for these new home owners since they would want a easier path to Fort Dobbs, 21 and 77.
- The County land is served by County water so running water through the right of way doesn't make sense.
- The road to nowhere would promote more illegal dumping and parking of big rigs which is already a problem in this location.
- It would be very difficult to build a road to connect the existing single-family housing portion of the subdivision and the County land behind since there is a 30-foot difference in elevations.



- Statesville's employers need places for their employees to live and this would add 84 new units of workforce housing. It makes no sense for Statesville based companies to rely on their employees commuting to Statesville instead of living in Statesville.
- The development team has not requested any financial assistance from the City but the only option for the development team to pay for the road if it is required is to come back to City Council and request a grant/fund request in the amount of \$600-900,000 to pay for the new City road.

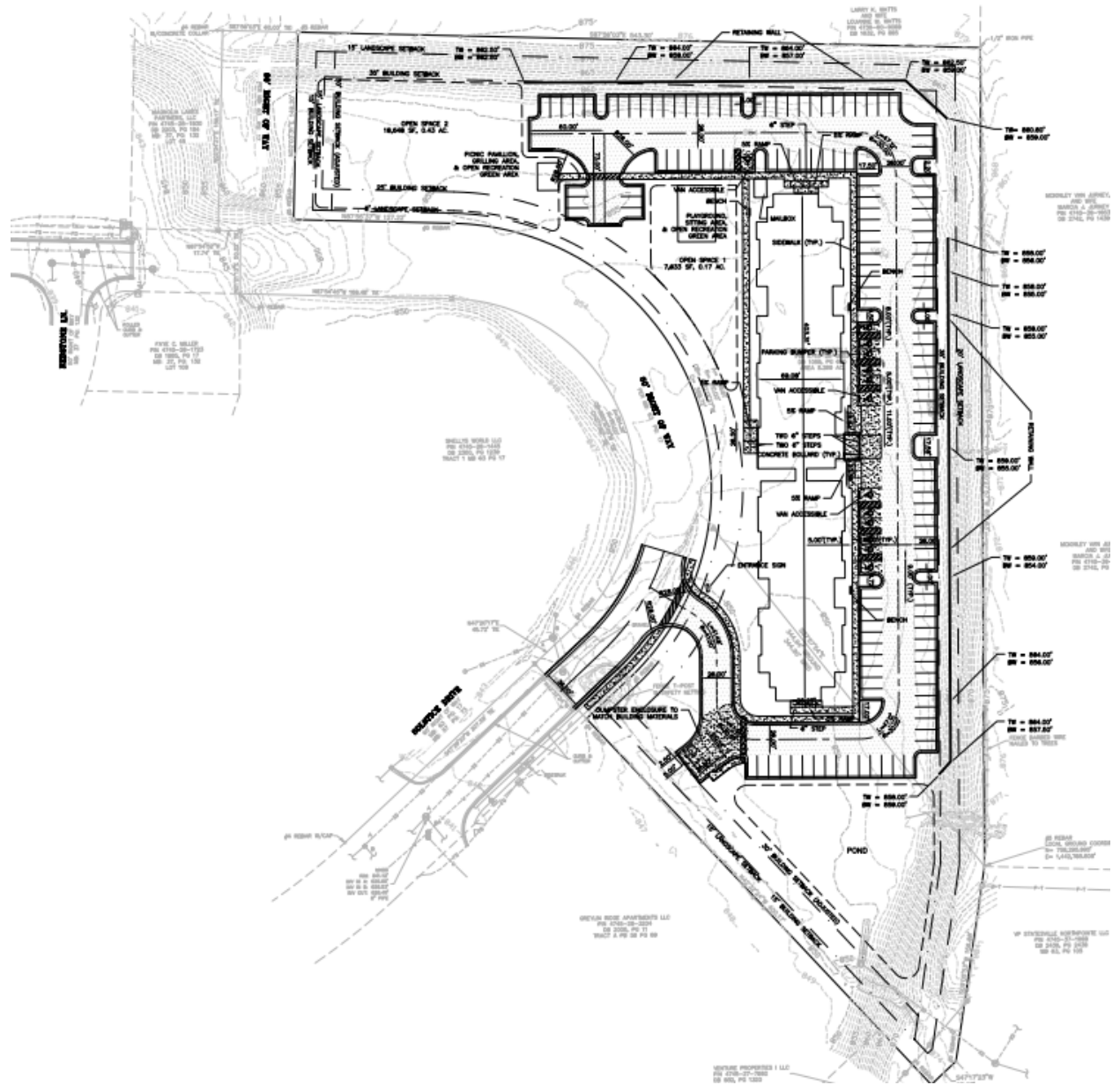
Both of our teams have been long term Statesville taxpayers and we struggle with the idea that the City is requiring this road be built since it would lead to higher City costs which in turn would cause our taxes to go up once again. Please approve the motion for the City to forfeit it Right of Way.

Even though our goal was to have a short summary, it still took five pages and we thank you for reading to this point. Please feel free to reach out to me at 336-499-1963 or Aaron at Venture Properties at 336-984-6676 and we will gladly provide more detail so you can make an educated decision on this topic.

Sincerely,

Richard Angino

Current proposed site plan





Proposed Flats at Statesville (this is its sister property in Hickory)

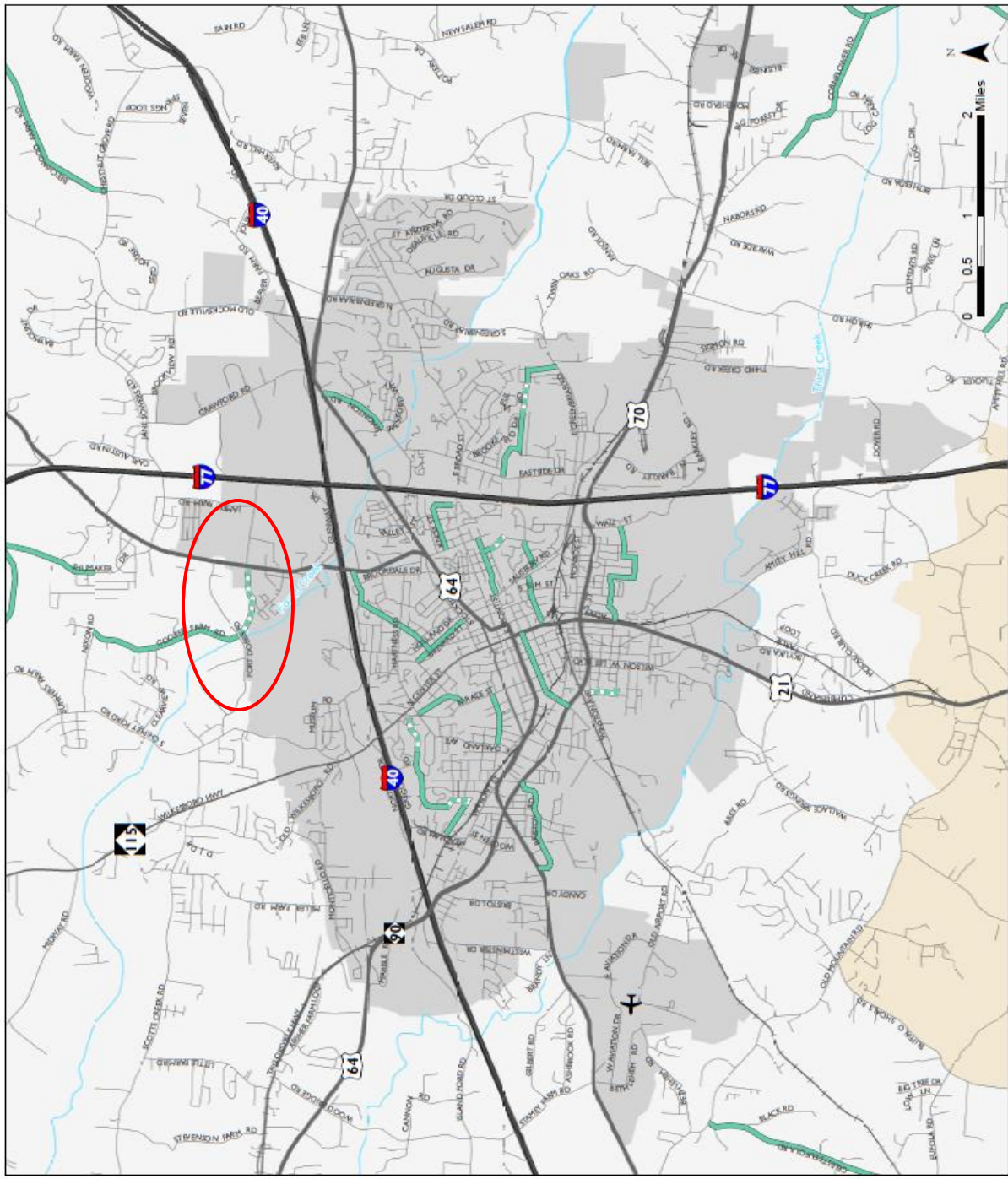


Existing Retreat at Statesville

Collector Street Plan Inset

Figure 3.12b

-  Upgrade to Collector Street
-  Proposed Collector Street
-  Statesville Municipal Airport
-  City of Statesville
-  Study Area
-  County Boundary



Right-of-Way Abandonment Process

G.S. 160A-299

- DOCUMENTS NEEDED (Typed on plain legal paper in WORD)
 1. Resolution declaring intent to close
 2. Resolution officially closing
 3. Declaration of withdrawal
 4. A survey of area to be abandoned (hatched)

- PROCESS
 1. Council will approve resolution declaring intent
 2. Petitioner does the following:
 - a. Post resolution on property at two conspicuous places.
 - b. Mail resolution to all abutting property owners by certified Mail and provide affidavit to the City attesting to these actions
 - c. City will run a legal notice (Resolution) in the newspaper for four successive weeks prior to the public hearing and bill the petitioner for the cost incurred.
 3. Council conducts a public hearing and considers passing the Resolution officially closing. If the Resolution passes, the Petitioner will record both the Resolution officially closing and the Declaration of Withdrawal at the Register of Deeds office. Petitioner will file documents with Register of Deeds.

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CITY COUNCIL ACTION REQUEST

TO: Ron Smith, City Manager
FROM: Sherry Ashley, Planning Director
DATE: March 9, 2022

ACTION NEEDED ON: March 21, 2022
(Date of Council Meeting)

COUNCIL ACTION REQUESTED:

Consider approving second reading of an ordinance to demolish the dwelling as unfit for human occupancy located 522 Stockton Street.

1. **Summary of Information:** This concerns a dilapidated structure on Stockton Street. The structure appears to have been smashed by a tree and is collapsing. More than half of the roof is collapsed. There is significant structural damage. The back of the house is unsecure and open to all the elements. The front right window and window frame is gone, leaving a large gaping hole. With that hole and the large open back area, it could make this dwelling very expensive to board. There is significant rot and several holes in the structure. The inside is filled with trash and junk. The tax value of the dwelling is \$49,660. The estimated costs to attempt to repair the structure are greater than \$28,000. That includes a roof replacement of approximately \$14,000 (shingles, rafters, and sheathing). There are at least eight windows that need to be replaced and will cost approximately \$6,000. The porch will need to be re-constructed which will cost approximately \$8,000. The cost of repairs exceeds the 50% requirement and is, therefore, eligible for demolition.
2. **Previous Council or Relevant Actions:** The City hired Benfield Lawn and Landscape to clean up the property at a cost of \$1,500. Council heard this case on December 7, 2020 and voted for the city to pursue foreclosure instead of demolition. The property went to foreclosure sale and the owner paid the taxes, liens, and attorney/court cost. Only current 2021 taxes are due in the amount of \$823.49. Council postponed this request at the September 30th meeting until October 18, 2021. Council postponed the hearing at the October 18, 2021 meeting due to the property being sold to a new owner. Council conducted the public hearing and passed the first reading on January 10, 2022 and directed staff to pursue enforcement of the minimum housing code with the new owner(s). A courtesy inspection letter to begin enforcement of the minimum housing code was sent out on January 12, 2022 and staff has attempted on several occasions to contact the owner with no response. The new owners Matthew and Emily Rand came to the February 7, 2022 city council meeting and requested delay of 2nd reading to clean up the trash and debris on the property. Council postponed second reading until March 21, 2022. As of March 9, 2022 the clean-up has not been completed see attached 3-9-2022 photo.
3. **Budget/Funding Implications:** The total amount paid by the previous owner is \$3,547.05 (\$1750 liens and \$1,797.05 attorney/court cost). Again, only current 2021 taxes are due.
4. **Consequences for Not Acting:** This dwelling will continue to attract vagrants and continue to deteriorate and will ultimately collapse.

5. **Department Recommendation:** Staff's recommendation is to approve second reading of an ordinance to condemn and demolish the dwelling and any accessory buildings located at 522 Stockton Street.
6. **Manager Comments:** No comments.
7. **Next Steps:** If second reading is passed, the engineering department will bid out the demolition of the dwelling.

Attachments:

1. 522 Stockton Street Photos original, 12-22-21 and 3-9-2022
2. Revised Ordinance
3. 2020 Housing Inventory Map

Photo – 8/30/3021



Photo 12/22/21



Photo - 3/9/2022



ORDINANCE NO. _____

**AN ORDINANCE DIRECTING THE PLANNING DIRECTOR TO DEMOLISH THE
STRUCTURE LOCATED AT 522 STOCKTON STREET,
STATESVILLE, NORTH CAROLINA AS UNFIT FOR HUMAN HABITATION.**

WHEREAS, the City Council of the City of Statesville finds that the house and all accessory buildings located at 522 Stockton Street, Statesville, North Carolina, is unfit for human habitation under the Statesville Minimum Housing Code, and that all of the provisions of the minimum housing code have been complied with by the Code Enforcement Officer as a condition of the adoption of this ordinance; and

WHEREAS, the repair, alteration, or improvement of said dwelling can be made only at a cost exceeding 50% of the value of dwelling, and accordingly, said dwelling should be demolished as directed by the Code Enforcement Officer; and

WHEREAS, the owner of said dwelling Michael A. Harmon has been given a reasonable opportunity to repair the dwelling to the standards of the North Carolina Building Code and Statesville City Code or to demolish said dwelling pursuant to an order issued by the Code Enforcement Officer on **December 16th, 2019** to demolish said building by **November 25th, 2020** and the owner and parties in interest having failed to comply with the order or to make sufficient repairs to bring said dwelling to the standards of the minimum housing code; and

WHEREAS, a notice to the general public was duly given notifying them of a public hearing to be held by the City Council on **December 7th, 2020, postponed until January 10, 2022** regarding said order for demolishing, said notice having been published in the Statesville Record & Landmark, a newspaper having a general circulation in this area on **November 27th, 2020** and **December 4th, 2020**, all in accordance with G.S. 160A-364; and

WHEREAS, said public hearing was held on **January 10, 2022**, and all person's present were given an opportunity to be heard on said proposed ordinance prior to any action being taken by the City Council thereon; and

WHEREAS, the said dwelling was posted, notifying the owner, all parties in interest, and the general public of the public hearing; and

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Statesville, North Carolina, that:

1. The Planning Director is hereby authorized to demolish the house and all accessory buildings located at **522 Stockton Street**, Statesville, North Carolina, in accordance with the order of the Code Enforcement Officer to the owner and parties in interest dated **December 16th, 2019**.

The legal description of the above-named house as found in **Deed Book 1599 at Pages 2442-2448** Iredell County Register of Deeds is as follows:

Beginning at a stake on the South side of Stockton Street, in the City of Statesville, about 265 feet East of the corner of Bost and Stockton Streets, J. Paul Leonard's corner, now C. H. Ross; thence with Ross' line S. 42 E. 223 feet to a stake, M. E. Ramsey's line, now Kestler's; thence with Kestler's line N. 45 E. 65 ½ feet to a stake in Irvin's line, now Fowler's; thence N. 43 W. 223 feet to a stake on Stockton Street, Miller's corner; thence with Stockton Street S. 45 W. 64 feet to the beginning, and being the same property conveyed to Miss Ethel Kestler by deed of J. B. Berry and Beulah Berry, dated June 20th, 1947, and recorded in Deed Book 192, at page 239, Iredell County Registry.

PIN: 4744-18-6174

Property address: 522 Stockton Street, Statesville, NC 28677

2. This ordinance may be enforced by an appropriate equitable remedy issuing from a court of competent jurisdiction.
3. This ordinance shall become effective on the **21st day of March, 2022** and shall be recorded with the Iredell County Register of Deeds and **shall be indexed in the Grantor section in the name of Michael A. Harmon**, in accordance with G. S. 160A-443(5).

This ordinance was introduced for a first reading by Council member _____,
seconded by Council member _____ and carried on the **10th day of January 2022**.

Ayes:

Nays:

The second and final reading of this ordinance was heard on the **21st day of March 2022** and upon
motion of Council member _____, seconded by Council member
_____, was adopted.

Ayes:

Nays:

This ordinance is to be in full force and effect from and after the **21st day of March 2022**.

CITY OF STATESVILLE

MAYOR

APPROVED AS TO FORM:

By: _____
CITY ATTORNEY

ATTEST:

CITY CLERK

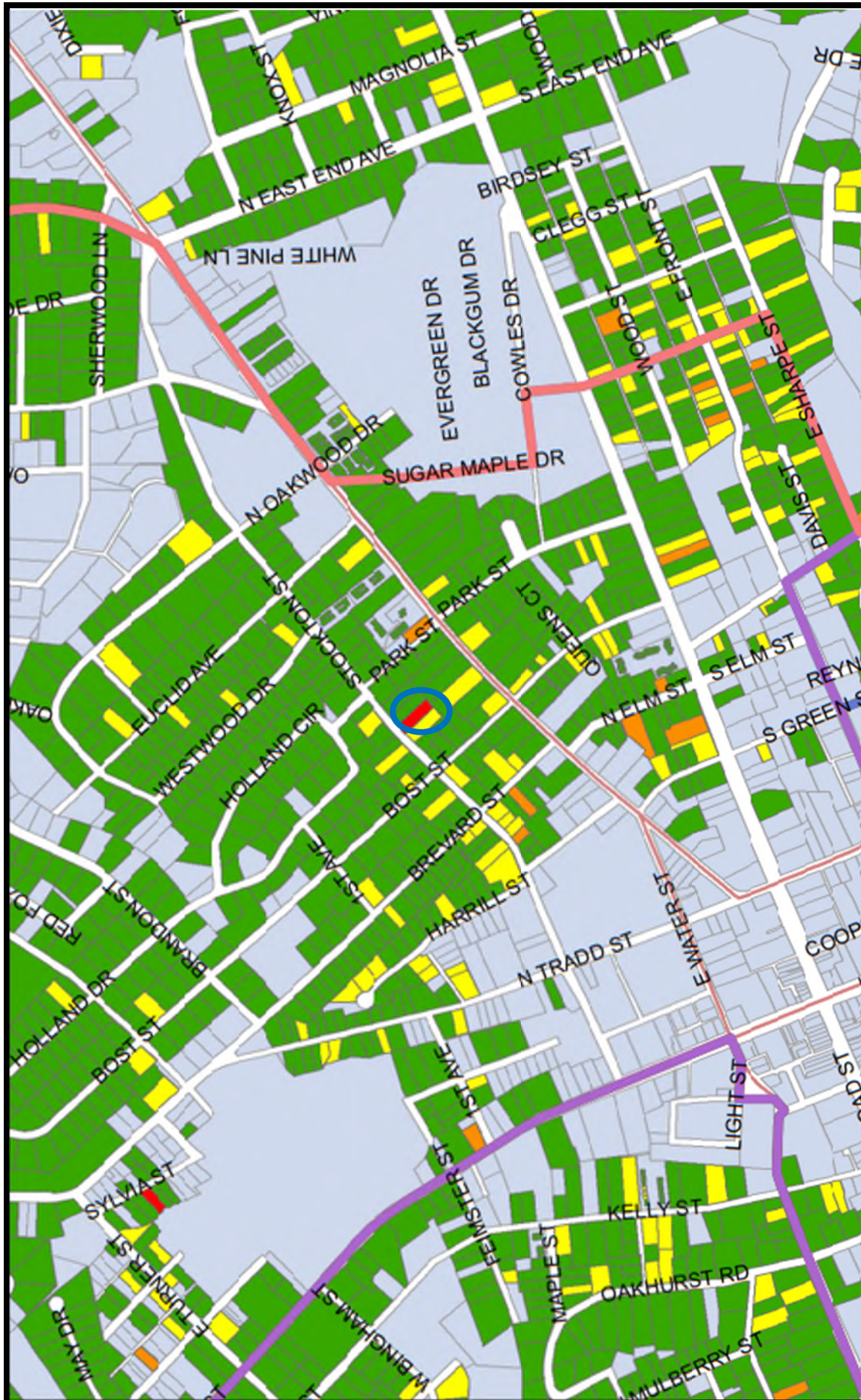
Index in the Grantor section in the name of Michael A. Harmon in accordance with G. S. 160A-443(5).

NORTH CAROLINA
IREDELL COUNTY

This is to certify that on the _____ day of _____, 2022, before me personally came Constantine H. Kutteh, Mayor of the City of Statesville, with whom I am personally acquainted, who, being by me duly sworn deposes and says: That he is the Mayor of said City and Brenda Fugett is the City Clerk of the City of Statesville, the corporation described in and which executed the foregoing instrument; that she knows the corporate seal of said corporation; that the seal affixed to the foregoing instrument is said corporate seal, and the name of the corporation subscribed thereto by the said Mayor and City Clerk, and said corporate seal was affixed, all by order of the City Council of said corporation, and that said instrument is the act and deed of said corporation.

Witness my hand and notarial seal, this the _____ day of _____, 2022.

My Commission Expires: _____



Ward 4

522 Stockton Street

2020 Housing Inventory /38 Beyond Reasonable Repair List

**DESIGN REVIEW COMMITTEE MEETING
CITY HALL COUNCIL CHAMBERS
FEBRUARY 10, 2022 @ 2:00 pm**

Members present: Bryan George, John Marshall, Chuck Goode, Scott Zanotti

Absent: Rebecca Jones, Marin Tomlin

Staff present: Marci Sigmon, Lori Deal

Council present: None

Others: Alex Prinster, Neil Tate – Tate Architecture, Peter Robinson – BC Construction Group, Jim Duffey – American Renaissance School

Chairman Goode called the meeting to order.

Review Design Review Application, DRC 22-01, from Alex Prinster to install new windows and doors on the front façade and install new HVAC systems for the building located at 228 West Broad Street; Tax Map 4734-95-1623.

Sigmon gave the following staff report:

Background

The property located at 228 West Broad Street is zoned CB and owned by NC Gray Properties. The structure is divided into three suites and is a brick one and a half story building.

Request

The owner is requesting to:

- Replace all windows on the front façade and middle area entrance way to second story with metal framed single pane windows. Also, replace three windows on the eastern side of the building facing the alley. Currently, the existing building windows are a mixture of wood and metal elements. The variety of window design and type includes wood single pane, wood grid pane, metal single pane, and metal grid pane.
- Replace the current storefront doors with new metal full glass doors. The existing doors on the front façade do not have the same design.
- Install two rooftop HVAC units. The units will be mounted at the back of each first story roof. One unit on the left and one unit on the right. The owner states because of the placement at the rear of each roof and parapet wall, the HVAC units will not be visible from either side of West Broad Street due to the dimensions of the HVAC units.
- Install a three-foot-wide canvas awning over each entry door on the front façade. The canvas awning will match other awnings in the downtown.

Committee Review

Before rendering a decision, the committee should reference design guidelines: Pages 6-8: Chapter 2: Changes to Buildings; Section 2. A. Storefronts, Pages 8-10: Chapter 2: Changes to Buildings; Section 2. B. Façade Treatment, Pages 10-13: Chapter 2: Changes to Buildings; Section 2. C. Materials/Details

Sigmon stated the owner is requesting wooden windows and doors instead of metal due to a six-month delay. Prinster stated the window revision is due to a supply chain issue and the potential to delay leasing the spaces

for six months. The current windows are 60% metal and 40% wood and the wood revision will be more like the original ornate frame with clear store front glass, single pane, no grid pattern for the windows and doors in black to match the awnings. George asked if the windows are single light, non-grid, insulated glass and Prinster stated yes and the doors will be wood with a thicker frame around the glass.

George asked how the spaces will be used and Prinster stated the building on the left will remain an office and the building on the right can be used as an office or retail as a small boutique. George asked if all the door and window glass is clear, not tinted and Prinster stated yes and clarified the rear building is not included in the request; only the 12 windows and two doors on the front two buildings.

Goode asked if there was concern painting the wooden windows black and Marshall and George said it was fine. George asked if there was another option for non-rot material and Prinster stated maintenance will be required on the wooden windows every three years to sand and repaint.

Sigmon clarified staff can approve recovering existing awnings, but the board will need to approve the requested new awnings over the doors.

George asked if signs will be located on the doors and windows and Prinster stated signs will be on the window glass only to prevent holes in the brick. Marshall asked if the tile on the top of the buildings will change and Prinster stated no it will stay the same; it just looks more pronounced in the rendering.

Marshall made a motion to approve Design Review Application, DRC 22-01, from Alex Prinster as presented, seconded by George. The motion carried unanimously.

Consider Design Review Application, DRC 22-04, from Alex Prinster to replace the decorative rock below the front display glass, paint first story display window trim frame, second story front facade windows and second story stone trim elements black on the building located at 108 West Broad Street; Tax Map 4734-95-8818.

Sigmon gave the following staff report:

Background

The property located at 108 West Broad Street is zoned CB and located in the Statesville National Register Commercial District. The structure was built ca. 1896 with the first story remodeled during the mid-twentieth century. The structure is a two-story late Victorian brick commercial building. The cast iron Mesker fluted pilasters were not altered during the mid-twentieth century remodel. The second story appears unaltered, with one-over-one sash, ornate brick frieze and cornice, pronounced corbelled brick pendants, and pilasters defining single windows flanking the middle triple window. The rear elevation has rectangular and segmental-arched six-over-six sash and a shallow gable roofline.

Request

The owner is requesting to:

- Replace the decorative rock below the storefront display windows with red brick to match the brick in other downtown buildings.
- Paint the first story front façade display window trim black.
- Paint the second story front façade windows black. The windows are currently comprised of wood and metal elements.

- Paint the small stone ornamentation elements along the top of the building black (see attached illustration).

Committee Review

Before rendering a decision, the committee should reference design guidelines: Pages 6-8: Chapter 2: Changes to Buildings; Section 2. A. Storefronts, Pages 8-10: Chapter 2: Changes to Buildings; Section 2. B. Façade Treatment, Pages 10-13: Chapter 2: Changes to Buildings; Section 2. C. Materials/Details Pages 13-14: Chapter 2: Changes to Buildings; Section 2. D. Paint

Prinster stated he wants to replace the stone with brick to match, paint the aluminum store front black, and add a new black awning. The second story windows, ornamental trim, cap, and side pillars match the city bloom and he is receptive to paint them the same color or change it to black. Marshall stated it would be a lot of black. Prinster stated the blue gray would keep color in the downtown and Marshall stated black is a nice contrast. Zanotti stated he likes the current paint color with the black canopy, so it is not so dark.

George asked for the ceiling height and Prinster stated there is a 9 ft. drop ceiling and the original pressed tin ceiling is 28 inches above. George asked if he is retaining the 9 ft. ceiling and Prinster stated he is exploring removing the drop ceiling to bring back the pressed tin ceiling. George stated the current awning is large and hangs low, so this is an opportunity to explore a different scaled awning. Prinster stated the pressed tin appears to be in excellent condition in the locations that have been checked and the ceiling height is a little over 12 feet, so he is in favor of shortening the awning front to show more of the original pressed tin ceiling. George stated rescaling the awning will provide a better view of the pilasters and have more natural light in the interior.

Prinster stated a block mason will remove the stone foundation in testing areas to determine if there is brick behind it and if not, it will be replaced with the most appropriate red brick.

Marshall made a motion to approve Design Review Application, DRC 22-04, from Alex Prinster to replace the decorative rock below the front display glass, paint the first story display window trim frame and the second story top cap and the vertical metal accents black, repaint the second story front facade windows and pilasters the existing blue gray, seconded by George. The motion carried unanimously.

Consider Design Review Application, DRC 22-03, from American Renaissance School represented by Tate Architecture PLLC and BC Construction Group to construct a new gym and performing arts facility on the property located at 205 South Tradd Street; Tax Maps 4744-15-0715 and 4744-15-0804.

Goode stated that he, George, and Sigmon have met twice with Tate Architecture and video with BC Construction for preliminary modifications prior to today's meeting.

Sigmon gave the following staff report:

Background

The property located at 205 South Tradd Street is currently vacant. In the past, a two-story house existing on the property and the owner, American Renaissance School (ARS), used the structure for storage of recreation equipment and other school items. The rear yard was utilized as a recreation area for ARS students. City Council approved the demolition of the house on February 3, 2020. During December 2021, ARS proceeded with the demolition of the house in anticipation of constructing a new gym and performing facility on the property.

The property is zoned Central Business Perimeter and requires DRC approval before moving forward.

Request

The owner, American Renaissance School, is requesting to construct a 14,200 square foot building at 205 South Tradd Street. American Renaissance School (ARS) plans to use the building as a gym and performing arts venue. The facility will have a permanent stage, changing area for performers, conference/educational rooms, storage rooms, and office space. The building can contain 352 occupants.

Exterior building materials will include:

- Tilt-wall panels with thin brick – metro-brick with a Running Bond pattern. Color will be red.
- Tilt-wall panels - form liner panel with a Running Bond pattern. Color will be red.
- Tilt-wall panels – painted with a textured finish. Colors will include Jade Dragon, Warm Stone and Agreeable Gray.
- Aluminum prefabricated canopy. Color will be black.
- Windows will be aluminum storefront design and beige in color. The glass will be a translucent light gray.
- Architectural exterior lighting fixtures will be placed on the building. The fixtures will be black.

Building heights include:

- Gym height will be 32 feet.
- Element front parapet along South Tradd Street will be approximately 25 feet.
- Entryway parapet South Tradd Street will be approximately 21 feet.

Another item of interest includes the rock retaining wall which is located on the subject parcel and runs parallel with South Tradd Street. The architect and construction company will make all efforts possible to retain the wall and incorporate it into the site. In addition, plans include providing a railing on top of the rock wall for safety purposes.

The Technical Review Committee will approve items such as parking and landscaping,

Committee Review

Before rendering a decision, the committee should reference design guidelines: Pages 17-20: Chapter 3: New Construction; Section 3. A. New Construction

Neil Tate stated they were commissioned by ARS for a gym and performing arts center as a multi-function building and to extend the Broad Street ARS K-5 exterior design to Tradd Street. Goode asked if all parking is in the rear and Tate stated there is parking on the side with main parking in the rear.

Tate stated there are two main entry points to a large gallery space with student and community art, three multi-purpose areas, restrooms, concession/ticket area, stage, wood floor gymnasium with bleachers, offices and storage. This is a one-story facility with the gym like a two-story to support the gym functions.

George asked if the interior rectangle is for volleyball and Tate stated yes and there is a curtain that divides the gym into two spaces. There is a full court basketball, two half-courts, and a volleyball court. The stage area is two feet above the court, handicap accessible with two changing rooms and stairs for productions and assemblies.

Tate presented the elevations and stated all the windows are full height with black canopies and decorative lighting. The brick and paint colors are copied from the ARS building with new gray and green

colors to compliment the beige and brick. The brick is thin brick with tilt walls.

George asked if the lights above the entrances are the only lighting under the canopy and Tate replied there are lights under the canopy and on the side walls. Goode asked if the school's name or logo will be attached or cast in, and Tate stated it would be surface mounted. Goode stated the brick appears lighter than the old Carolina Motor Company brick and Tate replied they can get more samples to match as close as possible. Tate stated the brick elements with painted walls on the front façade are for economy and to break up a solid brick wall. The back side of the building is all painted with some striping and the doors are aligned with the vertical accents.

Marshall asked if the existing stone wall will remain and Zanotti stated he is in the grading business and there is a 95% chance the wall will not remain so there should be a replacement option. Robinson stated originally the building was back further from the street but was moved up to meet the guidelines and if the wall has to be replaced it will be a modular engineered retaining wall. Zanotti stated he would prefer a cast in place with a veneer to mimic the existing wall. Goode asked if the river rock could be salvaged and used as a veneer on the new cast in place wall and Robinson replied that would be expensive. Robinson stated the foundations of the building are down 36 inches from grade and his concern is the vibrations during the initial grading could destroy the wall. Marshall asked if the wall survives the grading is that when they will know how to proceed and Robinson replied yes. Zanotti asked if a Geotech firm looked at the site and Robinson stated yes and pits were dug for testing.

George asked if the building is at grade with the sidewalk and Robinson stated that was the original design, but the site cost increased from moving the earth offsite, so the current design was the most economical solution.

Zanotti asked if the utilities can come in from the other side of the building to prevent digging through the roots of the tree and Robinson stated the Tradd Street side will not support the sprinkler system so it will come from Green Street and the domestic and sewer will come from Tradd Street.

George asked if there is not going to be a break in the handrail at the stairs and Robinson replied that is correct. Zanotti asked how the canopies were chosen and Tate stated he has used them on jobs in Wake Forest and Mecklenburg County and he likes the aesthetic quality. George asked about the parking lot lighting and Sigmon stated it will be covered by TRC, but she is asking for board member comments to relay. Sigmon recommended a metal pole or decorative lights instead of wood and Goode stated he is against wooden poles. Tate stated there are lights on the face of the gym, at each entrance in the canopy, and on the back of the building, so two poles with two fixtures should be sufficient lighting in the parking area.

George asked where the electric will come to the site and Robinson stated a transformer bank on a pole will be located across the street and run secondaries to an existing pole and they will run conduits to the pole and bring power in on the south side underground. George asked if there is an opportunity for the pole across the street to be underground. George stated it should be asked for now. Robinson stated he met with the utility folks and they said it was not possible due to the alignment with other customers and other buildings.

George made a motion to approve Design Review Application, DRC 22-03, from American Renaissance Gym and Performing Arts venue as presented with the condition if the retaining wall has to be replaced

the material will be approved by DRC and the brick color be matched as close as possible to the Ford building, seconded by Zanotti. The motion carried unanimously.

Other Business

Sigmon stated Marin Tomlin, representative of the Downtown Statesville Development Corporation will be resigning her position effective February 16, 2022 and would like to thank her for her service and the next meeting will be March 10, 2022.

Goode stated the meeting is adjourned.



**Technical Review Committee Meeting Minutes
City Hall – 2nd Floor Conference Room
March 2, 2022 – 9:00am**

City Staff: David Cole – Planning, Shawn Cox – Arborist, Charles Jenkins – Fire, Mark Taylor – Public Works, Randall Moore – Stormwater, Jared Wiles – Electric, Clyde Fox – Water/Sewer Maintenance, Chris Sloan – Electric, Regina Hoke – BFCC, April Nesbit – CMO

County Staff: None

Others: Chad Thomas, Wrenn Wells, Grey Welsh, Tiana Marbuery, Chris McIntyre, Matt Grant, Scott Doerr

Media:

1. Call to order & Introductions

David Cole called the meeting to order and made introductions around the room.

2. Consider approving the February 16, 2022 TRC meeting minutes.

Cole asked if there were any changes to the minutes or for a motion.

Jared Wiles made a motion to approve the February 16, 2022 TRC meeting minutes, seconded by Mark Taylor. The motion carried unanimously.

Revisions to Approved Plans

**3. Bell Farm Preliminary Plat/Construction Plans – East Broad Street – Minor RTAP
(Originally approved contingent 5/19/2021)**

David Cole – Planning

- Convey the conditions of the Conditional Use Permit onto Sheet C200 of the site plan.
- Need to provide background on why Augusta Drive connection cannot be a golf cart path. This still appears to be a condition of the project.
- Will need copy of the HOA covenants prior to recording of first plat.

Charles Jenkins – Fire

- Hydrants need to be approved on construction document.

Mark Taylor made a motion to approve the revision to Bell Farm Preliminary Plat/Construction Plans contingent upon the conditions of the CUP listed on Sheet C200 of the site plan, background information on the golf cart path, and approved hydrants. The motion was seconded by Jared Wiles and carried unanimously.

Plan Reviews

4. Hidden Lakes Ph 6 Map 4 Final Plat – Arey Rd - 1st Submittal

Randall Moore – Stormwater

- Identify who is responsible for maintenance of the Public Storm Drainage Easement (PSDE).

David Cole – Planning

- Change owner certification to match Appendix A of the Unified Development Code. Needs to reference “City of Statesville” not “Iredell County.”
- Change zoning to “R-10 Cluster.”
- Remove all typical sections.

Mark Taylor – Public Works

- Changes or adds to the City’s infrastructure should be constructed with our approved materials and standards, and as-builts provided in pdf and cad format on flash drive.

Jared Wiles made a motion to approve the first submittal of Hidden Lakes Phase 6, Map 4 Final Plat on Arey Road, contingent upon corrections for planning – (1) change owner certification to match Appendix A, (2) change zoning to R-10 Cluster, (3) remove all typical subsections. The motion was seconded by Chris Sloan and carried unanimously.

5. Moose Property Industrial – 1260 N Barkley Rd – 1st Submittal

Regina Hoke – BFCC

- Each domestic water meter needs to be a Reduced Pressure Backflow assembly same size as the water meter shown on the plans, calling out the copper from the water meter to 5’ past the 2nd riser and installed to City of Statesville’s details. (0.75-1.5 Inch RPA). If a 2” detail is needed please call BFCC office.
- If sprinklers are required, we will need to see the fire line RPDA shown on the plans with DI pipe called out from the tap to 5” past the 2nd riser and installed to City of Statesville’s details. (3-10” RPDA fire line).
- Contact Autumn Hill (704-878-3567) for the pricing on taps and system development fees for domestic (water and sewer) and fire line.
- Need a utility plan sheet with no landscape etc. on the page.
- Remove the Iredell Water Corp.’s BFA details and add the City of Statesville’s details attached for backflow preventers for the domestic services and the fire line service.
- Add note to plan regarding contractors needing water.
- Add note on the plans that after the BFA is installed, pipes from the water meter to 5’ past the BFA will need inspected before covering up and again after pad is in place by the city inspector or the BFCC office.
- For final CO sign off on BFA(s), inspection of pipes from water meter to 5’ past BFA(s) must have been completed, an inspection after the pad is in place and a passing test report(s) performed by a certified tester sent to our office.

Jared Wiles – Electric

- Need total connected load.

Randall Moore – Stormwater

- Correct the proposed impervious for the project, it is different on plans and calcs.

- Provide existing impervious for entire site. This is to check for billing purposes to make sure we are billing the correct ERUs currently.
- Provide proposed impervious. STW design does not need to include the existing gravel impervious in the new development area.
- Should be designed for the 2-yr and 10-yr 24-hr storms, treat first inch of rain.
- Provide copy of E&SC Approval, NCG01 COC.
- Record O&M and provide copy of recorded document.
- Need installation bond to approve plan.
- Provide channel detail with size, typical section, lining, etc.
- Show SCM Access & Maintenance Easement on plans (label as such).
- Headwalls and end walls/flared end sections required on all pipes.

Clyde Fox – Water/Sewer Maintenance

- Must meet all City and State utility standards.

Mark Taylor – Public Works

- Road needs to be recorded and labeled on the plan as private.

David Cole – Planning

- Show truck circulation plan – It doesn't appear that there is adequate space for movement in front of the westernmost two buildings.
- Show parking lot trees – Need trees separate from landscape buffers that count towards the parking lot. Each space must be within 60' of a parking lot tree.
- Add the following note to the plan calling for a pre-plant inspection (this should be standard on all plans requiring landscaping): "A pre-planting inspection is required prior to planting of all landscaping shown on the plan. Please contact the City Arborist at (704)-832-3827 or scsx@statesvillenc.net."
- Need to know proposed use of the buildings. If all will be "Warehouse/Distribution," need to see a calculation for the estimated number of employees on the largest shift somewhere on the plans, so staff can verify whether enough parking spaces are shown.
- Clarify state of Service Rd R/W – Does it terminate at 1256 Service, or does it extend to far Western Property Line? Per PB 20-47 it appears to extend all the way, but GIS is showing differently. The portion of street that needs to be extended must be built to city standards.
- An 8' landscaping buffer along boundaries with other HI districts will be allowed, to reduce the required width from the listed 20'. This is consistent with past approvals under the new (yet unadopted) landscape ordinance. Will need to be noted on plan as a staff-level buffer adjustment.
- Landscaping buffers need to be updated to more clearly show which tree species will be placed in which location. Landscaping plan needs to be moved onto a separate sheet.
- Will need to know if the intent is to eventually subdivide these lots, or if they will be controlled by the same owner.
- Need to know if the intent is to subdivide the interior of each of these buildings to different tenants, or be used as larger-scale warehouse-only buildings. If they will be split, they will require an upfit permit and a separate address for each space. Additionally, enough parking will need to be provided on-site and off-street to accommodate the different uses. It appears that the current parking configuration is geared towards warehousing (.5 spaces for each employee of the largest shift), but if subdividing, most would likely be Manufacturing/Processing/Assembly (1 space per 1,500 sqft) or Business/Professional (3.5 spaces per 1,000 sqft), neither of which can be accommodated on this site.

Tabled for revisions.

6. Project Barkley Phase 1 (Building 2) – N Barkley/US 70 – 1st

Regina Hoke – BFCC

- Plans show the correct types of backflow preventers to use on the domestic and fire lines and the City of Statesville's details are shown on the plans.
- Call out the DI pipe from tap to 5' past the 2nd riser on the RPDA for the fire line and call out the hard copper on the domestic from the meter to 5' past the 2nd riser on the RP BFA for the domestic.
- Add a note on the plans that after the BFAs are installed, pipes from the water meter to 5' past the BFAs, pipes will need inspected before covering up and again after pad is in place by the city inspector or the BFCC office.
- For final CO sign off on BFA(s), inspection of pipes from water meter to 5' past BFA(s) must have been completed, an inspection after the pad is in place and a passing test report(s) performed by a certified tester sent to our office.
- Add note to plan regarding contractors needing water.
- The lift station area needs to be shown on the plans a water meter, a Reduced Pressure Backflow Preventer same size as the water meter installed to City of Statesville's details and a yard hydrant. Call out the hard copper from water meter to 5' past the 2nd riser of the RP BFA at the lift station.
- Contact Autumn Hill (704-878-3567) for the pricing on taps and system development fees for domestic (water and sewer) and fire line.

Jared Wiles – Electric

- City will provide electric and have been in discussion with the developer.

Clyde Fox – Water/Sewer Maintenance

- Contractor is responsible for installation of all utilities.
- Must meet all City and State utility standards.

Randall Moore – Stormwater

- Need STW application and checklist.
- Provide copy of E&SC Approval, NCG01 COC.
- Need installation bond to approve plan.
- Need O&M Agreement.
- Calc book says 2 wet ponds, plans show 1.
- Need to use table with rainfall depth for the City of Statesville in the City of Statesville Drainage Design Manual.
- Min 15" pipe.
- Proposed impervious on plans and calcs is different. Also, provide proposed ERUs on plans.
- Provide table with pipe diameter, material, length, slope, rim elev, invert elev, grate type, drainage area and flow into structure.
- Show and label 25' from center of stream undisturbed buffer and 30' set back from top of bank for built upon area.
- Show SCM Access & Maintenance Easement on plans (label as such).
- Grading and Drainage Plan Notes shall include language: "Call Stormwater Program Manager 72 hours before stormwater pipe is to be installed for site inspection. 704.761.2376"

Mark Taylor – Public Works

- Must provide MOU for projection of traffic volume that will be generated by building 2. A revised MOU or TIA will be required for development of phase 2.
- Curb/gutter/sidewalk or fee in lieu is required. Send letter ASAP requesting fee in lieu as the alternative industrial may be going away.

Charles Jenkins – Fire

- Add hydrants to cover 600' distance to all portions of the building.

David Cole – Planning

- The two driveway access points on the southwestern corner of the site may be located too close together – Verify the distance and confirm with NCDOT whether this is acceptable.
- R/W dedication is required along N/E Barkley Rd, 45' from existing road centerline. This may be picked up as part of the recombination plat, which has just been reviewed by staff.
- Curb/Gutter/Sidewalk are required improvements. Must be shown on the plans. Fee-in-lieu is an option, but will need approval from public works, and payment prior to issuance of permits for the site. Industrial street standard application via city council may be an option, but first will require a staff recommendation and to get onto a council agenda.
- An MOU with NCDOT & City of Statesville for site improvements will need to be executed prior to approval of phase 2 of the project (building 1, the portion across the creek along US 70). If any traffic improvements reflected in the MOU impact this part of the site, the plans will need to be re-approved by TRC reflecting those changes.

Tabled for revisions.

7. Other Business

Cole stated that plans for ZNDUS and NY Industrial were previously approved contingent. Corrections have been made and the plans need to be signed by each department.

8. Adjournment

Mark Taylor made a motion to adjourn, seconded by Jared Wiles. The motion carried unanimously.

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**Airport Commission Minutes
Statesville Regional Airport – Conference Room
March 9, 2022**

The Statesville Airport Commission met on Wednesday, March 9, 2022 at the Statesville Regional Airport in the Terminal Building Conference Room.

Members Present: Steve Johnson, Mike Colyer, David Bullins, Bob Saltzman,
Members Absent: Gene Houpe, David Alexander, Todd Bodell,
Staff Present: John Ferguson, April Nesbit
Others Present: Jeff Kirby, John McCalmont, Hunter Boniface, Bob Thompson

Chairman Steve Johnson called the meeting to order and asked if there was discussion or a motion to approve February 9, 2022 Airport Commission meeting minutes.

Bob Saltzman made a motion to approve the February 9, 2022 Airport Commission minutes, seconded by David Bullins. The motion carried unanimously.

FBO/Airport Operations Update – Ferguson

- Fuel sales are up 14,900 gallons compared to this time last year. There will be a CAR on the March 21st Council agenda to request additional funds in the amount of \$400,000 for Jet A fuel and \$50,000 for AVGAS. The request should cover the rising fuel costs through the end of this fiscal year.
- We received funding from two grants – CRSSA and ARPA – and \$205,000 was used for the FBO debt payment.
- Freight shipments are beginning to pick up again.
- The Lowe's environmental study is due next week. If the environmental numbers are low, we hope to be able to proceed with the lease.
- Sherwin Williams announced expansions for Statesville recently. They have three (3) Falcon 2000s that fly in and out.
- The airport will be receiving a Bilateral Infrastructure Grant from the state in the amount \$763,000 per year for five consecutive years. In order to receive the grant, we must submit a 5-year Capital Improvement Plan by April 1, 2022. Jeff Kirby distributed the following CIP:

Project Description	Year	Partner Connect Project No.	Total Estimated Cost
Land Acquisition - Corporate Area Development (South)	2022	4165	\$811,487
Apron Expansion for New Corporate Hangar	2022	4609	\$925,000
Replace Fuel Farm	2023	4425	\$924,000
Westside Parallel Taxiway	2023	3697	\$13,916,750
Terminal Building	2023	3371	\$11,000,000
Expand Terminal Apron	2024	4415	\$1,147,000
South Corporate Area Development - Phase 2 (Utilities)	2024	3517	\$1,548,620
Corporate Area Development (South) - Phase 4 (Site Preparation Full Buildout)	2024	4610	\$10,230,000
Corporate Area Development (South) - Phase 3 (Site Preparation)	2025	4107	\$5,232,500
Runway 28 Extension Phase 1 - Land Acquisition & Road Relocation	2025	3458	\$10,928,000
Replace MALSR	2026	3693	\$943,750
Land Acquisition - Runway Protection Zone (RW 28 End)	2026	3696	\$3,740,000
Hangar Drive Extension (from Rubbermaid Hangar to Old Mtn. Rd. and connect to S. Corp. Area Drive)	2026	4611	\$6,500,000
Runway 28 Extension Phase 2 - Runway Extension (Site Preparation and Paving/Lighting)	2027	4166, 4167, 4168, 4169	\$35,000,000
Taxiway F - Lighting Rehabilitation	2027	4612	\$596,050
Terminal Apron Reconstruction	2027	4613	\$7,883,750

Kirby stated that the Runway 28 Extension Phase 1 – land acquisition and road relocation has been approved in the amount of \$10 million through DOT Aviation STI for year 2025.

Three projects – Replace Fuel Farm, Westside Parallel Taxiway, and Expand Terminal Apron – are included on the short list of projects for DOT Aviation but we do not have a definite year that they will be funded. The years listed on the form are a broad assumption of when the funds will be received.

Chairman Johnson asked for a motion to approve the list provided by Parrish and Partners to be submitted to DOT Aviation.

Saltzman made a motion to approve the list of projects and for Parrish & Partners to submit the list to DOT Aviation, seconded by Bullins. The motion carried unanimously.

Current Airport Projects Update – Parrish & Partners

- Safety Area Project/Kirby – The project is behind schedule partly due to weather. Waiting on information on the retaining wall and have been applying pressure to the contractor – Country Boy – with no results. The estimate completion date is mid-May.
- ILS/McCalmont– This project meshes with the Safety Area Project, and until the retaining wall is complete they cannot begin. They may go ahead and work to get the Glideslope installed.
- Taxiway/Runway Lighting/McCalmont – Runway closures will begin the week of March 21st for two consecutive weeks. They will be closed for four (4) nights.
- East Corporate Area/Kirby – The first phase, paving, is moving along as weather allows. The second phase is the hangar design.
- Eldorado Road land acquisition/Kirby – Closed on three (3) properties. All others have received offers. We have one unknown owner that the City Attorney is looking into.
- Runway 10 Projection Zone Land Acquisition/Kirby – Appraisals are underway and communication has begun with the property owners.

Other Business

None

Adjournment

There being no further business to discuss, Saltzman made a motion to adjourn, seconded by Colyer. The motion carried unanimously.

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