



**PINEVILLE TOWN COUNCIL WORK SESSION AGENDA
PINEVILLE POLICE BLDG.
437 MAIN ST., PINEVILLE, NC
MONDAY, JULY 22, 2019
6:00 P.M.**

- 1) Call Meeting to Order:**
- 2) Discussion Items:**
 - A. Presentation by CATS
 - B. Discussion of Baynard Property
 - C. Resolution of Support for NCDOT Bicycle and Pedestrian Planning Grant
 - D. Discussion on Purchasing Property from Norfolk Southern
 - E. Discussion on Insurance Coverage for Retirees
 - F. Adjourn:**

If you require any type of reasonable accommodation as a result of physical, sensory, or mental disability in order to participate in this meeting, please contact Barbara Monticello, Clerk of Council, at 704-889-2291 or bmonticello@pinevillenc.gov. Three days' notice is required.

Project Overview:

Pineville Townhomes

Pineville Town Council Developer Workshop

July 22, 2019

Presenting Parties

Bill Baynard

- * Site Owner
- * Land held by family for 40+ years

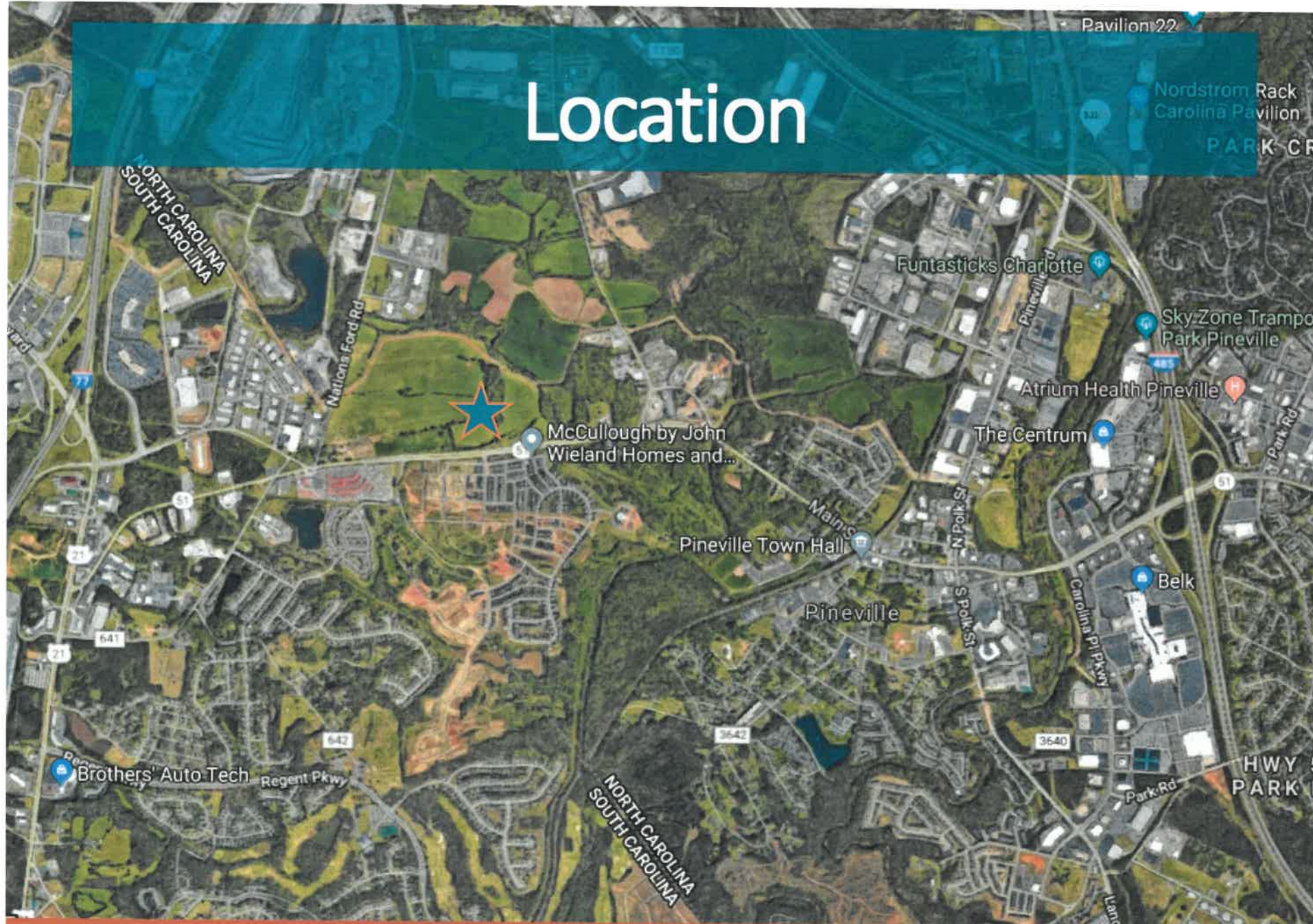


Shaun Tooley & Jenna Young

Property
Location &
Current
Zoning



Location





View Today



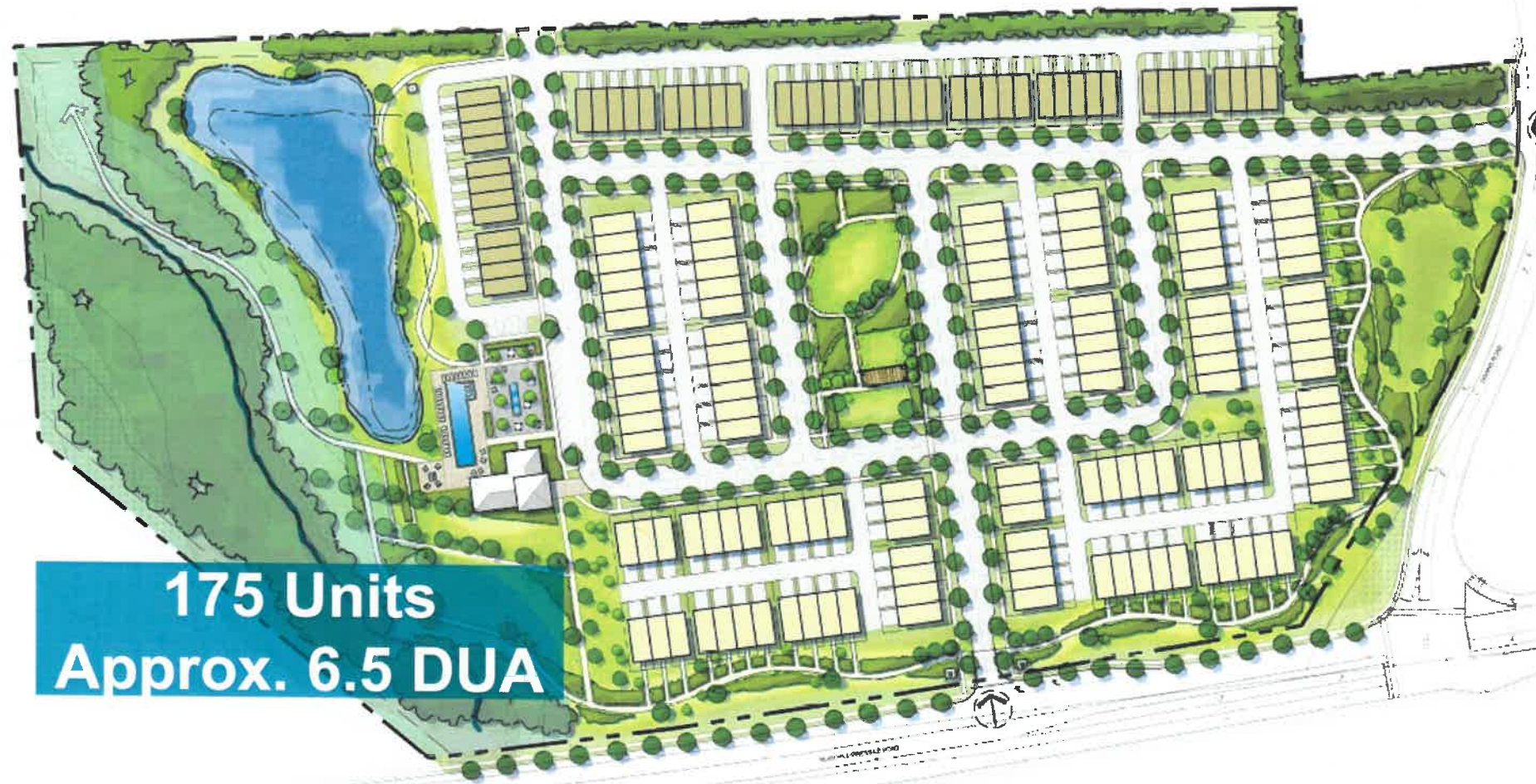
Current Zoning: R-44 and G-I



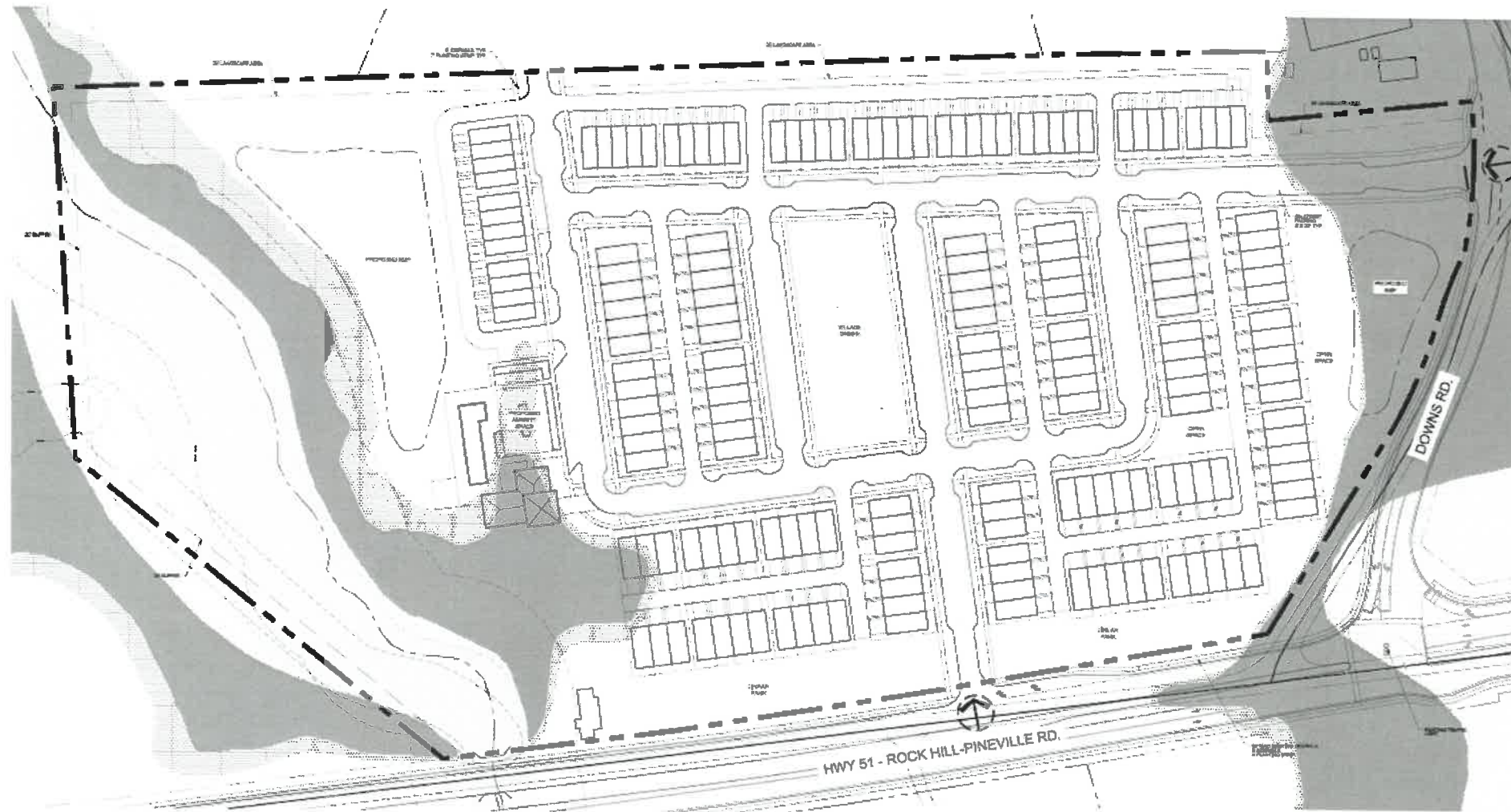
Rezoning Proposal



Proposed Zoning: R-MX



175 Units
Approx. 6.5 DUA



MAX. DENSITY PROVIDED: 175 UNITS (6.53 UNITS PER ACRE)

2 BEDROOM: 90 UNITS

3 BEDROOM: 85 UNITS

MAX. BUILDING HEIGHT PROVIDED: 40'

ADDITIONAL LOT REQUIREMENTS:

- MIN LOT SIZE: 1,100 SF SUBLOTS (PER UNIT)
- MIN FRONT SETBACK: 10'
- MIN REAR SETBACK: 5' DRIVEWAY APRON (ALLEYS). DRIVEWAYS ALLOWED IF OVER 18' IN DEPTH TO ALLEY
- MIN SIDE YARD/SETBACK: 5' FOR CORNER LOTS

General Notes

- TOWN HOUSE UNITS WILL BE INDIVIDUALLY PARCELED/PLATTED.
- THE BUILDINGS ABUT A NETWORK OF REQUIRED PUBLIC OR PRIVATE STREETS WITH EACH HAVING A MAIN PEDESTRIAN ENTRANCE FRONTING THESE STREETS. ALL GARAGE ENTRANCES WILL BE LOCATED OFF THE BACK OF THE BUILDINGS FROM AN ALLEY.
- UNITS WILL HAVE PORCHES OR COVERED STOOPS WITH WALKWAYS PROVIDED TO CONNECT THEM TO THE SIDEWALK LOCATED ALONG THE ADJACENT PUBLIC OR PRIVATE STREET.
- BUILDING ELEVATIONS HAVE BEEN DESIGNED WITH VERTICAL BAYS AND ARTICULATED FAÇADE FEATURES INCLUDING WALL OFFSETS, PROJECTIONS, BANDING AND CHANGES IN MATERIALS AND COLORS TO HELP BREAK UP THE MASS OF THE BUILDING. NO VINYL SIDING WILL BE USED. SIDE ELEVATIONS OF THE BUILDINGS WILL BE CONSISTENT IN ARCHITECTURAL CHARACTER AND MATERIALS AS THE FRONT OF THE BUILDINGS.
- ELEVATIONS ARE COMPOSED OF A COMBINATION OF FIBER CEMENT PANELS AND TRIM, FIBER CEMENT LAP SIDING, OR FIBER CEMENT VERTICAL BOARD & BATTEN SIDING.
- WINDOWS TO BE VINYL, ALUMINUM OR WOOD MATERIAL.
- RAILINGS SHALL BE A DURABLE MATERIAL AND NOT PRESSURE TREATED LUMBER
- BUILDINGS WILL HAVE ARCHITECTURAL FIBERGLASS COMPOSITE SHINGLES AND ALL ROOF VENTS WILL BE PAINTED TO MATCH THE ROOF COLOR.
- ROLL OUT TRASH AND RECYCLING BINS WILL BE PROVIDED FOR EACH UNIT FOR TRASH AND RECYCLING COLLECTION.
- THE BMP FACILITY REPRESENTED ON THE EASTERN PORTION OF THE PROJECT, ADJACENT TO DOWNS RD WILL BE A MOWABLE (MAX 3:1 SLOPE), WELL MAINTAINED FEATURE FOR THE PROJECT. ENHANCED PLANTINGS WILL BE PROVIDED TO ENHANCE THE AESTHETICS OF THIS ENTRY INTO THE PROJECT. BENCHES AND/OR TRAILS MAY BE PROVIDED AROUND THIS FACILITY. FENCES (INCLUDING CHAIN LINK) ARE PROHIBITED FROM THIS STRUCTURE

Architectural Notes

IN AN EFFORT TO ENHANCE THE ARCHITECTURAL COMPATIBILITY, SCALE AND STREETScape PRESENCE FOR THE PROJECT, THE PETITIONER COMMITS TO THE FOLLOWING **REQUIRED** ARCHITECTURAL DETAILS THAT WILL APPLY TO ALL UNITS:

- MINIMUM ROOF PITCH: 6:12 (PORCHES & STOOPS MAY BE LESS, AS APPROVED BY THE PLANNING DIRECTOR)
- MINIMUM 6" OVERHANG FOR GABLE ROOF OR MINIMUM 12" OVERHANG FOR EVE
- WINDOW MULLIONS ALONG FRONT FAÇADE WILL BE PROVIDED
- ARCHITECTURAL ROOF SHINGLES WILL BE PROVIDED
- VARIED UNIT PLACEMENT ALONG THE FAÇADE (PER BUILDING) TO BREAK THE ROOF LINE
- FIBER CEMENT BOARD, BOARD + BATTEN OR MASONRY FACADES (VINYL ACCEPTABLE FOR SOFFITS, WINDOWS AND OTHER ACCESSORY ARCHITECTURAL FEATURES)
- ANY PORCHES OR STOOPS WILL HAVE RAILINGS
- IDENTICAL INDIVIDUAL UNIT ELEVATIONS WILL NOT BE ALLOWED IMMEDIATELY ADJACENT TO ONE ANOTHER

ARCHITECTURAL COMPOSITION FOR EACH BUILDING FAÇADE (MULTIPLE UNITS PER BUILDING). ALL BUILDINGS WILL FEATURE **ONE OF EACH** OF THE FOLLOWING ARCHITECTURAL FEATURES

- FRONT PORCHES
- GABLE ROOF - FRONT OR SIDE FACING (FRONT FACING GABLE ROOF TO HAVE DECORATIVE VENT OR DECORATIVE TYPE BRACKETS)
- MASONRY FAÇADE FOR FULL UNIT FRONT ELEVATION (INDIVIDUAL UNIT ALONG A BUILDING FACE)

SPECIFICALLY, THE PETITIONER COMMITS TO THE FOLLOWING FEATURES LISTED ABOVE:

6 UNIT BUILDING:

- (3) FRONT PORCHES
- (2) FULL BRICK FAÇADE

5 UNIT BUILDING:

- (2) FRONT PORCHES
- (1) FULL BRICK FAÇADE

3 & 4 UNIT BUILDING:

- (1) FRONT PORCH
- (1) FULL BRICK FAÇADE

IN ADDITION TO THE REQUIREMENTS OF THE 3 ARCHITECTURAL FEATURES ABOVE, THE FOLLOWING OPTIONAL ARCHITECTURAL DETAILS MAY BE INCORPORATED INTO THE BUILDING FACADES TO PROVIDE VARIATION AND SCALE ALONG THE STREETScape. THESE MAY BE USED AT THE PETITIONER'S DISCRETION THROUGHOUT THE PROJECT:

- ROOF VARIATION (GABLE/ FLAT/ DORMER WINDOWS)
- BAY WINDOWS
- MASONRY FACADES
- BRICK OR MASONRY CLAD THE SLAB (IN THE CASE OF ELEVATED SLABS) AND HAVE CLAPBOARD OVERHANG THE BRICK.

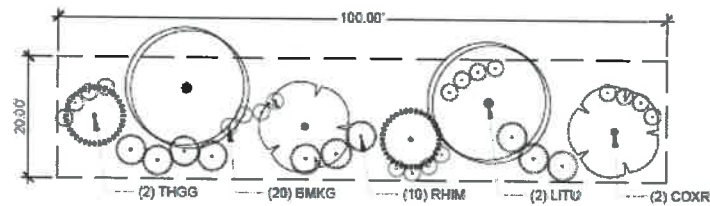


20' Landscape Area

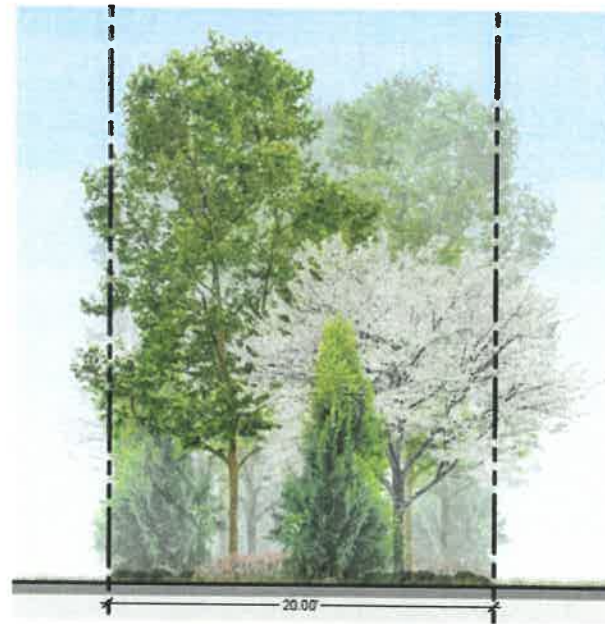


20' LANDSCAPE AREA

6 TREES PER 100 LF PROVIDED
 33% EVERGREEN
 33% LARGE MATURING
 30 EVERGREEN SHRUBS PER 100 LF PROVIDED



LANDSCAPE AREA PLANT SCHEDULE PER 100 LF								
TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	MIN. CONT.	MIN. CAL.	MIN. HT.	REMARKS
	COXR	2	Cornus x 'Rutoan'	Constellation Flowering Dogwood	B&B	1.5"	8-10'	Match Specimen, Straight Leader
	LITU	2	Liriodendron tulipifera	Tulip Tree	B&B	2.5"	12-14'	Match Specimen, Straight Leader
	THGG	2	Thuja 'Green Giant'	Arbovitae, 'Green Giant'	B&B	2"	10-12'	Match Specimen, Full to Base
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	MIN. CONT.	SPACING	MIN. HT.	REMARKS
	BMKG	20	Buxus microphylla koreana 'Green Velvet'	Korean Boxwood	#6	As Shown	18-24"	Match Specimen, Full to Base
	RHIM	10	Raphiolepis indica 'Monto'	Indian Princess Indian Hawthorn	#7	As Shown	24-38"	Match Specimen, Full to Base



LANDSCAPE AREA SECTION
N.T.S.

Parking Spaces



PARKING REQUIRED: 547 SPACES TOTAL

2 BEDROOM UNITS: 3.0 SPACES/UNIT

90 UNITS X 3.0 SPACES = 270 SPACES REQ.

3+ BEDROOMS PER UNIT: 3.25 SPACES/UNIT

85 UNITS X 3.25 SPACES = 277 SPACES REQ.

PARKING PROVIDED: 787 SPACES TOTAL

187 ON-STREET SPACES

300 GARAGE SPACES

300 DRIVEWAY SPACES

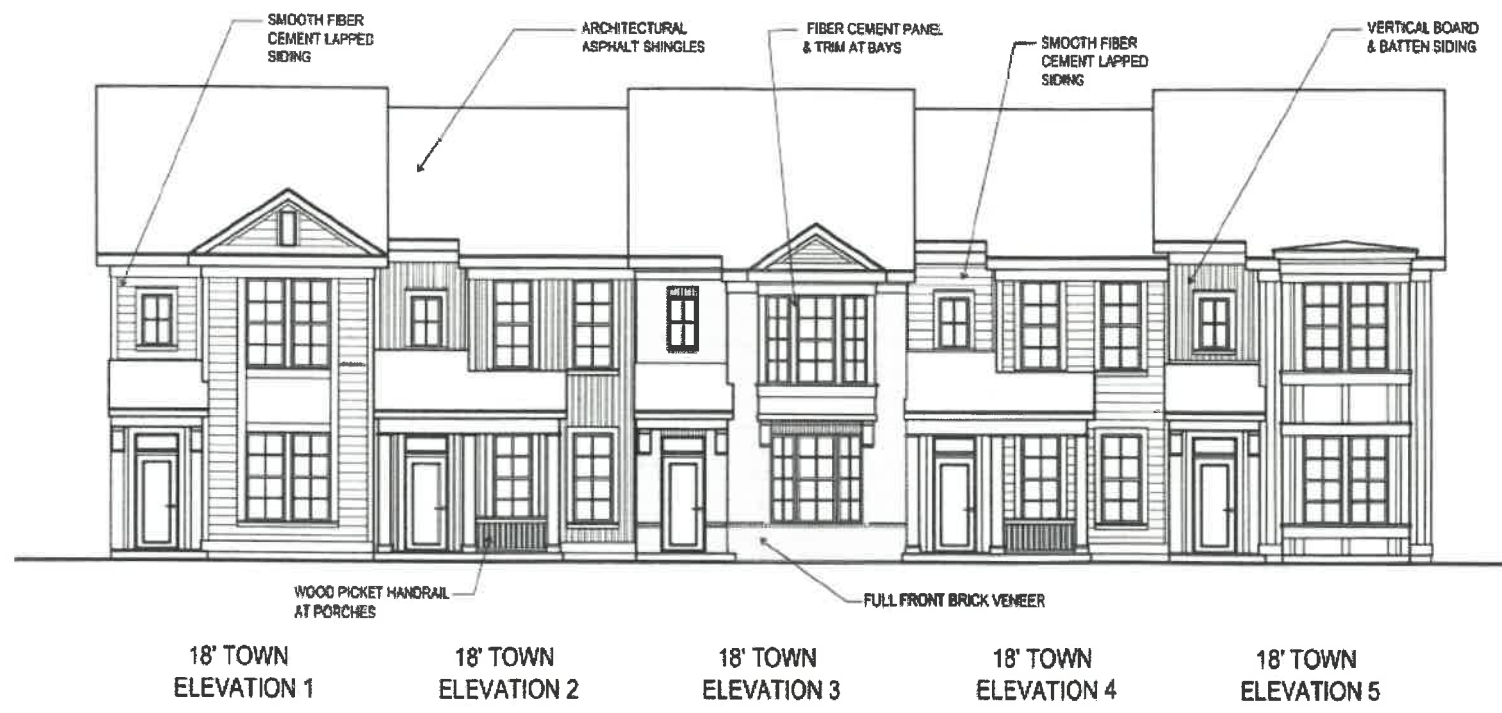
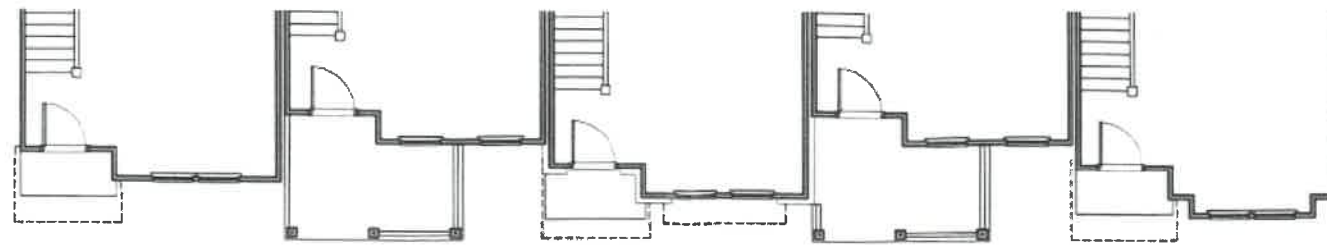
GARAGE DIMENSIONS

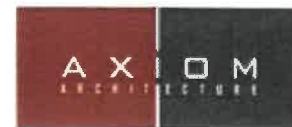
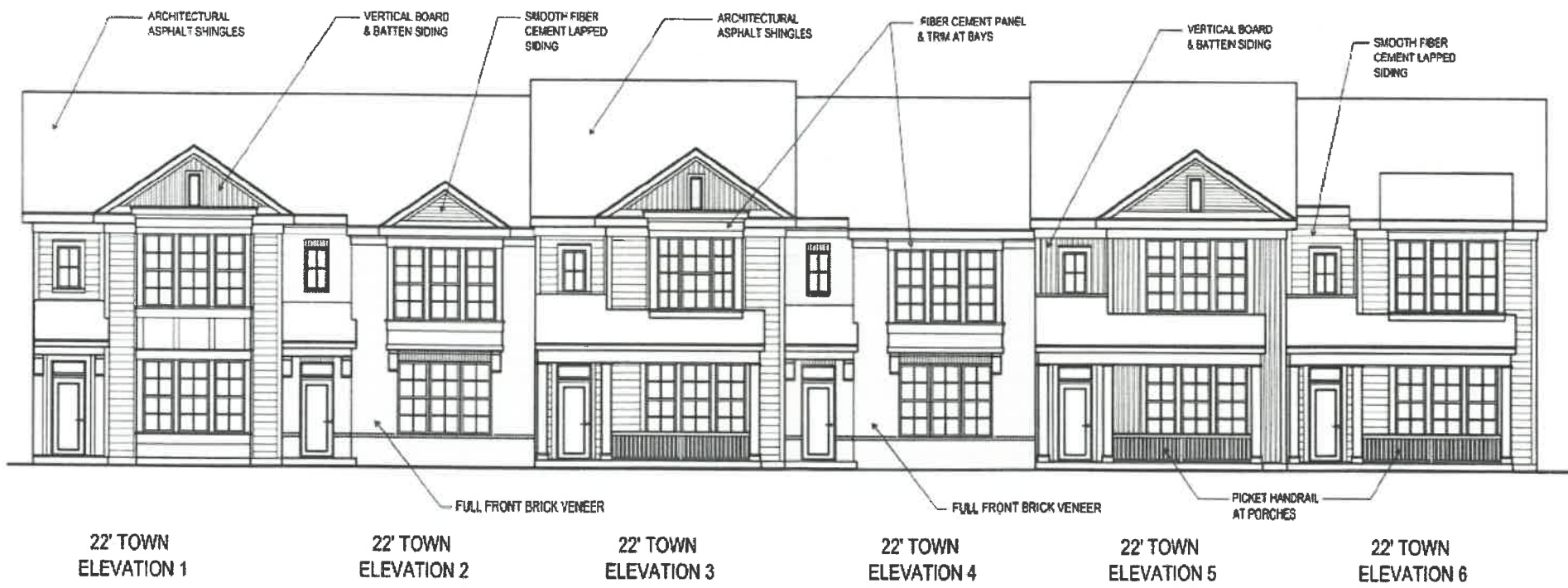
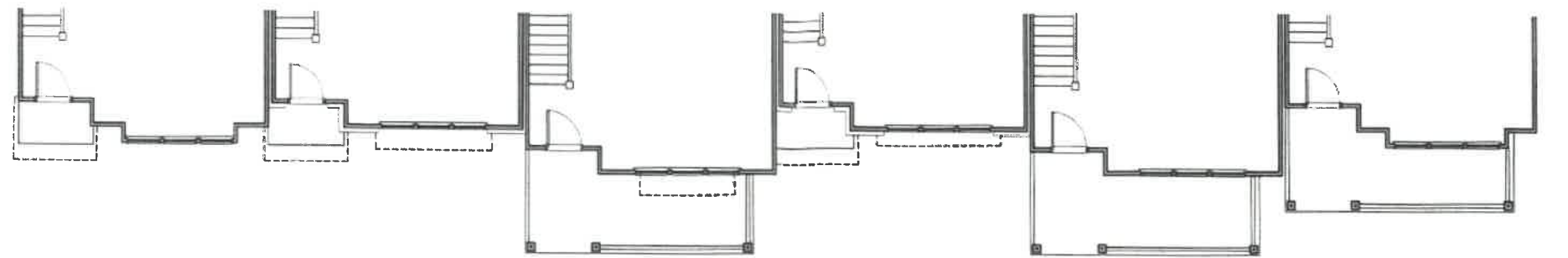
The Development Team believes that larger garage dimensions are important to maintain a high-quality, attractive townhome community. In many townhome communities, garages are constructed as small as possible in order to maximize density. A small garage is typically used as storage rather than parking because cars and roll-out trash cans do not both fit. This results in an overflow of vehicles on the street causing the attractiveness and quality of the community to decline.

The garage length at the community will be roughly 21'-23' long-giving residents an extra 1'-3'. The goal is to ensure residents use their garage for their vehicles and trash cans to limit the unattractive view of cluttered streets.

2D and Conceptual Renderings









- * Exterior HardiePlank with Brick and Stone Accents
- * Front Porches
- * Varied roof lines



Traffic



TRAFFIC IMPACT ANALYSIS

PINEVILLE TOWNHOMES

NC 51 (Rock Hill-Pineville Road) & Downs Road
Pineville, North Carolina



Traffic Study Results

The area of influence of the study site as indicated by Pineville and NCDOT staff includes the following one existing intersection and one proposed right-in/right-out only (RI/RO) intersection:

1. Downs Road & Downs Circle/Proposed Access "A" (unsignalized)

According to the site plan (see Overall Master Plan), access to the development is expected to occur via two unsignalized locations:

- Proposed Full Movement Access "A" – located on Downs Road opposite Downs Circle (forming a four-legged intersection). It is assumed that this access will be secondary in nature – the Proposed RI/RO access on NC 51 (described below) will be the main entrance to the project.
- Proposed Right-in/Right-out (RI/RO) Access – located on NC 51 approximately 475 feet west of Downs Road (not required to be analyzed)

The proposed trip generation results indicate that the residential development is expected to generate **82 AM peak hour trips and 97 PM peak hour trips**.

Per NCDOT and Pineville, no nearby approved (offsite) developments are located within the area of influence.

Currently, the existing Downs Road & Downs Circle unsignalized intersection operates at an HCM 6th TWSC LOS "A" in both peak hours. Typically, an intersection is said to be operating at capacity at a volume-to-capacity (v/c) ratio of 1.00 and acceptable at a LOS "D" or better.

Proposed Transportation Improvements

1. Downs Road & Downs Circle/Proposed Access "A" (unsignalized)

We propose the following intersection configuration:

- Re-mark the existing westbound right turn lane on Downs Circle to a combined thru-right turn lane
- Re-mark the existing northbound TWLTL on Downs Road at Downs Circle/Proposed Access "A" with a 50-foot left turn lane
- Proposed Access "A" should include the following cross-section:
 - A westbound receiving lane
 - An eastbound left turn lane with 50 feet of storage
 - An eastbound combined thru-right turn lane

NC 51 (Rock Hill-Pineville Road) & Proposed RI/RO Access (unsignalized)

- Construct a westbound right turn lane on NC 51 with 100 feet of storage and appropriate bay taper. The existing median on NC 51 at the Proposed RI/RO Access will prohibit left entering and left exiting movements

In summary, the proposed residential townhome development is not expected to create extensive roadway/intersection issues, especially with the anticipated minimal amount of traffic associated with the residential development.

Traffic Generation Comparisons

6/17/2019 Pineville - Density Scenarios Trip Generation Table

Land Use [ITE Code]	Daily	AM Peak Hour			PM Peak Hour				
		Enter	Exit	Total	Enter	Exit	Total		
Zoning R-44 vs. Townhomes									
Single-Family Housing [210]	20 DUs	237	5	15	20	14	8	22	
Multifamily Housing (Low-Rise) [220]	175 DUs	1,283	19	63	82	62	36	98	
	Difference	1,046	14	48	62	48	28	76	

References:

Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC. 2017.

Land Use [ITE Code]	Daily	AM Peak Hour			PM Peak Hour				
		Enter	Exit	Total	Enter	Exit	Total		
Zoning RMX vs. Townhomes									
Single-Family Housing [210]	100 DUs	1,040	19	57	76	64	38	102	
Multifamily Housing (Low-Rise) [220]	175 DUs	1,283	19	63	82	62	36	98	
	Difference	243	0	6	6	-2	-2	-4	

References:

Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC. 2017.

Questions/Discussion





Thank You



Memorandum



To: Mayor and Town Council

From: Brian Elgort

Date: 7/17/2019

Re: New Business: Resolution Supporting Application for NCDOT Grant

The NCDOT Bicycle and Pedestrian Planning Grant Initiative is a program that provides funding to local communities to develop a framework for a robust bicycle and pedestrian environment. The Planning Department views this grant as an excellent opportunity to address a key aspect of the Town's transportation system as Pineville continues to grow but remains under NCDOT's population limit (10,000) for a combined bicycle and pedestrian plan.

NCDOT's Bicycle and Pedestrian Planning Grant Initiative is a matching grant with a scaling required participation based on the municipal population of the applicant. For a municipality with a population of less than 10,000 NCDOT will cover 90% of the cost, and the Town will be required to contribute the remaining 10%. Plans will be developed by consultants that are prequalified by NCDOT, who estimates the consultant costs for a municipality of our size at \$40,000 to \$50,000.

Action Requested: Council Approve the Resolution of Support for the NCDOT Bicycle and Pedestrian Planning Grant Initiative.

Approval of this item is required for the completion of the application.



**RESOLUTION NO. 2019-07
SUPPORTING THE NCDOT BICYCLE &
PEDESTRIAN PLANNING GRANT INITIATIVE**

WHEREAS, the population in Pineville, NC, continues to grow with an ever-diverse group of residents that seek alternative methods of transportation; and

WHEREAS, as the downtown area also continues to grow with new residential housing, retail stores and restaurant establishments, the need for a more pedestrian and bike friendly downtown area is more important than ever; and

WHEREAS, area residents are traveling through and to Pineville in greater numbers than ever before, creating more traffic; and

WHEREAS, Pineville officials recognize the need for Pineville to become more pedestrian and bicycle friendly; and

WHEREAS, just as the Charlotte Area Transportation System (CATS) is currently conducting a study to reevaluate and update the transit recommendations for the Southern Corridor of Charlotte, the Town of Pineville seeks to create a more comprehensive and inclusive transportation system; and

WHEREAS, the Town of Pineville is in favor of and supports the efforts to create a more integrated transportation system to address the needs of all its citizens and is committed to funding its portion of the grant.

NOW THEREFORE, BE IT RESOLVED that the Town Council of the Town of Pineville, NC, is committed to and fully supports the NCDOT Bicycle and Pedestrian Planning Grant Initiative.

Adopted this, _____ of _____, 2019.

Mayor, Jack Edwards

Mayor Pro Tem David Phillips

Council Member, Melissa Davis

Council Member, Debbie Fowler

Council Member, Joe Maxim

ATTEST:

Barbara Monticello, Town Clerk

Memorandum



To: Mayor and Town Council

From: Ryan Spitzer

Date: 7/18/2019

Re: Railroad Property on Dover St

Overview:

Staff has been working with a land attorney to research ownership of several properties along Dover St. that are adjacent to Town owned properties. After doing an exhaustive research of the titles dating back to the 1800's the following survey was produced.

Staff then began discussion with the railroad on the small piece of property (shaded grey area to the west of the page) that bisects two larger town owned properties. During discussions, the railroad said they would sell the property for \$9/sqft. However, during the discussions the railroad also stated that they would like to sell the town, the other railroad owned properties on Dover St. and they were reluctant to only sell one of these properties.

Staff is in a position to go back to the railroad to see if we can just purchase the area needed for a contiguous project, try to renegotiate a lower price per sqft., or go ahead and tell the railroad we are interested in purchasing all of the available property.

Estimated Costs:

\$361,845

Attachments:

Survey of land deemed under Railroad control

Recommendation:

