

September 22, 2025

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

Town Council Agenda

	Time	ltem	Presenter	Action Requested/Next Step
	7:00 p.m.	Invocation Pledge of Allegiance Call the Meeting to Order	Wyatt Dunn, Mayor	NA
	7:05 p.m.	Public Comment	Wyatt Dunn, Mayor	NA
	7:15 p.m.	Report from Parks and Recreation	Eunice Donnelly, Parks and Recreation Dir.	Information
1.	7:20 p.m.	Consent Agenda A. U-4714AC – Old Monroe Road Widening, Pole Betterments, and Sidewalk Cost Share (Additional amount requested)	Wyatt Dunn, Mayor	Approve/amend Consent Agenda
2.	7:21 p.m.	Agenda Approval	Wyatt Dunn, Mayor	Approve Agenda as written
3.	7:23 p.m.	RZ25.06.01 A. Stallings Church General Rezoning (1) Open Public Hearing (2) Information from Staff (3) Close Public Hearing (4) Council vote B. Statement of Consistency and Reasonableness	Brig Sheeny, GIS Planning Tech.	Approve/Deny rezoning
4.	7:30 p.m.	CZ25.02.02 (Recessed from 06-09-2025) A. Cottage Green (1) Information from Staff (2) Council vote B. Statement of Consistency and Reasonableness	Max Hsiang, Planning Director	Approve/Deny conditional zoning
5.	7:50 p.m.	Annual Balanced Scorecard Report	Alex Sewell, Town Manager	Presentation and Information
6.	8:00 p.m.	2725 Old Monroe Road Use (Dunn) Recessed from 09-08-2025 Agenda	Wyatt Dunn, Mayor	Discussion and possible action
7.	8:05 p.m.	Adjournment	Wyatt Dunn, Mayor	Motion to adjourn



To: **Mayor and Town Council**Via: Alex Sewell, Town Manager

From: Kevin Parker, P.E., Town Engineer

Date: September 22, 2025.

RE: Approval for Cost Share and Betterments for the Old Monroe Road Widening Project

Summary:

The purpose of this memo is to present the final updated cost share and betterment amounts for NCDOT Project U-4714AC (Old Monroe Road Widening). Town Council is requested to approve these final numbers and authorize the Town Manager to execute the agreement with NCDOT.

Background:

As part of NCDOT Project U-4714AC (Old Monroe Road Widening), the Town previously coordinated with NCDOT regarding the inclusion of powder-coated metal signal poles at the intersection of Old Monroe Road and Stallings Road—the only intersection within Town limits where metal poles are proposed.

Additionally, a cost share for the construction of sidewalks was previously coordinated and approved by Town Council as part of the Environmental Assessment, finalized in July 2016.

Staff came before Council in June 2025 with updated estimates provided by NCDOT. Since that time, NCDOT has issued final quantities and costs, resulting in an overall cost increase of approximately \$1,000. The updated figures below reflect the final numbers to be committed to:

- The sidewalk cost share follows a 90/10 split between NCDOT and the Town, in accordance with the Complete Streets Policy. Based on final updated quantities provided by NCDOT, the Town's share is \$3,770.00.
- The signal pole betterment cost reflects updated 2025 unit prices from NCDOT, totaling \$9,813.60 for powder-coating 10 poles (4 metal strain poles and 6 pedestrian poles).

Town of Stallings **Total Cost** Item NCDOT Responsibility Responsibility Sidewalk Cost Share \$37,700.00 \$33,930.00 (90%) \$3,770.00 (10%) Signal Pole Betterments \$0 \$9,813.60 \$9,813.60 (100%) (Powder Coating) \$33,930.00 Total \$47,513.60 \$13,583.60

Cost Share & Betterments

Requested Council Action:

Staff requests Town Council approval of the following items related to the U-4714AC Old Monroe Road widening project and authorization for the Town Manager to execute the agreement with NCDOT:

- Sidewalk Cost Share \$3,770.00
- Signal Pole Betterments (Powder Coating) \$9,813.60
- Authorization for the Town Manager to execute the agreement with NCDOT.

AGREEMENT OVERVIEW

NORTH CAROLINA

MECKLENBURG COUNTY DATE: 8/25/2025

PARTIES TO THE AGREEMENT: PROJECT NUMBERS:

NORTH CAROLINA DEPARTMENT TIP #: U-4714AC

OF TRANSPORTATION

WBS ELEMENTS: CON 39078.3.9

AND

TOWN OF STALLINGS

The purpose of this Agreement is to identify the participation in project costs, project delivery and/or maintenance, by the other party to this Agreement, as further defined in this Agreement.

SCOPE OF TIP PROJECT ("Project"): This Project consists of widening of SR 1009 (John Street – Old Monroe Road) from East of I-485 to West of Morningside Meadow Lane.

ADDITIONAL WORK ("Additional Work"): Install five-foot sidewalks along northbound lanes of SR 1009 (John Street – Old Monroe Road) from Friendship Drive to Stallings Road and along southbound lanes of SR 1009 (John Street – Old Monroe Road) from Potters Road to south of Sweetbriar Drive. Add powder coating to metal strain poles and type II pedestals at the intersection of SR 1009 (John Street – Old Monroe Road) and SR 1365 (Stallings Road)/SR1357 (Potters Road).

ESTIMATED COST OF THE ADDITIONAL WORK: \$ 47,513.6

COSTS TO OTHER PARTY: \$13,583.60 DEPARTMENT'S FUNDING: \$33,930.00

PAYMENT TERMS: The Department will invoice the Town of Stallings upon completion of the Project.

MAINTENANCE: Town of Stallings

EFFECTIVE DATES OF AGREEMENT:

START: Upon Full Execution of this Agreement **END:** When work is complete and all terms are met.

This Agreement is made and entered into on the last date executed below, by and between the North Carolina Department of Transportation, an agency of the State of North Carolina,

hereinafter referred to as the **Department** and the Town of Stallings, hereinafter referred to as the **Municipality**; and collectively referred to as the **Parties**.

The **Parties** to this Agreement, listed above, intend that this Agreement, together with all attachments, schedules, exhibits, and other documents that both are referenced in this Agreement and refer to this Agreement, represents the entire understanding between the **Parties** with respect to its subject matter and supersedes any previous communication or agreements that may exist.



I. WHEREAS STATEMENTS

WHEREAS, this Agreement is made under the authority granted to the **Department** by the North Carolina General Assembly under General Statutes of North Carolina (NCGS), particularly Chapter 136-66.1 and 136-66.3; and,

WHEREAS, the **Department** and the **Municipality** have agreed that the jurisdictional limits of the **Parties**, as of the date of entering the agreement for the Additional Work, are to be used in determining the duties, responsibilities, rights, and legal obligations of the **Parties** hereto for the purposes of this Agreement; and,

WHEREAS, the **Municipality** has requested that the **Department** perform all phases of said Additional Work or provide services; and,

WHEREAS, the Parties hereto wish to enter into an agreement for Additional Work to be performed or provided by the **Department** (including reviews, goods, or services) with reimbursement for the costs thereof by the **Municipality** as hereinafter set out.

NOW, THEREFORE, this Agreement states the promises and undertakings of each of the **Parties** as herein provided, and the **Parties** do hereby covenant and agree, each with the other, as follows:

II. RESPONSIBILITIES

A. DEPARTMENT

The **Department** shall be responsible for all phases of project delivery to include planning, design, right of way acquisition, utility relocation, and construction as shown in the **PROJECT DELIVERY REQUIREMENTS FOR ADDITIONAL WORK** Provision.

B. MUNICIPALITY

The **Municipality** shall be responsible for maintenance as shown in the **PROJECT DELIVERY REQUIREMENTS FOR ADDITIONAL WORK** Provision and payment as shown in the **COSTS AND FUNDING FOR ADDITIONAL WORK** Provision.

III. PROJECT DELIVERY REQUIREMENTS FOR ADDITIONAL WORK

A. PLANNING, DESIGN, AND CONSTRUCTION

i. The **Department** will be responsible for preparing the environmental and/or planning document and obtaining any environmental permits.

- ii. The **Department** will be responsible for preparing the project plans and specifications and letting the Project to construction.
- iii. The **Department** shall construct the Additional Work in accordance with the plans and specifications for the Project. The **Department** shall administer the construction contract for said Project. All work shall be done in accordance with Departmental standards, specifications, policies, and procedures.

B. RIGHT OF WAY ACQUISITION

The **Department** will be responsible for acquiring any needed right of way required for the Project in accordance with the policies and procedures set forth in the North Carolina Right of Way Manual.

C. MUNICIPAL UTILITY RELOCATIONS

Responsibilities

It is understood that the municipally-owned water and sewer lines are owned by **Charlotte Water**, therefore a separate Utility Agreement will be prepared with **Charlotte Water**. The **Municipality** shall exercise any rights which it may have under any franchise to effect all necessary changes, adjustments, and relocations of communications and electric power lines; underground cables, gas lines, and other pipelines or conduits; or any privately- or publicly-owned utilities.

D. MAINTENANCE

Upon completion of the Project:

- i. The **Municipality** shall be responsible for maintaining the sidewalks and the black powder coating on metal strain poles and type II pedestal poles. Should a black metal pole or pedestal need to be replaced, the **Department** will attempt to acquire a black metal pole or pedestal to replace it. The **Municipality** will be responsible for the cost difference between galvanized and black powder coated poles/pedestals. If black is not readily available, **Department** will use galvanized pole/pedestal for the replacement as restoring the operation of the signal is priority. Should the **Municipality** desire to replace a galvanized pole/pedestal, they shall be responsible for material and installation costs.
- ii. The **Department** shall be responsible for all traffic operating controls and devices which shall be established, enforced, and installed and maintained in accordance with the North Carolina General Statutes, the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, the latest edition of the "Policy on Street and Driveway Access to North Carolina Highway," and department criteria.

iii. The roadway improvements that are within state-owned right of way shall be considered a part of the State Highway System and shall be owned and maintained by the **Department**.

IV. COSTS AND FUNDING FOR ADDITIONAL WORK

A. ADDITIONAL WORK COSTS

At the request of the **Municipality** and in accordance with the **Department's** Pedestrian Policy Guidelines or the Complete Streets Guidelines, the **Department** shall include provisions in its construction contract for the construction of pedestrian facilities and/or other Additional Work as indicated in the Table below. Said work shall be performed in accordance with the **Department's** policies, procedures, standards, and specifications, and the provisions of this Agreement.

Description	Cost to Municipality
Sidewalk	\$ 3,770.00
Powder coating for metal strain poles and type II pedestal poles	\$ 9,813.60
Total Estimated Cost to Municipality	\$ 13,583.60

B. ADDITIONAL WORK FUNDING AND PAYMENT

The **Municipality** has agreed to participate in the Additional Work costs as follows:

- i. The estimated cost of the Additional Work is \$47,513.60. The **Municipality** shall participate in 10% of actual costs for the sidewalks (\$3,770.00) and 100% of the actual costs for the powder coating on the metal strain poles and type II pedestal poles (\$9,813.60). The **Department** will participate in 90% of actual costs of the sidewalks (\$33,930.00). Both **Parties** understand that this is an estimated cost and is subject to change.
- ii. The **Department** may consult with the **Municipality** on changes to cost estimates prior to construction, or changes to costs during construction. Consultation between the **Department** and the **Municipality** is offered as a courtesy to apprise the **Municipality** of potential cost increases and to allow appropriate budgeting. Failure of the **Department** to notify the **Municipality** of cost increases does not affect the payment terms of the agreement.

C. PAYMENT BY THE MUNICIPALITY

- i. Upon completion of the Project, the **Department** will calculate actual costs and bill the **Municipality** per the **COSTS AND FUNDING FOR ADDITIONAL WORK** Provision. The **Municipality** shall reimburse the **Department** within sixty (60) days of invoicing by the **Department**. The **Department** will charge a late payment penalty and interest on any unpaid balance due in accordance with G. S. 147-86.23.
- ii. At any time prior to final billing by the **Department**, the **Municipality** may prepay any portion of the estimated cost by sending payment in accordance with the attached "Remittance Guidance". The **Department** will provide a final billing based on the fixed cost, less any previous payments that have been made.
- iii. In the event the **Municipality** fails for any reason to pay the **Department** in accordance with the provisions for payment hereinabove provided, North Carolina General Statute 136-41.3 authorizes the **Department** to withhold so much of the **Municipality's** share of funds allocated to said **Municipality** by North Carolina General Statute, Section 136-41.1, until such time as the **Department** has received payment in full.

V. STANDARD PROVISIONS

A. AGREEMENT MODIFICATIONS

Any modification to scope, funding, responsibilities, or time frame will be agreed upon by all **Parties** by means of a written Supplemental Agreement.

B. ASSIGNMENT OF RESPONSIBILITIES

The **Department** must approve any assignment or transfer of the responsibilities of the **Municipality** set forth in this Agreement to other parties or entities.

C. AGREEMENT FOR IDENTIFIED PARTIES ONLY

This Agreement is solely for the benefit of the identified **Parties** to the Agreement and is not intended to give any rights, claims, or benefits to third parties or to the public at large.

D. OTHER AGREEMENTS

The **Municipality** is solely responsible for all agreements, contracts, and work orders entered into or issued by the **Municipality** to meet the terms of this Agreement. The **Department** is not responsible for any expenses or obligations incurred for the terms of this Agreement except those specifically eligible for the funds and obligations as approved by the **Department** under the terms of this Agreement.

E. TITLE VI

The other party to this Agreement shall comply with Title VI of the Civil Rights Act of 1964 (Title 49 CFR, Subtitle A, Part 21) and related nondiscrimination authorities. Title VI and related authorities prohibit discrimination on the basis of race, color, national origin, disability, gender, and age in all programs or activities of any recipient of Federal assistance.

F. AUTHORIZATION TO EXECUTE

The **Parties** hereby acknowledge that the individual executing this Agreement has read this Agreement, conferred with legal counsel, fully understands its contents, and is authorized to execute this Agreement and to bind the respective **Parties** to the terms contained herein.

G. DEBARMENT POLICY

It is the policy of the **Department** not to enter into any agreement with parties that have been debarred by any government agency (Federal or State). By execution of this agreement, the **Municipality** certifies that neither it nor its agents or contractors are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any Federal or State Agency or Department and that it will not enter into agreements with any entity that is debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction.

H. INDEMNIFICATION

The **Municipality** will indemnify and hold harmless the FHWA (if applicable), the **Department** and the State of North Carolina, their respective officers, directors, principals, employees, agents, successors, and assigns from and against any and all claims for damage and/or liability, including those that may be initiated by third parties, in connection with the Project activities performed pursuant to this Agreement including construction of the Project, except for those claims arising out of the errors, omissions, or negligence of the **Department**, its respective officers, directors, principals, employees, agents, successors, and assigns.

I. AVAILABILITY OF FUNDS

All terms and conditions of this Agreement are dependent upon, and, subject to the allocation of funds for the purpose set forth in the Agreement and the Agreement shall automatically terminate if funds cease to be available.

J. COUNTERPARTS AND ELECTRONIC SIGNATURES

i. This Agreement, and other documents to be delivered pursuant to this Agreement, may be executed in one or more counterparts, each of which will be deemed to be an original copy and all of which, when taken together, will be deemed to constitute one and the same agreement or document and will be effective when counterparts have been signed by each

of the **Parties**. An image of a manual signature on this Agreement, or other documents to be delivered pursuant to this Agreement, will constitute an original signature for all purposes. The delivery of copies of this Agreement or other documents to be delivered pursuant to this Agreement, including executed signature pages where required, by electronic transmission will constitute effective delivery of this Agreement or such other document for all purposes.

ii. The **Parties** hereto further acknowledge and agree that this Agreement may be signed and/or transmitted by email or a PDF document or using electronic signature technology (e.g. DocuSign, Adobe Sign, or other electronic signature technology), and that such signed record shall be valid and as effective to bind the **Party(ies)** so signing as a paper copy bearing a handwritten signature. By selecting "I Agree", "I Accept", or other similar item, button, or icon via use of a keypad, mouse, or other device, as part of the electronic signature technology, the **Parties** consent to be legally bound by the terms and conditions of Agreement and that such act constitutes a signature as if actually signed in writing. The **Parties** also agree that no certification authority or other third-party verification is necessary to validate its electronic signature and that the lack of such certification or third-party verification will not in any way affect the enforceability of its electronic signature. The **Parties** acknowledge and agree that delivery of a copy of this Agreement or any other document contemplated hereby through the electronic signature technology, will have the same effect as physical delivery of the paper document bearing an original written signature.

K. GIFT BAN

By Executive Order 24, issued by Governor Perdue, and NCGS 133-32, it is unlawful for any vendor or contractor (i.e. architect, bidder, contractor, construction manager, design professional, engineer, landlord, offeror, seller, subcontractor, supplier, or vendor), to make gifts or to give favors to any State employee of the Governor's Cabinet Agencies (i.e. Administration, Adult Corrections, Commerce, Environmental Quality, Health and Human Services, Information Technology, Military and Veterans Affairs, Natural and Cultural Resources, Public Safety, Revenue, Transportation, and the Office of the Governor).

SIGNATURE PAGE

IN WITNESS WHEREOF, this Agreement has been executed the day and year heretofore set out, on the part of the **Department** and the **Municipality** by authority duly given.

(DOCUSIGN ONLY)

	TOWN OF STALLINGS
	Authorized Signer:
	Print Name:
	Title:
	Date Signed: If applicable, this Agreement has been pre-
	audited in the manner required by the Local Government Budget and Fiscal Control Act:
Fed Tax ID No:	Finance Signer:
Remittance Address:	Print Name:
	Title:
	Date Signed:
	DEPARTMENT OF TRANSPORTATION
	By:
	Print Name:
	Title:
	Date:
APPROVED BY BOARD OF TRANS	SPORTATION ITEM O: (DATE)

SIGNATURE PAGE

IN WITNESS WHEREOF, this Agreement has been executed the day and year heretofore set out, on the part of the **Department** and the **Municipality** by authority duly given.

(INK SIGNATURES)
TOWN OF STALLINGS
Authorized Signer:
Print Name:
Title:
Date Signed:
If applicable, this Agreement has been pre- audited in the manner required by the Local Government Budget and Fiscal Control Act:
Finance Signer:
Print Name:
Title:
Date Signed:
(DOCUSIGN) DEPARTMENT OF TRANSPORTATION
Ву:
Print Name:
Title:

Exhibit A

Description	Quantity	Unit	Price	Amount
SIGNALS & ITS				
POWDER COAT FOR METAL STRAIN POLE	4	EA	\$ 1,800.00	\$ 7,200.00
POWDER COAT FOR TYPE II PEDESTAL POLE	6	EA	\$ 210.00	\$ 1,260.00
Total Line Item Costs for Agreement				\$ 8,460.00
Contract Administration Costs 16%				\$ 1,353.60
Total Estimated Agreeement Amount				\$ 9,813.60

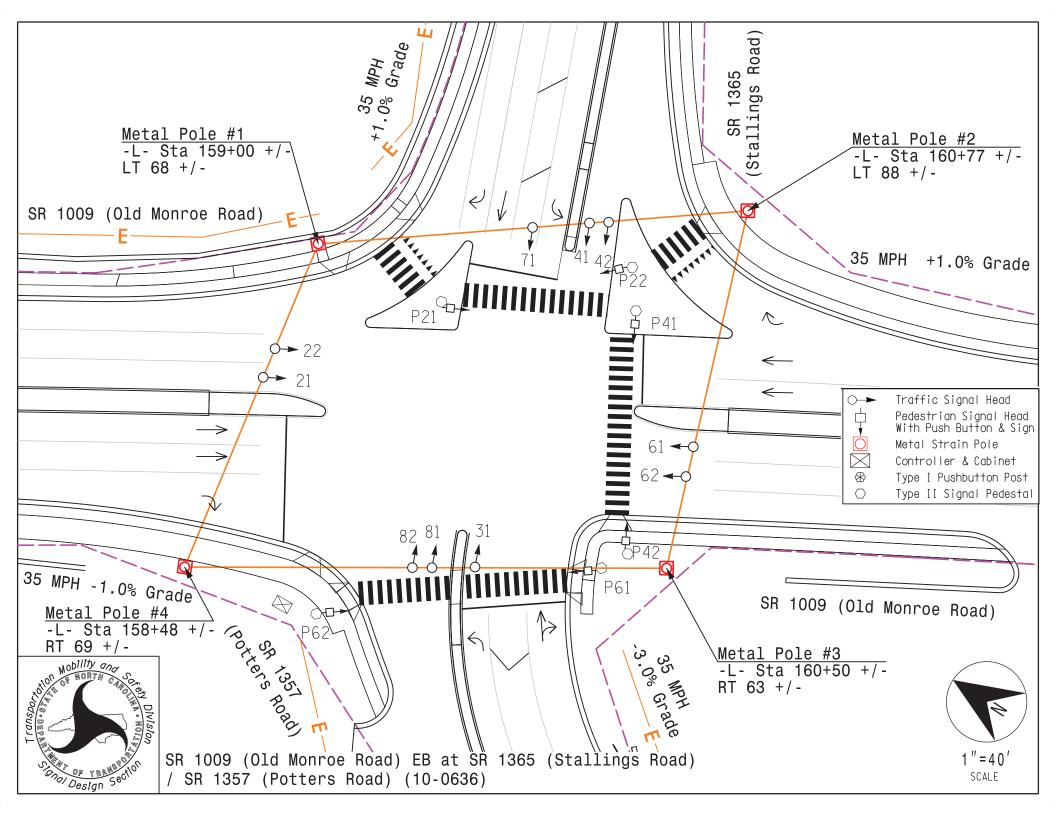


EXHIBIT B

Description	Quantity	Unit	Price	Amount		
4" Concrete Sidewalk	500	SY	\$ 65.00	\$ 32,500.00		

Estimated Total	\$ 32,500.00
Contract Administration 16%	\$ 5,200.00
Estimated Costs	\$ 37,700.00
Stalling Responsibility 10%	\$ 3,770.00



To: Mayor and Town Council

From: Brig Sheehy, GIS Planning Technician

Date: September 22, 2025

RE: RZ25.06.01 - Stallings Church Rezoning Request

Overview:

The purpose of this memo is to provide details regarding the general rezoning request for 1125 Stallings Road and 0 Stallings Road. The request seeks to rezone the two parcels totaling 2.94 acres from Industrial (IND) and Single Family Residential 3 (SFR-3), respectively, to Civic (CIV).

Property Details:

Address: 1125 Stallings Road & 0 Stallings Road

Parcel Number: 07126045 & 07126044

Parcel Size: 2.94 Acres (total

 Current Zoning: Industrial (IND) & Single Family Residential 3 (SFR-3)

Proposed Zoning: Civic (CIV)

• **Existing Use:** Vacant (previous single-family residence demolished)

• Future Land Use: Suburban Commercial Center (SCC)

Small Area Plan: Town Center – Mixed Use & Workplace

History of Parcels:

- December 30, 1994: Stallings Church, Inc retained ownership of parcels 07126045 and 07126044.
- 2018: The Town of Stallings adopted a new Development Ordinance, rezoning these properties from General Retail (GR) and Residential District (R10) to Industrial (IND) and Single Family Residential 3 (SFR-3).
- July 15, 2025: A demolition permit was issued to Stallings Church, Inc for the demolition of the singlefamily residence located at 1125 Stallings Road.

Staff Assessment:

- The proposed rezoning does not align with our future land use and small area plans; however, this rezoning will make the properties consistent with its current use.
- The request also brings consistency to the parcels owned by Stallings Church, Inc.

Staff Recommendation:

Staff recommends approval of the general rezoning request RZ25.06.01.





General Rezoning Application RZ25.06.01

Request



Zoning Request

Stallings Church Inc. submitted a general rezoning request for Single-Family Residential 3 (SFR-3) and Industrial (IND) to Civic (CIV) at the location at parcel IDs #07126045 and #07126044, 2 properties 2.944 acres (total) in size on Stallings Road.



Project Summary

Location:

• 1125 Stallings Road & O Stallings Road

Ownership:

• Stallings Church, Inc

Current Zoning:

• SFR-3 & IND

Existing Use:

 Vacant (previous single-family residence demolished)

Site/Project Size:

• 2.944 acres

Traffic Generation:

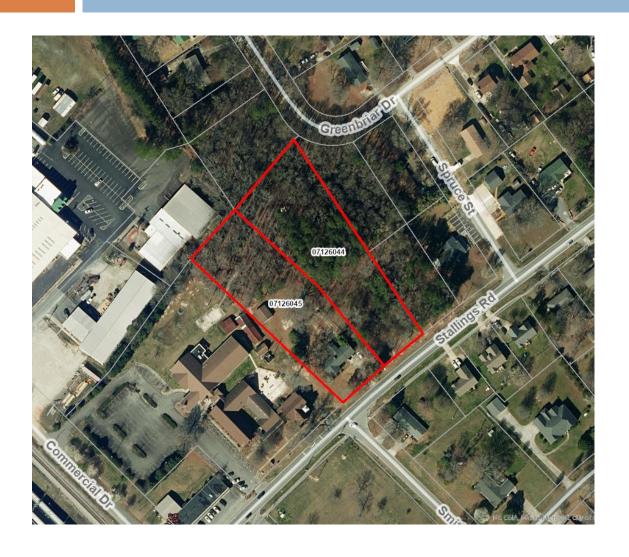
• N/A

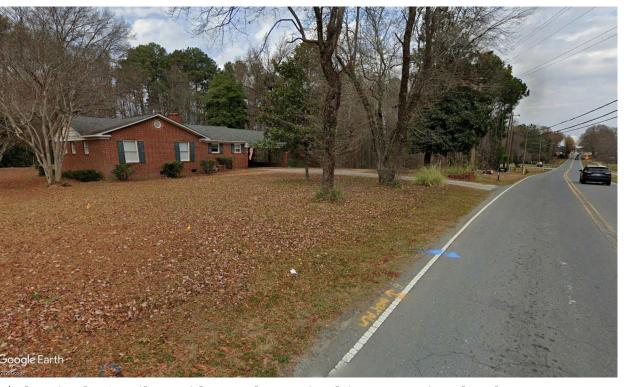
Current Zoning:



Aerial & Street View





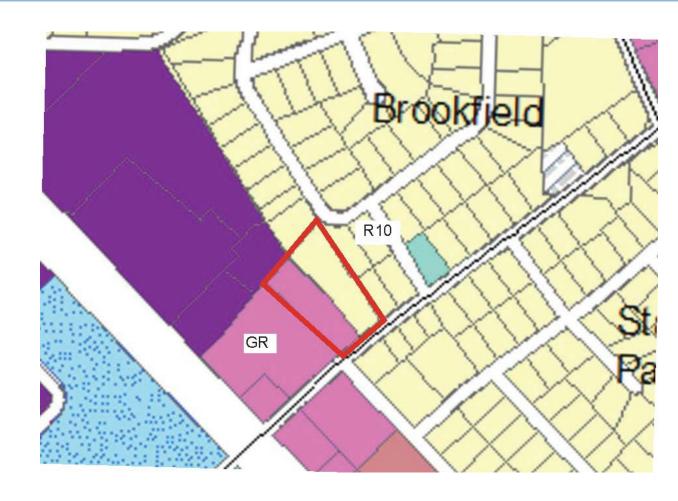


*The single-family residence shown in this street view has been demolished as of July 2025.

History

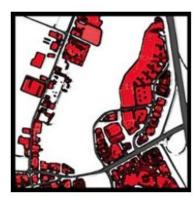


- In 2018, the Town of Stallings adopted a new Development Ordinance, which rezoned these properties from GR (General Retail) and R10 (Residential District) to IND (Industrial) and SFR-3 (Single Family Residential 3).
- The 2 parcels have been owned by Stallings Church, INC since 1994.



Future Land Use





Suburban Commercial Center

Suburban shopping centers serve the daily needs of surrounding residential neighborhoods. They typically locate near high-volume roads and key intersections, and are designed to be accessible primarily by automobile. Buildings are set back from the road, typically behind large surface parking lots, with little connectivity between adjacent businesses. Common types of suburban centers include smaller, multi-tenant strip centers, big box stores, small outparcels with a drivethrough, and large shopping malls.



Primary Land Uses

- · General Commercial Services
- Sit down or Fast Food Restaurant
- Multi-tenant Commercial
- Big Box Commercial
- Bank
- Hotel
- Professional Office

Secondary Land Uses

- · Fire Station
- Police Station
- · Stormwater Retention/
- · Detention Area



FORM & PARAMETERS

General Development Pattern Typical Lot Coverage Residential Density Non-Residential Intensity Prevailing Building Height Average Dwelling Unit Size Avg. Non-Resid. Building Size Transportation Choices Typical Block Length **Open Space Elements**

Street Pattern Street Connectivity Parking Provisions Typical Street Cross Section

Separate Uses 20 - 40% 0.15 - 0.25 FAR 1 - 2 Stories

10,000 - 300,000 SF

Auto

Natural Areas (Storm Water Retention/ Detention Areas)

Surface Lot Suburban

Future Land Use Plan Place Types

Town Center

Walkable Activity Center

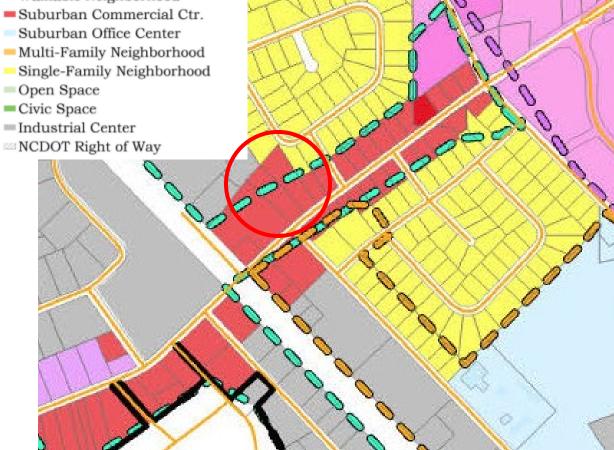
Walkable Neighborhood

Multi-Family Neighborhood

Single-Family Neighborhood

Open Space

NCDOT Right of Way



Small Area Plan



■ The Small Area Plan for this area is: **Town Center**

> MULTI-FAMILY MIXED USE RETAIL OFFICE

WORKPLACE

CIVIC UTILITY



Staff Recommendation



■ Staff recommends approval of RZ25.06.01 to rezone the property to Civic (CIV). This rezoning will make the properties consistent with its current use and bring consistency to the parcels owned by Stallings Church, Inc.

Vote and Statement of Consistency & Reasonableness



Step 1.

Motion to Approve/Deny RZ25.06.01.

Step 2.

■ With a statement of consistency that the proposal is Consistent/Inconsistent and Reasonable/Not Reasonable with the Comprehensive Land Use Plan.

Step 3.

- Reasoning:
 - The change to Civic (CIV) is consistent with the current use of the property and property owners.







Statement of Consistency and Reasonableness

ZONING AMENDMENT: RZ25.06.01

REQUEST: Stallings Church Inc. is requesting a general rezoning of parcels #07126045 and #07126044, identified as case RZ25.06.01, from IND (Industrial) and SFR-3 (Single-Family Residential 3), respectively, to CIV (Civic).

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

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

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

WHEREAS, the Town Council finds it necessary to consider the Planning Board's recommendations.

THEREFORE, The Town Council recommends APPROVING/DENYING the proposed text amendment, finding it consistent/inconsistent and reasonable/unreasonable with the Comprehensive Land Use Plan's goals of promoting quality development and adhering to state regulations (NCGS §160D), based on the following reasons:

1. The change to Civic (CIV) is consistent with the current use of the property and property owners.

Recommended this the day of, 2025.	
	Mayor
Attest:	
Town Clerk	<u> </u>



Conditional Rezoning Application CZ25.02.02: Cottage Green

Request CZ25.02.02: Cottage Green

- The applicant, HMF Americana, requests conditional rezoning to CZ-MU-2 for the following parcels:
 - 06087002, 06087002C, 06087003 (3612 Matthews Weddington Road), and 07150009G
 - 36.81ac total
- The proposed development includes:
 - 222-unit mixed-residential gated community
 - Commercial component along Matthews-Weddington Rd of up to 30,000sqft



Project Summary

3612 Matthews Weddington Road (only 06087003 has a physical Location: address) Site/Project 36.81 ac Size: School Sun Valley **District** Required - 3.54ac (10%) Open Space: Required - 2.32ac (6%) Tree Save: Watershed Sixmile Creek **Proposed** 7.3 Units/ac

Density

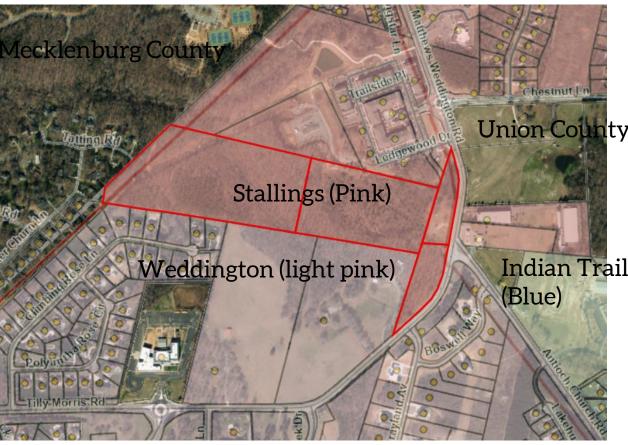
Current Zoning:



Site

Aerial: Municipal:

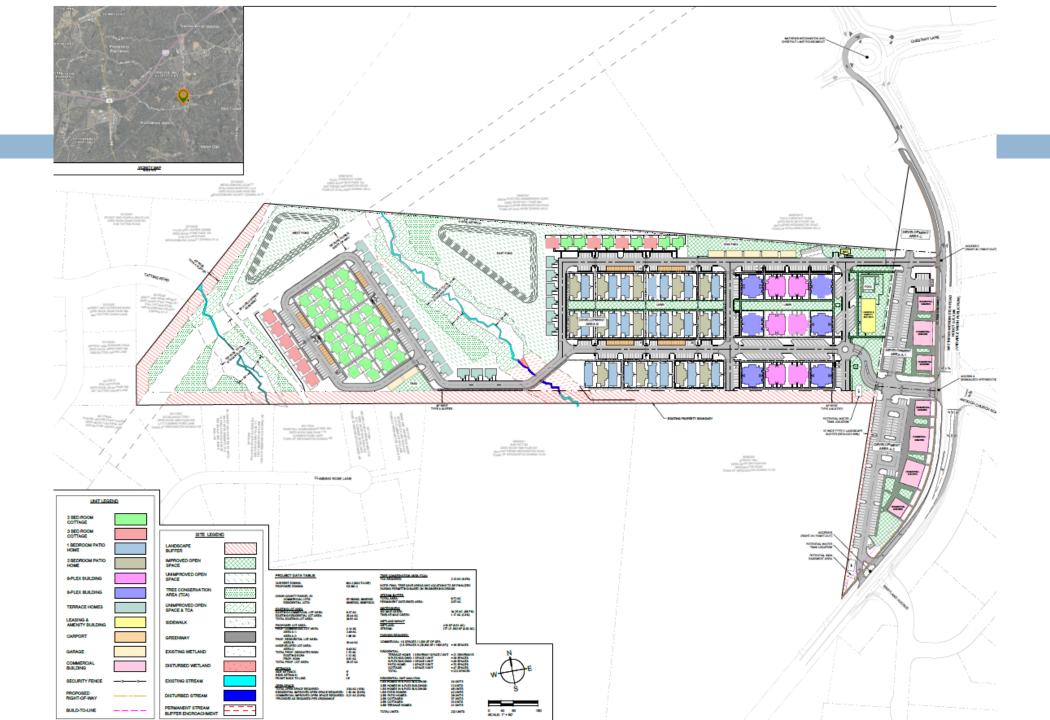


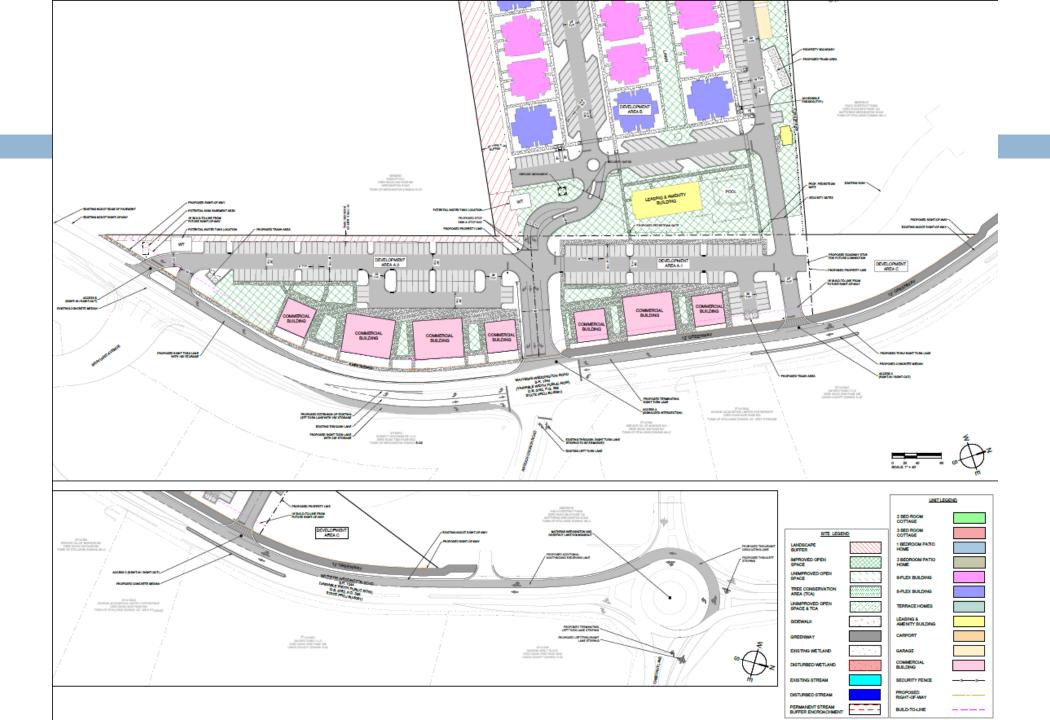


Meetings

All rezonings are advertised per state statute, mailed notices within 500 ft of proposed rezoning for the neighborhood meeting and initial public hearing, posted zoning signs on-site, posted in the newspaper, and additionally included on the website.







Future Land Use



Walkable Activity Center

Walkable activity centers serve broader economic, entertainment and community activities as compared to walkable neighborhoods. Uses and buildings are located on small blocks with streets designed to encourage pedestrian activities. Buildings in the core of a walkable activity center may stand three or more stories. Residential units or office space may be found above storefronts. Parking is satisfied by using on- street parking, structured parking and shared rear-lot parking strategies. A large-scale walkable activity center may be surrounded by one or more neighborhoods that encourage active living, with a comprehensive and interconnected network of walkable streets.

Primary Land Uses

- Sit Down Restaurant
- · Community-serving Retail
- Professional Office
- Live/work/shop units
- Townhome
- Condominium
- Apartment
- Public Plaza
- Movie Theater

Secondary Land Uses

- · Farmer's Market
- Church



FORM & PARAMETERS

General Development Pattern Typical Lot Coverage Residential Density Non-Residential Intensity Prevailing Building Height Average Dwelling Unit Size Avg. Non-Resid. Building Size Transportation Choices

Typical Block Length Open Space Elements

Street Pattern Street Connectivity Parking Provisions Typical Street Cross Section Mix of Uses 50 - 75% 10 - 30 DU/ac

0.50 - 2.00 FAR

1 - 5 Stories 800 - 1,500 SF

10,000 - 50,000 SF

Walking/Bicycle/Auto/

Transit (Bus, Light Rail)

400 - 1,000 LF

Neighborhood Parks/ Plazas/Pocket

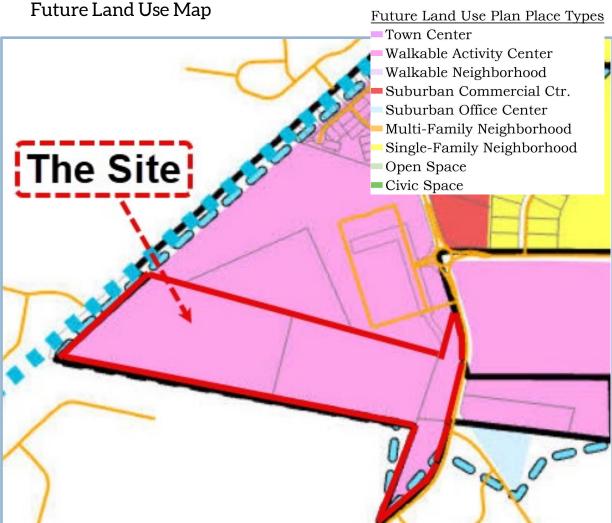
Parks

Modified Grid

High

Surface Lot/Parking Deck/

Urban





Greenway Master Plan

The Stallings Connect Greenway Master Plan identifies this segment for a future Suburban Spine Greenway Path along the property frontage







Request CZ25.02.02: Cottage Green

- CZ25.02.02 had its public hearing on June 9, 2025. At that meeting Town Council deferred this item until the approval of the TIA by NCDOT and town staff.
- The TIA was approved by NCDOT and town staff on August 29, 2025.

Traffic Impact & Improvements

The Cottage Green project is expected to add about 300–375 new trips during peak hours. A traffic study was completed, and several improvements are being proposed to help manage the increased traffic:

- ❖ Main Entrance at Antioch Church Road:
 - New traffic signal and turn lanes in all directions
 - Safer and more efficient access to and from the neighborhood
- Secondary Entrances (Access B at Brayland Ave & Access C):
 - Right-in/right-out only to limit traffic impacts
 - New turn lanes added on Matthews Weddington Road
- ❖ Roundabouts at Chestnut Lane and Tilley Morris:
 - NCDOT has requested improvements to handle increased traffic
 - extra lanes within the roundabouts and better flow through the area.

Notable Revisions from the Developer

❖ Commercial Commitment

- Commercial area (A.1) improvements must begin with or before residential area (B)
- 7,500 sq. ft. minimum of commercial space must start before half (50%+1) homes receive CO
- Commercial shell space (7,500 sq ft) must be completed before final residential CO
- There is no commitment for commercial (A.2) in the development standards prior to CO

Transportation

• Traffic study (TIA) improvements included in development standards

❖ Berm

• 4-foot berm added along southern boundary to buffer nearby homes in Rose Hill

❖ Town Sign

• Easement provided for "Welcome to Stallings" sign on commercial area (A.2) for the Town to build

Water Tank for water pressure

- Max 35 feet tall, with pump facilities
- Must be screened with landscaping or fence
- Two potential locations identified, stricter screening if near property line, not allowed in Area C
- Standards included for tank, sewer easement, and power right of way

Staff Recommended Revisions to the Development Standards

2. Permitted Uses / Development Limitations

Development Area A

- Maximum total non-residential floor area: 30,000 sq ft (was 25,000).
- Maximum size per building: 7,500 sq ft. Removed
- Development Area A.1: maximum 10,000 sq ft non-residential floor area.

3. Commercial Development Commitment

- Horizontal improvements on Areas A.1 and A.2 must be completed before final CO for Area B (Residential).
- Transportation improvements must be substantially complete before first CO.
- Before CO for the 112th dwelling unit: start vertical construction of at least 10,000 sq ft (was 7,500) shell commercial space on Area A.1.
- Commercial shell space on Areas A.1 and A.2 must be fully constructed (exterior walls, roof, slab, windows, doors) before final CO for Area B.

10. Signs / Sign Easement to the Town

- All signs must comply with ordinance unless modified by an approved Master Sign Plan.
- Town may request easement in Area A.2 for installation of a "Welcome to Stallings" sign, at Town's cost (developer to install and pay prior to final residential CO).

Staff Recommendation

- Staff recommends approval of CZ25.02.02 with the staff recommended revisions to the development standards:
 - This recommendation is based on the following planning consistency findings:
 - The request aligns with the Comprehensive Land Use Plan.
 - The proposed use supports the Walkable Activity Center Future Land Use designation.
 - The combination of commercial and residential uses is consistent with the adopted Small Area Plan.
 - The inclusion of a greenway connection aligns with the Parks & Recreation Greenway Master Plan.

Vote and Statement of Consistency & Reasonableness



Step 1.

Motion to recommend Approval/Denial for CZ25.02.02.

Step 2.

■ With a statement of consistency that the proposal is Consistent/Inconsistent and Reasonable/Not Reasonable with the goals of the Comprehensive Land Use Plan.

Step 3.

- Example reasoning:
 - This Conditional Rezoning is consistent/inconsistent but reasonable/not reasonable with the goals of the Town.





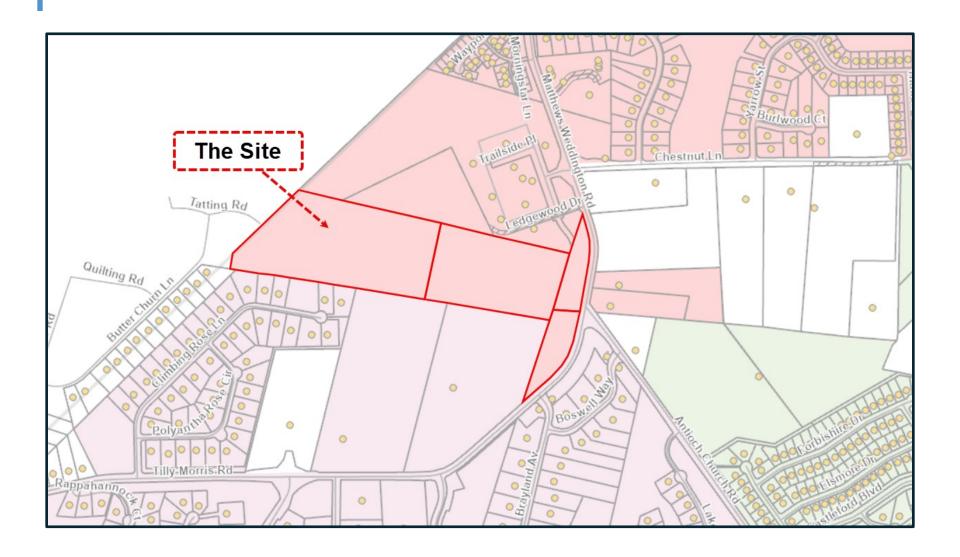


Case Number CZ25.02.02

HMF Americana, LLC, Applicant

Town Council Meeting September 22, 2025

Site – 36.81 acres



Rezoning Request

Requesting that the site be rezoned to the CZ-MU-2 zoning district (from MU-2) to accommodate the development of a mixed-use project on the site that would contain:

- A total maximum of 30,000 square feet of non-residential uses
- A maximum of 222 dwelling units, of which a maximum of 84 could be multi-family flat units in 2-story 6-plex and 8-plex buildings

Site Plan



Site Plan – Development Areas A and C (commercial)

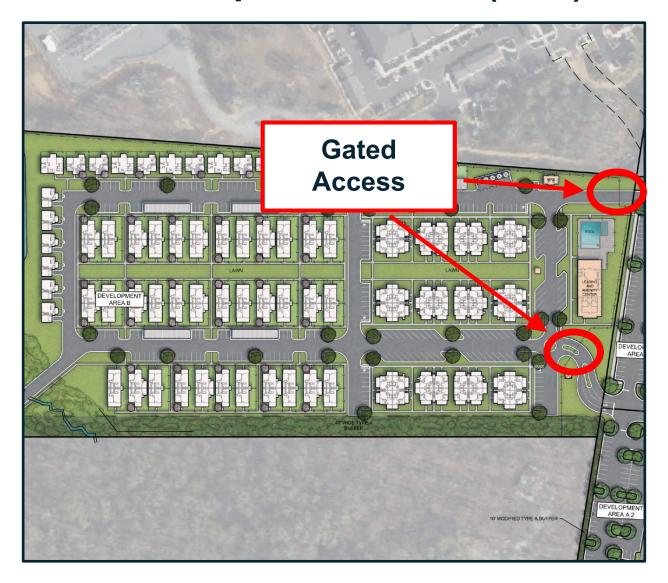


- One-story buildings
- 32-foot maximum building height
- Brick would be the primary exterior building material on each side of the buildings
- 12-foot-wide multi-use path/greenway trail installed along that portion of the site's frontage on Matthews-Weddington Road located north of the site's full movement access point at Antioch Church Road
 - This 12-foot-wide multi-use path/greenway trail would provide a pedestrian/bike connection from Chestnut Farm Apartments to the intersection of Matthews-Weddington Road and Antioch Church Road
 - Consistent with the Town's Greenway Master Plan
- 5-foot-wide sidewalk installed along that portion of the site's frontage on Matthews-Weddington Road located south of the site's full movement access point
- Open space/plazas/green areas between buildings

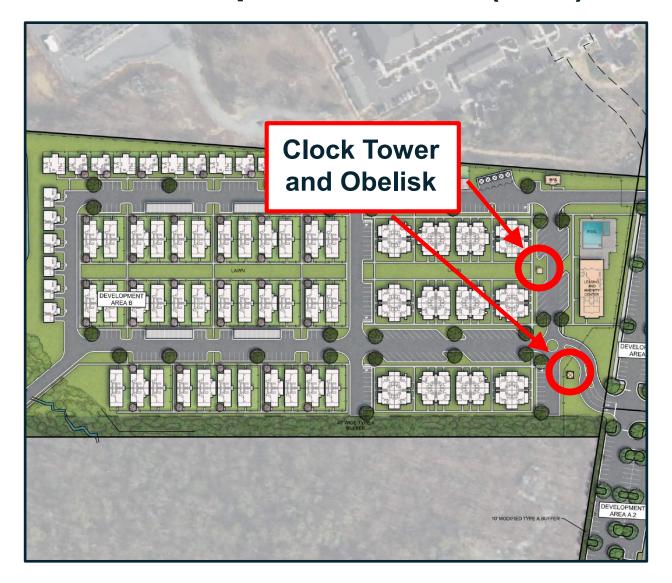
Site Plan – Development Area B (residential)

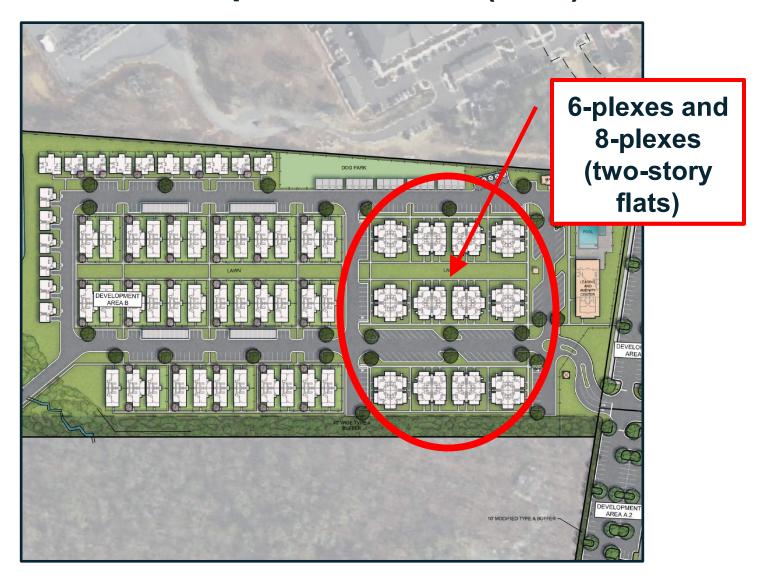


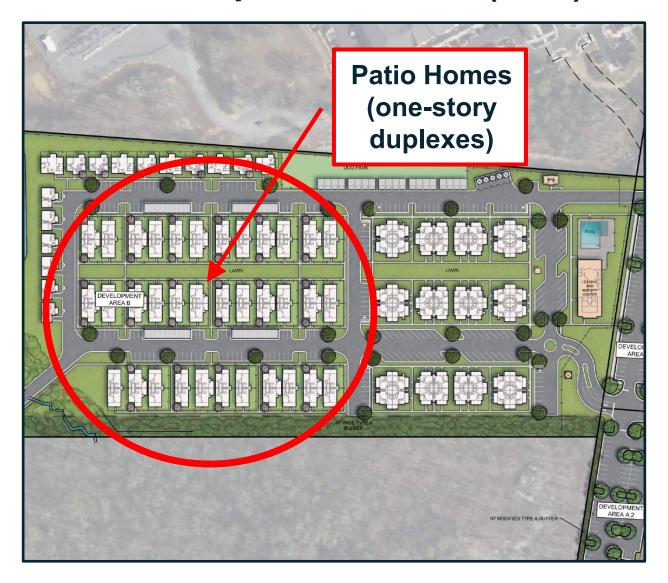


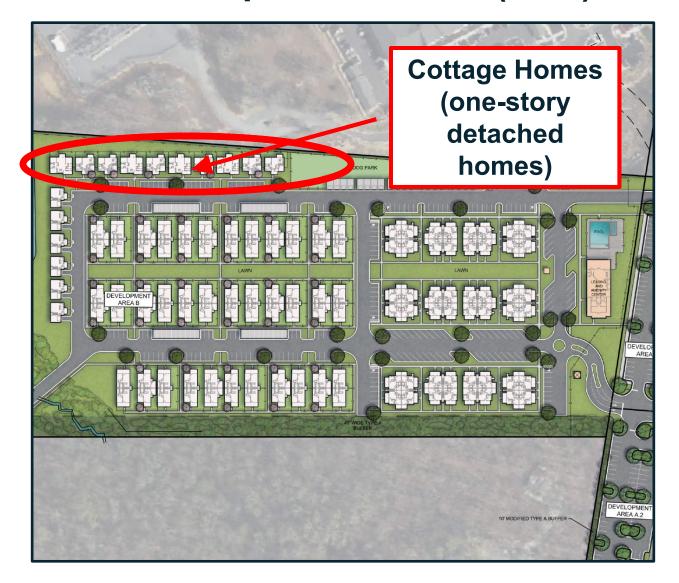


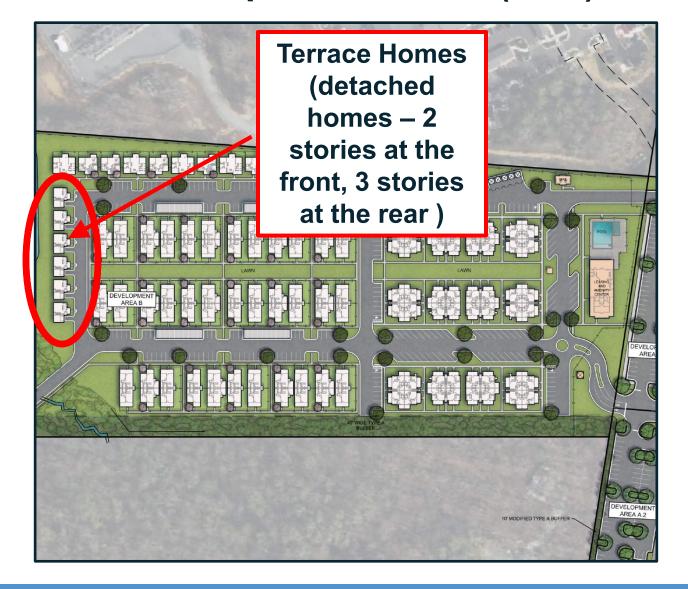




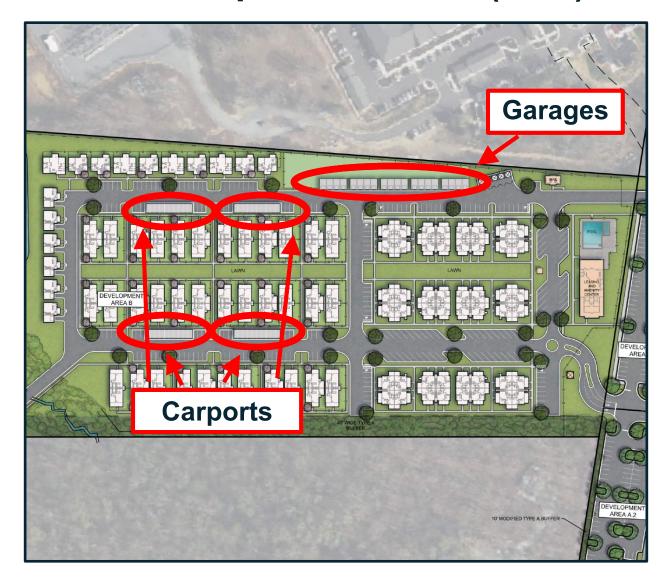








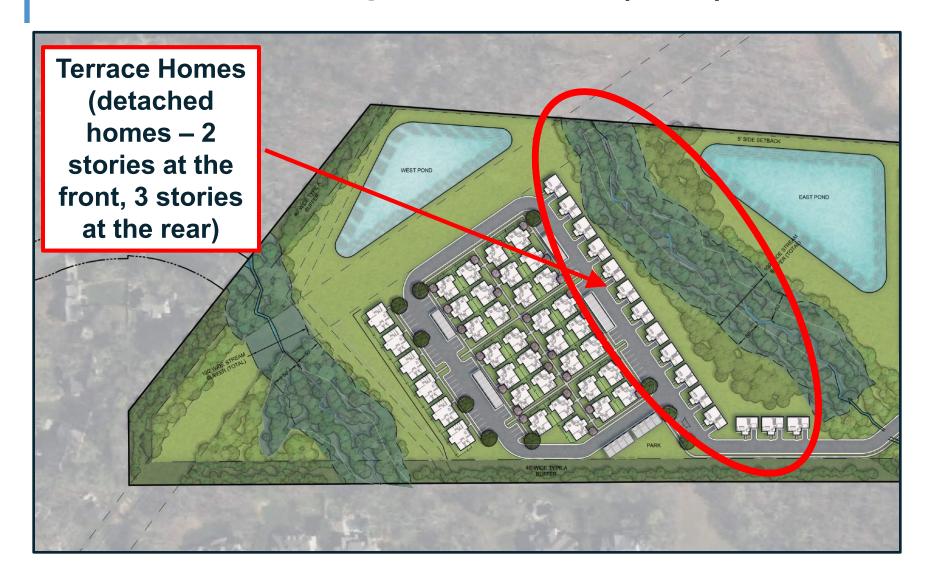
ROBINSON | BRADSHAW

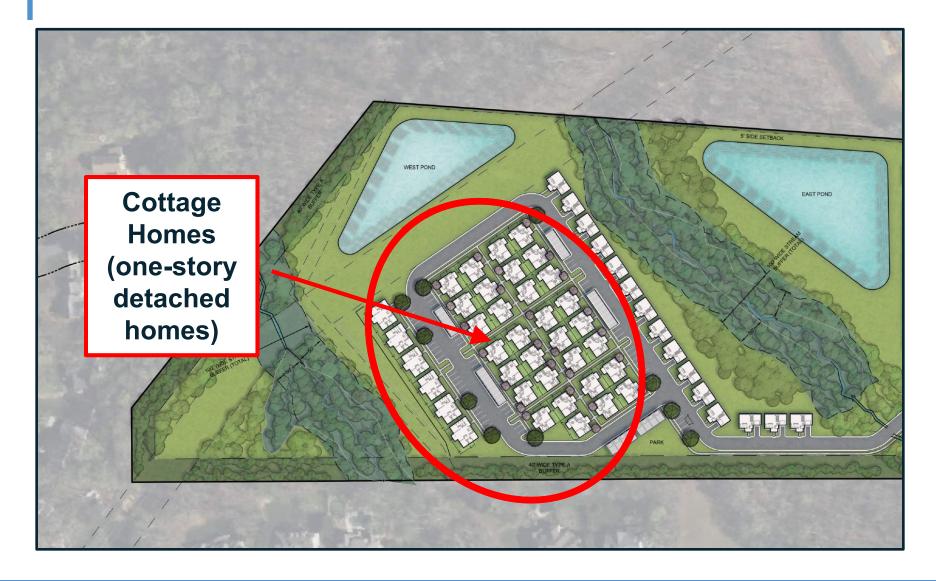


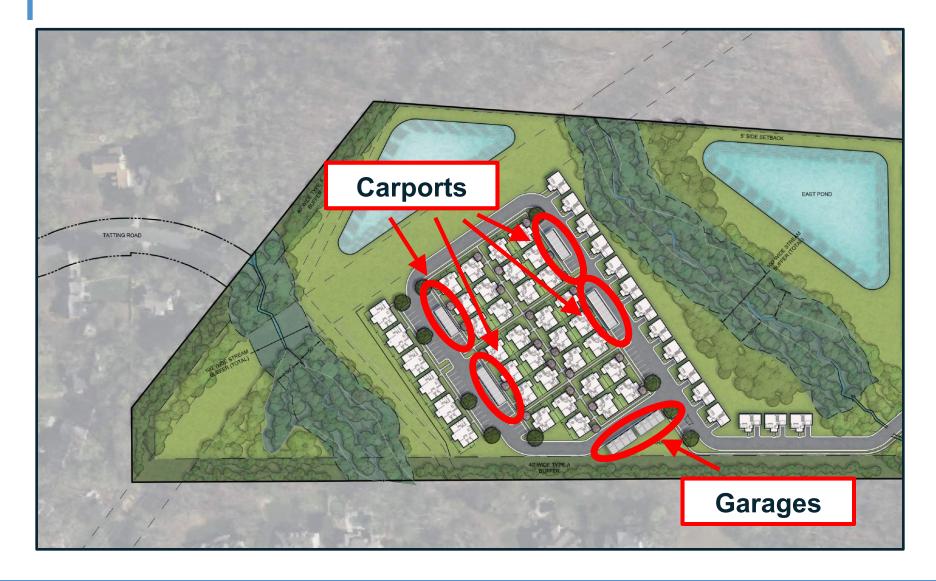
ROBINSON | BRADSHAW











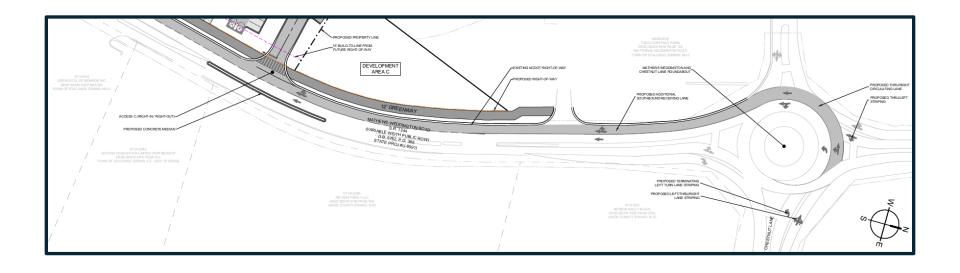
Updates Since June 9 Public Hearing

- NCDOT approved the TIA and finalized the required transportation improvements
- Commitment to deliver a minimum amount of shell commercial space
- A landscaped berm added to the buffer along a portion of the site's southern boundary line
- Granting an easement to the Town for a "Welcome to Stallings" sign
- Adding a water tank to prevent water pressure issues

Transportation Improvements

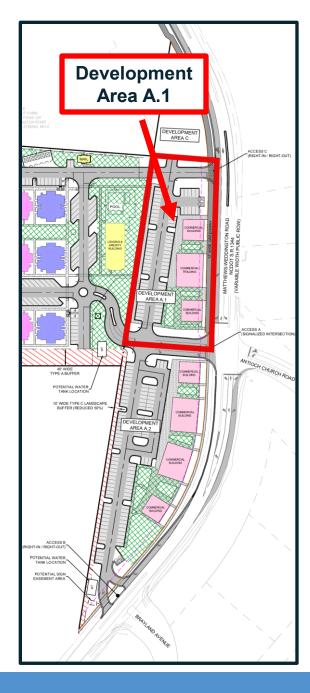


Transportation Improvements



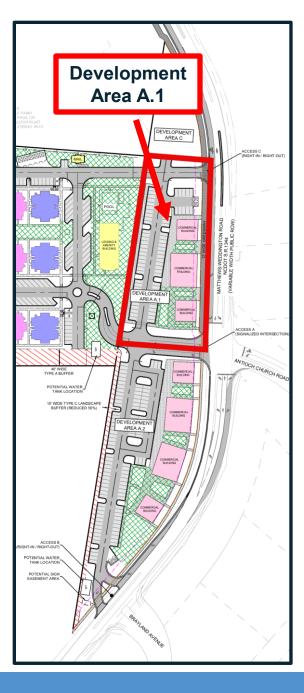
Commercial Commitment

- Begin the site improvements on Development Area A.1 prior to or concurrently with the site improvements on Development Area B (residential portion)
- Begin the construction of a minimum of 7,500 square feet of shell commercial space on Development Area A.1 prior to receiving a certificate of occupancy for the 112th residential unit on the site (50%+1 residential unit)
 - 7,500 square feet is 25% of the total commercial space allowed on the site and 30% of the commercial space allowed on the combined Development Area A.1 and Development Area A.2



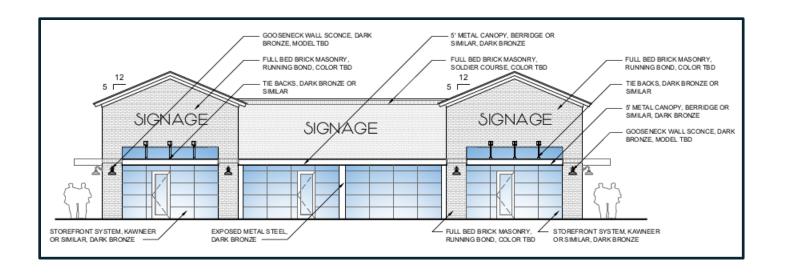
Commercial Commitment

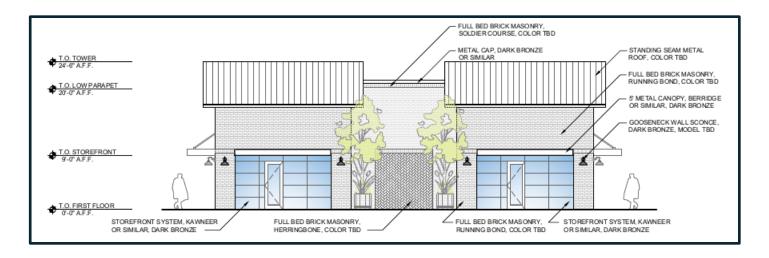
 Complete the minimum 7,500 square feet of shell commercial space on Development Area A.1 prior to receiving the final certificate of occupancy for Development Area B. Shell commercial space means the exterior walls, roof, concrete floor slab, windows and doors of the building(s)



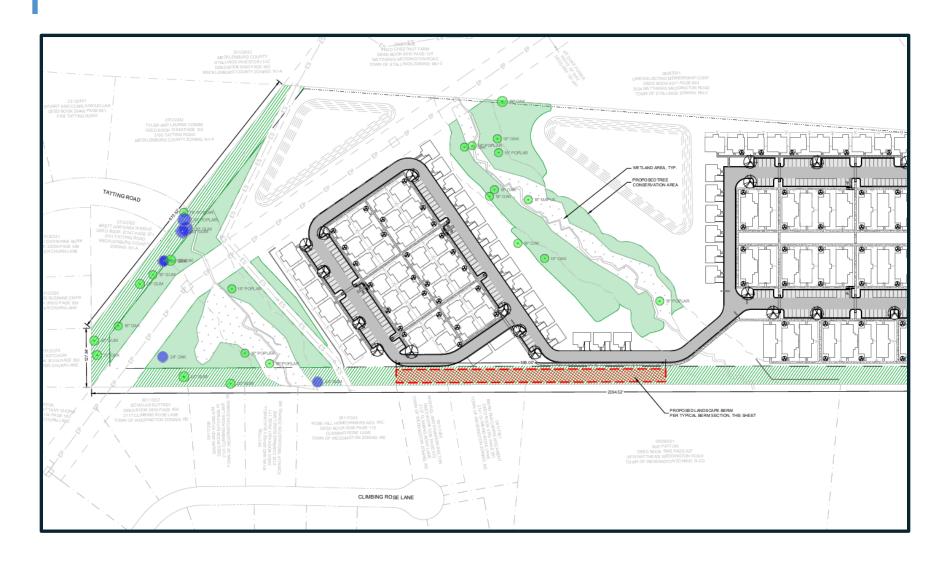
ROBINSON | BRADSHAW

Commercial Commitment

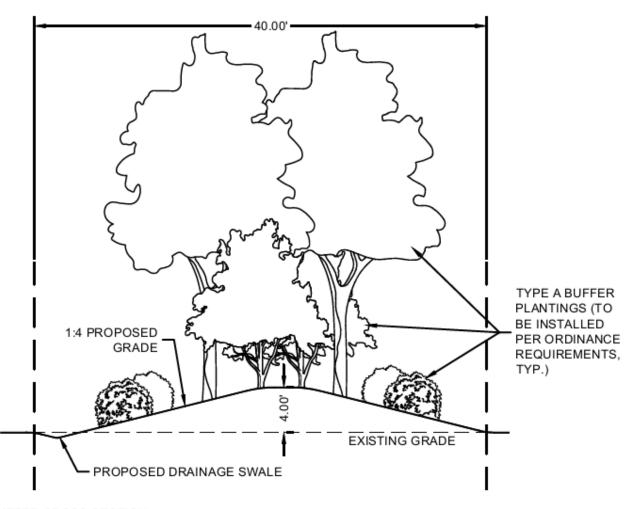




Landscaped Berm

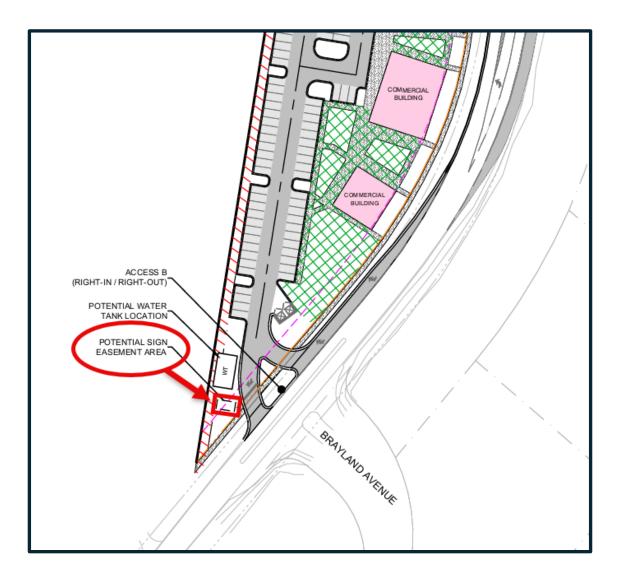


Landscaped Berm



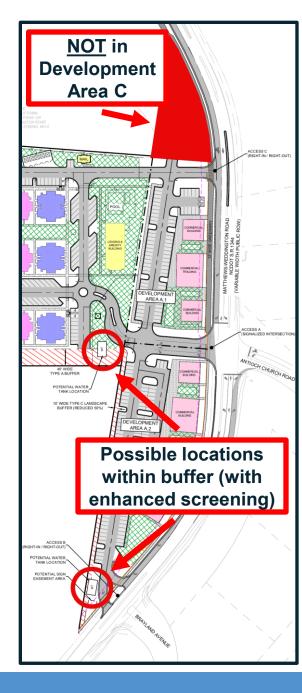
TYPICAL BUFFER CROSS SECTION:

"Welcome to Stallings" Sign Easement



Water Tank

- Ensures good water pressure on all portions commercial and residential—of the Site
- Will provide that post-development off-site water pressure remains the same as predevelopment off-site water pressure
- Maximum height of 35 feet; will be screened using evergreen plantings or a wall or fence
- Not located in Development Area C
- Two possible locations within Site's buffer (but requires enhanced screening)



Questions

The Cottage Green



Main Street



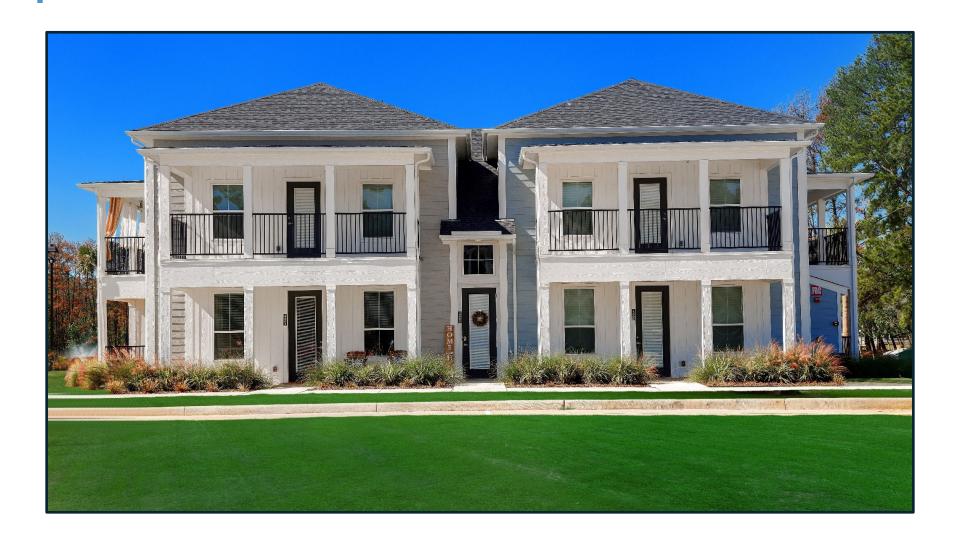
Main Street



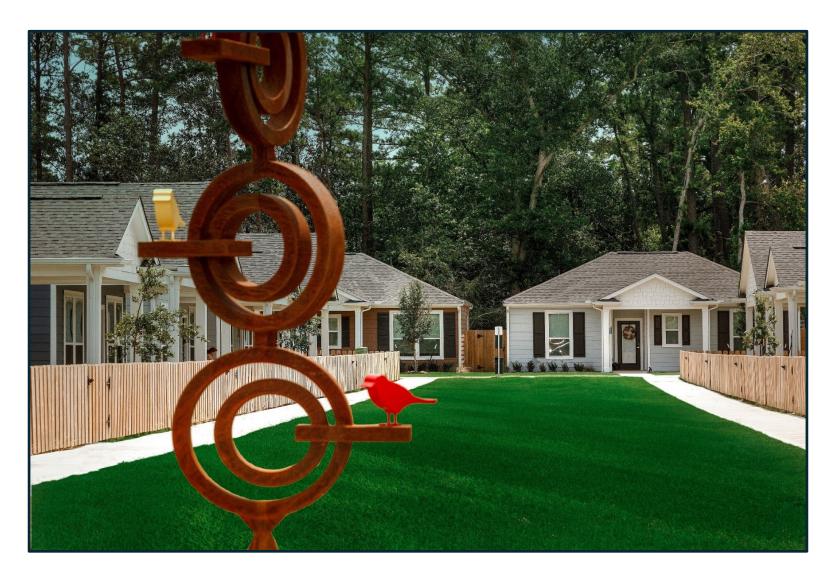
Two-Story 6-Plex and 8-Plex Buildings (Viewed from Amenity and Leasing Center Porch)



Two-Story 6-Plex Building



A Green (with Patio and Cottage Homes)



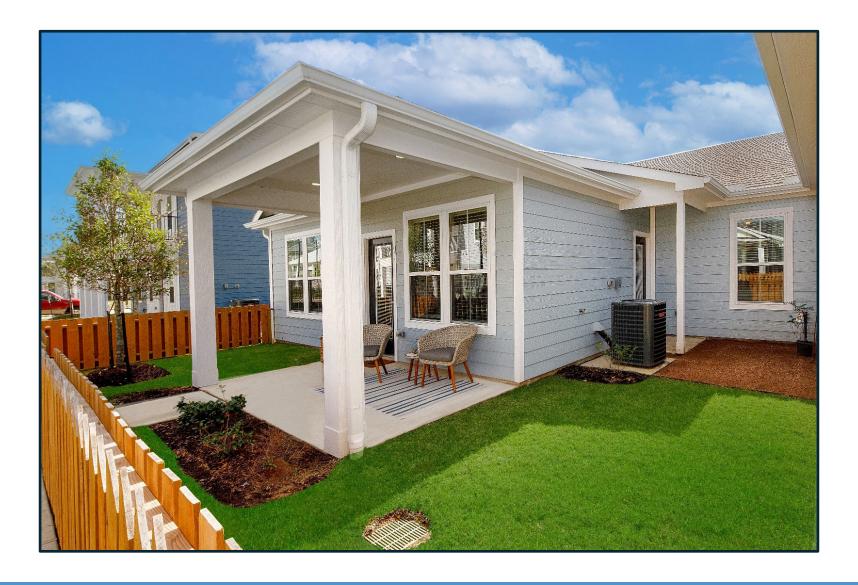
A Cottage Home



Patio Homes



Patio Home Porch and Private Yard



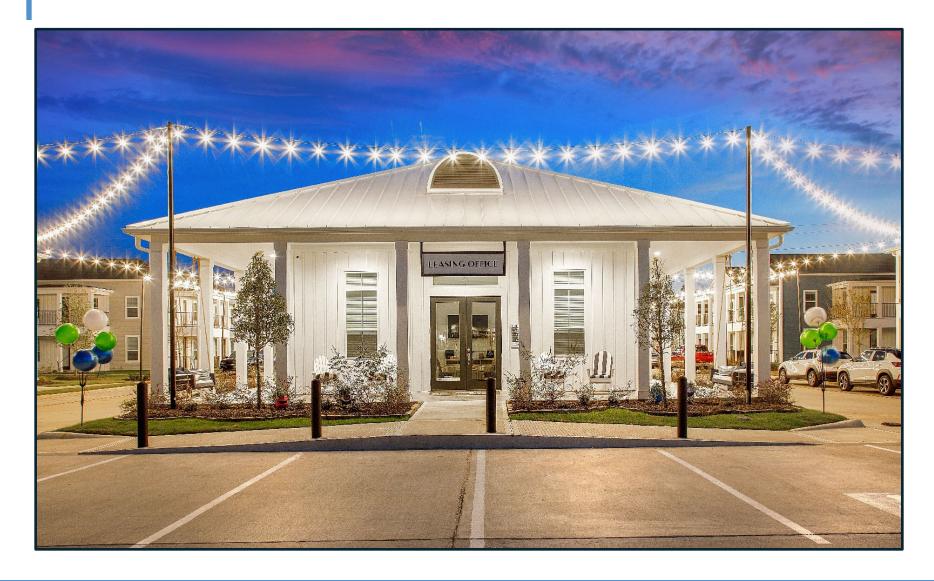
Cottage Home Front Porch



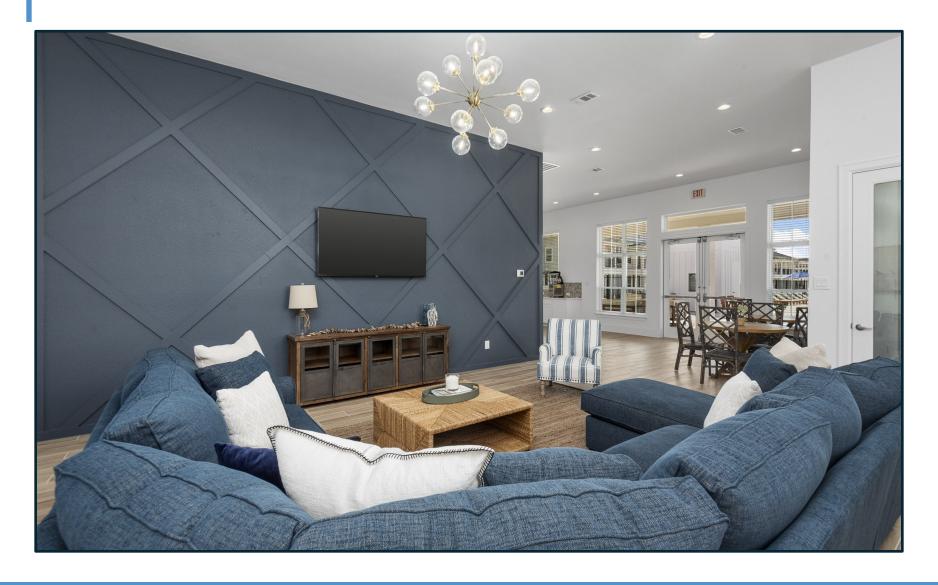
Pool and Clock Tower



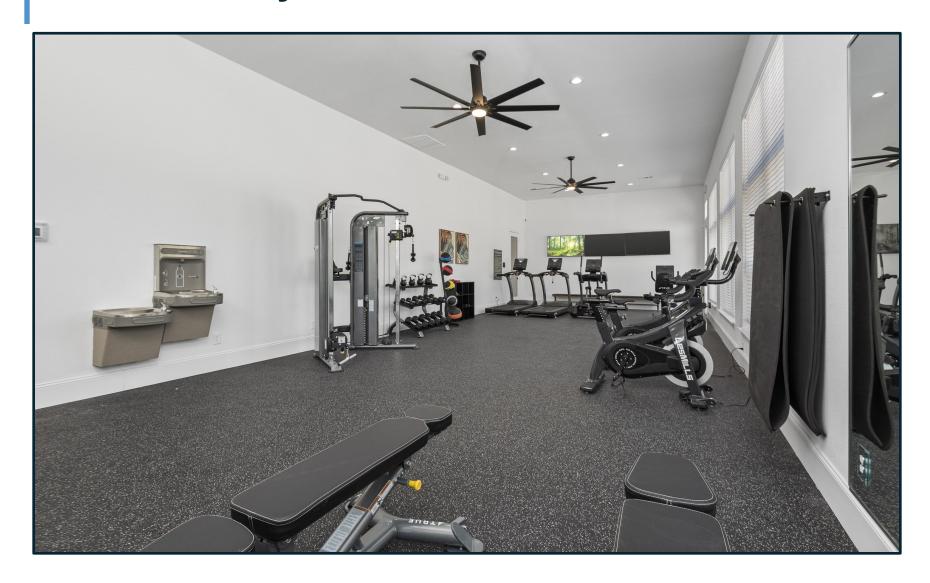
Leasing Office



Clubhouse Gathering Areas



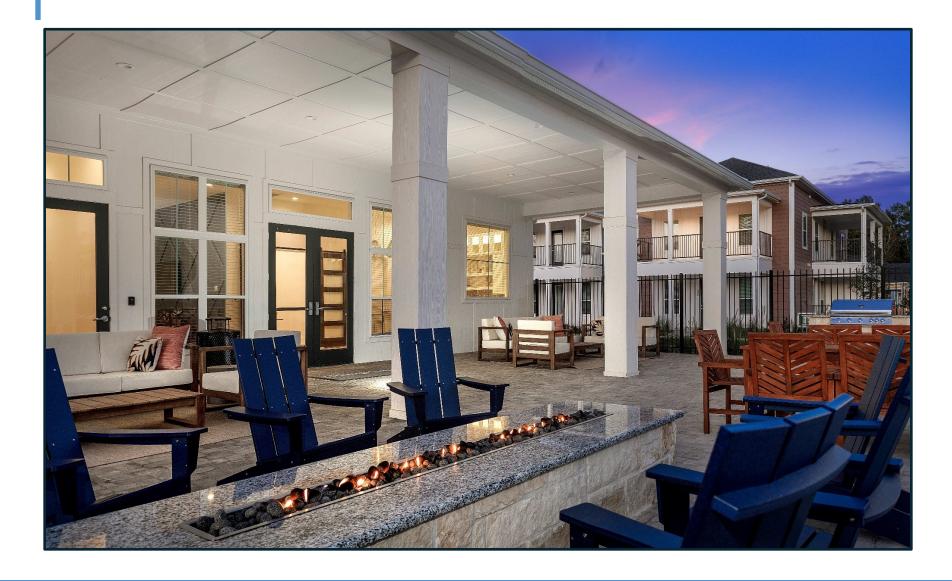
Clubhouse Gym



Clubhouse Kitchen



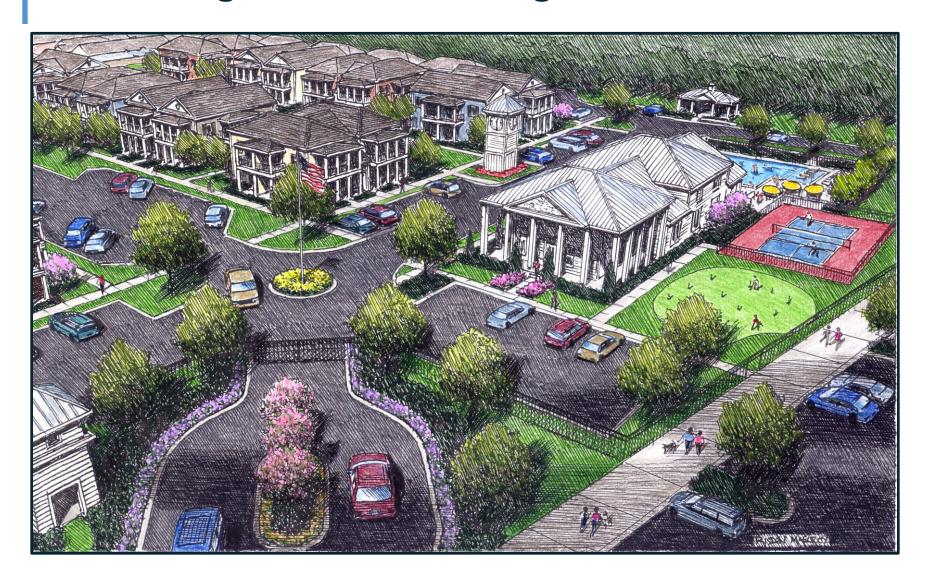
Clubhouse Patio



Amenity Center and Clock Tower



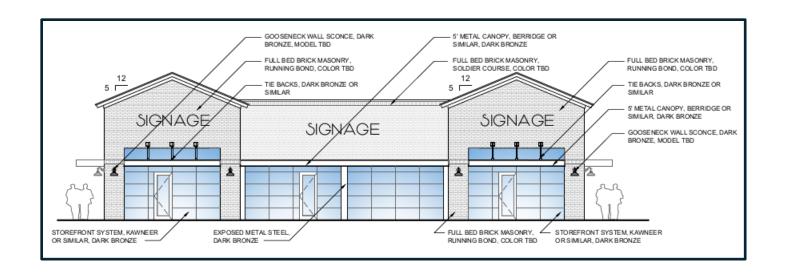
The Cottage Green – Stallings

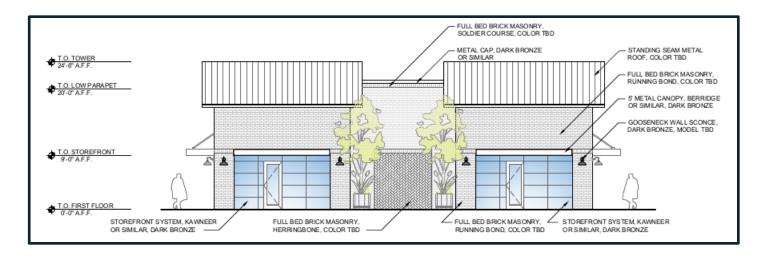


The Cottage Green

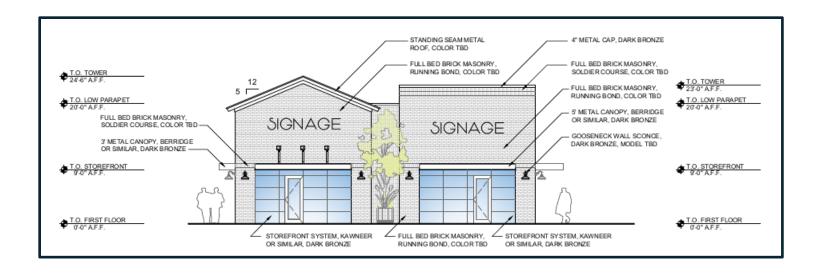


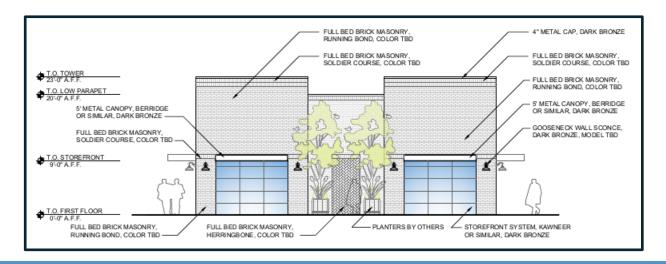
Elevations – Commercial Building





Elevations – Commercial Building





The Cottage Green

- The Cottage Green is a new horizontal multi-family housing concept.
- It's not single-family rental or traditional apartments.
- "Main Street" with a true sense of place.
- Built around "greens" and community spaces.
- Southern small-town architecture.
- Four building types:
 - Cottage Home (detached single-story homes)
 - Patio Home (attached single-story duplex)
 - Terrace Home (detached two-story homes; three stories in rear)
 - 6-plex and 8-plex (attached two-story buildings with flats)
- Covered, usable porches for every unit (except Terrace Homes).
- Private yards for Cottage and Patio Homes.



Our Resident Demographics (existing projects)

- Higher earners 46% earn over \$100,000 per year; 10% over \$200,000 per year
- Local 60% already residing in the market
- Singles and couples 75% singles; 60% single women
- Broad age spectrum 45% over 40; 20% over 60
- Few school-age children 95% no children
- Workforce 15% work in education, law enforcement, and other government jobs
- Renters by choice most could buy a home



Resident Screening

- Residential history (with references for rental)
- Employment and income verification
- Criminal and background checks
- Credit report:
 - credit score
 - debt loads
 - liens
 - foreclosures
 - bankruptcies



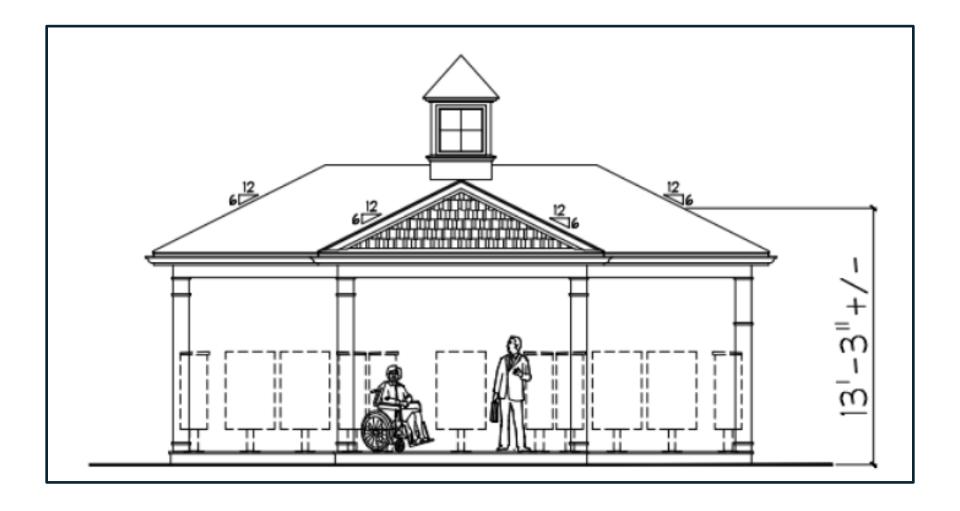
Elevations – Amenity Building



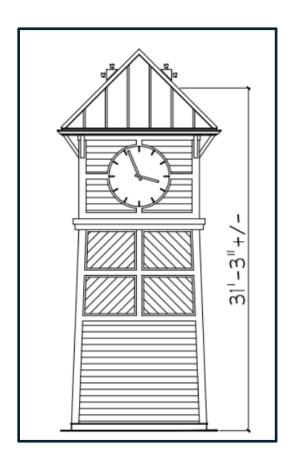


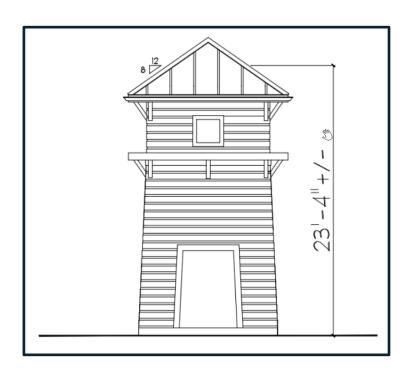


Elevations – Mail Pavilion



Elevations – Clock Tower and Obelisk





Elevations – Flats (6- and 8-plexes)



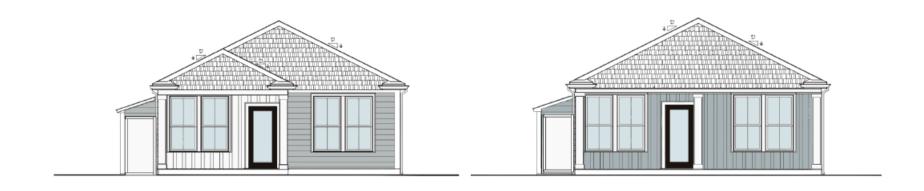


Elevations – Patio Homes





Elevations – Cottage Homes





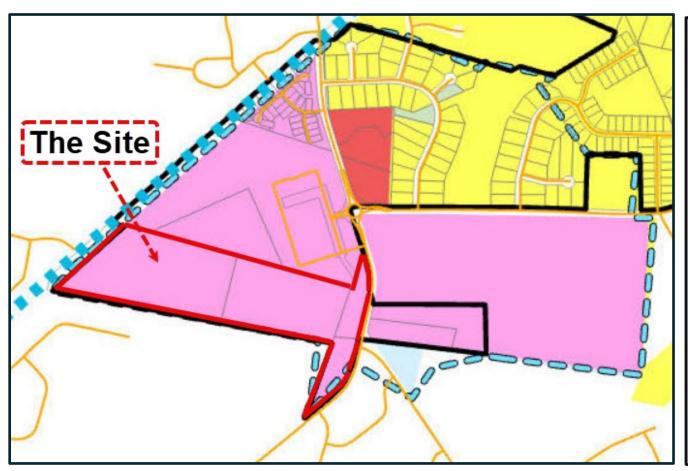


Elevations – Terrace Homes





Stallings Future Land Use Map



Legend

- ··· County Line
- □Town of Stallings Boundary

Small Area Plans

- Chestnut Lane
- □ Idlewild Road Corridor
- Monroe Bypass
- Smith Farm Business District
- stallings Downtown
- Stallings Elementary School Node

Future Land Use Plan Place Types

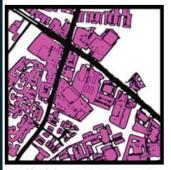
- Town Center
- Walkable Activity Center
- Walkable Neighborhood
- Suburban Commercial Ctr.
- Suburban Office Center
- Multi-Family Neighborhood
- Single-Family Neighborhood
- Open Space
- Civic Space
- Industrial Center
- MCDOT Right of Way

Stallings Landmarks

- Town Hall
- Stallings Elementary School
- Atrium Hospital

Stallings Comprehensive Land Use Plan

Town of Stallings Comprehensive Land Use Plan Section 9: EXISTING CONDITIONS & FUTURE LAND USE



Walkable Activity Center

Walkable activity centers serve broader economic, entertainment and community activities as compared to walkable neighborhoods. Uses and buildings are located on small blocks with streets designed to encourage pedestrian activities. Buildings in the core of a walkable activity center may stand three or more stories. Residential units or office space may be found above storefronts. Parking is satisfied by using on- street parking, structured parking and shared rear-lot parking strategies. A large-scale walkable activity center may be surrounded by one or more neighborhoods that encourage active living, with a comprehensive and interconnected network of walkable streets.

Primary Land Uses

- Sit Down Restaurant
- Community-serving Retail
- Professional Office
- Live/work/shop units
- Townhome
- Condominium
- Apartment
- Public Plaza
- Movie Theater

Secondary Land Uses



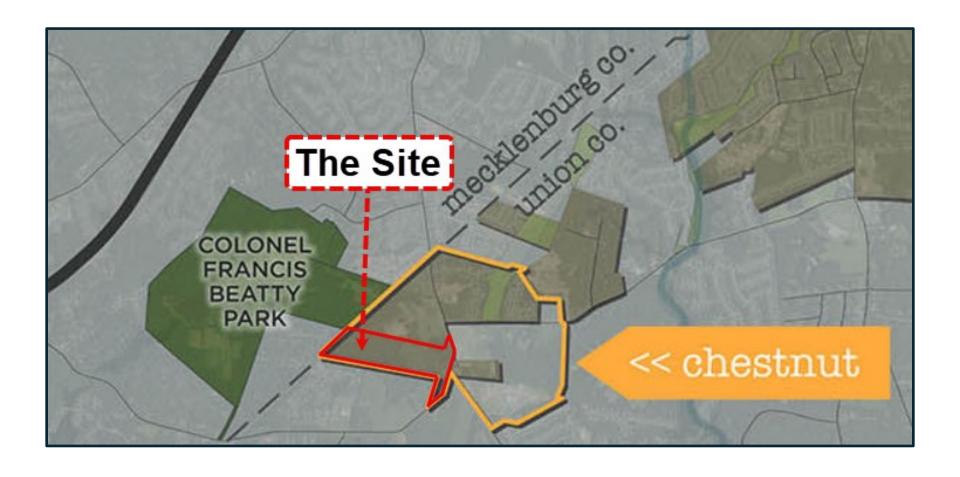


FORM & PARAMETERS

Avg. Non-Resid. Building Size

Neighborhood Parks/ Plazas/Pocket

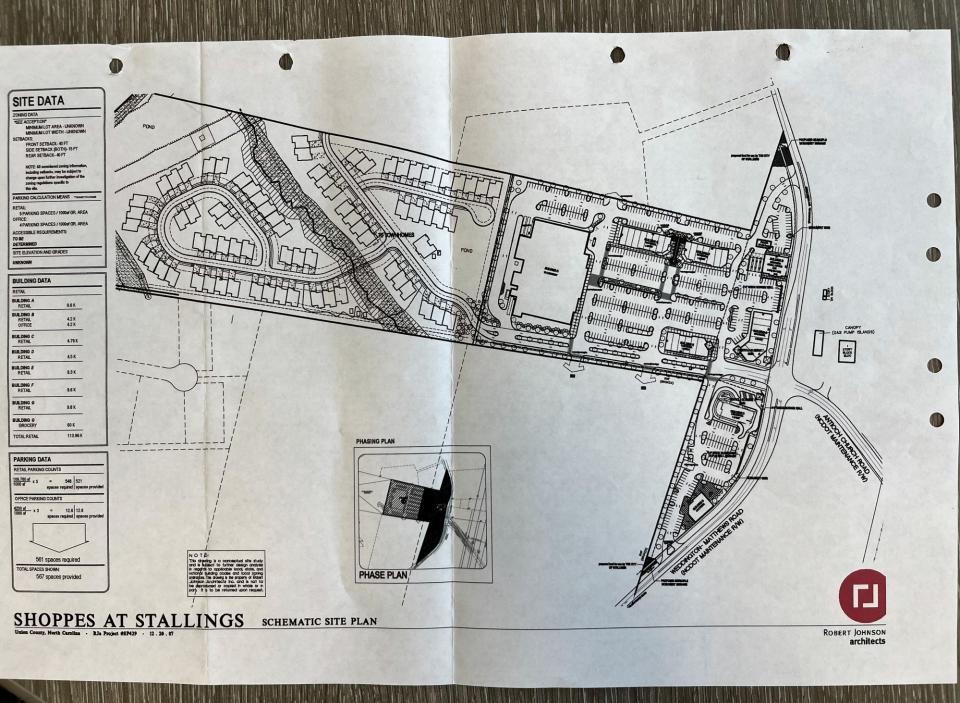
Chestnut Small Area Plan



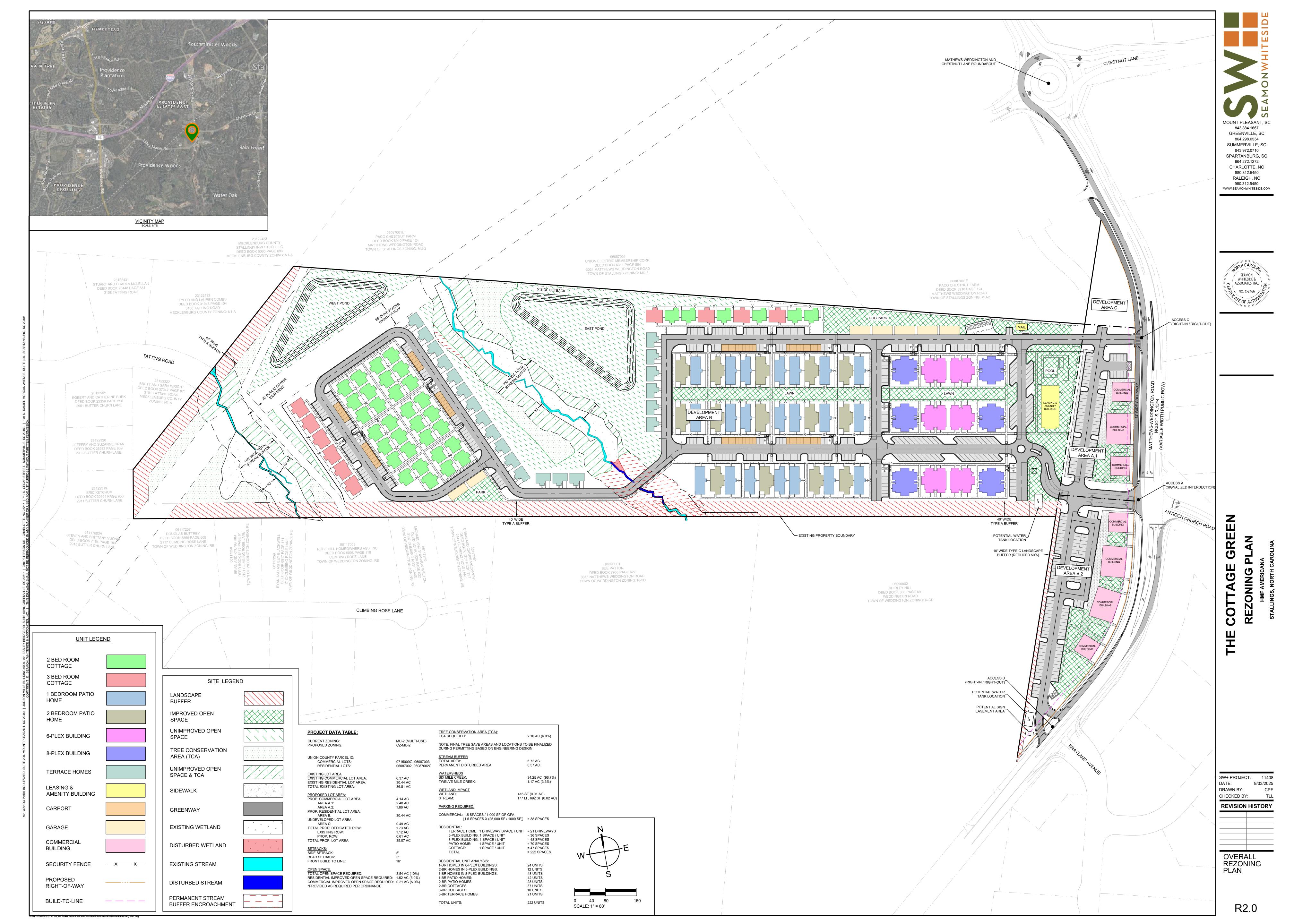
Chestnut Small Area Plan

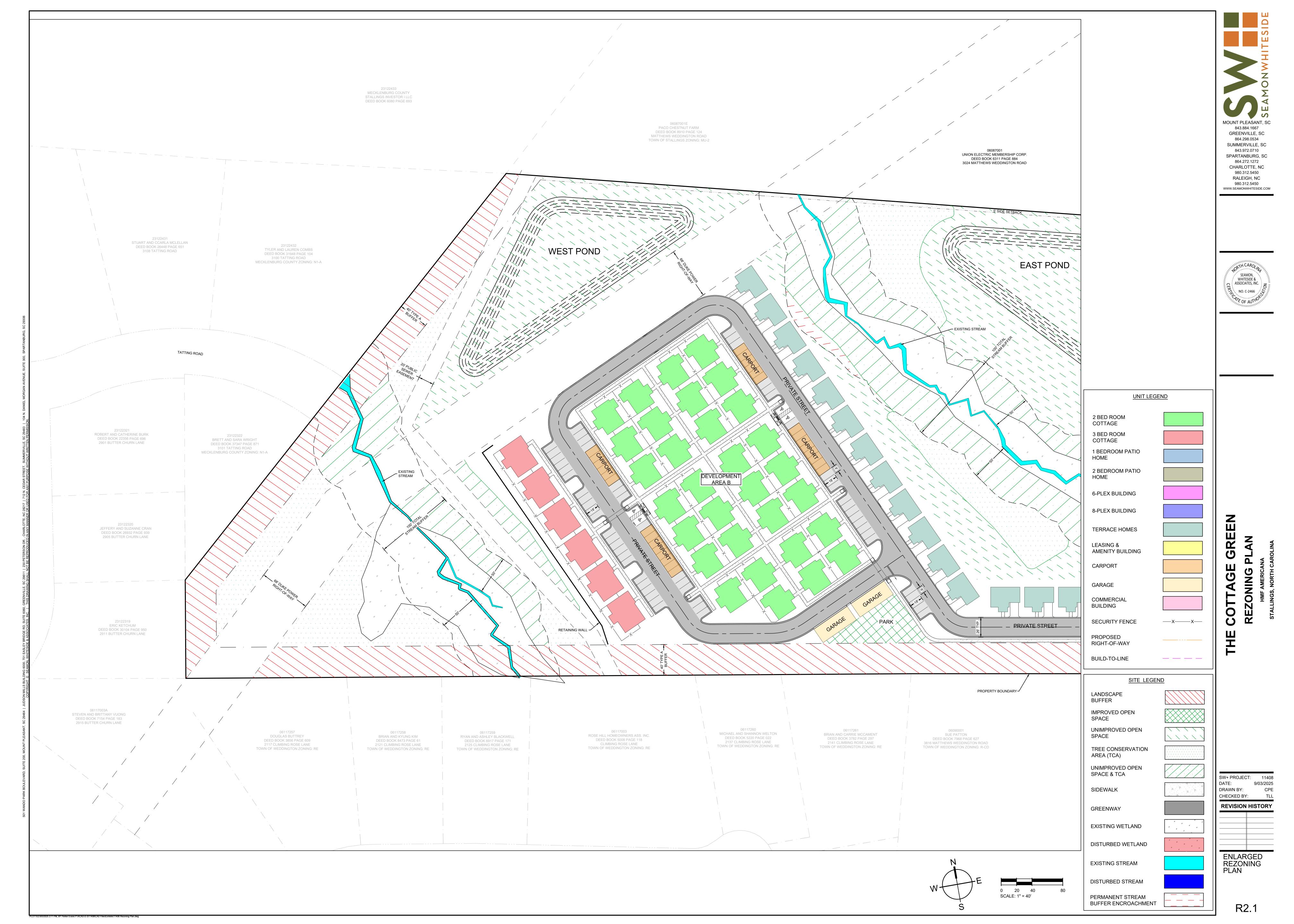


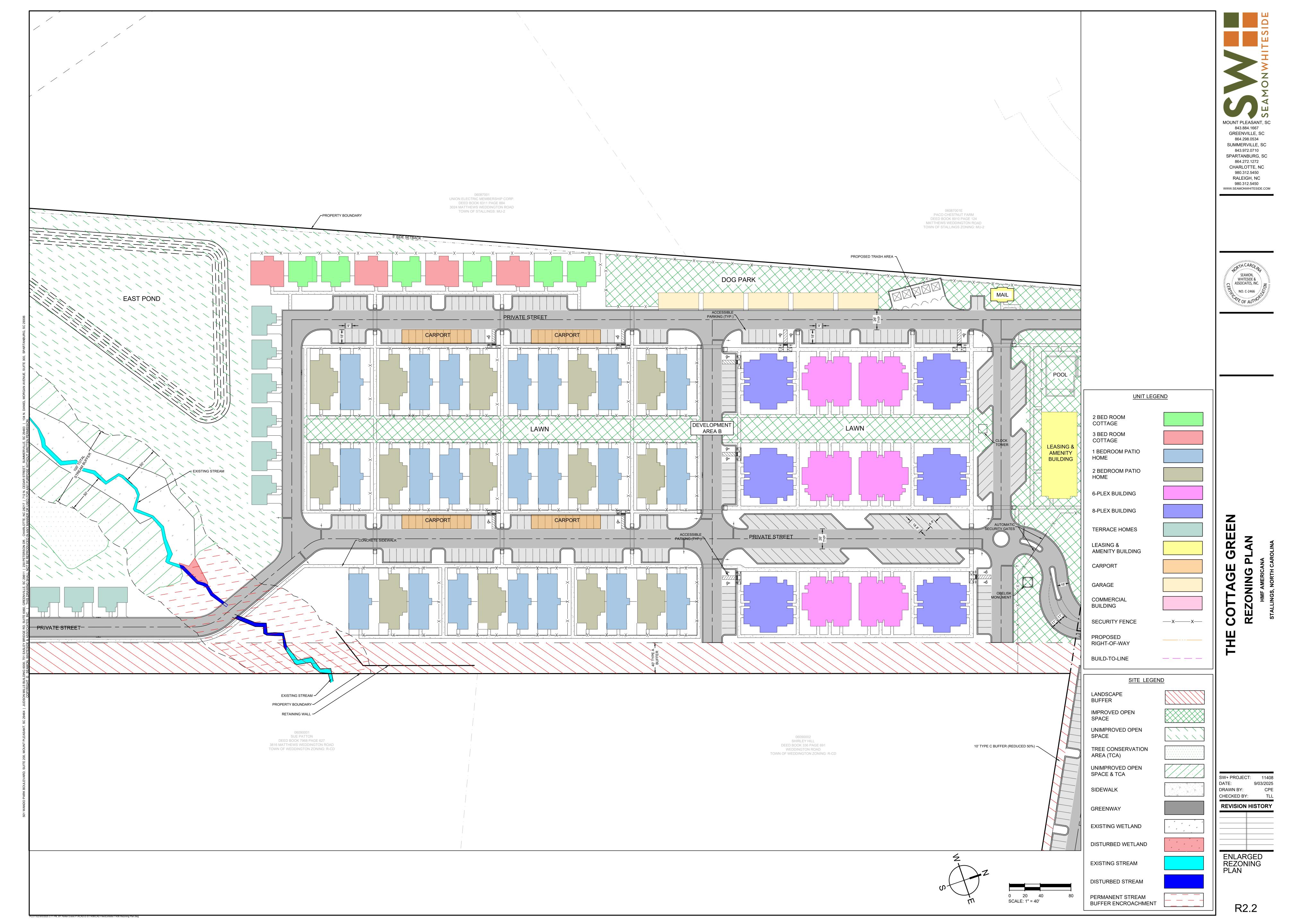
Previously Approved Harris Teeter Plan (2008)

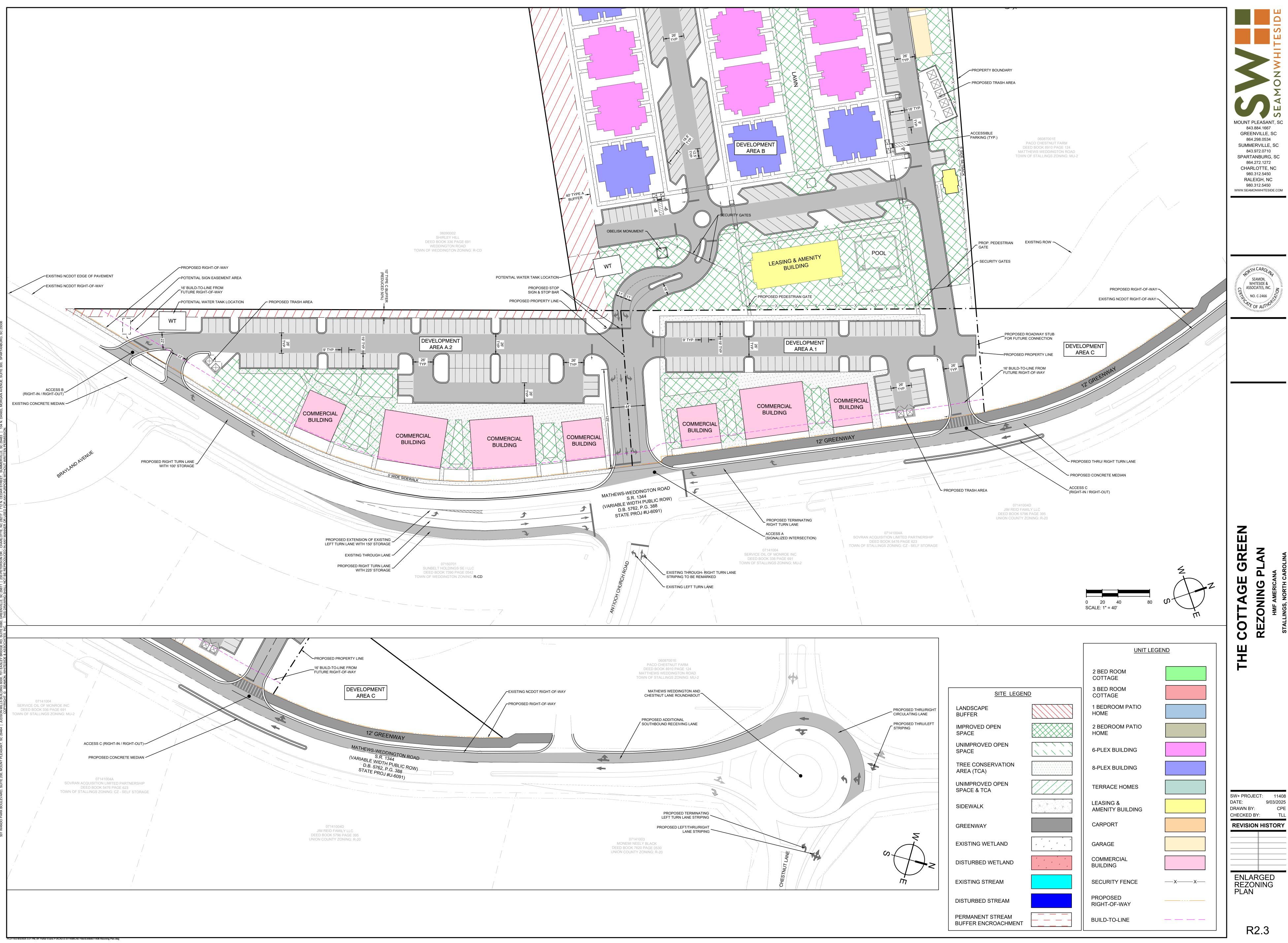


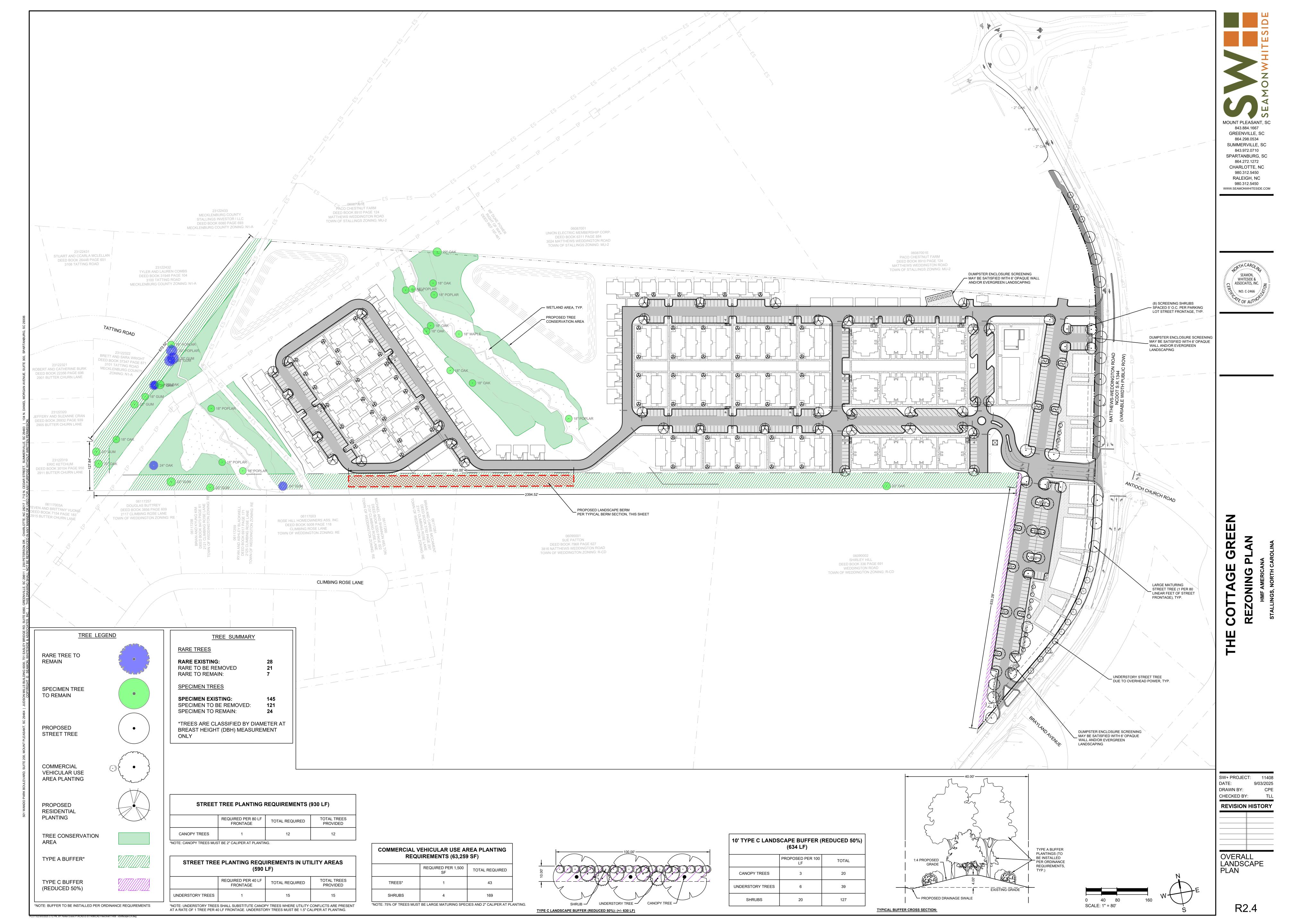
ROBINSON BRADSHAW











- A. THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING APPLICATION FILED BY HMF AMERICANA, LLC (THE "APPLICANT") FOR AN APPROXIMATELY 36.81-ACRE SITE THAT IS MORE PARTICULARLY DEPICTED ON THE REZONING PLAN (THE "SITE"). THE SITE IS COMPRISED OF TAX PARCEL NOS. 07150009G, 06087002, 06087002C AND 06087003.
- B. THE DEVELOPMENT AND USE OF THE SITE WILL BE GOVERNED BY THE REZONING PLAN, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE STALLINGS DEVELOPMENT ORDINANCE (THE "ORDINANCE"). SUBJECT TO PARAGRAPH 12 BELOW, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MIXED USE-2 (MU-2) ZONING DISTRICT SHALL GOVERN THE DEVELOPMENT AND USE OF THE SITE.
- C. THE DEVELOPMENT AND USES DEPICTED ON THE REZONING PLAN ARE SCHEMATIC IN NATURE AND ARE INTENDED TO DEPICT THE GENERAL ARRANGEMENT OF SUCH USES AND THE IMPROVEMENTS ON THE SITE. ACCORDINGLY, THE LAYOUT, LOCATIONS AND SIZES OF THE DEVELOPMENT AND SITE ELEMENTS DEPICTED ON THE REZONING PLAN ARE GRAPHIC REPRESENTATIONS OF THE PROPOSED DEVELOPMENT AND SITE ELEMENTS, AND THEY MAY BE ALTERED OR MODIFIED IN ACCORDANCE WITH THE SETBACK, YARD AND PERIMETER LANDSCAPING REQUIREMENTS SET FORTH ON THIS REZONING PLAN AND THE DEVELOPMENT STANDARDS, PROVIDED, HOWEVER, THAT ANY SUCH ALTERATIONS AND MODIFICATIONS SHALL NOT MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN.
- FOR ENTITLEMENT PURPOSES AND EASE OF REFERENCE WHEN PLACING CERTAIN CONDITIONS ON PORTIONS OF THE SITE OR DESCRIBING CERTAIN FEATURES OF THE PROPOSED DEVELOPMENT, THE SITE IS DIVIDED INTO THREE SEPARATE DEVELOPMENT AREAS THAT ARE DESIGNATED ON THE REZONING PLAN AS DEVELOPMENT AREA A, DEVELOPMENT AREA B AND DEVELOPMENT AREA C. DEVELOPMENT AREA A IS FURTHER DIVIDED INTO TWO SEPARATE SUB-DEVELOPMENT AREAS THAT ARE DESIGNATED ON THE REZONING PLAN AS DEVELOPMENT AREA A.1 AND DEVELOPMENT AREA A.2.

ANY REFERENCE HEREIN TO THE SITE SHALL BE DEEMED TO INCLUDE DEVELOPMENT AREA A, DEVELOPMENT AREA B AND DEVELOPMENT AREA C UNLESS OTHERWISE NOTED HEREIN. ANY REFERENCE HEREIN TO DEVELOPMENT AREA A SHALL BE DEEMED TO INCLUDE DEVELOPMENT AREA A.1 AND DEVELOPMENT AREA A.2 UNLESS OTHERWISE NOTED HEREIN.

DEVELOPMENT AREA A AND DEVELOPMENT AREA C ARE THE NON-RESIDENTIAL, COMMERCIAL COMPONENTS OF THE DEVELOPMENT, AND DEVELOPMENT AREA B IS THE RESIDENTIAL COMPONENT.

- E. THE SITE SHALL BE CONSIDERED TO BE A PLANNED/UNIFIED DEVELOPMENT.
- PURSUANT TO THE ORDINANCE AND SECTION 160D-108.1 OF THE NORTH CAROLINA GENERAL STATUTES, THE REZONING PLAN, IF APPROVED SHALL BE VESTED FOR A PERIOD OF 5 YEARS DUE TO THE SIZE AND PHASING OF THE DEVELOPMENT, THE LEVEL OF INVESTMENT, ECONOMIC CYCLES AND MARKET CONDITIONS.
- G. MINOR MODIFICATIONS TO THE REZONING PLAN MAY BE APPROVED BY THE DEVELOPMENT ADMINISTRATOR.
- 2. PERMITTED USES/DEVELOPMENT LIMITATIONS
- DEVELOPMENT AREA A
- 1. SUBJECT TO THE LIMITATIONS SET OUT BELOW, THAT PORTION OF THE SITE DESIGNATED AS DEVELOPMENT AREA A ON THE REZONING PLAN MAY BE DEVOTED TO ANY NON-RESIDENTIAL USE OR USES LISTED BY RIGHT, ANY NON-RESIDENTIAL USE OR USES LISTED WITH ADDITIONAL STANDARDS AND/OR ANY NON-RESIDENTIAL USE OR USES PERMITTED WITH A CONDITIONAL REZONING IN THE MU-2 ZONING DISTRICT, AND TO ANY NON-RESIDENTIAL ACCESSORY AND INCIDENTAL USES RELATING THERETO THAT ARE PERMITTED IN THE MU-2 ZONING DISTRICT.
- 2. ALTHOUGH SEVEN PRINCIPAL BUILDINGS ARE DEPICTED ON DEVELOPMENT AREA A, APPLICANT MAY BUILD MORE OR FEWER THAN SEVEN BUILDINGS AS A RESULT OF DIVIDING OR COMBINING ONE OR MORE OF THE BUILDINGS DEPICTED.
- 3. DRIVE-THROUGH LANES AND DRIVE-THROUGH WINDOWS SHALL NOT BE PERMITTED ON DEVELOPMENT AREA A AS A PRINCIPAL USE OR AN ACCESSORY USE.
- 4. THE FOLLOWING USES SHALL NOT BE PERMITTED ON DEVELOPMENT AREA A:
- (a) A CONVENIENCE STORE WITH GASOLINE PUMPS;
- (b) A SUPERMARKET;
- (c) A PHARMACY; (d) A FLORIST:
- (e) A BUTCHER SHOP, UNLESS PART OF A RESTAURANT;
- (f) A BAKERY, UNLESS PART OF A RESTAURANT; (g) A STORE SELLING ALCOHOL FOR OFF-PREMISES CONSUMPTION;
- (h) A VAPE-, TOBACCO-, OR CBD-PRODUCTS STORE;
- (i) A SMOKE SHOP; (j) A HOOKAH BAR; AND
- (k) A TATTOO PARLOR
- 5. A TOTAL MAXIMUM OF 25,000 SQUARE FEET OF GROSS FLOOR AREA DEVOTED TO THE NON-RESIDENTIAL USES SET OUT ABOVE MAY BE DEVELOPED ON DEVELOPMENT AREA A.
- 6. THE MAXIMUM SIZE OF ANY BUILDING DEVELOPED ON DEVELOPMENT AREA A SHALL BE 7,500 SQUARE FEET OF GROSS FLOOR AREA.
- 7. NOTWITHSTANDING THE TERMS OF PARAGRAPH 2.A.(5) ABOVE, A TOTAL MAXIMUM OF 10,000 SQUARE FEET OF GROSS FLOOR AREA DEVOTED TO THE NON-RESIDENTIAL USES SET OUT ABOVE MAY BE DEVELOPED ON DEVELOPMENT AREA A.1.
- DEVELOPMENT AREA B
- 1. SUBJECT TO THE LIMITATIONS SET OUT BELOW, THAT PORTION OF THE SITE DESIGNATED AS DEVELOPMENT AREA B ON THE REZONING PLAN MAY ONLY BE DEVOTED TO RESIDENTIAL USES COMPRISED OF DETACHED HOUSES (DESIGNATED ON THE REZONING PLAN AS COTTAGE HOMES AND TERRACE HOMES), ATTACHED HOUSE DWELLING UNITS (DESIGNATED ON THE REZONING PLAN AS PATIO HOMES) AND MULTI-FAMILY DWELLING UNITS (DESIGNATED ON THE REZONING PLAN AS 6-PLEX AND 8-PLEX BUILDINGS), AND ANY ACCESSORY AND INCIDENTAL STRUCTURES AND USES RELATING THERETO THAT ARE PERMITTED IN THE MU-2 ZONING DISTRICT. INCIDENTAL AND ACCESSORY STRUCTURES AND USES MAY INCLUDE, WITHOUT LIMITATION, A LEASING AND MANAGEMENT OFFICE, DETACHED GARAGES DETACHED CARPORTS AND AMENITIES FOR USE BY THE RESIDENTS OF THE RESIDENTIAL COMMUNITY, SUCH AS A CLUBHOUSE, FITNESS CENTER, SWIMMING POOL, SPORTS COURT AND DOG PARK.
- 2. A TOTAL MAXIMUM OF 222 DWELLING UNITS MAY BE CONSTRUCTED ON DEVELOPMENT AREA B.
- 3. OF THE ALLOWED 222 DWELLING UNITS THAT MAY BE CONSTRUCTED ON DEVELOPMENT AREA B, A MAXIMUM OF 84 OF SUCH DWELLING UNITS MAY BE MULTI-FAMILY DWELLING UNITS (LOCATED IN THE 6-PLEX AND 8-PLEX BUILDINGS).
- DEVELOPMENT AREA C
- 1. SUBJECT TO THE LIMITATIONS SET OUT BELOW, THAT PORTION OF THE SITE DESIGNATED AS DEVELOPMENT AREA C ON THE REZONING PLAN MAY BE DEVOTED TO ANY NON-RESIDENTIAL USE OR USES LISTED BY RIGHT, ANY NON-RESIDENTIAL USE OR USES LISTED WITH ADDITIONAL STANDARDS AND/OR ANY NON-RESIDENTIAL USE OR USES PERMITTED WITH A CONDITIONAL REZONING IN THE MU-2 ZONING DISTRICT, AND TO ANY NON-RESIDENTIAL ACCESSORY AND INCIDENTAL USES RELATING THERETO THAT ARE PERMITTED IN THE MU-2 ZONING DISTRICT.
- 2. DRIVE-THROUGH LANES AND DRIVE-THROUGH WINDOWS SHALL NOT BE PERMITTED ON DEVELOPMENT AREA C AS A PRINCIPAL USE OR AN
- 3. THE FOLLOWING USES SHALL NOT BE PERMITTED ON DEVELOPMENT AREA C:
- (a) A CONVENIENCE STORE WITH GASOLINE PUMPS: (b) A SUPERMARKET;
- (c) A PHARMACY;
- (d) A FLORIST; (e) A BUTCHER SHOP, UNLESS PART OF A RESTAURANT;
- (f) A BAKERY, UNLESS PART OF A RESTAURANT; (g) A STORE SELLING ALCOHOL FOR OFF-PREMISES CONSUMPTION;
- (h) A VAPE-, TOBACCO-, OR CBD-PRODUCTS STORE; (i) A SMOKE SHOP;
- (j) A HOOKAH BAR; AND
- (k) A TATTOO PARLOR.
- 4. A TOTAL MAXIMUM OF 5,000 SQUARE FEET OF GROSS FLOOR AREA DEVOTED TO THE NON-RESIDENTIAL USES SET OUT ABOVE MAY BE DEVELOPED ON DEVELOPMENT AREA C.
- PRIOR TO THE DEVELOPMENT OF DEVELOPMENT AREA C. APPLICANT MUST OBTAIN SITE PLAN AND BUILDING ELEVATION APPROVAL FROM THE DEVELOPMENT ADMINISTRATOR AND PLANNING BOARD FOR THE PROPOSED DEVELOPMENT ON DEVELOPMENT AREA C.
- RESTAURANT LIMITATION ON DEVELOPMENT AREA A AND DEVELOPMENT AREA C
- 1. A MAXIMUM OF 10,900 SQUARE FEET OF THE TOTAL MAXIMUM OF 30,000 SQUARE FEET OF GROSS FLOOR AREA THAT MAY BE DEVELOPED ON DEVELOPMENT AREA A AND DEVELOPMENT AREA C MAY BE DEVOTED TO RESTAURANT USES.
- COMMERICAL DEVELOPMENT COMMITMENT
- PRIOR TO THE ISSUANCE OF THE FINAL SITE CERTIFICATE OF OCCUPANCY FOR DEVELOPMENT AREA B, ALL HORIZONTAL IMPROVEMENTS TO BE LOCATED ON DEVELOPMENT AREA A.1 SHALL BE COMPLETED. THE CONSTRUCTION OF THE HORIZONTAL IMPROVEMENTS TO BE LOCATED ON DEVELOPMENT AREA A.1 SHALL COMMENCE PRIOR TO OR CONCURRENTLY WITH THE CONSTRUCTION OF THE HORIZONTAL IMPROVEMENTS TO BE LOCATED ON DEVELOPMENT AREA B.
- PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE, THE TRANSPORTATION IMPROVEMENTS SET OUT IN PARAGRAPH 5.G BELOW SHALL BE "SUBSTANTIALLY COMPLETE" AS DEFINED IN PARAGRAPH 5.F.
- PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE 112TH RESIDENTIAL DWELLING UNIT CONSTRUCTED ON THE SITE, APPLICANT SHALL COMMENCE THE VERTICAL CONSTRUCTION OF A MINIMUM OF 7,500 SQUARE FEET OF SHELL COMMERCIAL SPACE TO BE DEVOTED TO THE NON-RESIDENTIAL USES SET OUT ABOVE ON DEVELOPMENT AREA A.1 (THE "COMMERCIAL SHELL SPACE").
- PRIOR TO THE ISSUANCE OF THE FINAL SITE CERTIFICATE OF OCCUPANCY FOR DEVELOPMENT AREA B, APPLICANT SHALL COMPLETE THE CONSTRUCTION OF THE COMMERCIAL SHELL SPACE ON DEVELOPMENT AREA A.1. COMPLETION OF THE COMMERCIAL SHELL SPACE SHALL MEAN THAT THE EXTERIOR WALLS, ROOF, CONCRETE FLOOR SLAB, WINDOWS AND DOORS OF THE BUILDING(S) HAVE BEEN COMPLETED. THE COMMERCIAL SHELL SPACE SHALL NOT BE REQUIRED TO BE LEASED, UPFITTED OR OCCUPIED.
- DIMENSIONAL STANDARDS
- A. EXCEPT AS OTHERWISE PROVIDED IN PARAGRAPH 12 BELOW, THE DEVELOPMENT OF THE SITE SHALL COMPLY WITH THE DIMENSIONAL STANDARDS OF THE MU-2 ZONING DISTRICT.
- TRANSPORTATION AND PARKING
- A. VEHICULAR ACCESS SHALL BE AS GENERALLY DEPICTED ON THE REZONING PLAN. THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR

- ACCESS POINTS ARE SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE AND CONSTRUCTION PLANS AND DESIGNS AND ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE TOWN OF STALLINGS (THE "TOWN") AND/OR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION ("NCDOT").
- B. THE ALIGNMENTS OF THE INTERNAL VEHICULAR CIRCULATION AREAS AND DRIVEWAYS MAY BE MODIFIED BY APPLICANT TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, PARKING LAYOUTS AND ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE TOWN, THE UNION COUNTY FIRE MARSHAL AND/OR NCDOT.
- C. THE SITE SHALL MEET THE MINIMUM PARKING REQUIREMENTS OF THE ORDINANCE
- D. A MINIMUM OF SEVEN (7) ELECTRIC-VEHICLE (EV) CHARGING PORTALS SHALL BE INSTALLED ON THE SITE. THE LOCATIONS OF THE ELECTRIC-VEHICLE (EV) CHARGING PORTALS SHALL BE DETERMINED BY THE APPLICANT DURING THE PERMITTING PROCESS.
- E. THE SITE SHALL INCLUDE A STUB FROM DEVELOPMENT AREA A.1 TO DEVELOPMENT AREA C AS GENERALLY SHOWN ON THE REZONING PLAN.
- F. ANY REFERENCE TO THE TERM "SUBSTANTIALLY COMPLETE" IN THIS SECTION 5 OF THE DEVELOPMENT STANDARDS SHALL MEAN A DETERMINATION BY THE TOWN AND/OR NCDOT THAT THE APPLICABLE ROADWAY IMPROVEMENTS ARE DEEMED "SUBSTANTIALLY COMPLETE" FOR THE PURPOSE OF THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR BUILDING(S) ON THE SITE. HOWEVER, IN THE EVENT THAT CERTAIN NON-ESSENTIAL ROADWAY IMPROVEMENTS (AS REASONABLY DETERMINED BY THE TOWN AND/OR NCCDOT) ARE NOT COMPLETED AT THE TIME THAT APPLICANT SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE, THEN THE TOWN AND/OR NCCDOT WILL INSTRUCT APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS, AND IN SUCH EVENT APPLICANT MAY BE REQUIRED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH CERTIFICATES OF OCCUPANCY ARE ISSUED TO SECURE THE COMPLETION OF THE RELEVANT IMPROVEMENTS.
- G. THE TRANSPORTATION IMPROVEMENTS SET OUT BELOW SHALL BE SUBSTANTIALLY COMPLETE PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE.
- 1. MATTHEWS WEDDINGTON ROAD & CHESTNUT LANE (ROUNDABOUT)

OF STORAGE ON CHESTNUT LANE.

WEDDINGTON ROAD.

- (a) CONSTRUCT A SECOND SOUTHBOUND RECEIVING LANE ON MATTHEWS WEDDINGTON ROAD TO TERMINATE AS A RIGHT TURN LANE AT
- (b) MODIFY THE SOUTHBOUND APPROACH CHANNELIZING MEDIAN TO ALLOW A SECOND CIRCULATING LANE ON THE NORTH SIDE OF THE ROUNDABOUT.
- (c) RESTRIPE THE SOUTHBOUND LEFT TURN LANE TO A SHARED THRU/LEFT WITH 250 FEET OF STORAGE ON MATTHEWS WEDDINGTON ROAD.
- (d) RESTRIPE THE WESTBOUND APPROACH TO HAVE A TERMINATING LEFT TURN LANE AND A SHARED LEFT/THRU/RIGHT LANE WITH 150 FEET
- 2. MATTHEWS WEDDINGTON ROAD & ANTIOCH CHURCH ROAD/ACCESS "A" (SIGNALIZED)
 - THE FOLLOWING FULL MOVEMENT ACCESS CONFIGURATION WILL BE IMPLEMENTED.
- (a) ONE INGRESS LANE AND THREE EGRESS LANES (AN EASTBOUND LEFT TURN LANE WITH 125 FEET OF STORAGE, A THRU LANE, AND A RIGHT TURN LANE WITH 125 FEET OF STORAGE) ON PROPOSED ACCESS "A".
- (b) RE-MARK THE WESTBOUND RIGHT TURN LANE TO A SHARED THRU/RIGHT TURN LANE ON ANTIOCH CHURCH ROAD.
- (c) RE-MARK THE EXISTING PAVEMENT TO INCLUDE A NORTHBOUND LEFT TURN LANE WITH 150 FEET OF STORAGE ON MATTHEWS
- (d) RE-MARK THE EXISTING PAVEMENT TO INCLUDE A SOUTHBOUND RIGHT TURN LANE ON MATTHEWS WEDDINGTON ROAD, WHICH BECOMES A TERMINATING RIGHT TURN LANE WITH THE IMPROVEMENTS AT MATTHEWS WEDDINGTON ROAD & CHESTNUT LANE.
- (e) IMPLEMENT PROTECTED PHASING FOR THE EASTBOUND AND NORTHBOUND LEFT MOVEMENTS.
- (f) IMPLEMENT PERMITTED + OVERLAP PHASING FOR THE EASTBOUND AND SOUTHBOUND RIGHT TURN MOVEMENTS.
- (g) PROVIDE A MINIMUM 125-FOOT INTERNAL PROTECTED STEM.
 - ADDITIONALLY, THE FOLLOWING IMPROVEMENTS SHALL BE CONSTRUCTED.
- (h) CONSTRUCT A NORTHBOUND RIGHT TURN LANE WITH 225 FEET OF STORAGE ON MATTHEWS WEDDINGTON ROAD.
- (i) IMPLEMENT PERMITTED + OVERLAP PHASING FOR THE NORTHBOUND RIGHT TURN MOVEMENT
- 3. MATTHEWS WEDDINGTON ROAD & BRAYLAND AVENUE/ACCESS "B" (UNSIGNALIZED)
- THE FOLLOWING RIGHT-IN, RIGHT-OUT ACCESS CONFIGURATION WILL BE IMPLEMENTED.
- (b) CONSTRUCT A WESTBOUND RIGHT TURN LANE WITH 100 FEET OF STORAGE AND APPROPRIATE DECELERATION TAPER ON MATTHEWS WEDDINGTON ROAD.

(a) ONE INGRESS LANE AND ONE EGRESS LANE (A TERMINATING SOUTHBOUND RIGHT TURN LANE) ON PROPOSED ACCESS "B".

- (c) PROVIDE A MINIMUM 100-FOOT INTERNAL PROTECTED STEM.
- 4. MATTHEWS WEDDINGTON ROAD & ACCESS "C" (UNSIGNALIZED)
 - THE FOLLOWING RIGHT-IN, RIGHT-OUT ACCESS CONFIGURATION WILL BE IMPLEMENTED.
- (b) CONSTRUCT A SOUTHBOUND COMBINED THRU/RIGHT TURN LANE CONTINUED FROM CHESTNUT LANE ON MATTHEWS WEDDINGTON ROAD.

(a) ONE INGRESS LANE AND ONE EGRESS LANE (A TERMINATING EASTBOUND RIGHT TURN LANE) ON PROPOSED ACCESS "C".

- (c) CONSTRUCT AN EXTENSION OF THE CENTER MEDIAN WITHIN THE PAINTED OUT MEDIAN ON MATTHEWS WEDDINGTON ROAD TO PROVIDE MINIMUM OVERLAP WITH ACCESS "C" AND STOP SHORT TO NOT IMPACT THE EXISTING ACCESS FOR THE STORAGE FACILITY ON THE EAST
- SIDE OF MATTHEWS WEDDINGTON ROAD.
- (d) PROVIDE A MINIMUM 100-FOOT INTERNAL PROTECTED STEM. 6. ARCHITECTURAL AND DESIGN STANDARDS
- A. DEVELOPMENT AREA A AND DEVELOPMENT AREA C
- 1. THE MAXIMUM HEIGHT OF ANY PRINCIPAL BUILDING LOCATED ON DEVELOPMENT AREA A OR ON DEVELOPMENT AREA C SHALL BE 32 FEET.
- 2. SUBJECT TO THE TERMS OF PARAGRAPH 12 BELOW, ANY BUILDING LOCATED ON DEVELOPMENT AREA A OR ON DEVELOPMENT AREA C SHALL MEET THE "SHOP-FRONT" BUILDING TYPE STANDARDS (INCLUDING ARCHITECTURAL STANDARDS) SET OUT IN SECTION 9.6 OF THE
- 3. THE PRIMARY EXTERIOR BUILDING MATERIAL FOR EACH SIDE OR ELEVATION OF ANY BUILDING LOCATED ON DEVELOPMENT AREA A OR ON DEVELOPMENT AREA C SHALL BE BRICK.
- 4. THE EXTERIOR OF ANY BUILDING LOCATED ON DEVELOPMENT AREA A OR ON DEVELOPMENT AREA C SHALL NOT BE CLAD WITH METAL. NOTWITHSTANDING THE FOREGOING, METAL CAN BE USED AS AN ACCENT MATERIAL ON THE BUILDING EXTERIORS.
- 5. VINYL, EIFS OR MASONITE MAY NOT BE USED AS AN EXTERIOR BUILDING MATERIAL. NOTWITHSTANDING THE FOREGOING, VINYL MAY BE UTILIZED ON WINDOWS, DOORS, SOFFITS, TRIM AND RAILINGS.
- 6. THE DEVELOPMENT ADMINISTRATOR MAY APPROVE DIFFERENT BUILDING ELEVATIONS FOR THE VARIOUS BUILDINGS TO BE LOCATED ON DEVELOPMENT AREA A IF THE DEVELOPMENT ADMINISTRATOR DETERMINES THAT SUCH DIFFERENT BUILDING ELEVATIONS ARE SIMILAR TO THE ATTACHED CONCEPTUAL, SCHEMATIC IMAGES AND RENDERINGS IN TERMS OF ARCHITECTURAL STYLE AND EXTERIOR BUILDING MATERIALS.
- 7. THE BUILDING ELEVATIONS OF ANY BUILDING LOCATED ON DEVELOPMENT AREA C MUST BE REVIEWED AND APPROVED BY THE DEVELOPMENT ADMINISTRATOR AND PLANNING BOARD PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THE SPECIFIC BUILDING.
- 8. THE COLOR PALETTES OF ANY BUILDING LOCATED ON DEVELOPMENT AREA A OR ON DEVELOPMENT AREA C MUST BE REVIEWED AND APPROVED BY THE DEVELOPMENT ADMINISTRATOR AND PLANNING BOARD PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THE SPECIFIC BUILDING.
- - 1. THE MAXIMUM HEIGHT OF ANY BUILDING LOCATED ON DEVELOPMENT AREA B SHALL BE 36 FEET
 - 2. DEVELOPMENT AREA B SHALL INCLUDE A CLOCK TOWER IN THE LOCATION GENERALLY DEPICTED ON THE REZONING PLAN. ADJUSTMENTS TO THE LOCATION OF THE CLOCK TOWER SHALL BE PERMITTED DURING THE PERMITTING PROCESS. THE DEVELOPMENT ADMINISTRATOR MAY APPROVE A DIFFERENT ARCHITECTURAL ELEVATION FOR THE CLOCK TOWER IF THE DEVELOPMENT ADMINISTRATOR DETERMINES THAT SUCH DIFFERENT ARCHITECTURAL ELEVATION IS SIMILAR TO THE ARCHITECTURAL ELEVATION ATTACHED TO THE REZONING PLAN IN TERMS OF ARCHITECTURAL STYLE AND EXTERIOR BUILDING MATERIALS. THE MAXIMUM HEIGHT OF THE CLOCK TOWER SHALL BE 32 FEET.
- 3. DEVELOPMENT AREA B SHALL INCLUDE AN OBELISK IN THE LOCATION GENERALLY DEPICTED ON THE REZONING PLAN. ADJUSTMENTS TO THE LOCATION OF THE OBELISK SHALL BE PERMITTED DURING THE PERMITTING PROCESS. THE DEVELOPMENT ADMINISTRATOR MAY APPROVE A DIFFERENT ARCHITECTURAL ELEVATION FOR THE OBELISK IF THE DEVELOPMENT ADMINISTRATOR DETERMINES THAT SUCH DIFFERENT ARCHITECTURAL ELEVATION IS SIMILAR TO THE ARCHITECTURAL ELEVATION ATTACHED TO THE REZONING PLAN IN TERMS OF ARCHITECTURAL STYLE AND EXTERIOR BUILDING MATERIALS. THE MAXIMUM HEIGHT OF THE OBELISK SHALL BE 25 FEET.
- 4. INCLUDED WITH THE REZONING PLAN ARE A SERIES OF CONCEPTUAL, SCHEMATIC IMAGES AND RENDERINGS OF THE ELEVATIONS OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS TO BE CONSTRUCTED ON DEVELOPMENT AREA B THAT ARE INTENDED TO DEPICT THE GENERAL CONCEPTUAL ARCHITECTURAL STYLE, DESIGN TREATMENT AND CHARACTER OF THE ELEVATIONS OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS TO BE CONSTRUCTED ON DEVELOPMENT AREA B. ACCORDINGLY, THE ELEVATIONS OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS TO BE CONSTRUCTED ON DEVELOPMENT AREA B SHALL BE DESIGNED AND CONSTRUCTED SO THAT THE ELEVATIONS OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS ARE SUBSTANTIALLY SIMILAR IN APPEARANCE TO THE RELEVANT ATTACHED CONCEPTUAL, SCHEMATIC IMAGES AND RENDERINGS WITH RESPECT TO ARCHITECTURAL STYLE, DESIGN TREATMENT AND CHARACTER. THE FINISHES AND COLORS OF THE EXTERIORS OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS MAY VARY FROM WHAT IS DEPICTED ON THE CONCEPTUAL, SCHEMATIC IMAGES AND RENDERINGS. ADDITIONALLY, CHANGES AND ALTERATIONS TO THE ELEVATIONS OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS TO BE CONSTRUCTED ON DEVELOPMENT AREA B THAT DO NOT MATERIALLY CHANGE THE OVERALL CONCEPTUAL ARCHITECTURAL STYLE, DESIGN TREATMENT AND CHARACTER SHALL BE PERMITTED.
- 5. PURSUANT TO SECTION 5.4-3(C) OF THE ORDINANCE, THE SERIES OF CONCEPTUAL, SCHEMATIC IMAGES AND RENDERINGS OF THE ELEVATIONS OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS TO BE CONSTRUCTED ON DEVELOPMENT AREA B SHALL

- GOVERN THE ARCHITECTURAL DESIGN OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS IN LIEU OF ANY LOT TYPE STANDARDS, BUILDING TYPE STANDARDS (INCLUDING ANY ARCHITECTURAL STANDARDS) AND ANY BUILDING STANDARDS AND ANTI-MONOTONY STANDARDS SET OUT IN ARTICLE 9 OF THE ORDINANCE.
- 6. THE DEVELOPMENT ADMINISTRATOR MAY APPROVE DIFFERENT BUILDING ELEVATIONS FOR THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS TO BE LOCATED ON DEVELOPMENT AREA B IF THE DEVELOPMENT ADMINISTRATOR DETERMINES THAT SUCH DIFFERENT BUILDING ELEVATIONS ARE SIMILAR TO THE ATTACHED CONCEPTUAL, SCHEMATIC IMAGES AND RENDERINGS IN TERMS OF ARCHITECTURAL STYLE AND EXTERIOR BUILDING MATERIALS.
- 7. THE RESIDENTIAL COMMUNITY ON DEVELOPMENT AREA B WILL BE A GATED COMMUNITY AS GENERALLY DEPICTED ON THE REZONING PLAN.
- 8. VINYL, EIFS OR MASONITE MAY NOT BE USED AS AN EXTERIOR BUILDING MATERIAL. NOTWITHSTANDING THE FOREGOING, VINYL MAY BE UTILIZED ON WINDOWS, DOORS, GARAGE DOORS, SOFFITS, TRIM AND RAILINGS.
- 9. THE COLOR PALETTES OF ANY BUILDING LOCATED ON DEVELOPMENT AREA B MUST BE REVIEWED AND APPROVED BY THE DEVELOPMENT ADMINISTRATOR AND PLANNING BOARD PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR THE SPECIFIC BUILDING
- A. PLANTING STRIPS AND SIDEWALKS SHALL BE INSTALLED ALONG THE SITE'S STREET FRONTAGES AS DEPICTED ON THE REZONING PLAN.
- 8. OPEN SPACE/TREE SAVE/BERM
- A. THE SITE SHALL COMPLY WITH THE OPEN SPACE REQUIREMENTS OF THE ORDINANCE
- B. EXCEPT AS OTHERWISE PROVIDED BELOW IN PARAGRAPH 12, THE SITE SHALL COMPLY WITH THE TREE SAVE REQUIREMENTS OF THE
- C. EXCEPT AS OTHERWISE PROVIDED BELOW IN PARAGRAPH 12, THE SITE SHALL COMPLY WITH THE LANDSCAPING REQUIREMENTS OF THE
- D. AS NOTED ABOVE IN PARAGRAPH 1.E., THE DEVELOPMENT OF THE SITE SHALL BE CONSIDERED TO BE A PLANNED/UNIFIED DEVELOPMENT. ACCORDINGLY, THE TREE SAVE AND OPEN SPACE REQUIREMENTS OF THE ORDINANCE MAY BE CALCULATED AND SATISFIED OVER THE ENTIRE SITE, RATHER THAN WITHIN EACH INDIVIDUAL DEVELOPMENT AREA. AS A RESULT, EACH INDIVIDUAL DEVELOPMENT AREA SHALL NOT BE REQUIRED TO MEET THE TREE SAVE AND OPEN SPACE REQUIREMENTS OF THE ORDINANCE PROVIDED THAT THE SITE AS A WHOLE MEETS SUCH TREE SAVE AND OPEN SPACE REQUIREMENTS.
- THE SITE SHALL INCLUDE LANDSCAPING AND OUTDOOR AMENITIES (WHICH ELEMENTS SHALL INCLUDE WALKING TRAILS AND A POCKET PARK) IN THE SITE'S OPEN SPACE. THE SPECIFIC LOCATIONS AND TYPES OF SUCH AMENITIES SHALL BE DETERMINED BY THE APPLICANT DURING THE CONSTRUCTION PROCESS, AFTER CLEARING AND GRADING IS SUBSTANTIALLY COMPLETE BUT BEFORE VERTICAL CONSTRUCTION BEGINS
- F. A MINIMUM 4-FOOT-TALL BERM WITH BUFFER PLANTINGS SHALL BE INSTALLED ALONG THAT PORTION OF THE SITE'S SOUTHERN BOUNDARY LINE THAT IS MORE PARTICULARLY DEPICTED ON SHEET R2.4 OF THE REZONING PLAN (THE "BERM"). A CROSS-SECTION OF THE BERM IS SET OUT ON SHEET C2.4 OF THE REZONING PLAN, AND THE BERM SHALL MEET THE SPECIFICATIONS OF THE CROSS-SECTION.
- MULTI-USE PATH / GREENWAY TRAIL
- A. SUBJECT TO THE APPROVAL OF THE TOWN, NCDOT AND ANY OTHER APPLICABLE GOVERNMENTAL AUTHORITIES, APPLICANT SHALL INSTALL A MINIMUM 12-FOOT-WIDE MULTI-USE PATH/GREENWAY TRAIL (THE "PATH") ALONG THAT PORTION OF THE SITE'S FRONTAGE ON MATTHEWS-WEDDINGTON ROAD THAT IS MORE PARTICULARLY DEPICTED ON THE REZONING PLAN. THE PATH SHALL BE LOCATED WITHIN THE RIGHT OF WAY OF MATTHEWS-WEDDINGTON ROAD, AND IT SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE TOWN STANDARDS. IF APPLICANT DOES NOT RECEIVE ALL REQUIRED GOVERNMENTAL APPROVALS TO INSTALL THE PATH, APPLICANT SHALL HAVE NO OBLIGATION TO
- SUBJECT TO THE APPROVAL OF THE TOWN, NCDOT AND ANY OTHER APPLICABLE GOVERNMENTAL AUTHORITIES, APPLICANT SHALL INSTALL TWO (2) SIGN ALONG THE PATH THAT ARE CONSISTENT WITH THE "TRAIL SUPPORT FACILITIES" AS DEPICTED IN THE STALLINGS GREENWAY MASTER PLAN. THE SPECIFIC LOCATION AND TYPE OF SUCH SIGNS SHALL BE DETERMINED DURING THE PERMITTING PROCESS.
- C. THE PATH SHALL BE MAINTAINED BY THE TOWN OR NCDOT.
- 10. <u>SIGNS/SIGN EASEMENT TO THE TOWN</u>
- A. EXCEPT AS OTHERWISE PROVIDED BELOW IN PARAGRAPH 12, ALL SIGNS INSTALLED ON THE SITE SHALL COMPLY WITH THE REQUIREMENTS OF THE ORDINANCE.
- NOTWITHSTANDING THE TERMS OF PARAGRAPH 10.A. ABOVE, APPLICANT MAY, EITHER CONCURRENTLY WITH THIS REZONING APPLICATION OR SUBSEQUENT THERETO, PURSUE THE APPROVAL OF A MASTER SIGN PLAN FOR DEVELOPMENT AREA A PURSUANT TO SECTION 17.10 OF THE ORDINANCE. THE APPROVED MASTER SIGN PLAN MAY INCLUDE SIGNS OF DIFFERENT SIZES, TYPES, LOCATIONS, PLACEMENTS AND HEIGHTS FROM THOSE OTHERWISE ENUMERATED OR PERMITTED IN THE ORDINANCE.
- UPON THE REQUEST OF THE TOWN, AND SUBJECT TO THE APPROVAL OF ANY APPLICABLE GOVERNMENTAL AUTHORITIES (IF ANY) AND THE EXECUTION OF ANY REQUIRED AGREEMENTS BY THE PARTIES, APPLICANT SHALL GRANT AND CONVEY TO THE TOWN AN EASEMENT ON THE SOUTHERNMOST PORTION OF THE SITE FOR THE INSTALLATION, MAINTENANCE, REPAIR AND REPLACEMENT OF A "WELCOME TO STALLINGS" SIGN BY THE TOWN, AT ITS SOLE COST AND EXPENSE. THE EASEMENT SHALL BE LOCATED IN THE AREA OF DEVELOPMENT AREA A.2 DESIGNATED ON THE REZONING PLAN AS "POTENTIAL SIGN EASEMENT AREA." THE TOWN SHALL NOT REQUEST THE GRANTING AND CONVEYANCE OF THE EASEMENT UNTIL GRADING HAS COMMENCED ON DEVELOPMENT AREA B PURSUANT TO THIS REZONING PLAN.
- 11. <u>STORMWATER</u>
- SUBJECT TO THE APPROVAL OF THE UNION COUNTY STORMWATER & FLOODPLAIN DEPARTMENT, WATER DETAINED IN THE STORMWATER POND DESIGNATED ON THE REZONING PLAN AS THE "WEST POND" SHALL BE DISCHARGED TO THE OFF-SITE STREAM LOCATED TO THE NORTH OF THE SITE (RATHER THAN THE OFF-SITE STREAM LOCATED TO THE WEST OF THE SITE). IF THE UNION COUNTY STORMWATER & FLOODPLAIN DEPARTMENT DOES NOT APPROVE THE DISCHARGE OF THE WATER TO THE OFF-SITE STREAM LOCATED TO THE NORTH OF THE SITE, THEN SUCH WATER SHALL BE DISCHARGED AS OTHERWISE DIRECTED BY THE UNION COUNTY STORMWATER & FLOODPLAIN DEPARTMENT.
- 12. <u>SPECIFIC CHANGES/EXCEPTIONS TO THE DEVELOPMENT ORDINANCE</u>

ON THE LANDSCAPING PLAN OF THE REZONING PLAN.

SIDEWALKS, DEPICTED ON THE REZONING PLAN.

AREA C ALONG THE PUBLIC STREET FRONTAGE.

DESCRIBED HEREIN AND DEPICTED ON THE REZONING PLAN.

DEPICTED ON THE REZONING PLAN.

DEPICTED ON THE REZONING PLAN.

LOCATED ON SEPARATE LOTS.

ON THE REZONING PLAN.

- A. PURSUANT TO SECTION 5.4-3(C) OF THE ORDINANCE, THE CHANGES/EXCEPTIONS TO THE ORDINANCE SET OUT BELOW IN THIS PARAGRAPH 12 ARE BEING REQUESTED BY APPLICANT, AND SUCH CHANGES/EXCEPTIONS WILL BE DEEMED TO BE APPROVED IN THE EVENT THAT THE CONDITIONAL REZONING REQUEST IS APPROVED BY TOWN COUNCIL.
- 1. IN ADDITION TO THOSE CHANGES/EXCEPTIONS SET OUT BELOW, A CHANGE/EXCEPTION TO THE ORDINANCE TO ALLOW THE SITE TO BE DEVELOPED AS GENERALLY DEPICTED ON THE REZONING PLAN
- 2. DEVELOPMENT AREA A AND DEVELOPMENT AREA (
- (a) A CHANGE/EXCEPTION FROM SECTION 9.6-2(A)(4) OF THE ORDINANCE TO ALLOW PARKING TO BE LOCATED AS GENERALLY DEPICTED ON THE REZONING PLAN.
- (b) A CHANGE/EXCEPTION FROM SECTION 9.6-2(A)(7) OF THE ORDINANCE TO ALLOW TRASH CONTAINERS TO BE LOCATED AS GENERALLY DEPICTED ON THE REZONING PLAN.
- (c) A CHANGE/EXCEPTION FROM SECTION 9.6-2(B)(2) OF THE ORDINANCE TO ALLOW PRIMARY PEDESTRIAN ACCESS INTO EACH BUILDING TO BE FROM THE PARKING LOT.
- (d) A CHANGE/EXCEPTION FROM SECTION 9.6-3(A)(4) OF THE ORDINANCE TO ALLOW EACH BUILDING TO BE ONE STORY IN HEIGHT
- (e) A CHANGE/EXCEPTION FROM SECTION 11.6-1 (TABLE 11.1) OF THE ORDINANCE TO ALLOW A 10-FOOT-WIDE TYPE C BUFFER TO BE INSTALLED IN THE AREA DEPICTED ON THE REZONING PLAN IN LIEU OF THE REQUIRED BUFFER.

(f) A CHANGE/EXCEPTION FROM SECTION 11.6-1 (TABLE 11.1) OF THE ORDINANCE TO ALLOW THE ELIMINATION OF THE BUFFER IN THE AREA

DESIGNATED ON THE REZONING PLAN AS "POTENTIAL WATER TANK LOCATION" IF THE WATER TANK (AS DEFINED IN PARAGRAPH 14.A) IS

- LOCATED IN THAT AREA, SUBJECT TO THE ENHANCED SCREENING REQUIREMENTS SET OUT IN PARAGRAPH 14.C. (g) A CHANGE/EXCEPTION FROM SECTION 11.11 OF THE ORDINANCE TO ALLOW THE REMOVAL OF RARE AND SPECIMEN TREES AS DEPICTED
- (h) A CHANGE/EXCEPTION FROM SECTION 13.2-3 OF THE ORDINANCE TO ALLOW THE SIDEWALKS, INCLUDING THE WIDTHS OF THE
- (i) A CHANGE/EXCEPTION FROM SECTION 13.2-5 OF THE ORDINANCE TO ALLOW THE PRIVATE STREETS, PRIVATE DRIVES AND PARKING LOTS
- (j) A CHANGE/EXCEPTION FROM SECTION 17.7-1(B) OF THE ORDINANCE TO ALLOW TWO MONUMENT SIGNS ON DEVELOPMENT AREA A ALONG THE PUBLIC STREET FRONTAGE (INCLUDING ONE MONUMENT SIGN FOR THE NON-RESIDENTIAL DEVELOPMENT ON DEVELOPMENT AREA A AND ONE MONUMENT SIGN FOR THE RESIDENTIAL COMMUNITY ON DEVELOPMENT AREA B) AND ONE MONUMENT SIGN ON DEVELOPMENT
- DEVELOPMENT AREA B
- (a) A CHANGE/EXCEPTION FROM SECTION 2.2 OF THE ORDINANCE TO ALLOW THE LOTS AND USES TO ABUT AND FRONT A PRIVATE STREET, PRIVATE DRIVEWAY OR PARKING LOT AS GENERALLY DEPICTED ON THE REZONING PLAN.
- (b) A CHANGE/EXCEPTION FROM SECTION 2.13-7(A) OF THE ORDINANCE TO ALLOW THE SWIMMING POOL TO BE LOCATED AS GENERALLY
- (c) A CHANGE/EXCEPTION FROM SECTION 2.13-8(A) OF THE ORDINANCE TO ALLOW RETAINING WALLS TO EXCEED 8 FEET IN HEIGHT.
- DESCRIBED HEREIN AND DEPICTED ON THE REZONING PLAN. (e) A CHANGE/EXCEPTION FROM SECTION 8.4-6(E)(2) OF THE ORDINANCE TO ALLOW THE ATTACHED HOUSING RESIDENTIAL DENSITY

(d) A CHANGE/EXCEPTION FROM SECTION 8.4-6(E)(1) OF THE ORDINANCE TO ALLOW THE DETACHED HOMES RESIDENTIAL DENSITY

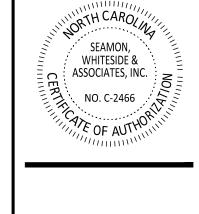
HEREIN AND DEPICTED ON THE REZONING PLAN. (g) A CHANGE/EXCEPTION FROM SECTION 8.4-6(F)(2) OF THE ORDINANCE TO ELIMINATE THE MINIMUM DIMENSIONAL STANDARDS FOR SINGLE FAMILY DETACHED HOUSING. AS DEPICTED ON THE REZONING PLAN, THE SINGLE FAMILY DETACHED HOUSING ON THE SITE WILL NOT BE

(f) A CHANGE/EXCEPTION FROM SECTION 8.4-6(E)(3) OF THE ORDINANCE TO ALLOW THE MULTI-FAMILY RESIDENTIAL DENSITY DESCRIBED

(i) A CHANGE/EXCEPTION FROM SECTION 9.2-2(A)(2) OF THE ORDINANCE TO ALLOW BUILDING PLACEMENT TO BE AS GENERALLY DEPICTED

(h) A CHANGE/EXCEPTION FROM SECTION 9.2-2(A)(1) OF THE ORDINANCE TO ALLOW BUILDING PLACEMENT TO BE AS GENERALLY DEPICTED ON THE REZONING PLAN. AS DEPICTED ON THE REZONING PLAN, THE SINGLE FAMILY DETACHED HOUSING ON THE SITE WILL NOT BE LOCATED ON SEPARATE LOTS WITH FRONT, REAR, OR SIDE SETBACKS.

MOUNT PLEASANT, S 843.884.1667 GREENVILLE, SC 864.298.0534 SUMMERVILLE, SO 843.972.0710 SPARTANBURG, SC 864.272.1272 CHARLOTTE, NC 980.312.5450 RALEIGH, NC 980.312.5450 WWW.SEAMONWHITESIDE.COM



SW+ PROJECT: 11408 9/03/2025 DRAWN BY: CHECKED BY: **REVISION HISTORY**

REZONING

NOTES

REZONING NOTES (CONTINUED):

AS GENERALLY DEPICTED ON THE REZONING PLAN.

THAT ARE NOT ATTACHED.

THE REZONING PLAN.

- (j) A CHANGE/EXCEPTION FROM SECTION 9.2-2(A)(3) OF THE ORDINANCE TO ALLOW PARKING TO BE LOCATED AS GENERALLY DEPICTED ON THE REZONING PLAN.
- (k) A CHANGE/EXCEPTION FROM SECTION 9.2-2(A)(6) OF THE ORDINANCE TO ELIMINATE THE REQUIREMENT THAT BUILDINGS MUST BE BUILT UTILIZING CRAWL SPACE CONSTRUCTION, AS BUILDINGS WILL BE BUILT ON SLABS.
- (I) A CHANGE/EXCEPTION FROM SECTION 9.2-2(B)(1) OF THE ORDINANCE TO ALLOW PEDESTRIAN ACCESS TO THE BUILDINGS TO BE LOCATED
- (m) A CHANGE/EXCEPTION FROM SECTION 9.2-3(A)(1)(A) OF THE ORDINANCE TO ALLOW BUILDINGS ON DEVELOPMENT AREA B TO HAVE A MAXIMUM HEIGHT OF 36 FEET.
- (n) A CHANGE/EXCEPTION FROM SECTION 9.2-3(A)(6) OF THE ORDINANCE TO ELIMINATE THE REQUIREMENT FOR A MINIMUM 8-INCH OVERHANG AND GABLE END-RAKE WITH VENTED EAVES, AS NOT ALL DETACHED BUILDINGS WILL HAVE AN 8-INCH OVERHANG AND GABLE
- OVERHANG AND GABLE END-RAKE WITH VENTED EAVES, AS NOT ALL DETACHED BUILDINGS WILL HAVE AN 8-INCH OVERHANG AND GABL END-RAKE WITH VENTED EAVES ON ALL SIDES.
- (p) A CHANGE/EXCEPTION FROM SECTION 9.3-2(A)(4) OF THE ORDINANCE TO ELIMINATE THE REQUIREMENT THAT ALL BUILDINGS MUST FRONT ONTO A PUBLIC STREET. AS DEPICTED ON THE REZONING PLAN, BUILDINGS SHALL FRONT ONTO A PRIVATE STREET, PRIVATE

(o) A CHANGE/EXCEPTION FROM SECTION 9.3-2(A)(1) OF THE ORDINANCE TO ALLOW LESS THAN A 12-FOOT SEPARATION BETWEEN UNITS

- DRIVE AND/OR A PARKING LOT.

 (q) A CHANGE/EXCEPTION FROM SECTION 9.3-2(A)(5) OF THE ORDINANCE TO ELIMINATE THE REQUIREMENT THAT BUILDINGS MUST BE BUILT
- (r) A CHANGE/EXCEPTION FROM SECTION 9.3-2(A)(5) OF THE ORDINANCE TO ELIMINATE THE REQUIREMENT THAT BUILDINGS HAVE A FINISHED
- (s) A CHANGE/EXCEPTION FROM SECTION 9.3-3(A)(1) OF THE ORDINANCE TO ALLOW BUILDINGS ON DEVELOPMENT AREA B TO HAVE A MAXIMUM HEIGHT OF 36 FEET.

UTILIZING CRAWL SPACE CONSTRUCTION, AS BUILDINGS WILL BE BUILT ON SLABS.

FLOOR ELEVATION A MINIMUM OF 2 VERTICAL FEET ABOVE THE ADJACENT SIDEWALK.

UTILIZING CRAWL SPACE CONSTRUCTION, AS BUILDINGS WILL BE BUILT ON SLABS.

- (t) A CHANGE/EXCEPTION FROM SECTIONS 9.3-3(B)(1)(F) AND 9.4-3(B)(1)(F) OF THE ORDINANCE TO ELIMINATE THIS REQUIREMENT REGARDING FRONT LOADED GARAGES.
- (u) A CHANGE/EXCEPTION FROM SECTION 9.4-2(A)(2) OF THE ORDINANCE TO ELIMINATE THE REQUIREMENT THAT THE FRONT BUILD-TO LINE SHALL BE 20 TO 35 FEET BEHIND STREET RIGHT OF WAY, AS THERE IS NOT ANY RIGHT OF WAY IN DEVELOPMENT AREA B.
- (v) A CHANGE/EXCEPTION FROM SECTION 9.4-2(A)(2) OF THE ORDINANCE TO ALLOW THE SUM OF THE SIDEWALK AND PLANTING STRIP TO BE LESS THAN 12 FEET AS GENERALLY DEPICTED ON THE REZONING PLAN.
- (w) A CHANGE/EXCEPTION FROM SECTION 9.4-2(A)(6) OF THE ORDINANCE TO ELIMINATE THE REQUIREMENT THAT BUILDINGS MUST BE BUILT
- (x) A CHANGE/EXCEPTION FROM SECTION 9.4-2(A)(6) OF THE ORDINANCE TO ELIMINATE THE REQUIREMENT THAT BUILDINGS HAVE A FINISHED
- FLOOR ELEVATION A MINIMUM OF 2 VERTICAL FEET ABOVE THE ADJACENT SIDEWALK.

(y) A CHANGE/EXCEPTION FROM SECTION 9.4-2(A)(7) OF THE ORDINANCE TO ALLOW PARKING TO BE LOCATED AS GENERALLY DEPICTED ON

- (z) A CHANGE/EXCEPTION FROM SECTION 9.4-2(B)(4) OF THE ORDINANCE TO ALLOW PRIMARY PEDESTRIAN ACCESS TO EACH BUILDING AND
- EACH INDIVIDUAL UNIT TO BE FROM THE PARKING AREAS.

 (aa) A CHANGE/EXCEPTION FROM SECTION 10.1-24(B)(1) OF THE ORDINANCE TO ALLOW MULTI-FAMILY DEVELOPMENT TO EXCEED A TOTAL OF
- 72 DWELLING UNITS WITHOUT A SEPARATION OF PARCELS BY A PUBLIC STREET OR PARK.
- (bb) A CHANGE/EXCEPTION FROM SECTION 10.1-24(B)(4) OF THE ORDINANCE TO ALLOW PARKING TO BE LOCATED AS GENERALLY DEPICTED ON THE REZONING PLAN.
- (cc) A CHANGE/EXCEPTION FROM SECTION 11.6-1 (TABLE 11.1) OF THE ORDINANCE TO ALLOW THE ELIMINATION OF THE BUFFER IN THE AREA DESIGNATED ON THE REZONING PLAN AS "POTENTIAL WATER TANK LOCATION" IF THE WATER TANK (AS DEFINED IN PARAGRAPH 14.A) IS LOCATED IN THAT AREA, SUBJECT TO THE ENHANCED SCREENING REQUIREMENTS SET OUT IN PARAGRAPH 14.C.
- (dd) A CHANGE/EXCEPTION FROM SECTION 11.6-1 (TABLE 11.1) OF THE ORDINANCE TO ELIMINATE THE REQUIREMENT FOR A 40-FOOT-WIDE TYPE A BUFFER YARD TO BE LOCATED IN THE 20-FOOT SEWER EASEMENT AND THE 68 FOOT DUKE POWER RIGHT OF WAY LOCATED ALONG PORTIONS OF THE SITE'S SOUTHERN AND WESTERN BOUNDARIES AS GENERALLY DEPICTED ON THE REZONING PLAN.
- (ee) A CHANGE/EXCEPTION FROM SECTION 11.6-4(B) OF THE ORDINANCE TO APPLY THE REQUIRED PLANTING RATE TO PARKING SPACES ONLY.
- (ff) A CHANGE/EXCEPTION FROM SECTION 11.11 OF THE ORDINANCE TO ALLOW THE REMOVAL OF RARE AND SPECIMEN TREES AS DEPICTED ON THE LANDSCAPING PLAN OF THE REZONING PLAN.
- (gg) A CHANGE/EXCEPTION FROM SECTION 12.3-7 OF THE ORDINANCE TO ALLOW DETACHED GARAGES TO BE LOCATED AS GENERALLY DEPICTED ON THE REZONING PLAN.
- (hh) A CHANGE/EXCEPTION FROM SECTION 12.12(A)(1) AND TABLE 12.1 OF THE ORDINANCE TO ALLOW A DRIVEWAY LENGTH OF LESS THAN 25 FEET FOR THE DRIVEWAYS OF THE TERRACE HOMES DEPICTED ON THE REZONING PLAN.
- (ii) A CHANGE/EXCEPTION FROM SECTION 13.2-3 OF THE ORDINANCE TO ALLOW THE SIDEWALKS, INCLUDING THE WIDTHS OF THE SIDEWALKS, DEPICTED ON THE REZONING PLAN.
- (jj) A CHANGE/EXCEPTION FROM SECTION 13.2-5 OF THE ORDINANCE TO ALLOW THE PRIVATE STREETS, PRIVATE DRIVES AND PARKING LOTS DEPICTED ON THE REZONING PLAN.
- (kk) A CHANGE/EXCEPTION FROM SECTION 17.4(A) OF THE ORDINANCE TO ALLOW AN OFF-PREMISES SIGN FOR THE RESIDENTIAL COMPONENTS OF DEVELOPMENT AREA B TO BE LOCATED ON DEVELOPMENT AREA A.
- (II) A CHANGE/EXCEPTION FROM SECTION 19.19 OF THE ORDINANCE TO ALLOW A PERMANENT EASEMENT TO ENCROACH INTO THE STREAM BUFFER FOR THE PURPOSE OF TERRACE HOME DECK SUPPORTS IN THOSE AREAS OF THE REZONING PLAN MARKED AS "PERMANENT STREAM BUFFER ENCROACHMENT."
- (mm) PURSUANT TO SECTION 5.4-3(C) OF THE ORDINANCE, THE SERIES OF CONCEPTUAL, SCHEMATIC IMAGES AND RENDERINGS OF THE ELEVATIONS OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS TO BE CONSTRUCTED ON DEVELOPMENT AREA B SHALL GOVERN THE ARCHITECTURAL DESIGN OF THE VARIOUS DWELLING UNITS AND RESIDENTIAL BUILDINGS IN LIEU OF ANY LOT TYPE STANDARDS, BUILDING TYPE STANDARDS (INCLUDING ANY ARCHITECTURAL STANDARDS) AND ANY BUILDING STANDARDS AND ANTI-MONOTONY STANDARDS SET OUT IN ARTICLE 9 OF THE ORDINANCE
- 13. FLEXIBLE DEVELOPMENT STANDARDS
- A. APPLICANT MAY UTILIZE THE FLEXIBLE DESIGN PROCESS SET OUT IN ARTICLE 14 OF THE ORDINANCE DURING THE PERMITTING AND DEVELOPMENT PROCESS.
- 14. WATER TANK
- A WATER TANK WITH ACCESSORY AND SUPPORTIVE FACILITIES MAY BE LOCATED ON THE SITE FOR THE BENEFIT OF THE SITE (THE "WATER TANK"). THE WATER TANK, AS A STRUCTURE OR STRUCTURAL COMPONENT NOT INTENDED FOR HUMAN OCCUPANCY, SHALL NOT BE CONSIDERED A "BUILDING" FOR PURPOSES OF THE REZONING PLAN, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE STALLINGS DEVELOPMENT ORDINANCE AND SHALL NOT BE SUBJECT TO ANY ARCHITECTURAL AND DESIGN STANDARDS SET OUT IN THESE DEVELOPMENT STANDARDS OR THE STALLINGS DEVELOPMENT ORDINANCE. THE MAXIMUM HEIGHT OF THE WATER TANK SHALL BE 35 FEET.
- B. THE PERIMETER OF THE WATER TANK SHALL BE SCREENED AT GROUND LEVEL WITH EVERGREEN LANDSCAPING SPACED 8 FEET ON CENTER USING SPECIES THAT HAVE AN EXPECTED MINIMUM HEIGHT OF 6 FEET WITHIN 3 YEARS OF PLANTING OR, AT THE APPLICANT'S SOLE DISCRETION, WITH A SINGLE OPAQUE MATERIAL WALL OR FENCE WITH A MINIMUM HEIGHT OF 6 FEET.
- C. THE LOCATION OF THE WATER TANK SHALL BE DETERMINED DURING THE PERMITTING PROCESS. NOTWITHSTANDING THE FOREGOING, THE WATER TANK SHALL NOT BE LOCATED ON DEVELOPMENT AREA C. EXCEPT AS PROVIDED BELOW, THE WATER TANK MAY NOT BE LOCATED WITHIN A BUFFER. IF THE WATER TANK IS LOCATED WITHIN ONE OF THE TWO AREAS DESIGNATED ON THE REZONING PLAN AS "POTENTIAL WATER TANK LOCATION," THEN THE SITE'S BUFFER WITHIN THE RELEVANT AREA MAY BE ELIMINATED, PROVIDED, HOWEVER, THAT THE WATER TANK SHALL BE LOCATED AT LEAST 5 FEET FROM THE SITE'S PROPERTY LINE AND THE APPLICANT SHALL PROVIDE ENHANCED SCREENING OF THE WATER TANK BEYOND THE REQUIREMENTS OF PARAGRAPH 14.B IN THE FORM OF LARGE-MATURING EVERGREEN TREES THAT SHALL BE A MINIMUM OF 10 TO 12 FEET IN HEIGHT AT THE TIME OF INSTALLATION AND PLANTED 20 FEET ON CENTER.
- 15. BINDING EFFECT OF THE REZONING APPLICATION
- A. IF THIS REZONING APPLICATION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT AND/OR USE OF THE SITE IMPOSED UNDER THIS REZONING PLAN WILL, UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF APPLICANT AND THE CURRENT AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE SUCCESSORS IN INTEREST AND ASSIGNS. THROUGHOUT THESE DEVELOPMENT STANDARDS, THE TERMS, "APPLICANT" AND "OWNER" OR "OWNERS" SHALL BE DEEMED TO INCLUDE THE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST AND ASSIGNS OF APPLICANT OR THE OWNER OR OWNERS OF THE SITE FROM TIME TO TIME WHO MAY BE INVOLVED IN ANY FUTURE DEVELOPMENT THEREOF.





REZONING PLAN

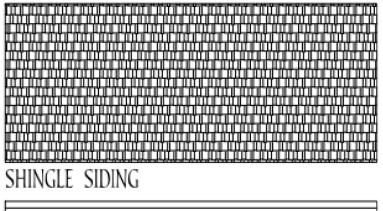
NOTES

THE COTTAGE GREEN

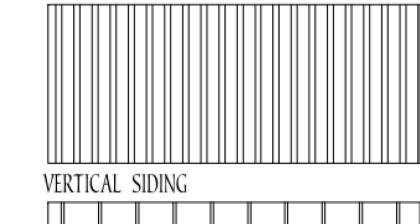
STALLINGS, NORTH CAROLINA

DEVELOPER: HMF AMERICANA, LLC

EXTERIOR MATERIALS



HORIZONTAL LAP SIDING

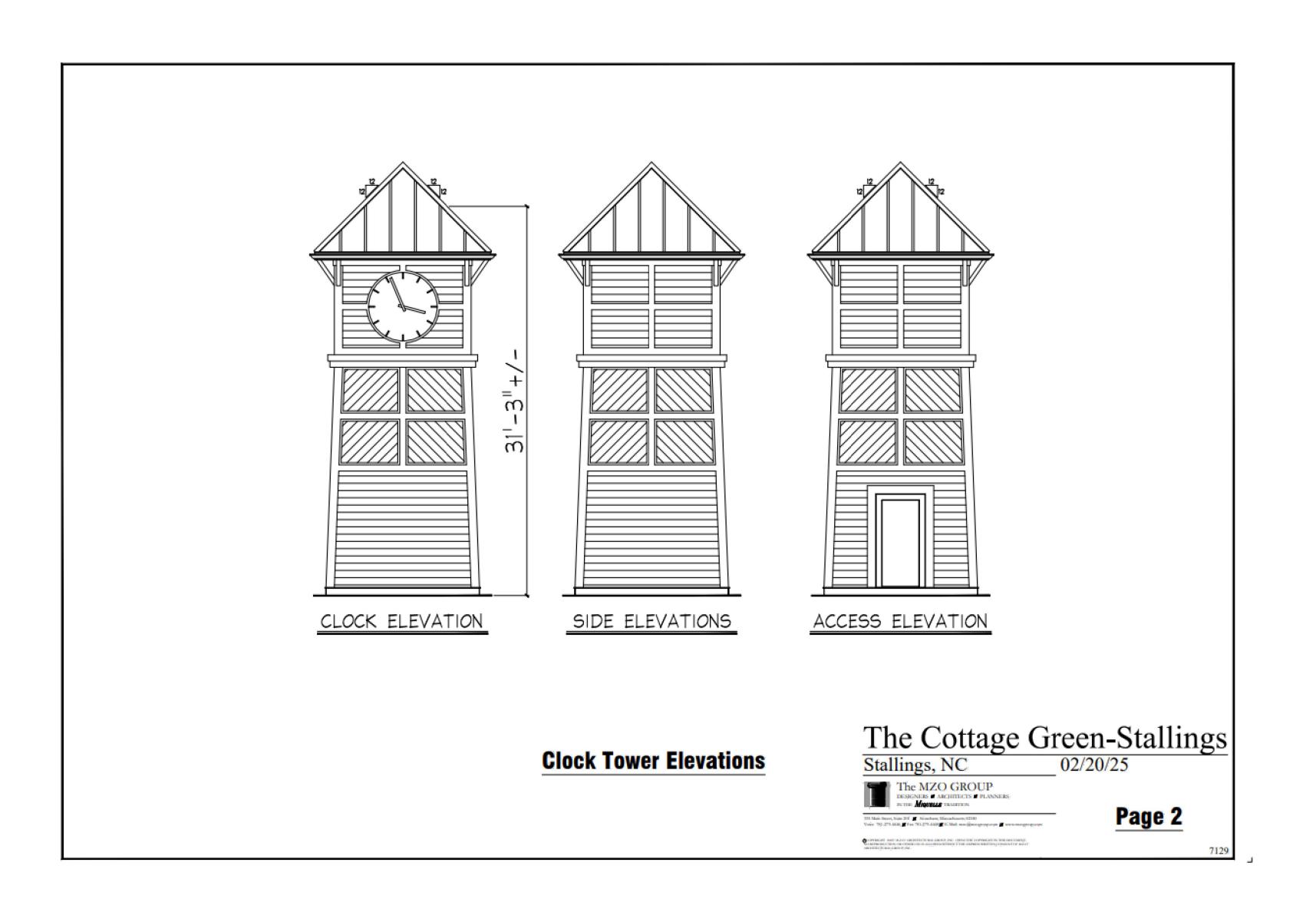


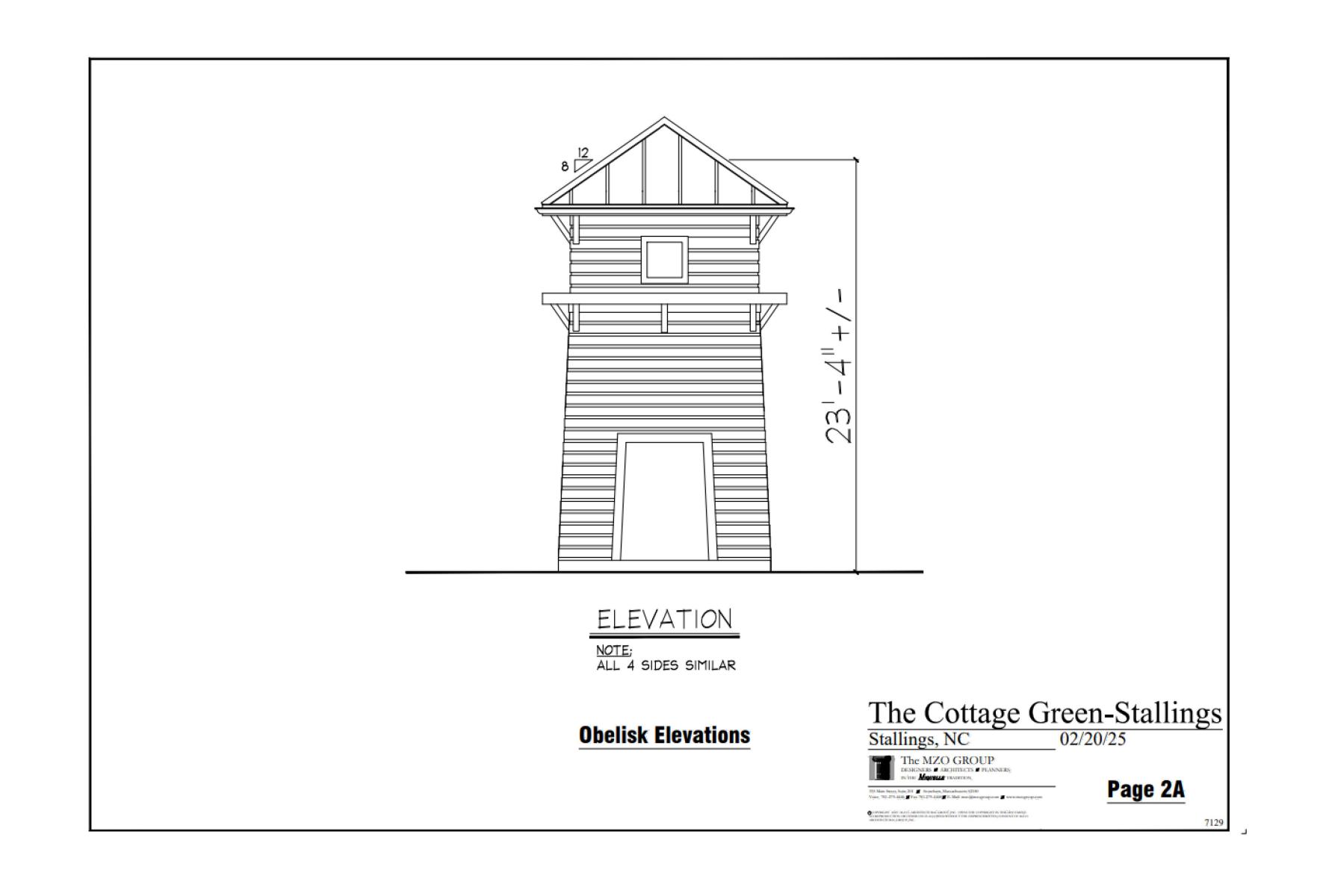
STANDING SEAM METAL ROOFING ALL OTHER ROOFING TO BE ASPHALT SHINGLES TABLE OF CONTENTS

- COMMUNITY BUILDING ELEVATIONS
- 2 CLOCK TOWER ELEVATIONS
- 2A OBELISK ELEVATIONS
- MAIL PAVILION
- 2-BEDROOM MB COTTAGE ELEVATIONS
- 6 3-BEDROOM COTTAGE ELEVATIONS
- PATIO HOME A ELEVATIONS
- 8 PATIO HOME B ELEVATIONS
- 9 PATIO HOME C ELEVATIONS
- 10 PATIO HOME D ELEVATIONS
- II HEXPLEX LEFT ELEVATIONS
- 12 HEXPLEX RIGHT ELEVATIONS
- 13 OCTOPLEX ELEVATIONS
- 14 3-BEDROOM TERRACE HOME ELEVATIONS
- 15 4-CAR GARAGE ELEVATIONS

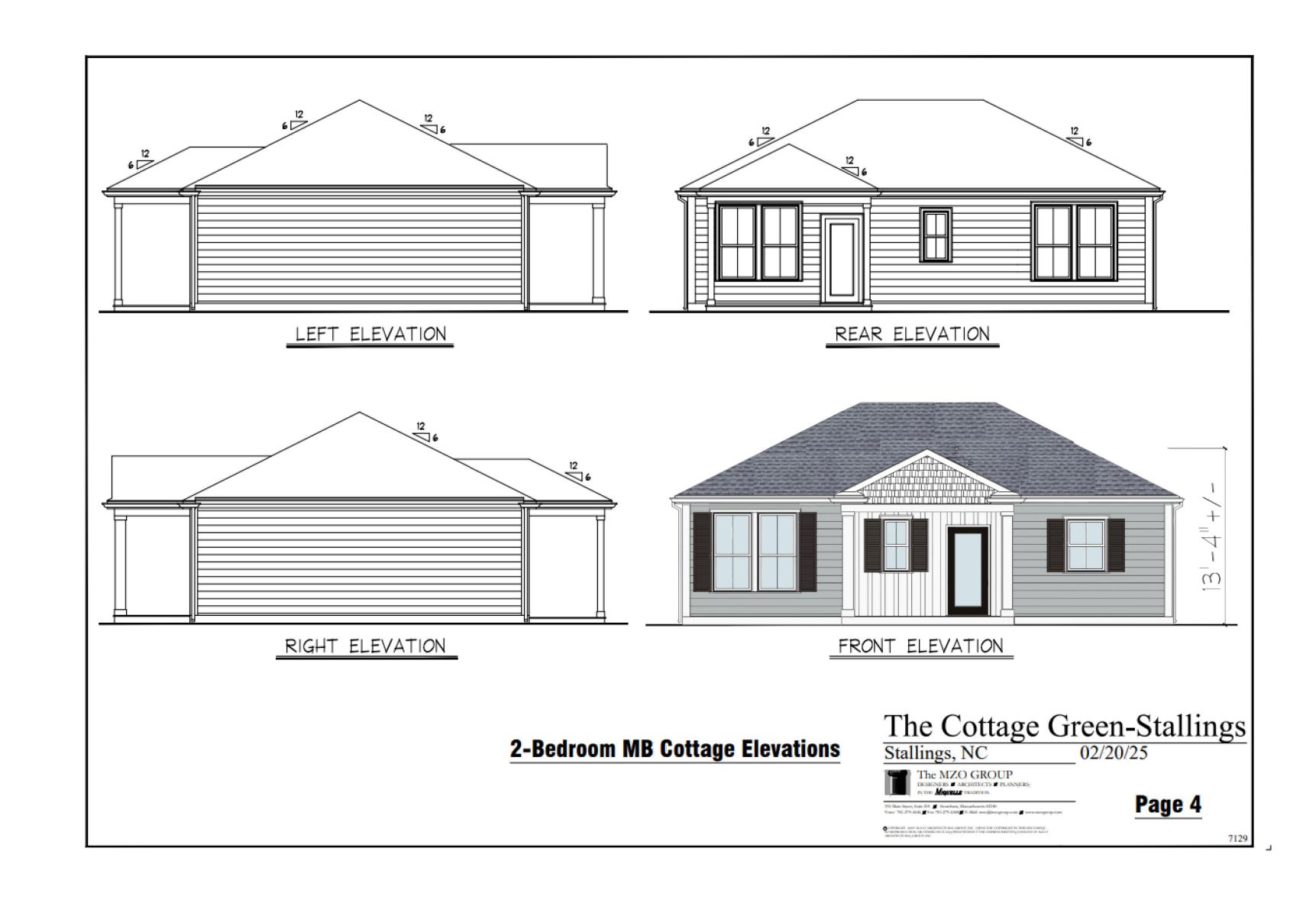
The MZO GROUP

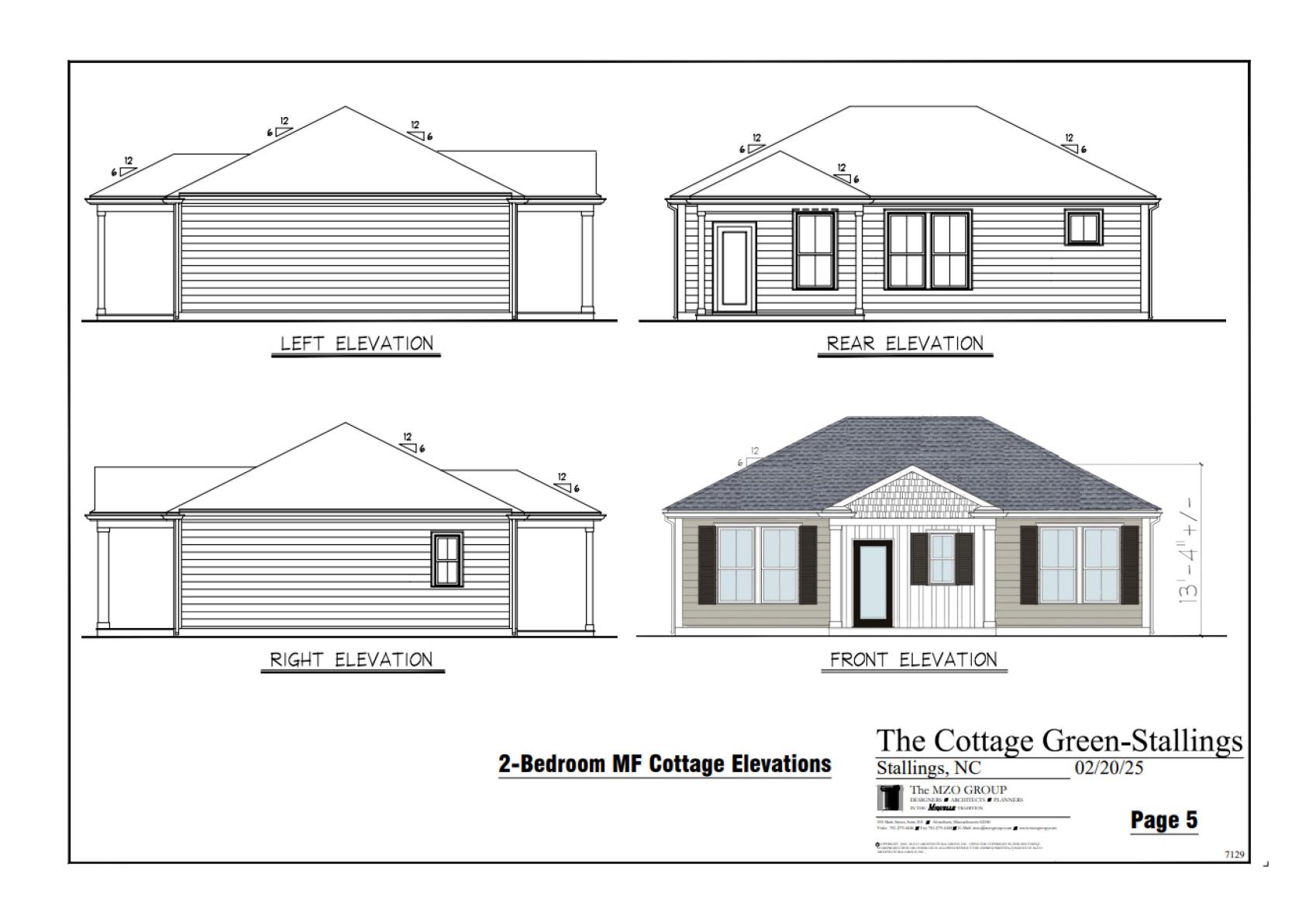


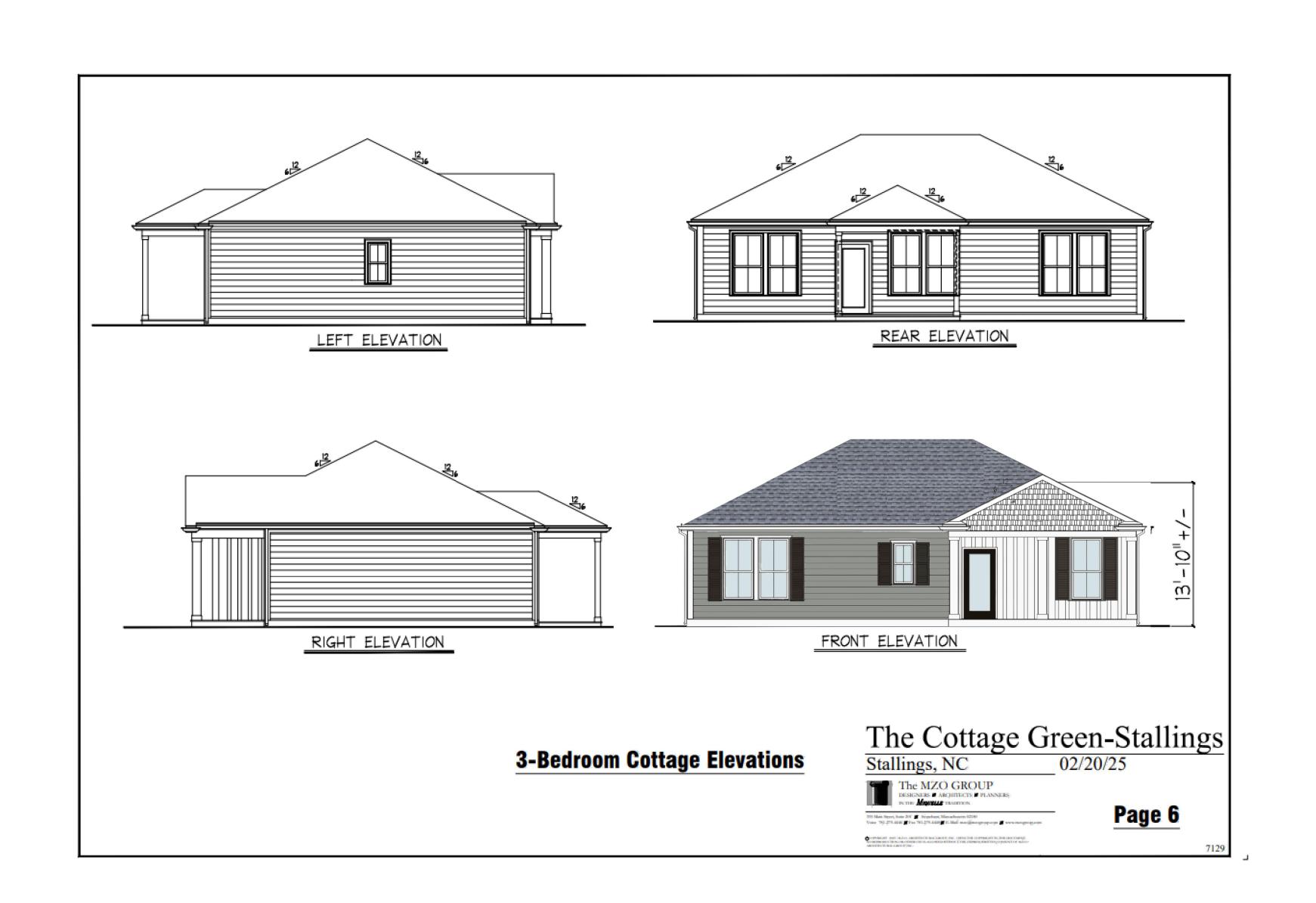


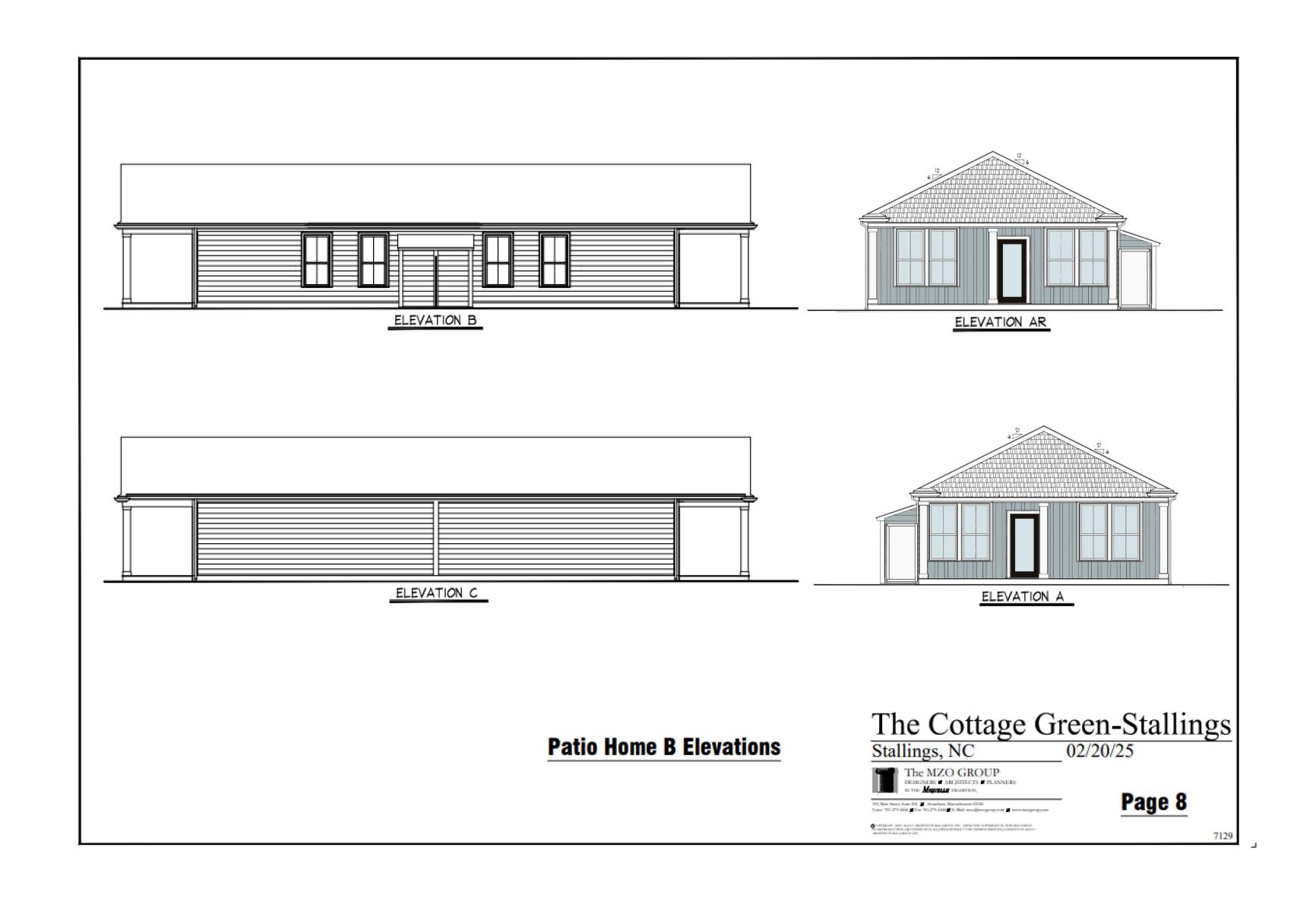


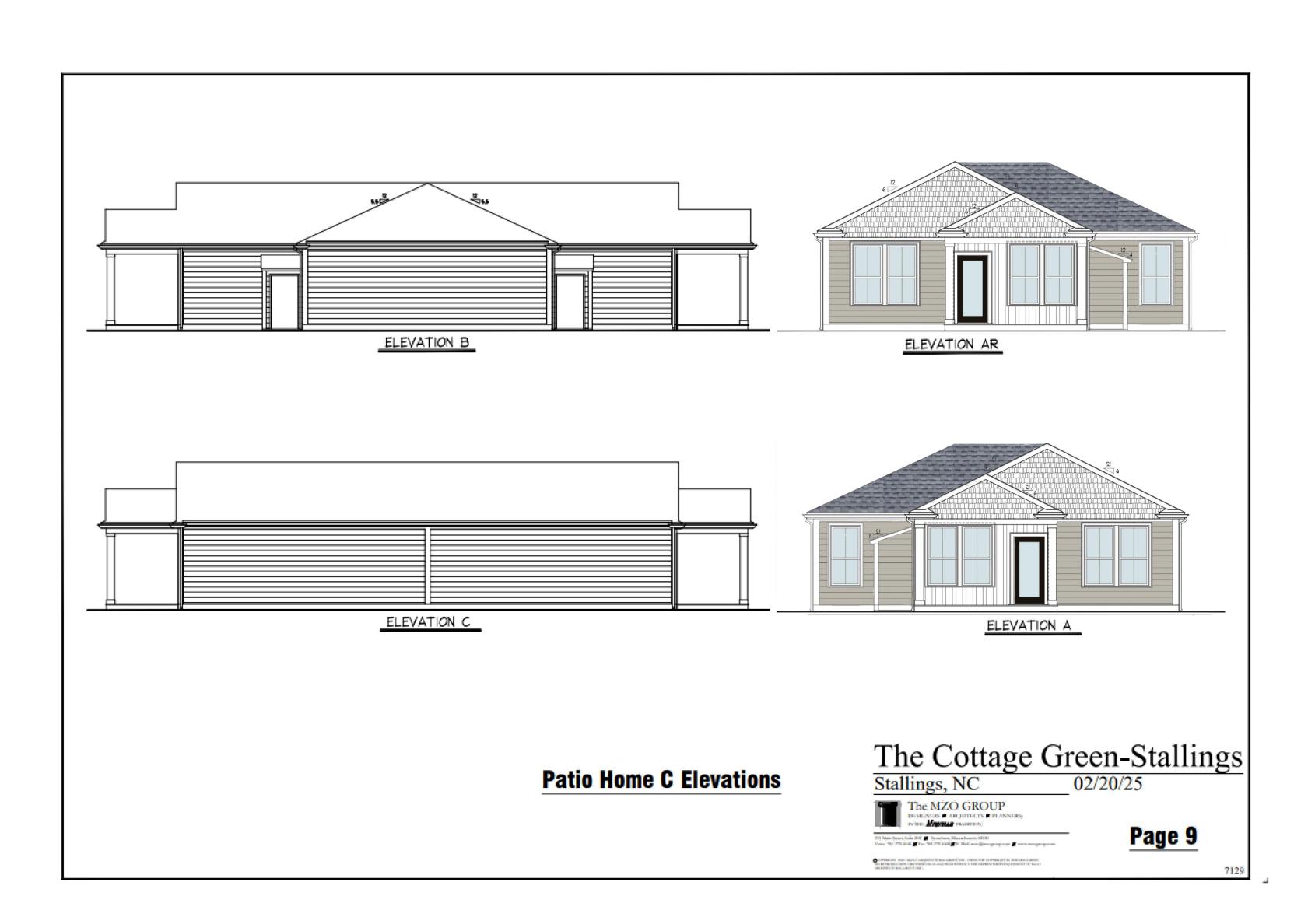


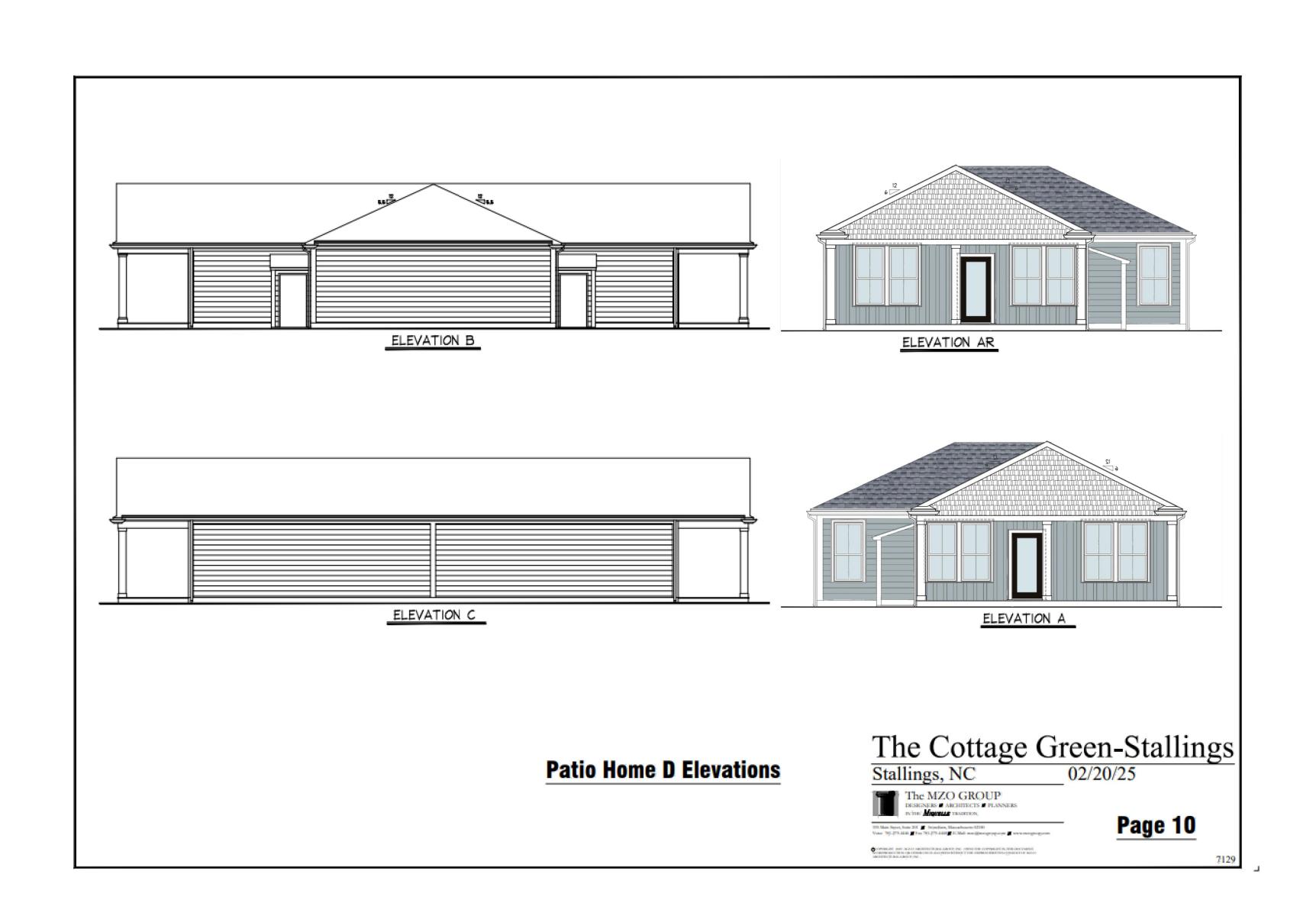




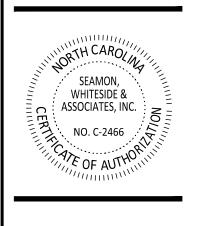








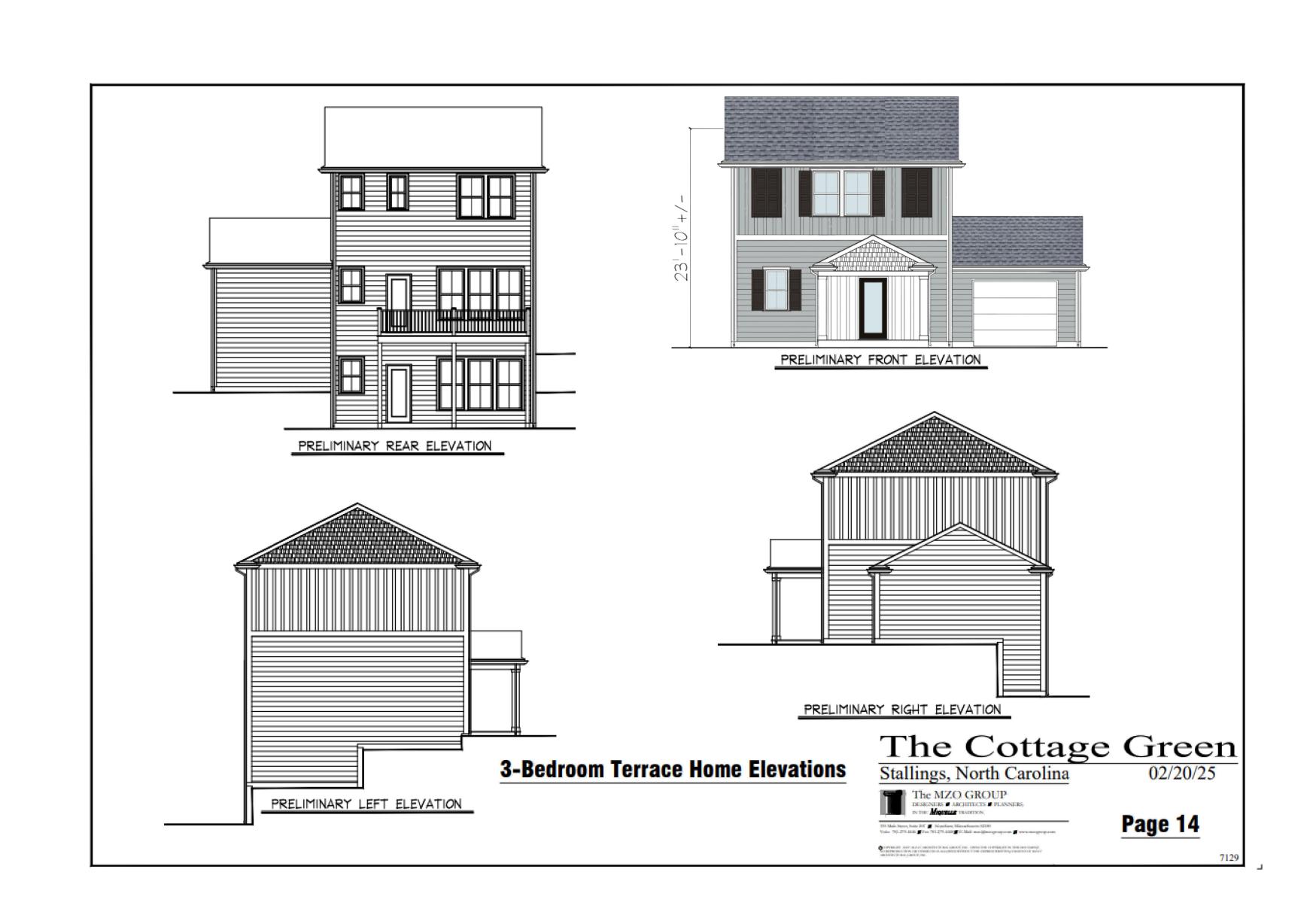






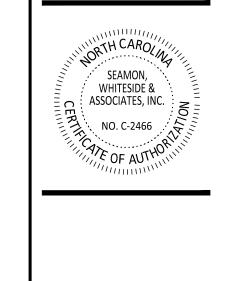




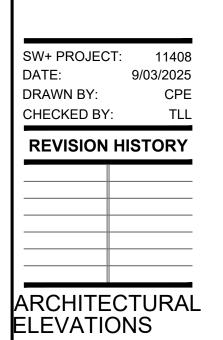


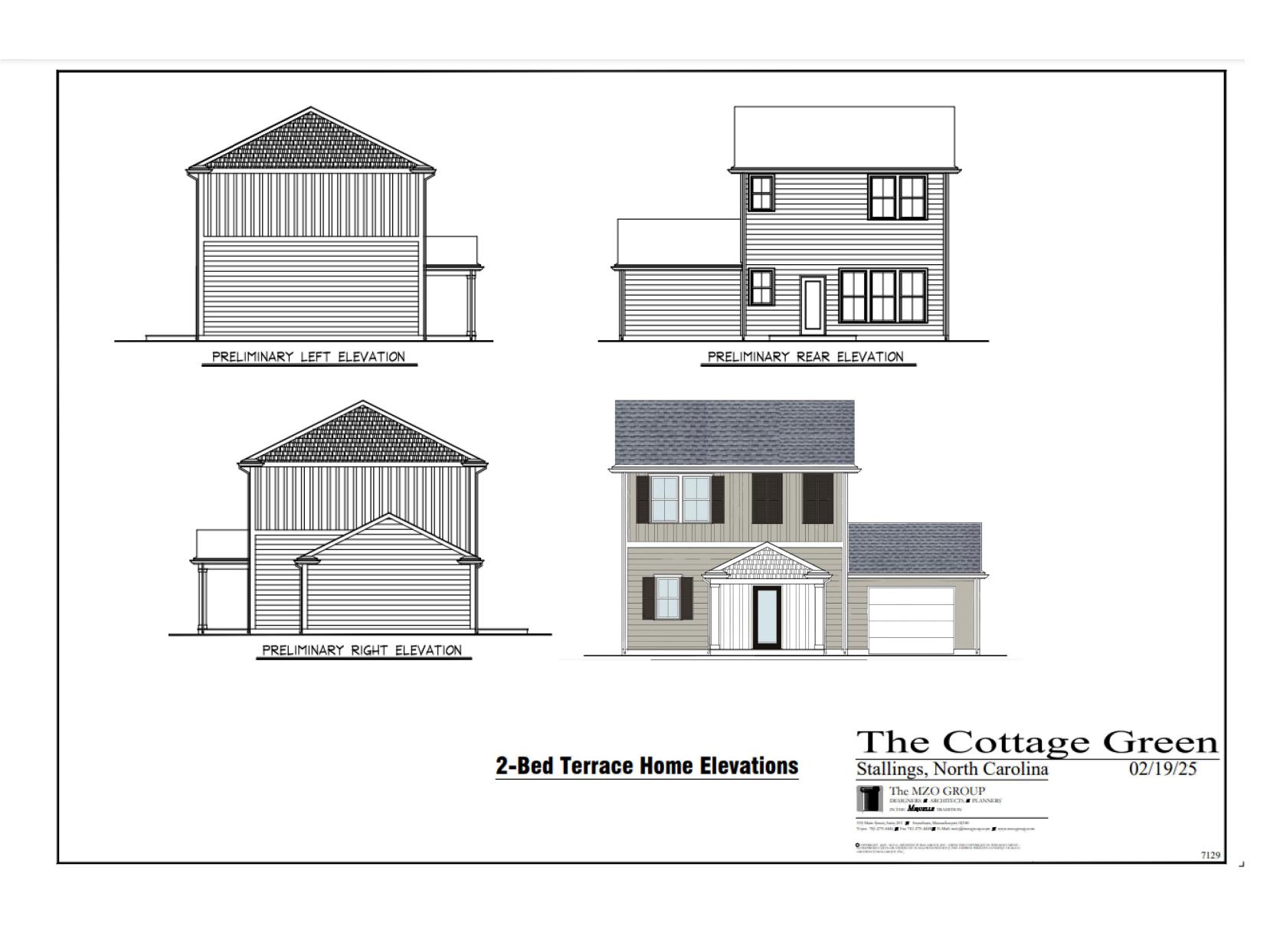
ARCHITECTURAL ELEVATIONS

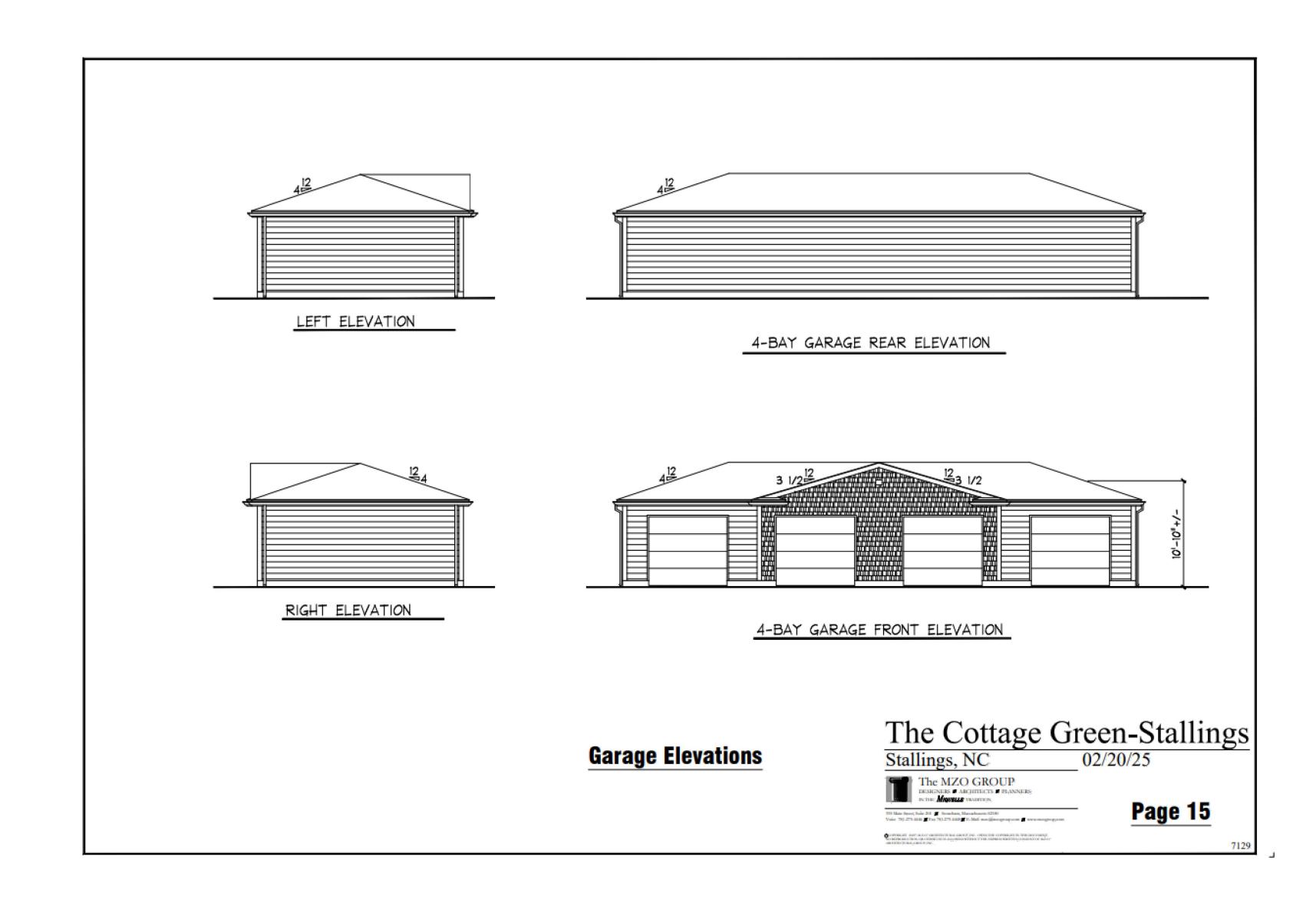












STANDING SEAM METAL ROOF, COLOR TBD FULL BED BRICK MASONRY, SOLDIER COURSE, COLOR TBD STANDING SEAM METAL
 ROOF, COLOR TBD - METAL CAP, DARK BRONZE – FULL BED BRICK MASONRY, RUNNING BOND, COLOR TBD - 5' METAL CANOPY, BERRIDGE OR SIMILAR, DARK BRONZE - GOOSENECK WALL SCONCE, DARK BRONZE, MODEL TBD FULL BED BRICK MASONRY, STOREFRONT SYSTEM, KAWNEER RUNNING BOND, COLOR TBD OR SIMILAR, DARK BRONZE STOREFRONT SYSTEM, KAWNEER OR SIMILAR, DARK BRONZE FULL BED BRICK MASONRY, HERRINGBONE, COLOR TBD 03 SIDE ELEVATION

Scale: 1/8" = 1'-0"

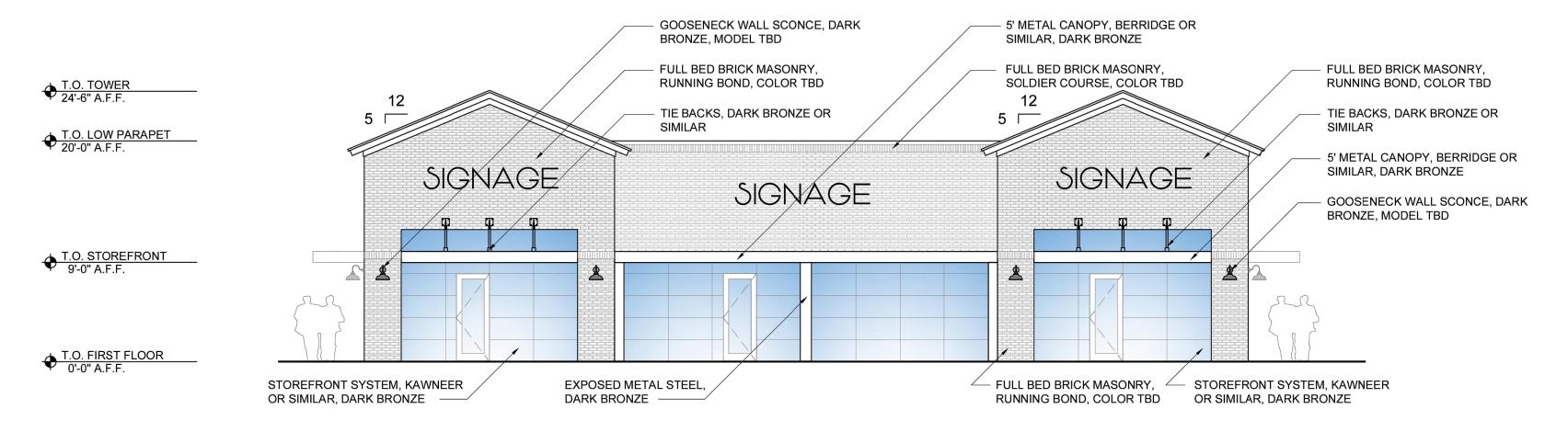
- FULL BED BRICK MASONRY, SOLDIER COURSE, COLOR TBD STANDING SEAM METAL METAL CAP, DARK BRONZE ROOF, COLOR TBD FULL BED BRICK MASONRY,
 RUNNING BOND, COLOR TBD - 5' METAL CANOPY, BERRIDGE OR SIMILAR, DARK BRONZE GOOSENECK WALL SCONCE, DARK BRONZE, MODEL TBD FULL BED BRICK MASONRY, HERRINGBONE, COLOR TBD STOREFRONT SYSTEM, KAWNEER OR SIMILAR, DARK BRONZE ← FULL BED BRICK MASONRY, ← STOREFRONT SYSTEM, KAWNEER RUNNING BOND, COLOR TBD OR SIMILAR, DARK BRONZE

Scale: 1/8" = 1'-0"

04 SIDE ELEVATION

- 5' METAL CANOPY, BERRIDGE OR SIMILAR, DARK BRONZE FULL BED BRICK MASONRY, - FULL BED BRICK MASONRY, FULL BED BRICK MASONRY, SOLDIER COURSE, COLOR TBD RUNNING BOND, COLOR TBD RUNNING BOND, COLOR TBD TIE BACKS, DARK BRONZE OR 5' METAL CANOPY, BERRIDGE OR SIGNAGE SIGNAGE SIMILAR, DARK BRONZE GOOSENECK WALL SCONCE, DARK BRONZE, MODEL TBD T.O. STOREFRONT
9'-0" A.F.F. SMOOTH STUCCO, FULL BED BRICK MASONRY, HOLLOW METAL SERVICE 3' METAL CANOPY, – FULL BED BRICK MASONRY, 🖊 STOREFRONT SYSTEM, KAWNEER RUNNING BOND, COLOR TBD DOOR, COLOR TBD —— DARK BRONZE PAINTED, COLOR TBD RUNNING BOND, COLOR TBD OR SIMILAR, DARK BRONZE

02 REAR ELEVATION Scale: 1/8" = 1'-0"



01 FRONT ELEVATION Scale: 1/8" = 1'-0"



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PRELIMINARY ELEVATIONS (TYP. BUILDING A)

May 12, 2025 COMMERCIAL DEVELOPMENT ANTIOCH CHURCH RD @ MATTHEWS WEDDINGTON RD STALLINGS, NC 24047-02_Elev.dwg 6:40 PM

ARCHITECTURAL ELEVATIONS

- 4" METAL CAP, DARK BRONZE - FULL BED BRICK MASONRY, RUNNING BOND, COLOR TBD - FULL BED BRICK MASONRY, - FULL BED BRICK MASONRY, SOLDIER COURSE, COLOR TBD SOLDIER COURSE, COLOR TBD - FULL BED BRICK MASONRY, RUNNING BOND, COLOR TBD - 5' METAL CANOPY, BERRIDGE 5' METAL CANOPY, BERRIDGE OR SIMILAR, DARK BRONZE — OR SIMILAR, DARK BRONZE - GOOSENECK WALL SCONCE, FULL BED BRICK MASONRY, SOLDIER COURSE, COLOR TBD — DARK BRONZE, MODEL TBD FULL BED BRICK MASONRY, PLANTERS BY OTHERS STOREFRONT SYSTEM, KAWNEER FULL BED BRICK MASONRY, RUNNING BOND, COLOR TBD —— HERRINGBONE, COLOR TBD OR SIMILAR, DARK BRONZE

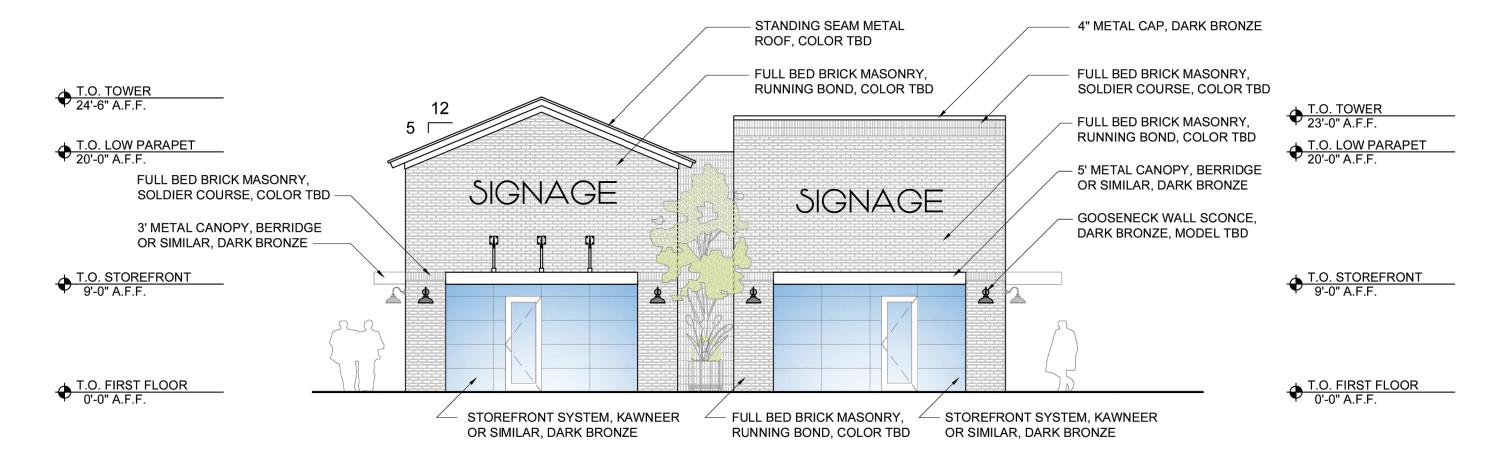
O3 SIDE ELEVATION

Scale: 1/8" = 1'-0"

4" METAL CAP, DARK BRONZE FULL BED BRICK MASONRY, TIE BACKS, DARK BRONZE OR RUNNING BOND, COLOR TBD - FULL BED BRICK MASONRY, RUNNING BOND, COLOR TBD 5' METAL CANOPY, BERRIDGE OR SIMILAR, DARK BRONZE 5' METAL CANOPY, BERRIDGE SIGNAGE SIGNAGE OR SIMILAR, DARK BRONZE -- GOOSENECK WALL SCONCE, FULL BED BRICK MASONRY, DARK BRONZE, MODEL TBD SOLDIER COURSE, COLOR TBD — PLANTERS BY OTHERS STOREFRONT SYSTEM, KAWNEER STOREFRONT SYSTEM, KAWNEER OR SIMILAR, DARK BRONZE —— OR SIMILAR, DARK BRONZE

02 REAR ELEVATION

Scale: 1/8" = 1'-0"



O1 FRONT ELEVATION

Scale: 1/8" = 1'-0"



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PRELIMINARY ELEVATIONS (TYP. BUILDING B)

May 12, 2025
COMMERCIAL DEVELOPMENT
ANTIOCH CHURCH RD @ MATTHEWS WEDDINGTON RD
STALLINGS, NC
24047-02_Elev.dwg 6:40 PM

FULL BED BRICK MASONRY,

FULL BED BRICK MASONRY,

HERRINGBONE, COLOR TBD

5' METAL CANOPY, BERRIDGE OR SIMILAR, DARK BRONZE —

FULL BED BRICK MASONRY,

FULL BED BRICK MASONRY,

RUNNING BOND, COLOR TBD —

SOLDIER COURSE, COLOR TBD —

RUNNING BOND, COLOR TBD

Scale: 1/8" = 1'-0"

- FULL BED BRICK MASONRY,

RUNNING BOND, COLOR TBD

← PLANTERS BY OTHERS ← STOREFRONT SYSTEM, KAWNEER

OR SIMILAR, DARK BRONZE

— STANDING SEAM METAL

FULL BED BRICK MASONRY,

RUNNING BOND, COLOR TBD

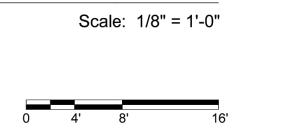
- 5' METAL CANOPY, BERRIDGE

OR SIMILAR, DARK BRONZE

- GOOSENECK WALL SCONCE,

DARK BRONZE, MODEL TBD

ROOF, COLOR TBD



ARCHITECTURAL ELEVATIONS



TRAFFIC IMPACT ANALYSIS

THE COTTAGE GREEN

West of Matthews Weddington Road, across from Antioch Church Road
Stallings, North Carolina



for

HMF Americana, LLC August 2025

1134-001 (C-2165)







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EXECUTIVE SUMMARY

HMF Americana, LLC proposes to develop a mixed-use development located on the west side of Matthews Weddington Road, across from Antioch Church Road in Stallings, NC (see Figure 1). The development is expected to be completed in 2027 with the following land uses:

- 68 single family (detached) homes
- 70 single family (attached) homes
- 84 apartments
- 32,700 square feet of retail*
- 10,900 square feet of restaurant

These land uses vary slightly from those provided in the approved scoping and result in a higher trip generation, which provides for a



Matthews Weddington Road facing north at Antioch Church Road/Access "A"

more conservative analysis for the purpose of this study.

This study provides analysis of the traffic operations within the area of influence, according to the standards set by the North Carolina Department of Transportation's (NCDOT) "Policy on Street and Driveway Access to North Carolina Highways, Chapter 4 Part C", and the Town of Stallings' "Traffic Impact Analysis Ordinance". It provides intersection improvements needed for mitigating traffic impacts. This study evaluates the following scenarios:

- 2025 Existing Conditions
- 2027 No Build Conditions
- 2027 Build Conditions
- 2032 Build +5 Conditions

The area of influence of the site as defined by NCDOT and Town of Stallings staff includes the following four existing intersections and three proposed access locations (see Appendix for the approved scoping information):

- 1. Matthews Weddington Road & Chestnut Lane (roundabout)
- 2. Matthews Weddington Road & Antioch Church Road/Access "A" (signalized full movement)
- 3. Matthews Weddington Road & Brayland Avenue/Access "B" (unsignalized right-in/right-out)
- 4. Matthews Weddington Road & Tilley Morris Road (roundabout)
- Matthews Weddington Road & Access "C" (unsignalized right-in/right-out)

^{*}The latest site plan has reduced retail to 19,100 SF. However, for the most conservative analysis, this was not assumed for intersections 1-3.



According to the rezoning plan (Site Plan), access to the site is expected to occur via one full movement access and two right-in/right-out accesses:

- <u>Access "A"</u> signalized full movement access located on Matthews Weddington Road across from Antioch Church Road.
- <u>Access "B"</u> unsignalized right-in/right-out access located on Matthews Weddington Road across from Brayland Avenue.
- <u>Access "C"</u> unsignalized right-in/right-out access located on Matthews Weddington Road approximately 400 feet north of Antioch Church Road.

The trip generation results indicate that the site is expected to generate 305 new AM peak hour trips and 375 new PM peak hour trips.

With the results of our analysis (the specifics are described in the Traffic Analysis section of this report) we suggest the following improvements/modifications at the study intersections/proposed accesses:

Build Suggested Improvements:

1. Matthews Weddington Road & Chestnut Lane (Roundabout)

- Construct a second southbound receiving lane on Matthews Weddington Road to terminate as a right turn lane at Access "A"
- Modify the southbound approach channelizing median to allow a second circulating lane on the north side of the roundabout
- Restripe the southbound left to a shared thru/left with 250 feet of storage on Matthews Weddington Road
- Restripe the westbound approach to have a terminating left turn lane and a shared left/thru/right lane with 150 feet of storage on Chestnut Lane

2. Matthews Weddington Road & Antioch Church Road/Access "A" (Signalized)

We propose the following full movement access configuration:

- One ingress lane and three egress lanes (an eastbound left turn lane with 125 feet of storage, a thru lane, and a right turn lane with 125 feet of storage) on proposed Access "A"
- Re-mark the westbound right turn lane to a shared thru/right turn lane on Antioch Church Road
- Re-mark the existing pavement to include a northbound left turn lane with 150 feet of storage on Matthews Weddington Road
- Re-mark the existing pavement to include a southbound right turn lane on Matthews Weddington Road, which becomes a terminating right turn lane with the improvements at Matthews Weddington Road & Chestnut Lane
- Implement protected phasing for the eastbound and northbound left movements
- Implement permitted + overlap phasing for the eastbound and southbound right turn movements



Provide a minimum 125-foot internal protected stem

The following improvements are suggested in addition to the above access configuration:

- Construct a northbound right turn lane with 225 feet of storage on Matthews Weddington Road
- Implement permitted + overlap phasing for the northbound right turn movement

3. Matthews Weddington Road & Brayland Avenue/Access "B" (Unsignalized)

We propose the following right-in/right-out access configuration:

- One ingress lane and one egress lane (a terminating southbound right turn lane) on proposed Access "B"
- Construct a westbound right turn lane with 100 feet of storage and appropriate deceleration taper on Matthews Weddington Road
- Provide a minimum 100-foot internal protected stem

4. Matthews Weddington Road & Tilley Morris Road (Roundabout)

No suggested improvements

5. Matthews Weddington Road & Access "C" (Unsignalized)

We propose the following right-in/right-out access configuration:

- One ingress lane and one egress lane (a terminating eastbound right turn lane) on proposed Access "C"
- Construct a southbound combined thru/right turn lane continued from Chestnut Lane on Matthews Weddington Road
- Construct an extension of the center median within the painted out median on Matthews Weddington Road to provide minimum overlap with Access "C" and stop short to not impact the existing access for the storage facility on the east side of Matthews Weddington Road
- Provide a minimum 100-foot internal protected stem

This project is in compliance with plans, programs, and policies, including small area plans, adopted by the Town of Stallings for maintaining a safe and efficient multi-modal transportation system.

In summary, although the proposed mixed-use development will increase the amount of vehicular traffic on the adjacent roadways/corridors, the project will not materially impact adjacent roadways, intersections, or the general public traveling in the area if the site is developed according to the proposed plan and includes the suggested access configurations and offsite improvements.



PROPOSED DEVELOPMENT

HMF Americana, LLC proposes to develop a mixed-use development located on the west side of Matthews Weddington Road, across from Antioch Church Road in Stallings, NC (see Figure 1). The development is expected to be completed 2 in 2027 with the following land uses:

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- 70 single family (attached) homes
- 84 apartments
- 32,700 square feet of retail*
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These land uses vary slightly from those provided in the approved scoping and result in a



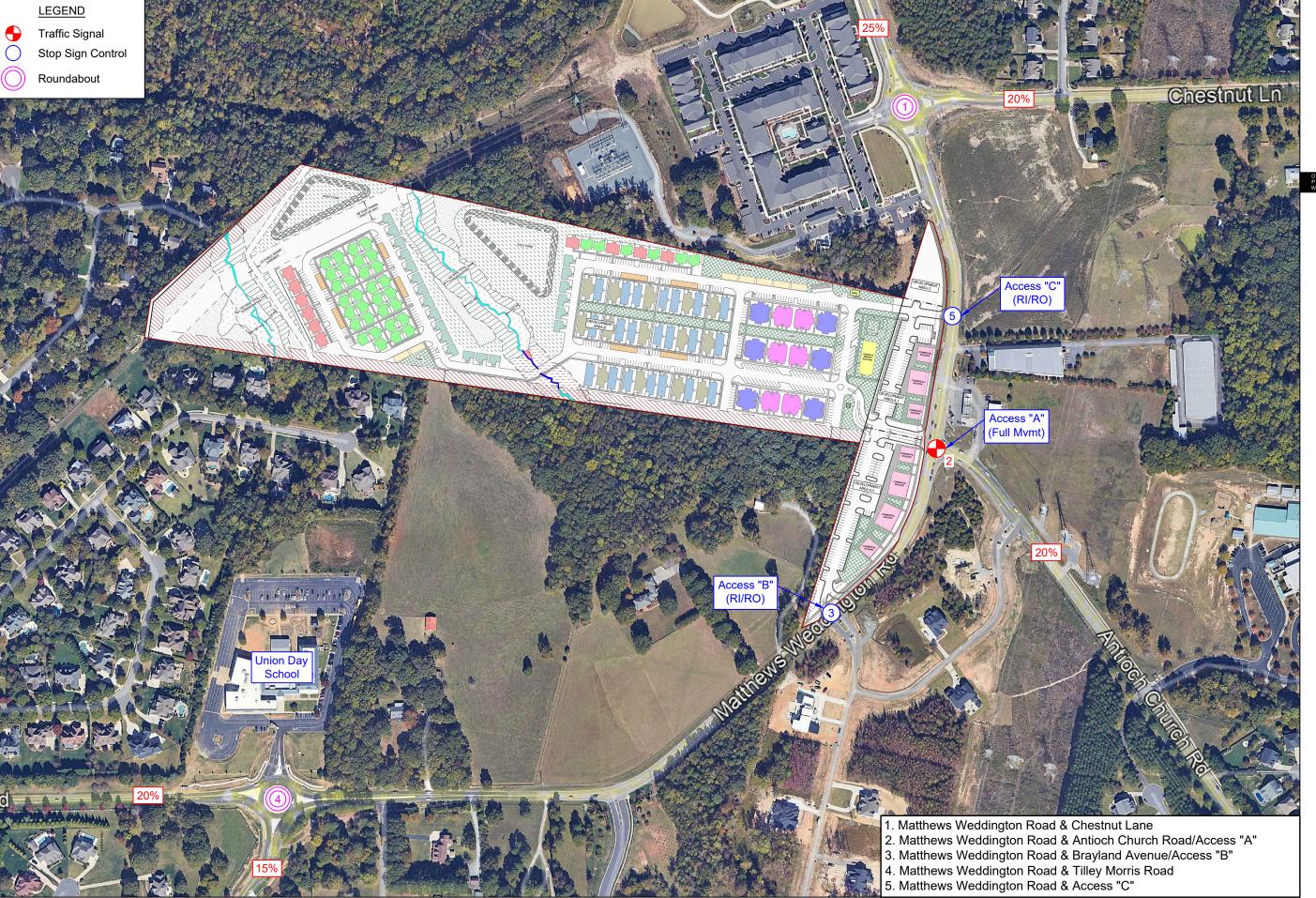
Matthews Weddington Road facing north at Antioch Church Road/Access "A"

higher trip generation, which provides for a more conservative analysis for the purpose of this study.

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- <u>Access "C"</u> unsignalized right-in/right-out access located on Matthews Weddington Road approximately 400 feet north of Antioch Church Road.

^{*}The latest site plan has reduced retail to 19,100 SF. However, for the most conservative analysis, this was not assumed for intersections 1-3.





LANDSCAPE ARCHITECTURE CIVIL ENGINEERING TRANSPORTATION PLANNING

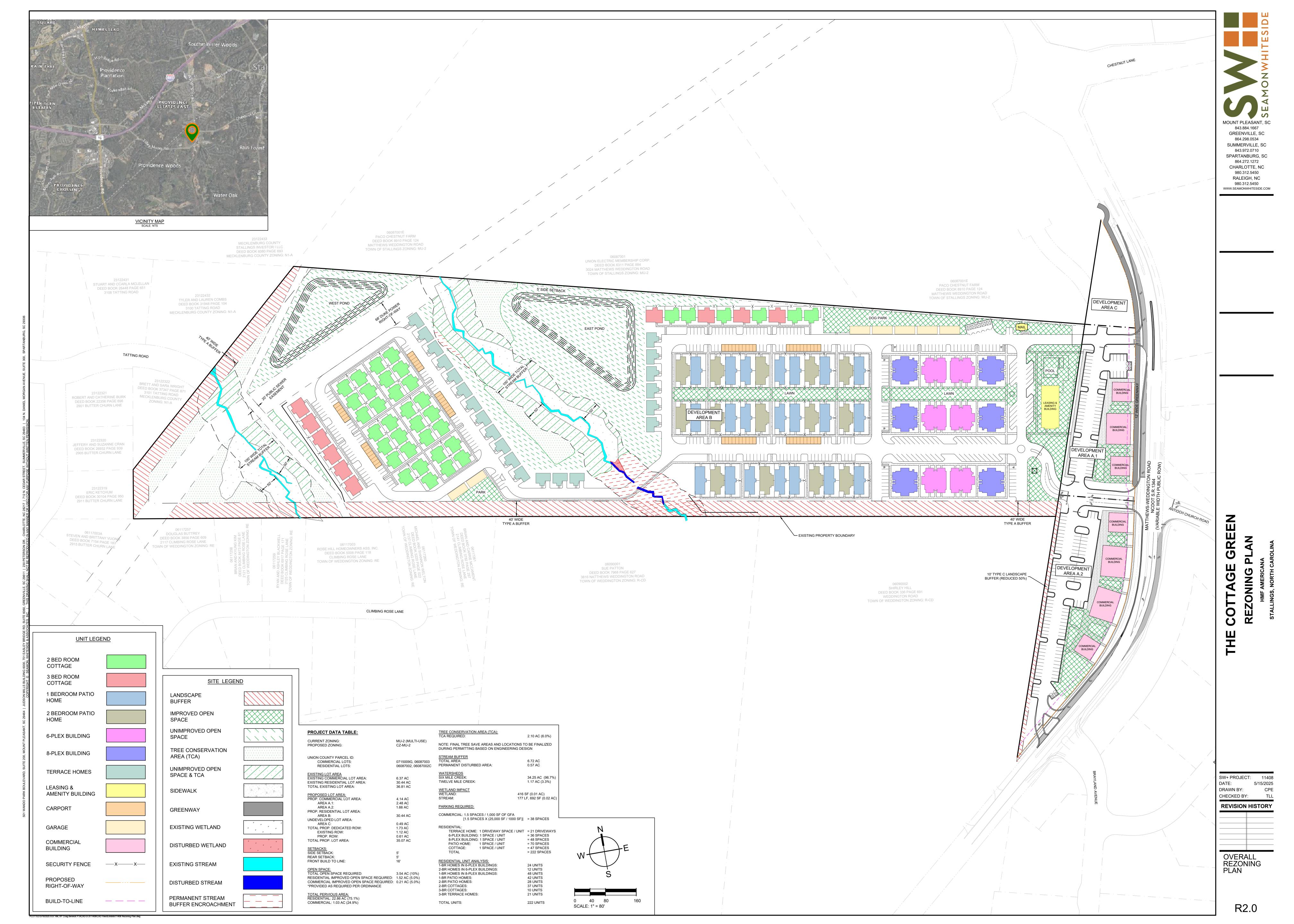
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ww.drgrp.com

THE COTTAGE GREEN STALLINGS, NORTH CAROLINA

AREA OF INFLUENCE MAP

0'	1 <u>5</u> 0'	300'	N
SCALE:	1" = 300'		<u>U</u>
PROJEO DRAWN BY CHECKED	:	1134-001 CRB REG	
AUGUS	Г 2025		
REVISION	ONS:		





AREA CONDITIONS

The area of influence of the site as defined by NCDOT and Town of Stallings staff includes the following four existing intersections and three proposed access locations (see Appendix for the approved scoping information):

- 1. Matthews Weddington Road & Chestnut Lane (roundabout)
- 2. Matthews Weddington Road & Antioch Church Road/Access "A" (signalized full movement)
- 3. Matthews Weddington Road & Brayland Avenue/Access "B" (unsignalized right-in/right-out)
- 4. Matthews Weddington Road & Tilley Morris Road (roundabout)
- 5. Matthews Weddington Road & Access "C" (unsignalized right-in/right-out)



Matthews Weddington Road facing south at Chestnut Lane



Tilley Morris Road facing east at Matthews Weddington Road

Morning (7:00-9:00 AM) and afternoon (2:00-6:00 PM) peak period turning movement counts were conducted at the study intersections on Tuesday, February 11, 2025, while the area schools were in session.

According to the latest NCDOT Roadway Functional Classification data, Matthews Weddington Road is a minor arterial with a posted speed limit of 45-mph. The roadway is a two-lane undivided facility (one lane in each direction). No curb/gutter, planting strip, sidewalk, or bike lanes are present on either side of the roadway in the vicinity of the site.

In addition to the intersection TMCs, geospatial information provided by NCDOT's ArcGIS portal (*Go! NC*), such as annual average daily traffic (AADT) was collected.

AADT for two-way volumes on roadways within the area of influence are depicted in Table 1 based on the latest data.



Table 1: Average Annual Daily Traffic Volumes (vehicles per day)

Roadway	AADT (2022)
Matthews Weddington Road north of Chestnut Lane	14,000
Chestnut Lane east of Matthews Weddington Road	9,500
Matthews Weddington Road between Chestnut Lane and Antioch Church Road	14,000
Antioch Church Road east of Matthews Weddington Road	11,000
Matthews Weddington Road between Antioch Church Road and Tilley Morris Road	13,500
Weddington Matthews Road south of Matthews Weddington Road/Tilley Morris Road	7,900
Tilley Morris Road west of Weddington Matthews Road	12,000

Crash type and severity frequency per intersection are reported in Tables 2A and 2B, respectively, with data ranging from January 1, 2019, to December 31, 2023.

Table 2A: Crash Type Data from 2019-2023

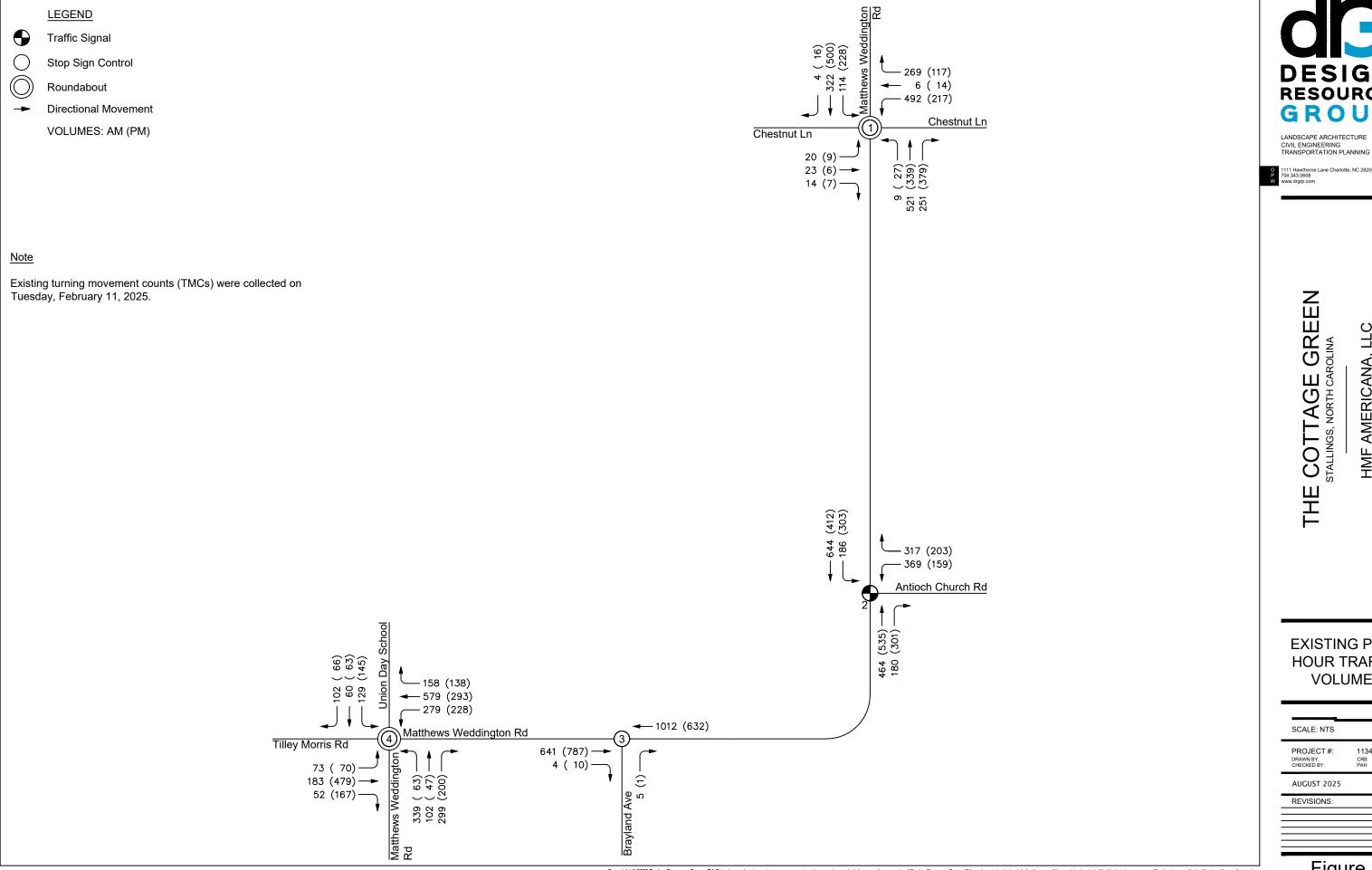
-			С	rash Type	9		
Intersection	Left Turn	Right Turn	Rear End	ROR & Fixed Object	Angle	Side Swipe	Other
Matthews Weddington Rd & Chestnut Ln	NA	NA	7	NA	NA	5	25
Matthews Weddington Rd & Antioch Ch Rd	NA	NA	3	NA	NA	0	8
Matthews Weddington Rd & Tilley Morris Rd	NA	NA	19	NA	NA	4	10

Table 2B: Crash Severity Data from 2019-2023

Intersection	K & A Injury Crashes	B & C Injury Crashes	PDO Crashes	Total Crashes
Matthews Weddington Rd & Chestnut Ln	0	8	29	37
Matthews Weddington Rd & Antioch Ch Rd	0	2	9	11
Matthews Weddington Rd & Tilley Morris Rd	1	3	29	33

Notes: K: Fatality A: A injury type (disabling) B: B injury type (evident) C: injury type (possible) PDO: Property Damage Only

Figure 2 portrays the existing TMCs for the AM and PM peak hours. Figures 3A and 3B include the site directional and pass-by distributions, respectively.



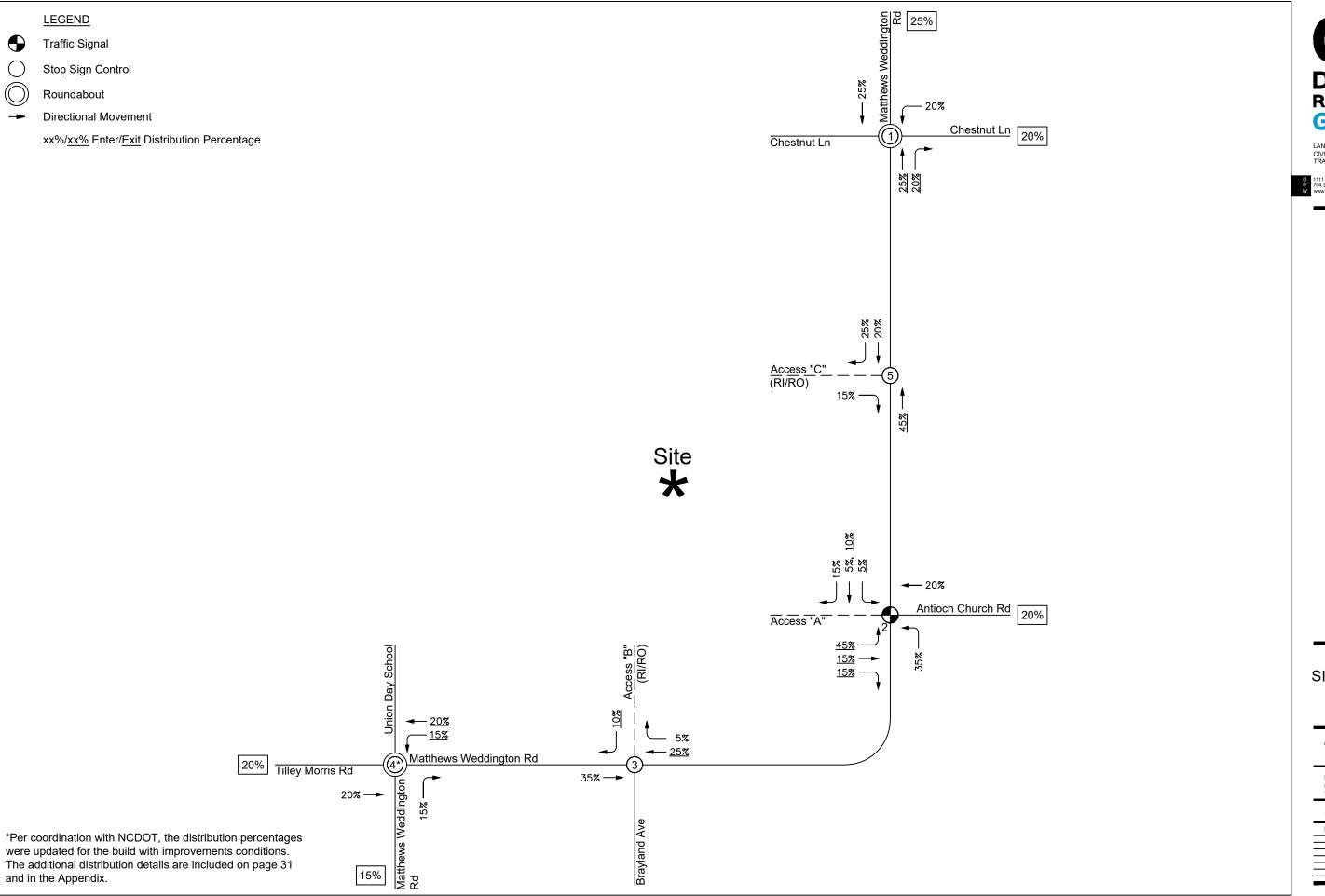
DESIGN RESOURCE GROUP

HMF AMERICANA, LLC
PO BOX 7862
THE WOODLANDS, TX 77387

EXISTING PEAK HOUR TRAFFIC VOLUMES

SCALE: NTS	•
PROJECT #:	1134-001
DRAWN BY:	CRB
CHECKED BY:	PAH

Figure 2



DESIGN RESOURCE GROUP

LANDSCAPE ARCHITECTURE CIVIL ENGINEERING TRANSPORTATION PLANNING

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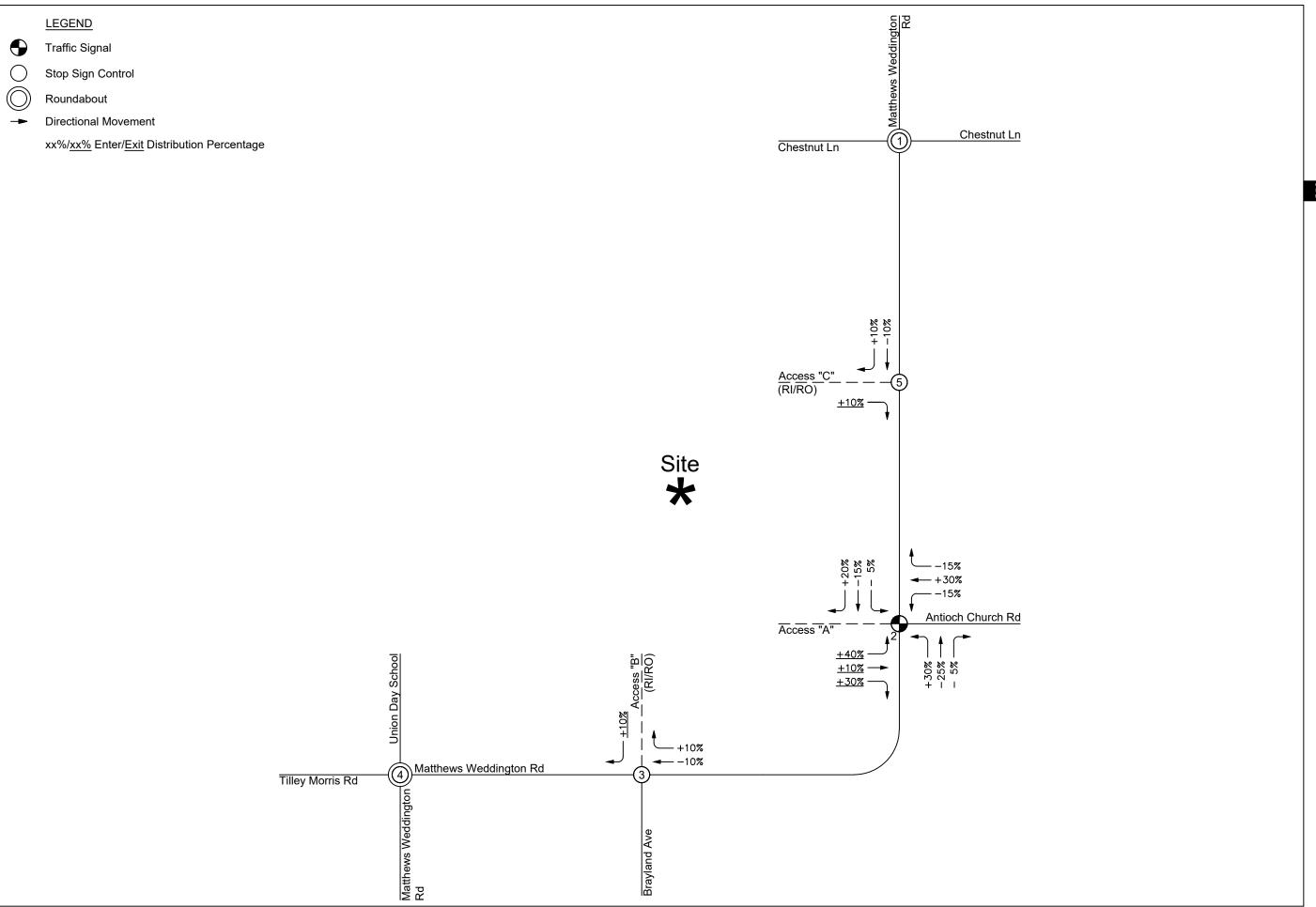
COTTAGE GREEN STALLINGS, NORTH CAROLINA

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HMF AMERICANA, LLC PO BOX 7862 THE WOODLANDS, TX 77387

SITE DIRECTIONAL DISTRIBUTION

SCALE: NTS		N
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LANDSCAPE ARCHITECTURE CIVIL ENGINEERING TRANSPORTATION PLANNING

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HMF AMERICANA, LLC PO BOX 7862 THE WOODLANDS, TX 77387

PASS-BY DISTRIBUTION

	4	N
SCALE: NTS	•	
PROJECT #: DRAWN BY: CHECKED BY:	1134-001 CRB MWW	
AUGUST 2025		
REVISIONS:		



PROJECTED TRAFFIC

The daily and peak-hour-trip-generation data for the site is presented in Table 3. The estimates for the trips generated by the land use are obtained from the Institute of Transportation Engineers, Trip Generation Manual, 11th Edition, 2021.

Table 3: Trip Generation

Land Has IITE Code	Land Use [ITE Code]					our	PM	Peak Hour	
Land Use [ITE Code]	· · ·			Enter	Exit	Total	Enter	Exit	Total
	Prop	osed I	Developn	nent					
Single Family (Detached) [210]	21	DU	240	5	13	18	14	9	23
Single Family (Detached) [210]	47	DU	504	9	28	37	31	18	49
Single Family (Attached) [215] 70 DU		483	8	23	31	22	16	38	
Multi Family (Low Rise) [220]	84	DU	614	12	37	49	36	21	57
Strip Retail Plaza [822]	32,700*	SF	1,781	46	31	77	108	107	215
High-Turnover Sit-Down Restaurant [932]	10,900	SF	1,168	85	64	149	91	87	178
	Subtotal	Trips	4,790	165	196	361	302	258	560
Internal Capture Reductions			**	-27	-29	-56	-68	-68	-136
Pas	Pass-By Reductions			0	0	0	-25	-24	-49
	Total New	Trips	4,741	138	167	305	209	166	375

References:

The trip generation results indicate that the site is expected to generate 305 new AM peak hour trips and 375 new PM peak hour trips.

The projected background traffic volumes used in the analysis were developed from the existing peak hour TMCs. Per NCDOT and Town of Stallings staff, a 2% per year growth rate was used to obtain the 2027 and 2032 background volumes. The 2027 No Build peak hour traffic volumes are shown in Figure 4.

The 2027 Build AM and PM peak hour traffic volumes are shown in Figures 5 and 6, respectively. The 2032 Build +5 AM and PM peak hour traffic volumes are shown in Figures 7 and 8, respectively. The No Build traffic is indicated to the far left of the movement arrows, followed by the site traffic in parentheses. The two volumes are added to obtain the projected total Build traffic for that movement:

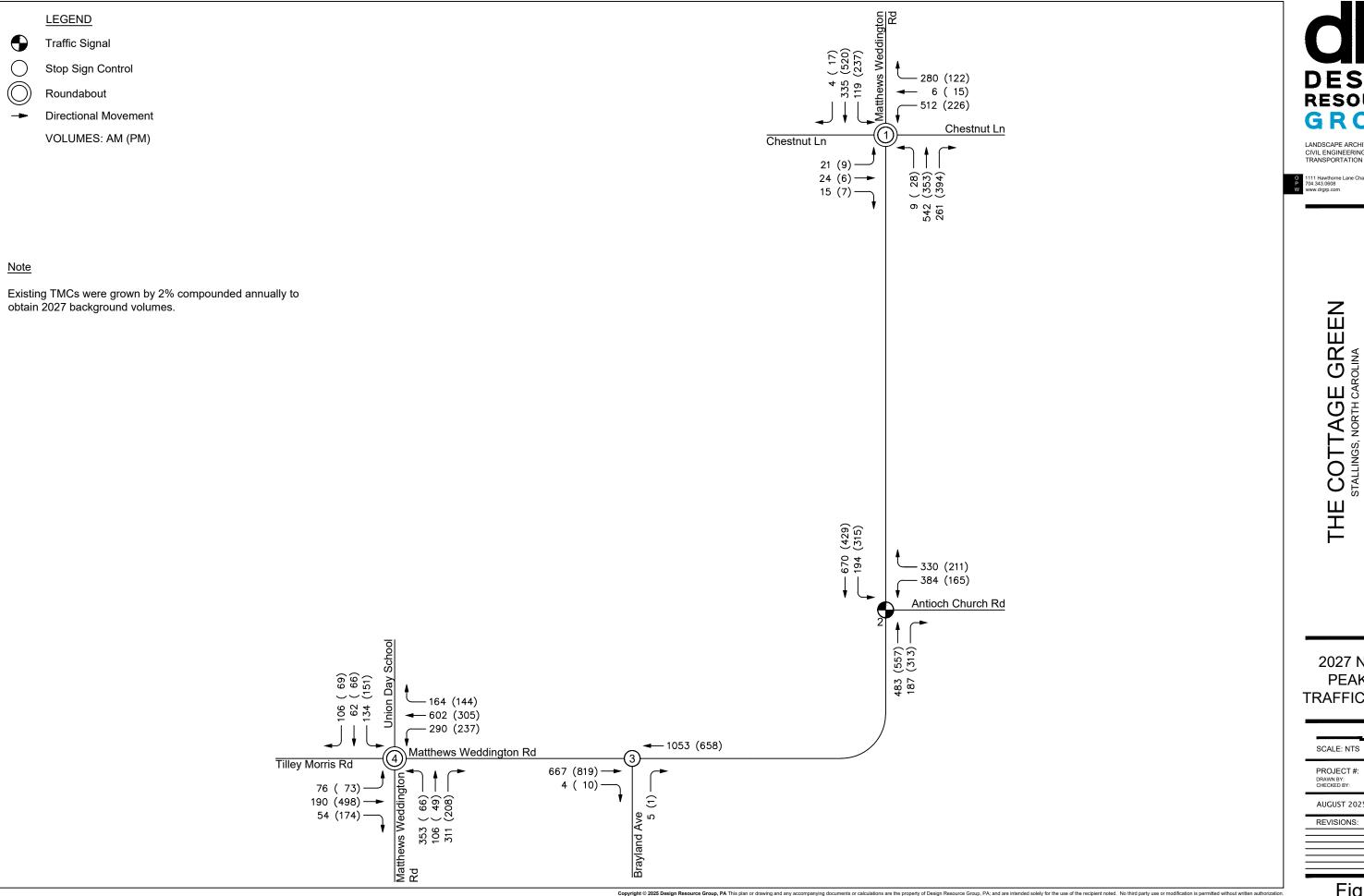
No Build + (Site) = Build

Trip Generation, 11th Edition, Institute of Transportation Engineers, Washington, DC. 2021.

^{*}The latest site plan has reduced retail to 19,100 SF. However, for the most conservative analysis, this was not assumed for intersections 1-3.

^{**}Internal Capture not applied to daily trips.

Pass-By Reduction for LUC 932 = 43% in PM Peak

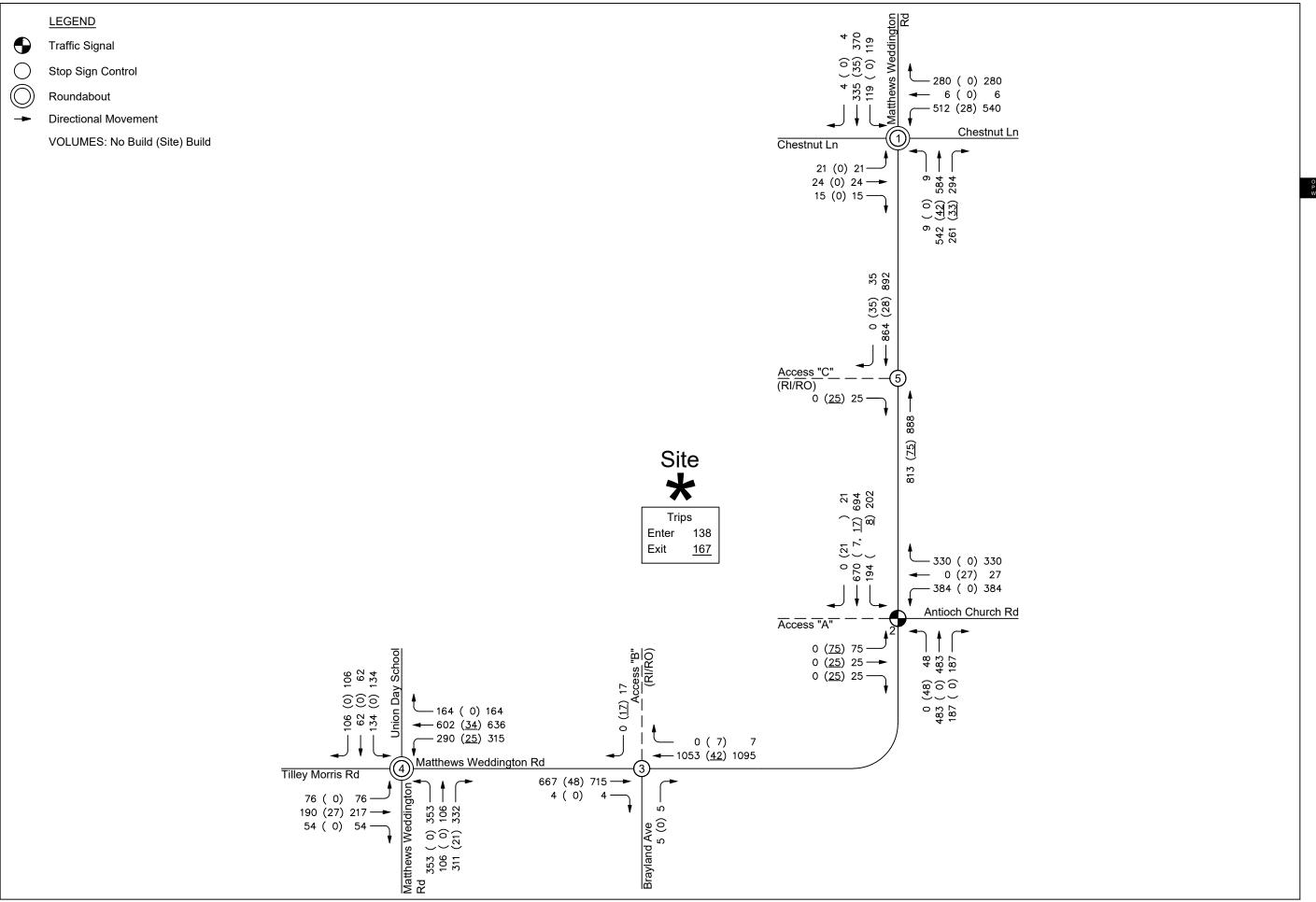




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2027 NO BUILD **PEAK HOUR** TRAFFIC VOLUMES

SCALE: NTS		
PROJECT #: DRAWN BY: CHECKED BY:	1134-001 CRB PAH	
AUGUST 2025		
REVISIONS:		





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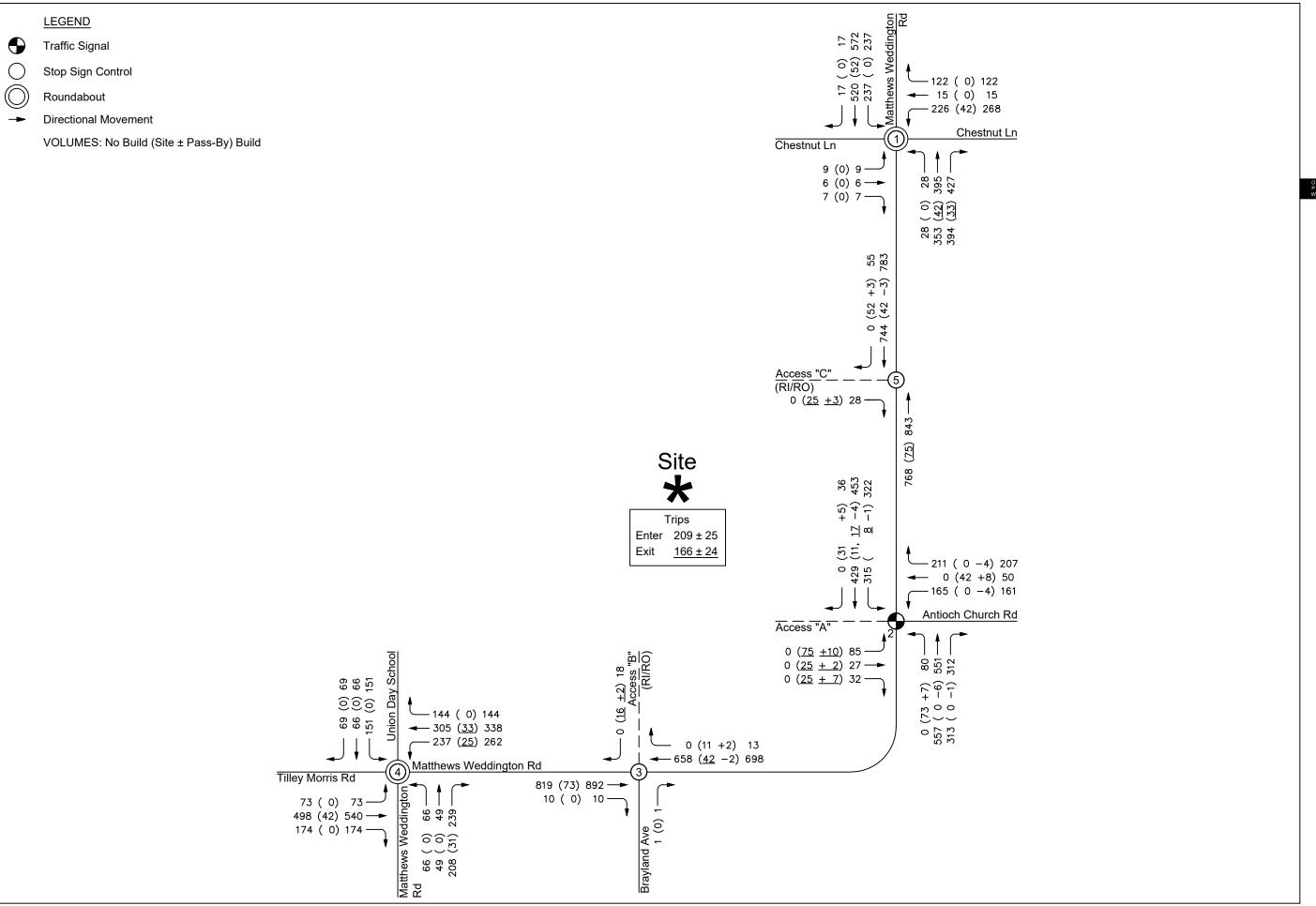
COTTAGE GREEN STALLINGS, NORTH CAROLINA 里

2027 BUILD AM PEAK HOUR TRAFFIC VOLUMES

SCALE: NTS	
PROJECT #:	1134-001
PRAWN BY:	CRB
CHECKED BY:	PAH

AUGUST 2025

REVISIONS:





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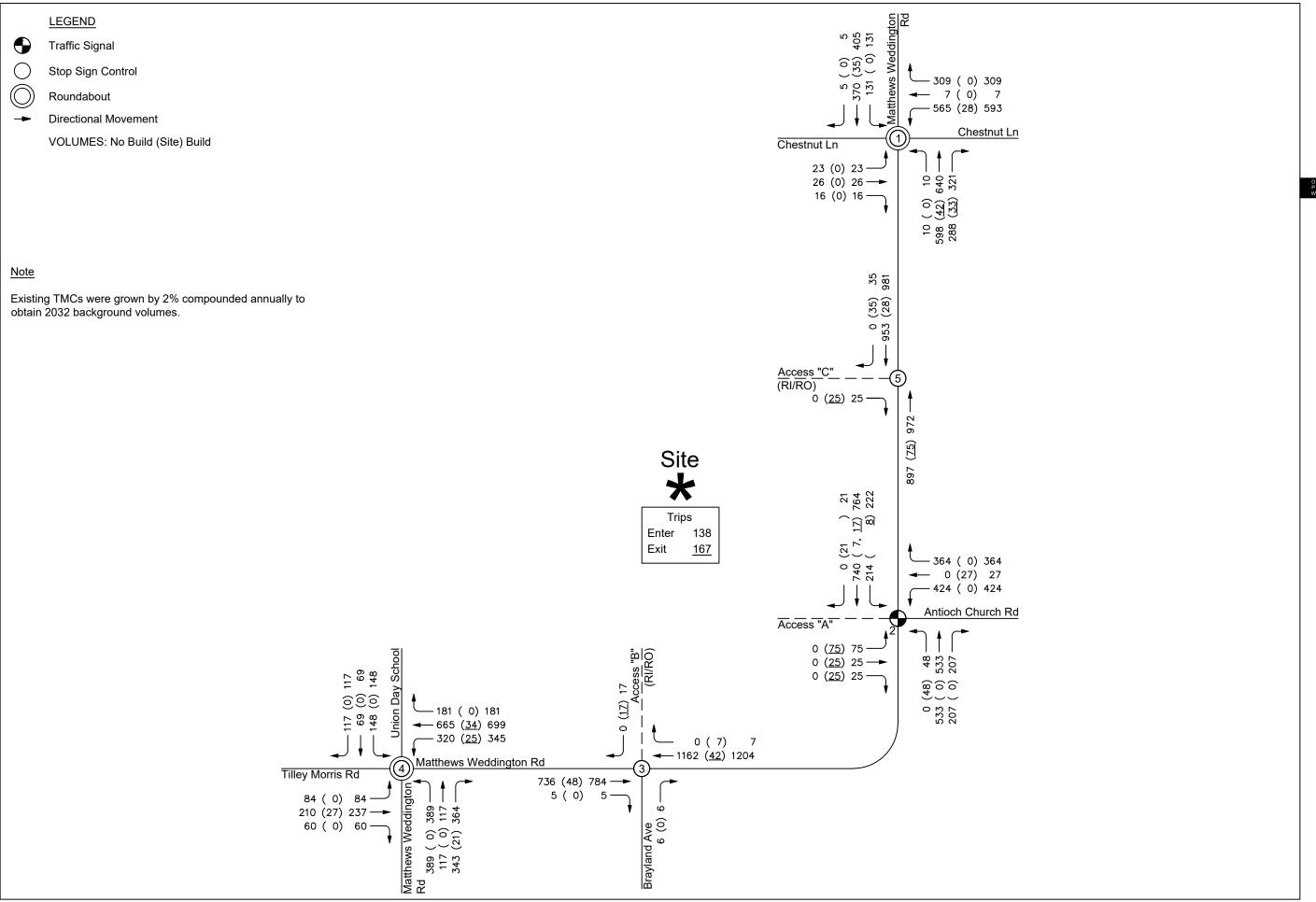
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2027 BUILD PM PEAK HOUR TRAFFIC VOLUMES

70/ LEL: 1110	
PROJECT #:	1134-001
PRAWN BY:	CRB
CHECKED BY:	PAH

AUGUST 2025

REVISIONS:





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THE WOODLANDS, TX 77387

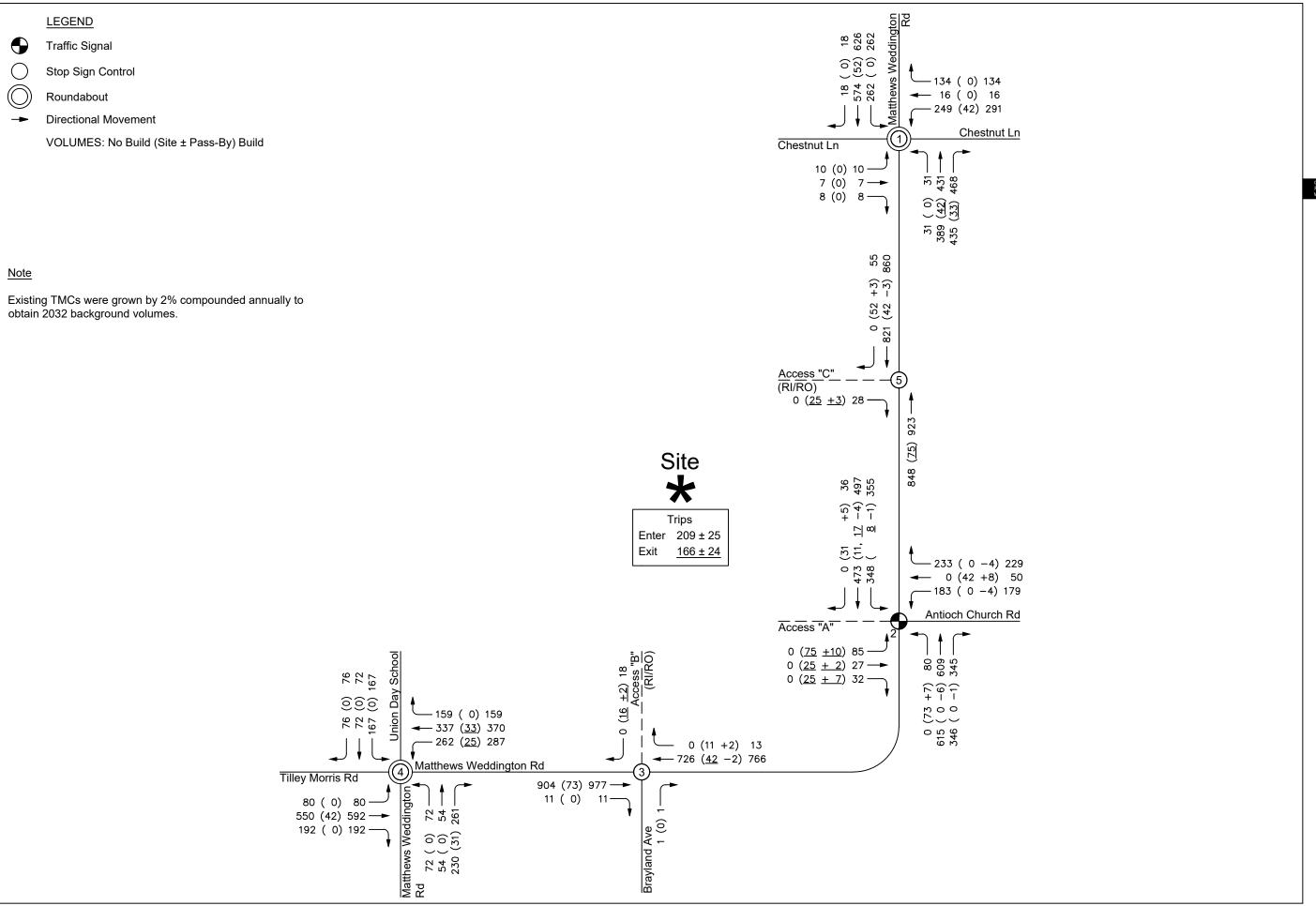
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2032 BUILD +5 AM PEAK HOUR TRAFFIC VOLUMES

ALE: NTS	
OJECT #:	1134-001
WN BY:	CRB
CKED BY:	PAH

AUGUST 2025

REVISIONS:





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THE WOODLANDS, TX 77387

2032 BUILD +5 PM PEAK HOUR TRAFFIC VOLUMES

SCALE: NTS	
PROJECT #: DRAWN BY: CHECKED BY:	1134-001 CRB PAH
AUGUST 2025	
REVISIONS:	



TRAFFIC ANALYSIS

The intersections identified within the area of influence were analyzed to identify the traffic impact that the site development has under the build scenario. The traffic analysis is based on the LOS analysis at the identified intersections.

Level of service (LOS) of an intersection or approach is a qualitative MOE of traffic operations. It is a measure of average control delay in time within a peak period. The Transportation Research Board's <u>Highway Capacity Manual</u>¹ (HCM) defines the LOS thresholds established for signalized and unsignalized intersections per the following exhibits:

Intersection LOS	Exhibit 19-8 Signalized Intersection Control Delay per Vehicle (sec/vehicle)	Exhibit 20-2 Unsignalized Intersection Control Delay per Vehicle (sec/vehicle)
Α	<u><</u> 10.0	<u><</u> 10.0
В	> 10.0 and <u>< 2</u> 0.0	> 10.0 and <u><</u> 15.0
С	> 20.0 and <u>< 3</u> 5.0	> 15.0 and <u><</u> 25.0
D	> 35.0 and <u>< </u> 55.0	> 25.0 and <u><</u> 35.0
Е	> 55.0 and <u><</u> 80.0	> 35.0 and <u><</u> 50.0
F	>80.0	> 50.0

For the analysis of unsignalized intersections, intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. It should be noted that stop sign-controlled streets/driveways intersecting major streets typically experience long delays during peak hours, while most of the traffic moving through the intersection on the major street experiences little or no delay.

This study provides analysis of the traffic operations within the area of influence, according to the standards set by the North Carolina Department of Transportation's (NCDOT) "Policy on Street and Driveway Access to North Carolina Highways, Chapter 4 Part C", and the Town of Stallings' "Traffic Impact Analysis Ordinance". It provides intersection improvements needed for mitigating traffic impacts. This study evaluates the following scenarios:

- 2025 Existing Conditions
- 2027 No Build Conditions
- 2027 Build Conditions
- 2032 Build +5 Conditions

¹ National Research Council. Transportation Research Board. Highway Capacity Manual 7th Ed., Washington, DC. 2022.



NCDOT & TOWN OF STALLINGS ANALYSIS REQUIREMENTS - In order to determine the mitigation responsibility of the developer, this study compares 2027 Build results to the 2027 No Build results.

Per Chapter 5, Section J of the *July 2003 NCDOT Policy on Street and Driveway Access to North Carolina Highways* and the Town of Stallings' "Traffic Impact Analysis Ordinance" the applicant shall be required to identify mitigation improvements to the roadway network if at least one of the following conditions exists when comparing base network conditions to project conditions (Future No-Build to Build):

- The total average delay at an intersection or individual approach increases by 25% or greater, while maintaining the same level of service, or
- The Level of Service degrades by at least one level, or
- The 95th percentile queue exceeds the storage capacity of the existing lane (for turning lane mitigations), or
- The LOS is at or below the LOS threshold dictated by the zoning (outlined below) in background conditions and the proposed project shows a negative impact on the intersection or approach. (Stallings requirement)

Zoning	Vehicular LOS Threshold
AG, CIV	С
SFR, MFT, VSR, IND	D
TC, MU, C-74, CP-485, CZ, CUP	Е
Within a small area plan boundary	Е
All Others	D

SYNCHRO 11 and SIDRA were the software tools used in determining the delay, capacity, and corresponding LOS at the study intersections. SimTraffic 11, a traffic simulation software application for unsignalized and signalized intersections, was used to calculate the maximum queue lengths at the study intersections. The Synchro, SIDRA, and SimTraffic results of each scenario are displayed per intersection and are presented in Tables 4-16.



Base assumptions for the analysis scenarios include:

- A 2% per year background growth rate between the existing TMC's and future 2027 and 2032 conditions.
- All study intersections and movements assume a 0.90 peak hour factor (PHF) unless otherwise noted on the TMCs in the Appendix to account for the school peak hours for Union Day School.
 - A minimum of 0.50 PHF is used for movements to/from the school during school peak hours at intersection 4.
 - A minimum of 0.75 for movements toward/away from the school during school peak hours at all other intersections.
- Observed heavy vehicle (HV) percentages (from TMCs) were used in all analysis for all intersections, a minimum of 2% was applied to proposed intersections and to approaches with less than 2% HV.
- A minimum volume of 4 vehicles per hour for all allowable movements.
- Existing signal operations were used in the existing conditions (see Appendix for existing signal plans).
- For all future scenarios permitted/protected left turns were adjusted to protected only.
- RTOR was disabled for all scenarios.
- Signal timings were optimized in all scenarios based on NCDOT parameters, with manual optimization performed where improved results could be obtained compared to automatic split optimization.
- Yellow, red, and lost times were adjusted to NCDOT parameters (5, 2, -2).
- The overall site distribution was updated from the one included in the approved scope based on the most recent AADT's and existing TMC's.
- Per coordination with NCDOT, the distribution percentages were updated for the build with improvements conditions at intersection 4. The additional distribution details are included on page 31 and in the Appendix.



1. Matthews Weddington Road & Chestnut Lane (Roundabout)

Table 4: Matthews Weddington Rd & Chestnut Ln Analysis Results

rable 4. Matthews Weddington Ru	3.70	AM Peak Ho			PM Peak He	our
Approach	LOS	Delay (sec/veh)	Capacity (v/c)	LOS	Delay (sec/veh)	Capacity (v/c)
	Exis	sting Condition	s			
Intersection	В	14.2	0.83	Α	7.7	0.54
Eastbound - Chestnut Ln		8.9	-	Α	6.9	-
Westbound - Chestnut Ln	С	22.3	-	Α	6.1	-
Northbound - Matthews Weddington Rd	Α	8.0	-	Α	7.5	-
Southbound - Matthews Weddington Rd	В	11.8	-	Α	8.6	-
	2027 N	o Build Condit	ions			
Intersection	С	16.4	0.89	Α	8.0	0.57
Eastbound - Chestnut Ln	Α	9.5	-	Α	7.2	-
Westbound - Chestnut Ln	D A	27.3	-	Α	6.3	-
Northbound - Matthews Weddington Rd		8.4	-	Α	7.8	-
Southbound - Matthews Weddington Rd		12.9	-	Α	9.1	-
	2027	Build Conditio	ns			
Intersection	С	22.1	0.98	Α	9.2	0.65
Eastbound - Chestnut Ln	В	10.3	-	Α	7.9	-
Westbound - Chestnut Ln	Е	40.6	-	Α	7.2	-
Northbound - Matthews Weddington Rd		9.1	-	Α	8.4	-
Southbound - Matthews Weddington Rd		16.0	-	В	11.1	-
2027 Bu	ild with	Improvements	s Conditions			
Intersection	В	13.7	0.71	Α	8.2	0.46
Eastbound - Chestnut Ln	В	10.3	-	Α	7.9	-
Westbound - Chestnut Ln	С	20.5	-	Α	6.7	-
Northbound - Matthews Weddington Rd	Α	9.1	-	Α	8.2	-
Southbound - Matthews Weddington Rd	В	11.0	-	Α	9.0	-
2032 Buil	d with l	mprovements	+5 Condition	S		
Intersection	С	18.8	0.84	Α	9.3	0.52
Eastbound - Chestnut Ln	В	11.5	-	Α	8.9	-
Westbound - Chestnut Ln	D	31.6	-	Α	7.3	-
Northbound - Matthews Weddington Rd	В	10.4	-	Α	9.3	-
Southbound - Matthews Weddington Rd	В	13.2	-	В	10.3	-

Existing Conditions

Currently, the intersection operates at LOS "B" during the AM peak hour and LOS "A" during the PM peak hour.

2027 No Build Conditions

With the inclusion of growth in the background traffic, the intersection operates at LOS "C" during the AM peak hour and LOS "A" during the PM peak hour.



2027 Build Conditions

When comparing the impact of the 2027 Build conditions to the 2027 No Build conditions, the intersection continues to operate at LOS "C" during the AM peak hour and LOS "A" during the PM peak hour. The delay increases by 35% in the AM peak hour and 15% in the PM peak hour.

2027 Build with Improvements Conditions

Based on NCDOT guidelines, the analysis results indicate the need for mitigation to be identified at the study intersection.

The following improvements were tested and are suggested:

- Construct a second southbound receiving lane on Matthews Weddington Road to terminate as a right turn lane at Access "A"
- Modify the southbound approach channelizing median to allow a second circulating lane on the north side of the roundabout
- Restripe the southbound left to a shared thru/left with 250 feet of storage on Matthews Weddington Road
- Restripe the westbound approach to have a terminating left turn lane and a shared left/thru/right lane with 150 feet of storage on Chestnut Lane

Assuming these improvements in place, the intersection operates at LOS "B" during the AM peak hour and LOS "A" during the PM peak hour. A preliminary concept plan for these improvements is included in the Appendix.

2032 Full Build +5 with Improvements Conditions

With the inclusion of growth in the background traffic, intersection improvements, and site traffic, the intersection operates at LOS "C" during the AM peak hour and LOS "A" during the PM peak hour.



Table 5: Matthews Weddington Rd & Chestnut Ln Queue Lengths

	Storogo	AM F	PEAK	PM F	PEAK
	Storage (ft)	95th % Queue	Max Queue	95th % Queue	Max Queue
2027 N	o Build Cond	ditions			
Eastbound left/thru/right (Chestnut Ln)	-	12'	684'	4'	55'
Westbound thru/left turn (Chestnut Ln)	-	396'	1245'	32'	105'
Westbound right turn (Chestnut Ln)	150'	57'	250'	15'	45'
Northbound thru/left turn (Matthews Weddington Rd)	-	93'	173'	54'	121'
Northbound right turn (Matthews Weddington Rd)	150'	33'	61'	51'	57'
Southbound left turn (Matthews Weddington Rd)	250'	17'	350'	28'	321'
Southbound thru/right turn (Matthews Weddington Rd)	-	120'	1003'	124'	619'
2027 Build with	Improveme	nts Conditio	ns		
Eastbound left/thru/right (Chestnut Ln)	-	13'	793'	4'	38'
Westbound left turn (Chestnut Ln)	TERM.	173'	1318'	27'	116'
Westbound left/thru/right turn (Chestnut Ln)	150'	173'	250'	27'	68'
Northbound thru/left turn (Matthews Weddington Rd)	-	115'	218'	61'	174'
Northbound right turn (Matthews Weddington Rd)	150'	38'	104'	62'	79'
Southbound thru/left turn (Matthews Weddington Rd)	250'	59'	350'	68'	344'
Southbound thru/right turn (Matthews Weddington Rd)	-	59'	1005'	64'	629'

When comparing the Build conditions to the No Build conditions from the queueing and blocking reports, no developer required improvements should be deemed necessary.

Table 6: Matthews Weddington Rd & Chestnut Ln Build with Improvements AM Roundabout Flow Scale Analysis

Year	Eff. Cap.	Degree of Satn	Prac. Spare Cap.	Aver. Delay (sec)	Stop	95% Back of Queue (veh)	Perf. Index	Cost Total \$/h
0	3876	0.713	19	13.7	0.73	6.8	97.3	1203.8
1	3824	0.737	15	14.5	0.76	7.4	101.8	1238.6
2	3771	0.762	12	15.4	0.79	8.0	107.8	1275.4
3	3720	0.787	8	16.4	0.83	8.7	114.5	1314.3
4	3669	0.813	5	17.6	0.87	9.6	121.8	1355.8
5	3619	0.840	1	19.0	0.91	10.6	129.9	1400.4
6	3570	0.867	-2	20.5	0.96	11.9	138.9	1448.8
7	3521	0.894	-5	22.4	1.01	13.4	149.0	1501.8
8	3473	0.923	-8	24.6	1.07	15.2	160.6	1560.1
9	3426	0.951	-11	27.1	1.14	17.4	173.8	1624.6
10	3379	0.981	-13	30.0	1.22	20.1	188.9	1696.0



Table 7: Matthews Weddington Rd & Chestnut Ln Build with Improvements PM Roundabout Flow Scale Analysis

Year	Eff. Cap.	_	Spare	Delay	Rate	95% Back of Queue (veh)		
0	5063	0.461	84	8.2	0.48	2.7	63.6	945.2
1	5032	0.474	79	8.4	0.50	2.9	65.9	966.8
2	5001	0.486	75	8.6	0.51	3.1	68.2	988.6
3	4970	0.498	71	8.9	0.53	3.4	70.5	1010.6
4	4939	0.511	66	9.1	0.56	3.7	73.1	1032.9
5	4908	0.524	62	9.3	0.58	3.9	76.1	1055.5
6	4878	0.537	58	9.6	0.61	4.2	79.2	1078.4
7	4847	0.550	55	9.9	0.63	4.5	82.4	1101.5
8	4817	0.563	51	10.2	0.66	4.8	85.6	1124.9
9	4787	0.576	48	10.5	0.68	5.1	88.9	1148.
10	4758	0.589	44	10.8	0.71	5.4	92.3	1172.7
11	4728	0.603	41	11.1	0.74	5.7	95.8	1197.1
12	4699	0.617	38	11.5	0.76	6.1	99.5	1222.0
13	4669	0.631	35		0.79			
14	4640	0.645	32	12.2	0.82	6.9	107.3	1273.1
15	4612	0.659	29	12.6	0.85	7.3	111.4	1299.4
16	4583	0.673	26	13.1	0.88	7.7	115.7	1326.3
17	4555	0.687	24	13.6	0.91	8.2	120.1	1353.8
18	4526	0.702	21	14.1	0.94	8.7	124.7	1382.0
19	4498	0.717	19	14.6	0.97	9.2	129.5	1411.0
20	4470	0.732	16	15.2	1.00	9.8	134.5	1440.9

Based on the 2027 Build with Improvements SIDRA analysis results, the roundabout is expected to reach the maximum v/c (degree of saturation) of 0.85 after 5 years during the AM peak hour and does not reach the maximum v/c of 0.85 after 20 years during the PM peak hour.



2. Matthews Weddington Road & Antioch Church Road/Access "A" (Signalized)

Table 8: Matthews Weddington Rd & Antioch Ch Rd/Access "A" Analysis Results

Table of Matthews Wedamigton Na	& Antioch Ch Rui Access A								
		AM Peak Ho	our		PM Peak Ho	PM Peak Hour			
Approach	LOS	Delay (sec/veh)	Capacity (v/c)	LOS	Delay (sec/veh)	Capacity (v/c)			
Existing Conditions									
Intersection	D	48.0	1.04	D	46.6	1.08			
Westbound - Antioch Ch Rd	Е	78.1	-	Е	78.2	-			
Northbound - Matthews Weddington Rd	D	51.2	-	C	34.6	-			
Southbound - Matthews Weddington Rd	В	18.8	-	D	44.4	-			
	2027 N	lo Build Condit	ions						
Intersection	Е	65.4	1.08	Е	68.9	1.09			
Westbound - Antioch Ch Rd	F	88.2	-	F	83.8	-			
Northbound - Matthews Weddington Rd	Е	77.9	-	F	83.0	-			
Southbound - Matthews Weddington Rd	С	33.9	-	D	45.0	-			
	2027	Build Conditio	ns						
Intersection	F	86.9	1.14	F	98.3	1.19			
Eastbound - Access "A"	F	93.1	-	F	100.9	-			
Westbound - Antioch Ch Rd	F	102.1	-	F	131.8	-			
Northbound - Matthews Weddington Rd	F	97.1	-	F	103.0	-			
Southbound - Matthews Weddington Rd	E	63.6	-	E	75.0	-			
2027 Bu	ild with	Improvements	s Conditions						
Intersection	E	61.9	1.05	D	51.4	0.94			
Eastbound - Access "A"	E	62.8	-	E	67.2	-			
Westbound - Antioch Ch Rd	F	97.4	-	E	68.3	-			
Northbound - Matthews Weddington Rd	D	50.6	-	D	45.8	-			
Southbound - Matthews Weddington Rd	D	42.0	-	D	46.4	-			
2032 Buil	d with I	Improvements •	+5 Condition						
Intersection	E	71.1	1.05	E	61.4	1.04			
Eastbound - Access "A"	F	83.1	-	E	68.1	-			
Westbound - Antioch Ch Rd	E	76.8	-	F	85.5	-			
Northbound - Matthews Weddington Rd	Е	60.0	-	D	55.0	-			
Southbound - Matthews Weddington Rd	E	75.2	-	Е	55.4	-			

Existing Conditions

Currently, the intersection operates at LOS "D" during both the AM and PM peak hours.

2027 No Build Conditions

With the inclusion of growth in the background traffic, the intersection operates at LOS "E" during both the AM and PM peak hours.



2027 Build Conditions

We propose the following full movement access configuration:

- One ingress lane and three egress lanes (an eastbound left turn lane with 125 feet of storage, a thru lane, and a right turn lane with 125 feet of storage) on proposed Access "A"
- Re-mark the westbound right turn lane to a shared thru/right turn lane on Antioch Church Road
- Re-mark the existing pavement to include a northbound left turn lane with 150 feet of storage on Matthews Weddington Road
- Re-mark the existing pavement to include a southbound right turn lane on Matthews Weddington Road, which becomes a terminating right turn lane with the improvements at Matthews Weddington Road & Chestnut Lane
- Implement protected phasing for the eastbound and northbound left movements
- Implement permitted + overlap phasing for the eastbound and southbound right turn movements
- Provide a minimum 125-foot internal protected stem

Assuming this configuration in place, the intersection operates at LOS "F" during both the AM and PM peak hours.

2027 Build with Improvements Conditions

Based on NCDOT and Stallings guidelines, the analysis results indicate the need for mitigation at the study intersection:

The following improvements were tested and are suggested in addition to the above access configuration:

- Construct a northbound right turn lane with 225 feet of storage on Matthews Weddington Road
- Implement permitted + overlap phasing for the northbound right turn movement

Assuming these improvements in place, the intersection operates at LOS "E" during the AM peak hour and LOS "D" during the PM peak hour. Although the southbound approach drops from LOS "C" to LOS "D", the increase in delay is less than 25% and the actual increase in delay is only 8.1 seconds and the overall intersection operates better under the build with improvements conditions than in the no build conditions. Therefore, no additional developer required improvements should be deemed necessary.

2032 Full Build with Improvements +5 Conditions

With the inclusion of growth in the background traffic, the proposed access configuration, intersection improvements, and site traffic, the intersection operates at LOS "E" during both the AM and PM peak hours.



Table 9: Matthews Weddington Rd & Antioch Ch Rd/Access "A" Queue Lengths

	Ctorrows	AM F	PEAK	PM F	PEAK
	Storage (ft)	95th % Queue	Max Queue	95th % Queue	Max Queue
2027 N	o Build Cond	ditions			
Westbound left turn (Antioch Church Rd)	275'	#420'	375'	#196'	295'
Westbound right turn (Antioch Church Rd)	TERM.	#377'	1084'	#286'	552'
Northbound thru/right turn (Matthews Weddington Rd)	-	#581'	544'	#860'	695'
Southbound left turn (Matthews Weddington Rd)	250'	#270'	350'	#387'	350'
Southbound thru (Matthews Weddington Rd)	_	332'	700'	114'	650'
2027 Build with	Improveme	nts Conditio	ns		
Eastbound left turn (Access "A")	125'	#133'	111'	#156'	141'
Eastbound thru (Access "A")	-	52'	79'	53'	113'
Eastbound right turn (Access "A")	125'	45'	59'	51'	73'
Westbound left turn (Antioch Church Rd)	275'	#556'	375'	206'	256'
Westbound thru/right turn (Antioch Church Rd)	-	#546'	1072'	#382'	408'
Northbound left turn (Matthews Weddington Rd)	150'	83'	204'	122'	250'
Northbound thru (Matthews Weddington Rd)	-	#555'	434'	#687'	616'
Northbound right turn (Matthews Weddington Rd)	225'	105'	285'	210'	325'
Southbound left turn (Matthews Weddington Rd)	250'	248'	350'	#457'	350'
Southbound thru (Matthews Weddington Rd)	-	#793'	623'	388'	579'
Southbound right turn (Matthews Weddington Rd)	TERM.	19'	601'	28'	111'

When comparing the Build conditions to the No Build conditions from the queueing and blocking reports, no additional developer required improvements should be deemed necessary.



3. Matthews Weddington Road & Brayland Avenue/Access "B" (Unsignalized)

Table 10: Matthews Weddington Rd & Brayland Ave/Access "B" Analysis Results

Table 101 matthews 110aamgton 1to	0			<i>,</i>	,	
	AM Peak Hour				our	
Approach		Delay (sec/veh)	Capacity (v/c)	LOS	Delay (sec/veh)	Capacity (v/c)
	Exis	sting Condition	s			
Eastbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	ı
Westbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	-
Northbound - Brayland Ave	В	14.2	-	С	15.5	-
	2027 N	o Build Condit	ions			
Eastbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	-
Westbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	-
Northbound - Brayland Ave	В	14.6	-	С	16.1	-
	2027	Build Conditio	ns			
Eastbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	-
Westbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	-
Northbound - Brayland Ave	С	15.3	-	С	17.3	-
Southbound - Access "B"	С	23.4	-	В	14.6	-
	2032 E	Build +5 Conditi	ions			
Eastbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	ı
Westbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	-
Northbound - Brayland Ave	С	16.6	-	С	19.0	-
Southbound - Access "B"	D	26.9	-	С	15.6	-

Existing Conditions

Currently, the worst leg of the intersection (northbound) operates at LOS "B" during the AM peak hour and LOS "C" during the PM peak hour.

2027 No Build Conditions

With the inclusion of growth in the background traffic, the worst leg of the intersection (northbound) operates at LOS "B" during the AM peak hour and LOS "C" during the PM peak hour.

2027 Build Conditions

We propose the following right-in/right-out access configuration:

- One ingress lane and one egress lane (a terminating southbound right turn lane) on proposed Access "B"
- Construct a westbound right turn lane with 100 feet of storage and appropriate deceleration taper on Matthews Weddington Road
- Provide a minimum 100-foot internal protected stem

Assuming this configuration in place, the worst leg of the intersection operates at LOS "C" during both the AM and PM peak hours.



Although the northbound approach drops from LOS "B" to LOS "C" during the AM peak hour, the increase in delay is less than 25% and the actual increase in delay is only 0.7 seconds. Additionally, the volume on Brayland Ave is only 5 vehicles during the AM peak hour. Therefore, no developer required improvements should be deemed necessary.

2032 Build +5 Conditions

With the inclusion of growth in the background traffic, the proposed access configuration, and site traffic, the worst leg of the intersection operates at LOS "D" during the AM peak hour and LOS "C" during the PM peak hour.

Table 11: Matthews Weddington Rd & Brayland Ave/Access "B" Queue Lengths

	Storogo	AM F	PEAK	PM F	EAK						
	Storage (ft)	95th % Queue	Max Queue	95th % Queue	Max Queue						
2027 No Build Conditions											
Northbound right turn (Brayland Ave)	TERM.	0'	26'	0'	96'						
2027	2027 Build Conditions										
Northbound right turn (Brayland Ave)	TERM.	0'	26'	0'	28'						
Southbound right turn (Access "B")	TERM.	7'	358'	5'	34'						

When comparing the Build conditions to the No Build conditions from the queueing and blocking reports, no developer required improvements should be deemed necessary.



4. Matthews Weddington Road & Tilley Morris Road (Roundabout)

Table 12: Matthews Weddington Rd & Tilley Morris Rd Analysis Results

Table 12. Matthews Weddington Ru	J	AM Peak Ho		1.000	PM Peak He	our					
Approach	LOS	Delay (sec/veh)	Capacity (v/c)	LOS	Delay (sec/veh)	Capacity (v/c)					
	Existing Conditions										
Intersection	Е	48.6	1.21	В	13.1	0.82					
Eastbound - Tilley Morris Rd	В	10.4	-	С	21.4	-					
Westbound - Matthews Weddington Rd	F	95.6	-	Α	7.5	-					
Northbound - Matthews Weddington Rd	В	14.2	-	В	10.3	-					
Southbound - Union Day School	D	27.7	-	Α	9.7	-					
	2027 N	o Build Condit	ions								
Intersection	F	59.6	1.28	С	15.1	0.87					
Eastbound - Tilley Morris Rd	В	11.2	-	D	26.2	-					
Westbound - Matthews Weddington Rd	F	120.1	-	Α	7.8	-					
Northbound - Matthews Weddington Rd	С	15.9	-	В	11.0	-					
Southbound - Union Day School	D	31.2	-	В	10.5	-					
		Build Conditio	ns								
Intersection	F	67.2	1.34	С	19.6	0.95					
Eastbound - Tilley Morris Rd	В	12.8	-	E	37.8	-					
Westbound - Matthews Weddington Rd	F	135.0	-	Α	8.3	-					
Northbound - Matthews Weddington Rd	С	17.1	-	В	12.8	-					
Southbound - Union Day School	D	34.5	-	В	11.5	-					
	ndition	s with Improve	ments at Int.								
Intersection	F	64.0	1.32	С	17.5	0.92					
Eastbound - Tilley Morris Rd	В	12.2	-	D	32.5	-					
Westbound - Matthews Weddington Rd	F	128.0	-	Α	8.1	-					
Northbound - Matthews Weddington Rd	С	16.5	-	В	12.2	-					
Southbound - Union Day School	D	34.0	-	В	11.1	-					
2032 Build +5 C											
Intersection	F	100.0	1.55	D	29.2	1.08					
Eastbound - Tilley Morris Rd	С	15.4	-	F	64.0	-					
Westbound - Matthews Weddington Rd	F	203.6	-	Α	9.1	-					
Northbound - Matthews Weddington Rd	С	24.3	-	В	14.0	-					
Southbound - Union Day School	F	50.2	-	В	13.7	-					

Existing Conditions

Currently, the intersection operates at LOS "E" during the AM peak hour and LOS "B" during the PM peak hour.

2027 No Build Conditions

With the inclusion of growth in the background traffic, the intersection operates at LOS "F" during the AM peak hour and LOS "C" during the PM peak hour.



2027 Build Conditions

When comparing the impact of the 2027 Build conditions to the 2027 No Build conditions, the intersection continues to operate at LOS "F" during the AM peak hour and LOS "C" during the PM peak hour. The delay increases by 13% in the AM peak hour and 30% in the PM peak hour.

Although the increase in overall intersection delay is greater than 25% and the eastbound approach LOS drops from LOS "D" to LOS "E" during the PM peak hour, the overall intersection LOS does not change, the actual increase in overall intersection delay is only 4.5 seconds, the actual increase in the eastbound approach delay is only 11.6 seconds, and the LOS "E" is within the threshold set by the Town of Stallings. Therefore, no mitigation should be required at this intersection.

2027 Build Conditions with Improvements at Intersection 1 & 2

Per coordination with NCDOT, it is likely that the improvements at the intersections of Matthews Weddington Road & Chestnut Lane and Matthews Weddington Road & Antioch Church Road would result in a change in the site traffic distribution. Therefore, the following assumptions were used for the analysis at this intersection (see Appendix for distributions and volumes):

- Retail trip generation assuming the Strip Retail [LUC 822] is reduced to 19,100 SF
- Commercial trip distribution with 10% to/from the west on Tilley Morris Road and 15% to/from the south on Weddington Matthews Road
- Residential trip distribution with 15% to/from the west on Tilley Morris Road and 15% to/from the south on Weddington Matthews Road

With these assumptions, the intersection operates at LOS "F" during the AM peak hour and LOS "C" during the PM peak hour.

The results indicate there are no changes in LOS and the increases in delay are all less than 25%. Therefore, no mitigation should be required at this intersection.

2032 Build +5 Conditions with Improvements at Intersection 1 & 2

With the inclusion of growth in the background traffic and site traffic, the intersection operates at LOS "F" during the AM peak hour and LOS "D" during the PM peak hour.



Table 13: Matthews Weddington Rd & Tilley Morris Rd Queue Lengths

	Storogo	AM F	PEAK	PM F	PEAK
	Storage (ft)	95th % Queue	Max Queue	95th % Queue	Max Queue
2027 N	o Build Cond	ditions			
Eastbound thru/left turn (Tilley Morris Rd)	-	73'	101'	381'	854'
Eastbound right turn (Tilley Morris Rd)	150'	8'	32'	26'	250'
Westbound left turn (Matthews Weddington Rd)	150'	63'	250'	28'	156'
Westbound thru/right turn (Matthews Weddington Rd)	-	2101'	1986'	72'	200'
Northbound thru/left turn (Matthews Weddington Rd)	-	204'	474'	28'	100'
Northbound right turn (Matthews Weddington Rd)	150'	63'	250'	46'	75'
Southbound thru/left turn (Union Day School)	-	172'	154'	75'	143'
Southbound right turn (Union Day School)	75'	53'	68'	15'	44'
2027 Build with Impre	ovements at	Int. 1 & 2 Co	nditions		
Eastbound thru/left turn (Tilley Morris Rd)	-	83'	102'	479'	1219'
Eastbound right turn (Tilley Morris Rd)	150'	8'	50'	26'	250'
Westbound left turn (Matthews Weddington Rd)	150'	73'	250'	31'	222'
Westbound thru/right turn (Matthews Weddington Rd)	-	2272'	1984'	77'	281'
Northbound thru/left turn (Matthews Weddington Rd)	-	210'	389'	28'	74'
Northbound right turn (Matthews Weddington Rd)	150'	73'	213'	58'	55'
Southbound thru/left turn (Union Day School)		184'	235'	79'	134'
Southbound right turn (Union Day School)	75'	55'	129'	16'	70'

When comparing the Build conditions to the No Build conditions from the queueing and blocking reports, no developer required improvements should be deemed necessary.

Table 14: Matthews Weddington Rd & Tilley Morris Rd Existing PM Roundabout Flow Scale Analysis

Year	Eff. Cap.	Degree of Satn	Spare	Delay	Rate	95% Back of Queue (veh)		
0	2985	0.816	4	13.1	0.78	12.0	90.8	1046.7
1	2951	0.842	1	14.0	0.81	13.4	95.8	1078.1
2	2917	0.868	-2	15.0	0.84	15.0	101.3	1111.6

Based on the existing SIDRA analysis results, the roundabout exceeds the maximum v/c (degree of saturation) of 0.85 during the AM peak hour in the existing conditions and is expected to reach the maximum v/c (degree of saturation) of 0.85 after 1 year during the PM peak hour.



5. Matthews Weddington Road & Access "C" (Unsignalized)

Table 15: Matthews Weddington Rd & Access "C" Analysis Results

		AM Peak Ho	our		our	
Approach		Delay (sec/veh)	Capacity (v/c)	LOS	Delay (sec/veh)	Capacity (v/c)
	2027	Build Conditio	ns			
Eastbound - Access "C"	В	12.5	-	В	12.0	-
Northbound - Matthews Weddington Rd	Α	0.0	Ī	Α	0.0	-
Southbound - Matthews Weddington Rd	Α	0.0	Ī	Α	0.0	-
	2032 E	Build +5 Conditi	ons			
Eastbound - Access "C"	В	13.2	Ī	В	12.5	-
Northbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	-
Southbound - Matthews Weddington Rd	Α	0.0	-	Α	0.0	-

2027 Build Conditions

We propose the following right-in/right-out access configuration:

- One ingress lane and one egress lane (a terminating eastbound right turn lane) on proposed Access "C"
- Construct a southbound combined thru/right turn lane continued from Chestnut Lane on Matthews Weddington Road
- Construct an extension of the center median within the painted out median on Matthews
 Weddington Road to provide minimum overlap with Access "C" and stop short to not
 impact the existing access for the storage facility on the east side of Matthews
 Weddington Road
- Provide a minimum 100-foot internal protected stem

Assuming this configuration in place, the worst leg of the intersection (eastbound) operates at LOS "B" during both the AM and PM peak hours.

2032 Build +5 Conditions

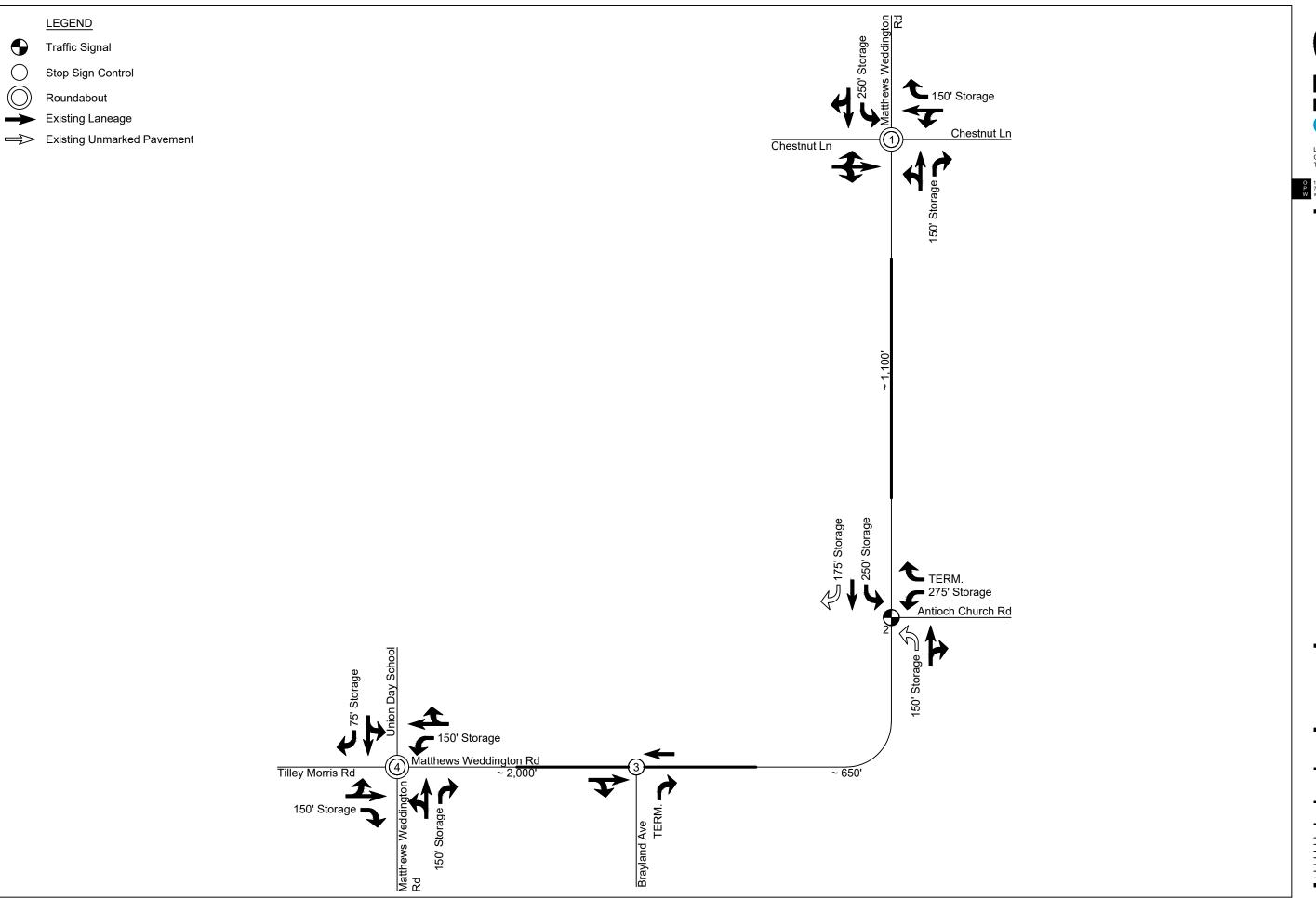
With the inclusion of growth in the background traffic, the proposed access configuration, and site traffic, the worst leg of the intersection (eastbound) operates at LOS "B" during both the AM and PM peak hours.

Table 16: Matthews Weddington Rd & Access "C" Queuing and Blocking Report

		AM F	PEAK	PM F	PEAK
	Storage (ft)	95th % Queue	Max Queue	95th % Queue	Max Queue
202	ons				
Eastbound right turn (Access "C")	TERM.	5'	216'	5'	78'

Based on the above queuing and blocking report, no additional turn lanes should be deemed necessary.

The existing laneage is shown in Figure 9. The suggested laneage is shown in Figure 10.





1111 Hawthorne Lane Charlotte, NC 2829 704.343.0608

THE COTTAGE GREEN STALLINGS, NORTH CAROLINA

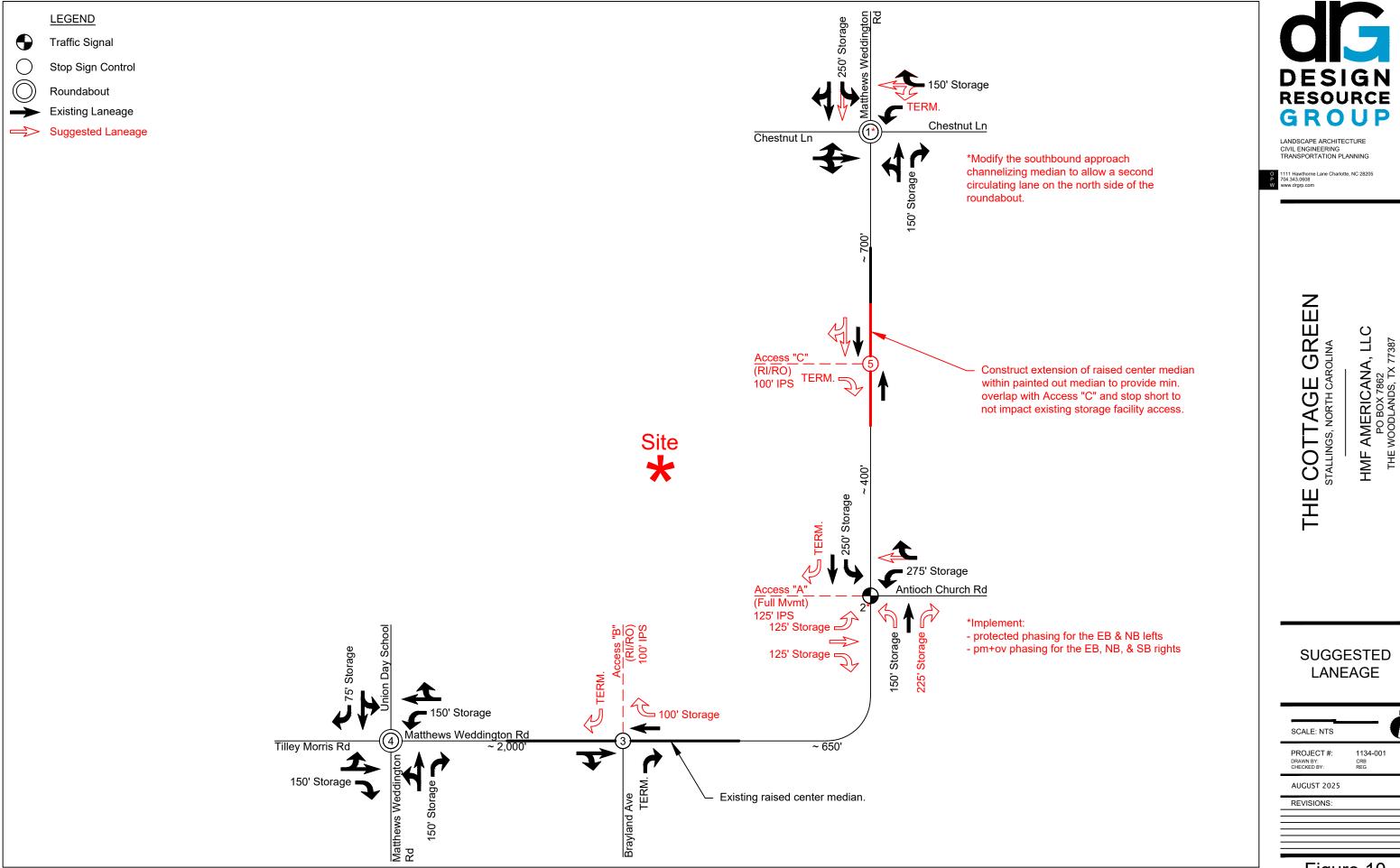
HMF AMERICANA, LLC PO BOX 7862 THE WOODLANDS, TX 77387

EXISTING LANEAGE

SCALE: NTS		N
PROJECT #: DRAWN BY: CHECKED BY:	1134-001 CRB PAH	
AUGUST 2025		
REVISIONS:		

Figure 9

olely for the use of the recipient noted. No third party use or modification is permitted without written authorization.





PEDESTRIAN AND BICYCLE INTERSECTION LOS

Per the Town of Stallings' "Traffic Impact Analysis Ordinance", pedestrian and bicycle LOS for comfort and safety while crossing signalized street intersections must be evaluated. The LOS threshold is dictated by the zoning as outlined below:

Zoning	Bike/Ped LOS Threshold
AG, CIV	E
SFR, MFT, VSR, IND	D
TC, MU, C-74, CP-485, CZ, CUP	С
Within a small area plan boundary	С
All Others	D

Key elements or features that enhance or reduce pedestrian or bicycle perceptions of comfort and safety are identified and weighed relative to one another by a point system. The parameters and worksheets for the study intersections are included in the Appendix.

Pedestrian Intersection LOS

The primary impediments to comfort and safety for pedestrians at signalized intersections are crossing distance and conflicts with turning vehicles. The following are identified key elements or features that enhance or reduce pedestrian perceptions of comfort and safety:

- 1. Pedestrian Crossing Distance
- 2. Signal Phasing and Timing
- 3. Corner Radius
- 4. Right-Turns-On-Red (RTOR)
- 5. Crosswalk
- 6. Traffic Flow Direction

The pedestrian intersection LOS for the study intersections under the existing and future conditions are presented in Table 17.



Table 17: Pedestrian LOS

	Crossing	Exi	isting	Fu	ıture	
Intersection	Approach (i.e. approach being crossed)	Crossing Approach LOS	Intersection LOS	Crossing Approach LOS	Intersection LOS	
	EB	N/A		N/A		
 Matthews Weddington Rd & 	WB	N/A	Unsignalized	N/A	Unsignalized	
Chestnut Ln	NB	N/A	No LOS	N/A	No LOS	
	SB	N/A		N/A		
	EB	N/A		E		
Matthews Weddington Rd &	WB	E	С	F	Е	
Antioch Church Rd/Access "A"	NB	В		E		
	SB	С		E		
2 Matthews Waddington Dd 9	EB	N/A		N/A		
3. Matthews Weddington Rd &	WB	N/A	Unsignalized	N/A	Unsignalized	
Brayland Ave/Access "B"	NB	N/A	No LOS	N/A	No LOS	
Ave/Access B	SB	N/A		N/A		
	EB	N/A		N/A		
4. Matthews Weddington Rd & Tilley	WB	N/A	Unsignalized	N/A	Unsignalized	
Morris Rd	NB	N/A	No LOS	N/A	No LOS	
	SB	N/A		N/A		
F. Matthausa Maddinatan Dd 9	EB	N/A	l lu ai aus alima d	N/A	l lucai aus alima al	
5. Matthews Weddington Rd & Access "C"	NB	N/A	Unsignalized	N/A	Unsignalized	
Access C	SB	N/A	No LOS	N/A	No LOS	

The overall pedestrian comfort and safety at the intersection of Matthews Weddington Road & Antioch Church Road is LOS "C" under the existing intersection configuration and LOS "E" under the proposed intersection configuration. The intersection does not currently have any marked crosswalks or pedestrian signals. Additionally, there are no existing sidewalks near the intersection. The proposed development would only impact pedestrian LOS at this intersection due to the addition of Access "A" as the fourth leg of the intersection. It is important that the access design take into consideration pedestrian features.



Bicycle Intersection LOS

The primary impediments to comfort and safety for bicyclists at signalized intersections are traffic signal features, potential conflicts with turning vehicles, and a desire for physical space in the roadway. The following are identified key elements or features that enhance or reduce bicyclist perceptions of comfort and safety:

- 1. Signal Phasing and Timing
- 2. Roadway Space for Bikes
- 3. Right-Turn Conflict Treatment
- 4. Approach Speed of Traffic
- 5. Right-Turns-On-Red (RTOR)
- 6. Intersection Crossing Width

The bicycle intersection LOS for the study intersections under the existing and future conditions are presented in Table 18.



Table 18: Bicycle LOS

		Existing		Future	
Intersection	Approach	Approach LOS	Intersection LOS	Approach LOS	Intersection LOS
1. Matthews Weddington Rd & Chestnut Ln	EB	N/A	Unsignalized No LOS	N/A	Unsignalized No LOS
	WB	N/A		N/A	
	NB	N/A		N/A	
	SB	N/A		N/A	
Matthews Weddington Rd & Antioch Church Rd/Access "A"	EB	N/A	F	Е	F
	WB	F		F	
	NB	F		F	
	SB	F		F	
3. Matthews Weddington Rd & Brayland Ave/Access "B"	EB	N/A	Unsignalized No LOS	N/A	Unsignalized No LOS
	WB	N/A		N/A	
	NB	N/A		N/A	
	SB	N/A		N/A	
Matthews Weddington Rd & Tilley Morris Rd	EB	N/A	Unsignalized No LOS	N/A	Unsignalized No LOS
	WB	N/A		N/A	
	NB	N/A		N/A	
	SB	N/A		N/A	
5. Matthews Weddington Rd & Access "C"	EB	N/A	Unsignalized No LOS	N/A	Unsignalized No LOS
	NB	N/A		N/A	
	SB	N/A		N/A	

The overall bicycle comfort and safety at the intersection of Matthews Weddington Road & Antioch Church Road is LOS "F" under the existing intersection configuration and LOS "F" under the proposed intersection configuration. The intersection does not currently have any bicycle facilities. The proposed development would only impact bicycle LOS at this intersection due to the addition of Access "A" as the fourth leg of the intersection. It is important that the access design take into consideration bicycle facilities.

Additionally, the site includes a proposed greenway extension that follows the Town's Greenway Master Plan and extends the existing greenway from Ledgewood Drive to Antioch Church Road.



CONCLUSION

In conclusion, although the proposed mixed-use development will increase the amount of vehicular traffic on the adjacent roadways/corridors, the project will not materially impact adjacent roadways, intersections, or the general public traveling in the area if the site is developed according to the proposed plan and includes the suggested access configurations and offsite improvements.



APPENDIX

DEVELOPMENT STANDARDS

September 3, 2025

1. GENERAL PROVISIONS

- A. These development standards form a part of the Rezoning Plan associated with the Rezoning Application filed by HMF Americana, LLC (the "Applicant") for an approximately 36.81-acre site that is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Nos. 07150009G, 06087002, 06087002C and 06087003.
- B. The development and use of the Site will be governed by the Rezoning Plan, these development standards and the applicable provisions of the Stallings Development Ordinance (the "**Ordinance**"). Subject to paragraph 12 below, the regulations established under the Ordinance for the Mixed Use-2 (MU-2) zoning district shall govern the development and use of the Site.
- C. The development and uses depicted on the Rezoning Plan are schematic in nature and are intended to depict the general arrangement of such uses and the improvements on the Site. Accordingly, the layout, locations and sizes of the development and site elements depicted on the Rezoning Plan are graphic representations of the proposed development and site elements, and they may be altered or modified in accordance with the setback, yard and perimeter landscaping requirements set forth on this Rezoning Plan and the development standards, provided, however, that any such alterations and modifications shall not materially change the overall design intent depicted on the Rezoning Plan.
- D. For entitlement purposes and ease of reference when placing certain conditions on portions of the Site or describing certain features of the proposed development, the Site is divided into three separate development areas that are designated on the Rezoning Plan as Development Area A, Development Area B and Development Area C. Development Area A is further divided into two separate sub-development areas that are designated on the Rezoning Plan as Development Area A.1 and Development Area A.2.

Any reference herein to the Site shall be deemed to include Development Area A, Development Area B and Development Area C unless otherwise noted herein. Any reference herein to Development Area A shall be deemed to include Development Area A.1 and Development Area A.2 unless otherwise noted herein.

Development Area A and Development Area C are the non-residential, commercial components of the development, and Development Area B is the residential component.

E. The Site shall be considered to be a planned/unified development.

- F. Pursuant to the Ordinance and Section 160D-108.1 of the North Carolina General Statutes, the Rezoning Plan, if approved, shall be vested for a period of 5 years due to the size and phasing of the development, the level of investment, economic cycles and market conditions.
- G. Minor modifications to the Rezoning Plan may be approved by the Development Administrator.

2. PERMITTED USES/DEVELOPMENT LIMITATIONS

A. <u>Development Area A</u>

- (1) Subject to the limitations set out below, that portion of the Site designated as Development Area A on the Rezoning Plan may be devoted to any non-residential use or uses listed by right, any non-residential use or uses listed with additional standards and/or any non-residential use or uses permitted with a conditional rezoning in the MU-2 zoning district, and to any non-residential accessory and incidental uses relating thereto that are permitted in the MU-2 zoning district.
- (2) Although seven principal buildings are depicted on Development Area A, Applicant may build more or fewer than seven buildings as a result of dividing or combining one or more of the buildings depicted.
- (3) Drive-through lanes and drive-through windows shall not be permitted on Development Area A as a principal use or an accessory use.
- (4) The following uses shall not be permitted on Development Area A:
 - (a) a convenience store with gasoline pumps;
 - (b) a supermarket;
 - (c) a pharmacy;
 - (d) a florist;
 - (e) a butcher shop, unless part of a restaurant;
 - (f) a bakery, unless part of restaurant;
 - (g) a store selling alcohol for off-premises consumption;
 - (h) a vape-, tobacco-, or CBD-products store;
 - (i) a smoke shop;
 - (j) a hookah bar; and
 - (k) a tattoo parlor.

- (5) A total maximum of 25,000 square feet of gross floor area devoted to the non-residential uses set out above may be developed on Development Area A.
- (6) The maximum size of any building developed on Development Area A shall be 7,500 square feet of gross floor area.
- (7) Notwithstanding the terms of paragraph 2.A.(5) above, a total maximum of 10,000 square feet of gross floor area devoted to the non-residential uses set out above may be developed on Development Area A.1.

B. Development Area B

- (1) Subject to the limitations set out below, that portion of the Site designated as Development Area B on the Rezoning Plan may only be devoted to residential uses comprised of detached houses (designated on the Rezoning Plan as Cottage Homes and Terrace Homes), attached house dwelling units (designated on the Rezoning Plan as Patio Homes) and multifamily dwelling units (designated on the Rezoning Plan as 6-Plex and 8-Plex buildings), and any accessory and incidental structures and uses relating thereto that are permitted in the MU-2 zoning district. Incidental and accessory structures and uses may include, without limitation, a leasing and management office, detached garages, detached carports and amenities for use by the residents of the residential community, such as a clubhouse, fitness center, swimming pool, sports court and dog park.
- (2) A total maximum of 222 dwelling units may be constructed on Development Area B.
- (3) Of the allowed 222 dwelling units that may be constructed on Development Area B, a maximum of 84 of such dwelling units may be multi-family dwelling units (located in the 6-Plex and 8-Plex buildings).

C. <u>Development Area C</u>

- (1) Subject to the limitations set out below, that portion of the Site designated as Development Area C on the Rezoning Plan may be devoted to any non-residential use or uses listed by right, any non-residential use or uses listed with additional standards and/or any non-residential use or uses permitted with a conditional rezoning in the MU-2 zoning district, and to any non-residential accessory and incidental uses relating thereto that are permitted in the MU-2 zoning district.
- (2) Drive-through lanes and drive-through windows shall not be permitted on Development Area C as a principal use or an accessory use.
- (3) The following uses shall not be permitted on Development Area C:
 - (a) a convenience store with gasoline pumps;
 - (b) a supermarket;
 - (c) a pharmacy;

- (d) a florist;
- (e) a butcher shop, unless part of a restaurant;
- (f) a bakery, unless part of restaurant;
- (g) a store selling alcohol for off-premises consumption;
- (h) a vape-, tobacco-, or CBD-products store;
- (i) a smoke shop;
- (j) a hookah bar; and
- (k) a tattoo parlor.
- (4) A total maximum of 5,000 square feet of gross floor area devoted to the non-residential uses set out above may be developed on Development Area C.
- (5) Prior to the development of Development Area C, Applicant must obtain site plan and building elevation approval from the Development Administrator and Planning Board for the proposed development on Development Area C.

D. Restaurant Limitation on Development Area A and Development Area C

(1) A maximum of 10,900 square feet of the total maximum of 30,000 square feet of gross floor area that may be developed on Development Area A and Development Area C may be devoted to restaurant uses.

3. COMMERICAL DEVELOPMENT COMMITMENT

- A. Prior to the issuance of the final site certificate of occupancy for Development Area B, all horizontal improvements to be located on Development Area A.1 shall be completed. The construction of the horizontal improvements to be located on Development Area A.1 shall commence prior to or concurrently with the construction of the horizontal improvements to be located on Development Area B.
- B. Prior to the issuance of the first certificate of occupancy for a new building constructed on the Site, the transportation improvements set out in paragraph 5.G below shall be "substantially complete" as defined in paragraph 5.F.
- C. Prior to the issuance of a certificate of occupancy for the 112th residential dwelling unit constructed on the Site, Applicant shall commence the vertical construction of a minimum of 7,500 square feet of shell commercial space to be devoted to the non-residential uses set out above on Development Area A.1 (the "Commercial Shell Space").
- D. Prior to the issuance of the final site certificate of occupancy for Development Area B, Applicant shall complete the construction of the Commercial Shell Space on Development

Area A.1. Completion of the Commercial Shell Space shall mean that the exterior walls, roof, concrete floor slab, windows and doors of the building(s) have been completed. The Commercial Shell Space shall not be required to be leased, upfitted or occupied.

4. DIMENSIONAL STANDARDS

A. Except as otherwise provided in paragraph 12 below, the development of the Site shall comply with the dimensional standards of the MU-2 zoning district.

5. TRANSPORTATION AND PARKING

- A. Vehicular access shall be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access points are subject to any minor modifications required to accommodate final site and construction plans and designs and any adjustments required for approval by the Town of Stallings (the "Town") and/or the North Carolina Department of Transportation ("NCDOT").
- B. The alignments of the internal vehicular circulation areas and driveways may be modified by Applicant to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by the Town, the Union County Fire Marshal and/or NCDOT.
- C. The Site shall meet the minimum parking requirements of the Ordinance.
- D. A minimum of seven (7) electric-vehicle (EV) charging portals shall be installed on the Site. The locations of the electric-vehicle (EV) charging portals shall be determined by the Applicant during the permitting process.
- E. The Site shall include a stub from Development Area A.1 to Development Area C as generally shown on the Rezoning Plan.
- F. Any reference to the term "substantially complete" in this Section 5 of the Development Standards shall mean a determination by the Town and/or NCDOT that the applicable roadway improvements are deemed "substantially complete" for the purpose of the issuance of certificates of occupancy for building(s) on the Site. However, in the event that certain non-essential roadway improvements (as reasonably determined by the Town and/or NCCDOT) are not completed at the time that Applicant seeks to obtain a certificate of occupancy for building(s) on the Site, then the Town and/or NCCDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event Applicant may be required to post a letter of credit or a bond for any improvements not in place at the time such certificates of occupancy are issued to secure the completion of the relevant improvements.
- G. The transportation improvements set out below shall be substantially complete prior to the issuance of the first certificate of occupancy for a new building constructed on the Site.

(1) Matthews Weddington Road & Chestnut Lane (Roundabout)

- (a) Construct a second southbound receiving lane on Matthews Weddington Road to terminate as a right turn lane at Access "A".
- (b) Modify the southbound approach channelizing median to allow a second circulating lane on the north side of the roundabout.
- (c) Restripe the southbound left turn lane to a shared thru/left with 250 feet of storage on Matthews Weddington Road.
- (d) Restripe the westbound approach to have a terminating left turn lane and a shared left/thru/right lane with 150 feet of storage on Chestnut Lane.

(2) <u>Matthews Weddington Road & Antioch Church Road/Access "A" (Signalized)</u>

The following full movement access configuration will be implemented.

- (a) One ingress lane and three egress lanes (an eastbound left turn lane with 125 feet of storage, a thru lane, and a right turn lane with 125 feet of storage) on proposed Access "A".
- (b) Re-mark the westbound right turn lane to a shared thru/right turn lane on Antioch Church Road.
- (c) Re-mark the existing pavement to include a northbound left turn lane with 150 feet of storage on Matthews Weddington Road.
- (d) Re-mark the existing pavement to include a southbound right turn lane on Matthews Weddington Road, which becomes a terminating right turn lane with the improvements at Matthews Weddington Road & Chestnut Lane.
- (e) Implement protected phasing for the eastbound and northbound left movements.
- (f) Implement permitted + overlap phasing for the eastbound and southbound right turn movements.
- (g) Provide a minimum 125-foot internal protected stem.

Additionally, the following improvements shall be constructed.

- (h) Construct a northbound right turn lane with 225 feet of storage on Matthews Weddington Road.
- (i) Implement permitted + overlap phasing for the northbound right turn movement.

(3) <u>Matthews Weddington Road & Brayland Avenue/Access "B" (Unsignalized)</u>

The following right-in, right-out access configuration will be implemented.

- (a) One ingress lane and one egress lane (a terminating southbound right turn lane) on proposed Access "B".
- (b) Construct a westbound right turn lane with 100 feet of storage and appropriate deceleration taper on Matthews Weddington Road.
- (c) Provide a minimum 100-foot internal protected stem.

(4) <u>Matthews Weddington Road & Access "C" (Unsignalized)</u>

The following right-in, right-out access configuration will be implemented.

- (a) One ingress lane and one egress lane (a terminating eastbound right turn lane) on proposed Access "C".
- (b) Construct a southbound combined thru/right turn lane continued from Chestnut Lane on Matthews Weddington Road.
- (c) Construct an extension of the center median within the painted out median on Matthews Weddington Road to provide minimum overlap with Access "C" and stop short to not impact the existing access for the storage facility on the east side of Matthews Weddington Road.
- (d) Provide a minimum 100-foot internal protected stem.

6. ARCHITECTURAL and DESIGN STANDARDS

A. <u>Development Area A and Development Area C</u>

- (1) The maximum height of any principal building located on Development Area A or on Development Area C shall be 32 feet.
- (2) Subject to the terms of paragraph 12 below, any building located on Development Area A or on Development Area C shall meet the "Shop-Front" Building Type Standards (including architectural standards) set out in Section 9.6 of the Ordinance.
- (3) The primary exterior building material for each side or elevation of any building located on Development Area A or on Development Area C shall be brick.
- (4) The exterior of any building located on Development Area A or on Development Area C shall not be clad with metal. Notwithstanding the foregoing, metal can be used as an accent material on the building exteriors.

- (5) Vinyl, EIFS or masonite may not be used as an exterior building material. Notwithstanding the foregoing, vinyl may be utilized on windows, doors, soffits, trim and railings.
- (6) The Development Administrator may approve different building elevations for the various buildings to be located on Development Area A if the Development Administrator determines that such different building elevations are similar to the attached conceptual, schematic images and renderings in terms of architectural style and exterior building materials.
- (7) The building elevations of any building located on Development Area C must be reviewed and approved by the Development Administrator and Planning Board prior to the issuance of a building permit for the specific building.
- (8) The color palettes of any building located on Development Area A or on Development Area C must be reviewed and approved by the Development Administrator and Planning Board prior to the issuance of a building permit for the specific building.

B. <u>Development Area B</u>

- (1) The maximum height of any building located on Development Area B shall be 36 feet.
- (2) Development Area B shall include a clock tower in the location generally depicted on the Rezoning Plan. Adjustments to the location of the clock tower shall be permitted during the permitting process. The Development Administrator may approve a different architectural elevation for the clock tower if the Development Administrator determines that such different architectural elevation is similar to the architectural elevation attached to the Rezoning Plan in terms of architectural style and exterior building materials. The maximum height of the clock tower shall be 32 feet.
- (3) Development Area B shall include an obelisk in the location generally depicted on the Rezoning Plan. Adjustments to the location of the obelisk shall be permitted during the permitting process. The Development Administrator may approve a different architectural elevation for the obelisk if the Development Administrator determines that such different architectural elevation is similar to the architectural elevation attached to the Rezoning Plan in terms of architectural style and exterior building materials. The maximum height of the obelisk shall be 25 feet.
- (4) Included with the Rezoning Plan are a series of conceptual, schematic images and renderings of the elevations of the various dwelling units and residential buildings to be constructed on Development Area B that are intended to depict the general conceptual architectural style, design treatment and character of the elevations of the various dwelling units and residential buildings to be constructed on Development Area B. Accordingly, the elevations of the various dwelling units and residential buildings to be constructed on Development Area B shall be designed and constructed so that the elevations of the various dwelling units and residential buildings are substantially similar in appearance to the relevant attached conceptual, schematic images and renderings with respect to architectural

style, design treatment and character. The finishes and colors of the exteriors of the various dwelling units and residential buildings may vary from what is depicted on the conceptual, schematic images and renderings. Additionally, changes and alterations to the elevations of the various dwelling units and residential buildings to be constructed on Development Area B that do not materially change the overall conceptual architectural style, design treatment and character shall be permitted.

- (5) Pursuant to Section 5.4-3(C) of the Ordinance, the series of conceptual, schematic images and renderings of the elevations of the various dwelling units and residential buildings to be constructed on Development Area B shall govern the architectural design of the various dwelling units and residential buildings in lieu of any Lot Type Standards, Building Type Standards (including any architectural standards) and any Building Standards and Anti-Monotony Standards set out in Article 9 of the Ordinance.
- (6) The Development Administrator may approve different building elevations for the various dwelling units and residential buildings to be located on Development Area B if the Development Administrator determines that such different building elevations are similar to the attached conceptual, schematic images and renderings in terms of architectural style and exterior building materials.
- (7) The residential community on Development Area B will be a gated community as generally depicted on the Rezoning Plan.
- (8) Vinyl, EIFS or masonite may not be used as an exterior building material. Notwithstanding the foregoing, vinyl may be utilized on windows, doors, garage doors, soffits, trim and railings.
- (9) The color palettes of any building located on Development Area B must be reviewed and approved by the Development Administrator and Planning Board prior to the issuance of a building permit for the specific building.

7. STREETSCAPE

A. Planting strips and sidewalks shall be installed along the Site's street frontages as depicted on the Rezoning Plan.

8. OPEN SPACE/TREE SAVE/BERM

- A. The Site shall comply with the open space requirements of the Ordinance.
- B. Except as otherwise provided below in paragraph 12, the Site shall comply with the tree save requirements of the Ordinance.
- C. Except as otherwise provided below in paragraph 12, the Site shall comply with the landscaping requirements of the Ordinance.

- D. As noted above in paragraph 1.E., the development of the Site shall be considered to be a planned/unified development. Accordingly, the tree save and open space requirements of the Ordinance may be calculated and satisfied over the entire Site, rather than within each individual Development Area. As a result, each individual Development Area shall not be required to meet the tree save and open space requirements of the Ordinance provided that the Site as a whole meets such tree save and open space requirements.
- E. The Site shall include landscaping and outdoor amenities (which elements shall include walking trails and a pocket park) in the Site's open space. The specific locations and types of such amenities shall be determined by the Applicant during the construction process, after clearing and grading is substantially complete but before vertical construction begins.
- F. A minimum 4-foot-tall berm with buffer plantings shall be installed along that portion of the Site's southern boundary line that is more particularly depicted on Sheet R2.4 of the Rezoning Plan (the "Berm"). A cross-section of the Berm is set out on Sheet R2.4 of the Rezoning Plan, and the Berm shall meet the specifications of the cross-section.

9. MULTI-USE PATH/GREENWAY TRAIL

- A. Subject to the approval of the Town, NCDOT and any other applicable governmental authorities, Applicant shall install a minimum 12-foot-wide multi-use path/greenway trail (the "Path") along that portion of the Site's frontage on Matthews-Weddington Road that is more particularly depicted on the Rezoning Plan. The Path shall be located within the right of way of Matthews-Weddington Road, and it shall be constructed in accordance with applicable Town standards. If Applicant does not receive all required governmental approvals to install the Path, Applicant shall have no obligation to do so.
- B. Subject to the approval of the Town, NCDOT and any other applicable governmental authorities, Applicant shall install two (2) signs along the Path that are consistent with the "Trail Support Facilities" as depicted in the Stallings Greenway Master Plan. The specific location and type of such signs shall be determined during the permitting process.
- C. The Path shall be maintained by the Town or NCDOT.

10. SIGNS/SIGN EASEMENT TO THE TOWN

- A. Except as otherwise provided below in paragraph 12, all signs installed on the Site shall comply with the requirements of the Ordinance.
- B. Notwithstanding the terms of paragraph 10.A. above, Applicant may, either concurrently with this Rezoning Application or subsequent thereto, pursue the approval of a Master Sign Plan for Development Area A pursuant to Section 17.10 of the Ordinance. The approved Master Sign Plan may include signs of different sizes, types, locations, placements and heights from those otherwise enumerated or permitted in the Ordinance.
- C. Upon the request of the Town, and subject to the approval of any applicable governmental authorities (if any) and the execution of any required agreements by the parties, Applicant

shall grant and convey to the Town an easement on the southernmost portion of the Site for the installation, maintenance, repair and replacement of a "Welcome to Stallings" sign by the Town, at its sole cost and expense. The easement shall be located in the area of Development Area A.2 designated on the Rezoning Plan as "Potential Sign Easement Area." The Town shall not request the granting and conveyance of the easement until grading has commenced on Development Area B pursuant to this Rezoning Plan.

11. STORMWATER

A. Subject to the approval of the Union County Stormwater & Floodplain Department, water detained in the stormwater pond designated on the Rezoning Plan as the "West Pond" shall be discharged to the off-site stream located to the north of the Site (rather than the off-site stream located to the west of the Site). If the Union County Stormwater & Floodplain Department does not approve the discharge of the water to the off-site stream located to the north of the Site, then such water shall be discharged as otherwise directed by the Union County Stormwater & Floodplain Department.

12. SPECIFIC CHANGES/EXCEPTIONS TO THE DEVELOPMENT ORDINANCE

- A. Pursuant to Section 5.4-3(C) of the Ordinance, the changes/exceptions to the Ordinance set out below in this paragraph 12 are being requested by Applicant, and such changes/exceptions will be deemed to be approved in the event that the conditional rezoning request is approved by Town Council.
- (1) In addition to those changes/exceptions set out below, a change/exception to the Ordinance to allow the Site to be developed as generally depicted on the Rezoning Plan.
- (2) <u>Development Area A and Development Area C</u>
- (a) A change/exception from Section 9.6-2(A)(4) of the Ordinance to allow parking to be located as generally depicted on the Rezoning Plan.
- (b) A change/exception from Section 9.6-2(A)(7) of the Ordinance to allow trash containers to be located as generally depicted on the Rezoning Plan.
- (c) A change/exception from Section 9.6-2(B)(2) of the Ordinance to allow primary pedestrian access into each building to be from the parking lot.
- (d) A change/exception from Section 9.6-3(A)(4) of the Ordinance to allow each building to be one story in height.
- (e) A change/exception from Section 11.6-1 (Table 11.1) of the Ordinance to allow a 10-foot-wide Type C buffer to be installed in the area depicted on the Rezoning Plan in lieu of the required buffer.

- (f) A change/exception from Section 11.6-1 (Table 11.1) of the Ordinance to allow the elimination of the buffer in the area designated on the Rezoning Plan as "Potential Water Tank Location" if the Water Tank (as defined in paragraph 14.A) is located in that area, subject to the enhanced screening requirements set out in paragraph 14.C.
- (g) A change/exception from Section 11.11 of the Ordinance to allow the removal of rare and specimen trees as depicted on the landscaping plan of the Rezoning Plan.
- (h) A change/exception from Section 13.2-3 of the Ordinance to allow the sidewalks, including the widths of the sidewalks, depicted on the Rezoning Plan.
- (i) A change/exception from Section 13.2-5 of the Ordinance to allow the private streets, private drives and parking lots depicted on the Rezoning Plan.
- (j) A change/exception from Section 17.7-1(B) of the Ordinance to allow two monument signs on Development Area A along the public street frontage (including one monument sign for the non-residential development on Development Area A and one monument sign for the residential community on Development Area B) and one monument sign on Development Area C along the public street frontage.
- (3) <u>Development Area B</u>
- (a) A change/exception from Section 2.2 of the Ordinance to allow the lots and uses to abut and front a private street, private driveway or parking lot as generally depicted on the Rezoning Plan.
- (b) A change/exception from Section 2.13-7(A) of the Ordinance to allow the swimming pool to be located as generally depicted on the Rezoning Plan.
- (c) A change/exception from Section 2.13-8(a) of the Ordinance to allow retaining walls to exceed 8 feet in height.
- (d) A change/exception from Section 8.4-6(E)(1) of the Ordinance to allow the detached homes residential density described herein and depicted on the Rezoning Plan.
- (e) A change/exception from Section 8.4-6(E)(2) of the Ordinance to allow the attached housing residential density described herein and depicted on the Rezoning Plan.
- (f) A change/exception from Section 8.4-6(E)(3) of the Ordinance to allow the multi-family residential density described herein and depicted on the Rezoning Plan.
- (g) A change/exception from Section 8.4-6(F)(2) of the Ordinance to eliminate the minimum dimensional standards for single family detached housing. As depicted on the Rezoning Plan, the single family detached housing on the Site will not be located on separate lots.

- (h) A change/exception from Section 9.2-2(A)(1) of the Ordinance to allow building placement to be as generally depicted on the Rezoning Plan. As depicted on the Rezoning Plan, the single family detached housing on the Site will not be located on separate lots with front, rear, or side setbacks.
- (i) A change/exception from Section 9.2-2(A)(2) of the Ordinance to allow building placement to be as generally depicted on the Rezoning Plan.
- (j) A change/exception from Section 9.2-2(A)(3) of the Ordinance to allow parking to be located as generally depicted on the Rezoning Plan.
- (k) A change/exception from Section 9.2-2(A)(6) of the Ordinance to eliminate the requirement that buildings must be built utilizing crawl space construction, as buildings will be built on slabs.
- (l) A change/exception from Section 9.2-2(B)(1) of the Ordinance to allow pedestrian access to the buildings to be located as generally depicted on the Rezoning Plan.
- (m) A change/exception from Section 9.2-3(A)(1)(a) of the Ordinance to allow buildings on Development Area B to have a maximum height of 36 feet.
- (n) A change/exception from Section 9.2-3(A)(6) of the Ordinance to eliminate the requirement for a minimum 8-inch overhang and gable end-rake with vented eaves, as not all detached buildings will have an 8-inch overhang and gable end-rake with vented eaves on all sides.
- (o) A change/exception from Section 9.3-2(A)(1) of the Ordinance to allow less than a 12-foot separation between units that are not attached.
- (p) A change/exception from Section 9.3-2(A)(4) of the Ordinance to eliminate the requirement that all buildings must front onto a public street. As depicted on the Rezoning Plan, buildings shall front onto a private street, private drive and/or a parking lot.
- (q) A change/exception from Section 9.3-2(A)(5) of the Ordinance to eliminate the requirement that buildings must be built utilizing crawl space construction, as buildings will be built on slabs.
- (r) A change/exception from Section 9.3-2(A)(5) of the Ordinance to eliminate the requirement that buildings have a finished floor elevation a minimum of 2 vertical feet above the adjacent sidewalk.
- (s) A change/exception from Section 9.3-3(A)(1) of the Ordinance to allow buildings on Development Area B to have a maximum height of 36 feet.

- (t) A change/exception from Sections 9.3-3(B)(1)(f) and 9.4-3(B)(1)(f) of the Ordinance to eliminate this requirement regarding front loaded garages.
- (u) A change/exception from Section 9.4-2(A)(2) of the Ordinance to eliminate the requirement that the front build-to line shall be 20 to 35 feet behind street right of way, as there is not any right of way in Development Area B.
- (v) A change/exception from Section 9.4-2(A)(2) of the Ordinance to allow the sum of the sidewalk and planting strip to be less than 12 feet as generally depicted on the Rezoning Plan.
- (w) A change/exception from Section 9.4-2(A)(6) of the Ordinance to eliminate the requirement that buildings must be built utilizing crawl space construction, as buildings will be built on slabs.
- (x) A change/exception from Section 9.4-2(A)(6) of the Ordinance to eliminate the requirement that buildings have a finished floor elevation a minimum of 2 vertical feet above the adjacent sidewalk.
- (y) A change/exception from Section 9.4-2(A)(7) of the Ordinance to allow parking to be located as generally depicted on the Rezoning Plan.
- (z) A change/exception from Section 9.4-2(B)(4) of the Ordinance to allow primary pedestrian access to each building and each individual unit to be from the parking areas.
- (aa) A change/exception from Section 10.1-24(B)(1) of the Ordinance to allow multi-family development to exceed a total of 72 dwelling units without a separation of parcels by a public street or park.
- (bb) A change/exception from Section 10.1-24(B)(4) of the Ordinance to allow parking to be located as generally depicted on the Rezoning Plan.
- (cc) A change/exception from Section 11.6-1 (Table 11.1) of the Ordinance to allow the elimination of the buffer in the area designated on the Rezoning Plan as "Potential Water Tank Location" if the Water Tank (as defined in paragraph 14.A) is located in that area, subject to the enhanced screening requirements set out in paragraph 14.C.
- (dd) A change/exception from Section 11.6-1 (Table 11.1) of the Ordinance to eliminate the requirement for a 40-foot-wide Type A buffer yard to be located in the 20-foot sewer easement and the 68 foot Duke Power right of way located along portions of the Site's southern and western boundaries as generally depicted on the Rezoning Plan.
- (ee) A change/exception from Section 11.6-4(B) of the Ordinance to apply the required planting rate to parking spaces only.

- (ff) A change/exception from Section 11.11 of the Ordinance to allow the removal of rare and specimen trees as depicted on the landscaping plan of the Rezoning Plan.
- (gg) A change/exception from Section 12.3-7 of the Ordinance to allow detached garages to be located as generally depicted on the Rezoning Plan.
- (hh) A change/exception from Section 12.12(A)(1) and Table 12.1 of the Ordinance to allow a driveway length of less than 25 feet for the driveways of the Terrace Homes depicted on the Rezoning Plan.
- (ii) A change/exception from Section 13.2-3 of the Ordinance to allow the sidewalks, including the widths of the sidewalks, depicted on the Rezoning Plan.
- (jj) A change/exception from Section 13.2-5 of the Ordinance to allow the private streets, private drives and parking lots depicted on the Rezoning Plan.
- (kk) A change/exception from Section 17.4(A) of the Ordinance to allow an off-premises sign for the residential components of Development Area B to be located on Development Area A.
- (ll) A change/exception from Section 19.19 of the Ordinance to allow a permanent easement to encroach into the stream buffer for the purpose of Terrace Home deck supports in those areas of the Rezoning Plan marked as "Permanent Stream Buffer Encroachment."
- (mm) Pursuant to Section 5.4-3(C) of the Ordinance, the series of conceptual, schematic images and renderings of the elevations of the various dwelling units and residential buildings to be constructed on Development Area B shall govern the architectural design of the various dwelling units and residential buildings in lieu of any Lot Type Standards, Building Type Standards (including any architectural standards) and any Building Standards and Anti-Monotony Standards set out in Article 9 of the Ordinance.

13. FLEXIBLE DEVELOPMENT STANDARDS

A. Applicant may utilize the flexible design process set out in Article 14 of the Ordinance during the permitting and development process.

14. WATER TANK

A. A water tank with accessory and supportive facilities may be located on the Site for the benefit of the Site (the "Water Tank"). The Water Tank, as a structure or structural component not intended for human occupancy, shall not be considered a "building" for purposes of the Rezoning Plan, these development standards and the applicable provisions of the Stallings Development Ordinance and shall not be subject to any architectural and design standards set out in these development standards or the Stallings Development Ordinance. The maximum height of the Water Tank shall be 35 feet.

- B. The perimeter of the Water Tank shall be screened at ground level with evergreen landscaping spaced 8 feet on center using species that have an expected minimum height of 6 feet within 3 years of planting or, at the Applicant's sole discretion, with a single opaque material wall or fence with a minimum height of 6 feet.
- C. The location of the Water Tank shall be determined during the permitting process. Notwithstanding the foregoing, the Water Tank shall not be located on Development Area C. Except as provided below, the Water Tank may not be located within a buffer. If the Water Tank is located within one of the two areas designated on the Rezoning Plan as "Potential Water Tank Location," then the Site's buffer within the relevant area may be eliminated, provided, however, that the Water Tank shall be located at least 5 feet from the Site's property line and the Applicant shall provide enhanced screening of the Water Tank beyond the requirements of paragraph 14.B in the form of large-maturing evergreen trees that shall be a minimum of 10 to 12 feet in height at the time of installation and planted 20 feet on center.

15. BINDING EFFECT OF THE REZONING APPLICATION

A. If this Rezoning Application is approved, all conditions applicable to the development and/or use of the Site imposed under this Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Applicant and the current and subsequent owners of the Site and their respective successors in interest and assigns. Throughout these development standards, the terms, "Applicant" and "owner" or "owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Applicant or the owner or owners of the Site from time to time who may be involved in any future development thereof.

DEVELOPMENT STANDARDS

June 4September 3, 2025

1. GENERAL PROVISIONS

- A. These development standards form a part of the Rezoning Plan associated with the Rezoning Application filed by HMF Americana, LLC (the "Applicant") for an approximately 36.81-acre site that is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Nos. 07150009G, 06087002, 06087002C and 06087003.
- B. The development and use of the Site will be governed by the Rezoning Plan, these development standards and the applicable provisions of the Stallings Development Ordinance (the "Ordinance"). Subject to paragraph 112 below, the regulations established under the Ordinance for the Mixed Use-2 (MU-2) zoning district shall govern the development and use of the Site.
- C. The development and uses depicted on the Rezoning Plan are schematic in nature and are intended to depict the general arrangement of such uses and the improvements on the Site. Accordingly, the layout, locations and sizes of the development and site elements depicted on the Rezoning Plan are graphic representations of the proposed development and site elements, and they may be altered or modified in accordance with the setback, yard and perimeter landscaping requirements set forth on this Rezoning Plan and the development standards, provided, however, that any such alterations and modifications shall not materially change the overall design intent depicted on the Rezoning Plan.
- D. For entitlement purposes and ease of reference when placing certain conditions on portions of the Site or describing certain features of the proposed development, the Site is divided into three separate development areas that are designated on the Rezoning Plan as Development Area A, Development Area B and Development Area C. Development Area A is further divided into two separate sub-development areas that are designated on the Rezoning Plan as Development Area A.1 and Development Area A.2.

Any reference herein to the Site shall be deemed to include Development Area A, Development Area B and Development Area C unless otherwise noted herein. Any reference herein to Development Area A shall be deemed to include Development Area A.1 and Development Area A.2 unless otherwise noted herein.

Development Area A and Development Area C are the non-residential, commercial components of the development, and Development Area B is the residential component.

E. The Site shall be considered to be a planned/unified development.

- F. Pursuant to the Ordinance and Section 160D-108.1 of the North Carolina General Statutes, the Rezoning Plan, if approved, shall be vested for a period of 5 years due to the size and phasing of the development, the level of investment, economic cycles and market conditions.
- G. Minor modifications to the Rezoning Plan may be approved by the Development Administrator.

2. PERMITTED USES/DEVELOPMENT LIMITATIONS

A. <u>Development Area A</u>

- (1) Subject to the limitations set out below, that portion of the Site designated as Development Area A on the Rezoning Plan may be devoted to any non-residential use or uses listed by right, any non-residential use or uses listed with additional standards and/or any non-residential use or uses permitted with a conditional rezoning in the MU-2 zoning district, and to any non-residential accessory and incidental uses relating thereto that are permitted in the MU-2 zoning district.
- (2) Although seven principal buildings are depicted on Development Area A, Applicant may build more or fewer than seven buildings as a result of dividing or combining one or more of the buildings depicted.
- (3) Drive-through lanes and drive-through windows shall not be permitted on Development Area A as a principal use or an accessory use.
- (4) The following uses shall not be permitted on Development Area A:
 - (a) a convenience store with gasoline pumps;
 - (b) a supermarket;
 - (c) a pharmacy;
 - (d) a florist;
 - (e) a butcher shop, unless part of a restaurant;
 - (f) a bakery, unless part of restaurant;
 - (g) a store selling alcohol for off-premises consumption;
 - (h) a vape-, tobacco-, or CBD-products store;
 - (i) a smoke shop;
 - (i) a hookah bar; and

- (k) a tattoo parlor.
- (5) A total maximum of 25,000 square feet of gross floor area devoted to the non-residential uses set out above may be developed on Development Area A.
- (6) The maximum size of any building developed on Development Area A shall be 7,500 square feet of gross floor area.
- (7) Notwithstanding the terms of paragraph 2.A.(5) above, a total maximum of 10,000 square feet of gross floor area devoted to the non-residential uses set out above may be developed on Development Area A.1.

B. Development Area B

- Oevelopment Area B on the Rezoning Plan may only be devoted to residential uses comprised of detached houses (designated on the Rezoning Plan as Cottage Homes and Terrace Homes), attached house dwelling units (designated on the Rezoning Plan as Patio Homes) and multi-family dwelling units (designated on the Rezoning Plan as 6-Plex and 8-Plex buildings), and any accessory and incidental structures and uses relating thereto that are permitted in the MU-2 zoning district. Incidental and accessory structures and uses may include, without limitation, a leasing and management office, detached garages, detached carports and amenities for use by the residents of the residential community, such as a clubhouse, fitness center, swimming pool, sports court and dog park.
- (2) A total maximum of 222 dwelling units may be constructed on Development Area B.
- (3) Of the allowed 222 dwelling units that may be constructed on Development Area B, a maximum of 84 of such dwelling units may be multi-family dwelling units (located in the 6-Plex and 8-Plex buildings).
- (4) The Applicant must obtain a vertical construction permit on at least one building located on Development Area A.1 before it can obtain the final certificate of occupancy for a use located on Development Area B.

C. <u>Development Area C</u>

- (1) Subject to the limitations set out below, that portion of the Site designated as Development Area C on the Rezoning Plan may be devoted to any non-residential use or uses listed by right, any non-residential use or uses listed with additional standards and/or any non-residential use or uses permitted with a conditional rezoning in the MU-2 zoning district, and to any non-residential accessory and incidental uses relating thereto that are permitted in the MU-2 zoning district.
- (2) Drive-through lanes and drive-through windows shall not be permitted on Development Area C as a principal use or an accessory use.

- (3) The following uses shall not be permitted on Development Area C:
 - (a) a convenience store with gasoline pumps;
 - (b) a supermarket;
 - (c) a pharmacy;
 - (d) a florist;
 - (e) a butcher shop, unless part of a restaurant;
 - (f) a bakery, unless part of restaurant;
 - (g) a store selling alcohol for off-premises consumption;
 - (h) a vape-, tobacco-, or CBD-products store;
 - (i) a smoke shop;
 - (i) a hookah bar; and
 - (k) a tattoo parlor.
- (4) A total maximum of 5,000 square feet of gross floor area devoted to the non-residential uses set out above may be developed on Development Area C.
- (5) Prior to the development of Development Area C, Applicant must obtain site plan and building elevation approval from the Development Administrator and Planning Board for the proposed development on Development Area C.

D. Restaurant Limitation on Development Area A and Development Area C

(1) A maximum of 10,900 square feet of the total maximum of 30,000 square feet of gross floor area that may be developed on Development Area A and Development Area C may be devoted to restaurant uses.

3. COMMERICAL DEVELOPMENT COMMITMENT

- A. Prior to the issuance of the final site certificate of occupancy for Development Area B, all horizontal improvements to be located on Development Area A.1 shall be completed.

 The construction of the horizontal improvements to be located on Development Area A.1 shall commence prior to or concurrently with the construction of the horizontal improvements to be located on Development Area B.
- B. Prior to the issuance of the first certificate of occupancy for a new building constructed on the Site, the transportation improvements set out in paragraph 5.G below shall be "substantially complete" as defined in paragraph 5.F.

- C. Prior to the issuance of a certificate of occupancy for the 112th residential dwelling unit constructed on the Site, Applicant shall commence the vertical construction of a minimum of 7,500 square feet of shell commercial space to be devoted to the non-residential uses set out above on Development Area A.1 (the "Commercial Shell Space").
- D. Prior to the issuance of the final site certificate of occupancy for Development Area B, Applicant shall complete the construction of the Commercial Shell Space on Development Area A.1. Completion of the Commercial Shell Space shall mean that the exterior walls, roof, concrete floor slab, windows and doors of the building(s) have been completed. The Commercial Shell Space shall not be required to be leased, upfitted or occupied.

34. DIMENSIONAL STANDARDS

A. Except as otherwise provided in paragraph 112 below, the development of the Site shall comply with the dimensional standards of the MU-2 zoning district.

45. TRANSPORTATION AND PARKING

- A. Vehicular access shall be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access points are subject to any minor modifications required to accommodate final site and construction plans and designs and any adjustments required for approval by the Town of Stallings (the "Town") and/or the North Carolina Department of Transportation ("NCDOT").
- B. The alignments of the internal vehicular circulation areas and driveways may be modified by Applicant to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by the Town, the Union County Fire Marshal and/or NCDOT.
- C. The Site shall meet the minimum parking requirements of the Ordinance.
- D. A minimum of seven (7) electric-vehicle (EV) charging portals shall be installed on the Site. The locations of the electric-vehicle (EV) charging portals shall be determined by the Applicant during the permitting process.
- E. The Site shall include a stub from Development Area A.1 to Development Area C as generally shown on the Rezoning Plan.
- Any reference to the term "substantially complete" in this Section 5 of the Development Standards shall mean a determination by the Town and/or NCDOT that the applicable roadway improvements are deemed "substantially complete" for the purpose of the issuance of certificates of occupancy for building(s) on the Site. However, in the event that certain non-essential roadway improvements (as reasonably determined by the Town and/or NCCDOT) are not completed at the time that Applicant seeks to obtain a certificate of occupancy for building(s) on the Site, then the Town and/or NCCDOT will

instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event Applicant may be required to post a letter of credit or a bond for any improvements not in place at the time such certificates of occupancy are issued to secure the completion of the relevant improvements.

- G. The transportation improvements set out below shall be substantially complete prior to the issuance of the first certificate of occupancy for a new building constructed on the Site.
- (1) Matthews Weddington Road & Chestnut Lane (Roundabout)
- (a) <u>Construct a second southbound receiving lane on Matthews Weddington Road to terminate as a right turn lane at Access "A".</u>
- (b) Modify the southbound approach channelizing median to allow a second circulating lane on the north side of the roundabout.
- (c) Restripe the southbound left turn lane to a shared thru/left with 250 feet of storage on Matthews Weddington Road.
- (d) Restripe the westbound approach to have a terminating left turn lane and a shared left/thru/right lane with 150 feet of storage on Chestnut Lane.
- (2) Matthews Weddington Road & Antioch Church Road/Access "A" (Signalized)

The following full movement access configuration will be implemented.

- One ingress lane and three egress lanes (an eastbound left turn lane with 125 feet of storage, a thru lane, and a right turn lane with 125 feet of storage) on proposed Access "A".
- (b) Re-mark the westbound right turn lane to a shared thru/right turn lane on Antioch Church Road.
- (c) Re-mark the existing pavement to include a northbound left turn lane with 150 feet of storage on Matthews Weddington Road.
- (d) Re-mark the existing pavement to include a southbound right turn lane on Matthews
 Weddington Road, which becomes a terminating right turn lane with the improvements at
 Matthews Weddington Road & Chestnut Lane.
- (e) Implement protected phasing for the eastbound and northbound left movements.
- (f) Implement permitted + overlap phasing for the eastbound and southbound right turn movements.

(g) Provide a minimum 125-foot internal protected stem.

Additionally, the following improvements shall be constructed.

- (h) Construct a northbound right turn lane with 225 feet of storage on Matthews Weddington Road.
- (i) Implement permitted + overlap phasing for the northbound right turn movement.
- (3) Matthews Weddington Road & Brayland Avenue/Access "B" (Unsignalized)
 - The following right-in, right-out access configuration will be implemented.
- (a) One ingress lane and one egress lane (a terminating southbound right turn lane) on proposed Access "B".
- (b) Construct a westbound right turn lane with 100 feet of storage and appropriate deceleration taper on Matthews Weddington Road.
- (c) Provide a minimum 100-foot internal protected stem.
- (4) Matthews Weddington Road & Access "C" (Unsignalized)
 - The following right-in, right-out access configuration will be implemented.
- (a) One ingress lane and one egress lane (a terminating eastbound right turn lane) on proposed Access "C".
- (b) Construct a southbound combined thru/right turn lane continued from Chestnut Lane on Matthews Weddington Road.
- Construct an extension of the center median within the painted out median on Matthews

 Weddington Road to provide minimum overlap with Access "C" and stop short to not impact the existing access for the storage facility on the east side of Matthews Weddington Road.
- (d) Provide a minimum 100-foot internal protected stem.
- **56.** ARCHITECTURAL and DESIGN STANDARDS
- A. Development Area A and Development Area C
- (1) The maximum height of any principal building located on Development Area A or on Development Area C shall be 32 feet.

- (2) Subject to the terms of paragraph 1112 below, any building located on Development Area A or on Development Area C shall meet the "Shop-Front" Building Type Standards (including architectural standards) set out in Section 9.6 of the Ordinance.
- (3) The primary exterior building material for each side or elevation of any building located on Development Area A or on Development Area C shall be brick.
- (4) The exterior of any building located on Development Area A or on Development Area C shall not be clad with metal. Notwithstanding the foregoing, metal can be used as an accent material on the building exteriors.
- (5) Vinyl, EIFS or masonite may not be used as an exterior building material. Notwithstanding the foregoing, vinyl may be utilized on windows, doors, soffits, trim and railings.
- (6) The Development Administrator may approve different building elevations for the various buildings to be located on Development Area A if the Development Administrator determines that such different building elevations are similar to the attached conceptual, schematic images and renderings in terms of architectural style and exterior building materials.
- (7) The building elevations of any building located on Development Area C must be reviewed and approved by the Development Administrator and Planning Board prior to the issuance of a building permit for the specific building.
- (8) The color palettes of any building located on Development Area A or on Development Area C must be reviewed and approved by the Development Administrator and Planning Board prior to the issuance of a building permit for the specific building.

B. Development Area B

- (1) The maximum height of any building located on Development Area B shall be 36 feet.
- (2) Development Area B shall include a clock tower in the location generally depicted on the Rezoning Plan. Adjustments to the location of the clock tower shall be permitted during the permitting process. The Development Administrator may approve a different architectural elevation for the clock tower if the Development Administrator determines that such different architectural elevation is similar to the architectural elevation attached to the Rezoning Plan in terms of architectural style and exterior building materials. The maximum height of the clock tower shall be 32 feet.
- (3) Development Area B shall include an obelisk in the location generally depicted on the Rezoning Plan. Adjustments to the location of the obelisk shall be permitted during the permitting process. The Development Administrator may approve a different architectural elevation for the obelisk if the Development Administrator determines that such different architectural elevation is similar to the architectural elevation attached to

- the Rezoning Plan in terms of architectural style and exterior building materials. The maximum height of the obelisk shall be 25 feet.
- (4) Included with the Rezoning Plan are a series of conceptual, schematic images and renderings of the elevations of the various dwelling units and residential buildings to be constructed on Development Area B that are intended to depict the general conceptual architectural style, design treatment and character of the elevations of the various dwelling units and residential buildings to be constructed on Development Area B. Accordingly, the elevations of the various dwelling units and residential buildings to be constructed on Development Area B shall be designed and constructed so that the elevations of the various dwelling units and residential buildings are substantially similar in appearance to the relevant attached conceptual, schematic images and renderings with respect to architectural style, design treatment and character. The finishes and colors of the exteriors of the various dwelling units and residential buildings may vary from what is depicted on the conceptual, schematic images and renderings. Additionally, changes and alterations to the elevations of the various dwelling units and residential buildings to be constructed on Development Area B that do not materially change the overall conceptual architectural style, design treatment and character shall be permitted.
- (5) Pursuant to Section 5.4-3(C) of the Ordinance, the series of conceptual, schematic images and renderings of the elevations of the various dwelling units and residential buildings to be constructed on Development Area B shall govern the architectural design of the various dwelling units and residential buildings in lieu of any Lot Type Standards, Building Type Standards (including any architectural standards) and any Building Standards and Anti-Monotony Standards set out in Article 9 of the Ordinance.
- (6) The Development Administrator may approve different building elevations for the various dwelling units and residential buildings to be located on Development Area B if the Development Administrator determines that such different building elevations are similar to the attached conceptual, schematic images and renderings in terms of architectural style and exterior building materials.
- (7) The residential community on Development Area B will be a gated community as generally depicted on the Rezoning Plan.
- (8) Vinyl, EIFS or masonite may not be used as an exterior building material. Notwithstanding the foregoing, vinyl may be utilized on windows, doors, garage doors, soffits, trim and railings.
- (9) The color palettes of any building located on Development Area B must be reviewed and approved by the Development Administrator and Planning Board prior to the issuance of a building permit for the specific building.

67. STREETSCAPE

A. Planting strips and sidewalks shall be installed along the Site's street frontages as depicted on the Rezoning Plan.

78. OPEN SPACE/TREE SAVE/BERM

- A. The Site shall comply with the open space requirements of the Ordinance.
- B. Except as otherwise provided below in paragraph 112, the Site shall comply with the tree save requirements of the Ordinance.
- C. Except as otherwise provided below in paragraph 1112, the Site shall comply with the landscaping requirements of the Ordinance.
- D. As noted above in paragraph 1.E., the development of the Site shall be considered to be a planned/unified development. Accordingly, the tree save and open space requirements of the Ordinance may be calculated and satisfied over the entire Site, rather than within each individual Development Area. As a result, each individual Development Area shall not be required to meet the tree save and open space requirements of the Ordinance provided that the Site as a whole meets such tree save and open space requirements.
- E. The Site shall include landscaping and outdoor amenities (which elements shall include walking trails and a pocket park) in the Site's open space. The specific locations and types of such amenities shall be determined by the Applicant during the construction process, after clearing and grading is substantially complete but before vertical construction begins.
- A minimum 4-foot-tall berm with buffer plantings shall be installed along that portion of the Site's southern boundary line that is more particularly depicted on Sheet R2.4 of the Rezoning Plan (the "Berm"). A cross-section of the Berm is set out on Sheet R2.4 of the Rezoning Plan, and the Berm shall meet the specifications of the cross-section.

89. MULTI-USE PATH/GREENWAY TRAIL

- A. Subject to the approval of the Town, NCDOT and any other applicable governmental authorities, Applicant shall install a minimum 12-foot-wide multi-use path/greenway trail (the "Path") along that portion of the Site's frontage on Matthews-Weddington Road that is more particularly depicted on the Rezoning Plan. The Path shall be located within the right of way of Matthews-Weddington Road, and it shall be constructed in accordance with applicable Town standards. If Applicant does not receive all required governmental approvals to install the Path, Applicant shall have no obligation to do so.
- B. Subject to the approval of the Town, NCDOT and any other applicable governmental authorities, Applicant shall install two (2) signs along the Path that are consistent with the "Trail Support Facilities" as depicted in the Stallings Greenway Master Plan. The specific location and type of such signs shall be determined during the permitting process.

C. The Path shall be maintained by the Town or NCDOT.

910. SIGNS/SIGN EASEMENT TO THE TOWN

- A. Except as otherwise provided below in paragraph 4112, all signs installed on the Site shall comply with the requirements of the Ordinance.
- B. Notwithstanding the terms of paragraph 910.A. above, Applicant may, either concurrently with this Rezoning Application or subsequent thereto, pursue the approval of a Master Sign Plan for Development Area A pursuant to Section 17.10 of the Ordinance. The approved Master Sign Plan may include signs of different sizes, types, locations, placements and heights from those otherwise enumerated or permitted in the Ordinance.
- C. Upon the request of the Town, and subject to the approval of any applicable governmental authorities (if any) and the execution of any required agreements by the parties, Applicant shall grant and convey to the Town an easement on the southernmost portion of the Site for the installation, maintenance, repair and replacement of a "Welcome to Stallings" sign by the Town, at its sole cost and expense. The easement shall be located in the area of Development Area A.2 designated on the Rezoning Plan as "Potential Sign Easement Area." The Town shall not request the granting and conveyance of the easement until grading has commenced on Development Area B pursuant to this Rezoning Plan.

1011. STORMWATER

A. Subject to the approval of the Union County Stormwater & Floodplain Department, water detained in the stormwater pond designated on the Rezoning Plan as the "West Pond" shall be discharged to the off-site stream located to the north of the Site (rather than the off-site stream located to the west of the Site). If the Union County Stormwater & Floodplain Department does not approve the discharge of the water to the off-site stream located to the north of the Site, then such water shall be discharged as otherwise directed by the Union County Stormwater & Floodplain Department.

4112. SPECIFIC CHANGES/EXCEPTIONS TO THE DEVELOPMENT ORDINANCE

- A. Pursuant to Section 5.4-3(C) of the Ordinance, the changes/exceptions to the Ordinance set out below in this paragraph 112 are being requested by Applicant, and such changes/exceptions will be deemed to be approved in the event that the conditional rezoning request is approved by Town Council.
- (1) In addition to those changes/exceptions set out below, a change/exception to the Ordinance to allow the Site to be developed as generally depicted on the Rezoning Plan.
- (2) Development Area A and Development Area C
- (a) A change/exception from Section 9.6-2(A)(4) of the Ordinance to allow parking to be located as generally depicted on the Rezoning Plan.

- (b) A change/exception from Section 9.6-2(A)(7) of the Ordinance to allow trash containers to be located as generally depicted on the Rezoning Plan.
- (c) A change/exception from Section 9.6-2(B)(2) of the Ordinance to allow primary pedestrian access into each building to be from the parking lot.
- (d) A change/exception from Section 9.6-3(A)(4) of the Ordinance to allow each building to be one story in height.
- (e) A change/exception from Section 11.6-1 (Table 11.1) of the Ordinance to allow a 10-foot-wide Type C buffer to be installed in the area depicted on the Rezoning Plan in lieu of the required buffer.
- A change/exception from Section 11.6-1 (Table 11.1) of the Ordinance to allow the elimination of the buffer in the area designated on the Rezoning Plan as "Potential Water Tank Location" if the Water Tank (as defined in paragraph 14.A) is located in that area, subject to the enhanced screening requirements set out in paragraph 14.C.
- (fg) A change/exception from Section 11.11 of the Ordinance to allow the removal of rare and specimen trees as depicted on the landscaping plan of the Rezoning Plan.
- (gh) A change/exception from Section 13.2-3 of the Ordinance to allow the sidewalks, including the widths of the sidewalks, depicted on the Rezoning Plan.
- (hi) A change/exception from Section 13.2-5 of the Ordinance to allow the private streets, private drives and parking lots depicted on the Rezoning Plan.
- (ij) A change/exception from Section 17.7-1(B) of the Ordinance to allow two monument signs on Development Area A along the public street frontage (including one monument sign for the non-residential development on Development Area A and one monument sign for the residential community on Development Area B) and one monument sign on Development Area C along the public street frontage.
- (3) <u>Development Area B</u>
- (a) A change/exception from Section 2.2 of the Ordinance to allow the lots and uses to abut and front a private street, private driveway or parking lot as generally depicted on the Rezoning Plan.
- (b) A change/exception from Section 2.13-7(A) of the Ordinance to allow the swimming pool to be located as generally depicted on the Rezoning Plan.
- (c) A change/exception from Section 2.13-8(a) of the Ordinance to allow retaining walls to exceed 8 feet in height.

- (d) A change/exception from Section 8.4-6(E)(1) of the Ordinance to allow the detached homes residential density described herein and depicted on the Rezoning Plan.
- (e) A change/exception from Section 8.4-6(E)(2) of the Ordinance to allow the attached housing residential density described herein and depicted on the Rezoning Plan.
- (f) A change/exception from Section 8.4-6(E)(3) of the Ordinance to allow the multi-family residential density described herein and depicted on the Rezoning Plan.
- (g) A change/exception from Section 8.4-6(F)(2) of the Ordinance to eliminate the minimum dimensional standards for single family detached housing. As depicted on the Rezoning Plan, the single family detached housing on the Site will not be located on separate lots.
- (h) A change/exception from Section 9.2-2(A)(1) of the Ordinance to allow building placement to be as generally depicted on the Rezoning Plan. As depicted on the Rezoning Plan, the single family detached housing on the Site will not be located on separate lots with front, rear, or side setbacks.
- (i) A change/exception from Section 9.2-2(A)(2) of the Ordinance to allow building placement to be as generally depicted on the Rezoning Plan.
- (j) A change/exception from Section 9.2-2(A)(3) of the Ordinance to allow parking to be located as generally depicted on the Rezoning Plan.
- (k) A change/exception from Section 9.2-2(A)(6) of the Ordinance to eliminate the requirement that buildings must be built utilizing crawl space construction, as buildings will be built on slabs.
- (l) A change/exception from Section 9.2-2(B)(1) of the Ordinance to allow pedestrian access to the buildings to be located as generally depicted on the Rezoning Plan.
- (m) A change/exception from Section 9.2-3(A)(1)(a) of the Ordinance to allow buildings on Development Area B to have a maximum height of 36 feet.
- (n) A change/exception from Section 9.2-3(A)(6) of the Ordinance to eliminate the requirement for a minimum 8-inch overhang and gable end-rake with vented eaves, as not all detached buildings will have an 8-inch overhang and gable end-rake with vented eaves on all sides.
- (o) A change/exception from Section 9.3-2(A)(1) of the Ordinance to allow less than a 12-foot separation between units that are not attached.
- (p) A change/exception from Section 9.3-2(A)(4) of the Ordinance to eliminate the requirement that all buildings must front onto a public street. As depicted on the Rezoning Plan, buildings shall front onto a private street, private drive and/or a parking lot.

- (q) A change/exception from Section 9.3-2(A)(5) of the Ordinance to eliminate the requirement that buildings must be built utilizing crawl space construction, as buildings will be built on slabs.
- (r) A change/exception from Section 9.3-2(A)(5) of the Ordinance to eliminate the requirement that buildings have a finished floor elevation a minimum of 2 vertical feet above the adjacent sidewalk.
- (s) A change/exception from Section 9.3-3(A)(1) of the Ordinance to allow buildings on Development Area B to have a maximum height of 36 feet.
- (t) A change/exception from Sections 9.3-3(B)(1)(f) and 9.4-3(B)(1)(f) of the Ordinance to eliminate this requirement regarding front loaded garages.
- (u) A change/exception from Section 9.4-2(A)(2) of the Ordinance to eliminate the requirement that the front build-to line shall be 20 to 35 feet behind street right of way, as there is not any right of way in Development Area B.
- (v) A change/exception from Section 9.4-2(A)(2) of the Ordinance to allow the sum of the sidewalk and planting strip to be less than 12 feet as generally depicted on the Rezoning Plan.
- (w) A change/exception from Section 9.4-2(A)(6) of the Ordinance to eliminate the requirement that buildings must be built utilizing crawl space construction, as buildings will be built on slabs.
- (x) A change/exception from Section 9.4-2(A)(6) of the Ordinance to eliminate the requirement that buildings have a finished floor elevation a minimum of 2 vertical feet above the adjacent sidewalk.
- (y) A change/exception from Section 9.4-2(A)(7) of the Ordinance to allow parking to be located as generally depicted on the Rezoning Plan.
- (z) A change/exception from Section 9.4-2(B)(4) of the Ordinance to allow primary pedestrian access to each building and each individual unit to be from the parking areas.
- (aa) A change/exception from Section 10.1-24(B)(1) of the Ordinance to allow multi-family development to exceed a total of 72 dwelling units without a separation of parcels by a public street or park.
- (bb) A change/exception from Section 10.1-24(B)(4) of the Ordinance to allow parking to be located as generally depicted on the Rezoning Plan.
- (cc) A change/exception from Section 11.6-1 (Table 11.1) of the Ordinance to allow the elimination of the buffer in the area designated on the Rezoning Plan as "Potential Water"

- <u>Tank Location</u>" if the Water Tank (as defined in paragraph 14.A) is located in that area, subject to the enhanced screening requirements set out in paragraph 14.C.
- A change/exception from Section 11.6-1 (Table 11.1) of the Ordinance to eliminate the requirement for a 40-foot-wide Type A buffer yard to be located in the 20-foot sewer easement and the 68 foot Duke Power right of way located along portions of the Site's southern and western boundaries as generally depicted on the Rezoning Plan.
- (eeee) A change/exception from Section 11.6-4(B) of the Ordinance to apply the required planting rate to parking spaces only.
- (ddff) A change/exception from Section 11.11 of the Ordinance to allow the removal of rare and specimen trees as depicted on the landscaping plan of the Rezoning Plan.
- (eegg) A change/exception from Section 12.3-7 of the Ordinance to allow detached garages to be located as generally depicted on the Rezoning Plan.
- (ffhh) A change/exception from Section 12.12(A)(1) and Table 12.1 of the Ordinance to allow a driveway length of less than 25 feet for the driveways of the Terrace Homes depicted on the Rezoning Plan.
- (ggii) A change/exception from Section 13.2-3 of the Ordinance to allow the sidewalks, including the widths of the sidewalks, depicted on the Rezoning Plan.
- (hhjj) A change/exception from Section 13.2-5 of the Ordinance to allow the private streets, private drives and parking lots depicted on the Rezoning Plan.
- (ikk) A change/exception from Section 17.4(A) of the Ordinance to allow an off-premises sign for the residential components of Development Area B to be located on Development Area A.
- A change/exception from Section 19.19 of the Ordinance to allow a permanent easement to encroach into the stream buffer for the purpose of Terrace Home deck supports in those areas of the Rezoning Plan marked as "Permanent Stream Buffer Encroachment."
- (kkmm) Pursuant to Section 5.4-3(C) of the Ordinance, the series of conceptual, schematic images and renderings of the elevations of the various dwelling units and residential buildings to be constructed on Development Area B shall govern the architectural design of the various dwelling units and residential buildings in lieu of any Lot Type Standards, Building Type Standards (including any architectural standards) and any Building Standards and Anti-Monotony Standards set out in Article 9 of the Ordinance.

1213. FLEXIBLE DEVELOPMENT STANDARDS

A. Applicant may utilize the flexible design process set out in Article 14 of the Ordinance during the permitting and development process.

14. WATER TANK

- A. Water tank with accessory and supportive facilities may be located on the Site for the benefit of the Site (the "Water Tank"). The Water Tank, as a structure or structural component not intended for human occupancy, shall not be considered a "building" for purposes of the Rezoning Plan, these development standards and the applicable provisions of the Stallings Development Ordinance and shall not be subject to any architectural and design standards set out in these development standards or the Stallings Development Ordinance. The maximum height of the Water Tank shall be 35 feet.
- B. The perimeter of the Water Tank shall be screened at ground level with evergreen landscaping spaced 8 feet on center using species that have an expected minimum height of 6 feet within 3 years of planting or, at the Applicant's sole discretion, with a single opaque material wall or fence with a minimum height of 6 feet.
- C. The location of the Water Tank shall be determined during the permitting process.

 Notwithstanding the foregoing, the Water Tank shall not be located on Development

 Area C. Except as provided below, the Water Tank may not be located within a buffer.

 If the Water Tank is located within one of the two areas designated on the Rezoning Plan
 as "Potential Water Tank Location," then the Site's buffer within the relevant area may
 be eliminated, provided, however, that the Water Tank shall be located at least 5 feet
 from the Site's property line and the Applicant shall provide enhanced screening of the
 Water Tank beyond the requirements of paragraph 14.B in the form of large-maturing
 evergreen trees that shall be a minimum of 10 to 12 feet in height at the time of
 installation and planted 20 feet on center.

1315. BINDING EFFECT OF THE REZONING APPLICATION

A. If this Rezoning Application is approved, all conditions applicable to the development and/or use of the Site imposed under this Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Applicant and the current and subsequent owners of the Site and their respective successors in interest and assigns. Throughout these development standards, the terms, "Applicant" and "owner" or "owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Applicant or the owner or owners of the Site from time to time who may be involved in any future development thereof.

MEMORANDUM

To: Max Hsiang, Stallings Town Planner

From: HMF Americana, LLC

Re: Changes to the Cottage Green Conditional Rezoning Plan Post-Public Hearing

Date: September 3, 2025

Following the June 9 public hearing for conditional rezoning application CZ25.02.02, applicant HMF Americana, LLC ("HMF Americana") has revised its rezoning plan (the "Revised Rezoning Plan") in response to questions and concerns raised by Town Council Members, Stallings Town staff, and area residents.

The purpose of this Memorandum is to highlight the revisions to the rezoning plan (including the development standards). A clean copy of the revised development standards ("Revised Development Standards") is attached hereto as Exhibit A, and a redlined version of the revised development standards is attached hereto as Exhibit B.

The revisions to the rezoning plan are as follows:

- **Commercial Commitment:** HMF Americana's commercial commitment is set out in Paragraph 3 of the Revised Development Standards. Here is a summary:
 - O Prior to receiving the final site certificate of occupancy for Development Area B (the residential component of the project), HMF Americana will complete all horizontal improvements on Development Area A.1 (one of the commercial areas on the site).
 - HMF Americana commits to beginning construction of the horizontal improvements on Development Area A.1 (one of the commercial areas on the site) prior to or concurrently with the construction of the horizontal improvements on Development Area B (the residential component of the project).
 - Prior to receiving a certificate of occupancy for the 112th residential unit (50% plus 1 of the requested 222 units), HMF Americana will begin vertical construction of a minimum of 7,500 square feet of commercial shell space on Development Area A.1. This represents 75% of the total maximum square footage of commercial space that can be developed on Development Area A.1 and 25% of the total maximum square footage of commercials pace that can be developed on the entire site.
 - O Prior to receiving the final site certificate of occupancy for Development Area B (the residential component of the project), HMF Ameriana will complete the construction of the 7,500-square foot commercial shell space on Development Area A.1 (meaning that the exterior walls, roof, concrete floor slab, windows and doors of the building(s) have been completed).
- **Transportation Improvements:** HMF Americana has added the required transportation improvements from the approved traffic study to the development standards. The

transportation improvements are set out in Paragraph 5.G of the of the Revised Development Standards.

- **Berm Commitment:** HMF Americana will install a 4-foot-tall berm within the buffer located along a portion of the southern boundary line of the site as more particularly depicted on the Revised Rezoning Plan. This berm will provide an enhanced buffer for the two homes on Climbing Rose Lane in Weddington that are adjacent to the site. The details of the berm are set out in Paragraph 8.F of the Revised Development Standards and are depicted on Sheet R2.4 of the Revised Rezoning Plan.
- "Welcome to Stallings" Sign Easement Commitment: HMF Americana will grant to the Town of Stallings an easement on Development Area A.2 (a commercial area of the site that includes the southernmost property within Stallings's jurisdiction that fronts Matthews-Weddington Road) on which the Town may construct and maintain a "Welcome to Stallings" sign. The details regarding the sign easement are set out in Paragraph 10 of the Revised Development Standards.
- Water Tank to Prevent Water Pressure Issues: To ensure that the HMF Americana development (all portions—including commercial and residential) has sufficient water pressure and to ensure that neighbors drawing from the same water supply continue to enjoy the same levels of water pressure as they do presently, HMF Americana will build a water tank (and accessory and supportive facilities—like a pump room) on the site. The details regarding the water tank are set out in Paragraph 14 of the Revised Development Standards. Here is a summary:
 - o The water tank will have a maximum height of 35 feet.
 - The water tank will not be located within Development Area C.
 - The water tank will be screened at ground level with evergreen landscaping spaced 8 feet on center using species that have an expected minimum height of 6 feet within 3 years of planting (or by an opaque 6-foot wall or fence).
 - The revised site plan identifies two potential areas for the water tank. If the water tank is located in one of those designated areas, then the water tank may be located within the site's buffer with adjacent property, but the water tank would be subject to heightened screening requirements (large-maturing evergreen trees that shall be a minimum of 10 to 12 feet in height at the time of installation and planted 20 feet on center.).

Additionally specific changes/exceptions to the Development Ordinance to accommodate the water tank have been added to Section 12 of the Revised Development Standards. Further, changes/exceptions to the Development Ordinance to accommodate the interruption of the buffer by the sewer easement and Duke Power right of way over the Site have been added to Section 12 of the Revised Development Standards.

Staff Recommended Revisions to the Development Standards (in Red)

2. PERMITTED USES/DEVELOPMENT LIMITATIONS

A. Development Area A

...

- (5) A total maximum minimum of 25,000 30,000 square feet of gross floor area devoted to the non-residential uses set out above may be developed on Development Area A.
- (6) The maximum size of any building developed on Development Area A shall be 7,500 square feet of gross floor area.
- (7) (6) Notwithstanding the terms of paragraph 2.A.(5) above, a total maximum of 10,000 square feet of gross floor area devoted to the non-residential uses set out above may be developed on Development Area A.1.

3. COMMERICAL DEVELOPMENT COMMITMENT

- A. Prior to the issuance of the final site certificate of occupancy for Development Area B, all horizontal improvements to be located on Development Area A.1 and A.2 shall be completed. The construction of the horizontal improvements to be located on Development Area A.1 shall commence prior to or concurrently with the construction of the horizontal improvements to be located on Development Area B.
- B. Prior to the issuance of the first certificate of occupancy for a new building constructed on the Site, the transportation improvements set out in paragraph 5.G below shall be "substantially complete" as defined in paragraph 5.F.
- C. Prior to the issuance of a certificate of occupancy for the 112th residential dwelling unit constructed on the Site, Applicant shall commence the vertical construction of a minimum of 7,500 10,000 square feet of shell commercial space to be devoted to the non-residential uses set out above on Development Area A.1 (the "Commercial Shell Space").
- D. Prior to the issuance of the final site certificate of occupancy for Development Area B, Applicant shall complete the construction of the Commercial Shell Space on Development Area A.1 and A.2. Completion of the Commercial Shell Space shall mean that the exterior walls, roof, concrete floor slab, windows and doors of the building(s) have been completed. The Commercial Shell Space shall not be required to be leased, upfitted or occupied.

10. SIGNS/SIGN EASEMENT TO THE TOWN

A. Except as otherwise provided below in paragraph 1112, all signs installed on the Site shall comply with the requirements of the Ordinance.

B. Notwithstanding the terms of paragraph 910.A. above, Applicant may, either concurrently with this Rezoning Application or subsequent thereto, pursue the approval of a Master Sign Plan for Development Area A pursuant to Section 17.10 of the Ordinance. The approved Master Sign Plan may include signs of different sizes, types, locations, placements and heights from those otherwise enumerated or permitted in the Ordinance.

C. Upon the request of the Town, and subject to the approval of any applicable governmental authorities (if any) and the execution of any required agreements by the parties, Applicant shall grant and convey to the Town an easement on the southernmost portion of the Site for the installation, maintenance, repair and replacement of a "Welcome to Stallings" sign by the Town, at its sole cost and expense. The developer shall install and pay for the sign prior to the final residential CO. The "Welcome to Stallings" sign design shall be provided by the Town and be consistent with the Stallings Recreation and Greenway Master Plan. The easement shall be located in the area of Development Area A.2 designated on the Rezoning Plan as "Potential Sign Easement Area." The Town shall not request the granting and conveyance of the easement until grading has commenced on Development Area B pursuant to this Rezoning Plan.



Statement of Consistency and Reasonableness

ZONING AMENDMENT: CZ25.02.02 Cottage Green

REQUEST: The applicant, HMF Americana, is requesting a conditional rezoning to CZ-MU-2 for

parcels 06087002, 06087002C, 06087003 (3612 Matthews Weddington Road), and 07150009G, totaling approximately 36.81 acres. The proposed development includes a 222-unit mixed-residential gated community, along with a commercial component of up to 30,000 square feet located along Matthews-Weddington Road.

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

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

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

WHEREAS, the Town Council finds it necessary to consider the Planning Board's recommendations.

THEREFORE, The Town Council hereby votes that the proposed conditional zoning amendment is **consistent/inconsistent** and **reasonable/unreasonable** with the Comprehensive Land Use Plan adopted on November 27, 2017 based on the goals and objectives set forth in the document of promoting quality development and consistency with all state-mandated land use regulations established through NCGS § 160D. The Town Council **APPROVES/DENIES** the proposed amendment and stated that the Town Council finds and determines that the conditional zoning amendment is **consistent/inconsistent** and reasonable/unreasonable with the key guiding principles, goals, and objectives of the Comprehensive Land Use Plan for the following reasons:

- 1. The request aligns with the Comprehensive Land Use Plan.
- 2. The proposed use supports the Walkable Activity Center Future Land Use designation.
- 3. The combination of commercial and residential uses is consistent with the adopted Small Area Plan.
- 4. The inclusion of a greenway connection aligns with the Parks & Recreation Greenway Master Plan.

Adopted this the day of, 2025.	
	Mayor
Attest:	
Town Clerk	_



A Balanced Scorecard Approach for the Town of Stallings FY 24-25 Annual Report



September 18, 2025

A Report to Citizens, Council, & Staff - FY 2024-2025

The Town's system of linking its vision, mission, Council's top priorities, departmental actions, and performance measures to achieve the desired results is a balanced scorecard system called Forward Stallings. The Town strategy map, scorecards, top departmental priorities, and budgetary information are blended together to better align the Town's time, money, and resources with its top priorities. In essence, this annual report is both a "report card" and a "strategic learning tool" that should be used to help assess how well the Town is doing in pursuing its key objectives. One of the main purposes of the report is to generate discussion, like a post-game analysis, to determine whether particular strategies being used to accomplish objectives and initiative should be 1.) changed, 2.) abandoned, or 3.) maintained (i.e., "stay the course"). The next opportunity to analyze results and discuss possible changes to strategy will be at the Council's regular board meeting on September 22, 2025. At this meeting, the Manager will officially submit the FY 24-25 Year-End Report.

The willingness to experiment by using new or innovative ideas is critical to continuously improving operations. At the same time, a learning organization must be able to identify both potential successes and failures early enough to adjust accordingly to changing conditions. This is a major benefit of this system – it provides a reality check, accommodates changes in direction, helps everyone make well informed decisions, and creates accountability by sharing the results (whether good or bad) with the citizens, media, elected officials, and Town employees. In instances where it appears the Town is being successful, the Council, staff and public should still be willing to challenge the status quo and suggest strategies that may allow an even higher standard of service to be delivered. This is the key to avoiding complacency. On the other side of the coin, just because an initiative missed its target does not necessarily mean a change in strategy is needed. As the old saying goes, "the devil is in the details." Hence, asking probing questions to gain an understanding of the many factors affecting outcomes compared to the desired target can help clarify the performance picture and uncover a greater ability to assess

ORGANIZATIONAL PERSPECTIVES

Community – Managers must know if the Town is meeting citizen needs. They must determine the answer to the questions: Is the organization delivering the services the community wants?

Financial – Managers must focus on how to meet service needs in an efficient manner. They must answer the question: is the service delivered at a good price?

Internal Business – Manager must focus on those critical operations that enable them to satisfy citizens. Managers must answer the question: Can the organization improve upon a service by changing the way a service is delivered?

Develop Know-How – What skills, tools, and organizational climate do our employees, elected officials, appointed officials, and volunteers need to meet the community's needs while achieving the mission and vision?

what (if anything) should be done in response. It is also important to remember that departments often set "stretch targets" that are multi-year goals intended to help make a breakthrough by encouraging creative thinking, results-oriented problem solving and/or escaping the comfort zone.

Enclosed please find:

- 1.) Our Balanced Scorecard Policy.
- 2.) Our Strategy Map.
- 3.) Individual Department Reports.
- 4.) Individual Department Scorecards.

I am grateful to Council and staff for being willing to try something new. This is our fifth full year, and this has been/will be a continuous learning experience for all of us. However, I am confident that we will be able to use the lessons learned to continuously improve.

Please do not hesitate to contact me if you have any questions, suggestions, concerns, or ideas related to this report. Most importantly, we look forward to listening and participating in the discussions that will help us take the next steps in positively impacting Stallings' future.

Sincerely,

Alex Sewell Town Manager

Rationale, Overview, & Processes

What is the Balanced Scorecard?

A management system that uses a group of measures/goals to help implement an organization's strategy. It is a tool/system for the leaders to use in communicating to employees and the community the outcomes and performance drivers by which the organization will achieve its mission and strategic objectives.

Rationale and Benefits of the Balanced Scorecard

- Clarifies and Communicates Organizational Mission.
 Translates your vision and strategy into a coherent set of measures, targets and initiatives that can be communicated throughout the organization and community by:
 - 1.) More clearly describing the Town Council's strategy by taking potentially vague policy directives (mission, vision, goals, and objectives) and making them easier to understand by defining them and choosing performance measures to gauge their progress; and
 2.) Sharing scorecard results throughout the organization
 - 2.) Sharing scorecard results throughout the organization and community gives employees and citizens the opportunity to discuss the assumptions underlying the strategy, learn from unexpected results, and deliberate on future modifications as necessary. Simply understanding an organization's strategy can unlock many organizational capacities, thus allowing employees and citizens, maybe for the first time, to know here the organization is headed and how they can contribute to the journey. The scorecard brings meaning and action to a vague objective like "provide excellence municipal services."
- Better Data for Policy-Making. The Balanced Scorecard promotes questions, dialogue, analysis, innovation, experimentation, adaptability, and accountability.
- Helps Let Us Know if We Are Moving Toward Goal Achievement or Drifting Further Away.
- Resource Alignment and Allocation. 1.) To successfully implement any strategy, it must be understood and acted upon throughout all levels of the organization and ultimately be enacted during departments' day-to-day activities; 2.) Establishing long-term "stretch targets" allows the organization to identify the key steps necessary to achieve its goals; and 3.) Aligns resources (time, effort, and money) so that the initiatives in all departments and levels share a common trait, their linkage to the Town's strategic goals.
- Strategic Learning Any strategy we pursue represents a hypothesis or your best guess of how to achieve success. To prove meaningful, the measures of the scorecards must link

- together to tell the story that describes what you are trying to achieve through your strategy.
- Balance Between financial and non-financial indicators; 2.)
 Between internal and external constituents of the
 organization; and 3.) Between lag and lead indicators of
 performance (i.e., what we've done in the past and where we
 want to go in the future).
- Increases Likelihood of Accomplishing Key Goals By not
 only helping to keep leadership, management, departments,
 and employees focused on top priorities, but also by
 improving communication between all interests thus making it
 easier to effectively troubleshoot and make logical "changes in
 course" that result in successfully delivering the type of
 services the community expects.

Using Strategy & the Balanced Scorecard to Get Results

Any strategy the Town pursues represents a hypothesis or a best guess of how to achieve success. To prove meaningful, the measures on the scorecard must link together the story of, or describe, that strategy. For example, if the Town believes that an investment in employee training will lead to improved quality, it needs to test the hypothesis through the measures appearing on the scorecard. If employee training does increase, but quality actually decreases, then it may not be a valid assumption. Instead, focus could turn to another possible factor, but more importantly, the Town has information in which to act and make decisions.

Strategy to achieve a desire outcome is often a new destination, somewhere the organization has not yet traveled to before. The Balanced Scorecard provides the Town with a method to document and test assumptions inherent in the strategies it adopts. It may take considerable time to gather sufficient data to test such correlations, but simply beginning to question the assumptions underlying the strategy is a major improvement over making decision based purely on financial numbers or subjective information.

A well-designed Balanced Scorecard should describe the Town or department's strategy through the objectives and measures chosen. These measures should link together in a chain or cause-and-effect relationships form the performance drivers in the Develop Employees perspective (Employee Learning and Growth) all the way through Service the Community Perspective. Documenting our strategy through measurement, making the relationships between the measures so specific they can be monitored, managed, and validated. Only then can we begin learning about, and successfully implementing our strategy.

Key Definitions & Components

Vision: Word picture of our desired future.

Mission: Why we exist.

Core Values: What we believe in, guiding principles.

<u>Strategic Priorities</u>: Themes on which the organization will concentrate efforts, dedicate resources, and strive to achieve significant improvements. The focus areas reflect what the current Stallings Town Council believes must be done to succeed.

<u>Perspectives</u>: The four different views that are used to create a "balanced" way of establishing objectives and measurements to assist the organization in accomplishing the vision and strategic priorities. The traditional four perspectives used in corporate strategic planning and program evaluation are 1.) Financial; 2.) Internal Business Process; 3.) Community; and 4.) Innovation, Learning & Growth. While the names and definitions of these perspectives are frequently modified to meet different organization's specific needs, the original intent of these four traditional perspectives usually remains intact.

<u>Objective</u>: A concise statement describing the specific things the organization must do well in order to execute its strategy. Objectives often begin with action verbs such as "increase," reduce," "improve," "achieve," and similar words. Examples: Reduce Crime, Enhance Customer Service, Promote Learning & Growth, Invest in Infrastructure, Deliver Competitive Services, Maintain Fiscal Strength, Maintain a Skilled & Diverse Workforce, Create Unity Between Neighborhoods, Provide Affordable Services, Protect the Environment, Enhance Walkability, etc.

<u>Measure</u>: A standard used to evaluate our community performance against desired results. Reporting and monitoring measures help organizations gauge progress toward effective implementation of strategy. Example: Percentage of water customers with an average pressure of 30 PSI or greater.

<u>Target</u>: The desired result of a measure that communicates the expected level of performance. Example: 98% of customers will have average water pressure of 30 PSI or greater. A "stretch target" is a challenging target that may not be met. It may be a multi-year goal with milestones.

<u>Cascading</u>: The process of developing "aligned" scorecards throughout an organization. Each level of the organization will develop scorecards based on objectives and measures it can influence from the group to which they report. For example, Police Patrol aligns/connects with the Police Department, who aligns/connects with the Town-wide Scorecard by developing their own objectives and measures based on how they influence the Town-wide objectives and measures.

<u>Cause & Effect</u>: The concept of cause and effect separates the Balanced Scorecards from other performance management systems. The measures on the Scorecard should link together in a series of cause-and-effect relationships to tell the organization's strategic story.

Perspectives

The "balanced portion of the Scorecard uses four perspectives to answer critical service delivery questions. This helps provide the balance that organization's need to successfully plan, implement, measure, and evaluate performance.

<u>Community Perspective</u>: <u>Serve the Community</u> – What is our mission and vision? What do our citizens want?

Managers must know if the Town is meeting citizen needs. They must determine the answer to

the question: Is the organization delivering the services the community wants?

<u>Financial Perspective</u>: <u>Manage Resources</u> – How we deliver quality services efficiently and remain financially sound

while achieving the vision and mission?

Managers must focus on how to meet service needs in an efficient manner. They must answer

the question: Is the service delivered at a good price?

<u>Internal Business Perspective</u>: <u>Run the Operations</u> – What internal processes must we excel at to provide valuable services to

the community while achieving the mission and vision?

Managers need to focus on those critical operations that enable them to satisfy citizens.

Managers must answer the question: Can the organization improve upon a service by changing

the way a service is delivered?

<u>Learning & Growth Perspective</u>: <u>Develop Know-How</u> – What skills, tools, and organizational climate do our employees, elected

officials, and volunteers need to meet the community's needs while achieving the mission and

vision?

An organization's ability to improve and meet citizen demands ties directly to the employees' ability to meet those demands. Managers must answer the question: Is the organization providing employees with the training, technology, and proper work environment to enable them to success

and continuously improve?

Serve the Community

What do our citizens want? What must be done to implement the vision and mission?

- Strengthen Citizen Engagement Improve the quality and frequency of communication to enhance public access to information about Town services, meetings, key issues, and emergency situations. Provide a variety of ways for citizens to meaningfully share ideas, concerns, and questions with Town officials.
- Conserve Cultural & Natural Resources Protect the environment, historic assets, and intangible assets such as community and cultural events that help bring Stallings' citizenry together. Ensure that these resources are protected, conserved, celebrated and resilient to changing environmental conditions.
- Increase Citizen & Community Safety Accomplish this by building relationships and problem-solving partnerships with citizens, businesses, and neighborhood watch groups and using best-practice strategies including having police officers and officials accessible and approachable, improving community appearance, addressing nuisances, & approaching community safety across departments will make our community safer.
- Promote Economic Vibrancy— While the Town recognizes that there are many factors influencing local economic conditions, the Town seeks to do its part with partners to achieve economic development and support locally owned businesses. The Town recognizes that achieving economic vibrancy also includes creating a sense of place and identity as well as enhancing the quality of life in Stallings as a place to work, live, play, and raise a family.
- Enhance Recreation, Walkability & Connectivity Provide recreation and pedestrian facilities to encourage healthy lifestyles, citizen interaction, and to offer a variety of transportation choices that link Stallings' neighborhoods together in an accessible manner.

Manage Resources

How do we deliver quality services efficiently and remain financially sound while achieving the vision and mission?

- Maintain Fiscal Strength Support fiscal policies, controls, and actions that keep the Town government in a financially strong position, thereby allowing it to respond to unforeseen problems, emergencies, and opportunities, as well as having sufficient reserves for cash flow and credit rating purposes.
- Develop Long-Term Financial Plans Build upon current financial planning instruments to provide a longerterm view of what Stallings' finances and operations may look like in the future. These plans are intended to identify potential challenges, opportunities, and proactive response options.
- Invest in Infrastructure Prioritize funding for infrastructure maintenance to avoid deterioration while

- minimizing long-term operational and capital costs. New infrastructure investments help achieve key priorities and optimize the use of current assets.
- Deliver Services Efficiently Ensure citizens are receiving a good value from their investments by delivering cost-efficient services. Maximize the use of public funds through service optimization, innovation, process improvement, competition, and other means.

Run the Operations

What internal processes must we excel at to provide valuable services while achieving the vision and mission?

- Enhance Emergency Preparedness Improving the ability to effectively anticipate and respond to emergency situations, from minor incidents to major disasters, through planning, training, collaboration with public and private agencies, and community education.
- Improve Communication & Collaboration Increase the quality and frequency of communications throughout all areas of the organization to promote problem-solving partnerships within and outside of the organization. Good communication enables the vision to be implemented.
- Excel at Staff & Logistical Support Ensure outstanding internal support is being provided to all departments, employees, elected officials, advisory board members, and volunteers that deliver services or directly serve the community. Use technology, where practical to improve service delivery and save taxpayer dollars.
- Provide Responsive & Dependable Services Provide quality services to citizens in a courteous, responsive, and reliable manner that is effective in achieving desired results. Excel at the technical aspects of delivery.

Develop Know-How

What skills, tools, and organizational climate do our employees, elected officials, and volunteers need to meet the community's needs while achieving the vision and mission?

- Maintain a Skilled & Competent Workforce Create a work environment that allows the Town to hire, develop, and retain a workforce of skilled employees capable of meeting the community's needs. Focus includes career development, succession planning, and improving employee motivation and satisfaction. Hire competent staff who exemplify The Stallings Way.
- Support Development of Citizen Volunteers Identify opportunities for volunteers to develop the technical and leadership skills that enable them to achieve the community's needs and understand the role of the advisory boards in Town government.
- Enhance Relations with Other Entities Build relationships with others involved in the governing process, including governmental organizations, nonprofits, and the private sector. Public-private partnerships should be explored as a potential problem-solving tool.

Developing Departmental Strategy

Departmental Balanced Scorecards

A good scorecard will do the following:

- Tell the story of the Department's strategy.
- Shows that every objective selected is a linkage in the cause-and-effect relationships that compose the Town's strategy.
- Drive performance by using a variety of measures and targets that look at short and long-term results to encourage proactive management.
- Involve the participation of division heads, key staff, and employees throughout the Department.
- Is financially viable.
- Positively changes departmental behavior by developing strategic initiatives.

<u>Step #1 – Town-Wide Objectives Selected to Build Scorecard</u> <u>& Map</u>

Departments determine what they can do to support and respond to the town-wide strategy, Balanced Scorecard, and achieve the departmental mission. Departments select the objectives they can meet to help the town board in pursuing the achievement of the Town Council's Strategic Priorities, Vision, and Mission. The objectives selected from each of the four perspective areas are used to create the Department's strategy map.

Step #2 - Developing Departmental Initiatives

These are the critical activities the Department must pursue to achieve the Town-wide objective and the Department's mission.

- Initiatives detail what the Department must do to achieve a Town-wide objective or achieve the departmental mission
- Initiatives identify the highest priority activities to show where resources are most needed to achieve the overall departmental strategy.
- Initiatives may apply to all divisions within a department or just one division.
- Initiatives describe how the Department will responds to the Town-wide objective.
- Initiatives are written so that divisions and employees can determine how they can respond to support the Department's effort to achieve the objective and mission.

Step #3 - Developing Measures and Targets

Each departmental initiative does not have to have a measure, but there should be a way to evaluate the achievement of the initiative or whether or not it was accomplished. There are two goals for strategic measures: organizational motivation and strategic learning.

Organizational Motivation – Measures are a very effective tool in improving performance and/or accomplishing goals. A November 2001 article by Edwin Locke in Harvard Business Review titled "Motivation by Goal Setting" cites a survey of more than 500

studies, which indicates that performance increases an average of 16 percent in companies that establish targets. A primary reason for this may be that measures give employees clear direction and guidance as to what they need to accomplish. When employees focus their efforts on achieving key initiatives that are aligned with town-wide objectives and strategic priorities, then there is much greater probability that a well-coordinated effort is made in fulfilling the Town's mission and the board's vision. The effort to clearly articulate the Town's top priorities to assist employees compliments the old saying that "people do what you inspect, not what you expect."

Strategic Learning – Measures are a way to monitor departments' progress in achieving the town-wide objectives and their initiatives. Any strategy used to achieve initiatives, objectives, or strategic priorities represents a hypothesis of how to succeed. Strategy to achieve a desired outcome or solve a problem is often a new destination, a place that the Town has not yet traveled to before. Measures and targets provide a way to test assumptions inherent in the strategies we select to pursue our goals. Documenting our strategy through measurement allows management, employees, elected officials, and the public to monitor, manage, validate, question, and/or deliberate possible adjustments to our strategy. If this can occur, then the Town starts becoming a "learning organization" where being analytical, adaptive, and responsive to the hypotheses we've tested become keystones of the organizational culture that helps the Town successfully implement its strategy.

Components of a Good Measure

- Measures should be specific. Stating the SPD will be the "best" police department or that Administration will "maximize customer satisfaction" are more like vision statements and are difficult to measure.
- Measures should be measurable. There are ways to measure seemingly less tangible goals. Surveys, if properly designed, can be used to measure the perception of service quality, awareness of issues, community satisfaction, etc.
- Does the measure really evaluate the initiative being pursued?
- Is the measure reliable?
- Is the measure easy to understand and explain?
- Are departments using a variety of measures in evaluating their initiatives (workload, results, efficiency, effectiveness, short-term vs. long-term)?
- Does the measure clearly communicate the expected performance?
- It is important to know where you are and where you want to go. Ideally, departments should have a baseline measure for current performance in the form of last year's actual data, best practices or industry standards for comparison. When baselines do not yet exist a TBD (to be determined) is placed in the appropriate area to indicate the Department is in the process of getting this data.

Guidelines for Setting Targets

- 1. Targets should be realistic but challenging enough to motivate greater accomplishments.
- 2. Departments can be more aggressive when setting multiyear targets.
- 3. Provide a rational explanation as to why achieving a target is important, especially with stretch targets.
- 4. When setting a target, Department should review the linkage (cause-and-effect relationship) of the "enabling" perspectives to make sure they have the ability to achieve the target, thus the following questions should be asked:

- Do departmental personnel have the skills and tools necessary to get the job done?
- Does the Department have sufficient resources/funding?
- · Are internal operations adequate?

<u>Stretch Targets</u> – These are usually long-term or multi-year goals. At most, departments should set one to two stretch targets per year. These are reserved for those initiatives critical in making a particular breakthrough. Stretch targets can be especially useful to help a department break form its comfort zone or traditional way of running operations so as to spark creative thinking and results-oriented problem-solving. <u>Every Department should have at least</u> one stretch target.



STRATEGY MAP

Vision for Stallings

To provide an inviting and safe community with a commitment to excellence where families and businesses can thrive as we embrace our future while preserving our past.



Mission of Town Government

To serve the residents and businesses of the Stallings community by providing excellent municipal services while upholding the public interest by maintaining a sound financial position and active stewardship of public assets and resources.



Serve the Community

Strengthen Citizen Engagement Conserve Cultural & Natural Resources Increase Citizen & Community Safety

Promote Economic Vibrancy Enhance Recreation, Walkability & Connectivity



Manage Resources

Maintain Fiscal Strength Develop Long-Term Financial Plans

Invest in Infrastructure Deliver Services Efficiently



Run the Operations

Enhance Emergency Preparedness Improve Communication & Collaboration Excel at Staff & Logistical Support Provide Responsive & Dependable Services



Develop Know-How

Maintain a Skilled & Competent Workforce Support
Development of
Citizen Volunteers

Enhance Relations with Other Entities

Town Council Strategic Priorities

- Create a Stallings Downtown
- Review & Amend Land Use Plans to Better Align w/ Council's Vision
- Economic Development
- Transportation
- Communications
- Enhance Blair Mill Park

"The Stallings Way" Core Values

- Integrity
- Commitment
- Flexibility
- Awesome Customer Service
- Team Before Self
- Continuous Improvement
- Qualified/Competent
- Supporting Each Other
- Everyone Pitches InWork/Life Balance
- D ... A...
- Positive AttitudeCollaboration
- Dialogue
- Have Fun
- Trust & Respect
- Open to Teach/Learn
- Healthy, Positive Environment

ACCOMPLISHMENTS:

What targets did your Department meet and/or exceed? What is the significance of meeting these targets? How did the Department meet/exceed these targets? What will be done to ensure continued success?

<u>Strengthening Citizen Engagement</u> – This has been both an accomplishment. On one hand, there is always more work to do with strengthening citizen engagement! However, the Town met both its goals of publishing informative blog posts quarterly and the Town continued to broadcast all Town Council meetings. Notably, the Town has had some broadcasting issues, especially with audio. We will continue to remind Council Meeting participants to speak directly into the microphone.

<u>Implement Economic Development Strategic Plan</u> – This is both an accomplishment and a challenge. On one hand, the Town has sought to organize in advocating for and marketing the Union West Business Park. Indeed, the Town is interested in growing and enhancing both existing and new businesses in this area to improve our commercial. Still, there is much work to be done but positive steps in achieving our process goals for FY 24-25.

<u>Creating a Stallings Town Center</u> - The Town continues to work towards creating a downtown with an action strategy that seeks to be both visionary and practical. This goal will take many years to achieve, but the Town has developed a strategy/action plan aimed at laying the foundation for a successful downtown.

FY 24-25 Action Strategies

- Call it "Town Center" instead of "Downtown" Yes.
- Per DFI's recommendation aimed at supporting Town Center oriented retail, continue to encourage higher residential density (multi-family) n the Town Center. (TBD based on opportunities). Yes.
- If the Town receives a significant development plan within the Town Center area from a private developer that requests public participation, consider contracting with DFI for a third-party review of the development plan. N/A did not receive any applicable developer requests.
- Continue to explore sewer alternatives See metric below.
- Hold 11 parks events at Stallings Municipal Park Held 12 total events. 4 large scale events and 8 smaller events.
- Provide a general list to Council of interested potential tenants by 3/29/24 for Council consideration. Continue to pursue the use(s) identified by Council via the Town's broker. Complete.

<u>Maintain Fiscal Strength</u> – This has both been an accomplishment and a challenge. With an especially difficult budget anticipated due to a variety of factors including repeated high inflation, the Town Council adopted an enhanced process to dedicate more time to completing the budget process. The Town Council capped CPI increases to avoid future one-year "budget busting" spikes due to high inflation. The Town maintains/updates an annual capital improvement plan (CIP) to allow for appropriate planning and resource allocation to meet capital needed.

<u>Secure Occupancy Tax</u> – A ballot referendum was held but not passed. The Town Council has authorized another referendum on the 2025 ballot.

<u>Pursue Sewer Capacity Alternatives</u> – After analyzing the situation and the potential of connecting to Charlotte Water, Council directed staff in April 2025 to not continue the study, as it was determined to be a dead-end with no long-term solutions. The alternatives identified were also too costly for the Town to pursue by itself given the benefits. We have not received any updates from Charlotte Water or developers regarding potential

partnerships for additional sewer capacity in the Town Center area. The Town Council determined in 2025 that it will study package plans and develop a position on that.

<u>Maintain a 5-Year IT Replacement Schedule/Plan</u>- To ensure oral IT infrastructure/equipment needs are met, computers and equipment are being updated as needed. Staff have laptops available for use in the office, and if need be, remotely.

<u>Enhance Emergency Preparedness</u> – An emergency tabletop exercise was held on 8/17/23.

Improve Staff Relationships Through Team-Building Events – Held 4 events (met goal).

CHALLENGES:

Which targets did your Department not meet? What challenges did the department face in meeting these targets? What will be done to try to meet the targets going forward (i.e. adjustments in strategy)?

<u>Recordable Injuries</u> – The Town has had 4 recordable injuries but only 1 missed day of work. The Town sets our recordable injuries goal at "0" every year because we refuse to set a workplace injury goal that is anything less. The Town evaluates each incident to determine how we can avoid it in the future. The injuries were all within the Police Department.

<u>Hold an "All Hands on Deck" Meeting</u> – These can be challenging to schedule. We did one the previous year, but failed to hold one this year. This was a missed opportunity.

Maintain an Educated, Dedicated, Competent, and Productive Workforce— This is both an accomplishment and a challenge. The Town met our turnover rate goals overall and for Non-PD but the PD was a little higher than the goal. Regardless, closer examination by management has concluded that the Town is in a good place with keeping and retaining a great staff. This is especially true in the key department head level, which is a crucial leadership role in the Town. One area that the Town has focused on strengthening is the middle management level of SPD. This will be helped with the FY 24-25 pay study, which has been funded, conducted, and implemented. It looked holistically at salaries, benefits, etc. The Town must always strive to adopt best practices to ensure that we are able to attract, develop, and retain a competent workforce. The Town has setup stay and exit interviews so management can identify trends and recommend changes if systematic problems arise. We need to make sure that we are staying on top of recognizing employee through awards. The Town evaluated employee cost-savings incentive programs.

OTHER COMMENTS:

ENGINEERING AND PUBLIC WORKS DEPARTMENT - ANNUAL BALANCED SCORECARD

OVERVIEW

ACCOMPLISHMENTS

- The Engineering Department responded to all resident and developer inquiries within two business days. All plan and construction reviews were completed within the 30-day review period, ensuring compliance with Town policy and maintaining a high standard of customer service.
- Utilizing the newly purchased skid steer and other new equipment, the Public Works Department completed approximately 50 significant stormwater, roadway, sidewalk, and curb-and-gutter repair projects that, in prior years, would have been outsourced to contractors. By performing these projects in-house, staff estimates a savings of approximately \$125,000 for the Town.
- The Town Engineer completed all continuing education hours required to maintain licensure as a North Carolina Professional Engineer (P.E.). This ongoing professional development ensures that the Town Engineer remains current with best practices, regulations, and technical solutions relevant to municipal engineering.
- The Town Engineer successfully completed training and certification as a Certified Stormwater Control
 Measure Inspector. This certification enables the Town to conduct SCM inspections internally, ensuring
 that private property owners maintain compliance with the Town's MS4 Permit as issued by the NC
 Department of Environmental Quality (NCDEQ). In-house inspection capability reduces costs, improves
 oversight, and enhances regulatory compliance.
- The Engineering Department managed the completion of the FY2025 resurfacing contract along with
 preventative maintenance contracts for crack sealing and microsurfacing. Preventative maintenance
 methods are approximately one-fifth the cost of traditional resurfacing while extending pavement life.
 Staff intends to expand the use of these methods to maximize the value of taxpayer dollars while
 preserving roadway integrity.
- The Engineering Department made significant progress in fulfilling Permit Year 2 requirements of NCDEQ's NPDES MS4 Program. While the comprehensive survey of the Town's stormwater infrastructure was delayed due to unforeseen undocumented assets, this task will be completed in Phase 2. Importantly, the Town has historically been in violation of this permit, placing it at risk of substantial fines. Beginning essentially from scratch, staff has worked diligently to bring the Town into compliance and prepare for random NCDEQ audits. Additionally, staff developed and secured funding for a Stormwater Compliance Manager position to oversee and maintain MS4 compliance on an ongoing basis.
- The Town completed a comprehensive Sanitary Sewer Capacity Study to evaluate ongoing limitations within Union County's system and their impact on future growth in Stallings. Initiated in October 2023, the study assessed projected sewer flows, development demand, and alternative service options. Preliminary findings were presented to Council in February 2024, including confirmation that Charlotte Water had expressed preliminary willingness to consider a tie-in, prompting further analysis. In November 2024, Council directed staff and Kimley-Horn

to clarify the effects of Union County's planned 1.5 MGD capacity improvement to the 12-Mile Creek Basin, verify Stallings' municipal allocation (currently estimated at 97,000 GPD), and explore frameworks that would allow developers to move forward under existing constraints. Following further coordination with Union County, staff delivered a final update in April 2025. At that time, Council chose not to pursue additional negotiations and instead adopted a policy supporting privately maintained treatment systems for developments unable to connect to Union County's system. Staff will continue to monitor regional capacity conditions and evaluate partnership opportunities to ensure long-term sewer availability.

• Staff developed and secured Council approval for the acquisition of a new Public Works truck with a dump bed, enabling greater project capacity and efficiency. Additionally, Council approved funding for a third Public Works staff member in the FY2026 budget, which will further expand departmental capability to complete infrastructure projects in-house.

CHALLENGES

- Permit Year 3 will require staff to complete a full inventory of the Town's stormwater infrastructure, inspect all major system components, and establish a framework to ensure property owners and HOAs conduct regular inspections and corrective maintenance of private stormwater ponds. These requirements represent an entirely new set of responsibilities for the Town, bringing steep learning curves, extensive coordination with private property owners, and significant budget implications.
- As staff introduces new roadway maintenance strategies, such as microsurfacing and crack sealing, challenges will arise in both execution and resident communication. Public education will be critical to helping residents understand the long-term benefits of preventative treatments compared to traditional resurfacing.
- Both Engineering and Public Works continue to pursue efficiency gains and cost-effective alternatives for infrastructure maintenance. These innovations require adaptation, training, and trial-and-error to ensure successful implementation.
- Due to workload demands, staff was unable to complete planned updates to the land development standards and the Roadway Acceptance Policy. These updates are now scheduled for FY2026.
- Limited sewer capacity remains a persistent challenge. Staff will continue evaluating long-term solutions and potential partnerships to address capacity issues that limit growth.
- The Town did not meet its FY2025 goal of investing \$50,000 into sidewalk repairs. Staff sought to complete a greater share of these projects in-house to reduce costs and improve responsiveness. However, with only two Public Works staff members, it was challenging to balance sidewalk repair needs against other critical maintenance priorities. As a result, sidewalk repair work was limited in scope. The addition of a third Public Works employee in FY2026 is expected to significantly increase the department's capacity to complete these repairs in-house, improving both the quantity and timeliness of sidewalk maintenance projects.

OTHER COMMENTS

The Engineering and Public Works Departments remain committed to serving Stallings residents and businesses with responsive, cost-effective, and professional services. Staff continues to coordinate effectively on issues such as infrastructure repairs, contractor oversight, flooding mitigation, development plan review, and construction management. The acquisition of new equipment and the planned expansion of Public Works staff will further enhance the Town's ability to complete infrastructure projects in-house, delivering substantial cost savings while maintaining high service standards.

FINANCE DEPARTMENT - YEAR-END BALANCED SCORECARD OVERVIEW

ACCOMPLISHMENTS:

What targets did your Department meet and/or exceed? What is the significance of meeting these targets? How did the Department meet/exceed these targets? What will be done to ensure continued success?

<u>Maintaining Fiscal Strength</u> – This has been both an accomplishment and a challenge. The accomplishment portion relates to the 20% fund balance threshold. The Town regularly maintains an unrestricted General Fund balance exceeding this amount. Failure to meet this target is not in the foreseeable future; although, modifications to the specific metric are forthcoming.

<u>Developing Long-Term Financial Plans</u> — This is another objective that includes both an accomplishment and challenge. A comprehensive review of financial-related policies and procedures has been completed and a list compiled, but neither updates to existing policies or creating new ones has taken place during this fiscal year. This remains an objective with different target completion dates for individual policies, creating more attainable goals.

<u>Exceling at Staff & Logistical Support</u> – A weekly budget to actual report is distributed to executive level staff consistently, promoting transparency and the ability to make informed decisions.

CHALLENGES:

Which targets did your Department not meet? What challenges did the department face in meeting these targets? What will be done to try to meet the targets going forward (i.e. adjustments in strategy)?

Staffing issues created a number of challenges during the fiscal year. Former Finance Officer, Marsha Gross, returned part-time as Interim Finance Officer and a new full-time Finance Officer started in April. Staff is confident this will create a shift in future balanced scorecard results.

<u>Strengthening Citizen Engagement</u> – The Finance website has not yet been reviewed and updated, nor did the Town receive either award from the Government Finance Officers Association (GFOA). These do remain targets going forward though.

<u>Maintaining Fiscal Strength</u> — The Town completed only financial statements, rather than an Annual Comprehensive Financial Report (ACFR), that were submitted to the Local Government Commission (LGC) late. The audit completed during this fiscal year for the year ended June 30, 2023 did include both a material weakness and significant deficiency. The aforementioned challenges are a direct result of staffing issues that have been remedied.

Due to the approaching depletion of federal funding received from the American Rescue Plan Act (ARPA) of 2021, a stimulus bill passed by the United States government to provide relief from the COVID-19 pandemic, the FY 24-25 budget adopted during this fiscal year included an appropriation of General Fund balance totaling \$460,400. Utilizing fund balance to cover ongoing operating expenditures is not sustainable long-term; therefore, creation and adoption of a fund balance policy is a short-term goal that needs to be achieved prior to the development of the annual budget.

<u>Developing Long-Term Financial Plans</u> – Due to staffing issues, no revisions or new policies were completed during this fiscal year. Standard Operating Procedures (SOP) have not yet been written either. Both remain goals for the future.

<u>Providing Responsive & Dependable Services</u> — While public information requests are always responded to, it is not consistently done within the seven-business day target. Compiling the data for these requests can be quite cumbersome and time-consuming due to current reporting capabilities, processes and procedures. Limited Finance staff exacerbates this challenge, prolonging the time required to complete these requests.

OTHER COMMENTS:

<u>Maintaining a Skilled & Competent Workforce</u> – While this remains a goal, the specific performance measure has changed since the preparation of the initiatives for this balanced scorecard. Completion of the North Carolina Government Finance Officers Association (NCGFOA) program and achievement of the corresponding certification are no longer necessary. The new Finance Officer hired this year came to the Town already certified. The revised metric for the FY24-25 balanced scorecard includes maintaining certification that is accomplished through continuing education.

PARKS & REC DEPARTMENT-YEAR-END BALANCED SCORECARD OVERVIEW 24-25

ACCOMPLISHMENTS:

What targets did your department meet and/or exceed? What is the significance of meeting these targets? How did the department meet/exceed these targets? What will be done to ensure continued success?

This year, the department made meaningful progress in several areas:

- **Sponsorship Growth:** We successfully secured 9 local business sponsorships toward our target of 15 by FY25. These partnerships reduce the burden on municipal budgets while strengthening Stallings' community-business connections.
- **Social Media Engagement:** We exceeded our goal of a 50% increase, demonstrating that our cohesive advertising efforts are effectively building community identity and awareness of programs.
- **Tennis Court Conversion:** The transition to pickleball has been a huge success, creating new recreational opportunities and drawing strong interest from local residents. This initiative has enhanced community use of existing facilities without requiring significant new construction.
- Short-Term Infrastructure Planning: The short-term infrastructure plans for each park are approaching completion. These plans provide a detailed roadmap for addressing immediate maintenance needs and prioritizing upgrades, ensuring that resources are allocated efficiently. By clearly identifying critical repairs, facility improvements, and safety enhancements, staff can act proactively to maintain park quality and visitor satisfaction. This planning also allows us to schedule projects strategically, minimize disruptions to park users, and lay the groundwork for future long-term improvements.

These accomplishments highlight our department's ability to innovate, connect with the community, and secure resources that make a tangible impact.

Ensuring Continued Success: To build on this progress, we will:

- Continue pursuing local sponsorships to hit and exceed our FY25 goal.
- Maintain momentum in digital engagement through targeted advertising, consistent messaging, and communityfocused campaigns.
- Strengthen partnerships with community groups, such as pickleball enthusiasts and event vendors, to ensure facilities and programs remain vibrant.
- Transition from short-term planning into developing long-term infrastructure plans to guide the next decade of Stallings' growth.
- Actively work with regional partners and neighboring municipalities to find shared solutions to staffing and scheduling challenges.

CHALLENGES:

Which targets did your department not meet? What challenges did the department face in meeting these targets? What will be done to try to meet the targets going forward (i.e. adjustments in strategy)?

Some initiatives faced setbacks or remain works in progress:

• **Farmers Market**: While launched successfully, the market ended early due to low vendor attendance. Sustaining vendor participation will be a focus moving forward, supported by end-of-season surveys and targeted outreach.

- **Trail Development:** No trail segments have yet been built, as progress is tied to funding and sponsorship acquisition.
- **Standardized Operating Hours:** While the Splash Pad hours now align with surrounding municipalities, extending operating times has been difficult due to part-time staffing shortages.
- Facility Rentals: Pickleball courts have been popular, but the department has not moved forward with rental structures due to staffing limitations.
- **Operations Manual:** Some ordinances (e.g., park hours) are now in place, but additional ordinances are needed before a full manual can be completed.
- Career Progression Plan: Still under development, delaying opportunities for improved retention and growth pathways.
- Inter-Municipal Data Collection: Collaboration with surrounding towns has been difficult due to conflicting workloads and schedules.

Going forward, we will:

- Adjust strategies for Activating Town Centre that are not geared towards a Farmers Market.
- Explore creative staffing models and volunteer support to extend Splash Pad hours and manage facility rentals.
- Work closely with the police department and town council to finalize necessary ordinances.
- Prioritize completion of a career progression plan to improve staff retention and morale.
- Seek out more flexible collaboration methods with surrounding municipalities, such as phased data collection or smaller joint projects.

OTHER COMMENTS

- Leveraging grant opportunities and sponsorships to jumpstart trail work.
- Prioritizing the creation of ordinances so the Operations Manual can be completed by the set deadline.
- Developing a clear career progression framework to improve retention and staff morale.

ACCOMPLISHMENTS:

What targets did your department meet and/or exceed? What is the significance of meeting these targets? How did the Department meet/exceed these targets? What will be done to ensure continued success?

Our department achieved several key targets this year that support the long-term growth and vitality of the Town Center and surrounding areas.

- Branding the Downtown area as the "Town Center." By consistently using and reinforcing this name, it has taken hold among community members and stakeholders, creating a unified identity for the area. We will continue to use and promote this branding to strengthen recognition and support future investment.
- Council approval of the Town Center Streetscape Plan. This milestone allowed us to incorporate the plan into the SDO, laying the foundation for consistent, high-quality design standards that will shape the character of future development.
- Encouraging higher density in the Town Center. We have promoted and supported higher-density proposals, several of which are now moving through the CZ process. This helps advance the community's vision for a vibrant, mixed-use core.
- Completion of the Atrium/Light Rail Small Area Plan and updates to the Future Land Use Plan. These updates give us stronger tools for guiding development and engaging with stakeholders. The Atrium team was actively involved in the process, and we continue discussions about their planned expansion, including a new parking lot and tower.

Together, these accomplishments demonstrate our ability to implement Council priorities, collaborate with stakeholders, and lay the groundwork for sustainable growth. To ensure continued success, we will maintain close communication with developers, actively promote Town Center branding, and monitor plan implementation to keep projects aligned with the community's vision.

CHALLENGES:

Which targets did your department not meet? What challenges did the department face in meeting these targets? What will be done to try to meet the targets going forward (i.e. adjustments in strategy)?

This year we faced several challenges that slowed progress on some of our targets on the balanced scorecard:

- Legacy projects. Some older projects adopted before current staff arrived are still in progress or are now being resubmitted. Because land development takes time, results are not immediate.
- Sewer capacity. Limited sewer infrastructure continues to make redevelopment in the Town Center more difficult.
- New projects. The influx of new projects has taken up the majority of the staff time. Now that are new staff has been fully trained we may be able to focus more on our targets.

- Ordinance updates. We make regular text amendments, but the pace of growth has created too many to update the whole ordinance at once. Instead, we are handling updates in smaller pieces.
- Future land use categories. Updates to these have been delayed. We decided to focus first on the development ordinance, but land use updates are still planned.
- State legislation. Recent laws around downzoning prevent us from adding the TOD overlay. Without a timeline from the state, this work is on hold.

Looking ahead, we will continue managing legacy projects, work with partners on sewer capacity solutions, update ordinances step by step, and stay ready to act quickly when legislative conditions change.

Accomplishments:

What targets did your department meet and/or exceed? What is the significance of meeting these targets? How did the department meet/exceed these targets? What will be done to ensure continued success?

Host quarterly coffee w/a cop; bi-monthly lunch w/a cop at Stallings Elementary; host a fishing derby for kids- We hosted 4 coffee w/a cop programs attempting to utilize new, local businesses. We changed lunch w/a cop to recess with a cop at the request of Stallings Elementary. Our second fishing derby was a success, and we maxed out our participant number of 20 kids.

Complete 30 traffic safety awareness campaigns (PSA's/bike rodeo/car seat installs/traffic checkpoint/youth driving clinic)- The Stallings Police Department (SPD) maintained a strong commitment to traffic safety through participation in a variety of awareness campaigns and enforcement initiatives. These efforts were aimed at enhancing roadway safety, address community concerns, and increase compliance with traffic laws. Some of the highlights of this year were participating in 24 checkpoints, saturation patrols and Governor Highway Safety Programs. In addition to these efforts SPD hosted a Bike Safety Rodeo, with a bike helmet giveaway and a Crash/Seatbelt Safety Simulator at National Night Out Against Crime. Our roadside safety message boards were deployed over 45 times throughout the year, and we assisted with one car seat safety install clinic. Along with the educational component SPD also had 54 Driving While Impaired arrests.

Complete 3 training courses for emergency preparedness, home/business security and self-defense/situational awareness-PD staff hosted three in-person training courses. We had 0 attendance. Staff opted to create short videos on these topics and post them to our various social media platforms. We had a much-improved view rate compared to in-person attendance.

Completion of 5 step process of CALEA re-accreditation-Year one assessment will be completed in August 2025

Implement and Fund Public Safety Camera-Council approved the initial camera program using asset forfeiture funds. Five sites were selected, and cameras have been installed. Council also approved budget for one additional site per year.

Utilize scanning to archive department records and create training program to maintain evidence integrity and reliability-Research was completed on scanning requirements and it was determined that paper copies would still need to be kept, which would incur an additional cost. SPD opted not to move forward with document scanning. Evidence integrity training program was created in-house and all members received initial training. This training program has now been implemented into our Field Training Program for all new officers to receive.

Send all command officers to NCSU Administrative Officers Management Program-One supervisor is currently enrolled in a police management training program. SPD is slated to send its next supervisor in late 2025.

Improve proficiency in moving and shooting through precision shooting and tactical training-1.) Increase overall qualification score to 80% 2.) Implement movement-based tactical decision-making training-Overall firearms qualification score was 95%, both day and night. The lowest individual score was 76%.

Equipment for tactical decision-making training was ordered and has arrived. Scenario training is in development.

Create voluntary fitness program-Fitness program was approved by Council and launched in Spring 2025. 14 of 25 officers participated (56%) and 12 of the 14 passed (86%).

Challenges:

Which targets did your department not meet? What challenges did the department face in meeting these targets? What will be done to try to meet the targets going forward (i.e. adjustments in strategy)?

Be Designated as a Permanent Car Seat Checking Station-Staffing hindered the development of this goal and will be pushed back until next year. SPD is hopeful to utilize officers, civilians, and volunteers to assist in achieving necessary training and implementation of this goal.

Create voluntary fitness program-Fitness program was approved by Council and launched in Spring 2025. 14 of 25 officers participated (56%) and 12 of the 14 passed (86%).

Other comments

We continue to work through staffing shortages and training of new officers to continue providing a high level of service to our community. Overall, all department members have participated in the work done so far to accomplish our goals.