



April 23, 2018
 Stallings Town Hall
 315 Stallings Road
 Stallings, NC 28104
 704-821-8557
www.stallingsnc.org

	Time	Item	Presenter	Action Requested/Next Step
	7:00 p.m.	Invocation Pledge of Allegiance Call the Meeting to Order	Mayor Dunn	
	7:05 p.m.	Public Comment	NA	
1.	7:15 p.m.	Agenda Approval	Mayor Dunn	Approve agenda as written <i>(ADD, IF APPLICABLE: with changes as described by Mayor Dunn)</i>
2.	7:17 p.m.	New Town Hall Update	Rick Brown, Boomerang	Discussion and Possible Action
3.	7:40 p.m.	Resolution Requesting the NC General Assembly to Authorize the Town of Stallings to Levy a Room Occupancy Tax	Mayor Dunn	Adopt resolution
4.	7:45 p.m.	Chestnut Roundabout	Council Member Romanow	Discussion and Possible Action
5.	7:55 p.m.	Resolution in Support of School Mental Health	Council Member Steele	Discussion and Possible Action
6.	8:05 p.m.	Resolution for NCDOT U-4913 (Idlewild Road) Design Standards	Alex Sewell, Town Manager	Adopt Resolution
7.	8:10 p.m.	Council Members Participation in Staff Meetings	Council Member Heyse	Discussion and Possible Action
8.	8:20 p.m.	2018-19 Budget Discussions	Alex Sewell, Town Manager	Discussion and Possible Action
9.	9:30 p.m.	Adjournment		

STALLINGS TOWN COUNCIL
Motion Page Addendum
April 23, 2018

Agenda Item	Motion Options
1.	I make the motion to: (1) Approve the Agenda as presented; or (2) Approve the Agenda with the following changes: _____.
3.	I make the motion to adopt the Resolution Requesting the NC General Assembly to Authorize the Town of Stallings to Levy a Room Occupancy Tax.
6.	I make the motion to adopt the Resolution for NCDOT U-4913 (Idlewild Road) Design Standards.
8.	I make the motion to adjourn.

**RESOLUTION REQUESTING THE NORTH CAROLINA GENERAL ASSEMBLY TO
AUTHORIZE THE TOWN OF STALLINGS TO LEVY A ROOM OCCUPANCY TAX**

WHEREAS, the Mayor and Town Council of the Town of Stallings, desire to institute a hotel tax/room occupancy tax in the Town of Stallings; and

WHEREAS, the North Carolina General Assembly must adopt a local act and add the Town of Stallings to the list of cities that have authority to institute such a tax; and

WHEREAS, pursuant to North Carolina General Statute §160A-215 a city may levy a room occupancy tax only by resolution, after not less than 10 days' public notice and after a public hearing is held pursuant thereto.

NOW, THEREFORE, BE IT RESOLVED that the Town of Stallings has unanimous support among the Town Council and Mayor and is respectfully requesting that North Carolina General Assembly amend North Carolina General Statute §160A-215 to include the Town of Stallings in subparagraph (g) to permit the levy of an occupancy tax up to 5%.

Adopted this the 23rd day of April, 2018.

Wyatt Dunn, Mayor

Attest:

Erinn Nichols, Town Clerk

Approved as to form:

Cox Law Firm, PLLC



Memo

To: Mayor and Town Council
From: Christopher J. Easterly, P.E., Town Engineer
Date: April 18, 2018
Re: Chestnut Lane / Matthews - Weddington Road Roundabout

Union County completed a Critical Intersection Analysis study in June 2016 of 15 unsignalized intersections. The purpose of the study was to utilize existing and projected traffic data to define realistic, affordable improvements that could be funded in the short term. The concept design for this intersection was a single lane roundabout with slip lanes. Approximate cost for this project was \$1.9 million.

CRTPO held a call for projects in mid 2017 for the allocation of available STBG-DA for small operation type projects. The subject project was submitted and awarded \$876,844 from this fund for construction. NCDOT will provide the required funding match to bring the available funding to \$1.1M.

Councilmember Romanow has expressed concerns that a single lane roundabout would not be sufficient to handle future traffic volumes as the area develops. The study recommendation utilizing a single lane roundabout with slip lanes would improve the 2040 traffic volume level of service from a F to an E. The 2005 Indian Trail Comprehensive Plan identifies a realigned Chestnut Lane with a dual lane roundabout. That study indicates that a dual lane roundabout would operate at a level of service D.

Due to the current financial constraint, NCDOT is in design of a traditional single lane roundabout. NCDOT would acquire enough right of way for a future conversion to a dual lane roundabout. If the scope of the improvements were to expand from a single to a dual lane roundabout, NCDOT would request the Town to fund the cost differential. Staff will continue with the current design unless Council requests a design modification.

A Resolution in Support of School Mental Health

WHEREAS, School Social Workers and Counselors serve as vital members of our educational team, providing a central role in providing a positive school environment, and facilitate partnerships between a student's home, school, and community to ensure academic success; and

WHEREAS, School Social Workers and Counselors are skilled in providing services to student's grade K-12 who face serious socio-emotional challenges to school success; and

WHEREAS, there is a growing need for local school districts and other educational agencies to address student's socio-emotional needs, so they can achieve academic success, a healthy mental ability, and a productive life; and

WHEREAS, funding for School Social Workers and Counselors has decreased steadily over past decades and directly correlates with the increased school violence trends we are seeing; and

WHEREAS, it is a known fact that early intervention, professional guidance, a caring voice, and proper treatment will substantially decrease the continued deterioration of a student's self-confidence and episodes of mental decompensation which if left untreated grows to more critical mental health issues; and

WHEREAS, School Social Workers and Counselors can be change agents in aiding these students and parents address their individualized needs and access the help they need to create a healthier school and home environment; and

WHEREAS, School Social Workers and Counselors have expertise in areas of mental health intervention, mental health growth and behavior, family dynamics and student achievement, child abuse and neglect, and community resources; and

Therefore, be it resolved, that the Town Council of the Town of Stallings, North Carolina understand the importance of School Social Workers and Counselors in our community, the need for increased funding for school social workers and counselors in order to ensure all students in all schools should have easy access to early intervention in a timely manner regardless of their social economic status. We encourage the state legislature to be proactive in finding the funding needed to hire more school social workers and counselors to provide the needed services to all students to reverse the trend of increased school violence and garner awareness of the mental health needs of students.

Adopted this the 23rd day of April, 2018.

Wyatt Dunn, Mayor

Attest:

Erinn Nichols, Town Clerk

Approved as to form:

Cox Law Firm, PLLC



RESOLUTION FOR NCDOT U-4913 (IDLEWILD ROAD) DESIGN STANDARDS
TOWN OF STALLINGS

WHEREAS, the Town of Stallings, North Carolina (the "Town") considers the North Carolina Department of Transportation ("NCDOT") a valued partner in improving connectivity and transportation overall in Stallings and seeks to partner with them on the enhancement of the Idlewild Road Corridor in a manner that meets the goals and objectives set forth within the Town's Idlewild Road Small Area Plan and 2040 Comprehensive Land Use Plan;

WHEREAS, the Town considers the widening of the Idlewild Road Corridor between I-485 and Stevens Mill Road ("IRC") necessary and supports the North Carolina Department of Transportation ("NCDOT") in making certain improvements;

WHEREAS, while recognizing the necessity of improvements to IRC, the governing body of the Town desires to preserve and enhance the small-town character of Stallings, enhance public safety, encourage connectivity, and alleviate traffic congestion in a manner that is consistent with the Town's adopted Comprehensive Land Use Plan and Idlewild Road Small Area Plan;

WHEREAS, the Town spent considerable time developing and vetting its Comprehensive Land Use Plan and targeted Idlewild Road Small Area Plan through public surveys, forums, hearings, open houses, and numerous meetings in which the goals and objectives of the plans were established identifying connectivity, identity, and placemaking as priorities;

WHEREAS, the Town further wishes to develop a unified streetscape appearance and support sustainable growth and economic development along Idlewild Road in accordance with its adopted plans and encourages the use of design for transportation projects and facilities to be oriented toward the user, the community and the natural environment.

WHEREAS, the Town is committed to the enhancement of community pride by improving the public realm by incorporating thoughtful design in all projects that enhance community image, connectedness and identity, and connect community facilities to each other and to other neighborhoods through sidewalks, trails, and/or bike paths;

WHEREAS, NCDOT has recommended IRC be converted to a "Superstreet" wherein various left turns (LT) onto IRC are eliminated and U-turn bulb-outs are included to move traffic resulting in increased response times for public safety personnel and conflicting with town goals of providing connectivity and enhancing and creating the desired sense of place along the IRC;

WHEREAS, NCDOT's recommendation is in direct conflict with the Town's adopted Comprehensive Land Use Plan, Idlewild Road Small Area Plan, and public safety priorities;

WHEREAS, the Town would like to see the NCDOT's planned IRC improvements be made in accordance with the Idlewild Road Small Area Plan in order to maintain and enhance an inviting sense of place, keep public safety response times from increasing, maximize real estate and development opportunities, and encourage and promote pedestrian connectivity.

NOW THEREFORE, BE IT RESOLVED THAT: The Town Council of Stallings is strongly opposed to the NCDOT's "Superstreet" proposal for IRC and requests that the NCDOT:

- Redesign the widening of the IRC in a manner which eliminates the "Superstreet" concept and follows the Town's adopted Idlewild Road Small Area Plan including a four-lane boulevard with medians, full pedestrian accommodations, and a dual-lane roundabout at the intersection of Stevens Mill and Idlewild Roads that allows for full movement.
- Incorporate streetscape elements including black mast arm signal poles at the Idlewild Market entrance, decorative light poles along the entire corridor, enhanced landscaped to include street trees and median plantings along the entire corridor, and monument identification signage to be located near the Idlewild Road/485 interchange.

ADOPTED, this is the 23rd day of April, 2018.

Wyatt Dunn, Mayor

ATTEST:

Erinn Nichols, Town Clerk

Approved as to form:

Melanie Cox, Town Attorney