



**November 25, 2024**  
 Stallings Government Center  
 321 Stallings Road  
 Stallings, NC 28104  
 704-821-8557  
[www.stallingsnc.org](http://www.stallingsnc.org)

## Town Council Agenda

|    | Time      | Item  | Presenter                        | Action Requested/Next Step      |
|----|-----------|---|----------------------------------|---------------------------------|
|    | 7:00 p.m. | Invocation<br>Pledge of Allegiance<br>Call the Meeting to Order   | Wyatt Dunn,<br>Mayor             | NA                              |
|    | 7:05 p.m. | Public Comment  | Wyatt Dunn,<br>Mayor             | NA                              |
| 1. | 7:15 p.m. | Consent Agenda<br>A. Employee Christmas Bonus   | Wyatt Dunn,<br>Mayor             | Approve/Amend Consent Agenda    |
| 2. | 7:17 p.m. | Agenda Approval   | Wyatt Dunn,<br>Mayor             | Approve agenda as written       |
| 3. | 7:19 p.m. | TX24.06.01 - Parking Amendments<br><i>(Recessed from 10-28-2025)</i><br>A. Parking Amendments<br>(1) Re-open Public Hearing<br>(2) Information from Staff<br>(3) Public Hearing<br>(4) Close Public Hearing<br>(5) Council Vote<br>B. Statement of Consistency and Reasonableness | Max Hsiang,<br>Planning Director | Approve/Deny the text amendment |
| 4. | 7:35 p.m. | Aqua Sewer Plant <i>(Hall)</i>  | Graham Hall,<br>Council Member   | Discussion                      |
| 5. | 7:40 p.m. | Closed Session Pursuant to NCGS 143-318.11(a)(3)  | Wyatt Dunn,<br>Mayor             | Recess into closed session      |
| 6. | 7:55 p.m. | Adjournment   | Wyatt Dunn,<br>Mayor             | Motion to adjourn               |



# MEMO

---

To: Mayor and Council Members  
From: Karen Reid-HR Director  
Date: November 20, 2024  
RE: **Holiday Bonus**

---

Included in the 2024-2025 budget were the funds for bonus checks in the amount of \$150 for full-time employees and \$75 for part-time employees. This is a formal request for approval to cut checks for Town employees given as a Holiday bonus by the Mayor and Council.

Thank you,

*Karen Reid*



# MEMO

---

To: Stallings Town Council  
From: Max Hsiang, Planning Director  
Date: 11/25/2024  
Re: TX24.06.01 Parking Regulations Update

---

## Request:

At the September 9, 2024, Town Council meeting, Staff requested that the proposed text amendment to Article 12.12 of the Stallings Development Ordinance be withdrawn. Staff believed it necessary to allocate additional time for research and analysis of parking requirements to ensure the accuracy and effectiveness of these changes.

Now, we are bringing the text amendment back. This amendment requests to revise parking requirements by:

- Updating **minimum and maximum** space requirements in Table 12.1.
- **Simplifying and condensing** the use categories.
- **Reformatting** the requirements for easier interpretation and measurement.

Additionally, Staff recommends reserving Articles 12.3-4 and 12.3-5 sections. These articles pertain to enforcing parking regulations rather than addressing requirements for future developments. As such, they are more appropriately located within the Town's Code of Ordinances rather than the Development Ordinance.

## **Amendment:**

Article 12.3-4 (Reserved)

Article 12.3-5 (Reserved)

**12.12 Off-Street Parking Requirements.** Table 12.1 outlines the maximum parking requirements for designated parking areas. Sufficient off-street parking is essential to meet a building's or development's specific needs.

### (A.) Minimum and Maximum Off-Street Parking Requirements:

1. Table 12.1 establishes minimum and maximum parking spaces to ensure adequate off-street parking while preventing underutilized parking areas.

### (B.) Parking Requirements for Unlisted Uses:

1. For uses not listed in Table 12.1, parking, stacking, and loading requirements will follow those of the most similar use category, as determined by the Development Administrator.

### (C.) Exclusions and Clarifications:

1. Residential Driveways: Residential driveways are considered parking areas and are required but do not count as off-street parking. **Garages do not count as parking spaces.**
2. Existing Developments: This ordinance applies to new developments only. Existing developments are not required to comply unless altered or a change of use or expansion results in additional parking.

3. Bicycle and Accessible Parking: Bicycle parking is required as outlined in Article 12.8. Accessible parking spaces, as mandated by the NC Building Code, may be included in the parking calculations.

**Table 12.1 Parking Spaces to be Provided**

| <b>Residential</b>                                   | <b>Minimum Automobile Spaces</b>                            | <b>Maximum Automobile Spaces</b>                              |
|--|---|---|
| Dwelling, Residential (detached, attached, & mobile) | 1 driveway space per unit<br><b>25' driveway length min</b> | N/A driveway space per unit<br><b>25' driveway length min</b> |
| Dwelling, Accessory Structure                        | 1 driveway space per structure                              | 2 driveway spaces per structure                               |
| Dwelling, multi-family (3 or more units)             | 1 per unit  | 3 per unit  |

| <b>Public Facilities &amp; Institutions</b>    | <b>Minimum Automobile Spaces</b> | <b>Maximum Automobile Spaces</b> |
|--|----------------------------------|----------------------------------|
| Schools & Daycares                             | 1 per 1,000 SF of GFA            | 3 per 1,000 SF of GFA            |
| Civic Facilities                               | 1 per 1,000 SF of GFA            | 3 per 1,000 SF of GFA            |
| Places of Worship                              | 1 per 1,000 SF of GFA            | <b>5</b> per 1,000 SF of GFA     |
| Assisted Living/Group, Family, & Nursing Homes | 1 per 1,000 SF of GFA            | 3 per 1,000 SF of GFA            |
| Hospitals                                      | 2 per 1,000 SF of GFA            | 6 per 1,000 SF of GFA            |

| <b>Offices &amp; Services</b>           | <b>Minimum Automobile Spaces</b> | <b>Maximum Automobile Spaces</b> |
|---|----------------------------------|----------------------------------|
| Professional/Medical Offices & Services | 1.5 per 1,000 SF of GFA          | 5 per 1,000 SF of GFA            |
| Hotels and Motels                       | 1.5 per 1,000 SF of GFA          | 5 per 1,000 SF of GFA            |

| <b>Commercial &amp; Retail</b>                    | <b>Minimum Automobile Spaces</b> | <b>Maximum Automobile Spaces</b> |
|---|----------------------------------|----------------------------------|
| Retail Sales, Restaurants, and General Commercial | 1.5 per 1,000 SF of GFA          | 5 per 1,000 SF of GFA            |

| <b>Industrial &amp; Manufacturing</b>               | <b>Minimum Automobile Spaces</b> | <b>Maximum Automobile Spaces</b> |
|---|----------------------------------|----------------------------------|
| Industrial, Manufacturing, and Warehouse Facilities | 0.5 per 1,000 SF of GFA          | 2 per 1,000 SF of GFA            |

| <b>Recreation &amp; Entertainment</b> | <b>Minimum Automobile Spaces</b> | <b>Maximum Automobile Spaces</b> |
|---------------------------------------|----------------------------------|----------------------------------|
| Parks                                 | <b>1 per 10,000 SF of land</b>   | <b>5 per 10,000 SF of land</b>   |

|  |   |                                       |
|--|---|---------------------------------------|
| Athletic Fields, Sports Facilities, and Golf Courses | 1.5 per 1,000 SF of Field or Court Area | 5 per 1,000 SF of Field or Court Area |
| Athletic Courts as Accessory Use                     | 0.5 per court                           | 2 per court                           |
| Fairgrounds, Amusement Parks                         | 1.5 per 1,000 SF of Activity Area       | 5 per 1,000 SF of Activity Area       |

**Planning Board Recommendation:**

The Planning Board recommended approval of the proposed development at their September 17, 2024, meeting. They requested that the parking regulations align with those of existing hotels, hospitals, and places of worship. To demonstrate consistency, three examples were provided:

**1. Quality Inn & Suites:**

- Building size: 58,335 square feet
- Current parking: Approximately 140 spaces
- Text Amendment Parking: Between 58 and 290 spaces
- **Determination:** Consistent with updates.

**2. Good News Church:**

- Building size: 14,364 square feet
- Current parking: Approximately 90 spaces
- Text Amendment Parking: Between 14 and 71 spaces
- **Determination:** Inconsistent with updates. Raised from 3 to 5 between the Planning Board and Town Council. Reminder: the goals of the Comp Plan recommend reducing parking.

**3. Atrium Hospital:**

- Building size: 155,417 square feet
- Current parking: Approximately 622 spaces
- Text Amendment Parking: Between 310 and 932 spaces
- **Determination:** Consistent with updates.

**Important Note:** It's essential to remember that the table would be for new projects and that other development requirements, such as landscaping, buffers, setbacks, open space, and stormwater management, will still apply. These requirements can limit the maximum amount of parking that can be accommodated, potentially preventing some developments from fully utilizing the maximized parking regulations.

**Council Research:**

At the 10/28/2024 Town Council Meeting, Council brought up concerns about residential parking, parking on the sidewalk, and parks parking.

**1. Sidewalk Parking:**

The average driveway length is 20', and the average full-size pick-up truck is 22-24', so we added a minimum 25' driveway length to address parking on the sidewalk. However, staff do believe that sidewalk enforcement should be located in the Code of Ordinances (excerpt below).

**§ 70.10 STOPPING, STANDING, OR PARKING PROHIBITED.**

No person shall stop, stand, or park a vehicle except when necessary to avoid conflict with other traffic, or in compliance with the directions or a police officer or traffic-control device in any of the following places.

- (A) On the sidewalk.
- (B) On a crosswalk.
- (C) Within 30 feet of any flashing beacon, stop sign, or traffic-control signal located at the side of a street or roadway. Alongside or opposite any street excavation or obstruction, when such stopping, standing, or parking would obstruct traffic.
- (D) Upon any bridge or other elevated structure or with any underpass structure.
- (E) Upon any town property between the hours of 12:00 a.m. and 6:00 a.m. without town approval.
- (F) On the roadway side of any vehicle stopped, standing, or parked at the edge or curb of a street.
- (G) On the paved surface of any roadway or street listed in the schedule of traffic and parking regulation by street which are maintained as provided in this code.
- (H) Within 20 feet of any intersection.
- (I) Within 15 feet of a fire hydrant.
- (J) In front of a public or private driveway.
- (K) On the street within ten feet of either side of a mailbox so as to block access for U.S. Postal Service delivery.
- (L) Upon any area designated as no parking area when said areas are appropriately marked.
- (M) Within 20 feet of the driveway entrance to any fire station.
- (N) In a space designated with a sign for disabled persons, or when the vehicle does not display the distinguishing registration plate, windshield placard, or disabled registration plate or placard issued pursuant to G.S. § 20-37.6.
- (O) On a street within 50 feet of the nearest rail of a railroad crossing.

**Parks Parking:**

Researched surrounding jurisdiction and changed the parking to:

|                           |                         |
|---------------------------|-------------------------|
| 1.5 per 10,000 SF of land | 5 per 10,000 SF of land |
|---------------------------|-------------------------|

**Additional example:**

**2725 Old Monroe Rd**

- Building Size: 12,216 sq ft
- Current Parking: Approximately 60 spaces
- Text Amendment Parking: 72 spaces
- Determination: Consistent with updates

Current Parking Regulations for 2725 Old Monroe Rd make it extremely difficult to calculate if a brewery were to locate there (min & max respectively).

|  |   |  |
|--|---|--|
| Restaurants, bars, night clubs<br>(plus 11 spaces for stacking if<br>drive-through service is<br>proposed) | 1 per 4 seats, plus one space per<br>2 employees on shift of greatest<br>employment | 1 per 2 seats, plus one space<br>per 1 employee on shift of<br>greatest employment |
|--|---|--|

**Staff Recommendation:**

- Staff recommends approval of TX24.06.01

- Staff acknowledges the need to reformat Table 12.1 into a clearer and more condensed layout that can be easily interpreted by a user. This will maximize the user's understanding of the off-street parking space requirements in Stallings as new developments are built in compliance with the ordinance.
- Additionally, staff recommends that sections 12.3-4 and 12.3-5 become reserved sections. These sections relate to the enforcement of the town's parking requirements rather than addressing requirements for future developments. They apply to the Code of Ordinances rather than the Development Ordinance.



## Statement of Consistency and Reasonableness

**ZONING AMENDMENT:** TX24.06.01

**REQUEST:** Staff requests a text amendment in the Stallings Development Ordinance Table 12.1 within Article 12.12 to amend the off-street parking requirements by removing the minimum space requirement, adding minimum off-street bicycle space requirements, simplifying the land use categories, and reformatting the maximum requirements to be more easily interpreted and measured. Staff also requests that the Articles 12.3-4 and 12.3-5 become reserved sections.

**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.

**THEREFORE,** The Town Council hereby recommends that the proposed text amendment is consistent and reasonable 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 recommends to **APPROVE** the proposed amendment and stated that the Town Council finds and determines that the text amendment is consistent and reasonable with the key guiding principles, goals, and objectives of the Comprehensive Land Use Plan for the following reasons:

- 1) The amendment aligns with the goals of the Comprehensive Land Use Plan that encourages reducing parking space minimums and implements right-size parking requirements.
- 2) The amendment aligns with the strategy of the Comprehensive Land Use Plan to provide an appropriate quantity and quality of off-street parking.
- 3) The amendment ensures that Section 12 of the Ordinance is easier to interpret

**Recommended** this the \_\_ day of \_\_\_\_\_, 2024.

---

Mayor

Attest:

---

Clerk