

Mayor
John Aneralla

Mayor Pro-Tem
Danny Phillips

Commissioners
Melinda Bales
Dan Boone
Mark Gibbons
Charles Guignard
Rob Kidwell

Town Manager
Gregory H. Ferguson



Department Heads
Max Buchanan, Public Works
Bill Coxe, Transportation
Michael Jaycocks, Parks&Rec
Jack Simoneau, Planning
Cleveland Spruill, Police Chief
Janet Stoner, Finance

Assistant Town Manager
Gerry Vincent

Town Clerk
Janet Pierson

Town Attorney
Bob Blythe

AGENDA
Regular Town Board Meeting
February 1, 2016 - 6:30 PM
TOWN HALL (101 Huntersville-Concord Road)

I. Pre-meeting

- A. Meet and Greet - Board of Adjustment Applicants. (5:00 p.m. - 5:20 p.m.)
- B. Meet and Greet - Planning Board Applicants. (5:30 p.m. - 5:50 p.m.)
- C. Meet and Greet - Land Development Ordinances Advisory Board Applicants. (6:00 p.m. - 6:30 p.m.)

II. Call to Order

III. Invocation - Moment of Silence

IV. Pledge of Allegiance

V. Mayor and Commissioner Reports-Staff Questions

- A. Mayor Aneralla (Metropolitan Transit Commission, Commerce Station Management Team)
- B. Commissioner Bales (Lake Norman EDC, Lake Norman Transportation Commission, Lake Norman Education Collaborative)
- C. Commissioner Boone (Public Safety Liaison)
- D. Commissioner Gibbons (NC 73 Council of Planning, Veterans Liaison)
- E. Commissioner Guignard (Centralina Council of Governments, Planning Coordinating Committee)
- F. Commissioner Kidwell (Charlotte Regional Transportation Planning Organization, Olde Huntersville Historic Society)
- G. Commissioner Phillips (Lake Norman Chamber Board, Visit Lake Norman Board)

VI. Public Comments, Requests, or Presentations

- A. Women's Heart Health Awareness Day Proclamation.

VII. Agenda Changes

- A. Agenda changes, if any.
- B. Adoption of Agenda.

VIII. Public Hearings

- A. Conduct public hearing on Petition #R15-03, a request by Ethan Wakeman to rezone property located at 16516 and 16508 Old Statesville Road from Corporate Business to Highway Commercial - Conditional District for a pet daycare. *(Brian Richards)*
- B. Conduct public hearing on Petition #TA15-07, a request by the Town of Huntersville to update Article 9.37.2, Temporary Mobile Food Sale Condition, to remove the up to a maximum of four (4) days per week and major holiday operating condition for temporary mobile food sales that are permitted as an accessory use on non-residential lots. *(Meredith Nesbitt)*

IX. Other Business

- A. Consider decision on Petition #TA15-06, a request by the Town of Huntersville to amend Article 3, Article 4 and Article 8 removing residential building design standards to conform to North Carolina Statute Amendment Senate Bill 25. *(Jack Simoneau)*
- B. Consider decision on appropriating General Fund Balance in the amount of \$9,000 for the installation of traffic calming devices on Castledown Drive. *(Stephen Trott)*

X. Consent Agenda

- A. Approve minutes of the January 19, 2016 Regular Town Board Meeting. *(Janet Pierson)*
- B. Approve budget amendment recognizing insurance revenue in the amount of \$1,060.48 and appropriate to the Police Department's insurance account. *(Janet Stoner/Chief Spruill)*
- C. Approve budget amendment recognizing insurance revenue in the amount of \$2,788.40 and appropriate to the Police Department's insurance account. *(Janet Stoner/Chief Spruill)*
- D. Approve budget amendment recognizing insurance revenue in the amount of \$950.00 and appropriate to the HFFA maintenance/building account. *(Janet Stoner/Dee Jetton)*
- E. Approve SL362 Property Tax Refund Report No. 52. *(Janet Stoner/Greg Ferguson)*

XI. Closing Comments

- A. Following Closing Comments, the Town Board will have a Closed Session for Economic Development.

XII. Adjourn

To speak concerning an item on the Agenda, please print your name and address on the sign-up sheet on the table outside the Board Room prior to the meeting. If you wish to speak concerning an item that is added to the Agenda during the meeting, please raise your hand during that item. Each speaker will be limited to no more than 3 minutes. The Mayor, as the presiding officer may, at his discretion, shorten the time limit for speakers when an unusually large number of persons have signed up to speak.

**AS A COURTESY, PLEASE TURN CELL PHONES
OFF WHILE MEETING IS IN PROGRESS**

Town of Huntersville
REQUEST FOR BOARD ACTION
2/1/2016

REVIEWED:

To: The Honorable Mayor and Board of Commissioners
From: Brian Richards GIS Administrator
Subject: R15-03 Dreaming Tree

Hold a public hearing for Monday February 1, 2016 at 6:30pm on Petition #R15-03, a request by Ethan Wakeman to rezone property located at 16516 & 16508 Old Statesville Rd (PID 01102109 & 0112108) from Corporate Business (CB) to Highway Commercial - Conditional District (HC-CD) for a pet daycare.

ACTION RECOMMENDED:

Hold a Public Hearing.

FINANCIAL IMPLICATIONS:

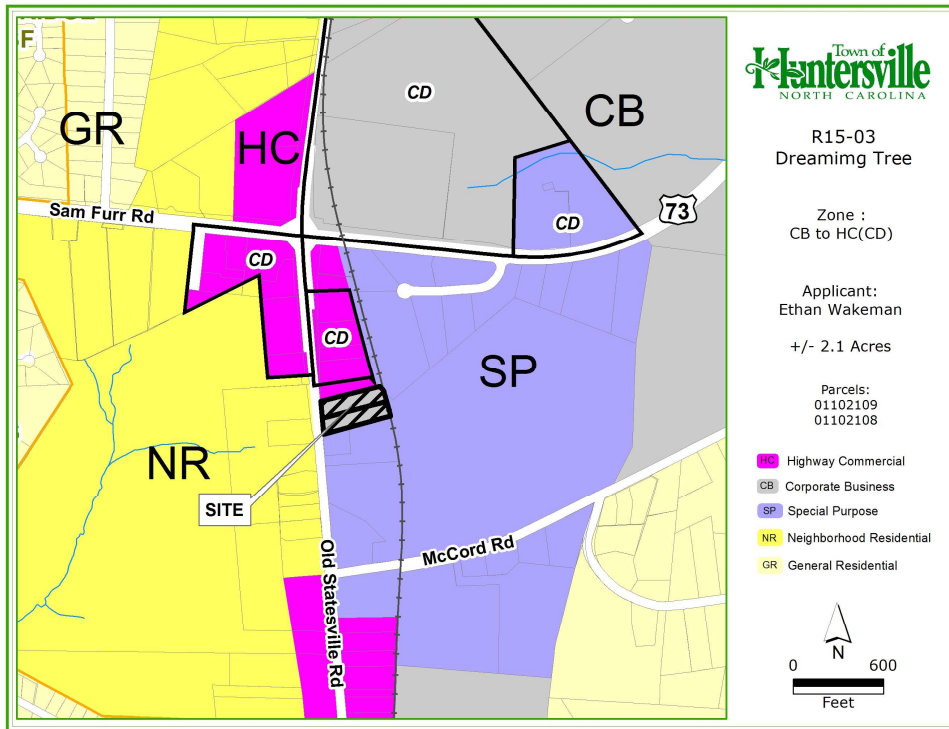
N/A

ATTACHMENTS:

Description	Type
▣ R15-03 PH Staff Report	Staff Report
▣ R15-03 Rezoning Plan	Exhibit
▣ R15-03 Neighborhood Meeting Summary	Exhibit

Petition R15-03: Dreaming Tree Conditional District Rezoning

PART 1: PROJECT SUMMARY



Applicant: Ethan Wakeman

Property Owner: Lochaven Development LLC

Property Address: 16516 & 16508 Old Statesville Road

Project Size: +/- 2.1 acres

Parcel Number(s): 01102108 & 01102109

Current Zoning: Corporate Business

Current Land Use: Contractor Office

Proposed Zoning: Highway Commercial Conditional District (HC-CD)

Proposed Use: Commercial Use
:Pet Daycare & Indoor Kenneling

- Purpose of Rezoning:** The property is currently zoned CB which does not allow for Pet Daycares and Boarding.
- Adjoining Zoning and Land Uses**
 - North:** Highway Commercial (HC): 1 single-family dwelling and the Huntersville Plaza Development (Christian Brothers Auto Repair and Learning Experience Day Care).
 - South:** Special Purpose (SP): Primal Brewery, a Grading Company, and Concrete Plant.
 - East:** Special Purpose (SP): Norfolk Southern Railway and Huntersville Hardwoods.
 - West:** Neighborhood Residential (NR): Old Statesville Road (NC 115) and vacant land.
- A commercial contractor's office has been operated on the site since 2009. Huntersville Planning approved a Change of Use application on May 22, 2009.
- At the neighborhood meeting the several topics were brought up for discussion including: waste, smell, fence height, concerns of neighbors etc.

PART 2: REZONING/SITE PLAN DESCRIPTION

- The property has previously gone through the Town Commercial Change of Use process in 2009 (from a single family home to a commercial property).
- The applicant proposes to install a 5' sidewalk and complete the concrete driveway entrance. Also the applicant will be adding a fence and appropriate screening shrubs for the outdoor pet play areas.

PART 3: TRANSPORTATION ISSUES

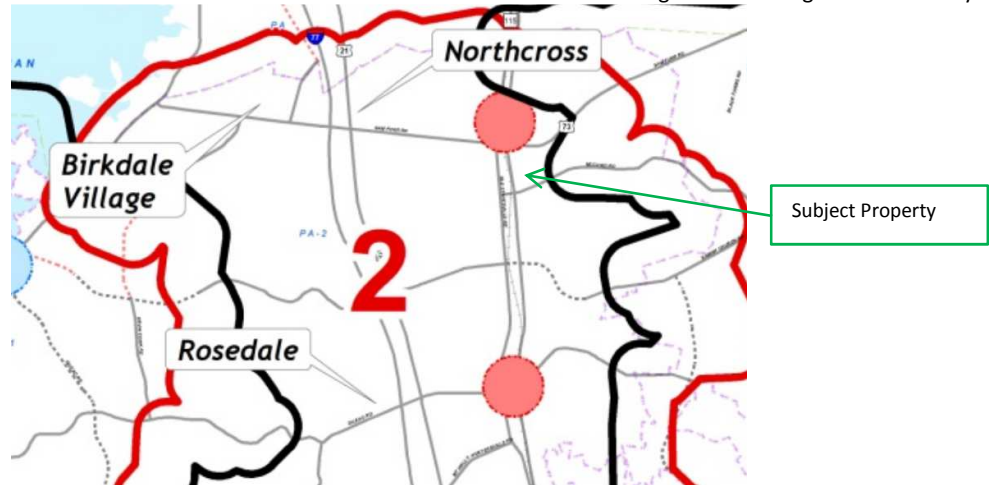
- There are no transportation related issues with the proposed site plan.

PART 5: REZONING CRITERIA

Article 11.4.7(d) of the Zoning Ordinance states that “in considering any petition to reclassify property, the Planning Board in its recommendation and the Town Board in its decision shall take into consideration any identified relevant adopted land-use plans for the area including, but not limited to, comprehensive plans, strategic plans, district plans, area plans, neighborhood plans, corridor plans, and other land-use policy documents”.

STAFF COMMENT – Staff finds the proposed use consistent with the following policies of the **2030 Huntersville Community Plan**:

- **Policy CD-2: Focus Higher Intensity Development Generally within 2 miles of the I-77 and NC 115 Corridor.**



Article 11 Section 11.4.7(e) of the Zoning Ordinance states that: “in considering any petition to reclassify property the Planning Board in its recommendation and the Town Board in its decision should consider:

1. Whether the proposed reclassification is consistent with the overall character of existing development in the immediate vicinity of the subject property.

STAFF COMMENT:

- HC zoning is adjacent to the proposed rezoning area. The Pet Daycare is in keeping with the character of the surrounding area (photo below).



2. The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, transit service, parks and recreational facilities, police and fire protection, hospitals and medical services, schools, storm water drainage systems, water supplies, and wastewater and refuse disposal.

STAFF COMMENT:

- Transportation staff has determined that no Traffic Impact Assessment (TIA) is required for the proposed development as the use proposed will not generate enough vehicle trips per Article 14.2 of the Zoning Ordinance.
- The Adequate Public Facilities requirements from Article 13 of the Huntersville Ordinance (APFO) does not apply for this application.

3. Whether the proposed reclassification will adversely affect a known archeological, environmental, historical or cultural resource.”

STAFF COMMENT:

Planning staff has no indication that the request will adversely affect known archeological, environmental resources.

PART 7: PUBLIC HEARING

The Public Hearing is scheduled for February 4, 2016.

PART 6: STAFF RECOMMENDATION

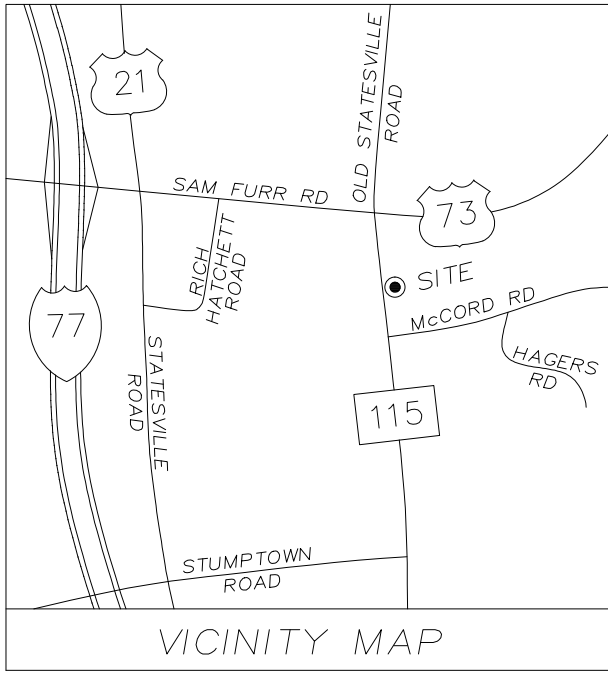
Staff recommends approval of the rezoning.

PART 7: PLANNING BOARD RECOMMENDATION

The Planning Board meeting is scheduled for February 23, 2016

PART 8: CONSISTENCY STATEMENT - R 15-03 Dreaming Tree

Planning Department	Planning Board	Board of Commissioners
<p>APPROVAL: In considering the proposed rezoning application R15-03; Dreaming Tree, the Planning staff recommends approval based on the amendment being consistent with policy <u>CD-2 of the Town of Huntersville 2030 Community Plan.</u></p> <p><u>It is reasonable and in the public interest to approve the Rezoning Plan because the rezoning plan will have minimal modifications, be in keeping with the character of the surrounding area, and is consistent with the 2030 Community Plan.</u></p>	<p>APPROVAL: In considering the proposed rezoning application R15-03; Dreaming Tree, the Planning Board recommends approval based on the amendment being consistent with <u>(insert applicable plan reference).</u></p> <p><u>It is reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u></p>	<p>APPROVAL: In considering the proposed rezoning application R15-03; Dreaming Tree, the Town Board recommends approval based on the amendment being consistent with <u>(insert applicable plan reference).</u></p> <p><u>It is reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u></p>
N/A	<p>DENIAL: In considering the proposed rezoning application R15-01; Lee's Firewood, the Planning Board recommends denial based on the amendment being <u>(consistent OR inconsistent) with (insert applicable plan reference).</u></p> <p><u>It is not reasonable and in the public interest to amend the approved Rezoning Plan because... (Explain)</u></p>	<p>DENIAL: In considering the proposed rezoning application R15-01; Lee's Firewood, the Town Board recommends denial based on the amendment being <u>(consistent OR inconsistent) with (insert applicable plan reference).</u></p> <p><u>It is not reasonable and in the public interest to amend the approved Rezoning Plan because... (Explain)</u></p>



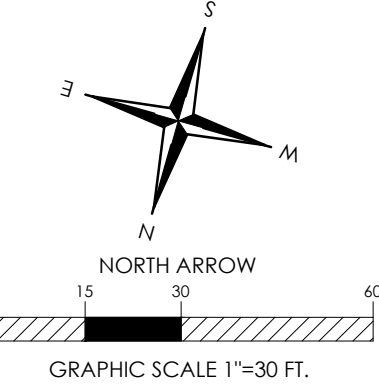
** FOR CO TO BE ISSUED, DRIVEWAY AND
SIDEWALK TO BE COMPLETED. THESE WERE
NEVER FINISHED DURING THE ORIGINAL CHANGE
OF USE. **

1. TRASH SERVICE WILL BE PROVIDED BY A ROLLOUT TRASH SERVICE.



HensonFoley
Architecture | Civil Engineering

Landscape Architecture | Civil Engineering | Surveying
8712 Lindholm Dr Suite 202A, Huntersville NC 28078
p: 704.875.1615 | 704.875.0959 | www.hensonfoley.com
NC ENGINEERING BOARD LICENSE #: C-3781
NC LANDSCAPE ARCHITECTURE BOARD LICENSE #: C-3939



DREAMING TREE

PARCEL ID : 01102108 & 01102109

REZONING PLAN

REVISIONS:

[illegible]

PROJECT NUMBER: 215108
DATE: 11/23/2015 DRAWN BY: HF

Brian Richards

From: Mary Jeffrey <lochavenddevelopment@gmail.com>
Sent: Wednesday, December 16, 2015 9:55 AM
To: Brian Richards
Subject: Neighborhood meeting

Brian -

Regarding the Neighborhood meeting that was conducted yesterday - the following is submitted.

Those in attendance included:

Ethan Wakeman
Mary Jeffrey
Brian Richards
Dan Boone
Bill Walsh
Charles Guignard

Several topics were brought up for discussion to include waste, smell, fence height, concerns of neighbors etc. All questions voiced seemed to be answered to the satisfaction and agreement of all in attendance.

Attendees asked Brian Richards regarding the point of view of the Town of Huntersville Planning Department. Mr. Richards indicated their complete support of granting the Conditional Re-zoning.

If you have any questions regarding the meeting, the proposed business or any other portion of the re-zoning process.

Thank you for your attendance and your support of our company in this entire process. It is so appreciated.

Best Regards and Merry Christmas to you Brian -

Mary Jeffrey

Town of Huntersville
REQUEST FOR BOARD ACTION
2/1/2016

REVIEWED:

To: The Honorable Mayor and Board of Commissioners
From: Meredith Miller, Planner I
Subject: TA 15-07 - Update 9.37.2, Temporary Mobile Food Sale Condition

TA 15-07, Update 9.37.2, Temporary Mobile Food Sale Condition, is a request by the Town of Huntersville to remove the up to a maximum of four (4) days per week and major holiday operating condition for temporary mobile food sales that are permitted as an accessory use on non-residential lots.

ACTION RECOMMENDED:

Call for Public Hearing on February 1, 2016 at 6:30pm.

FINANCIAL IMPLICATIONS:

None.

ATTACHMENTS:

Description	Type
▢ Staff Report	Staff Report

TA #15-07 Amend Article 9.37.2, Update Temporary Mobile Food Sale Conditions

PART 1: DESCRIPTION

Text Amendment, TA #15-07, is a request by the Town of Huntersville to amend Article 9.37.2 of the Zoning Ordinance (see attachment A, Text Amendment Application and attachment B, Proposed Ordinance) to remove the maximum four (4) day per week per location operating restriction on temporary mobile food sales.

PART 2: BACKGROUND

Temporary mobile food sales are permitted by-right (staff approval) in Town Center (TC), Highway Commercial (HC), Special Purposes (SP), and Corporate Business (CB) zoning districts (see attachment C, Map of Zoning Districts). In these zoning districts, temporary mobile food sales are permitted subject to the conditions found in Article 9.37.2, *Temporary Uses and Structures*, of the Zoning Ordinance (see attachment B, Proposed Ordinance).

Prior to January 2016, temporary mobile food sales were only permitted in the Town Center (TC) and Highway Commercial (HC) zoning districts. However, on January 4, 2016 the Town Board amended the Zoning Ordinance (TA #15-05) to allow temporary mobile food sales as a use permitted by-right in the Special Purpose (SP) and Corporate Business (CB) zoning districts. During the Public Hearing for TA#15-05, the Town Board directed staff to process a text amendment to examine removing the four (4) day per week, per location operating condition found in Article 9.37.2.

Since initially being permitted in Huntersville, temporary mobile food sales have had a limit on the number of days per week, per location they could legally operating. In April 2011, Town Board voted to increase the number of days a temporary mobile food sale unit could operate from two (2) to four (4) days per week plus major holidays, at a specific location. A survey of surrounding communities found that, currently, Huntersville is second in terms of permitted number of days mobile food sales can operate, with an allowance of 216 days per, year per location (see table below).

<u>Community</u>	<u>Number of Days to Operate Per Year, Per Location</u>
Davidson	does not restrict days
Huntersville	216
Charlotte	90*
Cornelius	52
Concord	42

*City of Charlotte is processing an amendment to their Zoning Ordinance to allow temporary mobile food vending 365 days a year.

The Town of Davidson adopted ordinance language removing the number of operating days in August 2013. According to Charlotte's recent Rezoning Petition, the City proposes to permit mobile food vending 365

consecutive calendar days a year, with the option to renew on an annual basis. These amendment show support for the trend that mobile food vending is growing locally and Zoning Ordinances are changing to keep up with the increasing popularity of mobile food vending.

Huntersville addresses traffic and parking concerns in Article 9.37.2. Furthermore, public health and safety concerns are addressed by the Mecklenburg County Health Department, Mobile Food Services Regulations. Mecklenburg County specifically requires mobile food units be removed from sale site once per day for cleaning, servicing, and restocking supplies (see attachment D, Mecklenburg County Health Department Mobile Food Service Regulations).

This text amendment request was provided to the Lake Norman Economic Development staff for feedback. They support the proposed amendment and did not have an issue removing the four (4) day per week operating condition from Article 9.37.2.

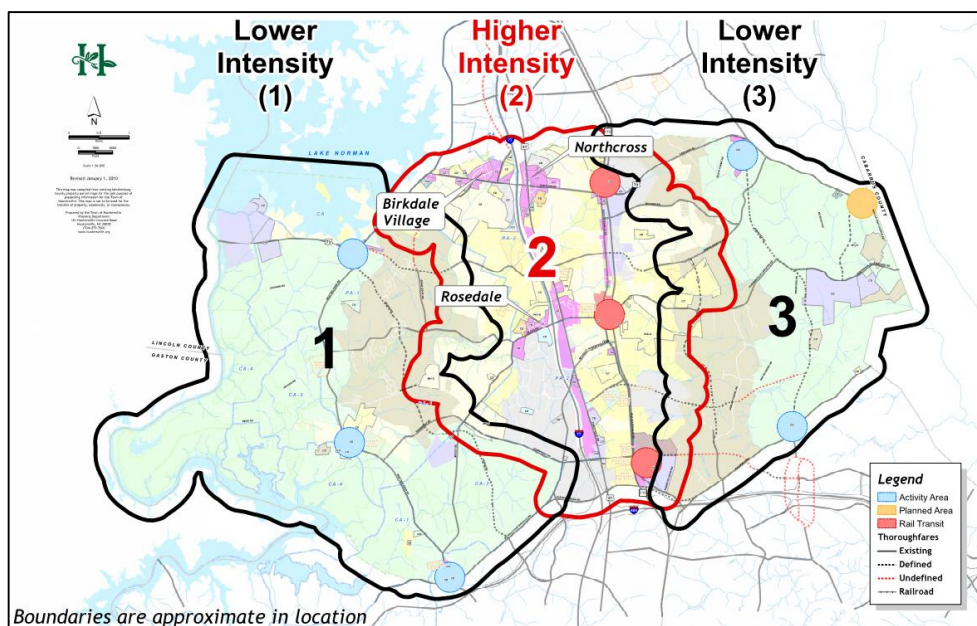
PART 3: RELEVANT SECTIONS OF THE HUNTERSVILLE 2030 COMMUNITY PLAN AND APPLICABLE LONG RANGE PLANS

The following are examples of relevant plans and polices from the 2030 Huntersville Community Plan that may be incorporated into the Board's statement of consistency for approval or denial of the request.

Policy CD-2: Commercial Development Pattern

Promote a mixed-use development pattern that focuses higher intensity development generally within two miles of the I-77/NC-115 core. Outside the core area, this more intense commercial development pattern shall be focused in identified nodes and centers.

NOTE: The High Intensity area has a high percentage of parcels zoned for Temporary Mobile Food Sales.



PART 4: STAFF RECOMMENDATION

Staff recommends amending Article 9.37.2. *Temporary Uses and Structures* for Temporary Mobile Food Sales. The recommendation is based on:

Consistency with policy of the Huntersville Community Plan listed above.

Amending temporary mobile food sales conditions offers greater flexibility and added economic activity in the TC, HC, SP, and CB zoning districts.

PART 5: PUBLIC HEARING

The Public Hearing will be held on February 1, 2016.

PART 6: PLANNING BOARD RECOMMENDATION

The Planning Board is scheduled to hear this text amendment on February 23, 2016.

PART 7: ATTACHMENTS AND ENCLOSURES

Attachment A: Text Amendment Application

Attachment B: Proposed Ordinance

Attachment C: Map of Zoning Districts

Attachment D: Mecklenburg County Health Department Mobile Food Service Regulations

PART 8: STATEMENT OF CONSISTENCY – TA #15-05

Planning Department	Planning Board	Board of Commissioners
<p>APPROVAL: In considering the proposed amendment, TA 15-07, to amend Article 9.37.2 (Temporary Uses and Structures) of the Zoning Ordinance, the Planning Staff recommends approval based on the amendment being consistent with policy CD-2 of the Community Plan.</p> <p>It is reasonable, and in the public interest to amend the Zoning Ordinance because, the amendment provides flexibility to the temporary mobile food sales industry, while providing economic benefit to the Town Center, Highway Commercial, Special Purpose, and Corporate Business Zoning Districts.</p>	<p>APPROVAL: In considering the proposed amendment, TA 15-07, to amend Article 9.37.2 (Temporary Uses and Structures) of the Zoning Ordinance, the Planning Board recommends approval based on the amendment being consistent with <u>(insert applicable plan reference)</u></p> <p>It is reasonable and in the public interest to amend the Zoning Ordinance because...(Explain)</p>	<p>APPROVAL: In considering the proposed amendment, TA 15-07, to amend Article 9.37.2 (Temporary Uses and Structures) of the Zoning Ordinance, the Town Board recommends approval based on the amendment being consistent with <u>(insert applicable plan reference)</u></p> <p>It is reasonable and in the public interest to amend the Zoning Ordinance because...(Explain)</p>
	<p>DENIAL: In considering the proposed amendment, TA 15-07, to amend Article 9.37.2 (Temporary Uses and Structures) of the Zoning Ordinance, the Planning Board recommends denial based on the amendment being <u>(consistent OR inconsistent)</u> with <u>(insert applicable plan reference)</u>.</p> <p>It is not reasonable and in the public interest to amend the Zoning Ordinance because....(Explain)</p>	<p>DENIAL: In considering the proposed amendment, TA 15-07, to amend Article 9.37.2 (Temporary Uses and Structures) of the Zoning Ordinance, the Town Board recommends denial based on the amendment being <u>(consistent OR inconsistent)</u> with <u>(insert applicable plan reference)</u>.</p> <p>It is not reasonable and in the public interest to amend the Zoning Ordinance because....(Explain)</p>



Text Amendment Application

Incomplete submissions will not be accepted.

Applicant Data

Date of Application December 8, 2015
 Name Town of Huntersville
 Address 105 Gilead Road, 3rd Floor
 Phone Number (home) N/A (work) 704-766-2298
 Email mmiller@Huntersville.org

Fee

Text Amendment to the Zoning/Subdivision Ordinance Fee \$400.00

Type of Change

☐ New Addition to text of Zoning Ordinance / Subdivision Ordinance / Other
☒ Revision/Modification to text of Zoning Ordinance / Subdivision Ordinance / Other

Description of Change (If possible, please provide a Word document of the proposed text change)

Proposed text amendment will affect the following:

Ordinance: Zoning Article: 9.37 Section: 2, temporary mobile food sales

Current Text: The establishment of temporary mobile food sales are permitted as an accessory use for up to a maximum of four (4) days per week and major holidays upon issuance of a temporary use permit by the Zoning Administrator.

Proposed Text: The establishment of temporary mobile food sales are permitted as an accessory use for up to issuance of a temporary use permit by the Zoning Administrator.

Reason for requested change (attach additional sheets if necessary):

Board directed.

NOTE: If the proposed text amendment effects property located along Hwy 73; is 2000 feet from an adjoining municipality, and/or the Mountain Island and Lake Norman Watersheds, additional peer review is required.

Signatures

I hereby certify that the information presented by me in this application is accurate to the best of my knowledge, information and belief.

Applicant Signature: Meredith M. Nesbitt Date: 12-14-15

Contact Information

Town of Huntersville
Planning Department
PO Box 664
Huntersville, NC 28070

Phone:	704-875-7000
Fax:	704-875-6546
Physical Address:	105 Gilead Road, Third Floor
Website:	http://www.huntersville.org/Departments/Planning.aspx

AN ORDINANCE TO AMEND ARTICLE 9.37.2 *Temporary Uses and Structure*, Establishment of Temporary Mobile Food Sales

Section 1. Be it ordained by the Board of Commissioners of the Town of Huntersville that the Zoning Ordinance is hereby amended as follows:

Article 9.37, Temporary Uses and Structures

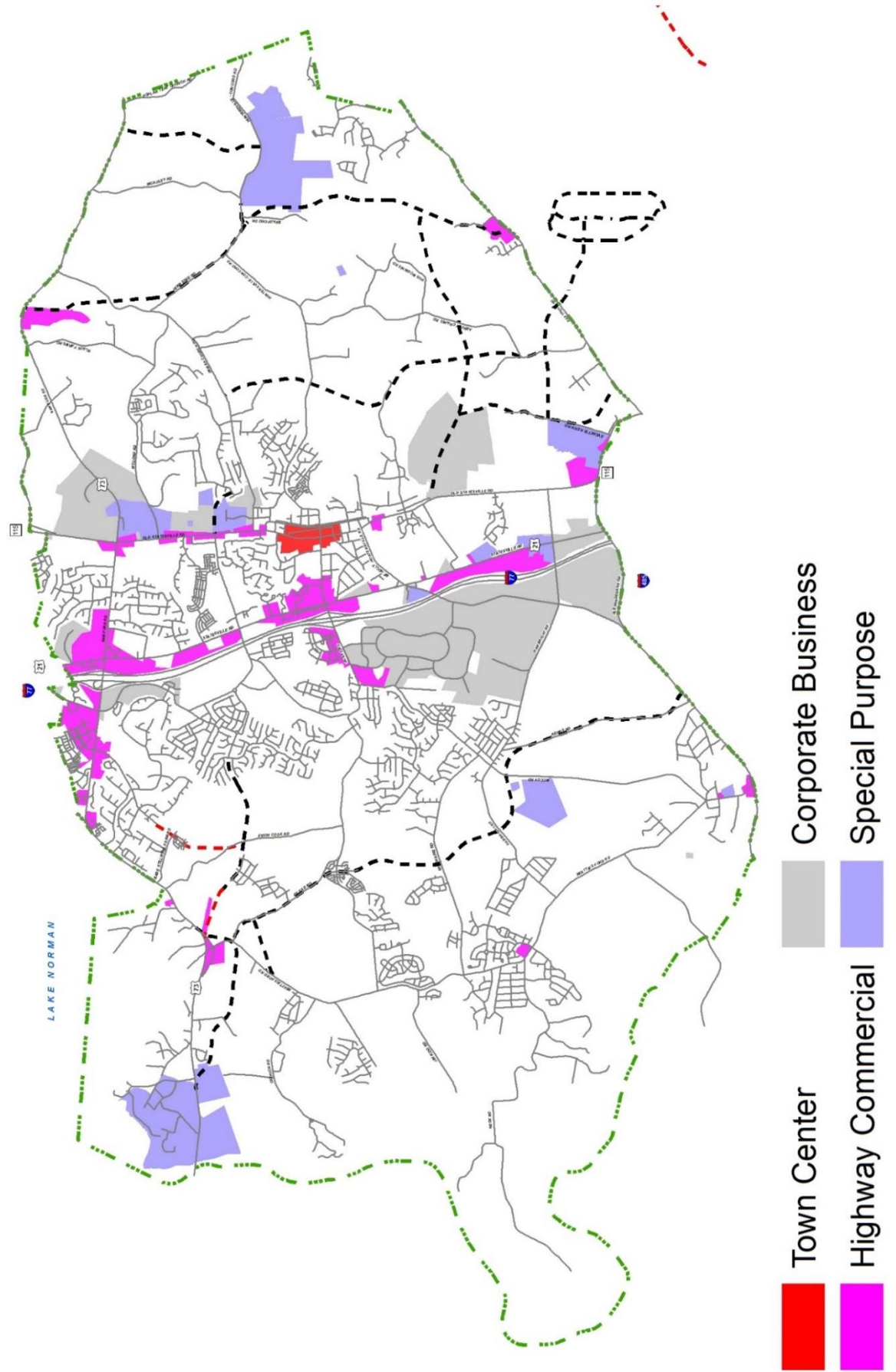
.2 The establishment of temporary mobile food sales are permitted as an accessory use ~~for up to a maximum of four (4) days per week and major holidays~~ upon issuance of a temporary use permit by the Zoning Administrator. The following conditions apply.

- (a) Trailers, carts and related storage shall be removed by the close of each business day.
- (b) The use may only be located on a lot occupied by a non-residential use.
- (c) The use shall be located a minimum of 15' behind existing road right-of-way, shall not impede the flow of pedestrian traffic, nor shall be located in any required parking space, loading space, or vehicle maneuvering area.
- (d) Off-street parking may be provided in existing parking spaces, as long as they are not part of the required number of spaces for the principal use.
- (e) No signage shall be permitted, except signs that are painted on or applied directly to the mobile food unit.
- (f) All applicable local and state regulations, including, but not limited to, Health Department and Environmental Protection, shall be met.
- (g) All discharge, waste and trash shall be properly disposed of in accordance with the applicable regulations by the close of each day.
- (h) A temporary use permit shall be required and is valid for one year and may be renewed annually.
- (i) At the issuance and renewal of a temporary use permit, the applicant shall supply the Zoning Administrator ~~with a schedule of the days of operation of the business along~~ with permission from the property owner to locate on the property.
- (j) The use shall not create any additional non-conformities on the existing site.

Section 2. That this ordinance shall become effective upon adoption.

PUBLIC HEARING DATE: **February 1, 2016**
PLANNING BOARD MEETING:
PLANNING BOARD RECOMMENDATION:
TOWN BOARD DECISION:

Map of Zoning Districts Allowing Temporary Mobile Food Sales





MECKLENBURG COUNTY Health Department

Mobile Food Service Regulations

15A NCAC 18A .2670 GENERAL REQUIREMENTS FOR PUSHCARTS AND MOBILE FOOD UNITS

- a) A permit shall be issued by the regulatory authority that inspects the commissary from which a pushcart or mobile food unit is to operate, if the regulatory authority determines that the pushcart or mobile food unit complies with the rules of this Section. The permit shall be maintained on the pushcart or mobile food unit and made available to the regulatory authority upon request.
- b) The regulatory authority that issues the permit shall be provided by the permit holder a list of counties and locations where each pushcart or mobile food unit will operate.
- c) Prior to initiating food service operations in a particular county, the pushcart or mobile food unit permit holder shall provide the regulatory authority in each county in which food service operations are proposed a list of locations where they will operate. Such lists must be kept current.
- d) Pushcarts or mobile food units shall operate in conjunction with a permitted commissary and shall report at least daily to the commissary for supplies, cleaning, and servicing. Facilities, in compliance with this Section, shall be provided at the commissary for storage of all supplies. The pushcart shall also be stored in an area that protects it from dirt, debris, vermin, and other contamination. Water faucets used to supply water for pushcarts or mobile food units shall be protected to prevent contact with chemicals, splash, and other sources of contamination. Solid waste storage and liquid waste disposal facilities must also be provided on the commissary premises.
- e) All food shall be obtained from sources that comply with Chapter 3 of the Food Code as amended by Rule .2653 of this Section.
- f) All potentially hazardous food (time/temperature control for safety food) shall be maintained at temperatures as required in Chapter 3 of the Food Code as amended by Rule .2653. A metal stem-type thermometer accurate to 1°C (2°F) shall be available to check food temperatures.
- g) Single service articles shall be used for serving customers. Single-service articles shall be purchased in sanitary containers, shall be stored therein in a clean, dry place until used, and shall be handled in a manner to prevent contamination.
- h) All garbage and other solid waste shall be stored and disposed in an approved manner.
- i) Employees shall wear effective hair restraints, clean outer clothing, and maintain good hygienic practices as specified in Part 2-4 of the Food Code as amended by Rule .2652 of this Section.
- j) Employees shall comply with the requirements in Subpart 2-201 of the Food Code as amended by Rule .2652 of this Section.
- k) Equipment and utensils shall meet the requirements in Parts 4-1 and 4-2 of the Food Code as amended by Rule .2654 of this Section.
- l) The pushcart or mobile food unit shall be kept clean and free of flies, roaches, rodents, and other vermin.

15A NCAC 18A .2671 SPECIFIC REQUIREMENTS FOR PUSHCARTS

- (a) Only hot dogs shall be prepared, handled, or served from a pushcart; however, food which has been prepared, pre-portioned, and individually pre-wrapped at a food establishment or commissary may be served from a pushcart.
- (b) Food and utensils on the pushcart exposed to the public or to dust or insects shall be protected by glass, or otherwise, on the front, top, and ends, and exposed only as much as may be necessary to permit the handling and serving of food.

PEOPLE • PRIDE • PROGRESS • PARTNERSHIPS

- (c) Toilet facilities, handwashing sinks, and running water are not required. Single-service towels are required.
- (d) All pre-wrapped potentially hazardous food (time/temperature control for safety food) shall be maintained at temperatures as required in Chapter 3 of the Food Code as amended by Rule .2653 of this Section or as labeled on the food item. Each pre-wrapped food item shall contain the name of the food establishment at which it was prepared, the name of the food item, and the time and date of expiration. The wrapper shall enclose the food at all times but sealing is not required.
- (e) Pre-portioned, individually pre-wrapped food that remains after the specified time period has elapsed shall not be sold for human consumption.
- (f) Pushcarts shall not be provided with seating facilities.
- (g) Pushcarts shall not be used for consumer self-service.

15A NCAC 18A .2672 SPECIFIC REQUIREMENTS FOR MOBILE FOOD UNITS

- (a) A mobile food unit shall be constructed and arranged so that food, drink, utensils, and equipment will not be exposed to insects, dust, and other contamination. Protection against flies and other insects shall be provided by screening or by effective use of fans. Where food or griddles are exposed to the public or to dust or insects, they shall be protected by glass, or otherwise, on the front, top, and ends, and exposed only as much as may be necessary to permit the handling and serving of food.
- (b) A mobile food unit shall have a potable water system under pressure. The system shall furnish hot and cold water for all food preparation, utensil cleaning, and handwashing. The water inlet shall be located so that it will not be contaminated by waste discharge, road dust, oil, or grease and it shall be kept capped unless being filled.
- (c) Water heating facilities shall be provided.
- (d) A handwashing sink with hot and cold water, combination supply faucet, soap, and single-service towels shall be provided.
- (e) At least a one-compartment sink shall be provided. The sink shall be of sufficient size to submerge, wash, rinse, and sanitize utensils and shall have splashback protection. Drainboards shall be provided as specified in Section 4-301.13 of the Food Code as amended by Rule .2654 to accommodate the drying of washed utensils. However, in cases where no food is prepared on the mobile food unit and all utensils are effectively cleaned at the commissary, the equipment sink is not required.
- (f) Sewage disposal must be provided either by means of an approved sewage disposal system or approved sewage storage tanks. Sewage storage tanks must be maintained in a manner so as not to create a health hazard or nuisance and to prevent contamination of food or water supply. Toilets are not required on the unit. Liquid waste that results from the operation of a mobile food unit shall be disposed in an approved sewage disposal system or stored in a permanently installed sewage storage tank that is of at least 15 percent larger capacity than the water supply tank. Liquid waste shall not be discharged from the sewage storage tank when the mobile food unit is in motion. All connections on the vehicle for servicing mobile food unit waste disposal facilities shall be of a different size or type than those used for supplying potable water to the mobile food unit. The waste connection shall be located lower than the water inlet connection to preclude contamination of the potable water system.
- (g) A servicing area shall be established at a commissary for the mobile food unit. Potable water servicing equipment shall be installed, stored, and handled to protect the water and equipment from contamination. The mobile food unit's sewage storage tank shall be flushed and drained during servicing operation. All sewage shall be discharged to an approved sewage disposal system in accordance with 15A NCAC 18A .1900 or 15A NCAC 02H .0200.

Town of Huntersville
REQUEST FOR BOARD ACTION
2/1/2016

REVIEWED:

To: The Honorable Mayor and Board of Commissioners
From: Jack Simoneau, Planning Director
Subject: Consider Final Action for TA15-06

Consider final action for Petition TA15-06, which is a request by the Town of Huntersville to amend Article 3, Article 4 and Article 8 removing residential building design standards to conform to North Carolina Statute Amendment Senate Bill 25.

ACTION RECOMMENDED:

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

Description		Type
▣	Staff Report	Exhibit
▣	Attachment 1	Exhibit
▣	Attachment 2	Exhibit
▣	Attachment 3	Exhibit
▣	Attachment 4	Exhibit
▣	Attachment 5	Exhibit

PART 1: DESCRIPTION

On June 19, 2015 Session Law 2015-86 (Attachment 1) was approved clarifying when municipalities can enact zoning ordinances related to design and aesthetic controls for one and two-family dwellings under the North Carolina Residential Code. The Town of Huntersville's zoning ordinance must be amended to comply with Session Law 2015-86.

PART 2: BACKGROUND

The Town of Huntersville adopted a new zoning ordinance in 1996 and some of those original provisions must be modified to comply with Session Law 2015-86. The full text of amendments recommended by staff can be found in Attachment 2. A summary of the major changes are as follows:

1. In Article 3, clarify the "Compatibility with Surrounding Development" provisions do not apply to structures subject to the North Carolina Residential Code for One- and Two- Family Dwellings. (Attachment 2, page 1)
2. Delete Architectural Standards for Detached and Attached House types (Attachment 2, pages 2-3).
3. Modify the provisions of Section 8.16 (Standards for Residential Garages and Parking in Residential Districts).
 - a. Since 1996, front loaded garages on lots greater than 60 feet in width have been required to be recessed at least 10 feet behind the primary plane of the structure (see photo below; exception for homes 1,400 sq. ft. or less). Because Session Law 2015-86 precludes the ability of municipalities to establish the location of garage doors (considered a "building design element" that cannot be regulated), the recessed garage provision has been removed.



- b. Developers have the choice to establish build-to-lines as close as 10' to the public street right-of-way for detached and attached homes types. However, a driveway depth of at least 20' is needed so cars can park in the driveway without blocking the sidewalk. Therefore, a minimum driveway depth of 20' from the public right-of-way was established (Attachment 2, page 5, subsection .5)



- c. Since 1996, alley access has been required on lots 60 feet wide or less with some exceptions that have been adjusted over the years. Unlike most communities who establish a minimum lot width, Huntersville has allowed the development community to set the lot width (and lot area) in most zoning districts to meet market demands and allow a variety of housing choices (excluding Rural and Transitional Zoning Districts). The choice of lots widths comes with the requirement that an alley must be provided when lots are 60' or less in width (see photo below). Requiring an alley be provided was based on several reasons, including:



50'-Wide Lots w/ Alley



40'-Wide Lots w/ Alley



30'-Wide Lots w/ Alley

- Multiple driveway cuts along public streets on lots less than 60' wide make it difficult to provide on-street parking, a recommendation for attached house types and detached house types on lots 60' wide or less (Attachment 3 of Zoning Ordinance, page 5-6, subsection b). It can also make it more difficult to provide areas for curbside trash pick-up depending on lot widths established and driveway widths.
- Multiple driveway cuts close to one another increase points of conflict for pedestrians using the sidewalk (reducing walkability) and vehicles traveling on the street.
- Reduces construction costs when repair work is done in the public street right-of-way.
- Provides adequate area along public streets to install street trees and street lights.

At this time, staff recommends detached and two unit attached house types have a lot width greater than 60 feet. Further, staff supports providing developers an option to choose lot widths of 60' or less for detached and two unit attached house types if an alley is provided (Attachment 2, page 4, subsection .1).



Homes less than 60' wide with alley across from homes on lots over 60' wide

- d. For three or more unit attached house types, it is not possible to achieve lots widths greater than 60'. Therefore staff supports strongly encouraging the use of alleys (Attachment 2, page 4, subsection 2).

Encourage the use of alleys for attached homes



Discourage the use of front load garage for attached homes



- e. When driveway access is provided from a public street, the widths of those driveways at the public right-of-way is recommended to be limited to 30% for detached and two-unit attached house types and 50% for three or more unit attached housing types. The reason for limiting driveway widths at the street right-of-way is to better accommodate on-street parking and curbside trash service, to minimize conflicts between pedestrians using the sidewalk and vehicles on the street, provide appropriate space for street trees and street lights, and minimize construction costs when repair work is done in the public street right-of-way (Attachment 2, page 4, subsection 3).

PART 3: RELEVANT SECTIONS OF THE HUNTERSVILLE 2030 COMMUNITY PLAN AND APPLICABLE LONG RANGE PLANS

Relevant sections of the Huntersville 2030 Community Plan to the proposed amendment includes:

- Policy H-1: Development Pattern
Continue to follow existing residential development pattern as reflected in “Map of Zoning Districts,” focusing higher intensity development generally within two miles of the I-77/NC-115 corridor and lower intensity development east and west of this corridor extending to the Town boundaries.
- Policy H-7: Housing Affordability
Support appropriate mix of housing for all income levels.

PART 4: PUBLIC HEARING

Held December 21, 2015. Below are the comments presented at the public hearing from the meeting minutes.

Joe Padilla, 1201 Greenwood Cliff, Charlotte, Executive Director Real Estate and Building Industry Coalition, requested that the rear alley requirement be removed from the proposed language before voting for approval.

Rob Nanfelt, 1201 Greenwood Cliff, Homebuilders Association of Greater Charlotte Area, requested that the rear alley requirement be removed from proposed language.

PART 5: STAFF RECOMMENDATION

Staff recommends approval of the text amendment (Attachment 2) as it is necessary to comply with Session Law 2015-86. The proposed amendments are consistent with Policy H-1 and H-7 of the Huntersville 2030 Community Plan. It is reasonable and in the public interest to amend the zoning ordinance because the development community is provided a residential detached and two-unit attached lot width option to meet a varied housing market.

As noted in the public hearing comments, representatives of REBIC and the Homebuilders Association of the Greater Charlotte Area requested the rear alley “requirement” be removed in order for the text amendment to be consistent with the intent of Sessions Law 2015-86 (Attachment 2, page 4, #1, 2nd sentence). You will note the provision allowing lot widths 60’ wide or less for detached and two-unit attached house types is an “option” chosen by the developer and not a requirement. Staff does not support violating the intent of Session Law 2015-86 and believes that proposed amendment (Attachment 2) complies with that law while allowing the development community an option on lot width flexibility.

If the Planning Board or Town Board believe the staff endorsed text amendment (Attachment 2) violates the intent of Session Law 2015-86, then staff would offer an alternative amendment (Attachment 4) establishing a minimum lot width of greater than 60’ for detached and two-unit attached house types in the Neighborhood Residential (NR) zoning district (Attachment 4, page 1 subsection 3.2.4(d)(1)). If a developer wanted to create lot widths of 60’ or less for a detached or two-unit attached housing type, that could be accommodated in districts other than Rural, Transitional and Neighborhood Residential (Neighborhood Center (NC), Town Center (TC), Highway Commercial (HC), Traditional

Neighborhood Development (TND) and Transit Oriented Development Residential (TOD-R) zoning districts) with a recommendation for alley access allowing on-site parking (Attachment 4 page 4, subsection 1).

Attachment 5 provides a comparison between the staff and Planning Board recommend amendment (Attachment 2) and the alternative amendment (Attachment 4).

PART 6: PLANNING BOARD RECOMMENDATION

The Planning Board voted to endorse the staff recommendation (Attachment 2) by a vote of 7 (Bankirer, Lewis, Swanick, Sailors, Walsh, Price, Thomas) in favor and 1 opposed (Miller) on January 26, 2016.

PART 7: ATTACHMENTS AND ENCLOSURES

Attachment 1: Session Law 2015-86

Attachment 2: Staff and Planning Board Recommended Proposed Ordinance Amendment

Attachment 3: Page 5-6 of the Huntersville Zoning Ordinance

Attachment 4: Alternative Proposed Ordinance Amendment with NR Minimum Lot Width

Attachment 5: Comparison of Text Amendments

PART 8: STATEMENT OF CONSISTENCY

Planning Department	Planning Board	Board of Commissioners
<p>APPROVAL: In considering TA 15-06, amending Articles 3, 4 & 8 of the Zoning Ordinance, the Planning staff recommends approval based on the amendment being consistent with Policy H-1 and H-7 of the Huntersville Community Plan.</p> <p>It is reasonable and in the public interest to amend the zoning ordinance because the development community will be provided several options for subdivision layout to meet a varied housing market.</p>	<p>APPROVAL: In considering TA 15-06, amending Articles 3, 4 & 8 of the Zoning Ordinance, the Planning Board recommends approval of the staff proposal based on the amendment being consistent with policies of the Huntersville Community Plan.</p> <p>It is reasonable and in the public interest to amend the zoning ordinance because of the need to control the driveway cuts and aesthetics of the neighborhood and have options available for the development community to meet a varied housing market.</p>	<p>APPROVAL: In considering TA 15-06, amending Articles 3, 4 & 8 of the Zoning Ordinance, the Town Board recommends approval based on the amendment being consistent with <u>(insert applicable plan reference)</u></p> <p><u>It is reasonable and in the public interest to amend the Zoning Ordinance because... (Explain)</u></p>
		<p>DENIAL: In considering TA 15-06, amending Articles 3, 4 & 8 of the Zoning Ordinance, the Town Board recommends denial based on the amendment being <u>(consistent OR inconsistent)</u> with <u>(insert applicable plan reference)</u>.</p> <p><u>It is not reasonable and in the public interest to amend the Zoning Ordinance because... (Explain)</u></p>

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2015**

**SESSION LAW 2015-86
SENATE BILL 25**

**AN ACT TO CLARIFY WHEN A COUNTY OR MUNICIPALITY MAY ENACT ZONING
ORDINANCES RELATED TO DESIGN AND AESTHETIC CONTROLS.**

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 160A-381 is amended by adding new subsections to read:

"(h) Any zoning and development regulation ordinance relating to building design elements adopted under this Part, under Part 2 of this Article, or under any recommendation made under G.S. 160A-452(6)c. may not be applied to any structures subject to regulation under the North Carolina Residential Code for One- and Two-Family Dwellings except under one or more of the following circumstances:

- (1) The structures are located in an area designated as a local historic district pursuant to Part 3C of Article 19 of Chapter 160A of the General Statutes.
- (2) The structures are located in an area designated as a historic district on the National Register of Historic Places.
- (3) The structures are individually designated as local, State, or national historic landmarks.
- (4) The regulations are directly and substantially related to the requirements of applicable safety codes adopted under G.S. 143-138.
- (5) Where the regulations are applied to manufactured housing in a manner consistent with G.S. 160A-383.1 and federal law.
- (6) Where the regulations are adopted as a condition of participation in the National Flood Insurance Program.

Regulations prohibited by this subsection may not be applied, directly or indirectly, in any zoning district, special use district, conditional use district, or conditional district unless voluntarily consented to by the owners of all the property to which those regulations may be applied as part of and in the course of the process of seeking and obtaining a zoning amendment or a zoning, subdivision, or development approval, nor may any such regulations be applied indirectly as part of a review pursuant to G.S. 160A-383 of any proposed zoning amendment for consistency with an adopted comprehensive plan or other applicable officially adopted plan. For the purposes of this subsection, the phrase "building design elements" means exterior building color; type or style of exterior cladding material; style or materials of roof structures or porches; exterior nonstructural architectural ornamentation; location or architectural styling of windows and doors, including garage doors; the number and types of rooms; and the interior layout of rooms. The phrase "building design elements" does not include any of the following: (i) the height, bulk, orientation, or location of a structure on a zoning lot; (ii) the use of buffering or screening to minimize visual impacts, to mitigate the impacts of light and noise, or to protect the privacy of neighbors; or (iii) regulations adopted pursuant to this Article governing the permitted uses of land or structures subject to the North Carolina Residential Code for One- and Two-Family Dwellings.

(i) Nothing in subsection (h) of this section shall affect the validity or enforceability of private covenants or other contractual agreements among property owners relating to building design elements."

SECTION 2. G.S. 153A-340 is amended by adding new subsections to read:

"(l) Any zoning and development regulation ordinance relating to building design elements adopted under this Part, under Part 2 of this Article, or under any recommendation made under G.S. 160A-452(6)c. may not be applied to any structures subject to regulation



under the North Carolina Residential Code for One- and Two-Family Dwellings except under one or more of the following circumstances:

- (1) The structures are located in an area designated as a local historic district pursuant to Part 3C of Article 19 of Chapter 160A of the General Statutes.
- (2) The structures are located in an area designated as a historic district on the National Register of Historic Places.
- (3) The structures are individually designated as local, State, or national historic landmarks.
- (4) The regulations are directly and substantially related to the requirements of applicable safety codes adopted under G.S. 143-138.
- (5) Where the regulations are applied to manufactured housing in a manner consistent with G.S. 153A-341.1 and federal law.
- (6) Where the regulations are adopted as a condition of participation in the National Flood Insurance Program.

Regulations prohibited by this subsection may not be applied, directly or indirectly, in any zoning district, special use district, conditional use district, or conditional district unless voluntarily consented to by the owners of all the property to which those regulations may be applied as part of and in the course of the process of seeking and obtaining a zoning amendment or a zoning, subdivision, or development approval, nor may any such regulations be applied indirectly as part of a review pursuant to G.S. 153A-341 of any proposed zoning amendment for consistency with an adopted comprehensive plan or other applicable officially adopted plan. For the purposes of this subsection, the phrase "building design elements" means exterior building color; type or style of exterior cladding material; style or materials of roof structures or porches; exterior nonstructural architectural ornamentation; location or architectural styling of windows and doors, including garage doors; the number and types of rooms; and the interior layout of rooms. The phrase "building design elements" does not include any of the following: (i) the height, bulk, orientation, or location of a structure on a zoning lot; (ii) the use of buffering or screening to minimize visual impacts, to mitigate the impacts of light and noise, or to protect the privacy of neighbors; or (iii) regulations adopted pursuant to this Article governing the permitted uses of land or structures subject to the North Carolina Residential Code for One- and Two-Family Dwellings.

(m) Nothing in subsection (l) of this section shall affect the validity or enforceability of private covenants or other contractual agreements among property owners relating to building design elements."

SECTION 3. This act is effective when it becomes law. The act clarifies and restates the intent of existing law and applies to ordinances adopted before, on, and after the effective date.

In the General Assembly read three times and ratified this the 10th day of June, 2015.

s/ Daniel J. Forest
President of the Senate

s/ Tim Moore
Speaker of the House of Representatives

s/ Pat McCrory
Governor

Approved 10:00 a.m. this 19th day of June, 2015

AN ORDINANCE TO AMEND RESIDENTIAL DESIGN STANDARDS (Updated 12-21-15)

Section 1. Be it ordained by the Board of Commissioners of the Town of Huntersville that the Zoning Ordinance is hereby amended as follows:

Under Article 3, Subsections 3.2.1(d)(4); 3.2.2(d)(5); 3.2.4(d)(1); 3.2.5(d)(1); 3.2.6(d)(1); 3.2.7(d)(1); 3.2.11(d)(1); 3.2.13(d)(2); 3.3.1(d)(1); add the following bullet:

Compatibility with Surrounding Development.

- **Nothing in this subsection shall be interpreted to conflict with the building design element provisions as found in GS 160A-381(h) for structures subject to the North Carolina Residential Code for One- and Two-Family Dwellings.**

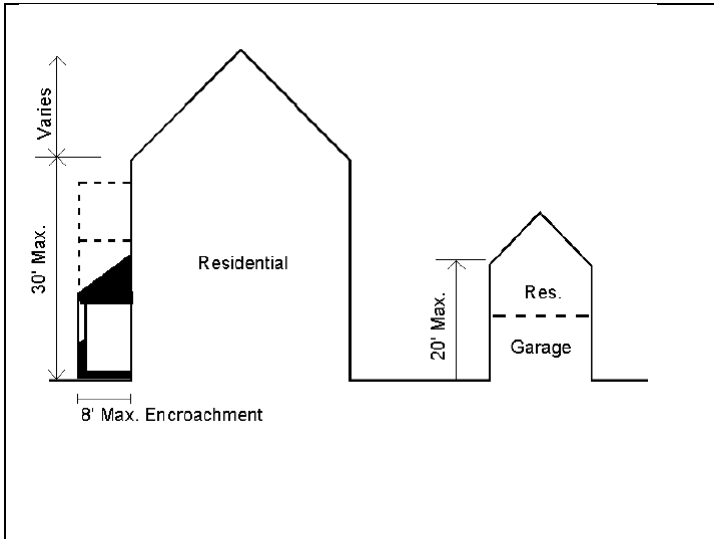
Under Article 3, add Subsections 3.2.1(d)(5); 3.2.2(d)(6); 3.2.4(d)(7); 3.2.5(d)(9); 3.2.6(d)(8); 3.2.7(d)(10); 3.2.11(d)(4); 3.2.13(d)(7); 3.3.1(d)(8) to read as follows:

See Section 8.16, Standards for Residential Lot Widths, Alleys, Garages and Parking in Residential Districts

Under Article 4 Detached House Type, amend by deleting the Architectural Standards as follows:

Building Type / Detached House

Permitted Height/Uses/Encroachments



1. Building height shall be measured as the vertical distance from the highest finished grade relative to the street frontage, up to the eaves.
2. Building height of main dwelling to ridge may vary depending on the roof pitch.
3. Permitted uses are indicated above.
4. Maximum footprint for a building housing a detached accessory dwelling is 650 square feet or 50% of first floor area of principal residence, whichever is greater.
5. Balconies, stoops, stairs, open porches, bay windows, and awnings are permitted to encroach into setback area up to 8'.
6. Decks, balconies, and porches are permitted to encroach into the rear yard setback as provided in Section 8.8.9.

Architectural Standards

Principles-

- A. To perpetuate the unique building character of the town and its environs, and to re-establish its local identity, development shall ~~should~~ generally employ building types that are sympathetic to the historic architectural vocabulary of the area in their massing and external treatment. Manufactured homes will not be permitted as part of any multi-unit residential development under this ordinance except within the MH-O District.
- B. The front elevations facing the street, and the overall massing shall ~~should~~ communicate an emphasis on the human scale and the pedestrian environment.
- C. Each building should be designed to form part of a larger composition of the area in which it is situated. Adjacent buildings should thus be of similar scale, height, and configuration.
- D. Building silhouettes should be generally consistent. The scale and pitch of roof lines should thus be similar across groups of buildings. Excessively grandiose roof pitches with multiple changes of outline are not acceptable ~~recommended~~.
- E. Porches should form a predominant motif of house designs, and be located on the front or to the side of the dwelling. When attached to the front, they shall ~~are recommended to~~ extend over at least 15% of the front facade. All porches should be constructed of materials in keeping with those of the main building.
- F. Front loaded garages ~~and driveways~~, if provided, shall meet the standards of Section 8.16.

Configurations-

- A. Main roofs on residential buildings should be symmetrical gables or hips with a pitch of between 4:12 and 12:12. Monopitch (shed) roofs should be attached to the wall of the main building. No monopitch should be less than 4:12. It is recommended that accessory buildings have roof pitches that conform to those of the main building.
- B. Balconies should generally be simply supported by posts and beams. The support of cantilevered balconies should be assisted by visible brackets.
- C. Two wall materials may be combined horizontally on one facade. The "heavier" material should be below.
- D. Exterior chimneys should be finished in brick or stucco.

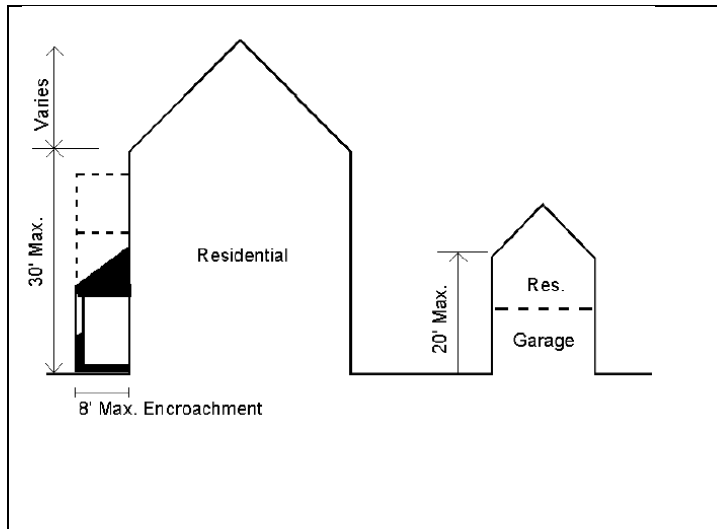
Techniques-

- A. Overhanging eaves may expose rafters.
- B. Flush eaves should be finished by profiled molding or gutters.

Under Article 4 Attached House Type, amend by deleting the Architectural as follows:

Building Type / Attached House

Permitted Height and Uses



1. Building height shall be measured as the vertical distance from the highest finished grade relative to the street frontage, up to the eaves.
2. Building height to ridge will vary depending upon the roof pitch.
3. Permitted uses are indicated above.
4. Maximum footprint for a building housing a detached accessory dwelling is 650 square feet.

Architectural Standards

Principles-

- A. To perpetuate the unique building character of the town and its environs, and to re-establish its local identity, development shall ~~should~~ generally employ building types that are sympathetic to the historic architectural vocabulary of the area in their massing and external materials. Manufactured homes will not be permitted as part of any multi-unit residential development under this ordinance.
- B. The front elevations facing the street, and the overall massing shall ~~should~~ communicate an emphasis on the human scale and the pedestrian environment.
- C. Each building should be designed to form part of a larger composition of the area in which it is situated.
- D. Building silhouettes should be generally consistent. The scale and pitch of roof lines should thus be similar across groups of buildings.
- E. Porches should form a predominant motif of house designs, and be located on the front or to the side of the dwelling. When attached to the front, they shall ~~they are recommended to~~ extend over at least 15% of the front facade. All porches should be constructed of materials in keeping with those of the main building.
- F. Front loaded garages ~~and driveways~~, if provided, shall meet the standards of section 8.16.

Configurations-

- A. Main roofs on residential buildings shall ~~should~~ be symmetrical gables or hips with a pitch of between 4:12 and 12:12. Monopitch (shed) roofs are allowed only if they are ~~should be~~ attached to the wall of the main building. No monopitch shall ~~should~~ be less than 4:12. All accessory buildings shall have roof pitches that conform to those of the main buildings.
- B. Balconies should generally be simply supported by posts and beams. The support of cantilevered balconies should be assisted by visible brackets.
- C. Two wall materials may be combined horizontally on one facade. The "heavier" material should be below.
- D. Exterior chimneys should be finished in brick or stucco.

Techniques-

- A. Overhanging eaves may expose rafters.
- B. Flush eaves should be finished by profiled molding or gutters.

Under Article 8, Subsection 8.16:

8.16 Standards for Residential Lot Widths, Alleys, Garages and Parking in Residential Districts

- .1 Except as specifically provided in the Rural and Transitional districts, detached house types and two-unit attached house types shall be required to have a lot width greater than 60 feet. Developers shall have the option to provide lots widths 60 feet wide or less when alley access allowing on-site parking is provided for detached house types and two-unit attached house types.**

On lots greater than 60 feet in width, front loading garages shall be recessed at least 10 feet behind the primary plane of the front facade of the structure.

~~Exception for single family detached dwellings with 1400 square feet or less of heated space:~~ single bay front loading garages may be built flush with, but may not project in front of, the primary plane of the front facade of the structure; double bay front loading garages shall be recessed at least 10 feet behind the primary plane of the front facade of the structure.

For the purpose of this section, primary plane shall be defined as the heated floor area or a porch extending across at least 55% of the total building width and a depth of at least 6 feet. In no case shall the garage be located less than 20 feet from the back of the public sidewalk.

- .2 Alley access for on-site parking is strongly encouraged for three-unit or more attached house types.** On lots 60 feet or less in width, alley access is required if on-site parking is provided except as provided below.
- .3 Driveway width shall not occupy more than 30% of the public street front of a lot as measured along the public street right-of-way for a detached house and two-unit attached house type, and 50% of the public street front for a three or more unit attached house type.**
- .4 When front entry garages are used, it is recommended to minimize emphasis on front loaded garages by having a building feature projecting from or flush with the garage, have a column to separate a two-car garage or any other technique as determined by the owner to be appropriate.**

- ~~.2 On lots 60 feet or less in width, attached and detached single family homes may be permitted to have front or side entry garages, if the following conditions are met:~~

- ~~(a) The arrangement of permanent structural elements of the unit must provide side view screening of a single or double bay front loading garage. Examples of permanent structural screening would be: an elevated porch or stoop with steps to ground.~~
- ~~(b) The finished floor elevation must meet or exceed a height of 36" above grade to qualify under this paragraph. However, this requirement may be waived on projects with an average block cross slope greater than 5% as measured from the existing ground elevation at the proposed street centerline to the existing ground elevation at the proposed rear lot line.~~
- ~~(c) For attached single family homes, the garages may not abut one another.~~
- ~~(d) Single or double bay side loading garages shall be permitted for the end unit of an attached single family home provided the garage is recessed at least 2 feet behind the primary plane of the structure and the finished floor elevation of the dwelling unit is a minimum of 15 inches above the floor elevation of the garage.~~
- ~~(e) A double bay front loaded garage will be permitted only if the average block cross slope is greater than 5% as defined in item B and the garage is recessed at least 10 feet behind the front facade of the dwelling unit, the garage has two single bay width doors, and the garage width must be less than the width of the remaining portion of the front facade of the dwelling.~~

- .5 In no case shall on-site residential parking extend into the public right of way, or into an easement for a public sidewalk on private property. Driveways shall extend at least twenty (20) feet from a public right-of-way and public sidewalk easement to prevent on-site residential parking from encroaching into the public right-of-way or easement for a public sidewalk.**
- .6 On-street parking at lot front, when specifically provided, may be counted toward all or part of the parking requirement of a dwelling unit.**

- .7 Detached garages may only be placed in the established rear yard. Garages for more than two cars must be detached and located in the established rear yard or be attached side or rear loading,
- .8 Lots in subdivisions approved prior to the effective date of this ordinance, are exempt from the limitations of .1 through .2 ~~3~~, above.
- .9 Vehicles used primarily for commercial purposes and with more than two axles are prohibited from parking on streets, in driveways, or on private property in residential districts. This shall not be construed as preventing the temporary parking of delivery trucks, moving vans, and similar vehicles which deliver goods or services.
- .10 Provisions for parking unlicensed vehicles in residentially zoned districts shall be as follows:
- (a) No more than two (2) motor vehicles that do not have a current, valid license plate and are not fully enclosed in a permanent structure shall be permitted outside on any premises, provided such vehicles are registered to the occupant of the premises or immediate family member of the occupant as the record title of the vehicle.
 - (b) No unlicensed motor vehicle if not registered to the occupant of the premises or immediate family member of the occupant as the record title owner of the vehicle shall be permitted outside of any premises.
 - (c) Vehicles described in paragraphs (a) and (b) are not permitted to be located within any established setback or any established side yards which abut a street or any required side yards contained in these regulations or any street right-of-way. If stored in the rear yard, it must be a minimum of five (5) feet off the rear property line.
 - (d) Vehicles described in paragraphs (a) and (b) are not permitted on vacant or undeveloped parcels.

Section 2. That this ordinance shall become effective upon adoption.

PUBLIC HEARING DATE: December 21, 2015

PLANNING BOARD MEETING: January 26, 2016

PLANNING BOARD RECOMMENDATION: Approval: 7 in favor, 1 opposed

TOWN BOARD DECISION:

ARTICLE 5

STREETS

Street Design

Specifications

Designs should permit comfortable use of the street by motorists, pedestrians, and bicyclists. Pavement widths, design speeds, and the number of motor travel lanes should be minimized to enhance safety for motorists and non-motorists alike. The specific design of any given street must consider the building types which have frontage and the relationship of the street to the overall town street network. The following specifications apply to street design:

- a. Street trees and sidewalks are required on both sides of public streets except rural roads, lanes, alleys, and the undeveloped edge of neighborhood parkways except that sidewalks may be permitted on only one side of the street to accommodate low impact design in the Rural district. Planting area for street trees should be a minimum of 7' in width and sidewalks shall at a minimum be 5' in width unless otherwise provided. On Commercial Town Streets, sidewalks should be a minimum of 7' in width. A 10' minimum width sidewalk with tree grates or cut-outs is encouraged on Commercial Town Streets. Generally, canopy trees shall be planted at a spacing not to exceed 40' on center. Where overhead utility lines preclude the use of canopy trees, small maturing trees may be substituted, planted 30' on center.
- b. On-street parking is recommended where building type and use will generate regular parking use. Occasional on-street parking can be accommodated without additional pavement width. For streets which serve workplace and storefront buildings, on-street parking lane(s) are required and should be marked as such. An on-street parking lane on at least one side of the street is recommended on streets serving apartments, attached houses, and detached houses with lots 60' or less in width. On-street parking must also be provided on one side of any street adjacent to a square, park or other Urban Open Space. Parallel on-street parking width is 7' to 8'. On-street parking should be parallel; angled parking is only permitted as an intentional design element along the main street(s) of the retail center in a planned mixed-use development.
- c. Design speeds should not exceed 30 miles per hour on any neighborhood street. Only arterials and town boulevards may exceed this design speed.
- d. Traffic control plans showing signage and pavement markings shall be prepared in accordance with the guidance of the Manual on Uniform Traffic Control Devices. The developer is responsible for the initial installation of the devices or markings and the maintenance thereof until the public accepts the street for maintenance.

The following illustrations present typical examples of ways in which town street cross-sections can be assembled. Lane measurements represent the width of travel lanes; add 1 ½ or 2 ¼ feet for standard curb and gutter or 2 feet for valley curb and gutter where curb drainage is required.

These specifications may be varied only in accordance with the design principles detailed above and as approved by the Planning Director in consultation with the consulting engineer or transportation.

Street geometries for the sections illustrated on the opposite page are listed below:

	Boulevard
Design Speed	35 mph
Min. Centerline Radius	To be determined
Pavement Width	62'
ROW Width	86' plus curb and gutter width
Curb Radius	15'
Drainage	Curb
	Commercial Town Street
Design Speed	25-30 mph
Min. Centerline Radius	165'-195''
Pavement Width	44'
ROW Width	74' plus curb and gutter width
Curb Radius	15'
Drainage	Curb
	Residential Town Street
Design Speed	25-30 mph
Min. Centerline Radius	165'-195''
Pavement Width	44'
ROW Width	68' plus curb and gutter width
Curb Radius	15'
Drainage	Curb

AN ORDINANCE TO AMEND RESIDENTIAL DESIGN STANDARDS (Option With NR Lot Width)

Section 1. Be it ordained by the Board of Commissioners of the Town of Huntersville that the Zoning Ordinance is hereby amended as follows:

Under Article 3, Subsections 3.2.1(d)(4); 3.2.2(d)(5); 3.2.4(d)(1); 3.2.5(d)(1); 3.2.6(d)(1); 3.2.7(d)(1); 3.2.11(d)(1); 3.2.13(d)(2); 3.3.1(d)(1); add the following bullet:

Compatibility with Surrounding Development.

- **Nothing in this subsection shall be interpreted to conflict with the building design element provisions as found in GS 160A-381(h) for structures subject to the North Carolina Residential Code for One- and Two-Family Dwellings.**

Under Article 3, add Subsections 3.2.1(d)(5); 3.2.2(d)(6); 3.2.5(d)(9); 3.2.6(d)(8); 3.2.7(d)(10); 3.2.11(d)(4); 3.2.13(d)(7); 3.3.1(d)(8) to read as follows:

See Section 8.16, Standards for Residential Lot Widths, Alleys, Garages and Parking in Residential Districts

Under Article 3, Subsection 3.2.4(d) Neighborhood Residential District (NR), modify as follows:

d) General Requirements

- 1) **The minimum required lot width for detached and two-unit house attached house types in the Neighborhood Residential District shall be greater than sixty (60) feet.**
- 2) Along existing streets, new buildings shall respect the general spacing of structures, building mass and scale, and street frontage relationships of existing buildings.
 - New buildings which adhere to the scale, massing, volume, spacing, and setback of existing buildings along fronting streets exhibit demonstrable compatibility.
 - New buildings which exceed the scale and volume of existing buildings may demonstrate compatibility by varying the massing of buildings to reduce perceived scale and volume. The definition of massing in Article 12 illustrates the application of design techniques to reduce the visual perception of size and integrate larger buildings with pre-existing smaller buildings.
 - * A single-family detached house established on a lot of one acre or more that is created according to the provisions of Article 8.1, paragraph 1, need not adhere to the spacing, massing, scale, and street frontage relationships of existing buildings along an existing street or road, but shall, at a minimum, observe a front setback of 40 feet and a lot width of 90 feet. This paragraph shall take precedence over the requirement of Article 4: Lot Types/Detached House for placement of a building on its lot.
 - * **Nothing in this subsection shall be interpreted to conflict with GS 160A-381(h) for structures subject to the North Carolina Residential Code for One- and Two-Family Dwellings.**

Under Article 3, Subsection 3.2.11(f)(2) modify the 4th bullet as follows:

- A continuous network of rear alleys is recommended for all lots in a TND; ~~rear alleys shall provide vehicular access to~~ **particularly for** lots 60 feet or less in width.

Under Article 3, Subsection 3.2.11(e)(3) amend as follows:

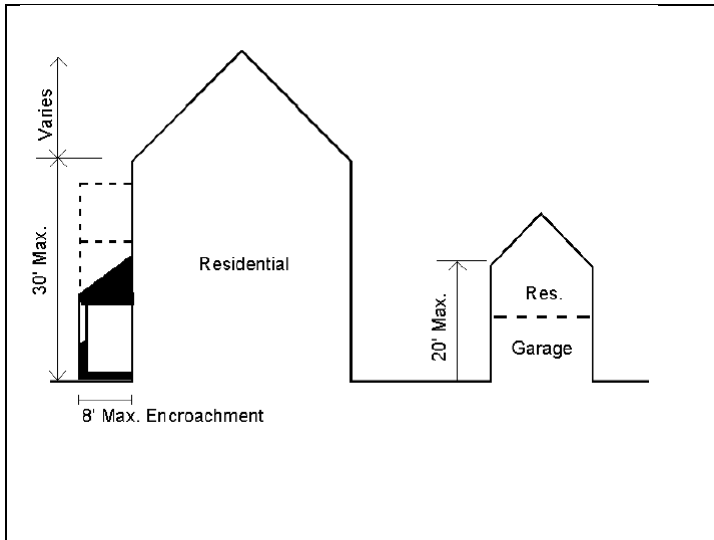
- 3) Maximum Permitted Densities:

TND-U may be developed to the density permitted in the NR district (see Section ~~3.2.3~~ **3.2.4**)

Under Article 4 Detached House Type, amend as follows:

Building Type / Detached House

Permitted Height/Uses/Encroachments



Architectural Standards

Principles-

- A. ~~To perpetuate the unique building character of the town and its environs, and to re-establish its local identity, development shall should generally employ building types that are sympathetic to the historic architectural vocabulary of the area in their massing and external treatment. Manufactured homes will not be permitted as part of any multi-unit residential development under this ordinance except within the MH-O District.~~
- B. ~~The front elevations facing the street, and the overall massing shall should communicate an emphasis on the human scale and the pedestrian environment.~~
- C. ~~Each building should be designed to form part of a larger composition of the area in which it is situated. Adjacent buildings should thus be of similar scale, height, and configuration.~~
- D. ~~Building silhouettes should be generally consistent. The scale and pitch of roof lines should thus be similar across groups of buildings. Excessively grandiose roof pitches with multiple changes of outline are not acceptable recommended.~~

1. Building height shall be measured as the vertical distance from the highest finished grade relative to the street frontage, up to the eaves.
2. Building height of main dwelling to ridge may vary depending on the roof pitch.
3. Permitted uses are indicated above.
4. Maximum footprint for a building housing a detached accessory dwelling is 650 square feet or 50% of first floor area of principal residence, whichever is greater.
5. Balconies, stoops, stairs, open porches, bay windows, and awnings are permitted to encroach into setback area up to 8'.
6. Decks, balconies, and porches are permitted to encroach into the rear yard setback as provided in Section 8.8.9.

- ~~E. Porches should form a predominant motif of house designs, and be located on the front or to the side of the dwelling. When attached to the front, they shall are recommended to extend over at least 15% of the front facade. All porches should be constructed of materials in keeping with those of the main building.~~
- ~~F. Front loaded garages and driveways, if provided, shall meet the standards of Section 8.16.~~

~~Configurations~~

- ~~A. Main roofs on residential buildings should be symmetrical gables or hips with a pitch of between 4:12 and 12:12. Monopitch (shed) roofs should be attached to the wall of the main building. No monopitch should be less than 4:12. It is recommended that accessory buildings have roof pitches that conform to those of the main building.~~
- ~~B. Balconies should generally be simply supported by posts and beams. The support of cantilevered balconies should be assisted by visible brackets.~~
- ~~C. Two wall materials may be combined horizontally on one facade. The "heavier" material should be below.~~
- ~~D. Exterior chimneys should be finished in brick or stucco.~~

~~Techniques~~

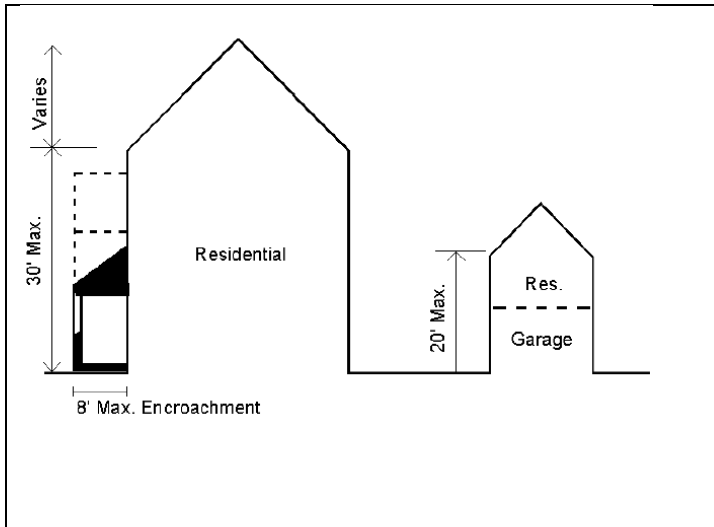
- ~~A. Overhanging eaves may expose rafters.~~
- ~~B. Flush eaves should be finished by profiled molding or gutters.~~

Under Article 4 Attached House Type, amend as follows:

Building Type / Attached House

Permitted Height and Uses

Architectural Standards



1. Building height shall be measured as the vertical distance from the highest finished grade relative to the street frontage, up to the eaves.
2. Building height to ridge will vary depending upon the roof pitch.
3. Permitted uses are indicated above.
4. Maximum footprint for a building housing a detached accessory dwelling is 650 square feet.

Principles-

- ~~A. To perpetuate the unique building character of the town and its environs, and to re-establish its local identity, development shall **should** generally employ building types that are sympathetic to the historic architectural vocabulary of the area in their massing and external materials. Manufactured homes will not be permitted as part of any multi-unit residential development under this ordinance.~~
- ~~B. The front elevations facing the street, and the overall massing shall **should** communicate an emphasis on the human scale and the pedestrian environment.~~
- ~~C. Each building should be designed to form part of a larger composition of the area in which it is situated.~~
- ~~D. Building silhouettes should be generally consistent. The scale and pitch of roof lines should thus be similar across groups of buildings.~~
- ~~E. Porches should form a predominant motif of house designs, and be located on the front or to the side of the dwelling. When attached to the front, they shall **they are recommended to** extend over at least 15% of the front facade. All porches should be constructed of materials in keeping with those of the main building.~~
- ~~F. Front loaded garages **and driveways**, if provided, shall meet the standards of section 8.16.~~

Configurations-

- ~~A. Main roofs on residential buildings shall **should** be symmetrical gables or hips with a pitch of between 4:12 and 12:12. Monopitch (shed) roofs are allowed only if they are **should be** attached to the wall of the main building. No monopitch shall **should** be less than 4:12. All accessory buildings shall have roof pitches that conform to those of the main buildings.~~
- ~~B. Balconies should generally be simply supported by posts and beams. The support of cantilevered balconies should be assisted by visible brackets.~~
- ~~C. Two wall materials may be combined horizontally on one facade. The "heavier" material should be below.~~
- ~~D. Exterior chimneys should be finished in brick or stucco.~~

Techniques-

- ~~A. Overhanging eaves may expose rafters.~~
- ~~B. Flush eaves should be finished by profiled molding or gutters.~~

Under Article 8, Subsection 8.16:

8.16 Standards for Residential Lot Widths, Alleys, Garages and Parking in Residential Districts

- .1 Minimum lot widths are specifically provided in the Rural and Transitional districts as well as the Neighborhood Residential districts for detached and two-unit attached house types. In all other circumstances, it is recommended that alley access allowing on-site parking be provided when lots widths are 60 feet wide or less.**

On lots greater than 60 feet in width, front loading garages shall be recessed at least 10 feet behind the primary plane of the front facade of the structure.

~~Exception for single family detached dwellings with 1400 square feet or less of heated space:~~ single bay front loading garages may be built flush with, but may not project in front of, the primary plane of the front facade of the structure; double bay front loading garages shall be recessed at least 10 feet behind the primary plane of the front facade of the structure.

For the purpose of this section, primary plane shall be defined as the heated floor area or a porch extending across at least 55% of the total building width and a depth of at least 6 feet. In no case shall the garage be located less than 20 feet from the back of the public sidewalk.

- .2 On lots 60 feet or less in width, alley access is required if on-site parking is provided except as provided below. Driveway width shall not occupy more than 30% of the public street front of a lot as measured along the public street right-of-way for a detached house and two-unit attached house type, and 50% of the public street front for a three or more unit attached house type.**

- .3 When front entry garages are used, it is recommended to minimize emphasis on front loaded garages by having a building feature projecting from or flush with the garage, have a column to separate a two-car garage or any other technique as determined by the owner to be appropriate.**

- ~~.2 On lots 60 feet or less in width, attached and detached single family homes may be permitted to have front or side entry garages, if the following conditions are met:~~

- ~~(a) The arrangement of permanent structural elements of the unit must provide side view screening of a single or double bay front loading garage. Examples of permanent structural screening would be: an elevated porch or stoop with steps to ground.~~
- ~~(b) The finished floor elevation must meet or exceed a height of 36" above grade to qualify under this paragraph. However, this requirement may be waived on projects with an average block cross slope greater than 5% as measured from the existing ground elevation at the proposed street centerline to the existing ground elevation at the proposed rear lot line.~~
- ~~(c) For attached single family homes, the garages may not abut one another.~~
- ~~(d) Single or double bay side loading garages shall be permitted for the end unit of an attached single family home provided the garage is recessed at least 2 feet behind the primary plane of the structure and the finished floor elevation of the dwelling unit is a minimum of 15 inches above the floor elevation of the garage.~~
- ~~(e) A double bay front loaded garage will be permitted only if the average block cross slope is greater than 5% as defined in item B and the garage is recessed at least 10 feet behind the front facade of the dwelling unit, the garage has two single bay width doors, and the garage width must be less than the width of the remaining portion of the front facade of the dwelling.~~

- .4 In no case shall on-site residential parking extend into the public right of way, or into an easement for a public sidewalk on private property. Driveways shall extend at least twenty (20) feet from a public right-of-way and public sidewalk easement to prevent on-site residential parking from encroaching into the public right-of-way or easement for a public sidewalk.**

- .5** On-street parking at lot front, when specifically provided, may be counted toward all or part of the parking requirement of a dwelling unit.
- .6** Detached garages may only be placed in the established rear yard. Garages for more than two cars must be detached and located in the established rear yard or be attached side or rear loading,
- .7** Lots in subdivisions approved prior to the effective date of this ordinance, are exempt from the limitations of .1 through **.2 3**, above.
- .9** Vehicles used primarily for commercial purposes and with more than two axles are prohibited from parking on streets, in driveways, or on private property in residential districts. This shall not be construed as preventing the temporary parking of delivery trucks, moving vans, and similar vehicles which deliver goods or services.

.10 Provisions for parking unlicensed vehicles in residentially zoned districts shall be as follows:

- (a) No more than two (2) motor vehicles that do not have a current, valid license plate and are not fully enclosed in a permanent structure shall be permitted outside on any premises, provided such vehicles are registered to the occupant of the premises or immediate family member of the occupant as the record title of the vehicle.
- (b) No unlicensed motor vehicle if not registered to the occupant of the premises or immediate family member of the occupant as the record title owner of the vehicle shall be permitted outside of any premises.
- (c) Vehicles described in paragraphs (a) and (b) are not permitted to be located within any established setback or any established side yards which abut a street or any required side yards contained in these regulations or any street right-of-way. If stored in the rear yard, it must be a minimum of five (5) feet off the rear property line.
- (d) Vehicles described in paragraphs (a) and (b) are not permitted on vacant or undeveloped parcels.

Section 2. That this ordinance shall become effective upon adoption.

PUBLIC HEARING DATE: December 21, 2015

PLANNING BOARD MEETING:

PLANNING BOARD RECOMMENDATION:

TOWN BOARD DECISION:

Comparison of Text Amendments

Staff & Planning Board Recommendation

- All lots required to be over 60' wide for detached & 2-unit attached homes (excluding TR and R districts)
- Option for 60'-wide or less if alley is provided to detached & 2-unit attached homes
- Alley recommended for 3+ attached homes
- Max. driveway 30% width at r/w for detached & 2- unit attached house
- Max. driveway 50% width at r/w for 3+ unit attached house
- Delete 10' garage recess from house front; driveways must be 20 deep

Alternative with NR District Lot Width

- NR Zoning District require over 60'-wide lots for detached & 2-unit attached homes
- All districts allowing residential other than R, TR & NR recommend alley when lots are 60'-wide or less (NC, TC, HC, TND,TOD-R) PLUS 3+unit attached homes in NR
- Max. driveway 30% width at r/w for detached & 2 unit attached house
- Max. driveway 50% width at r/w for 3+ unit attached house
- Delete 10' garage recess from house front; driveways must be 20 deep

Town of Huntersville
REQUEST FOR BOARD ACTION
2/1/2016

REVIEWED:

To: The Honorable Mayor and Board of Commissioners
From: Stephen Trott, Town Transportation Engineer
Subject: Castledown Drive Traffic Calming

The Engineering and Public Works Department requests the Town Board to consider authorizing the installation of three (3) traffic calming devices on Castledown Drive and the appropriation of General Fund Balance in the amount of \$9,000.00. The devices are warranted in accordance with the Town Traffic Calming Policy.

ACTION RECOMMENDED:

Appropriate General Fund balance in the amount of \$9,000.00 for the installation of traffic calming devices on Castledown Drive.

FINANCIAL IMPLICATIONS:

General Fund Balance

ATTACHMENTS:

Description	Type
□ Area Map with Recommended Installation Locations	Backup Material
□ Multi-way Stop Sign Application Criteria	Backup Material

Castledown Drive Traffic Calming

Install speed
hump

Install speed
hump

Install speed
hump

HUGH TORANCE

CASTLEDOWN

OLMSFORD

CONNER GLENN

LAUREL BERRY

CHURCH WOOD



ATTACHMENT 2

From the Manual on Uniform Traffic Control Devices - (MUTCD)

Section 2B.04 Right-of-Way at Intersections

Support:

- 01 State or local laws written in accordance with the “Uniform Vehicle Code” (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

- 02 *Engineering judgment should be used to establish intersection control. The following factors should be considered:*
- A. *Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
 - B. *Number and angle of approaches;*
 - C. *Approach speeds;*
 - D. *Sight distance available on each approach; and*
 - E. *Reported crash experience.*
- 03 *YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*
- A. *An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
 - B. *A street entering a designated through highway or street; and/or*
 - C. *An unsignalized intersection in a signalized area.*
- 04 *In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*
- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
 - B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
 - C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*

- 05 ***YIELD or STOP signs should not be used for speed control.***

Support:

- 06 Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

- 07 *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*
- 08 ***A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.***

Support:

- 09 The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:
- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
 - B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
 - C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

- 10 **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:**
- A. **If the signal indication for an approach is a flashing red at all times;**
 - B. **If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
 - C. **If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

- 11 Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.
- 12 Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.
- 13 A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.
- Option:
- 14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.
- Support:
- 15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

- 01 When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.
- 02 The STOP sign shall be an octagon with a white legend and border on a red background.
- 03 Secondary legends shall not be used on STOP sign faces.
- 04 At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.
- 05 The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.
- 06 Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

Support:

- 07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

- 08 Plaques with the appropriate alternative messages of *TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP)* or *ONCOMING TRAFFIC DOES NOT STOP (W4-4bP)* should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

Option:

- 09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

- 10 The design and application of Stop Beacons are described in Section 4L.05.

Figure 2B-1. STOP and YIELD Signs and Plaques



Section 2B.06 **STOP Sign Applications**

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 **Multi-Way Stop Applications**

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)**Standard:**

- 01 **The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.**

Support:

- 02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications**Option:**

- 01 YIELD signs may be installed:
- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
 - B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
 - C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
 - D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
 - E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Standard:

- 02 **A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**
- 03 **Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.**

Section 2B.10 STOP Sign or YIELD Sign Placement**Standard:**

- 01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.**
- 02 **The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**
- 03 **STOP signs and YIELD signs shall not be mounted on the same post.**
- 04 **No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.**
- 05 **No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.**
- 06 **No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.**

Guidance:

- 07 *STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).*
- 08 *A sign that is mounted back-to-back with a STOP or YIELD sign should stay within the edges of the STOP or YIELD sign. If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.*

Option:

- 09 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.

Support:

- 10 Figure 2A-3 shows examples of some typical placements of STOP signs and YIELD signs.
- 11 Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

- 12 *Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.16. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.16.*
- 13 *Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*
- 14 *Except at roundabouts, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.*
- 15 *Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.*
- 16 *If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.*

Option:

- 17 If a raised splitter island is available on the left-hand side of a single lane roundabout approach, an additional YIELD sign may be placed on the left-hand side of the approach.
- 18 At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the right-of-way control may be improved by the installation of an additional STOP or YIELD sign on the left-hand side of the road and/or the use of a stop or yield line. At channelized intersections or at divided roadways separated by a median, the additional STOP or YIELD sign may be placed on a channelizing island or in the median. An additional STOP or YIELD sign may also be placed overhead facing the approach at the intersection to improve observance of the right-of-way control.

Standard:

- 19 **More than one STOP sign or more than one YIELD sign shall not be placed on the same support facing in the same direction.**

Option:

- 20 For a yield-controlled channelized right-turn movement onto a roadway without an acceleration lane and for an entrance ramp onto a freeway or expressway without an acceleration lane, a NO MERGE AREA (W4-5P) supplemental plaque (see Section 2C.40) may be mounted below a Yield Ahead (W3-2) sign and/or below a YIELD (R1-2) sign when engineering judgment indicates that road users would expect an acceleration lane to be present.

Town of Huntersville
REQUEST FOR BOARD ACTION
2/1/2016

REVIEWED:

To: The Honorable Mayor and Board of Commissioners
From: Janet Pierson, Town Clerk
Subject: Approval of Minutes

Consider approving minutes of the January 19, 2016 Regular Town Board Meeting.

ACTION RECOMMENDED:

Approve Minutes

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

Description	Type
□ Draft Minutes	Backup Material

**TOWN OF HUNTERSVILLE
TOWN BOARD MEETING
MINUTES**

**January 19, 2016
6:30 p.m. – Town Hall**

PRE-MEETING

The Huntersville Board of Commissioners held a pre-meeting at the Huntersville Town Hall at 5:00 p.m. on January 19, 2016.

GOVERNING BODY MEMBERS PRESENT: Mayor John Aneralla; Commissioners Melinda Bales, Dan Boone, Charles Guignard, Rob Kidwell and Danny Phillips. Commissioner Mark Gibbons was not present.

Mecklenburg County Park & Recreation Master Plan Update. Jim Garges, Mecklenburg County Park & Recreation Director, updated the Board on the Mecklenburg County Park & Recreation Master Plan. *PowerPoint Presentation attached hereto as Attachment No. 1.*

Torrence Lytle Discussion. Greg Ferguson, Town Manager, presented Board with an e-mail from Dr. Dan Morrill of the Charlotte-Mecklenburg Historic Landmarks Commission (HLC) providing an update on the Torrence Lytle School. *E-mail attached hereto as Attachment No. 2.* The HLC proposes to stabilize Buildings A, B, C and D and put on market for a year. If no buyer comes forward, the HLC will demolish Buildings B, C and D and will restore Building A. The HLC will make a decision in February as to whether they are ready to move forward with that plan.

The Town has had discussions with the County Manager's office about an interlocal agreement where the County would finance the acquisition cost of Torrence Lytle over some period of years at a very low/no interest rate for the Town.

It was the general consensus of the Board to add item to the regular agenda requesting that the HLC move forward with their original plan to stabilize the Torrence Lytle School buildings.

Veterans Park Discussion. Michael Jaycocks, Parks & Recreation Director, updated Board on plans for Veterans Park.

The Board discussed proceeding with construction of the memorial and park and delaying construction of the multi-purpose building. Funds saved could then be used for the Rec Center project.

Commissioner Guignard expressed concern about the safety of the location of Veterans Park.

It was the general consensus of the Board to add an item to the agenda instructing staff to work with the architect on a Plan B that would allow the Town to move forward with the plans without the multi-purpose building at this time, but could be added later. Funds saved could then be used for the Rec Center project.

There being no further business, the pre-meeting was adjourned.

**REGULAR MEETING
TOWN OF HUNTERSVILLE
BOARD OF COMMISSIONERS**

The Regular Meeting of the Huntersville Board of Commissioners was held at the Huntersville Town Hall at 6:30 p.m. on January 19, 2016.

GOVERNING BODY MEMBERS PRESENT: Mayor John Aneralla; Commissioners Melinda Bales, Dan Boone, Charles Guignard, Rob Kidwell and Danny Phillips. Commissioner Gibbons entered the meeting at approximately 7:50 p.m.

Mayor Aneralla called the meeting to order.

Mayor Aneralla called for a moment of silence.

Eagle Scout Jesse Jenkins led the Pledge of Allegiance.

MAYOR AND COMMISSIONER REPORTS/STAFF QUESTIONS

Mayor Aneralla

- The next meeting of the Metropolitan Transit Commission is next Wednesday.
- The next meeting of the Commerce Station Management Team is next Thursday.

Commissioner Bales

- The Lake Norman Transportation Commission participated in the Charlotte Regional Transportation Planning Organization's orientation last Wednesday. Next meeting is in February.

Commissioner Boone

- Attended the North Mecklenburg Volunteer Rescue Squad Annual Banquet on January 9.
- Preliminary crime figures are lower than 2014.
- Reported recent Huntersville Fire Department significant incidents.

Commissioner Guignard

- The next Centralina Council of Governments meeting is in February.
- The next Planning Coordinating Committee meeting is in February.

Commissioner Kidwell

- The next Olde Huntersville Historic Society meeting is February 3.
- Attended the Charlotte Regional Transportation Planning Organization orientation last week. The next CRTPO meeting is tomorrow.
- CharlotteAgenda.com did a poll on best places to take children in the Charlotte area – Discovery Place Kids was voted the No. 1 place.

Commissioner Phillips

- Attended the Lake Norman Chamber Annual Banquet.
- Attended Visit Lake Norman orientation.
- Rural Hill is having fundraising campaign.

PUBLIC COMMENTS, REQUESTS, OR PRESENTATIONS

Jesse Jenkins, 8411 Sandowne Lane, presented presentation on his Eagle Scout project, which was creating a path to make it easier for the handicapped to get around Urban Ministry Center.

Jonathan Bradshaw, 3607 Archer Notch, questioned what the elected officials have done to help fight the toll roads.

AGENDA CHANGES

Commissioner Bales made a motion to add Item H under Other Business – Instruct Town Staff to work with architect to remove building facility from the Veterans Park plans and show a secondary plan to preserve the option to complete a multi-purpose facility or farmers market in the future allowing savings to be potentially reprogrammed to complete the present Rec Center project in the interim.

Commissioner Kidwell seconded motion.

Motion carried with five (5) yes votes.

Commissioner Kidwell made a motion to add Item I under Other Business – Direct Town Staff to ask the Mecklenburg County Historic Landmarks Commission to move forward with the original plan regarding the Torrence Lytle School stabilization.

Commissioner Guignard seconded motion.

Motion carried with five (5) yes votes.

Commissioner Guignard made a motion to adopt the agenda, as amended. Commissioner Bales seconded motion. Motion carried unanimously.

PUBLIC HEARINGS

Mayor Aneralla recognized Planning Board members present: Hal Bankirer and Janice Lewis.

Traffic Calming – Castledown Drive. Stephen Trott, Town Transportation Engineer, reviewed request.

- Residents Requested Study (HOA supported)
- Initial Speed Study Results – 85th Percentile Speed 33 mph
- Neighborhood completed Awareness Campaign
- Type 1 Solutions Implemented
 - o Requested increased police presence
 - o Temporary installation of radar feedback signs
- Second Speed Study Results – 85th Percentile Speed 31 mph
- Development of Type 2 Options proposal for traffic calming
- Proposed solution of installing three speed humps on Castledown is supported by HOA

Staff PowerPoint Presentation attached hereto as Attachment No. 3.

Kerrie Carter, 6930 Olmsford Drive, addressed the Board in support of traffic calming devices. Her house is on the corner of Olmsford and Castledown. In addition to speed humps, requested a 3-way stop at that intersection.

Nick Podgursky, 3927 Laurel Berry Lane, addressed the Board in support of traffic calming devices. Suggested that the placement of speed humps be reviewed and consider moving the stop sign from Laurel Berry to Castledown.

Laura True, 16863 Hugh Torance Parkway, addressed the Board in support of traffic calming devices.

Al Lancaster, 16922 Hugh Torance Parkway, addressed the Board in support of traffic calming devices.

Jeff Kessel, 17047 Hugh Torance Parkway, suggested No Parking signs be posted on one side of street. Pointed out cons of putting in speed humps – cost, slows down emergency vehicles, reduces property values, increases noise levels, increases wear and tear on residential and commercial vehicles, increases air pollution.

Jonathan Bradshaw, 3807 Archer Notch, addressed the Board in support of the traffic calming devices. Stop signs are not as effective as speed humps.

Following discussion, it was requested that Staff look into installing a 3-way stop at Olmsford and Castledown and installing a stop bar on the pavement at that intersection.

There being no further discussion, Mayor Aneralla closed the public hearing.

OTHER BUSINESS

Mowing Contract – District 1 Parks. Commissioner Phillips made a motion to award contract for mowing of District 1 parks to Huntersville Rental and Landscaping Services, Inc. Commissioner Bales seconded motion. Motion carried with five (5) yes votes.

Contract attached hereto as Attachment No. 4.

Mowing Contract – District 2 Parks. Commissioner Guignard made a motion to award contract for mowing of District 2 parks to LandCare Innovations. Commissioner Bales seconded motion. Motion carried with five (5) yes votes.

Contract attached hereto as Attachment No. 5.

Contract – Fire Station No. 4. Commissioner Boone made a motion to approve this architectural service contract for a two-bay fire station, approximately 9,500-12,000 sq. ft.

Commissioner Phillips made a substitute motion to approve a two-bay fire station, approximately 6,500-12,000 sq. ft. and to strike Article 11.4 in the contract.

The substitute motion died due to the lack of a second.

Commissioner Kidwell seconded original motion.

Following discussion, Mayor Aneralla called for the vote to approve contract with Garner & Brown Architects, PA for architectural and construction administration services for an approximately 9,500-12,000 sq. ft. fire station.

Motion carried 4 to 1, with Commissioner Phillips opposed.

Contract attached hereto as Attachment No. 6.

Governor's Highway Safety Program Grant. *Memo and PowerPoint explaining request attached hereto as Attachment No. 7.*

Commissioner Phillips made a motion to authorize the Police Chief to apply for a Governor's Highway Safety Program Grant for four officers and associated vehicles, uniforms and equipment with matching funds over the next four years.

Commissioner Bales seconded motion.

Commissioner Gibbons entered meeting.

Following discussion, Mayor Aneralla called for the vote to authorize the Police Chief to apply for a Governor's Highway Safety Program Grant.

Motion carried unanimously.

Grant Agreement attached hereto as Attachment No. 8.

Appointments to Parks & Recreation Commission. There are two expired terms on the Parks & Recreation Commission. Eight applications were received.

Commissioner Boone nominated John O'Neill and Geoff Steele.

Commissioner Kidwell nominated Henry Stiene.

Commissioner Bales nominated Michele Lee.

Vote for John O'Neill: Commissioners Boone, Gibbons, Guignard and Phillips.

Vote for Geoff Steele: Commissioners Bales, Boone, Guignard, Kidwell and Phillips.

Vote for Henry Stiene: Commissioners Gibbons and Kidwell.

Vote for Michele Lee: Commissioner Bales.

John O'Neill and Geoff Steele were appointed to fill the two expired terms

Appointments to Greenway, Trail and Bikeway Commission. There are three expired terms on the Greenway, Trail and Bikeway Commission. Eight applications were received.

Commissioner Boone nominated Frank Gammon, Sky Jaundoo and Todd Steiss.

Commissioner Guignard nominated Bob Lemon.

Vote for Frank Gammon: Commissioners Bales, Boone, Gibbons, Kidwell and Phillips.

Vote for Skye Jaundoo: Commissioners Bales, Boone, Gibbons, Kidwell and Phillips.

Vote for Todd Steiss: Commissioners Bales, Boone, Gibbons, Kidwell and Phillips.

Vote for Bob Lemon: Commissioner Guignard.

Frank Gammon, Skye Jaundoo and Todd Steiss were appointed to fill the three expired terms on the Greenway, Trail and Bikeway Commission.

Appointment to Land Development Ordinances Advisory Board. Commissioner Guignard made a motion to appoint Commissioner Mark Gibbons to the Land Development Ordinances Advisory Board.

Commissioner Phillips seconded motion.

Motion carried 5-1, with Commissioner Gibbons opposed.

Veterans Park. Commissioner Bales made a motion to instruct Town Staff to work with architect to remove building facility from the Veterans Park plans and show a secondary plan to preserve the option to complete a multi-purpose facility or farmers market in the future allowing savings to be potentially reprogrammed to complete the present Rec Center project in the interim.

Commissioner Guignard stated although he will contribute to park, he cannot support the park in the proposed location due to safety concerns.

Motion carried 5 to 1, with Commissioner Guignard opposed.

Torrence Lytle School. Commissioner Kidwell made a motion to direct Town Staff to ask the Mecklenburg County Historic Landmarks Commission to move forward with the original plan regarding the Torrence Lytle School stabilization.

Commissioner Boone seconded motion.

Motion carried unanimously.

CONSENT AGENDA

Approval of Minutes. Commissioner Guignard made a motion to approve the minutes of the January 4, 2016 Regular Town Board Meeting. Commissioner Bales seconded motion. Motion carried unanimously.

Budget Amendment – Police. Commissioner Guignard made a motion to approve budget amendment recognizing insurance revenue in the amount of \$195.49 and appropriate to the Police Department's insurance account. Commissioner Bales seconded motion. Motion carried unanimously.

Budget Amendment – Police. Commissioner Guignard made a motion to approve budget amendment recognizing insurance revenue in the amount of \$1,170.90 and appropriate to the Police Department's insurance account. Commissioner Bales seconded motion. Motion carried unanimously.

CLOSING COMMENTS

None

There being no further business, the meeting was adjourned.

Approved this the ____ day of _____, 2016.

DRAFT

Town of Huntersville
REQUEST FOR BOARD ACTION
2/1/2016

REVIEWED:

To: The Honorable Mayor and Board of Commissioners
From: Janet Stoner/Chief Spruill
Subject: BUDGET AMENDMENT

Recognize insurance revenue (103820.9999) in the amount of \$1,060.48 and appropriate to the Police Department's insurance account (105100.0452).

ACTION RECOMMENDED:

Approve Budget Amendment.

FINANCIAL IMPLICATIONS:

Additional revenue in the amount of \$1,060.48.

Town of Huntersville
REQUEST FOR BOARD ACTION
2/1/2016

REVIEWED:

To: The Honorable Mayor and Board of Commissioners
From: Janet Stoner/Chief Spruill
Subject: Budget Amendment

Recognize insurance revenue (103820.9999) in the amount of \$2,788.40 and appropriate to the Police Department's insurance account (105100.0452).

ACTION RECOMMENDED:

Approve Budget Amendment.

FINANCIAL IMPLICATIONS:

Additional revenue in the amount of \$2,788.40.

Town of Huntersville
REQUEST FOR BOARD ACTION
2/1/2016

REVIEWED:

To: The Honorable Mayor and Board of Commissioners
From: Janet Stoner/Dee Jetton
Subject: Budget Amendment

Recognize insurance revenue (753812.9999) in the amount of \$950.00 and appropriate to the HFFA maintenance/building account (756400.0351).

ACTION RECOMMENDED:

Approve Budget Amendment

FINANCIAL IMPLICATIONS:

Additional revenue in the amount of \$950.00.

Town of Huntersville
REQUEST FOR BOARD ACTION
2/1/2016

REVIEWED:

To: The Honorable Mayor and Board of Commissioners
From: Janet Stoner/Greg Ferguson
Subject: SL362 Property Tax Refunds

Attached is Report 52 from Mecklenburg County of SL362 refunds. The report contains 101 refunds. To date the Town of Huntersville has processed 9,792 refunds for a total of \$425,815.31 (\$383,299.01 without interest).

ACTION RECOMMENDED:

Approve SL362 property tax refund report.

FINANCIAL IMPLICATIONS:

Decrease in revenue.

ATTACHMENTS:

Description	Type
☐ Tax Refund Report	Backup Material

Tax Year	Bill Number	Parcel #	Source Type	Adjustment #	Adjustment Reason	Date of Adjustment	Refund Recipient Name	Address Line 1	Address Line 2	City	State	Zip Code	Payment Date for Interest Calculation	Total Refund (\$)	Total Interest if paid by 1/29/2016 (\$)
2011	0001444001-2011-2011-0000-00	00536104	REI		501761 BER SL362 Decision	10/12/2015	BEF REIT INC	3776 S HIGH ST		COLUMBUS	OH	43207-4012	1/6/2012	257.36	52.32
2012	0001444001-2012-2012-0000-00	00536104	REI		501762 BER SL362 Decision	10/12/2015	BEF REIT INC	3776 S HIGH ST		COLUMBUS	OH	43207-4012	1/8/2013	0.29	0.04
2013	0001444001-2013-2013-0000-00	00536104	REI		501763 BER SL362 Decision	10/12/2015	BEF REIT INC	3776 S HIGH ST		COLUMBUS	OH	43207-4012	1/7/2014	0.29	0.03
2014	0001444001-2014-2014-0000-00	00536104	REI		501764 BER SL362 Decision	10/12/2015	BEF REIT INC	3776 S HIGH ST		COLUMBUS	OH	43207-4012	1/6/2015	0.30	0.02
2011	0001477517-2011-2011-0000-00	01518113	REI		514081 BER SL362 Decision	11/13/2015	GLOVER, JEREMY	6000 BRIDLEWOOD LN		CHARLOTTE	NC	28215	1/24/2012	27.95	5.61
2012	0001477517-2012-2012-0000-00	01518113	REI		514082 BER SL362 Decision	11/13/2015	GLOVER, JEREMY	6000 BRIDLEWOOD LN		CHARLOTTE	NC	28215	1/8/2013	27.40	4.19
2013	0001477517-2013-2013-0000-00	01518113	REI		514083 BER SL362 Decision	11/13/2015	GLOVER, JEREMY	6000 BRIDLEWOOD LN		CHARLOTTE	NC	28215	1/7/2014	27.40	2.82
2014	0001477517-2014-2014-0000-00	01518113	REI		514084 BER SL362 Decision	11/13/2015	GLOVER, JEREMY	6000 BRIDLEWOOD LN		CHARLOTTE	NC	28215	1/6/2015	29.59	1.57
2011	0001477519-2011-2011-0000-00	01518114	REI		514085 BER SL362 Decision	11/13/2015	GLOVER, NELSON BRANDO	7018 MURRY GRAY LN		CHARLOTTE	NC	28293	1/6/2012	30.54	6.21
2012	0001477519-2012-2012-0000-00	01518114	REI		514086 BER SL362 Decision	11/13/2015	GLOVER, NELSON BRANDO	7018 MURRY GRAY LN		CHARLOTTE	NC	28293	2/28/2013	30.76	4.49
2013	0001477519-2013-2013-0000-00	01518114	REI		514087 BER SL362 Decision	11/13/2015	GLOVER, NELSON BRANDO	7018 MURRY GRAY LN		CHARLOTTE	NC	28293	7/21/2014	31.89	2.43
2014	0001477519-2014-2014-0000-00	01518114	REI		514088 BER SL362 Decision	11/13/2015	GLOVER, NELSON BRANDO	7018 MURRY GRAY LN		CHARLOTTE	NC	28293	5/4/2015	33.95	1.26
2011	0001477521-2011-2011-0000-00	01518115	REI		514089 BER SL362 Decision	11/13/2015	GORELICK, SCOTT	6000 FAIRVIEW RD	STE 1415	CHARLOTTE	NC	28210	1/6/2012	27.40	5.57
2012	0001477521-2012-2012-0000-00	01518115	REI		514091 BER SL362 Decision	11/13/2015	GORELICK, SCOTT	6000 FAIRVIEW RD	STE 1415	CHARLOTTE	NC	28210	1/8/2013	27.40	4.19
2013	0001477521-2013-2013-0000-00	01518115	REI		514092 BER SL362 Decision	11/13/2015	GORELICK, SCOTT	6000 FAIRVIEW RD	STE 1415	CHARLOTTE	NC	28210	1/7/2014	27.40	2.82
2014	0001477521-2014-2014-0000-00	01518115	REI		514093 BER SL362 Decision	11/13/2015	GORELICK, SCOTT	6000 FAIRVIEW RD	STE 1415	CHARLOTTE	NC	28210	2/18/2015	30.40	1.44
2011	0001477522-2011-2011-0000-00	01518116	REI		514205 BER SL362 Decision	11/10/2015	WILLIAMS, DOUGLAS	12324 OAKBRIAR LN		CHARLOTTE	NC	28273	1/6/2012	27.40	5.57
2012	0001477522-2012-2012-0000-00	01518116	REI		514206 BER SL362 Decision	11/10/2015	WILLIAMS, DOUGLAS	12324 OAKBRIAR LN		CHARLOTTE	NC	28273	1/8/2013	27.40	4.19
2013	0001477522-2013-2013-0000-00	01518116	REI		514207 BER SL362 Decision	11/13/2015	WILLIAMS, DOUGLAS	12324 OAKBRIAR LN		CHARLOTTE	NC	28273	1/7/2014	27.40	2.82
2014	0001477522-2014-2014-0000-00	01518116	REI		514208 BER SL362 Decision	11/10/2015	WILLIAMS, DOUGLAS	12324 OAKBRIAR LN		CHARLOTTE	NC	28273	1/6/2015	29.59	1.57
2011	0001477524-2011-2011-0000-00	01518117	REI		514094 BER SL362 Decision	11/13/2015	GORELICK, SCOTT	6000 FAIRVIEW RD	STE 1415	CHARLOTTE	NC	28210	1/6/2012	35.03	7.12
2012	0001477524-2012-2012-0000-00	01518117	REI		514095 BER SL362 Decision	11/13/2015	GORELICK, SCOTT	6000 FAIRVIEW RD	STE 1415	CHARLOTTE	NC	28210	1/8/2013	35.03	5.36
2013	0001477524-2013-2013-0000-00	01518117	REI		514096 BER SL362 Decision	11/13/2015	GORELICK, SCOTT	6000 FAIRVIEW RD	STE 1415	CHARLOTTE	NC	28210	1/7/2014	35.03	3.61
2014	0001477524-2014-2014-0000-00	01518117	REI		514098 BER SL362 Decision	11/13/2015	GORELICK, SCOTT	6000 FAIRVIEW RD	STE 1415	CHARLOTTE	NC	28210	2/18/2015	38.86	1.84
2011	0001477526-2011-2011-0000-00	01518119	REI		514044 BER SL362 Decision	11/13/2015	FERGUSON, BERNICE S	1027 NORTHWOOD DR		CHARLOTTE	NC	28216	1/6/2012	35.03	7.12
2012	0001477526-2012-2012-0000-00	01518119	REI		514045 BER SL362 Decision	11/13/2015	FERGUSON, BERNICE S	1027 NORTHWOOD DR		CHARLOTTE	NC	28216	1/8/2013	35.03	5.36
2013	0001477526-2013-2013-0000-00	01518119	REI		514046 BER SL362 Decision	11/13/2015	FERGUSON, BERNICE S	1027 NORTHWOOD DR		CHARLOTTE	NC	28216	1/7/2014	35.03	3.61
2014	0001477526-2014-2014-0000-00	01518119	REI		514047 BER SL362 Decision	11/13/2015	FERGUSON, BERNICE S	1027 NORTHWOOD DR		CHARLOTTE	NC	28216	1/6/2015	37.82	2.01
2011	0001477535-2011-2011-0000-00	01518201	REI		514145 BER SL362 Decision	11/10/2015	HAMMONDS, DEBORAH J	7307 MONACO DR		HUNTERSVILLE	NC	28078	1/6/2012	20.62	4.19
2012	0001477535-2012-2012-0000-00	01518201	REI		514146 BER SL362 Decision	11/10/2015	HAMMONDS, DEBORAH J	7307 MONACO DR		HUNTERSVILLE	NC	28078	1/8/2013	20.62	3.15
2013	0001477535-2013-2013-0000-00	01518201	REI		514147 BER SL362 Decision	11/10/2015	HAMMONDS, DEBORAH J	7307 MONACO DR		HUNTERSVILLE	NC	28078	1/7/2014	20.62	2.12
2014	0001477535-2014-2014-0000-00	01518201	REI		514148 BER SL362 Decision	11/10/2015	HAMMONDS, DEBORAH J	7307 MONACO DR		HUNTERSVILLE	NC	28078	1/6/2015	22.27	1.18
2011	0001477536-2011-2011-0000-00	01518202	REI		514173 BER SL362 Decision	11/10/2015	JENKINS, MARY E	248 W 42ND ST APT 3B		NEW YORK	NY	10023-7343	1/6/2012	35.03	7.12
2012	0001477536-2012-2012-0000-00	01518202	REI		514174 BER SL362 Decision	11/10/2015	JENKINS, MARY E	248 W 42ND ST APT 3B		NEW YORK	NY	10023-7343	1/8/2013	35.03	5.36
2013	0001477536-2013-2013-0000-00	01518202	REI		514175 BER SL362 Decision	11/10/2015	JENKINS, MARY E	248 W 42ND ST APT 3B		NEW YORK	NY	10023-7343	1/7/2014	35.03	3.61
2014	0001477536-2014-2014-0000-00	01518202	REI		514176 BER SL362 Decision	11/10/2015	JENKINS, MARY E	248 W 42ND ST APT 3B		NEW YORK	NY	10023-7343	1/6/2015	37.82	2.01
2011	0001477547-2011-2011-0000-00	01518207	REI		514165 BER SL362 Decision	11/10/2015	INGRAM, BESSIE E	8353 S ABERDEEN ST		CHICAGO	IL	60620-3110	1/6/2012	42.09	8.56
2012	0001477547-2012-2012-0000-00	01518207	REI		514166 BER SL362 Decision	11/10/2015	INGRAM, BESSIE E	8353 S ABERDEEN ST		CHICAGO	IL	60620-3110	1/8/2013	42.09	6.43
2013	0001477547-2013-2013-0000-00	01518207	REI		514167 BER SL362 Decision	11/10/2015	INGRAM, BESSIE E	8353 S ABERDEEN ST		CHICAGO	IL	60620-3110	1/7/2014	42.09	4.34
2014	0001477547-2014-2014-0000-00	01518207	REI		514168 BER SL362 Decision	11/10/2015	INGRAM, BESSIE E	8353 S ABERDEEN ST		CHICAGO	IL	60620-3110	1/6/2015	45.45	2.42
2011	0001477559-2011-2011-0000-00	01518214	REI		514141 BER SL362 Decision	11/10/2015	HAMMONDS, DEBORAH	7307 MONACO DR		HUNTERSVILLE	NC	28078	1/6/2012	27.40	5.57
2012	0001477559-2012-2012-0000-00	01518214	REI		514142 BER SL362 Decision	11/10/2015	HAMMONDS, DEBORAH	7307 MONACO DR		HUNTERSVILLE	NC	28078	2/12/2013	28.15	4.17
2013	0001477559-2013-2013-0000-00	01518214	REI		514143 BER SL362 Decision	11/10/2015	HAMMONDS, DEBORAH	7307 MONACO DR		HUNTERSVILLE	NC	28078	1/7/2014	27.40	2.82
2014	0001477559-2014-2014-0000-00	01518214	REI		514144 BER SL362 Decision	11/10/2015	HAMMONDS, DEBORAH	7307 MONACO DR		HUNTERSVILLE	NC	28078	1/6/2015	29.59	1.57
2011	0001477563-2011-2011-0000-00	01518217	REI		514132 BER SL362 Decision	11/10/2015	HAILEY, PAUL H SR	PO BOX 1373		HUNTERSVILLE	NC	28070	5/4/2012	44.20	8.26
2012	0001477563-2012-2012-0000-00	01518217	REI		514134 BER SL362 Decision	11/10/2015	HAILEY, PAUL H SR	PO BOX 1373		HUNTERSVILLE	NC	28070	11/4/2014	46.09	5.85
2014	0001477563-2014-2014-0000-00	01518217	REI		514135 BER SL362 Decision	11/10/2015	HAILEY, PAUL H SR	PO BOX 1373		HUNTERSVILLE	NC	28070	1/6/2015	45.45	2.42
2011	0001477564-2011-2011-0000-00	01518218	REI		514127 BER SL362 Decision	11/10/2015	HAILEY, PAUL H	PO BOX 1373		HUNTERSVILLE	NC	28070	5/4/2012	36.19	6.77
2012	0001477564-2012-2012-0000-00	01518218	REI		514129 BER SL362 Decision	11/10/2015	HAILEY, PAUL H	PO BOX 1373		HUNTERSVILLE	NC	28070	11/4/2014	40.85	2.52
2013	0001477564-2013-2013-0000-00	01518218	REI		514131 BER SL362 Decision	11/10/2015	HAILEY, PAUL H	PO BOX 1373		HUNTERSVILLE	NC	28070	11/4/2014	37.74	2.33
2014	0001477564-2014-2014-0000-00	01518218	REI		514130 BER SL362 Decision	11/10/2015	HAILEY, PAUL H	PO BOX 1373		HUNTERSVILLE	NC	28070	1/6/2015	37.21	1.98
2011	0001477566-2011-2011-0000-00	01518220	REI		514209 BER SL362 Decision	11/10/2015	WILLIAMS, MILAS	8337 REGO ST		CHARLOTTE	NC	28216	1/6/2012	30.23	6.15
2012	0001477566-2012-2012-0000-00	01518220	REI		514210 BER SL362 Decision	11/10/2015	WILLIAMS, MILAS	8337 REGO ST		CHARLOTTE	NC	28216	1/8/2013	30.23	4.62
2013	0001477566-2013-2013-0000-00	01518220	REI		514211 BER SL362 Decision	11/10/2015	WILLIAMS, MILAS	8337 REGO ST		CHARLOTTE	NC	28216	1/7/2014	30.23	3.11
2014	0001477566-2014-2014-0000-00	01518220	REI		514212 BER SL362 Decision	11/10/2015	WILLIAMS, MILAS	8337 REGO ST		CHARLOTTE	NC	28216	1/6/2015	32.64	1.73
2011	0001477568-2011-2011-0000-00	01518222	REI		514137 BER SL362 Decision	11/10/2015	HAILEY, PAUL H SR	PO BOX 1373		HUNTERSVILLE	NC	28070	5/4/2012	31.75	5.94
2012	0001477568-2012-2012-0000-00	01518222	REI		514139 BER SL362 Decision	11/10/2015	HAILEY, PAUL H SR	PO BOX 1373		HUNTERSVILLE	NC	28070	4/22/2013	31.50	4.37
2013	0001477568-2013-2013-0000-00	01518222	REI		514139 BER SL362 Decision	11/10/2015	HAILEY, PAUL H SR	PO BOX 1373		HUNTERSVILLE	NC	28070	4/7/2014	31.52	2.86
2011	0001477572-2011-2011-0000-00	01518304	REI		514154 BER SL362 Decision	11/10/2015	HORNBUCKLE, CLARICE J	7438 MONACO DR		HUNTERSVILLE	NC	28078	1/6/2012	25.99	5.28
2012	0001477572-2012-2012-0000-00	01518304	REI		514161 BER SL362 Decision	11/10/2015	HORNBUCKLE, CLARICE J	7438 MONACO DR		HUNTERSVILLE	NC	28078	1/8/2013	25.99	3.97
2013	0001477572-2013-2013-0000-00	01518304	REI		514163 BER SL362 Decision	11/10/2015	HORNBUCKLE, CLARICE J	7438 MONACO DR		HUNTERSVILLE	NC	28078	1/7/2014	25.99	2.68
2014	0001477572-2014-2014-0000-00	01518304	REI		514164 BER SL362 Decision	11/10/2015	HORNBUCKLE, CLARICE J	7438 MONACO DR		HUNTERSVILLE	NC	28078	1/6/2015	28.06	1.49
2011	0001477580-2011-2011-0000-00	01518310	REI		514115 BER SL362 Decision	11/10/2015	GRIER, LILLIAN C	7308 MONACO DR		HUNTERSVILLE	NC	28078	1/6/2012	33.34	6.78
2012	0001477580-2012-2012-0000-00	01518310	REI		514116 BER SL362 Decision	11/10/2015	GRIER, LILLIAN C	7308 MONACO DR		HUNTERSVILLE	NC	28078	2/20/2013	34.26	5.04
2013															

2011	0001477605-2011-2011-0000-00	01518410	REI	503774	BER SL362 Decision	10/21/2015	BARNETTE, JOHNNY ELMORE	11207 MONTE CARLO DR	HUNTERSVILLE	NC	28078	1/6/2012	29.94	6.09
2012	0001477605-2012-2012-0000-00	01518410	REI	503775	BER SL362 Decision	10/21/2015	BARNETTE, JOHNNY ELMORE	11207 MONTE CARLO DR	HUNTERSVILLE	NC	28078	1/17/2013	30.54	4.63
2013	0001477605-2013-2013-0000-00	01518410	REI	503776	BER SL362 Decision	10/21/2015	BARNETTE, JOHNNY ELMORE	11207 MONTE CARLO DR	HUNTERSVILLE	NC	28078	1/7/2014	29.94	3.08
2014	0001477605-2014-2014-0000-00	01518410	REI	503777	BER SL362 Decision	10/21/2015	BARNETTE, JOHNNY ELMORE	11207 MONTE CARLO DR	HUNTERSVILLE	NC	28078	2/11/2015	33.22	1.60
2011	0001477611-2011-2011-0000-00	01518415	REI	504208	BER SL362 Decision	11/4/2015	DAVIDSON, RALPH K	7436 CAPRI DR	HUNTERSVILLE	NC	28078	5/3/2012	30.85	5.77
2012	0001477611-2012-2012-0000-00	01518415	REI	504210	BER SL362 Decision	11/4/2015	DAVIDSON, RALPH K	7436 CAPRI DR	HUNTERSVILLE	NC	28078	4/5/2013	31.06	4.38
2013	0001477611-2013-2013-0000-00	01518415	REI	504211	BER SL362 Decision	11/4/2015	DAVIDSON, RALPH K	7436 CAPRI DR	HUNTERSVILLE	NC	28078	2/28/2014	31.29	3.00
2011	0001477612-2011-2011-0000-00	01518416	REI	514032	BER SL362 Decision	11/13/2015	DAVIS, CATHRILLA S	2829 COPERNICUS ST	NEW ORLEANS	LA	70114	6/14/2012	25.87	4.69
2012	0001477612-2012-2012-0000-00	01518416	REI	514033	BER SL362 Decision	11/13/2015	DAVIS, CATHRILLA S	2829 COPERNICUS ST	NEW ORLEANS	LA	70114	1/8/2013	25.14	3.84
2013	0001477612-2013-2013-0000-00	01518416	REI	514034	BER SL362 Decision	11/13/2015	DAVIS, CATHRILLA S	2829 COPERNICUS ST	NEW ORLEANS	LA	70114	1/7/2014	25.14	2.59
2014	0001477612-2014-2014-0000-00	01518416	REI	514035	BER SL362 Decision	11/13/2015	DAVIS, CATHRILLA S	2829 COPERNICUS ST	NEW ORLEANS	LA	70114	1/6/2015	27.15	1.44
2011	0001477639-2011-2011-0000-00	01518615	REI	514049	BER SL362 Decision	11/13/2015	FERGUSON, MACK A	908 FRIENLDY PL	CHARLOTTE	NC	28213	1/6/2012	26.27	5.34
2012	0001477639-2012-2012-0000-00	01518615	REI	514050	BER SL362 Decision	11/13/2015	FERGUSON, MACK A	908 FRIENLDY PL	CHARLOTTE	NC	28213	1/8/2013	26.27	4.02
2013	0001477639-2013-2013-0000-00	01518615	REI	514051	BER SL362 Decision	11/13/2015	FERGUSON, MACK A	908 FRIENLDY PL	CHARLOTTE	NC	28213	1/7/2014	26.27	2.71
2014	0001477639-2014-2014-0000-00	01518615	REI	514052	BER SL362 Decision	11/13/2015	FERGUSON, MACK A	908 FRIENLDY PL	CHARLOTTE	NC	28213	1/6/2015	28.37	1.51
2011	0001477640-2011-2011-0000-00	01518616	REI	514123	BER SL362 Decision	11/10/2015	HAGGINS, MARY E	1907 JENNINGS ST	CHARLOTTE	NC	28208	1/6/2012	35.03	7.12
2012	0001477640-2012-2012-0000-00	01518616	REI	514124	BER SL362 Decision	11/10/2015	HAGGINS, MARY E	1907 JENNINGS ST	CHARLOTTE	NC	28208	1/8/2013	35.03	5.36
2013	0001477640-2013-2013-0000-00	01518616	REI	514125	BER SL362 Decision	11/10/2015	HAGGINS, MARY E	1907 JENNINGS ST	CHARLOTTE	NC	28208	1/7/2014	35.03	3.61
2014	0001477640-2014-2014-0000-00	01518616	REI	514126	BER SL362 Decision	11/10/2015	HAGGINS, MARY E	1907 JENNINGS ST	CHARLOTTE	NC	28208	1/13/2015	38.59	2.01
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