Town of Dallas

Agenda

NOVEMBER 24, 2020

5:00 PM

BOARD OF ALDERMEN – WORK SESSION MEETING

Rick Coleman, Mayor

Jerry Cearley, Mayor Pro-Tem **Darlene Morrow**

Allen Huggins **E. Hoyle Withers**

TOWN OF DALLAS, NORTH CAROLINA

REQUEST FOR BOARD ACTION

DESCRIPTION: TrueHomes Conditional Zoning – CZ R-6, Cluster Development Overlay

AGENDA ITEM NO. 3A MEETING DATE: 11/24/2020

BACKGROUND INFORMATION:

Shaun Gasparini, with TrueHomes, is interested in establishing an 87-home development on PIDs #216368, 131854, and 301158. The property is located North of Hwy 279, East and West of Dallas Stanley Hwy, and South of Evans Lake Rd.

The applicant is requesting Conditional Zoning, Cluster Development Overlay for the property (CZ R-6). This allows a 25% reduction of the minimum lot size. The current R-6 minimum lot size is 6,000 square feet, 60'lot width, 25' front and rear depth, 6' side depth.

A virtual public involvement meeting was held, per requirement, on May 28, 2020. The Planning Board recommended approval of the Conditional Zoning with 3 amendments to the listed conditions and the staff provided Consistency Statement during the September 17th meeting.

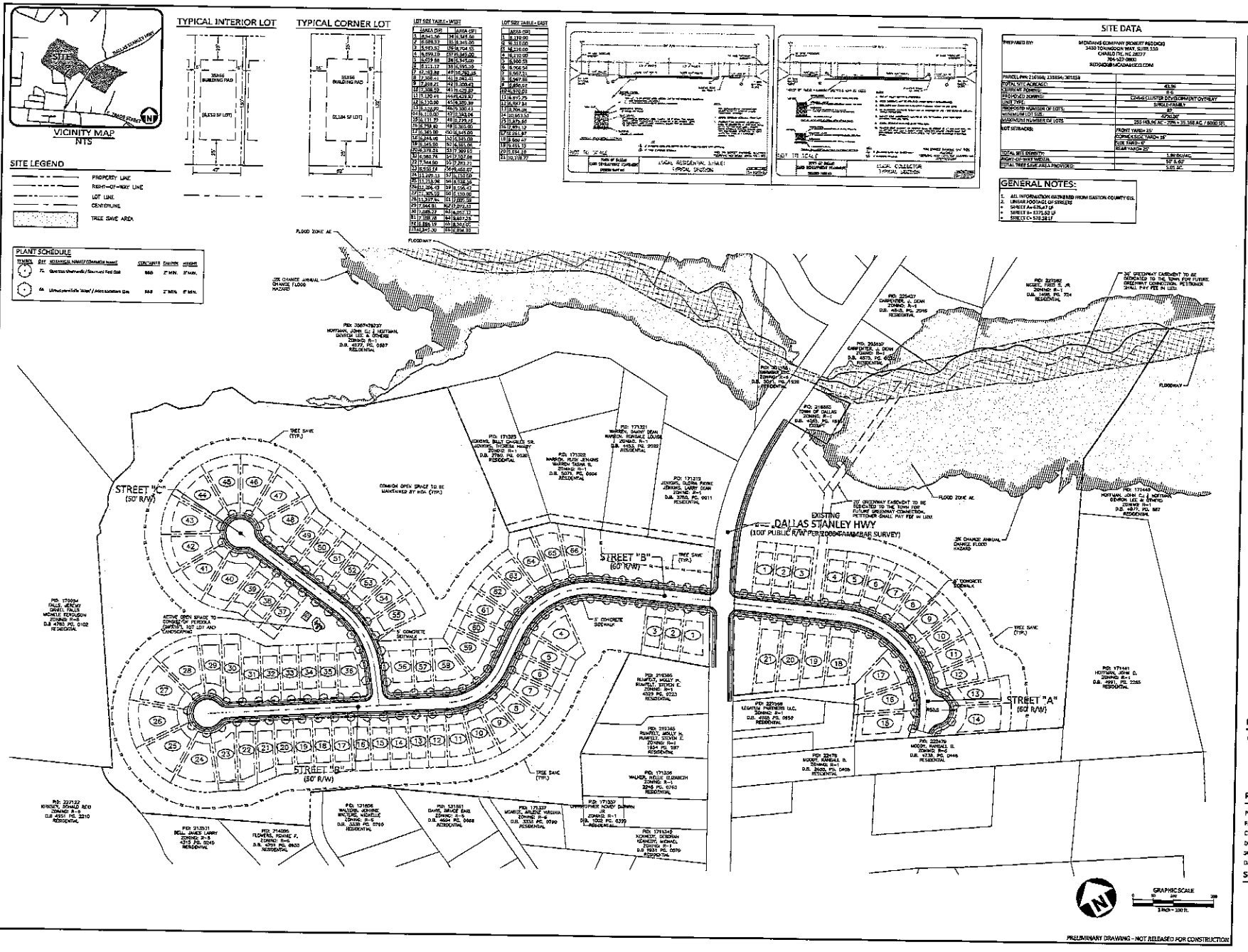
At the November 10th Board of Aldermen meeting, a public hearing was set for December 8th for potential approval of the request.

This discussion is to allow for additional review by the Board of Aldermer prior to the public hearing.

A listing of conditions placed on the project by Town Staff is attached, along with additional project information.

MANAGER RECOMMENDATION:

BOARD ACTION TAKEN:



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

McADAMS
The John R. McAdams Company, Inc.
3430 Toringdon Way
Suite 110
Charlotte, NC 28277
phone 704. 527. 0800
fax 919. 361. 2269
license numbers C-0293, C-187
www.mcadamsco.com

CLIENT
TRUE HOMES
SHAUN GASPARINI
2649 BROOKRIDGE CENTRE DRIVE
SUITE 104
MONROE, NORTH CAROLINA 28110

N. DAVIS STREET
PRELIMINARY ENGINEERING
DALLAS, NORTH CAROLINA, 28034

REVISIONS

NO.	DATE	
1	08.19.2020	ADDITION OF REZONING NOTES
2	09.18.2020	MISC PLAT TOWN & COUNTY COMMENTS
3	09.04.2020	REVISION TOWN & COUNTY COMMENTS

PLAN INFORMATION

PROJECT NO.	TRU-19050
FILENAME	TRU19050-SD
CHECKED BY	SAW
DRAWN BY	TKD
SCALE	1"=100'
DATE	08. 27. 2020

SHEET
REZONING PLAN
RZ-1

Proposed Conditions of Development

Streets and Traffic:

1. Developer agrees to complete the Town's Traffic Impact Analysis (TIA) requirements before the public hearing before the Board of Alderman. The findings shall be presented to the Planning Board for information purposes only if community layout will remain the same. If the TIA recommendations result in changes to the proposed layout, an update will be provided to the Planning Board before the public hearing. *Pending NCDOT comment on the proposed development, a TIA may/may not be required*
2. Street A and Street B to be developed to the Town's collector road requirements, until the intersection with Street C. The remaining portion of Street B and Street C shall be developed to the Town's local residential road requirements.
3. Street A shall be designed to include a temporary paved offset cul-de-sac and dedicated as right-of-way.
4. Street frontage along Dallas Stanley Highway shall be designed to meet the Town standards, including but not limited to the addition of sidewalk and street trees. *Pending NCDOT objection to sidewalk along Dallas Stanley Highway, the Developer agrees to payment in Lieu of sidewalk at cost*
5. Developer to secure driveway permits for Streets A and B from NCDOT, and discuss what, if any, pedestrian crossing improvements may be needed to ensure residents on either side of the development have access to the community amenities as no separate amenity lot is being provided. Recommendations from NCDOT must be included on construction plans.

Easements:

6. Developer to dedicate the entire floodplain on the parcel to the Town of Dallas as an access and maintenance easement to allow for future trail development, pump station upgrades, and floodplain conservation area.

7. Developer agrees to maintain 20' easement on plans as shown, and reserve for a future private community trail connection once a trail is developed if desired by the HOA. Any trail or path installed in this location shall be the sole responsibility of the HOA for design, installation, and ongoing maintenance. This shall not be dedicated to the Town.

Open Space:

8. Developer agrees to install a 20' x16' pergola and tot lot as open space improvements toward the 20% improved open space requirement of cluster development overlay development.

9. Upon construction drawing approval, developer agrees to payment-in-lieu of trail construction per the formula provided in 153.072 (H)2. (Payment=$63,236.75)

10. All open space, both improved and not improved, shall be maintained by the HOA, including but not limited to lighting, landscaping, signage, built features, easements, etc. No open spaces in

the community shall be allowed to be subdivided or sold without written approval by the Town of Dallas.

11. Developer to show tree line on plans prior to public hearing to provide a clearer picture of the tree canopy included within the 24 acres of open space shown.

Community Design Standards:

12. Side setbacks and minimum lot sizes shall be consistent with the minimum requirements in the R-6 zone- 6' minimum side setbacks, and 6000 SF minimum lot size.
13. Lot widths may be reduced by up to 25% as part of cluster overlay development in order to promote a smaller overall development footprint and preserve additional open space. Lots must be 45' wide minimum- 47' wide or more is preferred.
14. Developer to provide at least 2 off-street parking spaces in addition to garage space on each residential lot.
15. Single family homes shall be designed to include shaker accents and/or brick or stone veneer on front facades similar to the elevations provided at the time of conditional approval. (voluntary- agreed to by developer)
16. Electrical lines to serve the development shall be buried under-ground. Developer agrees to coordinate with the Dallas Electrical Department as required.

Other:

17. Developer shall submit a petition for annexation within 90 days of conditional zoning approval for the portion of PID# 301158 currently within Gaston County's jurisdiction. Annexation shall be finalized prior to approval of construction documents.

18. Conditional approval of this development shall be good for 12 months from the date of approval.

TOWN OF DALLAS
TRAFFIC IMPACT ANALYSIS REQUIREMENTS

Transportation impacts, and how to mitigate them, are an important consideration for our community when a significant development is proposed. Public policy makers, citizens and developers all have a stake in understanding and responding to additional demands on the transportation system. A Transportation Impact Analysis (TIA) is a tool used to evaluate the incremental impacts on the surrounding transportation infrastructure and how to mitigate them to maintain safe traffic and transportation operations.

1) TIA Determination - The Town shall determine the need for a TIA upon receipt of any development application (by-right or rezoning) accompanied by a sketch or schematic plan. The development applications could include, but are not limited to, multi-family developments, single family developments, commercial developments, or annexation requests. If warranted, the transportation consultant hired by the developer and approved by the Town shall prepare the TIA. At the discretion of the North Carolina Department of Transportation (NCDOT) and the Town, a transportation technical memorandum, in lieu of a full TIA report, may be allowed for some developments. If proposed street connections are not consistent with adopted plans, then an explanation or proposed transportation mitigation alternative that is equal or better shall be discussed in the study. NCDOT and the Town will be responsible for determining whether the alternative mitigation plan meets and/or exceeds the performance standards of the proposed street connections in the adopted plans.

2) Minimum Thresholds for TIAs - A TIA will be required to accompany the development plan when expected gross trip generation is 1000 total trips or more both entering and exiting the site in a 24-hour period, and/or 100 total trips both entering and exiting the site during either the AM or PM peak hours. The gross trip generation will be calculated by the Town and NCODT based on information (proposed project summary and development plan) provided by the applicant and the final determination for requiring the TIA will be made by the Town. The Town may also determine the need for a TIA or Transportation Technical Memorandum based on special circumstances associated with the development, even if the gross trips falls below this threshold. This may be due to location, an intersection or thoroughfare nearby that is at or above capacity, the nature of the use, or one of the following:

   a) Traffic generated from a non-residential development that could potentially significantly impact adjacent residential neighborhoods.
   b) Traffic operation issues for current and/or future years on nearby streets are expected to be significantly worsened by traffic generated from the proposed new development.
   c) Major and minor thoroughfares near the site are experiencing significant/unacceptable delays.
   d) Traffic safety issues exist at the intersection or street that would serve the proposed new development.
   e) The proposed land use differs significantly from the adopted Comprehensive Land Use Plan for the Town.

f) The internal street or access system is not anticipated to accommodate the expected traffic generation.
g) The proposed development project includes a drive-through facility, or other uses such as schools that require significant on-site circulation that may have an off-site impact to adjoining roads and/or intersections.
h) The amount, behavior and/or assignment of traffic is significantly different from a previously approved TIA, or more than 24 months have passed since completion of previous TIA.

3) Scoping Meeting – A mandatory scoping meeting is required prior to beginning the TIA to discuss the requirements and strategies for a TIA specific to the site and the proposed development. Background information shall be submitted by the applicant five or more business days prior to the scoping meeting and shall include a conceptual site plan showing proposed access points, proposed land use and densities, structure and parking envelopes. The Town, the applicant's consultant, and the applicant(s) are required to attend the mandatory scoping meeting, and representatives from the NCDOT District office and Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) will be invited and encouraged to attend as needed. The applicant may invite members of his/her development team as needed.

4) Scoping Document – A Scoping Document, documenting the understood scope and parameters of the TIA, shall be prepared by the transportation consultant. The Scoping Document shall be signed by the applicant, the Town, and the NCDOT District Engineer (if access to a state road is involved) before the consultant can begin work on the TIA. Failure by the applicant to provide accurate information or failure by the transportation consultant to follow the Scoping Document shall result in disapproval of the TIA. If significant changes are made to the parameters outlined in the Scoping Document, a revised Scoping Document will be required.

5) Fees – All fees associated with the development of the TIA shall be the sole responsibility of the applicant. This includes all fee from the consultant, review fees from the Town, review fees from NCDOT, or any fees related to permit or gathering of information. If in the process of the study, the Town request additional information outside the scope of the project, the Town may enter into an agreement with the consultant to provide that additional information at the Town cost.

6) Transportation Mitigation Agreement (TMA) – Upon completion of the TIA, certain on- or off-site transportation mitigation measures may be required as recommended by the TIA. If so, the transportation consultant shall prepare a Transportation Mitigation Agreement (TMA) which will summarize the following:

a) Development plan
b) Phasing and timing of development (if applicable)
c) Site access and points of ingress/egress
d) On and off-site improvements required to adequately mitigate the project impacts to the Town's transportation system, including vehicular, pedestrian, and bicycle improvements
e) Trigger points and deadlines for construction of any improvements

The TMA must be signed by the applicant, Town and NCDOT (if the mitigation involves a state roadway). All required mitigation measures must be implemented prior to final Certificate of Occupancy (CO) or prior to the issuance of the first Zoning Permit for residential developments. If the development program is planned to be phased, the TIA shall address the phasing of improvements for each phase of development and the applicant shall provide a financial guarantee as outlined in the Town's Land Development Code in the amount of 120% of all phased transportation improvements prior to issuance of the CO or Zoning Permit for the first phase. The cost estimate will be performed by the developer's consultant, reviewed and approved by the Town and submitted to the applicant to provide payment. The cost estimate will include costs for planning/design, permitting, construction and right-of-way. CO's may be issued prior to completion of the Mitigation as long as a development agreement is in place prior to beginning development.

7) TIA Outline and Contents – The outline and contents of what is required to be included in the TIA will be discussed at the scoping meeting and included in the Scoping Document. A detailed summary of the expected content and methodologies to be used in the TIA is discussed below.

   a) Cover/Signature page – Includes the project name, location, name of the applicant, contact information for the applicant, and date of the study. The name, contact information, registration number, signature, and seal of a duly qualified and registered professional engineer in the State of North Carolina are also required to appear on this page.

   b) Table of Contents – Includes a list of all section headings, figures, tables, and appendices included in the TIA report. Page numbers shall denote the location of all information, excluding appendices, in the TIA report.

   c) Executive Summary – Includes a description of the study findings, a general description of the project scope, study horizon years, expected transportation impacts of the project, and mitigation measure recommendations. Technical publications, calculations, documentation, data reporting, and detailed design shall not be included in this section.

   d) Project Description – Includes a detailed description of the development, including the size of the parcel, development size, existing and proposed uses for the site, anticipated completion dates (including phasing). It shall also include the square footage of each use and/or the number and size of dwelling units proposed, and a map and copy of the site plan provided by the applicant.

   e) Site Description – Includes a description of the project location within the Town and region, existing zoning and use (and proposed use if applicable), and key physical characteristics of the site, including general terrain and environmentally sensitive or protected areas.

   f) Site Access – A complete description of the ingress/egress of the site shall be explained and depicted. It shall include number of driveways, their locations,

distances between driveways and intersections, access control (full-movement, leftover, right-in/right-out, etc.) types of driveways (two- way, one-way, etc.), traffic controls, etc. Internal streets (lanes, flow, and queuing), parking lots, sidewalks, bicycle lanes, and designated loading/unloading areas shall also be described. Similar information for adjacent properties, including topographic grade relationship, shall be provided to evaluate opportunities for internal connections. The design, number, and location of access points to collector and arterial roadways immediately adjacent to the site must be fully analyzed. The number of access points shall be kept to a minimum and designed to be consistent with the type of roadway facility. Driveways serving the site from state roads shall be designed in accordance with the NCDOT's Policy on Street and Driveway Access and/or the Town standards, as applicable.

g) Study Area – The limits of the study area shall be based on the location, size and extent of the proposed project, and an understanding of existing and future land uses and traffic conditions surrounding the site. The limits of the study area for the TIA shall be reviewed and approved by the Town and NCDOT staff at the mandatory scoping meeting. At a minimum, the study area shall include all streets and signalized intersections within a 1-mile radius of the proposed site and/or where site traffic estimated for build-out of the project will constitute 10% or more of any signalized intersection approach during the peak hour. During the scoping meeting, staff may reduce the radius due to conditions specific to the site based on request by applicant and supported with valid reasoning. Unsignalized intersections between the required signalized intersections will be added to the scope as directed by the Town. To initially determine the impacts, the developer's consultant shall develop a database of recent peak-hour intersection turning movement counts. The applicable intersection counts will be equated to current year baseline volumes. Based on the proposed development program submitted by the applicant, a preliminary trip generation analysis, distribution and assignment will be performed within the area surrounding the site and compared to the current year base volumes. Related impacts or current operational problems, may dictate that other intersections be included in the study area as determined by Town staff and/or NCDOT staff. A narrative describing the study area shall identify the location of the proposed project in relation to the existing transportation system and list the specific study intersections and/or segments. Any unique transportation plans or policies applicable to the area (e.g., bus service and future plans) shall be mentioned. A site location map shall be provided and shall identify natural features, major and minor roadways within the study area, study intersections, and a boundary of the site under consideration.

h) Existing Conditions – Shall include a narrative and map that represents AM and PM peak-hour turning-movement volumes for all intersections within the study area. Traffic volumes shall represent 15-minute interval weekday turning-movement counts (Tuesday through Thursday), include heavy- vehicle, pedestrian and bicycle counts, no more than twelve months old and shall be collected during periods of the year when local schools are in session and during weeks that have no observed federal, state, or local holidays and periods. The required count timeframes are from 6:30-8:30AM and 2:00-7:00PM. The PM count timeframe is expected to cover peaking characteristics caused by shift changes for local industrial plants, local area school

dismissal times, as well as typical employment PM peaking characteristics; however, site-specific conditions may necessitate additional or different traffic counting hours and/or days depending on the development program and location within the Town. These unique circumstances will be determined and directed by the Town. The Town will determine if modified peak hours or weekend analyses shall be included in the TIA at the mandatory scoping meeting. For example, 12- or 16-hour turning movement counts shall be required to complete the analysis if a traffic signal warrant analysis is required as part of the TIA. The source of existing traffic volume information shall be explicitly stated (e.g., existing counts, new counts collected by the applicant, NCDOT counts, etc.). If previous counts were obtained, only counts collected within the one year of the scoping meeting will be deemed acceptable. Summary sheets for existing turning movement counts shall be included in the appendix of the TIA report. A separate narrative and map shall be prepared to describe the characteristics of surrounding major roadways, including functional classification, number of lanes, posted speed limit, existing average daily traffic volumes, typical cross section, intersection control, and lineal distance between major roadways. Field notes for the existing conditions investigation may be included in the appendix of the TIA report.

i) Future Year Conditions – Unless otherwise approved by the Town, future year conditions for a single-phase development shall be analyzed for the year the development is expected to be at full occupancy (build-out year) and five years after the build-out year (build-out + 5). For multiple-phased developments, the scenarios shall be completed in order, with any improvements specified by development included in the subsequent build scenarios, including five years after the full build-out year (build-out + 5). Specific analysis periods to include in the study shall depend greatly upon the development program, proposed project phasing plan, and significant improvements programmed for the surrounding transportation system. The approved offsite developments and transportation projects to be included in the base future-year background conditions for the transportation system within the study area shall be determined during the scoping meeting. Transportation improvements assumed in the future-year background conditions analysis may include those with an expected completion date concurrent with that of the development and funded either by the Town, NCDOT, or indicated as a required condition of approval from another nearby development application. Only projects approved by the Town at the scoping meeting may be included in the analysis as future existing infrastructure. Those improvements committed by other projects must be clearly identified in the report as approved offsite development road improvements. Adjacent development traffic information used in the development of the future year background traffic volumes shall be included in the appendix of the TIA report. Unfunded, planned infrastructure projects may be mentioned in the TIA, but the description shall specifically identify that these projects are not included in the background condition. Future year background traffic volumes shall be forecasted using historical growth rate information, regional models, and/or TIA reports for development approved by the Town but not yet built. A narrative and map shall be prepared that presents turning movement volumes for each peak hour for all intersections identified within the study area. Future year base traffic volumes, other development volumes, and site traffic

volumes shall be clearly separated and combined in the map.

j) Trip Generation – Base trip generation for the proposed land use(s) shall be calculated using data published in the latest version of the Institute of Transportation Engineers' (ITE) Trip Generation Manual. Data limitations, data age, choice of peak hour of adjacent street traffic, choice of independent variable, and choice of average rate versus equation shall be discussed at the mandatory scoping meeting. Local trip generation rates may be acceptable if appropriate validation is provided by the applicant to support them. Any deviation from ITE trip generation rates shall be discussed in the mandatory scoping meeting and documented in the Scoping Document if approved by the Town and NCDOT. The NCDOT Municipal School Transportation Assistance (MSTA) calculator shall be used to calculate projected trip generations for school sites.

   i) Internal Capture – Base trip generation may be reduced by rate of internal capture when two or more land uses are proposed using methodology recommended in the most current Trip Generation Handbook published by the ITE, or research published by the National Cooperative Highway Research Program (NCHRP) Transportation Research Board. Reductions for internal capture shall be applied to multi- or mixed-use sites only. The internal capture reduction shall be applied before pass-by trips are calculated.

   ii) Pass-by Trips – Pass-by trips are those made as intermediate trips between an origin and primary destination (i.e., home to work, home to shopping, etc.). However, pass-by trips are not diverted from another roadway. Base trip generation may be reduced by rate of pass-by capture using methodology recommended in the most current Trip Generation Handbook published by the ITE. Pass-by trips associated with the development program may not exceed 10% of the peak-hour volume reported for the adjacent public street network. This network shall include the streets that provide primary access to/from the site. For example, if a site access drive that connects to a low-volume local street, which its primary access is to a major collector road, the traffic on the major collector shall be used as the adjacent street for pass-by calculation purposes. Evaluation of diverted trips may apply depending on the specifics of each site. A trip generation table shall summarize all trip generation calculations for the project

k) Trip Distribution – External trip distribution shall be determined on a project-by-project basis using one of several sources of information available to transportation and land planning professionals. Potential sources for determining project trip distribution may include the regional travel demand model, market analysis, existing traffic patterns, or professional judgment. At the Town's direction, multiple trip distributions may be required for differing land use types. Regardless of methodology, the procedures followed and logic for estimating trip distribution percentages must be well-documented in the TIA. Trip distribution percentages proposed for the surrounding transportation network shall be discussed during the scoping meeting and shall be approved by the Town and NCDOT before proceeding with the TIA. A map showing the percentage of site traffic on each street included in

the study area shall be included in the TIA.

l) Trip Assignment – Project traffic shall be distributed to the surrounding transportation system based on the site's trip generation estimates and trip distribution percentages. Future year build-out traffic forecasts (i.e., future year background traffic plus project traffic) shall be represented in graphic formats for AM and PM peak-hour conditions at all intersections included in the study area. If the project will be built in phases, traffic assignments shall be reported for each phase. Pass-by traffic shall be included at the driveways and access points for evaluating driveway volumes. Multiple assignment analyses may be required if the traffic control at the access drives varies (i.e., right-in/right-out vs. stop controlled vs. signalized).

m) Operations Analysis – The TIA shall include multi-modal operations analyses including vehicular, pedestrian and bicycle, to allow for the safe and convenient travel for all modes. Level-of-Service (LOS) and delay is the primary measures of effectiveness for impacts to the transportation system, and is defined by the most current edition of the Highway Capacity Manual (HCM). Operations analyses shall be performed for the existing and all future year scenarios. Impacts from the proposed project shall be measured by comparing the future year background conditions to the future year build-out conditions. Requirements for mitigation are described here in.

i) Vehicular Capacity Analysis - Unless otherwise noted, Synchro LOS and delay shall be reported for all signalized intersections and approaches identified in the study area. Based on HCM, LOS for unsignalized intersections is not defined as a whole; instead, only the individual stop-controlled or yield approaches shall be reported based on the HCM reports determined through the Synchro analysis. Existing signalized intersections shall be modeled based on existing signal timing plans provided by either the Town or NCDOT. Existing signal timing plans shall be included in the appendix of the TIA report. If a traffic signal is part of a coordinated system it must be analyzed as such under all conditions. Other standard practices and default input values for evaluating signalized intersections shall be consistent with the most recent guidelines published by the NCDOT, Traffic Engineering and Safety Systems Branch, Congestion Management Unit ("Capacity Analysis Guidelines"). The Town may also require safety, traffic simulation, gap and/or other analyses appropriate for evaluating a development application. Additional analyses and/or traffic capacity or simulation tools (such as VISSIM or Transmodeler) required for the TIA shall be identified during the scoping meeting. All TIA reports submitted to the Town shall use Synchro, SimTraffic, VISSIM and/or Transmodeler analysis software for signalized and unsignalized intersections, or Sidra Software for roundabouts, consistent with policies released by the NCDOT. A narrative, table, and map shall be prepared that summarizes the methodology and measured conditions at the intersections reported in LOS (LOS A – F), the intersection and approach signal delay for signalized intersections, the approach delay for unsignalized intersections, and 95th percentile queue lengths for all movements. Capacity analysis worksheets and auxiliary turn-lane warrants for unsignalized intersections shall be included in the appendix of the TIA report.

ii) Pedestrian Operations Analysis - Unless otherwise noted, methodology provided in the latest edition of the Highway Capacity Manual shall be used to evaluate pedestrian LOS for the intersections identified in the study area. The current methodology is based on geometric data, demand data, and signal control data including, but not limited to:

- Number of lanes on the major street
- Crossing distance
- Traffic volumes
- Motorist yielding rates to pedestrians
- Cycle Length
- Walk Time
- Presence of pedestrian phase

iii) Bicycle Operations Analysis – The bicycle LOS at intersections identified in the study area shall be evaluated using locally accepted methodology. This current methodology assesses bicyclists' comfort based on geometric and traffic signal features including, but not limited to:

- Number of lanes crossed
- Presence of conflicting turning movements
- Presence of bike lanes

Under this methodology, intersection features are assigned points, where the LOS for each approach is calculated based on the accumulation of points for each geometric and traffic signal feature identified in the worksheet. Currently, this methodology does not take into account demand volumes; therefore, the bicycle LOS would not differ between AM and PM peak hours, and thus would not need to be reported for both under this methodology.

n) Queuing Analysis – 95th percentile and simulation analysis of future year queues shall be consistent with NCDOT's Traffic Engineering and Safety Systems Branch, Congestion Management Unit current practices and published Capacity Analysis Guidelines. Turn lanes and storage lengths for the major street (uncontrolled) approaches at unsignalized intersections shall be identified using volume thresholds published in the NCDOT's Policy on Street and Driveway Access to North Carolina Highways (see Warrant for Left- and Right-Turn Lanes Nomograph, pg. 80). Recommendations for left and right-turn lanes serving the site shall be designed to account for both the NCDOT warrants described above and to meet future year capacity needs identified through the capacity analyses. For projects that include drive- through facilities, pick-up/drop-off areas, or entrance gates, a queuing analysis may be required by the Town to ensure that vehicle stacking will not adversely impact the public transportation system. The queuing analysis must be performed using accepted transportation engineering procedures approved by the Town. If a TIA is required for a new school site, the internal circulation and ingress/egress of the site shall be modeled using a "dummy signal" in the Synchro software as prescribed by NCDOT Municipal School Transportation Assistance (MSTA) department.

o) Crash Analysis – A summary of crash data (type, number, and severity) for the most recent 3-year period at each study location is required. Traffic Engineering Accident Analysis System reports will be provided by the Town and/or NCDOT and shall be included in the appendix of the TIA report. For locations with prevalent crash types and/or frequency, a discussion shall be included describing factors that may be contributing to the incidents. At a minimum, the proposed development features shall not contribute to factors potentially involved in the existing crash rates. If contributing factors are identified, recommendations to eliminate or mitigate these features shall be included.

p) Traffic Signal Warrants – Town staff and/or NCDOT may consider potential signal locations at the scoping meeting. However, traffic flow progression is of paramount importance when considering a new traffic signal location. A new traffic signal shall not cause an undesirable delay to the surrounding transportation system. Installation of a traffic signal at a new location shall be based on the application of warrants criteria contained in the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD) and engineering judgment. Traffic signal warrants shall be included in the appendix of the TIA report. Additionally, spacing of traffic signals within the Town must adhere to NCDOT requirements. Pedestrian movements must be considered in the evaluation and adequate pedestrian clearance provided in the signal cycle split assumptions. If a signal warrant analysis is recommended in the TIA, the Town and/or NCDOT may decide to defer a signal warrant analysis until after the development has opened to allow use of actual turning movement counts at an intersection. The TIA recommendations must clearly state that this analysis shall occur at a specified date following the opening of the development. The applicant must issue a bond or letter of credit in the name of the Town for the estimated cost of the signal warrant analysis and resulting signal prior to final approval of the TIA. The cost shall be established based on an engineer's estimate provided by the engineer of record for the applicant or by the consultant identified by the Town; however, final approval of the dollar amount rests with the Town.

q) Mitigation Measure Recommendations – This section of the TIA report shall provide a description of the study's findings regarding impacts of the proposed project on the existing and future transportation system and describe the location, nature, and extent of all mitigation measures recommended to the applicant to improve and/or maintain the future year background level-of-service (LOS) conditions through phasing and ultimate build-out of the project. This mitigation will be identified by measuring the impact between the future year background conditions and the future year build-out conditions. The applicant is required to mitigate transportation deficiencies caused solely by the projected impact of their proposed development, and not unacceptable background conditions or other deficiencies caused by offsite development within the defined study area. The applicant shall be required to identify mitigation improvements to the transportation network if at least one of the following conditions exists when comparing the multimodal operations analyses of future year background conditions to future year build-out conditions:

i) the total average delay at an intersection or individual approach increases by 25% or greater, while maintaining the same LOS,
ii) the LOS degrades by at least one level,
iii) or the LOS is "D" or worse in background conditions and the proposed project shows a negative impact on the intersection or approach

If the background LOS (intersection or approach) is inadequate (i.e., "D," "E," or F"), the applicant will be expected to mitigate only the impact caused by the proposed project. For example, if the background LOS of an approach is LOS F with 85 seconds of delay, and the project traffic increases the delay to 95 seconds at LOS F, the applicant will be required to mitigate the added 10 seconds of delay on the approach, not required to mitigate the inadequate background delay. Town staff and NCDOT will review the recommendations in the final version of the TIA and will have the ultimate determination in the scope of the required mitigation measures.

A Transportation Mitigation Agreement (TMA) may apply if mitigation requirements are needed.

For multi-phase developments, the capacity analyses scenarios shall address the phasing of improvements for each phase of development. The build-out + 5 scenarios will require the analysis of only five years beyond the full build-out year. The build-out + 5 scenario analysis is not used for mitigation purposes. A narrative and table shall be prepared that summarizes the methodology and measured conditions at the intersections reported in LOS (LOS A–F) and average control delay for each intersection and approach.

A narrative and map shall also be prepared that describes and illustrates recommended improvements, by development phase if necessary, for mitigating the projected impact of the proposed development.

r) Compliance with Adopted Transportation Plans – All TIA reports must include a statement of compliance with plans, programs, and policies adopted by the Town of Dallas for maintaining a safe and efficient multi-modal transportation system.

MCADAMS

N DAVIS STREET – WORK SESSION

TrueHomes

IT'S ALL ABOUT U

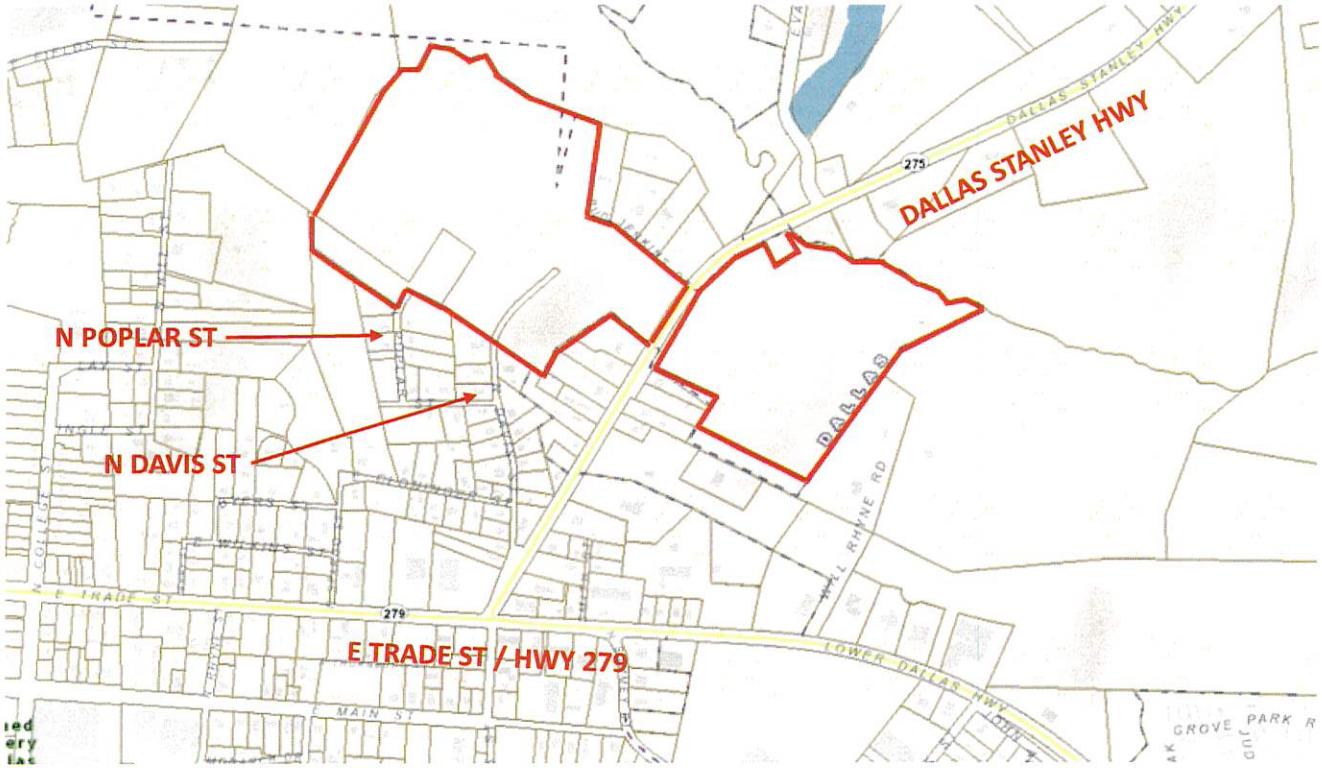
SHAUN GASPARINI
MARKET PARTNER – LAND DEVELOPMENT

MCADAMS

ROB REDDICK, PE
DIRECTOR, CHARLOTTE REGION

McADAMS

PROPERTY LOCATION



- ✓ +-44 AC
- ✓ EAST + WEST OF DALLAS STANLEY HWY
- ✓ +-1/4 MILE – INTERSECTION OF HWY 279 & DALLAS STANLEY HWY

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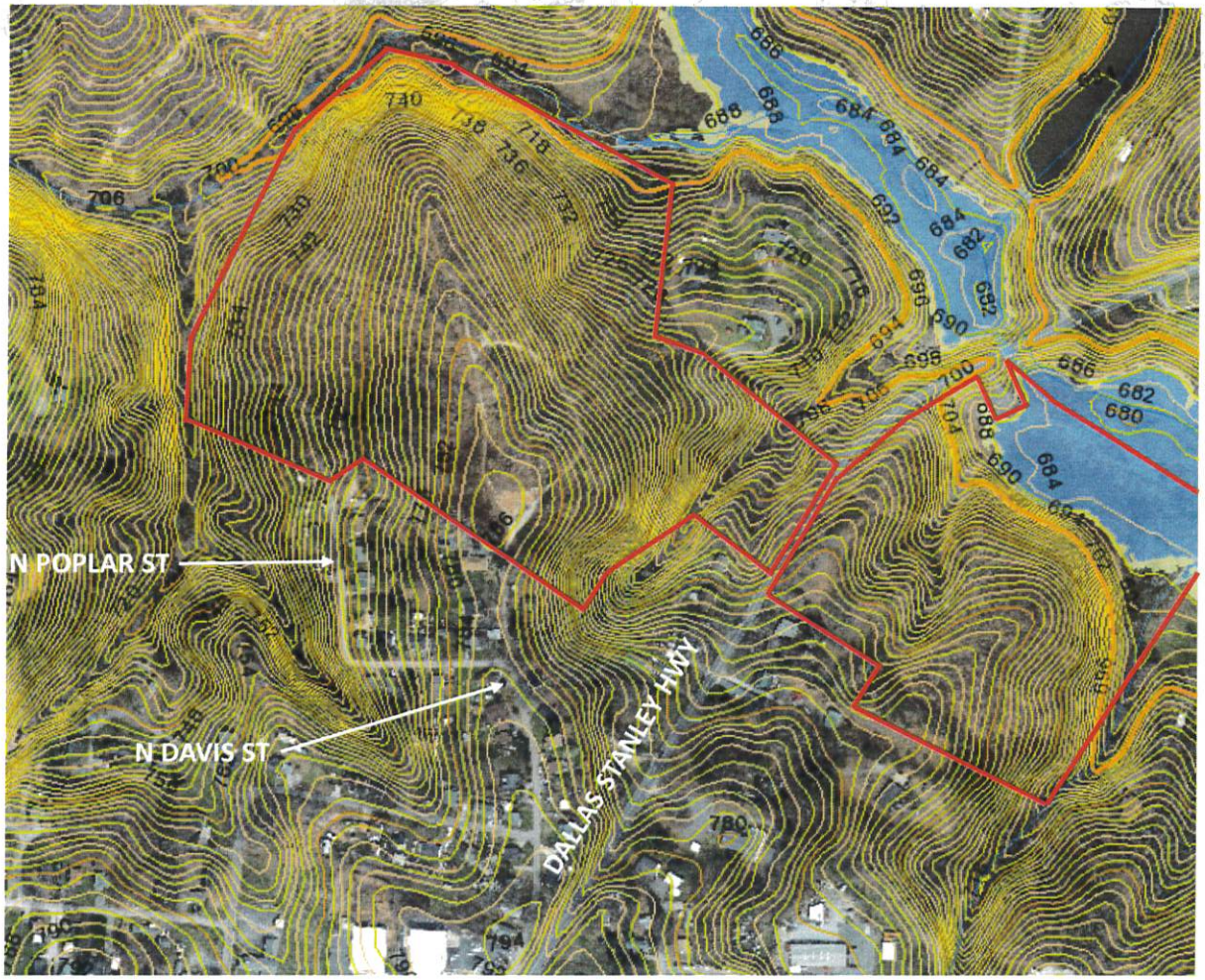
EXISTING CONDITIONS



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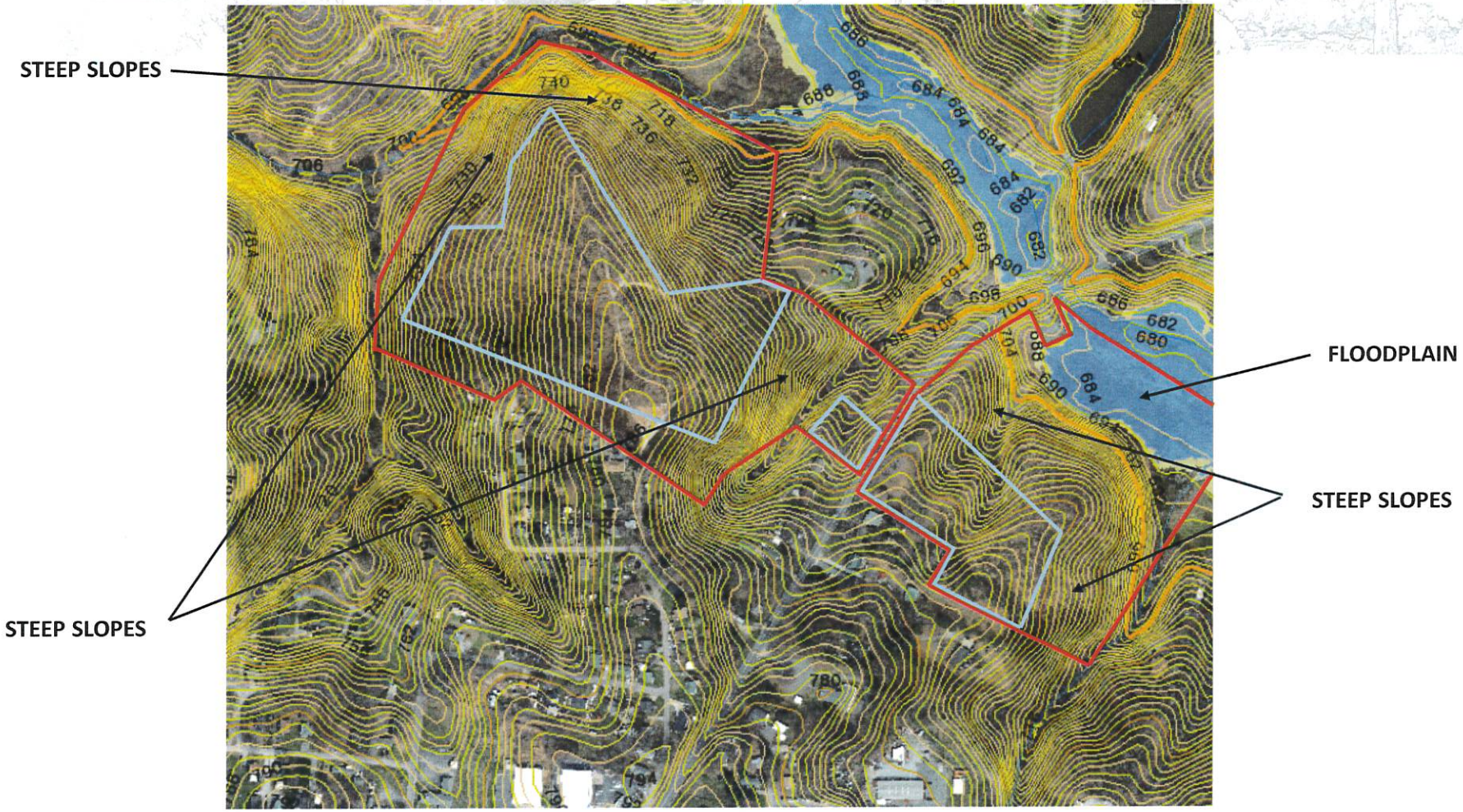
DEVELOPABLE AREA



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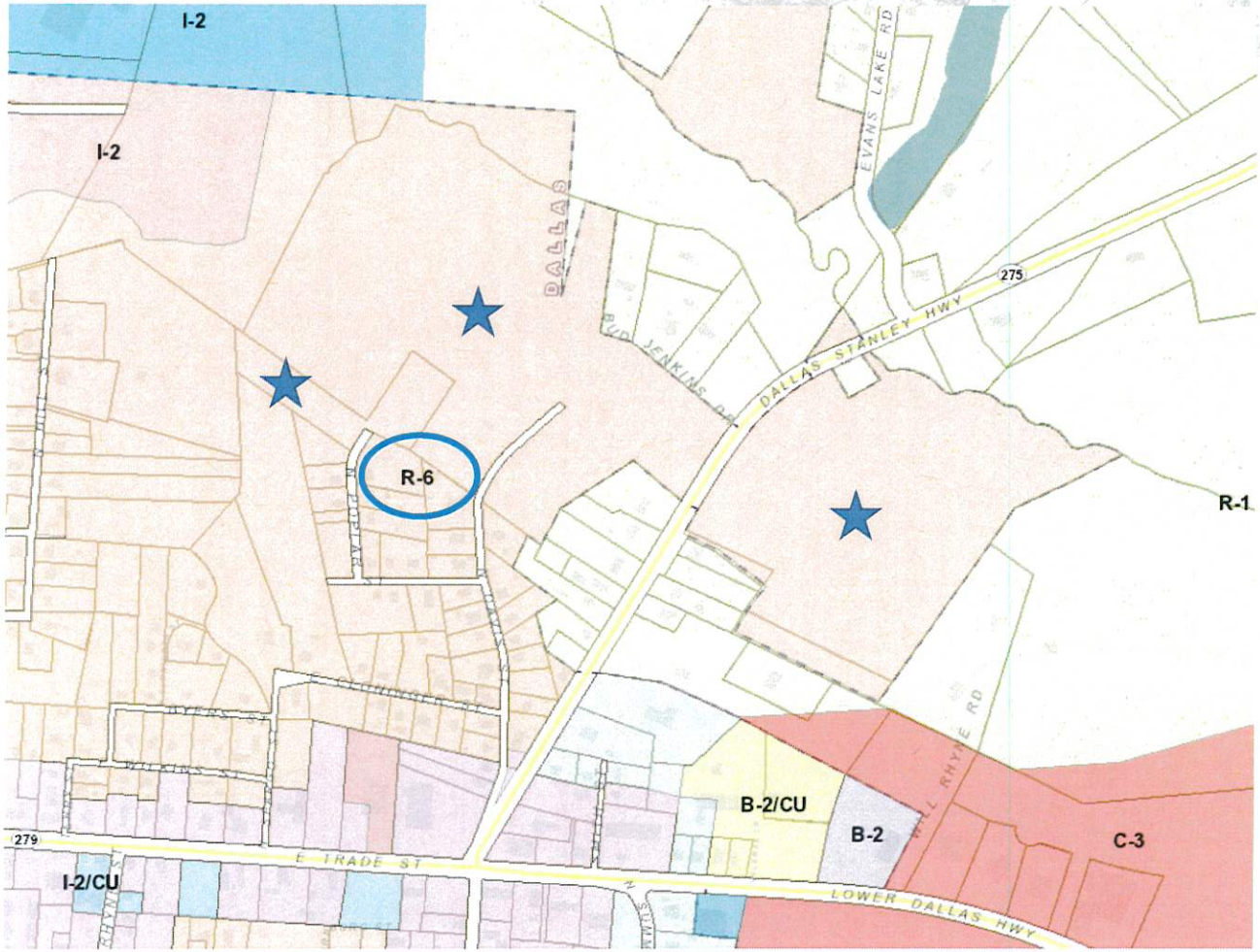
AREA REZONING



- ✓ R-6 ZONING
- ✓ 6,000 MINIMUM LOT SIZE
- ✓ 60’ MINIMUM LOT WIDTH

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CONDITIONAL REZONING PROPOSAL

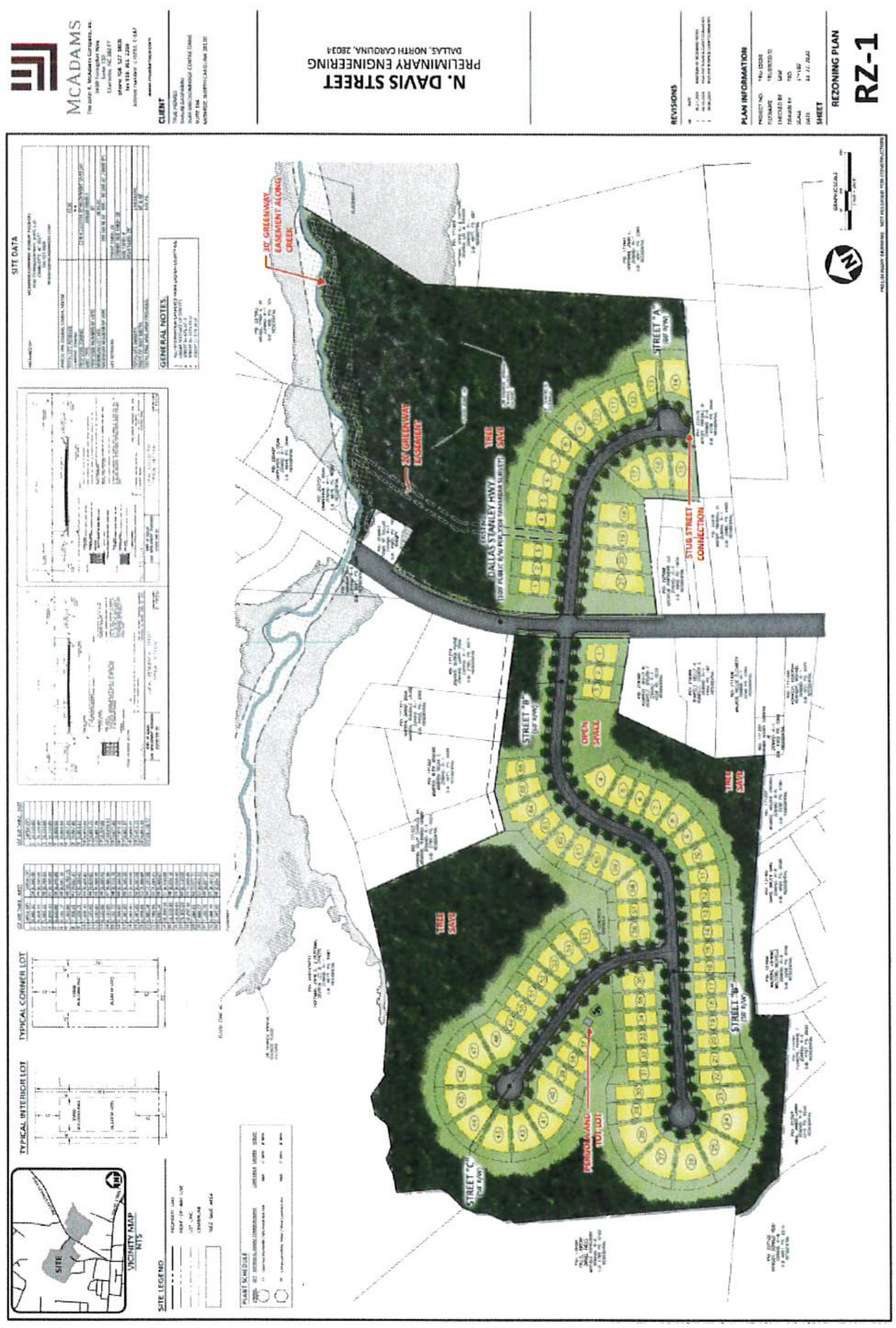
- ✓ CZ-R-6 CLUSTER DEVELOPMENT OVERLAY
- ✓ 87 SINGLE-FAMILY FOR-SALE HOMES
- ✓ 1.9 DWELLING UNITS PER ACRE
- ✓ LOT SIZE RANGE = 5,980 TO 13,054 SF
- ✓ LOT SIZE AVERAGE = +- 7,300 SF
- ✓ 11.3% OF SITE TREE SAVE
- ✓ 56% OF SITE OPEN SPACE

- ✓ ***MINIMUM LOT SIZE R-6 = 6,000 SQUARE FEET***
- ✓ ***PER CZ-R-6 CDO – SITE COULD YIELD 255 LOTS***
- ✓ ***87 LOTS = 37% OF WHAT COULD BE APPROVED***

MCADAMS

PLAN IMPROVEMENTS SINCE FIRST PLANNING BOARD MEETING

- ✓ ADDED A TOT LOT TO THE PLAN AND PROVIDED A RENDERING
- ✓ PERGOLA DIMENSIONS SPECIFIED ON PLAN (16' x 20')
- ✓ INCLUDED A CONDITION AGREEING TO A FEE IN LIEU OF THE TRAIL/OPEN SPACE
  - ✓ BUT STILL PROVIDING 24.55-ACRES OF OPEN SPACE AND DEDICATING THE GREENWAY EASEMENT, AS SPECIFIED ON THE PLAN


McADAMS
N. DAVIS STREET
PRELIMINARY ENGINEERING
DALLAS, NORTH CAROLINA, 28034
CLIENT
REVISIONS
PLAN INFORMATION
SHEET
REZONING PLAN
RZ-1
SITE DATA
GENERAL NOTES
TYPICAL INTERIOR LOT
TYPICAL CORNER LOT
VICINITY MAP
SITE
SITE LEGEND
PLANT SCHEDULE
20' GREENWAY EASEMENT ALONG CREEK
20' GREENWAY EASEMENT
TREE SAVE
DALLAS STANLEY HWY
STREET "A"
STREET "B"
STREET "C"
OPEN SPACE
STUB STREET CONNECTION
PERGOLA AND TOT LOT

DEVELOPMENT STANDARDS
TRUE HOMES

Site Development Data:

Acreage:	+- 43.96 acres
Tax Parcels:	216368, 131854, and 301158
Existing Zoning:	R-6
Proposed Zoning:	CJ-R-6 Cluster Development Overlay
Existing Uses:	Vacant
Proposed Uses:	Up to 87 single-family dwellings (1.98 Dwelling units per acre)

1. General Provisions

These Development Standards form part of the Rezoning Plan associated with this Rezoning Petition filed by True Homes (the "Petitioner") for the rezoning of the approximately 43.96 acre site located on the east and west sides of Dallas Stanley Highway, which is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Numbers 216368, 131854, and 301158.

Development of the Site shall be governed by the Rezoning Plan, these Development Standards, and the applicable provisions of the Town of Dallas Code of Ordinances (the "Ordinance"). Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the R-6 Cluster Development Overlay Zoning District shall govern all development taking place on the Site.

The development depicted on the Rezoning Plan is schematic in nature and intended to depict the general arrangement of uses and improvements on the Site. Accordingly, the configurations, placements and sizes of the building footprints as well as the internal public streets and the internal private streets, alleys, or drives depicted on the Rezoning Plan are schematic in nature and, subject to the terms of these Development Standards and the Ordinance, are subject to minor alterations or modifications during the design development and construction document phases.

Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then Owner or Owners of the Site in accordance with the provisions of the Ordinance.

2. Permitted Uses and Maximum Development

The Site may be developed with up to 87 single-family dwellings, together with any accessory and accessory uses related thereto that are allowed on the R-6 Cluster Development Overlay Zoning District.

3. Transportation

a) Vehicular access will be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access point shown on the Rezoning Plan is subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required by Town of Dallas for approval.

b) As depicted on the Rezoning Plan, the Site will be served by public streets.

c) Internal sidewalks shall be provided along all public streets throughout the Site.

d) The Petitioner shall dedicate a 20 foot Greenway easement and a 30 foot Greenway easement as depicted on the rezoning plan.

4. Open Space, Streetscape and Landscaping

a) The Petitioner shall provide approximately 24 acres or 56% of the site area as open space throughout the Site as generally depicted on the Rezoning Plan.

b) The Petitioner shall provide approximately 4.8 acres or 11.3% of the site area as tree save as generally depicted on the Rezoning Plan. The tree save area is also part of as above.

c) The Petitioner agrees to a fee, payable to the Town of Dallas upon construction drawing approval, in the amount of $61,216.75 in lieu of open space/trails. However, all open space, tree save, and improvements, including the internal sidewalks, pergola, tot lot and greenway easement, as illustrated on the rezoning plan shall still be constructed and/or dedicated by the Petitioner.

5. Amendments to Rezoning Plan

Future amendments to the Technical Data Sheet or these Development Standards may be applied for by the then Owner or Owners of the parcel or parcels within the Site involved in accordance with the provisions of the Ordinance.

Further alterations or modifications to this Rezoning Plan which, in the opinion of the Planning Director, substantially alter the character of the development or significantly alter the Technical Data Sheet or any of its conditions or which increase the intensity of development shall not be considered by right and may only be made in accordance with the provisions of the Ordinance, as applicable.

6. Environmental Features

a) The location, size, and type of storm water management system depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary at order to accommodate actual storm water treatment requirements and natural site discharge points.

7. Binding Effect of the Rezoning Documents and Definitions

a) If this Rezoning Plan is approved, all conditions applicable to development of the Site imposed under the Technical Data Sheet will run with the Site and will be binding upon and inure to the benefit of the Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.

b) Throughout these Development Standards, the terms, "Petitioner" and "owner" and "owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest, and assigns of the Petitioner or the owners of the Site from time to time who may be involved in any future development thereof.

EXAMPLE IMAGE OF 16' x 20' PERGOLA

EXAMPLE IMAGES OF PLAYGROUND

POTENTIAL ELEVATIONS

NOTE:

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

McADAMS
The John R. McAdams Company, Inc.
3430 Toringdon Way
Suite 110
Charlotte, NC 28277
phone 704. 527. 1500
fax 919. 361. 2269
license number: C-0293, C-187
www.mcadamsco.com

CLIENT

TRUE HOMES
SHAUN GASPARINI
3645 BOARDWALK CENTRE DRIVE
SUITE 304
MONROE, NORTH CAROLINA 28112

N. DAVIS STREET
PRELIMINARY ENGINEERING
DALLAS, NORTH CAROLINA, 28034

REVISIONS

No.	Date
1	09.11.2020
2	10.16.2020
3	12.21.2020

PLAN INFORMATION

PROJECT NO.	TRU-19036
FILENAME	TRU19036-S3
CHECKED BY	MAW
DRAWN BY	TSD
SCALE	1"=120'
DATE	03. 27. 2020
SHEET	

REZONING NOTES

RZ-2

MCADAMS

SAMPLE RENDERINGS

McADAMS

SAMPLE RENDERINGS

TOWN OF DALLAS, NORTH CAROLINA

REQUEST FOR BOARD ACTION

DESCRIPTION: Dallas High Shoals Highway Projects

AGENDA ITEM NO. 3B MEETING DATE: 11/24/2020

BACKGROUND INFORMATION:

There are several proposed projects under discussion off of Dallas High Shoals Highway. Rezoning and annexation petitions have been submitted and are being reviewed by Staff.

Wilson Family Rentals, LLC is seeking annexation of Parcel ID #169183 for the development of a 96-unit multi-family apartment complex. A public hearing on this annexation request is set for December 8th.

Two property owners are seeking rezonings from R-10 to R-5, and two others are seeking annexation (3 Contiguous and 1 Non-Contiguous) for a potential single-family residential development. This development could bring +/- 700 new homes.

This discussion is to better understand these proposed projects and how they fit together along Dallas High Shoals Highway.

Attached are maps and an information sheet providing an overview of the projects.

MANAGER RECOMMENDATION:

BOARD ACTION TAKEN:

Dallas High Shoals Highway

Mark Wilson

- Non-Contiguous annexation
- Public Hearing Set for December 8, 2020
- 96-unit multifamily apartment complex

LGI

This project covers approximately 200 acres and could potentially bring +/- 700 single family homes. All parcels are seeking R-5 Zoning.

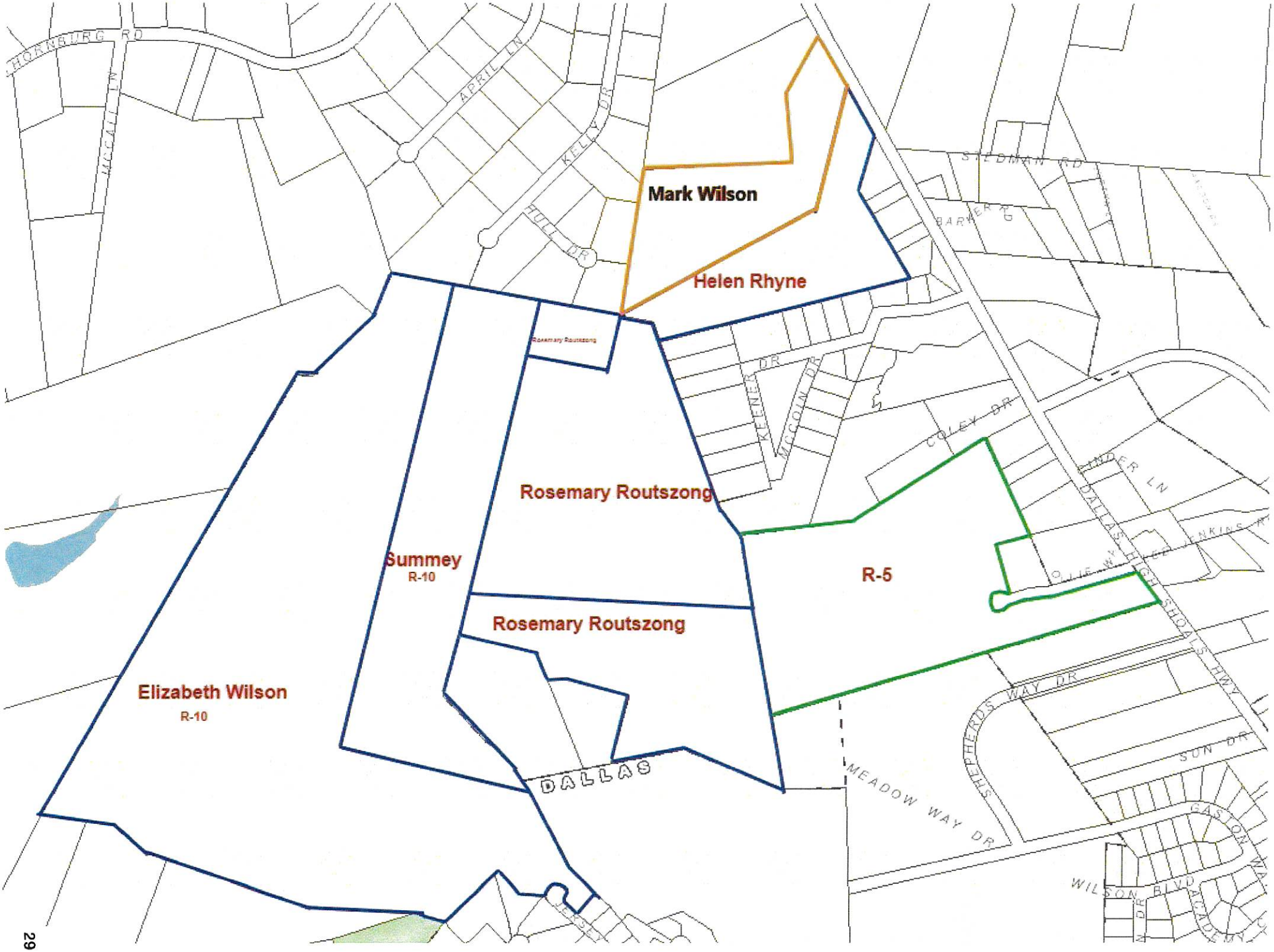
Min Lot Size: 5,000 SF + 500 SF per attached side
Min Lot Width: 50ft
Min Front/Rear yard: 25 ft
Min Side Yard: 6 ft

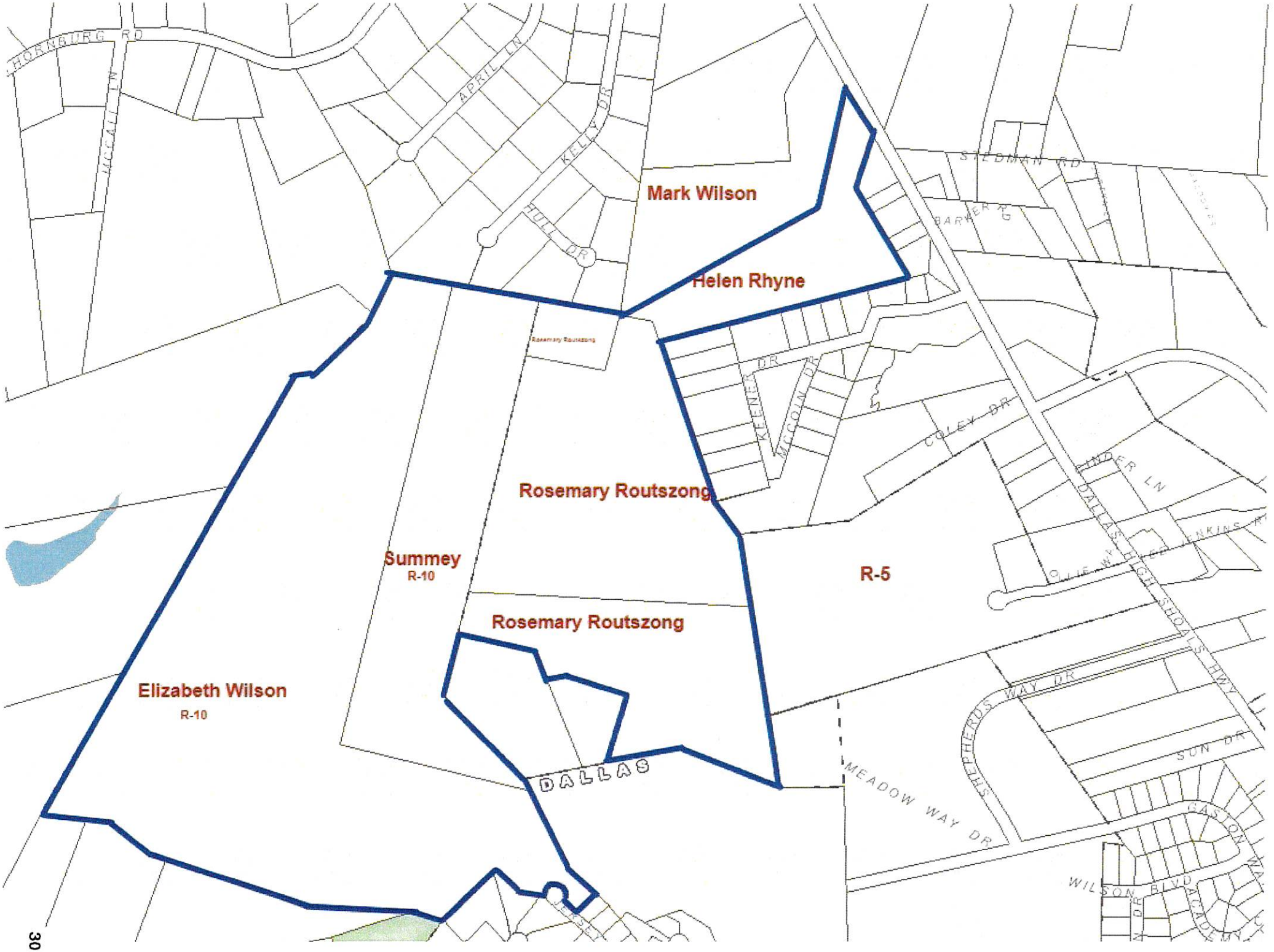
Rezoning's

- Elizabeth Wilson (R-10 to R-5)
- Summey (R-10 to R-5)

Annexations

- Rosemary Routszong (Finger Property)
    - Three total parcels
    - All contiguous
- Helen Rhyne
    - One parcel
    - Non-contiguous


HORNBUCKLE RD
MCCALL LN
APRIL LN
KELLY DR
HULL DR
Mark Wilson
Helen Rhyne
Rosemary Routszong
SELDMAN RD
BARNER RD
KEENER DR
MCCOLLUM DR
COLEY DR
BINDER LN
DALLAS HIGHSHOALS HWY
Rosemary Routszong
R-5
Summey
R-10
Rosemary Routszong
Elizabeth Wilson
R-10
DALLAS
MEADOW WAY DR
SHEPHERDS WAY DR
SUN DR
GASTON MA
WILSON BLVD


HORNBURG RD
APRIL LN
KELLY DR
HULL DR
STEDMAN RD
BARKER RD
Mark Wilson
Helen Rhyne
Rosemary Routszong
KELLEY DR
WILSON DR
COLEY DR
Rosemary Routszong
Summey
R-10
R-5
Rosemary Routszong
Elizabeth Wilson
R-10
DALLAS
MEADOW WAY DR
SHEPHERDS WAY DR
SUN DR
GASTON
WILSON BLVD


Mark Wilson
Helen Rhyne
Rosemary Routszong
Summey
R-10
Rosemary Routszong
R-5
Elizabeth Wilson
R-10
DALLAS
HORNBURG RD
MCCALL LN
APRIL LN
KELLY DR
HULL DR
SILDMAN RD
BARKER RD
KEENER DR
MCQUAIN DR
COLEY DR
DALLAS HIGH SHOALS HWY
MEADOW WAY DR
SHEPHERDS WAY DR
SUN DR
WILSON BLVD

TOWN OF DALLAS, NORTH CAROLINA

REQUEST FOR BOARD ACTION

DESCRIPTION: Summer 2021 Concert Schedule

AGENDA ITEM NO. 3C MEETING DATE: 11/24/2020

BACKGROUND INFORMATION:

Looking forward to Summer 2021, planning has begun for the Concert/Cruise-In events. Below is the schedule, based on the Town's past event schedule:

Saturday, May 8th - Concert/Cruise-In with GTown/Image (7-10 pm)
Saturday, June 12th – Concert/Cruise-In (7-10 pm)
Sunday, July 4th – Concert/Fireworks (6-10 pm)
Saturday, August 14th – Concert/Cruise-In with Coming Up Brass (7-10 pm)
Saturday, September 11th – Concert/Cruise-In (7-10 pm) Possibly Chairmen of the Board

So far, bands have been booked for two of the dates. Staff is working on filling the other three dates.

MANAGER RECOMMENDATION:

BOARD ACTION TAKEN:

TOWN OF DALLAS, NORTH CAROLINA

REQUEST FOR BOARD ACTION

DESCRIPTION: Primary Fire District

AGENDA ITEM NO. 3D MEETING DATE: 11/24/2020

BACKGROUND INFORMATION:

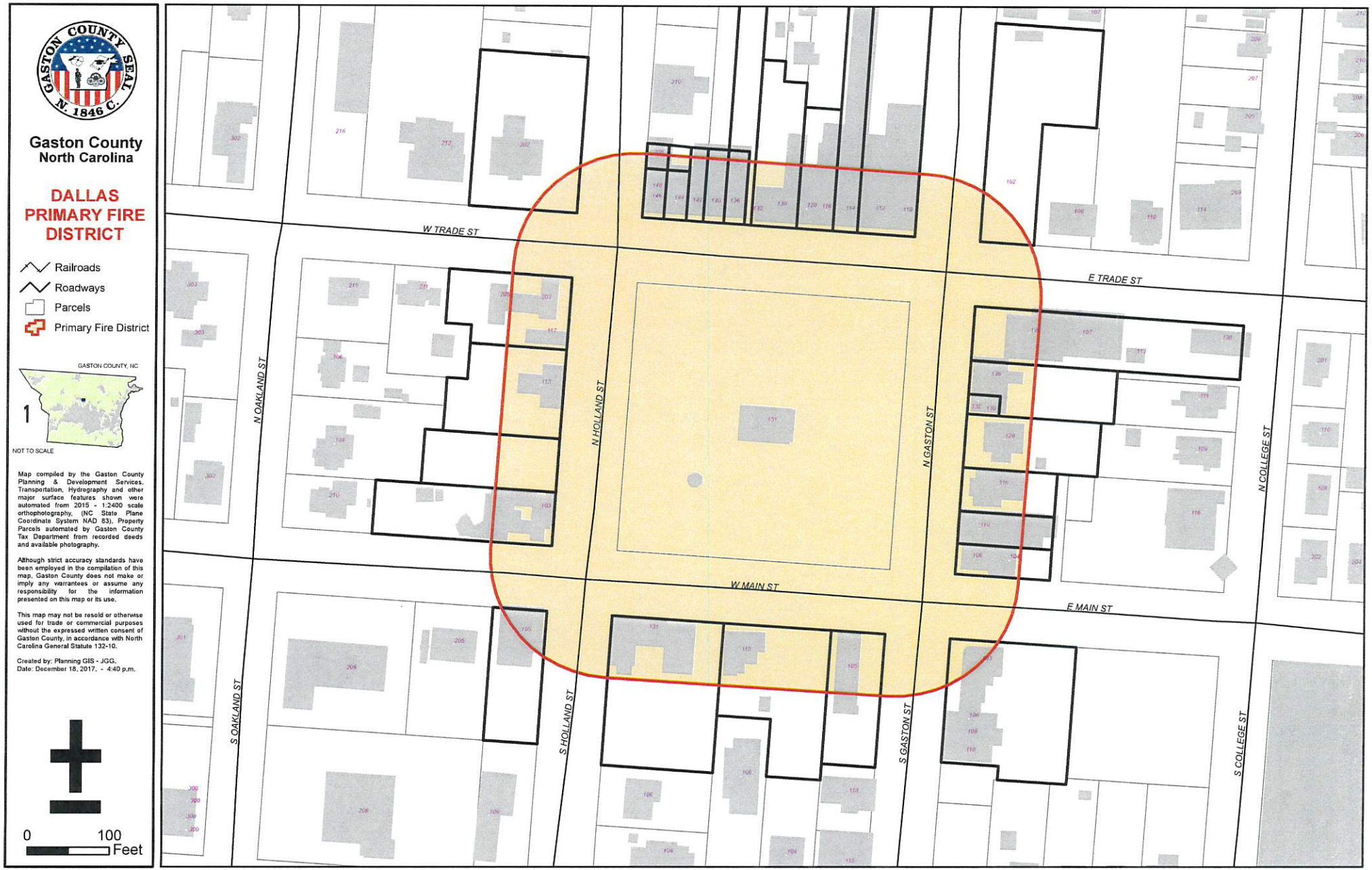
Currently, Dallas has a Primary Fire District boundary in place that includes the Court Square and all property facing the Square for 150 feet from the sidewalk. This boundary affects the businesses around the Court Square and places additional requirements on these properties that can be cumbersome to the business.

Fire Chief Withers is in favor of reducing the District to encompass the Court Square only.

Attached is a map of the current district and a recommendation from Chief Withers from last year. No action was taken at the time of the recommendation. In order to change the district boundary, a text amendment would need to be made to the Town's Code of Ordinances.

MANAGER RECOMMENDATION:

BOARD ACTION TAKEN:


Gaston County
North Carolina
DALLAS
PRIMARY FIRE
DISTRICT
Railroads
Roadways
Parcels
Primary Fire District
GASTON COUNTY, NC
1
NOT TO SCALE
Map compiled by the Gaston County Planning & Development Services. Transportation, Hydrography and other major surface features shown were automated from 2015 - 1:2400 scale orthophotography. (NC State Plane Coordinate System NAD 83). Property Parcels automated by Gaston County Tax Department from recorded deeds and available photography.
Although strict accuracy standards have been employed in the compilation of this map, Gaston County does not make or imply any warrantees or assume any responsibility for the information presented on this map or its use.
This map may not be resold or otherwise used for trade or commercial purposes without the expressed written consent of Gaston County, in accordance with North Carolina General Statute 132-10.
Created by: Planning GIS - JGG.
Date: December 18, 2017. - 4:40 p.m.
0
100
Feet
W TRADE ST
E TRADE ST
N OAKLAND ST
N HOLLAND ST
N GASTON ST
N COLLEGE ST
W MAIN ST
E MAIN ST
S OAKLAND ST
S HOLLAND ST
S GASTON ST
S COLLEGE ST

Town of Dallas
210 N. Holland St.
Dallas, NC 28034

Phone:
704-922-3176
Fax:
704-922-4701
Web Page:
www.dallasnc.net

Date: October 22, 2019

To: Mayor Rick Coleman
Board of Aldermen
Town Manager Maria Stroupe

From: Chief Earl Withers III, CFO

Subject: Primary Fire District limits

I am proposing that the Primary Fire District limits for the Town of Dallas be reduced from its' current setting.

Currently, the Code of Ordinance for the Primary Fire District reads as follows:

§ 35.25 DESCRIPTION.

The fire limits for the town shall include that section of the town known as the Public Square, Courthouse Square and all property facing the Public Square for 150 feet from the sidewalk.

I am proposing the following change:

The fire limits for the town shall include that section of town known as the Courthouse Square and any property within the sidewalk surrounding the Courthouse square.

Thanks,

Chief Earl Withers III, CFO

TOWN OF DALLAS, NORTH CAROLINA

REQUEST FOR BOARD ACTION

DESCRIPTION: Board Meetings

AGENDA ITEM NO. 3E MEETING DATE: 11/24/2020

BACKGROUND INFORMATION:

This discussion is to determine if any modifications need to be made to the way Board Meetings are currently being conducted, based on the current virus conditions.

MANAGER RECOMMENDATION:

BOARD ACTION TAKEN: