STALLINGS TOWN COUNCIL
A G E N D A
October 23, 2017 7:00 p.m.

Invocation, Pledge of Allegiance and meeting called to order

Public Comments

Council will consider and take possible action on the following

Suggested starting time

7:15 1. Agenda Approval

7:17 2. Forest Park/Union West Business Park Long Term Traffic Solutions
Town Engineer Chris Easterly
Discussion and Possible Action

7:30 3. Stormwater Projects
A. 808 Quince Drive
Action Requested: Direct any further action
B. Fairfield Plantation HOA Common Area
Action Requested: Authorize solution

7:50 4. Comprehensive Land Use Plan/Small Area Plans
Centralina Council of Governments (CCOG)
Town Planner Lynne Hair
Discussion and Possible Action

8:15 5. Policies, Volume 3 – Police Policies
Action Requested: Adopt Volume 3

8:20 6. Town Manager Search Committee Update
Possible closed session pursuant to NCGS 143-318.11A(6)

8:40 7. Adjournment

Agenda Item
2

Memo

To: **Mayor and Town Council**

From: Christopher J. Easterly, P.E., Town Engineer

Date: October 18, 2017

Re: Forest Park / Union West Business Park Long Term Traffic Solutions

---

Staff was directed to review traffic operations in the Forest Park neighborhood and recommend solutions to mitigate traffic speeds within the network. The Stallings police department deployed the radar trailer at specific locations to collect data on vehicle speeds and volumes. Based on the data acquired, traffic calming devices are not warranted per the Traffic Calming Evaluation Program Phase 1 process criteria.

Staff reviewed the Manual on Uniform Traffic Control Devices (MUTCD) for guidance and standards for traffic calming on residential roadways. Section 2B-6 recommends implementing devices that are least restrictive (stop signs) prior to implementing more restrictive devices (speed humps and/or barriers). Emergency services recommends lesser restrictive devices to maintain response times.

Using this philosophy, Staff developed three alternative solutions that range from least to most restrictive.

- Multi way stop signs implemented at strategic locations in the network
- Speed humps implemented at strategic locations in the network
- Multi way stop signs and speed humps implemented at strategic locations in the network

Action Requested:

Authorize implementation of a traffic calming solution.

Agenda Item
3.A.

Memo

To: **Mayor and Town Council**

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

Date: October 17, 2017

Re: 808 & 816 Quince Court
Storm Water Remediation

On September 9, 2016, staff responded to Ms. Lallmang's (808 Quince Ct.) concerns about, runoff flowing over her driveway causing the other side of the property to become damp and swamp-like.

The initial solution was to install a culvert pipe under the driveway that directed flow to the other side of the yard and into an existing ditch running parallel with side the property line, eventually out-letting into the Goose Creek watershed behind Ms. Lallmang's property. Construction was halted, per Ms. Lallmang's request, due to concerns that she would be unable to maintain the ditch line of the swale and having undesired runoff flowing across the property. This halted solution was invoiced at $2,525.00.

Ms. Lallmang notified Mr. Kevin Woods as well as Councilman Griffin regarding the above concerns. Staff was requested to formulate another solution that could better remediate these concerns. Phoenix Land Surveying was hired to perform a survey of the property. This survey was invoiced at $600. A third-party engineering firm, EMHT, was hired to formulate a solution based on this survey provided by Phoenix. This engineering work was invoiced at $2,480.52. The plan EMHT formulated (please see attached Drainage Exhibit PDF) was to remove the recently installed culvert. Then install a yard inlet on the left side of the property to allow the runoff to flow through a series of pipes, about 175 feet, along the property line, and outlets and then flows naturally to the Goose Creek watershed behind Ms. Lallmang's property. A second inlet was converted to a blind junction box per the request of Ms. Lallmang. When the concrete for the driveway was replaced, a one-inch lip was added where the concrete meets the asphalt to help prevent runoff from flowing down the driveway, and instead, help direct the runoff into the yard inlet. This work was invoiced at $17,014.71.

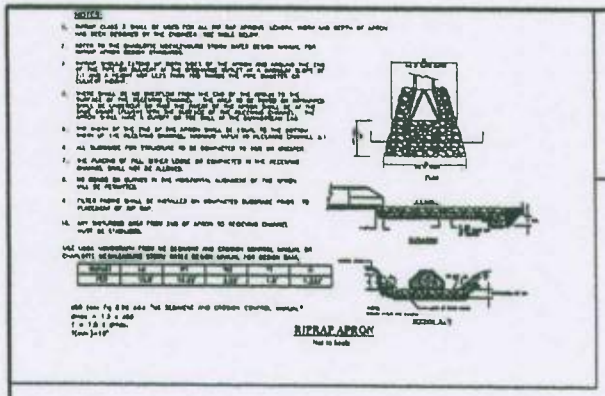
Ms. Lallmang contacted me after the second solution was installed with concerns of: 1. The concrete lip not being big enough where water still runs down the driveway. 2. Inadequate concrete that has begun cracking. 3. Standing water in the bottom of the yard inlet. 4. The grass had not taken and she had to pay for additional seeding, soil, and aeration. 5. Erosion had occurred causing both her and her neighbor (816 Quince Ct.) to lose sections of their yards. 6. Inability to maintain the area around the catch basin. 7. The top soil was too "rocky", which is why the grass did not take. 8. Settling occurring where the initial culvert pipe was located creating a "bowl" in the front yard.

I went to the property on October 2, 2017 to investigate these concerns. There is a low spot at the edge of the driveway causing water to pool and, in turn, flow down Ms. Lallmang's driveway. I have been in touch with the contractor to address this low spot and allow the system to operate as planned. Besides the low spot at the driveway lip, the system appears to be performing as expected. The total cost for the project was **$22,620.23**. At no time before, during, or after the project completion was the structural integrity of her home at risk.

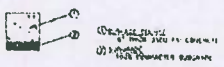
Action Requested:

Requesting direction on any further action.

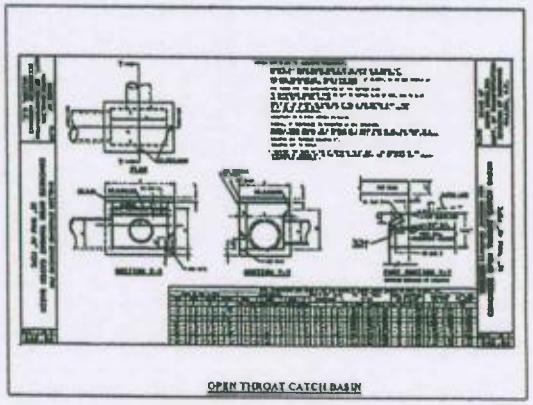
GRAPHIC SCALE
GRAPHIC SCALE
PERMIT SET
NOT TO BE USED FOR CONSTRUCTION
TOWN OF STALLINGS
PROPOSED STORM DRAINAGE
SITE PLAN
C1.0



RIPRAP APRON



TYPICAL DRIVEWAY SECTION



OPEN THROAT CATCH BASIN

GRAPHIC SCALE

TOWN OF STALLINGS

PROPOSED STORM DRAINAGE DETAILS

PERMIT SET
NOT TO BE USED FOR CONSTRUCTION

PLANNING BOARD
MAY 17, 2017

C2.0

Agenda Item
3.B.

Memo

To: **Mayor and Town Council**

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

Date: October 17, 2017

Re: Fairfield Plantation HOA Common Area
Storm Water Runoff Mitigation

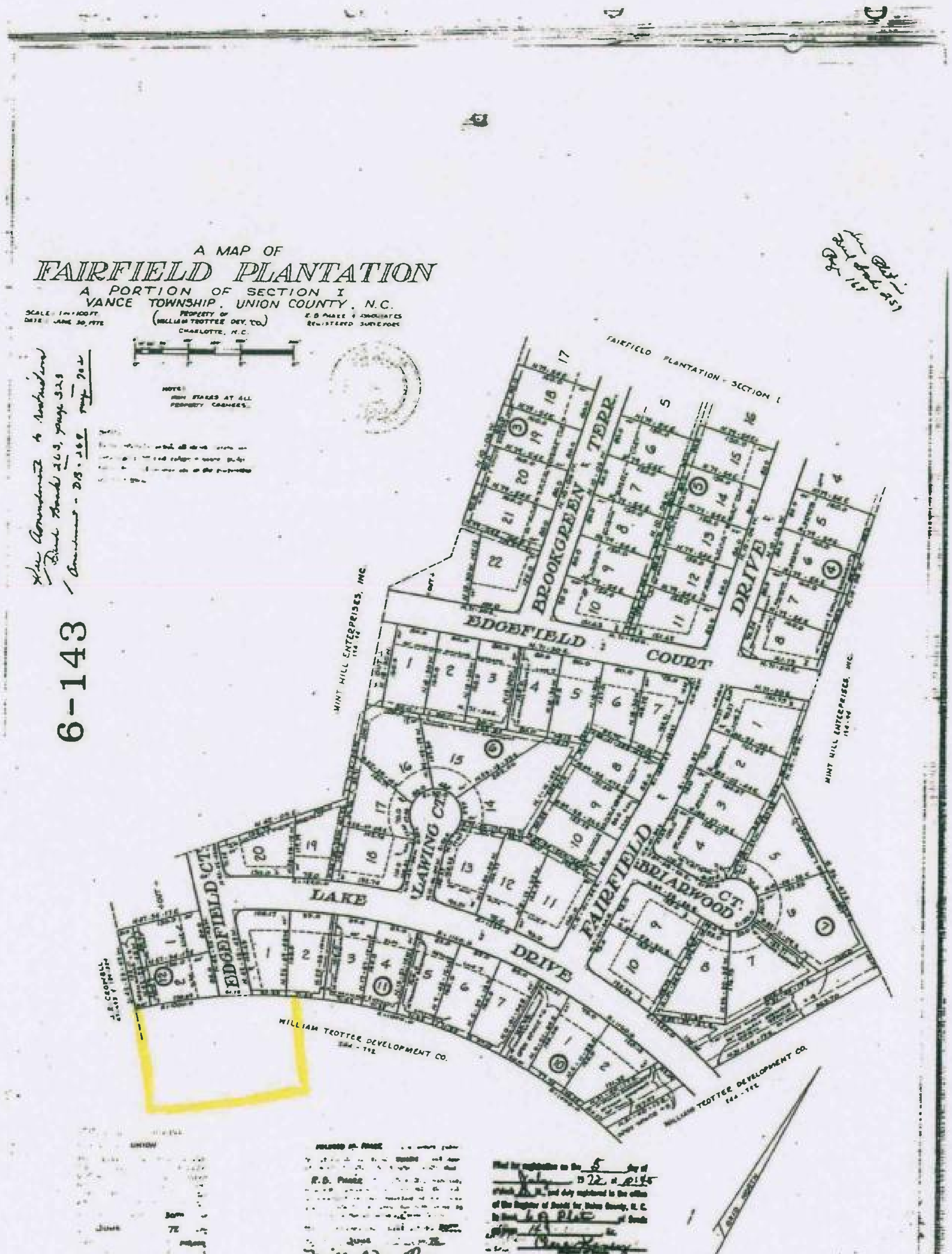
Members from Fairfield Plantation's HOA have reached out to staff regarding assistance in alleviating the storm water running off of Stoney Ridge Drive onto the common area maintained by the HOA. The runoff is washing away the gravel entrance to Fairfield Plantation's park as well as the gravel for onsite parking.

Staff was directed to formulate a solution to alleviate the situation. Staff has acquired two solutions: 1. Pave the entrance to park and install a trench drain that outfalls into an existing swale ~ $16,000. 2. Pave the park entrance and install a diagonal speed bump that directs flow into an existing swale ~ $10,000.

Per the Storm Water Management Policy, adopted March 14, 2016, "The Town of Stallings is responsible for the maintenance of storm drainage systems within dedicated right-of-way or easement. The Town does not have the authority to mandate storm drainage controls on private property beyond State and Federal laws." The entrance to the park as well was the park itself is private property. If a solution is implemented by the Town, staff recommends a hold harmless / maintenance agreement with the HOA. Future maintenance work will be performed by the HOA.

Action Requested:

Requesting direction from Council on a path forward



A MAP OF
FAIRFIELD PLANTATION
A PORTION OF SECTION I
VANCE TOWNSHIP, UNION COUNTY, N.C.
CHARLOTTE, N.C.
6-143
FAIRFIELD PLANTATION - SECTION I
BROOKGREEN TERR.
DRIVE
EDGEFIELD COURT
MINT HILL ENTERPRISES, INC.
LAWING CT.
FAIRFIELD
BRIARWOOD CT.
EDGEFIELD CT.
LAKE
DRIVE
WILLIAM TROTTER DEVELOPMENT CO.

Town Of Stallings

Roles and Responsibilities for Stormwater Management

Section 1 - Policy Purpose

The Town of Stallings is responsible for the maintenance of storm drainage systems within dedicated right-of-way or easement. The Town does not have the authority to mandate storm drainage controls on private property beyond State and Federal laws.

The Town endorses sound stormwater management practices and encourages responsible development. Stormwater management involves slowing, detaining and/or controlling the amount and flow rate of runoff from storm events ranging from a 1 year (Water Quality) to a 100 year (Primary Structure Flood Control) statistical storm frequency. The Town will not be responsible for property damage for storm events outside of these parameters.

In general, a properly functioning system transmits stormwater downstream in a reasonable and safe manner with no permanent property damage; all with respect to the nature of the storm event. All stormwater control structures are subject to their own operating parameters, but should function in such a manner to achieve required stormwater quantity and quality standards.

The stormwater system developed over time in response to evolving regulations to manage stormwater runoff and accommodate incremental land use changes. Older parts of the system were not the result of a unified planning effort; nor were they designed or constructed to specific standards since no standards or different standards existed at the time. Stormwater management techniques are used to lessen potential flooding. Local governments are charged with developing stormwater drainage standards and must strike a balance between allowing for reasonable development of property while also providing adequate flood control to protect downstream areas.

The Town seeks to improve drainage systems when there are existing unsafe conditions, recurring erosion or property damage as determined by the Town Engineer in accordance with this Policy. Property owners are expected to maintain the private system for which they are responsible. All stormwater systems, both private and public, must operate together to minimize flooding and protect water quality.

Section 2 - New Construction

All construction activity must take into account the drainage across the entire site and the effects of adjacent land disturbance. Current Town standards and design practices are outlined in the Stormwater Design Policy. The engineer of record shall provide a

certification that the development or redevelopment will not cause increased off-site flooding or erosion problems.

Section 3 - Existing Systems

The Town will take any action reasonably necessary to mitigate the effects of storm drainage within the dedicated right-of-way and/or easements onto adjacent property. Whenever necessary, the Town will seek to make repairs, improvements and/or perform maintenance on dedicated right-of-way to ensure that drainage pathways are free of obstructions and can properly convey stormwater runoff. The North Carolina Department of Transportation is responsible for maintenance of drainage facilities within their dedicated right-of-ways and/or easement.

Section 4 - Privately Owned Ponds/Lakes

Maintenance of the dam, pipe spillway system and pond of privately owned ponds/lakes (including decorative ponds) are the responsibility of the private property owner. Dam structures subject to the State Dam Safety Law are under the purview of the North Carolina Department of Environmental and Natural Resources.

Section 5 - Related Information

a) Adopted this the 14th day of March, 2016