

**Town of Dallas**

**Agenda**

**APRIL 26, 2022**

**5:00 PM**

**BOARD OF ALDERMEN – WORK SESSION MEETING**

**Rick Coleman, Mayor**

**Sam Martin**

**Frank Milton**

**Darlene Morrow**

**Jerry Cearley, Mayor Pro-Tem**

**E. Hoyle Withers**

**ITEM SUBJECT**

**Pages**

- 
- 1. Pledge of Allegiance to the Flag**
  - 2. Approval of Agenda with Additions or Deletions**
  - 3. New Business**
    - A. Illicit Discharge Detection & Elimination Ordinance 2
    - B. Robinson Glenn – Conditional Zoning 7
    - C. Entrance Requirements Text Amendment 20
    - D. NCDOT Request for Letter of Support 22
    - E. Courthouse Rental Fee Schedule 56
    - F. FY 2022/23 Budget Preparation 59

**TOWN OF DALLAS, NORTH CAROLINA**

**REQUEST FOR BOARD ACTION**

**DESCRIPTION:** Illicit Discharge Detection and Elimination Ordinance

AGENDA ITEM NO. 3A

MEETING DATE: 4/26/2022

**BACKGROUND INFORMATION:**

Attached is a draft Illicit Discharge and Elimination Ordinance (IDDE) for review. We are required to have such an ordinance as part of our permitting and Stormwater Master Plan.

Upon review, the ordinance will be brought back to the Board for approval as an ordinance.

**MANAGER RECOMMENDATION:**

**BOARD ACTION TAKEN:**

## CHAPTER 154: ILLICIT DISCHARGES AND CONNECTIONS

### § 154.01 TITLE

This chapter shall be known and may be cited as the “Illicit Discharges and Connections Ordinance of the Town of Dallas, North Carolina “, and may be referred to as the “illicit discharge ordinance” and/or “this chapter”.

### § 154.02 PURPOSE

This chapter is adopted for the purposes of:

- A. Protecting the public health, safety and welfare by controlling the discharge of pollutants into the stormwater conveyance system;
- B. Promoting activities directed toward the maintenance and improvement of surface and ground water quality;
- C. Controlling illicit discharges into the municipal separate stormwater systems;
- D. Satisfying the Town of Dallas’ requirements under its *National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4)* discharge permit issued by the State of North Carolina; and
- E. Establishing administration and enforcement procedures through which these purposes can be fulfilled.

### § 154.03 ILLICIT DISCHARGES

No person shall cause or allow the discharge, emission, disposal, pouring, or pumping directly or indirectly to any stormwater conveyance, the waters of the State, or upon the land in manner and amount that the substance is likely to reach a stormwater conveyance or the waters of the State, any liquid, solid, gas, or other substance, other than stormwater, provided that non-stormwater discharges associated with the following activities are allowed and provided they do not significantly impact water quality:

1. Water line and fire hydrant flushing;
2. Landscape irrigation;
3. Diverted stream flows;
4. Rising groundwater;
5. Uncontaminated groundwater infiltration;
6. Uncontaminated pumped groundwater;
7. Uncontaminated potable water sources;
8. Foundation drains;
9. Air conditioning condensate;
10. Irrigation waters;
11. Springs;
12. Water from crawl space pumps;
13. Footing drains;
14. Lawn watering;
15. Residential and charity car washing;
16. Flows from riparian habitats and wetlands;
17. Dechlorinated swimming pool discharges;

18. Street wash water;
19. Flows from firefighting activities; and
20. Other non-stormwater discharges for which a valid NPDES discharge permit has been approved and issued by the State of North Carolina, and provided that any such discharges to the municipal separate storm sewer system shall be authorized by the Town of Dallas.

Prohibited substances include but are not limited to: oil, anti-freeze, chemicals, animal waste, paints, garbage, and litter.

#### **§ 154.04 ILLICIT CONNECTIONS**

1. Connections to a stormwater conveyance or stormwater conveyance system that allow the discharge of non-stormwater, other than the exclusions described in Section 154.03 above, are unlawful. Prohibited connections include, but are not limited to: floor drains, waste water from washing machines or sanitary sewers, wash water from commercial vehicle washing or steam cleaning, and waste water from septic systems.
2. When such connections exist in violation of this section and said connections were made prior to the adoption of this provision or any other ordinance prohibiting such connections, the property owner or the person using said connection shall remove the connection within one-year following the effective date of this ordinance. However, the one-year grace period shall not apply to connections which may result in the discharge of hazardous materials or other discharges which pose an immediate threat to health and safety, or are likely to result in immediate injury and harm to real or personal property, natural resources, wildlife, or habitat.
3. Where it is determined that said connection:
  - a. May result in the discharge of hazardous material or may pose an immediate threat to health and safety, or is likely to result in immediate injury and harm to real or personal property, natural resources, wildlife, or habitat, or
  - b. Was made in violation of any applicable regulation or ordinance, other than this section;

the Stormwater Administrator shall designate the time within which the connection shall be removed. In setting the time limit for compliance, the Stormwater Administrator shall take into consideration:

- i. The quantity and complexity of the work;
- ii. The consequences of delay;
- iii. The potential harm to the environment, to the public health, and to public and private property; and
- iv. The cost of remedying the damage.

#### **§ 154.05 SPILLS**

Spills or leaks of polluting substances released, discharged to, or having the potential to be released or discharged to the stormwater conveyance system, shall be contained, controlled, collected, and properly disposed. All affected areas shall be restored to their preexisting condition.

Persons in control of the polluting substances and persons owning the property on which the substances were released or discharged shall immediately notify the Stormwater Administrator and/or Fire Chief of the Town

of Dallas of the release or discharge, as well as making any required notifications under state and federal law. Notification shall not relieve any person of any expenses related to the restoration, loss, damage, or any other liability which may be incurred as a result of said spill or leak, nor shall such notification relieve any person from other liability which may be imposed by State or other law.

## § 154.06 NUISANCE

Illicit discharges and illicit connections which exist within the jurisdiction of the Town of Dallas are hereby found, deemed, and declared to be dangerous or prejudiced to the public health or public safety and are found, deemed, and declared to be public nuisances. Such public nuisances shall be abated in accordance with the procedures set forth in Section 92.01 of the Town of Dallas Code of Ordinances.

## § 154.07 CIVIL PENALTIES

1. Illicit Discharges: Any designer, engineer, contractor, agent, or any other person who allows, acts in concert, participates, directs, or assists directly or indirectly in the creation or a violation of this chapter shall be subject to civil penalties as follows:
  - A. For first time offenders, if the quantity of the discharge is equal to or less than five (5) gallons and consists of domestic or household products in quantities considered ordinary for household purposes, said person shall be assessed a civil penalty not to exceed one thousand dollars (\$1,000.00) per violation or per day for any continuing violation, and if the quantity of the discharge is greater than five (5) gallons or contains non-domestic substances, including but not limited to process waste water, or if said person cannot provide clear and convincing evidence of the volume and nature of the substance discharged, said person shall be assessed a civil penalty not to exceed five thousand dollars (\$5,000.00) per violation or per day for any continuing violation.
  - B. For repeat offenders, the amount of the penalty shall be double the amount assessed for the previous penalty, not to exceed twenty-five thousand dollars (\$25,000.00) per violation or per day for any continuing violation.
  - C. In determining the amount of the penalty, the Town Manager or his/her designee shall consider:
    - i. The degree and extent of harm to the environment, the public health, and public and private property;
    - ii. The cost of remedying the damage;
    - iii. The duration of the violation;
    - iv. Whether the violation was willful;
    - v. The prior record of the person responsible for the violation in complying or failing to comply with this chapter;
    - vi. The costs of enforcement to the public; and
    - vii. The amount of money saved by the violator through his, her, or its noncompliance.
2. Illicit Connections: Any person found with an illicit connection in violation of this chapter and any designer, engineer, contractor, agent, or any other person who allows, acts in concert, participates, directs, or assists directly or indirectly in the establishment of an illicit connection in violation of this chapter shall be subject to civil penalties as follows:
  - A. First time offenders shall be subject to a civil penalty not to exceed five thousand dollars (\$5,000.00) per day of continuing violation.
  - B. Repeat offenders shall be subject to a civil penalty not to exceed twenty-five thousand dollars (\$25,000.00) per day of continuing violation.

- C. In determining the amount of the penalty, the Town Manager or his/her designee shall consider:
    - i. The degree and extend of harm to the environment, the public health, and public and private property;
    - ii. The cost of remedying the damage;
    - iii. The duration of the violation;
    - iv. Whether the violation was willful;
    - v. The prior record of the person responsible for the violation in complying or failing to comply with this chapter;
    - vi. The costs of enforcement to the public; and
    - vii. The amount of money saved by the violatiior through his, her, or its noncompliance.
  - D. Procedures for assessing penalties pursuant to illicit connections:
    - i. Said penalties shall be assessed by the Town Manager or his/her designee. No penalty shall be assessed until the person alleged to be in violation is served written notice of the violation either personally or by registered or certified mail. When service is made by registered or certified mail, a copy of the notice may also be sent by first class mail. Service shall be deemed sufficient if the registered or certified mail is unclaimed or refused, but the first class mail is not returned by the Post Office within ten (10) days after the mailing.
    - ii. The notice shall warn that failure to correct the violation within the specified time period will result in the assessment of a civil penalty and/or other enforcement action. If after the allotted time period has expired and the violation has not been corrected, the penalty shall be assessed from the date of the violation, and each day of continuing violation thereafter shall constitute a separate violation under this section.
3. Other Violations: Any person found in violation of other provisions of this chapter, not specifically enumerated elsewhere, shall be subject to a civil penalty not to exceed one thousand dollars (\$1,000.00) per violation or per day for any continuing violation.

### **§ 154.08 CRIMINAL PENALTIES**

Any person who knowingly or willfully violates any provision of this chapter, rule, regulation, or order duly adopted or issued pursuant to this chapter shall be guilty of a misdemeanor, punishable by a fine not to exceed five hundred dollars (\$500.00) or imprisonment for not longer than thirty (30) days. Each violation shall be a separate offense.

# TOWN OF DALLAS, NORTH CAROLINA

## REQUEST FOR BOARD ACTION

DESCRIPTION: Robinson Glenn – Conditional Zoning

AGENDA ITEM NO. 3B

MEETING DATE: 4/26/2022

### BACKGROUND INFORMATION:

Authorized agents Eddie Moore and Logan Creech submitted zoning map amendment application 2021-01 to Conditionally Rezone 606 Robinson Clemmer Road, further identified as Gaston County parcels #171882 and 171885, from R8, Multi-Family Residential, to CD R-5, Single-Family Residential. The proposed development consists of up to 100 Townhome units.

A full staff report has been provided with this packet.

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MANAGER RECOMMENDATION:

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BOARD ACTION TAKEN:

**TOWN OF DALLAS**  
**REZONING APPLICATION**

Location of Property: 600 + 606 ROBINSON CLEMMER RD, DALLAS, NC 28034

Lot Size: + - 15.37 AC Current Zone/ Use: R-8 / RESIDENTIAL Parcel ID# 171882 + 171885

Name of Owner: ERIC GLENN CLEMMER IRREVOCABLE TRUST \*

Address of Owner: PO BOX 111, CASAR, NC 28020

Owner Phone #: \_\_\_\_\_ Email: \_\_\_\_\_

\* OWNER + PETITIONER JOINDER AGREEMENT ATTACHED

The undersigned hereby respectfully requests that the Dallas Planning Board, pursuant to the provisions of the Dallas Zoning Code, Article VII, and in compliance with NCGS 160A-387, recommend to the Dallas Board of Aldermen, a Zoning Classification change from

R-8 to CZ-R-5 On the following described property:

600 + 606 ROBINSON CLEMMER, FURTHER IDENTIFIED AS PARCEL ID # 171882 +  
RD, DALLAS, NC 28034 171885

I certify that all the information provided in this application is accurate to the best of my knowledge, information and belief.

AGENT FOR PETITIONER:   
EDDIE MOORE, AICP - McADAMS, 3430 TORINGDON WAY, 110, CHARLOTTE, NC 28277  
704-724-3594, emoore@mcadamsco.com

\_\_\_\_\_  
Signature of applicant

JANUARY 13, 2022

\_\_\_\_\_  
Date

\_\_\_\_\_  
Development Services Director

\_\_\_\_\_  
Date

**Rezoning Application Fee can be found on the Town of Dallas' fee schedule.**

Checks to be made payable to the Town of Dallas.



**OWNERLASTN****OWNERFIRST**

TOWN OF DALLAS

LAINEZ

BREEST

BELL

MORGAN

BRIGGS

ERIC GLENN CLEMMER IRREVOC TR

WOOTEN

SANTOS

GENOVESE

MALKER

HEIRS OF ARCHIE VENIE

CHAPMAN POINTE INVESTORS LLC

LOWERY

HEIRS OF JOHN PRESSLEY

ARMSTRONG

HOLLAND

STEWART

NIX

CORBIN

DAVIS

NEUNZIG

GREENE

BEAVER

DARBY

BEAVER

RAMEY

HECTOR L

ROBERT

ALLISON

FRANK

RALPH

ALAN

OSCAR

EDDY

LINDA

LESLIE

SHIRLEY

MICHAEL A

JACQUELINE

LYNN

SARA

AMY

ROBERT

SHARON

PEGGY

NICKY

COLAN

MARTHA

MAILADDR1	CITY	STATE	ZIPCODE
210 N HOLLAND ST	DALLAS	NC	28034
331 ROSEWOOD LANE EXT	DALLAS	NC	28034
309 ROSEWOOD LANE EXT	DALLAS	NC	28034
325 ROSEWOOD LANE EXT	DALLAS	NC	28034
321 ROSEWOOD LANE EXT	DALLAS	NC	28034
527 BUCKLE BEE RD	DALLAS	NC	28034
PO BOX 111	CASAR	NC	28020
2018 OLD SPENCER MOUNTAIN RD	DALLAS	NC	28034
702 ROBINSON CLEMMER RD	DALLAS	NC	28034
610 ROBINSON CLEMMER RD	DALLAS	NC	28034
517 S SPARGO ST	DALLAS	NC	28034
1629 WOODFIELD RD	FAYETTEVILLE	NC	28303
245 W MAIN AVE	GASTONIA	NC	28052
1004 WOODDALE CIR	DALLAS	NC	28034
1006 WOODDALE CIR	DALLAS	NC	28034
414 ROBINSON CLEMMER RD	DALLAS	NC	28034
PO BOX 327	DALLAS	NC	28034
415 ROBINSON CLEMMER RD	DALLAS	NC	28034
503 ROBINSON CLEMMER RD	DALLAS	NC	28034
511 ROBINSON CLEMMER RD	DALLAS	NC	28034
603 ROBINSON CLEMMER RD	DALLAS	NC	28034
813 ROBINSON CLEMMER RD	DALLAS	NC	28034
PO BOX 962	LOWELL	NC	28098
701 ROBINSON CLEMMER RD	DALLAS	NC	28034
607 ROBINSON CLEMMER RD	DALLAS	NC	28034
701 ROBINSON CLEMMER RD	DALLAS	NC	28034
PO BOX 1071	DALLAS	NC	28034

**REZONING PETITION SIGNATURE SHEET**

**Rezoning Attachment**

**Petitioner: DR Horton**

The undersigned, as the petitioner for the rezoning of the parcels of land that are designated as Parcel #s 171882 and 171885 in Gaston County, North Carolina, requests the rezoning as more particularly described in the associated Rezoning Application.

**Petitioner: DR Horton**

Signature: Logan F. Creech

Name (Printed): Logan F. Creech

Entitlements Project Manager  
Title: \_\_\_\_\_

Date: 1/17/2022

**REZONING PETITION JOINDER AGREEMENT**

**Petitioner: DR Horton**

The undersigned, as the petitioner for the rezoning of the parcels of land that are designated as Parcel #s 171882 and 171885 in Gaston County, North Carolina and which is subject of the attached Rezoning Application, hereby joins in this Rezoning Application. If the application is a conditional rezoning, hereby agrees to the rezoning as more particularly depicted on the related Rezoning Site Plan and to subsequent changes to the rezoning site plan as part of this Rezoning Application.

**ERIC GLENN CLEMMER IRREVOCABLE TRUST  
PO BOX 111  
CASAR, NORTH CAROLINA 28020**

Signature Eric Clemmer / Hunter Clemmer

Name (Printed): ERIC clemmer / Hunter Clemmer

Title: Trustee

Date: 1/12/22

## Staff Report

**Zoning Map Amendment Request:** 2022-01

**Property Owners/Applicants:** Eric Glenn Clemmer Irrevocable Trust

**Authorized Agent:** Eddie Moore, McAdams; Logan Creech, DR Horton

**Current Zoning:** Residential R-8

**Proposed Zoning:** CD R-5

**Property Location:** Subject site is located at 606 Robinson Clemmer Road; East of the Chapman Pointe community, West of Lower Dallas Highway, and South of the Town of Dallas Public Works Facility

**Gaston County Parcel ID:** 171882 & 171885

**Request:** The applicant is requesting a Conditional Rezoning for the development of a townhome community consisting of 100 attached single family units. There are a total of 16 buildings, with 4-7 units per building.

**Staff Analysis:** The subject site consists of two parcels. Two of the existing parcels contain single family detached homes. One remains wooded area. Site conditions as follows:

- Existing stream running along the northern boundary of parcel 171882.
- Flood zone just north and on the northeast portion of parcel 171882.
- Proposed connection to Robinson Clemmer Road as only access with ROW continuation to the eastern boundary of the site.
- 2 amenities are represented: a tot lot next to lots 70 and 71, and a dog park located in the front of the site beside lot 99.
- There is a 150' wide Duke Energy easement running east-west across the northern portion of parcel 171882.

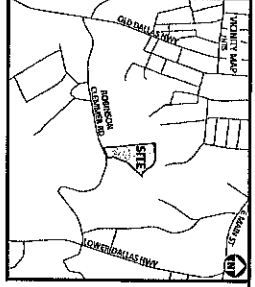
Town staff have had ongoing meetings and discussion with McAdams and DR Horton regarding the development of the subject site. Based on the limited access, staff recommended the development cap at 100 units since there is only one access point. The request for the rezoning allows lot width reduction to accommodate the proposed 20' wide interior units. The project would offer a unique living style for a variety of ages. Project includes sidewalks throughout the development which increases connectivity, two proposed amenity areas, and a 20' easement containing an 8' walking path for future connection along the floodplain.

**Traffic:** Trip generation has been provided based on the ITE Land Use – Multifamily Housing Low-Rise (Apartments) as well as Single-Family Attached Housing. Multifamily generated the highest trip generation, with 104 dwelling units expecting to generate a maximum of 745 daily trips, 50 in the AM Peak hour and 60 in the PM Peak hour. Based on the trip generation, a Traffic Impact Analysis will not be required for this project.

**Parking:** Site plan provides 2 parking spaces per lot. R-5 zoning requires 4 spaces per lot. AN additional 47 off-street spaces and 52 on street spaces are provided to make up for the deficit in R-5 required parking. With the additional parking the parking space total is 3 per unit. This is a requested allowance in Exhibit A.

**Comprehensive Land Use Plan:** The proposed land use is inconsistent with the 2003 Comprehensive Land Use Plan's map designation as Residential agriculture. However, this LUP is dated, and interest in this area is for higher density housing. The property is adjacent to higher density zoning districts to the west and north.

**Staff Recommendation:** The proposed conditional zoning district is the appropriate classification for a project of this nature and location. The proposal offers additional housing that is not currently available in Dallas. Conditions should be agreed upon so that the proposal is a proper fit for the area. Appendix A has been provided by staff as the proposed conditions. Staff is in favor of the project and the Planning Board unanimously recommended approval of the zoning map amendment.



**SITE DATA**

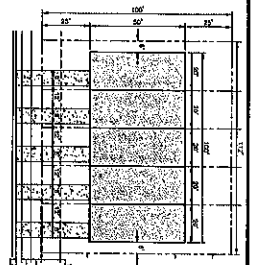
3480 ROBINSON CLEMMER ROAD  
DALLAS, TEXAS 75246

OWNER: [REDACTED]  
DESIGNER: [REDACTED]

DATE: 11/20/2012

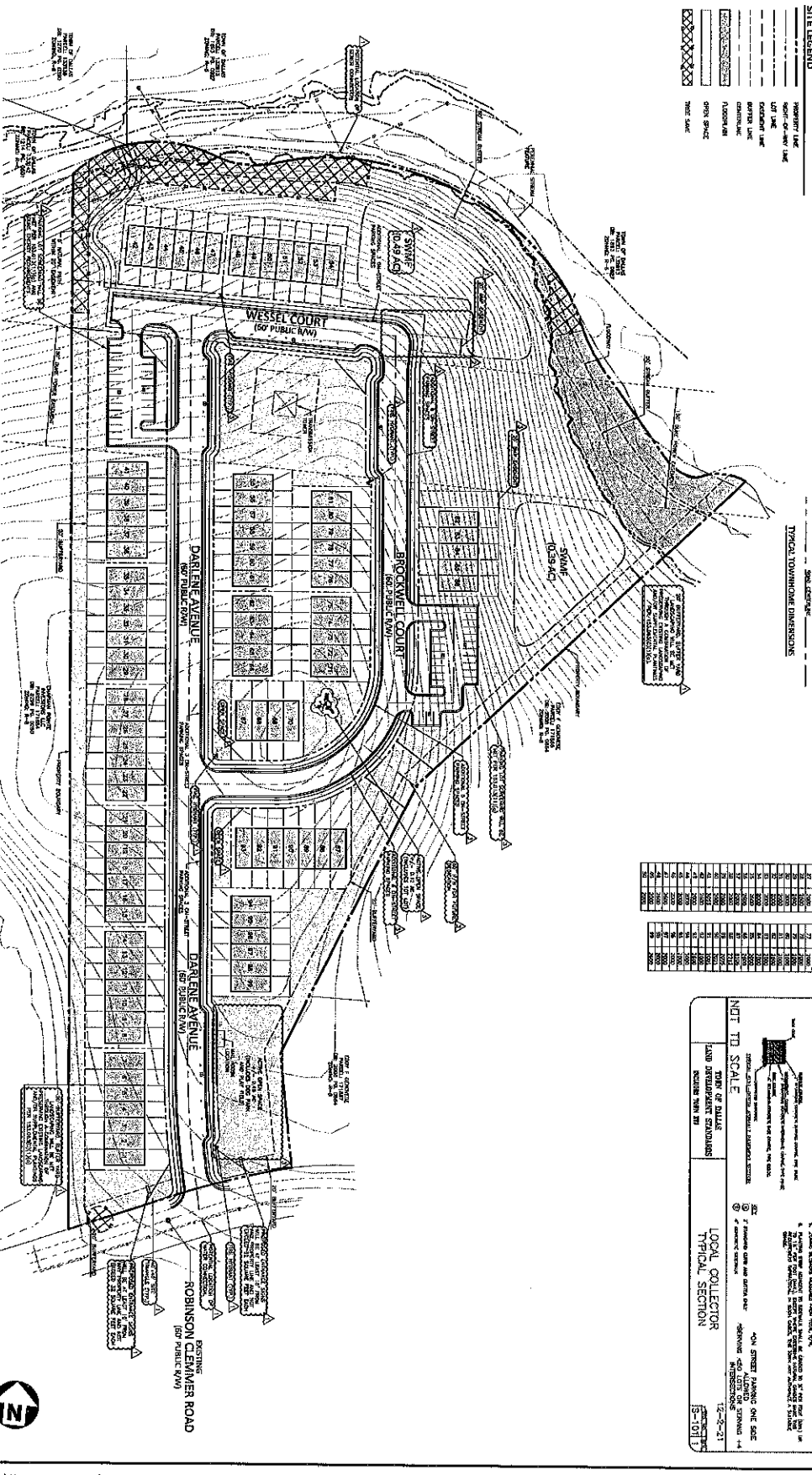
PROJECT: ROBINSON GLENN TOWNHOMES

SCALE: 1" = 40'



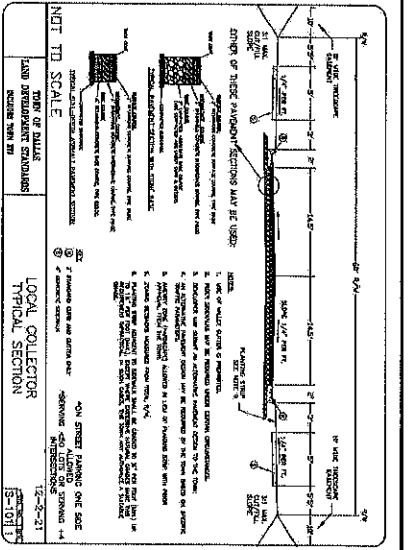
**SITE LEGEND**

- Proposed Lot Line
- Lot Line
- Proposed Walk
- Existing Walk
- Proposed Driveway
- Existing Driveway
- Proposed Garage
- Existing Garage
- Proposed Deck
- Existing Deck



**LOT AREA TABLE**

LOT #	AREA (SQ FT)	AREA (SQ FT)	AREA (SQ FT)
1	1,200	1,200	1,200
2	1,200	1,200	1,200
3	1,200	1,200	1,200
4	1,200	1,200	1,200
5	1,200	1,200	1,200
6	1,200	1,200	1,200
7	1,200	1,200	1,200
8	1,200	1,200	1,200
9	1,200	1,200	1,200
10	1,200	1,200	1,200
11	1,200	1,200	1,200
12	1,200	1,200	1,200
13	1,200	1,200	1,200
14	1,200	1,200	1,200
15	1,200	1,200	1,200
16	1,200	1,200	1,200
17	1,200	1,200	1,200
18	1,200	1,200	1,200
19	1,200	1,200	1,200
20	1,200	1,200	1,200
21	1,200	1,200	1,200
22	1,200	1,200	1,200
23	1,200	1,200	1,200
24	1,200	1,200	1,200
25	1,200	1,200	1,200
26	1,200	1,200	1,200
27	1,200	1,200	1,200
28	1,200	1,200	1,200
29	1,200	1,200	1,200
30	1,200	1,200	1,200
31	1,200	1,200	1,200
32	1,200	1,200	1,200
33	1,200	1,200	1,200
34	1,200	1,200	1,200



**REVISIONS**

NO.	DATE	DESCRIPTION
1	11/20/2012	ISSUED FOR PERMITS
2	11/20/2012	REVISED PER COMMENTS
3	11/20/2012	REVISED PER COMMENTS

**PLAN INFORMATION**

PROJECT NO. DR12305

DESIGNED BY JMS

CHECKED BY JMS

DATE 01.15.2012

SCALE 1" = 40'

**REZONING PLAN**

**RZ.01**

SHEET

**ROBINSON GLENN TOWNHOMES**

**REZONING PLAN**

600 ROBINSON CLEMMER ROAD

DALLAS, NORTH CAROLINA 28034

**MCADAMS**

The John B. McAdams Company, Inc.

3421, Tenthredon Way

Charlotte, NC 28207

Phone: 704.522.0800

Fax: 704.522.0800

Website: www.mcadams.com

**CLIENT**

D.R. HORTON - CHARTERED DEVELOPMENT

8000 ANNEBOURNE SQUARE

CHARLOTTE, NORTH CAROLINA 28225

www.drhorton.com

**D.R. HORTON**

*America's Builder*

DEVELOPMENT STANDARDS  
DR RHOBTON

Site Development Date  
 Average: ~ 1,537 sqm  
 Project Dates: 1/1/88 and 1/1/88  
 Project Zoning: **RZ.02**  
 Proposed Zoning: **RZ.02**  
 Proposed Use: Residential use Variant  
 Proposed Use: **Up to 20 single-family attached dwelling (600 sqm) units**

1. General Provisions  
 These Development Standards form part of the Conditional Rezoning Plan approved with the Planning Policy Order by DR Horton (the "Preliminary") to accommodate the development of a residential development on the approximately 1,537 sqm site located on the intersection of the "200's". The site is bounded by the following streets: to the north by "200's", to the east by "200's", to the south by "200's" and to the west by "200's".  
 Development of the site shall be governed by the Rezoning Plan, these Development Standards, and the applicable provisions of the Conditional Rezoning Plan of Ordinance (the "Ordinance"). Unless the Conditional Rezoning Plan or these Development Standards contain more stringent standards, the development shall conform with the Ordinance and the Rezoning Plan.  
 The development shall conform with the Conditional Rezoning Plan, these Development Standards, and the applicable provisions of the Ordinance, as well as the various public safety, engineering, and other standards and codes of the City of Dallas. The applicant shall be responsible for obtaining all necessary permits and approvals from the City of Dallas and the State of Texas.  
 The applicant shall be responsible for obtaining all necessary permits and approvals from the City of Dallas and the State of Texas.  
 The applicant shall be responsible for obtaining all necessary permits and approvals from the City of Dallas and the State of Texas.

2. Examined Plans and Materials Development  
 The Site may be developed with up to 20 single-family attached dwelling (600 sqm) units with any bed/den and accessory uses related thereto that are allowed in the R-Z Zoning District.  
 The applicant shall submit to the City of Dallas for review and approval all plans and materials required for the development of the site.  
 The applicant shall submit to the City of Dallas for review and approval all plans and materials required for the development of the site.

3. Transportation  
 A. Vehicular access shall be as generally depicted on the Conditional Rezoning Plan. The placement of any additional access shall be subject to the approval of the City of Dallas and the State of Texas.  
 B. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 C. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 D. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.

4. Architectural Standards  
 A. The building materials used on the principal buildings constructed on this site shall be a combination of masonry, brick, stone, concrete, stucco, or a combination thereof.  
 B. The building materials used on the front elevation of the principal buildings, including public areas, shall be masonry, brick, stone, concrete, stucco, or a combination thereof.  
 C. When vinyl siding is used as a building material, on the proposed buildings, the minimum thickness of the material shall be a minimum of 1/8" thick.

5. Open Space, Streetscape and Landscaping  
 A. The applicant shall provide approximately 2.5% open space or 37.7% of the site area as open space. The open space shall be located on the site and shall be subject to the approval of the City of Dallas and the State of Texas.  
 B. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 C. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 D. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.

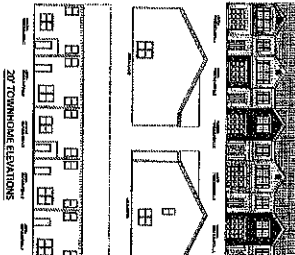
6. Developmental Features  
 A. The location, size, and type of signs and other development features depicted on the Conditional Rezoning Plan are subject to review and approval as part of the Conditional Rezoning Plan.  
 B. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 C. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 D. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.

7. Lighting  
 A. All exterior lighting fixtures installed on the site (including street, decorative lighting and other lighting) shall be designed and installed in a manner that is aesthetically pleasing and does not constitute an eyesore.  
 B. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 C. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 D. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.

8. Alternatives Methods of Compliance  
 Below are a list of alternative design provisions for this development based on the Conditional Rezoning Plan:  
 a) Reduce the minimum number of required parking spaces for each dwelling from 1 to 3 spaces based on the lot coverage provided for the dwellings.  
 b) A minimum of 20% of the site area shall be provided for open space in the general area outlined on the Conditional Rezoning Plan.

9. Amendments to Rezoning Plan  
 Future amendments to the Rezoning Plan shall be subject to the approval of the City of Dallas and the State of Texas.  
 The applicant shall submit to the City of Dallas for review and approval all plans and materials required for the development of the site.

10. Right of Appeal  
 If the Conditional Rezoning Plan is approved, all conditions applicable to development of the site shall be subject to the approval of the City of Dallas and the State of Texas.  
 The applicant shall submit to the City of Dallas for review and approval all plans and materials required for the development of the site.



11. Other Provisions  
 A. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 B. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 C. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.

12. Other Provisions  
 A. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 B. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 C. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.

13. Other Provisions  
 A. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 B. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 C. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.

14. Other Provisions  
 A. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 B. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.  
 C. The applicant shall provide a minimum of 5 feet wide sidewalks along the perimeter of the site.

REVISIONS

NO.	DATE	DESCRIPTION
1	01.11.2002	PRELIMINARY
2	01.11.2002	REVISIONS
3	01.11.2002	REVISIONS

PLAN INFORMATION

PROJECT NO.	DRH-2002
CLIENT	DR HORTON
CHECKED BY	SM
DRAWN BY	JMS
SCALE	AS SHOWN
DATE	01.11.2002

SHEET

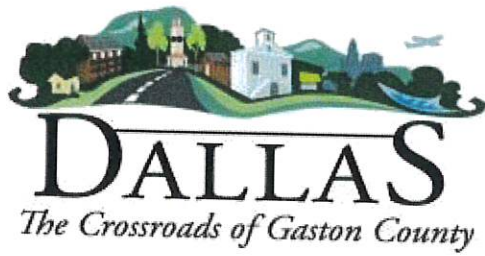
REZONING NOTES

**MCADAMS**  
The John R. McAdams Company, Inc.  
3901 Rockledge Way  
Dallas, TX 75247  
Phone: 704.521.0000  
Fax: 972.361.2200  
Internet: www.mcadams.com

**DR RHOBTON**  
America's Builder

600 ROBINSON CLEMMER ROAD  
DALLAS, NORTH CAROLINA 28034





Written Consent for Zoning Conditions

The petitioner hereby expressly consents to all zoning conditions listed in this report and attached to this as Exhibit A:

Please refer to following sheet.

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ATTEST:

Tim Derylak  
Authorized agent/property owner

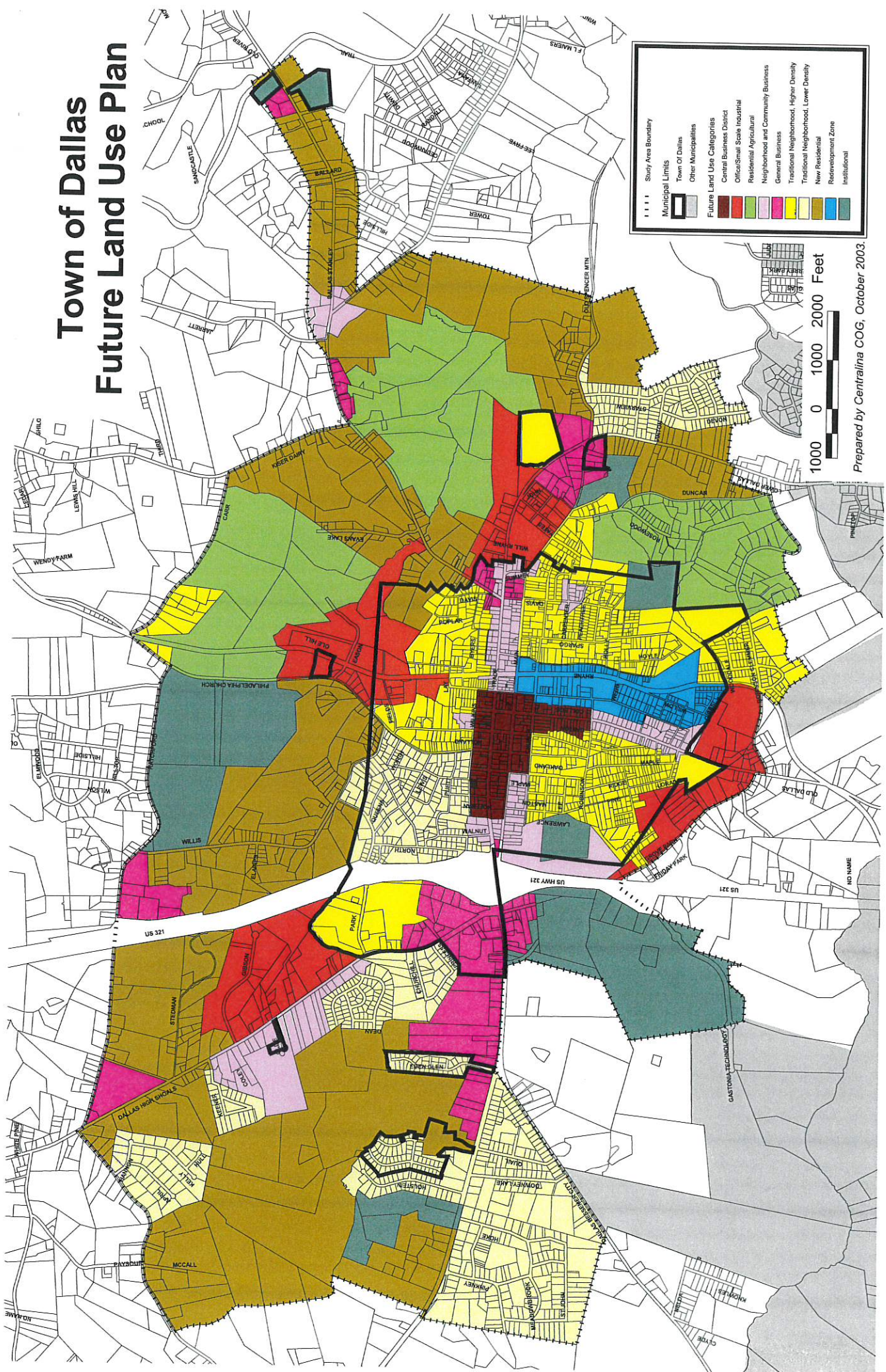
April 19, 2022  
Date

Tim Derylak, DR Horton  
Print Name

### Exhibit A

1. The proposed development shall be in compliance with the requirements of the Dallas code of ordinances with the added relief of:
  - a. Off Street Parking Reduction from 4 spaces to 3 spaces with additional 99 off street and on street parking provided.
  - b. Interior lots:
    - i. Size reduction from 4,500 square feet to 2,000 square feet.
    - ii. Width reduction from 40 feet to 20 feet.
  - c. Corner Lots:
    - i. lot size from 5,000 square feet to 2,600 square feet.
    - ii. Width reduction from 45 feet to 26 feet.
2. All principal dwellings street facing facade shall incorporate brick, stone, precast stone, precast concrete, or synthetic stone accents.
3. All principal dwelling units shall have a covered porch.
4. Understory street trees shall be planted outside the right-of-way, in the 10' treescape easement.
5. Buffers shall be installed between amenity areas and lots as follows: between tot lot and proposed lots 70 and 71 and between dog park/play field and proposed lot 99.
6. Dog park shall be fenced and included benches and landscaping.
7. Petitioner shall dedicate a 20' greenway easement and construct an 8' natural path depicted on the rezoning plan as potential pedestrian connection to existing Town Park.
8. Street frontage along Robinson Clemmer Road shall be developed to meet Town Standards, including, but not limited to, the addition of sidewalk, curb and gutter. Pending NCDOT objection to sidewalk and/or curb and gutter, the Developer agrees to payment in lieu of, at cost. Payment in lieu shall be due upon construction drawing approval.
9. All off-site utility easements, if necessary to provide utilities to the site, must be obtained by the developer, at their expense, prior to approval of construction plan, issuance of permits, or commencement of construction.
10. All items listed on the rezoning plan shall become binding upon approval of the zoning map amendment.
11. Conditional Zoning approval is valid for a period of 24 months from the date of approval.

# Town of Dallas Future Land Use Plan



**Legend**

- Study Area Boundary
- Municipal Limits
  - Town of Dallas
  - Other Municipalities
- Future Land Use Categories
  - Central Business District
  - Office/Small Scale Industrial
  - Residential Agricultural
  - Neighborhood and Community Business
  - General Business
  - Traditional Neighborhood, Higher Density
  - Traditional Neighborhood, Lower Density
  - New Residential
  - Redevelopment Zone
  - Institutional



Prepared by Centralina COG, October, 2003

# TOWN OF DALLAS, NORTH CAROLINA

## REQUEST FOR BOARD ACTION

DESCRIPTION: Entrance Requirements Text Amendment

AGENDA ITEM NO. 3C

MEETING DATE: 4/26/2022

### BACKGROUND INFORMATION:

The Town's Development Standards do not currently reference entrance requirements for residential developments. The attached text amendment has been a general guidance utilized for several years. After discussion between Planning, Engineering, and Public Safety personel, the follow text amendment is proposed to 153.013.8.

---

MANAGER RECOMMENDATION:

---

BOARD ACTION TAKEN:

153.013 Development Standards

(8) *Street access, easements, monuments, property lines.* Proposed street access, easements, monuments, and property lines, as required by this Code, shall be included as part of the site plan(s).

(A) *Multiple Accesses.* For all new development and redevelopment the following guidelines shall apply to regulate appropriate ingress and egress to promote public safety.

(1) *Residential Development.* For all proposed residential development, the following guidelines shall apply:

(a) Required access for residential development, including single family and multifamily, shall have at a minimum:

(i) 0-100 dwelling units require one access road into the development

(ii) 101-250 dwelling units require two access roads into the development

(iii) 251 or more dwelling units require three access roads into the development

(b) All means of ingress and egress for residential developments shall adhere to the development standards in Section 153.013

(2) *Remoteness.* For any development where two or more access points are required, the minimum distance between the first two entrances shall be placed a distance apart equal to one-half the maximum diagonal dimension of the property or area served, measured in a straight line. If a third access is required, it shall be placed no less than 400 feet from another entrance measured from the center line of the right of way.

# TOWN OF DALLAS, NORTH CAROLINA

## REQUEST FOR BOARD ACTION

DESCRIPTION: NCDOT Request for Letter of Support

AGENDA ITEM NO. 3D

MEETING DATE: 4/26/2022

### BACKGROUND INFORMATION:

NCDOT is requesting a letter of support for the North Carolina Department of Transportation's Multimodal Project Discretionary Grant (MPDG) application. The MPDG grant would contribute to the I-85: FUnding Transporation Utilizing Resilient, Equitable Solutions (I-85 FUTURES) project in Cleveland and Gaston Counties.

Attached is a sample letter of support, as well as information concerning the I-85 FUTURES project.

MANAGER RECOMMENDATION:

BOARD ACTION TAKEN:

## Letter of Support Template

The Honorable Pete Buttigieg  
United States Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Secretary Buttigieg:

I would like to express [my or the City of XXX's] strong support for the North Carolina Department of Transportation's (NCDOT's) Multimodal Project Discretionary Grant (MPDG) grant application for the I-85: FUNDing Transportation Utilizing Resilient, Equitable, Solutions (I-85 FUTURES) project in Gaston and Cleveland Counties. I-85 from Charlotte, NC to Atlanta, GA, which includes I-85 FUTURES, powers the nation's third largest economic region, as well as being a major travel route moving people and goods.

There has been a documented need to improve the I-85 corridor for more than 20 years. Since 1991, when NCDOT first explored the potential construction of another high-speed crossing of the Catawba River, the need to increase the capacity of the I-85 corridor is unquestioned. In addition, the efficient operation and resiliency of the I-85 corridor is crucial to the economy of the United States. This portion of I-85 has frequent delays due to congestion and becomes almost impassible when crashes occur.

Recent roadway construction material increases have complicated financing this project, rendering MPDG assistance even more crucial. In addition, the proposed improvements to bicycle and pedestrian accommodations on interchanges and overpasses will remove barriers to non-motorized vehicle transportation, improving connections, and increasing mobility throughout the area. This is a step toward addressing equity concerns that date back to the construction of this portion of I-85 in 1962. The proposed rail improvements will benefit operation of the Southeast High Speed Rail corridor as well as ensure vital freight operations are not interrupted. The proposed broadband, along I-85 from the South Carolina border to US 74 at Kings Mountain, will expand the work funded under previous INFRA grants awards. NCDOT is investigating the development of electric vehicle (EV) charging stations in this corridor from SC to I-485 that will reduce dependence on fossil fuels. Projects like I-85 FUTURES are the reason the bipartisan Infrastructure Investment and Jobs Act was passed.

<Optional brief overview of the business/organization and its place/importance in the area/region in relation to the project>

We request your strong consideration of the I-85 FUTURES application for receipt of MPDG grant funding.

Respectfully,

Signature

Potential items that could be added (include as deemed appropriate):

- Importance of improvements to local businesses
- Emergency response time along the corridor

- Improved access to jobs in Mecklenburg County
- Consistency of this project with others in the corridor
- Reduced congestion/increased use of EV and multi-modal options will improve air quality in the region
- Improvements to I-85 will provide a safer facility by raising the highway to current design standards
- Provides sustainable improvements to the region.



**2020-2029 STIP Projects in the I-85 FUTURES Corridor**

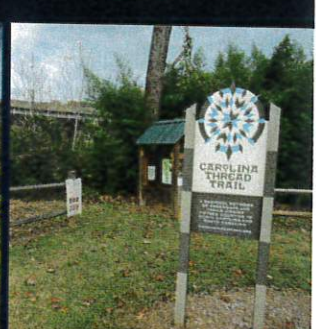
<b>STIP ID</b>	<b>Route</b>	<b>Description</b>	<b>Total Remaining Costs</b>	<b>Construction Date</b>
I-5719	I-85	Widen to Eight Lanes	\$386,900,000	12/17/2024
U-3608	NC 7 (North Main Street)/SR 2903 (Belmont Mt. Holly Road)	Widen to Multi-lanes and Construct Operational Improvements (Let with I-5719)	\$5,115,000	12/17/2024
U-5800	US 29/74 (Wilkinson Blvd)	Construct Intersection Improvements (Let with I-5719)	\$6,860,000	12/17/2024
HB-0002A	US 74	Install Broadband	\$18,436,000	
BR-0020/ B-6051	US 29/74 (Wilkinson Blvd)	Replace bridge (includes multiuse path on both sides)	\$44,900,000	1/17/2023
U-6143	US 29/74 (Wilkinson Blvd)	Construct Intersection Improvements	\$2,275,000	1/17/2023
U-6146/ B-5857	US 29/74 (Wilkinson Blvd)	Widen to Six Lanes and Replace Bridge over South Fork Catawba River (includes pedestrian facilities)	\$28,300,000	7/18/2023
C-5703	Gastonia Signal System	Various Locations	\$9,230,000	8/16/2022
C-5606C	Gastonia Signal System	Various Locations	\$469,600	8/16/2022
EB-5975	NC 279 (New Hope Road)	Construct Sidewalks	\$2,065,000	9/27/2024
U-6138	NC 279 (New Hope Road)	Construct Intersection Improvements	\$2,865,000	5/26/2026
U-6044	SR 2200 (Cox Road)	Widen Roadway and Construct Operational Improvements	\$27,100,000	6/20/2028
EB-5976	SR 2200 (Cox Road)	Construct Sidewalks	\$1,400,000	6/28/2024
U-6043	US 29/74 (Franklin Blvd)	Construct Lane in Eastbound Direction	\$9,200,000	3/19/2024

STIP ID	Route	Description	Total Remaining Costs	Construction Date
EB-5701	US 29/74 (Franklin Blvd)	Construct Sidewalks	\$1,600,000	9/30/2022
U-6141	US 29/74 (Franklin Blvd)	Improve Intersection Area Including New Grade-Separated Crossing of US 29/74	\$28,500,000	After 2029
U-5959	US 29/74 (Wilkinson Blvd)	Construct Intersection Improvements	\$700,000	After 2029
EB-5913	SR 2014 (Lakewood Road)	Construct Sidewalks and Pedestrian Bridge over South Fork River Inlet	\$354,000	6/30/2022
U-5965	US 29/74 (Franklin Blvd)	Construct Intersection Improvements	\$3,000,000	3/19/2024
C-5505	Belmont Abbey Rail Trail	Convert Abandon Rail Trail to Pedestrian Trail		
		Total	\$579,269,600	



# I-85 FUTURES

Funding Transportation Utilizing Resilient Equitable Solutions



**2021 INFRA GRANT PROPOSAL**

**I-85: FUnDing Transportation Utilizing Resilient, Equitable Solutions (I-85 FUTURES)**



**BASIC PROJECT INFORMATION**

What is the Project Name?	I-85: FUnDing Transportation Utilizing Resilient, Equitable, Solutions (I-85 FUTURES)
Who is the Project Sponsor?	North Carolina Department of Transportation Brian Burch, PE
Was an INFRA application for this project submitted previously? (If Yes, please include title)	No

**PROJECT COSTS**

INFRA Request Amount	\$76,289,000
Estimated Federal funding (excl. INFRA), anticipated to be used in INFRA funded future project	\$0
Estimated non-Federal funding anticipated to be used in INFRA funded future project.	\$325,235,700
Future Eligible Project Cost (Sum of previous three rows)	\$401,524,700
Previously incurred project costs (if applicable)	\$9,444,766
Total Project Cost (Sum of 'previous incurred' and 'future eligible')	\$410,969,466
Are matching funds restricted to a specific project component? If so, which one?	No

**PROJECT ELIGIBILITY**

Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on National Highway Freight Network (NHFN)?	Based on current design, approximately \$381,448,465 will be spent on components of the project on the NHFN (YOE 2024).
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System (NHS)?	Based on current design, approximately \$381,448,465 will be spent on components of the project on the NHS (YOE 2024).
Approximately how much of the estimated future eligible project costs will be spent on components constituting railway-highway grade crossing or grade separation projects?	Based on current design, anticipated future eligible project costs for four railroad bridges are \$37.5 million (YOE 2024).

**PROJECT ELIGIBILITY (CONT'D)**

Approximately how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?

Based on current design, anticipated future eligible project costs for intermodal improvements consist of replacing four railroad bridges at a cost of \$37.5 million (YOE 2024).

**PROJECT LOCATION**

The Project is primarily located in Gaston County with some additional improvements in Cleveland County, North Carolina. The Project is the section of I-85 from US 321 in Gastonia to just east of NC 273 in Mt. Holly.

State(s) in which project is located	North Carolina
--------------------------------------	----------------

**SMALL OR LARGE PROJECT**

	Large
--	-------

Urbanized Area in which project is located, if applicable	Charlotte, NC-SC Gastonia Concord-Kannapolis Urbanized Area (UZA)
---	--

Population of Urbanized Area (According to 2010 Census)	2,243,960
---	-----------

Is the project located (entirely or partially) in Federally designated community development zones?	Yes, this project spans multiple Opportunity Zones (313.02, 314.01, 315, 319, 320, 322).
---	--

Is the project currently programmed in the: 2020-2029 TIP x STIP x MPO Long Range Transportation Plan x State Long Range Transportation Plan x State Freight Plan?	Yes, the project is currently programmed in the 2020-2029 STIP as STIP Project numbers I-5719, U-3608, and U-5800. The proposed improvements include widening I-85 from six to eight lanes, upgrading interchanges, and relocating/replacing roadway and railroad bridges (STIP Project No. I-5719). Proposed work also includes improvements to NC 7 (North Main Street) from I-85 to US 29/74 in Belmont (STIP Project No. U-3608) and improvements to the intersection of US 29/74 and NC 7 (STIP Project No. U-5800).
--	---

Contact: Brian Burch, PE  
Western Deputy Chief Engineer, NCDOT

Email: [brianburch@ncdot.gov](mailto:brianburch@ncdot.gov)

Tel: (828) 226-1777

Supplemental Materials are available online at:  
<https://connect.ncdot.gov/resources/INFRA2021-I85/Pages/default.aspx>

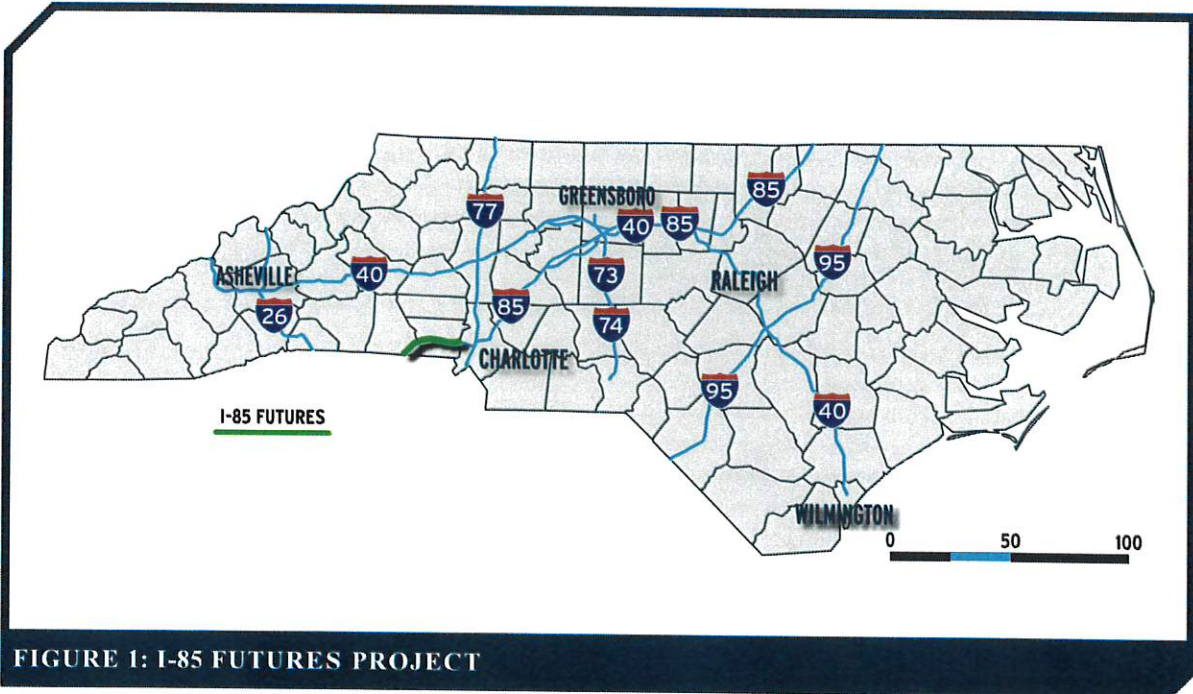
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# 1. PROJECT SUMMARY/DESCRIPTION

I-85 Funding Transportation Utilizing Resilient Equitable Solutions (I-85 FUTURES) focuses on I-85 from the North Carolina/South Carolina border to Charlotte, NC (see Figure 1). This portion of I-85, from Charlotte, NC to Atlanta, GA has been dubbed “Charlanta,” and powers the nation’s third largest economic region and is a major travel route moving people and goods. Locally, it serves as a primary facility for residents and businesses providing direct access to freight rail and the Charlotte-Douglass International Airport. The facility, when completed in 1965, split existing communities, creating inequities that still need to be addressed. Comprehensive improvements to the efficiency, equity, and resiliency of this vital section of I-85 are needed to support all the traveling public and move regional transportation into a sustainable future.



The combination of through traffic and commuter traffic has led to congestion and safety concerns, particularly in the section between US 321 in Gastonia to just east of NC 273 in Mount Holly, approximately 10.1 miles. With its current traffic demand, this section of I-85 is at or approaching capacity and is anticipated to operate over capacity by design year 2045. To address these deficiencies, the North Carolina Department of Transportation (NCDOT), in cooperation with the Federal Highway Administration (FHWA), has proposed improvements to I-85 including widening the road from six to eight lanes. The proposed project is fiscally constrained in the 2020-2029 State Transportation Improvement Program (STIP) as Project Number I-5719. In addition, the I-85 widening project also incorporates STIP Project Number U-3608, improving NC 7 (N. Main Street) from I-85 to US 29/74 (Wilkinson Boulevard), and U-5800, improving the intersection of NC 7 (N. Main Street) and US 29/74 (Wilkinson Boulevard), in Belmont.

To accommodate this widening, seven interchanges, six road bridges and four railroad bridges will also be replaced. To address the historical inequities and the barrier created by I-85, NCDOT will provide multi-modal options across the roadway bridges and a multi-use path is proposed on one railroad bridge. To further address resiliency in the roadway network, hydraulic monitoring systems and a Flood Risk and Vulnerability Assessment will be conducted. This portion of I-85 FUTURES is referred to as “the I-5719 Project”.



The I-85 FUTURES project compliments current state law regarding NCDOT’s capital program and will provide positive financial benefits to fund multi-modal projects, enhance broadband access, support installation of zero emission vehicle (ZEV) charging stations and support future technology such as autonomous/connected vehicles on this vital transportation corridor. The Strategic Transportation Investment Act of 2013 requires all capital projects to go through a data-driven prioritization process into one of three fiscally constrained categories: Statewide, Regional and Division. Not only will I-85 FUTURES provide funding for congestion relief, broadband trunklines, ZEV charging stations, and resiliency measures; it will also enhance connectivity to underserved areas by repurposing dollars in the regional and division categories to fund much needed bike and pedestrian infrastructure and other transportation improvements.

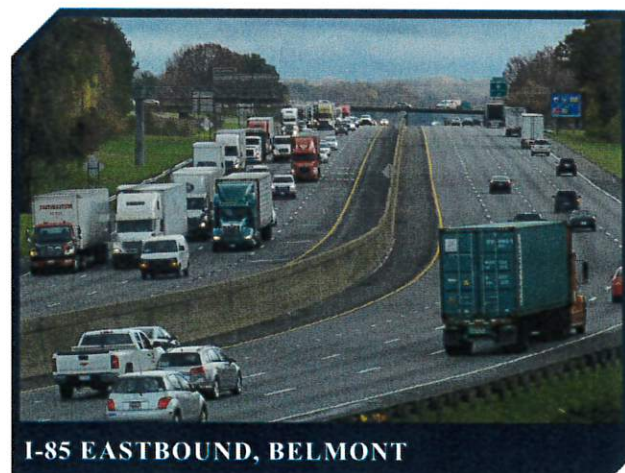
### *1.1 Transportation Challenges*

In the last 10 years the population in the Charlotte, NC-SC Gastonia Concord-Kannapolis Urbanized Area (UZA), which includes the Project area, has grown by approximately 17 percent. In the previous 10 years (2000 to 2010), the area grew by approximately 68 percent. This growth is largely attributed to the exponential growth of the City of Charlotte and Mecklenburg County.

According to the Gaston-Cleveland-Lincoln Metropolitan Planning Organization’s (GCLMPO) 2045 Metropolitan Transportation Plan (MTP), in Gaston County approximately one-third of all travel occurs on I-85. The Catawba River is a constraint to the expansion of the region’s transportation network, making parallel alternative routes and grid patterns challenging or not practicable to develop. This lack of transportation options causes I-85 to become a major bottleneck during peak travel periods.

The average annual daily traffic (AADT) of 89,342 vehicles per day (vpd) travel I-85 from the South Carolina border to the Catawba River. However, within the limits of the I-5719 Project, the AADT is 131,433 vpd. The truck percentage (2015 %TTST flow) through the I-5719 Project ranges from 12 to 14 percent. These heavy traffic conditions occur daily, resulting in frequent congestion and delays that hinder east-west mobility within central and eastern Gaston County.

Congestion experienced along I-85 in the I-5719 Project area is not only a function of capacity deficiencies, but also roadway deficiencies. The freeway and interchanges in this section of I-85 have substandard design elements such as poor sight distances, narrow





median shoulders and poor entrance/exit ramp designs.

Several bridges are classified as functionally obsolete, and nearly all the bridges that cross over I-85 within the I-5719 Project area do not have the horizontal or vertical clearance required to accommodate widening improvements.

Due to its statewide and regional importance, I-85 has been designated as a Strategic Transportation Corridor (STC) by NCDOT. Both designations call for this corridor to serve high-speed regional travel. The existing I-85 FUTURES corridor is designated as part of the National Highway System’s (NHS) Strategic Highway Network (STRAHNET). Existing and projected poor levels of service (LOS) along the I-5719 Project study corridor diminish the roadway’s ability to function as part of the STRAHNET. Congestion and frequent incidents on I-85 inhibit regional travel and diminish the ability of I-85 to function as a STC.

Infrastructure in the vicinity of the I-5719 Project area has encountered substantial problems with flooding. As shown in Table 1, multiple facilities required repairs in February 2020 due to flood damage.

**TABLE 1**

ROAD NAME	ROUTE	DAMAGE DESCRIPTION	EXPENDITURES
Stagecoach Road	SR 1136	Shoulder wash	\$23,000
US 74 @ National Tire	US 74	Shoulder wash	\$1,763
US 74 @ Napa	US 74	Shoulder wash	\$4,468
NC 273	NC 273	Bridge End Bent Wash	\$168,960
Ivey Drive	SR 1280	Shoulder Wash	\$1,971
Martin Road	SR 1416	Bridge Culvert Washout	\$137,420
Kenwood Road	SR 1431	Bridge Culvert Washout	\$106,751
S. Pink Street	SR 1428	Bridge Culvert Repair	\$7,300
Lewis Road	SR 1112	Bridge Culvert Washout	\$107,472
Doc Wehunt Road	SR 1652	Bridge Culvert Washout	\$111,369
<b>TOTAL</b>			<b>\$670,774</b>

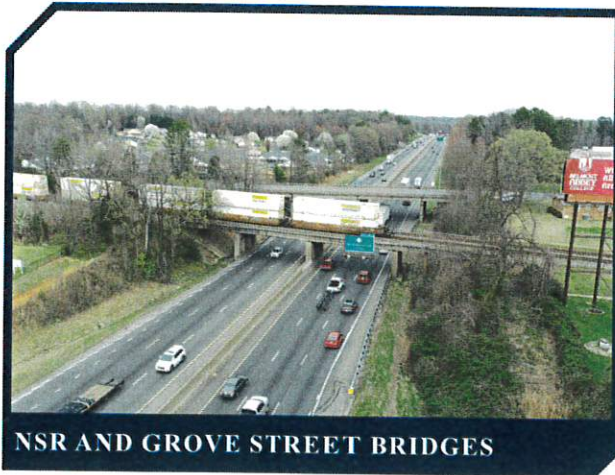
GCLMPO, as documented in their 2045 MTP, has identified improvements to I-85 as a top priority project.



There are two railroads operating within the I-5719 Project area, Norfolk Southern Railway (NSR), a Class I freight railroad, and the Piedmont and Northern Railway (P&N), a short line. Each railroad has two existing bridges over I-85 within the project limits. The NSR Coastal Division Main line, goes through the I-5719 Project area, parallel to NC Highway 7 and passes through the Cities of Gastonia and Lowell, the Towns of McAdenville and Cramerton, and the City of Belmont. This corridor is NSR’s main east coast route from New Orleans, LA and Atlanta, GA to Washington, DC and the northeast. It handles approximately 25 to 30 freight trains per day at speeds up to 60 mph. In Belmont, NSR has a spur that serves a Duke Energy power plant. The other line goes across the Catawba River into Mecklenburg County.

The Amtrak *Crescent* service operates two passenger trains running from New York, NY to New

Orleans, LA on the NSR Main line through the project limits and from Atlanta, GA to Washington, DC at speeds up to 79 mph. The NSR Main line in the I-5719 project area is also part



**NSR AND GROVE STREET BRIDGES**

of the Southeast Corridor (Washington DC/ Raleigh, Greensboro/Charlotte) to improve passenger rail service. An extension of the existing *Piedmont* train service from Charlotte to Kings Mountain and/or commuter rail service has also been studied along the NSR Main line. To introduce expanded passenger service, it is likely that additional capacity (tracks) would be needed to protect NSR existing/future freight needs as well as provide reliable passenger train service.

The P&N main line starts in the center of Gastonia and runs through Ranlo, Lowell, and Belmont to Mount Holly. The P&N operates on an NCDOT-owned corridor purchased from CSX Transportation (CSX) and interchanges with NSR in Gastonia and CSX in Mount Holly. NCDOT also owns a spur that diverges from the main line in north Belmont and runs south into downtown Belmont crossing over I-85. This spur is not currently under lease to the P&N but is being preserved for future use.

The Charlotte Inland Port serves the I-85 and I-77 corridors and has connections to CSX rail, providing next day transit between Charlotte and the port of Wilmington. With 20 acres, 10 of which are already developed, the port can accommodate 2,000 grounded/wheeled containers. It also provides container yard operations to ocean carriers and serves as a staging area for empty and loaded containers with maintenance and repair service from an on-site vendor.

### 1.2 How it Addresses Challenges

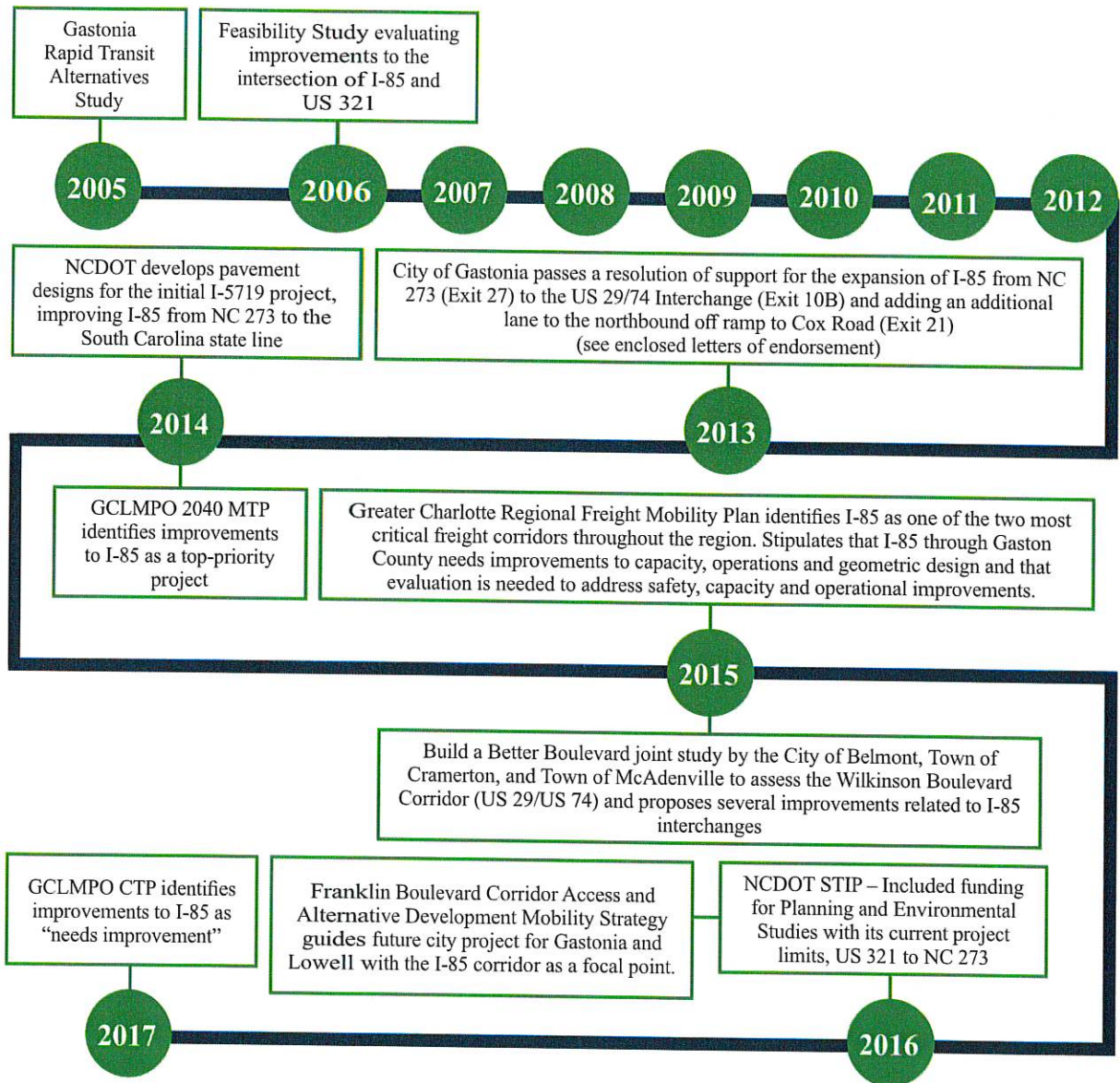
**A** The purpose of the proposed improvements to the I-5719 Project is to reduce congestion and improve mobility along the corridor. To do this I-85 will be widened to eight lanes with additional right of way for a ten-lane section, plus auxiliary lanes as needed for the interchanges. Safety will be improved by bringing the interstate up to current design standards, through improved acceleration and deceleration lanes for interchanges, the addition of auxiliary lanes where appropriate, improved vertical curves, revised horizontal curves, widened median shoulders and improved median barriers. To both accommodate the widening and due to the many functionally obsolete structures, the seven interchanges, six roadway bridges and four railroad bridges will be replaced. In addition to all roadway bridges spanning a potential future ten-lane section, the typical sections of these intersecting roads will also include bicycle and pedestrian accommodations. The interchange configurations will be modified to accommodate the increased traffic capacity and improve sub-standard geometry.



In addition to the I-5719 Project, I-85 FUTURES will also address resiliency on the I-85 corridor through additional hydraulic monitoring systems and a Flood Risk and Vulnerability Assessment, expansion of the fiber optic network, installation of integrated corridor management (ICM) and improving ZEV infrastructure.

### 1.3 Project History

The need for improvements along the I-85 corridor in Gaston County has been well documented.



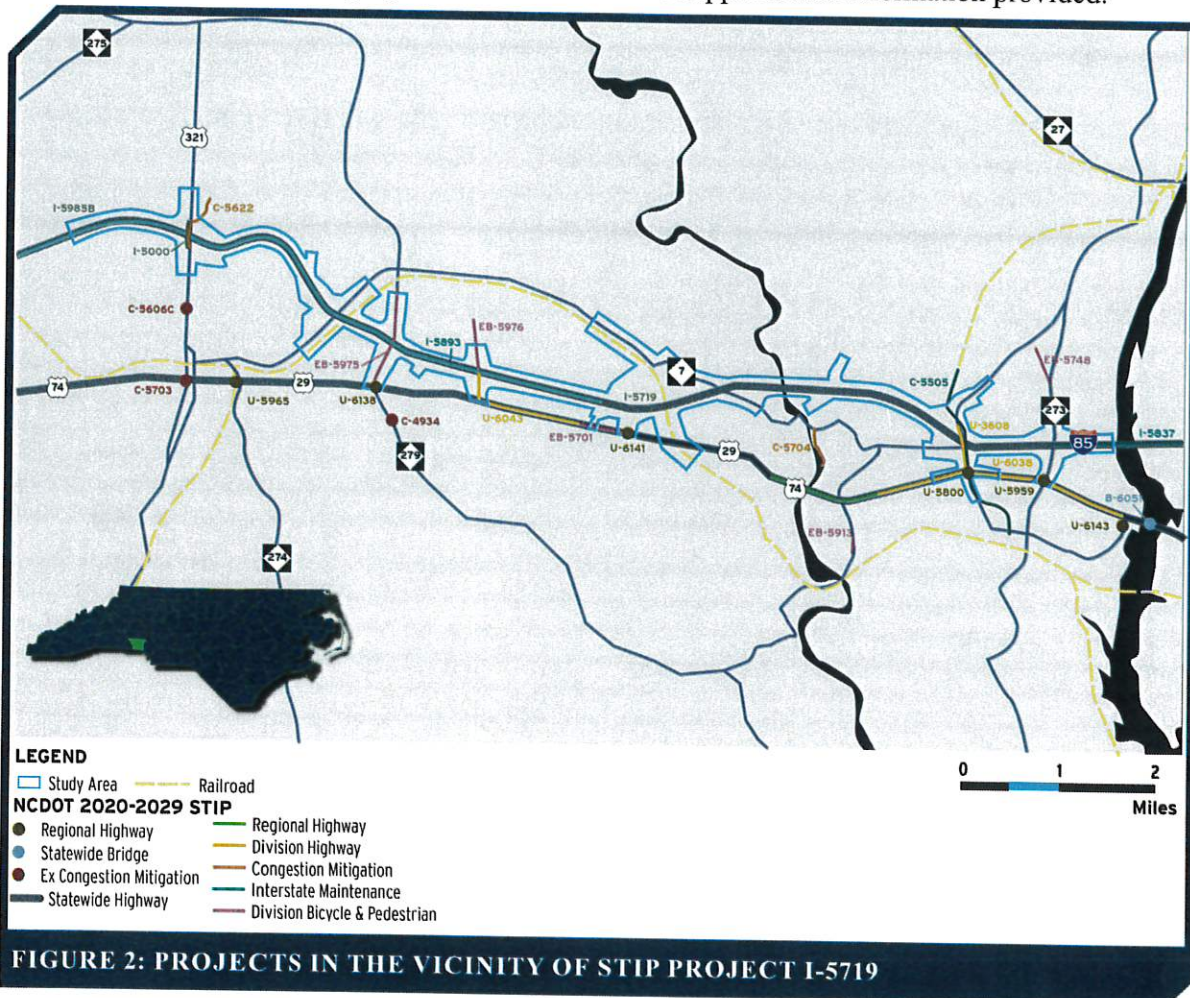
### 1.4 Previously Incurred Costs

Based on the NCDOT 2020-2029 STIP, previously incurred costs for the component efforts included in the project are:

- I-5719 - \$8,942,520
- U-3608 - \$174,641
- U-5800 - \$327,605
- **Total Cost - \$9,444,766**

## 1.5 Project's Place in the Grand Scheme of Other Infrastructure Investments

The I-5719 Project is one of a number of planned transportation improvements in NCDOT's Division 12. Figure 2 shows the scale of transportation improvements anticipated to be constructed in the next few years. These projects are included in the supplemental information provided.

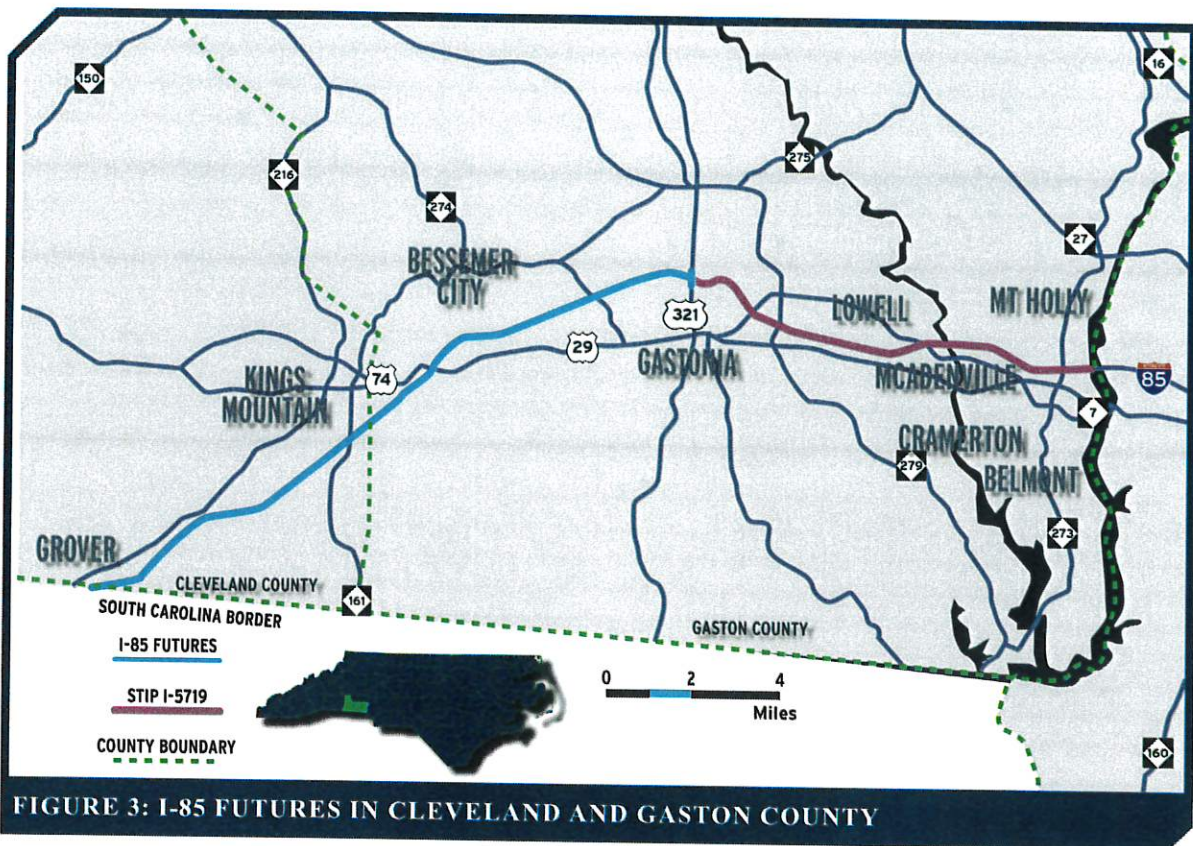


**FIGURE 2: PROJECTS IN THE VICINITY OF STIP PROJECT I-5719**

In addition to these STIP improvements, the project will extend fiber optic cable from the I-85/US 74 interchange in King's Mountain, NC to the South Carolina State line, expanding on the benefits gained from the US 74 Corridor Opportunities for Rural Efficiency and Safety Improvements (CORESI) INFRA grant awarded in 2020.

## 1.6 Project Location

I-85 FUTURES spans Cleveland and Gaston Counties in North Carolina to the Catawba River (see Figure 3). The I-5719 Project is the section of I-85 from US 321 in Gastonia to just east of NC 273 in Mount Holly. Land use along this portion of the I-85 corridor is a mix of residential, commercial, industrial and institutional with some areas that are undeveloped. South and west of Gastonia to the border with South Carolina, land use is more rural with isolated industrial and commercial development. The Project is within the Charlotte, NC-SC Gastonia Concord-Kannapolis UZA (2010).



**FIGURE 3: I-85 FUTURES IN CLEVELAND AND GASTON COUNTY**

### 1.7 Project Parties

The official applicant of this request for funding through the INFRA Grant Program is the NCDOT. NCDOT will be coordinating with the US Department of Transportation (USDOT) and FHWA to ensure that all federal and state guidelines and requirements are met, that I-85 FUTURES remains consistent with state and regional planning and transportation objectives.

NCDOT is responsible for I-5719 Project financing. NCDOT Division 12 is responsible for construction management and oversight, which includes overseeing the I-5719 Project’s Construction Engineering and Inspection (CEI) firm.

NSR is responsible for approval of final plans for the railroad track/roadbed design and structures carrying NSR-owned tracks over I-85. NCDOT is responsible for the construction of the new railroad roadbed and railroad bridge. NSR is responsible for building track once construction of the railroad roadbed and structure are completed and accepted by NSR. NCDOT is also responsible for demolition of the existing bridge and any track components not salvaged by NSR.

The P&N and NCDOT Rail Division will be responsible for approval of final plans for the railroad track and bridge replacement on the P&N main line in Gastonia. NCDOT Rail Division will be responsible for approval of the final plans for the track and bridge replacement on the P&N spur in Belmont. NCDOT will be responsible for construction of the bridges, roadbed, track, and demolition of the existing trackage at these crossings.

Under the NCDOT Complete Streets policy, NCDOT is responsible for the cost to include bicycle and pedestrian facilities on the replaced structures over I-85. NCDOT will enter into agreements with the

local municipalities transferring responsibility of maintenance costs. NCDOT is responsible for the new multi-use path from just north of Belmont Abbey College along Belmont-Mount Holly Road to the intersection of US 29/74 and N. Main Street in Belmont. NCDOT is also responsible for replacing the railroad bridge carrying the P&N spur in Belmont over I-85 to accommodate the railroad track and the adjacent multi-use path.

Belmont Trolley Inc. is responsible for the development of a proposed trolley that is proposed to run on the P&N spur line from approximately Belmont Abbey College to Central Avenue in Belmont.

Area communities, including Gastonia, Lowell, McAdenville, Belmont and Mount Holly have committed support for proposed multi-modal improvements in their bicycle and pedestrian plans. Letters of support from area communities for the I-85 FUTURES Project are on file.

## 2. GRANT FUNDS, SOURCES AND USES OF PROJECT FUNDS

TABLE 2

PROJECT	TOTAL REMAINING COST	COMMITTED FEDERAL FUNDS	COMMITTED STATE FUNDS	COMMITTED LOCAL FUNDS	INFRA GRANT REQUEST
I-5719, I-85 Widening	\$386,900,000	\$0	\$322,310,760	\$0	\$64,589,240
U-3608, NC 7 (North Main Street) Widening	\$5,115,000	\$0	\$1,023,000	\$0	\$4,092,000
U-5800, US 29/74 Intersection Improvements	\$6,860,000	\$0	\$1,372,000	\$0	\$5,488,000
I-85 Broadband and ITS Installation	\$2,361,700	\$0	\$472,400	\$0	\$1,889,360
I-85 Resiliency Asset Installation	\$138,000	\$0	\$27,600	\$0	\$110,400
I-85 EV Charging Station Installation	\$150,000	\$0	\$30,000	\$0	\$120,000
<b>Total</b>	<b>\$401,524,700</b>	<b>\$0</b>	<b>\$325,235,700</b>	<b>\$0</b>	<b>\$76,289,000</b>

### 3. MERIT CRITERIA

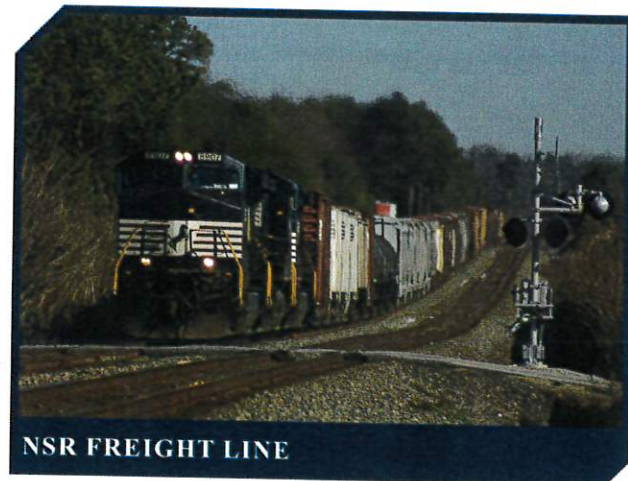
#### 3.1 Merit Criterion #1: Support for National or Regional Economic Vitality

The I-85 corridor has long been recognized as a vital part of the US economy. It is part of the National Highway Freight Network (NHFN). The [economic impact](#) of the facility to the region and nation was highlighted in Business Week magazine on September 27, 1993. The cover featured an Interstate shield with “Interstate 85” on the top and “THE BOOM BELT” in the center where the number usually appears. The cover read:

*“Drive Interstate 85 from Georgia to the Carolinas, and you’ll travel through the heart of an economic success story. There are lessons for the rest of the country.”*

The Business Week article highlighted the importance of the facility in the location of a BMW plant in Greer, South Carolina, but the impact of I-85 on the nation’s economy has been highlighted by many sources, including the New York Times in 2003, [“DRIVING: The Changing South Finds Its Way on I-85.”](#) In 2014, [The State](#) magazine quoted Professor T. Bruce Yandle that the 250-mile I-85 corridor from Charlotte to Atlanta, dubbed “Charlanta” powered the nation’s third largest economic region, eclipsed only by the Boston-to-Washington DC and the Chicago area as the most important national economic belts.

The resiliency needs for this corridor were highlighted by the 2017 collapse of the I-85 bridge in Atlanta, Georgia. Although the I-285 facility carried the majority of regional truck traffic, the collapse snarled local truck and commuter traffic, and regional passenger traffic that used the facility as it’s primary through route during off-peak periods. The western North Carolina portion of the I-85 corridor provides a critical connection between Charlotte and Atlanta; were that connection severed, even briefly, the economic effects would ripple throughout the nation.



As stated previously, the NSR Main line from Atlanta to Washington, DC passes through the I-5719 Project area in Gaston County. This line is a major Class I freight trunk line connecting the Northeast to the ports in the South, handling approximately 25 to 30 freight trains per day and two Amtrak national network passenger trains per day. In addition, CSX operates within the I-5719 Project area serving various shippers in Mecklenburg County. The P&N also operates a regional railroad corridor through the project limits with growing industry located along it and connectivity to both east-coast Class I freight rail operators.

Improvements to I-85 will support continued development of the Charlotte Inland Port. In August 2020, North Carolina Ports reported that construction upgrades at Charlotte Inland Port doubled the

container capacity of the inland facility by enabling the grounding of loaded and empty containers while improving cargo velocity and enhancing trucker experience with improved traffic flow. These upgrades coupled with NC Ports' enhanced next-day intermodal rail service, the Queen City Express, enabled the Ports Authority to double rail volume moving between the Port of Wilmington and Charlotte, North Carolina. This volume is expected to continue to grow as development within the facility is completed.

The merit of the Project is fully supported by the enclosed Benefit/Cost Ratio (BCR). The BCR for I-85 FUTURES accounts for the I-5719 Project including the multi-use path along Belmont-Mount Holly Road/N. Main Street in Belmont, hydraulic monitoring systems and a Flood Risk and Vulnerability Assessment, ZEV infrastructure, expanded fiber optic network, and ICM. **The proposed improvements yield a BCR of 2.41, which puts the Project in Tier II.** Key elements contributing to the BCR are the proposed safety improvements and the anticipated travel time reductions.

### SUMMARY OF BENEFIT-COST ANALYSIS

NCDOT has conducted a benefit-cost analysis (BCA) for I-85 FUTURES, assessing the full cost necessary to achieve the expected benefits. The full cost includes pre-construction project development activities, right-of-way acquisition, construction, utilities, environmental mitigation, administrative costs, and operations costs for a 30-year period after construction is completed. It also includes the previous expenditures for preliminary engineering and advanced right-of-way acquisitions.

The benefits were estimated for both the Build and No-Build scenarios, based on the adopted 2045 regional transportation model. The No-Build scenario includes all planned and programmed transportation improvements but excludes the I-5719 Project. The Build scenario is the same as the No Build, but with the I-5719 Project included. The method used to conduct the BCA was developed using guidance from the USDOT.

The analysis resulted in a 2.41 BCR and a \$521.8 million net present value of benefits. NCDOT has concluded that these benefits reasonably justify I-85 FUTURES' costs.

### *FREIGHT RATING*

I-85 in Gaston County is a critical link for both local and regional freight trips with up to 24 percent of I-85 traffic being comprised of heavy trucks at certain locations. The I-5719 Project will provide "substantial" travel time and safety benefits to freight trips that use the corridor, which is worth an estimated net present value benefit of \$124.7 million and is an approximate 24 percent of the share of the total \$521.8 million net present value benefits.

### *FIBER / ITS BENEFITS*

I-85 FUTURES will include fiber optic cable and ITS improvements in Cleveland County. The Project will connect to fiber optic cable installation secured as part of the US 74 INFRA Grant (2020) and extend to the border with South Carolina along I-85. Fiber optic cable and ITS benefits were estimated to provide savings and reliability benefits worth \$128 million, with a net present value in 2019 dollars of \$26.6 million.

### *TRAVEL TIME SAVINGS*

The Project will result in travel time savings for cars and freight vehicles in the Gastonia area. Vehicle hours of travel – defined as total travel time in hours for passenger cars and trucks – was estimated





for the No-Build and Build scenarios in both the opening year and design year (2045). The difference between these two scenarios provides the foundation to quantify the hours saved for passenger cars and trucks. Travel time savings benefits were estimated using total travel time saved by autos and trucks at a value of \$16.50 per hour for passenger vehicles and \$30.80 per hour for trucks. The combination of passenger and freight vehicle time-savings will result in a total savings of \$49.7 million in the opening year and increase to \$69.2 million at the end of the analysis period. The total travel time savings benefit is \$1.8 billion, with a net present value in 2019 dollars of \$380 million.

### *SAFETY BENEFITS*

An in-depth strip analysis crash report was completed for the I-5719 Project over a 5-year period from December 1, 2010 to November 30, 2015. The crash analysis assessed all 2,846 crashes that occurred during this time, including a breakdown by crash type – fatal, non-fatal injuries (types A, B, and C) and property damage only crashes. Future Year No-Build and Build crash estimates were projected using a combination of monetized values per injury level (KABCO 2019 Dollar values per USDOT 2021 BCA Guidance), I-5719 Project-specific crash rates and traffic forecast growth rates.

The I-5719 Project will greatly benefit the safety of drivers on the facility through improved acceleration and deceleration lanes for project interchanges, the addition of auxiliary lanes where appropriate, improved vertical curves, revised horizontal curves, widened median shoulders and improved median barriers. After a review of multiple Crash Modification Factors (CMFs) from the [CMF Clearinghouse](#), it was determined that a 26 percent reduction in crashes for the Project facility is a reasonable based on CMF ID 8336 for widening and the multiple substandard features being revised to meet current standards. The total safety benefit savings was found to be \$1.4 billion, with a net present value in 2019 dollars of \$293 million.

### *CONFIDENCE RATING*

NCDOT has a high confidence rating in the BCA completed for I-85 FUTURES and the 2.41 BCR. The BCA utilized standard assumptions for design year impacts and benefits. All assumptions are catalogued in the summary page of the BCA, see the Benefit Cost Appendix.

## **BENEFITS OUTSIDE OF THE BENEFIT-COST ANALYSIS**

### *I-85 PROJECT QUALITY OF LIFE BENEFITS*



The I-5719 Project’s replacement of an existing railroad bridge to include an adjacent bicycle and pedestrian facility will have a meaningful impact on mobility, access and quality of life in Belmont. Projections of the number of users of the future trail are currently unavailable, making it difficult to quantify or monetize the anticipated benefits; these benefits are instead discussed qualitatively below.

Under current conditions, there is no safe or efficient route for travelers to cross I-85 without a motor vehicle, disconnecting the community of Belmont Abbey College and other populations living north of I-85 from the City of Belmont. Approximately 4.5 percent of households in this area do not own a motor vehicle<sup>1</sup>. With the trail, the I-5719 Project will expand opportunities for the residents north of I-85, particularly those without regular car access. This may have the impact of

<sup>1</sup>American Community Survey, Vehicle Availability Variables, Census Tract 323.02 in Gaston County, NC, accessed via ArcGIS mapping tool: <https://www.arcgis.com/home/webmap/viewer.html?useExisting=1&layers=9a9e43ec1603446880c50d4ed1df2207>.

creating better job matches, providing a boost to the local economy. The new trail can also enable a portion of trips that would be made by cars under the current conditions to instead be made by bicycle or on foot, reducing the emissions and congestion associated with automobile trips.

The new trail will also introduce new recreational opportunities. A report from the National Cooperative Highway Research Program (NCHRP) values these recreational opportunities at approximately \$10 (in 2006 dollars, or approximately \$12.50 in 2019 dollars) per hour per bicycle trip using the new trail<sup>2</sup>.

### *EV CHARGING STATION BENEFITS*



This application does not quantify the anticipated benefits of installing EV charging stations, as we cannot estimate how quickly the North Carolina vehicle fleet will convert from fossil fuel technology. However, it is reasonable to say that the presence of more charging stations will boost the turnover, not only for personal vehicles, but also for municipal vehicle fleets.

According to the State's [Zero Emissions Vehicle \(ZEV\) Plan](#), the primary goal of North Carolina is to increase the number of registered electric vehicles (EVs) in the state to at least 80,000 by 2025, an increase of approximately 500 percent from the number of EVs on North Carolina's roads in 2019. ZEVs reduce greenhouse gas (GHG) emissions by upwards of 60 percent if powered by today's utility resources – and this percentage will only increase as our electric grid becomes cleaner and more efficient – ultimately reaching 100 percent if the vehicle is charged on renewable energy.

### *3.2 Merit Criterion #2: Climate Change and Environmental Justice Impacts*

On October 29, 2018, North Carolina Governor, Roy Cooper, signed Executive Order (EO) 80, [North Carolina's Commitment to Address Climate Change and Transition to a Clean Energy Economy](#). EO 80 directed the Department of Environmental Quality (DEQ), with support of other agencies and stakeholders, to prepare the [North Carolina Climate Risk Assessment and Resilience Plan](#) (2020 Resilience Plan). The EO also directed NCDOT, in coordination with DEQ, to develop the ZEV Plan to guide ZEV adoption in North Carolina.



The ZEV Plan was finalized in October 2019. Per EO 80, the ZEV Plan should “establish interstate and intrastate ZEV corridors, increase the installation of ZEV infrastructure and outline best practices for increasing ZEV adoption in North Carolina.” Establishment of I-85 as a ZEV corridor with ZEV infrastructure is further described under Merit Criterion #5: Potential for Innovation.

EO 80 also called for cabinet agencies to develop State Climate Risk Assessment and Resiliency Plans that support communities and sectors of the economy most vulnerable to the effects of climate change and to enhance the State's ability to protect human life and health, property, natural and built infrastructure, cultural resources and other public and private assets of value to North Carolinians. In response to EO 80, DEQ enlisted assistance from the North Carolina Institute for Climate Studies at North Carolina State University and other institutions and subject matter experts to provide the current state of climate science and change, documented in the [North Carolina](#)

<sup>2</sup>National Cooperative Highway Research Program, Report 552, Guidelines for Analysis of Investments in Bicycle Facilities, 2006, [https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_552.pdf](https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_552.pdf).

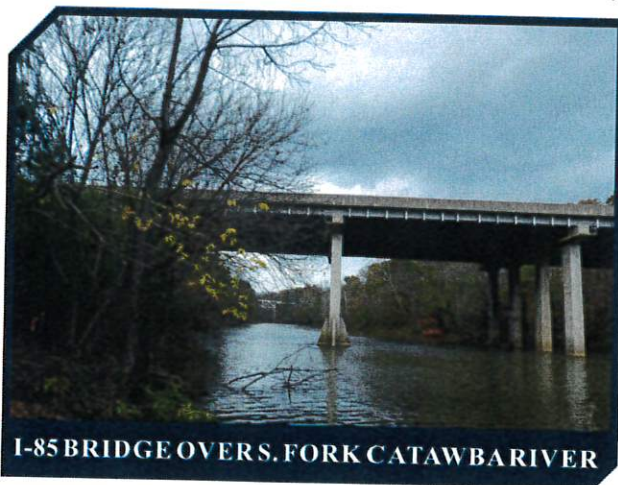
[Climate Science Report \(NCCSR\)](#) and released in September 2020. State agencies developing the 2020 Resilience Plan referenced the key findings and executive summary from the NCCSR to understand the historical and projected climate trends and how they will impact state assets, programs and services. The NCCSR further examined the potential impacts of climate change on the three ecoregions of North Carolina: mountains, coastal plain, and the piedmont region in which this project is located. The report concluded that the piedmont region will very likely face more extreme heat days, higher heavy precipitation days, and there is a high likelihood of severe thunderstorms and periodic droughts in the region due to climate change.

In its review of the Transportation sector, NCDOT determined the following “Critical Impacts and Resilience Strategies”:

- Maintaining critical connections and access must be the immediate near-term priority
- All modes of transportation must be assessed for resilience to build adaptive capacity and redundancy moving forward
- NCDOT is committed to collaborating and partnering with communities and businesses to build the resilient infrastructure they require
- NCDOT will develop and apply resilience policies in three main areas: (1) long range transportation planning; (2) individual project planning and design; and (3) operations and maintenance



I-95 and I-85 are two of the primary north-south interstates through North Carolina. During Hurricanes Matthew (2016) and Florence (2018), the southern portion of the I-95 corridor in North Carolina flooded, closing the road for eight days in 2018. NCDOT rerouted all interstate traffic heading toward Richmond, VA to I-85. This additional traffic further burdened the six-lane highway that is already at or over capacity. To improve resiliency, the I-5719 Project will widen I-85 to eight lanes, with the ability to add two additional lanes in the future. Structures will be designed to accommodate the wider “10-lane” section ensuring at least a 75-year lifespan. In addition, the I-5719 Project will modernize the horizontal and vertical designs improving safety. US 29/74 (Wilkinson Boulevard) is a parallel route with multiple on-going



**I-85 BRIDGE OVERS. FORK CATAWBA RIVER**

projects to improve the safety of the corridor further increasing the redundancy of these two routes over the Catawba River.

To address climate change impacts, including increased heavy precipitation days and severe thunderstorms, the NCDOT is one of the North Carolina cabinet agencies participating in the Governor’s EO 80. NCDOT has developed a Resilience Strategy Report that includes developing a Flood Risk and Vulnerability Assessment of the State’s Strategic Transportation Corridors, including I-85 and US 29/74. Within the I-5719 Project, the

drainage area surrounding I-85 is likely to have increased runoff filling streams and rivers leading to both pluvial and fluvial flooding of pipes and culverts, bridges and roads. The Flood Risk and Vulnerability Assessment will focus on pluvial flooding and evaluate the most cost-effective level

of service with the 100-year flood event plus 1.5-foot of freeboard from the shoulder point as the standard. In addition to resilient design, the Department will install BridgeWatch and FIMAN-T (Flood Inundation Mapping and Alert Network for Transportation) along the corridor to increase storm event awareness. BridgeWatch and FIMAN-T work in concert to increase flood hazard awareness and structure vulnerability that improves transportation mobility and connectivity during storm events.

### *3.3 Merit Criterion #3: Racial Equity and Barriers to Opportunity*

First incorporated in 1879, the City of Lowell grew to approximately 2,748 residents according to the 1962 U.S. Census. The small African American community in Lowell, known as “The Flats”, included a scattered grouping of rental housing anchored by Wright’s Chapel A.M.E. Zion Church. The church was originally constructed in 1908. After a fire destroyed their original sanctuary in the early 1910s, the community went through a long, difficult effort to rebuild the church. The structure, completed in 1923, would become one of the finest examples of Gothic Revival architecture in the county. The Church is eligible for listing on the National Register of Historic Places as a Gaston County historic resource (GS0383). Over time, “the Flats” was home to “hundreds of black families, a black-owned store, and a school for young black children.” The boundaries of “The Flats” were South Main Street, Henderson Street, Branch Street, Kenworthy Street, Cobb Street, Reid Street, Gist Street and Odum Drive.

When I-85 was constructed, based on NCDOT County roadmaps from 1962, it splintered “The Flats.” I-85 was built just 500 feet south of Wright’s Chapel A.M.E. Zion Church. Cobb Street was split by I-85 and Odum Drive was terminated. While South Main Street was not terminated, an access to I-85 was not provided, limiting any potential benefits of the facility to the community. The effects were long lasting. Wright’s Chapel was no longer readily accessible to residents south of the new facility. According to Census data, the 1950 population of Lowell was 12 percent African American (note, African American is used in this application rather than the term used in historic census data). By 1980, Lowell’s population was just over 8 percent African American, and by 2000, the number had declined to 6.5 percent. Census data from 2019 indicated that 19.6 percent of the current population of Lowell was below the poverty line, more than 1.5 times the rate of the Charlotte-Concord-Gastonia, NC-SC Metro area (11.5 percent).



The NC Board of Transportation updated its Complete Streets policy in 2019. The policy, revised after nearly two years of analysis, public engagement, and collaboration with the Department’s many transportation partners, will help NCDOT better deliver Complete Streets across the

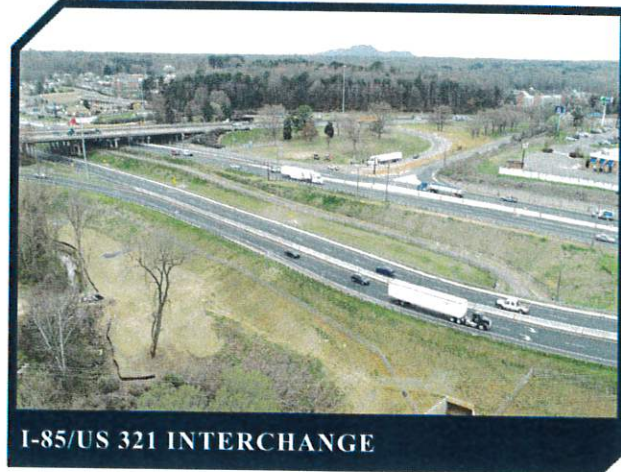
state. The benefits of this approach include:

- Making it easier for all travelers to get where they need to go
- Encouraging the use of alternative forms of transportation
- Building more sustainable road networks
- Increasing connectivity between neighborhoods, streets and transit systems
- Improving safety for pedestrians, cyclists, and motorists

Similar to the recently completed I-5000 project, which brought a new rail-trail to the Highlands Community at the US 321 interchange in Gastonia, the I-5719 Project will add or replace

bicycle and pedestrian accommodations to all of the road structures that will be replaced. These improvements will enable those without motor vehicles to safely cross the barrier that I-85 presents. There are several business development parks, with more proposed, to the north along the I-85 corridor in the I-5719 Project area. Many residents, particularly in Gastonia and Belmont live to the south of I-85. Increasing access to future development and higher earning jobs may also benefit personal economies in the region.

The City of Gastonia, in conjunction with the City of Lowell and Gaston County will apply for a BUILD grant to implement the Lineberger Connector Project, which would connect the two cities. The Lineberger Connector Project would open approximately 400 acres of undeveloped property between the City of Gastonia and the City of Lowell with the construction of a new roadway network from Cox Road to NC Highway 7.



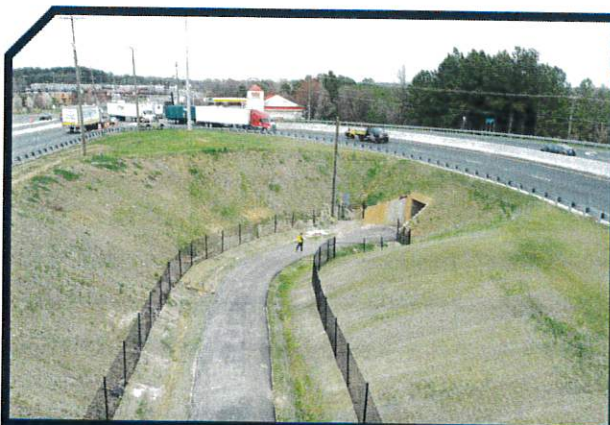
**I-85/US 321 INTERCHANGE**

The proposed development will include over 4,693,000 sq. ft. of manufacturing, distribution center, industrial and warehousing facilities in this federally designated Opportunity Zone. It is expected that the project will create approximately 10,000 permanent new jobs, increasing the number of jobs in Gaston County by approximately 10 percent. Improved multi-modal access across I-85 would further allow residents living on the south side of I-85 to access these new jobs north of I-85.

As part of the I-5719 Project, NCDOT will also replace the P&N railroad structure adjacent to the Belmont Mount Holly Road interchange with a structure that will accommodate the proposed Belmont Trolley and a multi-use path. The multi-use path will provide residents and students of Belmont Abbey College living north of I-85 a safe alternative to driving to the City of Belmont.



Gaston County (ACCESS) provides on-demand service and Gastonia Transit provides fixed-route service within the City of Gastonia. Both services operate during the same time periods. Curb-to-curb van service is for non-commuting, transit-dependent passengers that cannot utilize the fixed-route bus system due to a physical or mental disability. Gastonia Transit operates eight fixed routes within the City, with all buses coming to a central location (“pulse” system). The Gastonia Transit “Green Line” is the only route that crosses I-85 using E Ozark Avenue and Aberdeen Boulevard.



**PEDESTRIAN CULVERT AT I-85/US 321**

The Charlotte Area Transit (CATS) operates a van pool program for commuters into Mecklenburg County. As of January 2014, there are 15 van pools originating from the GCLMPO’s Planning Area and terminating in Mecklenburg County, with three of these originating in Gaston County. CATS operates express bus routes in counties surrounding Mecklenburg, including the 85X – Gastonia

Express, which is the only express route in the GCLMPO Planning Area. It provides weekday service for commuters between Downtown Gastonia and Uptown Charlotte, including a stop in Belmont. Gastonia and Belmont share the operating costs of the route with CATS.

In addition to fixed route service, CATS also operates a light-rail transit service called LYNX. In 2018, CATS began reviewing potential alignments for the proposed LYNX Silver Line route. [The proposed route](#) would follow US 29/74 (Wilkinson Boulevard) to its western terminus in the City of Belmont near Park Avenue. This location would be approximately 0.5 mile from the Belmont Trolley and multi-use path.



GCLMPO and the City of Gastonia are evaluating options for expansion of public transportation in Gaston County, including bus rapid transit along I-85 and alignment options along the rail routes in Gaston County.

In addition, CONNECT Beyond, a two state, 12 county study to create a bold regional transit vision for the region, kicked off in 2020 and has identified a corridor adjacent and parallel to I-85 as one of its candidates for high capacity transit, such as light rail, bus rapid transit, express bus, and commuter rail. Project priorities for CONNECT Beyond are to increase economic competitiveness, improve transportation choices, enhance public transit, promote sustainable growth, advance social equity, and encourage environmental stewardship. The components and benefits of I-85 FUTURES will complement the planning strategies and project priorities of the CONNECT Beyond regional mobility initiative.

### 3.4 Merit Criterion #4: Leveraging of Federal Funding

NCDOT is committing approximately \$325 million of state funds toward the I-85 FUTURES project. This excludes over \$9 million of state funds that have already been expended. The INFRA request of \$76.3 million represents 19 percent of project costs, while the local match of state funds represent 81 percent of project costs.

NCDOT has a cash balance of approximately \$1.4 billion and revenues trending higher than forecast for the current fiscal year by over 9 percent. Excluding bond proceeds, the NCDOT

TABLE 3	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	FY 31-32
Highway Fund	\$2531.50	\$2491.10	\$2554.50	\$2691.50	\$2768.50	\$2831.80	\$2895.10	\$3040.90	\$3108.60	\$3176.50	\$3217.40
Highway Trust Fund	\$1484.40	\$1633.20	\$1674.00	\$1774.10	\$1795.50	\$1834.60	\$1869.40	\$1921.40	\$1962.30	\$2006.70	\$2044.50
<b>TOTAL</b>	<b>\$4015.90</b>	<b>\$4124.30</b>	<b>\$4228.50</b>	<b>\$4435.60</b>	<b>\$4564.00</b>	<b>\$4666.40</b>	<b>\$4764.50</b>	<b>\$4962.30</b>	<b>\$5070.90</b>	<b>\$5174.20</b>	<b>\$5261.90</b>

budget is approximately \$5.3 billion annually. Federal formula funds only represent 24 percent of NCDOT’s budget. During the COVID-19 pandemic, NCDOT reduced program expenditures to ensure stability as the current cash balance reflects. NCDOT’s current revenue forecast, shown below, illustrates the anticipated growth in state transportation revenue.

### 3.5 Merit Criterion #5: Potential for Innovation

#### FIBER OPTIC INSTALLATION

This grant will allow NCDOT to provide a vital link in the fiber optic trunk line connection between the North Carolina/South Carolina State Line and Charlotte. By installing these systems within existing NCDOT ROW, the Department will be able to control costs, limit environmental impacts and allow maintenance and upgrade activities to take place with a minimum of disturbance. Table 4 shows the benefits of ITS programs for metropolitan and rural residents as well as for commercial vehicle operators.

The specific improvements proposed for I-85 FUTURES include:

**TABLE 4**

METROPOLITAN	RURAL	ITS FOR COMMERCIAL VEHICLE OPERATIONS
Improve Safety of the Traveling Public	Improve Safety of the Traveling Public	Safety Assurance
Arterial Management Systems	Crash Prevention and Security	Credentials Administration
Freeway Management Systems	Emergency Services	Electronic Screening
Transit Management Systems	Travel and Tourism	Carrier Operations
Incident Management Systems	Traffic Management	
Emergency Management	Transit and Mobility	
Electronic Toll Collection	Operations and Maintenance	
Electronic Fare Collection	Road Weather Management	
Highway-Rail Intersection		
Regional Multimodal Traveler Information		

- Fiber optic cable trunkline from the US 74/I-85 interchange to the South Carolina state line
- Dedicated Short Range Communications (DSRC)
- Integrated Corridor Management to connect communications and monitoring equipment, while adding capacity for future autonomous and connected vehicles
- Advanced Analytics to detect high-danger activities such as roadway obstacles using existing NCDOT traffic cameras and edge analytics
- Dynamic Warning Systems using preset ITS dynamic message signs

In addition to specific benefits for NCDOT, the introduction of high-speed telecommunications can demonstrably improve economic prospects for businesses, individuals, and communities, while also

providing a variety of collateral benefits for health care, education, and public safety. The presence of this infrastructure can provide a critical connection point that would encourage the development of advanced telecommunications services for adjacent communities. This is particularly important in Tier I Cleveland County. The presence of this infrastructure will greatly increase the ability of autonomous delivery networks to reach customers in this rural area.

In promoting universal access to telecommunications services in rural and high-cost areas, Telecommunications Act of 1996 (TCA) included among its universal service principles: “Consumers in all regions of the Nation, including low-income consumers and those in rural, insular, and high-cost areas, should have access to telecommunications and information services, including interexchange services and advanced telecommunications and information services, that are reasonably comparable to those services provided in urban areas and that are available at rates that are reasonably comparable to rates charged for similar services in urban areas.” Rural communities tend to be both high-cost (especially regarding middle-mile and last-mile interconnection costs) and serve a low-income population. TCA directs the FCC to work toward equalizing access to telecommunications by rural communities that are frequently unserved or underserved by advanced telecommunications services such as broadband.

In addition, on March 14, 2019, Governor Roy Cooper signed Executive Order (EO) 91, which established a task force on Connecting North Carolina, Promoting the Expansion of Access to High-Speed Internet, and Removing Barriers to Broadband Infrastructure Installation. Actions under the policy include supporting the deployment of last-mile broadband infrastructure, developing a uniform Dig Once policy to reduce repeated broadband installation excavations, and increasing student access to internet at affordable prices. Currently, NCDOT is pursuing broadband installations at multiple sites, including under STIP Project HO-0002A - US 74 from I-40 in Asheville to I-77 at I-485 in Charlotte. I-85 FUTURES would expand on these efforts.

#### *IMPROVING SAFETY, EFFICIENCY, AND RELIABILITY OF THE MOVEMENT OF FREIGHT AND PEOPLE*

The HO-0002A project will connect with the proposed broadband improvements I-85 FUTURES will bring. The projects will combine to bring broadband closer to thousands of residents of the US 74 and I-85 corridors. In addition, these projects will offer enhanced ITS possibilities from signage to detection of dangerous driving behaviors, providing a safer and more reliable transportation network. As this network serves the Charlotte Inland Port, these improvements will increase global competitiveness of the US.

#### *IMPROVING ROADWAYS VITAL TO NATIONAL ENERGY SECURITY*

In addition, the I-85 corridor in this area passes through the Kings Mountain area, which has known concentrations of lithium and other elements critical to the long-term energy independence of the US ([USGS 2008](#)). These include spodumene, cassiterite, mica, feldspar, silica, clay, marble, kyanite and sillimanite, barite, manganese, sand and gravel, gold, pyrite, and iron. The Carolina tin-spodumene belt is one of the largest developed reserves of lithium in the world. While there are currently cheaper sources of these minerals, maintaining sufficient access to these resources allows the US flexibility when dealing with sometimes unreliable trading partners.

#### *ELECTRIC VEHICLE CHARGING STATIONS*

North Carolina is committed to supporting the use of ZEVs, battery electric vehicles (BEV), plug-



in hybrid electric vehicles (PHEV) and alternative fuel vehicles (AFV). As previously noted in Section 1.2, EO 80 calls for a 40 percent reduction in statewide greenhouse gas (GHG) emissions from 2005 levels by 2050. North Carolina's transportation sector contributed 32 percent of the State's total GHG emissions in 2017, so achieving this ZEV goal is an important step in lowering overall GHG emissions. On October 1, 2019, NCDOT published version one of its [ZEV Plan, A Strategic Plan for Accelerating Electronic Vehicle Adoption in North Carolina](#).

Charging infrastructure has received increased attention recently because of North Carolina's \$92 million share of the [Volkswagen Settlement](#), an agreement between the German automaker and the U.S. Department of Justice on behalf of the U.S. Environmental Protection Agency (EPA). Governor Cooper designated the N.C. Department of Environmental Quality (DEQ) to manage North Carolina's share of the settlement.

North Carolina's plan to distribute the settlement money is structured in three phases, so DEQ can seek additional input and make changes as needed along the way. In Phase 1 (2018 - 2020), DEQ plans to invest 33 percent of the overall funds (\$30.68 million). DEQ will manage the VW settlement funds through five programs, one of which is the Zero Emission Vehicle DC Fast Charge Infrastructure Program. This program is designed to expand the state's ZEV charging infrastructure network along priority designated corridors. North Carolina has committed to spending the maximum allowed for ZEV infrastructure, approximately \$4.6 million in Phase 1.

I-85 FUTURES will provide increased electric vehicle (EV) charging stations along the I-85 corridor. Currently, this portion of I-85 is designated by NCDOT as "Signage Ready," meaning that EVSE infrastructure of DC fast chargers is no more than 5 miles off the route with no greater than 50 miles between locations. NCDOT is committed to work with public and private partners to increase the EV charging station footprint along the I-85 FUTURES corridor. As the exact locations are undetermined, NCDOT will maximize existing surplus properties, right of ways and partnerships with private parties to provide multiple charging stations. The \$150,000 included in this proposal will support leveraging public and private partnerships.

The need for ZEV infrastructure is keenly felt in the greater Charlotte area. In a [Lawnstarter.com](#) study of the best cities to own an electric vehicle, the greater Charlotte area ranked 83rd out of 200 cities evaluated, behind Durham (36th), Raleigh (61st), Cary (64th), and Greensboro (80th). The area ranked 51st in incentives (calculated as local presence of Clean City coalitions and number of EV laws), 72nd in overall infrastructure (EV charging stations, share of roads in poor condition and average commute time), 124th in cost (parking rate, insurance premiums and electricity costs), and 139th in safety (traffic fatality ranking, accident likelihood and car theft rank). I-85 FUTURES will help address this documented need for EV charging stations, while improving commute times and pavement conditions.

Currently, as shown in the EVSE map provided with the supplemental materials, there are no EV charging stations directly adjacent to I-85 south of Gastonia to the South Carolina state line. Installation of additional charging stations along the corridor provides much needed infrastructure. In addition to supplying a vital supply source for through traffic, EV charging stations will become increasingly necessary as EVs enter the secondary market, bringing them within the economic reach of lower income homes. Charging stations will also encourage communities to upgrade their vehicle fleets to reduce their use of petroleum products.

By deploying these systems, and enhancing existing systems, NCDOT will continue to be a leader

in using technology to manage congestion, improve driver safety, stimulate economy growth and work proactively with the commercial sector.

### *INNOVATIVE APPROACHES TO PROJECT DELIVERY*

NCDOT is exploring innovative financing approaches with alternative delivery methods. In addition, NCDOT is in the process of rolling out a new Project Delivery method as part of their Integrated Project Delivery (IPD) Initiative. A critical component of the IPD Initiative is a requirement for value engineering studies and constructability reviews during the early stages of design. This approach is being adopted for the I-5917 project. Innovative delivery approaches:

- Increase project efficiency through reduced cost
- Stimulate value engineering
- Reduce impacts to the traveling public during construction
- Accelerate project delivery
- Innovative Financing Approaches

NCDOT will explore Public-Private-Partnerships (P3s) to increase the number of EV charging stations in the I-85 FUTURES area. The Department will ensure these agreements comply with Randolph Sheppard Act (1936) requirements. The Department will also explore expanding existing requests for proposal for installation of broadband along I-95 and US 74 to include this project. The current RFP is giving considerations to several alternative delivery methods, to include DB, OMC and/or P3, and is expected to be awarded in April of 2021.

### *3.6 Merit Criterion #6: Performance and Accountability*

NCDOT has successfully delivered past grants given by numerous USDOT programs over the last five years, these have included:

- 2020 – \$25 Million INFRA Grant for US 74 Corridor Opportunities for Rural Efficiency and Safety Improvement (CORESI) will complete a series of highway improvements on the US 74 corridor in southern North Carolina between Asheville and I-40 near Wilmington. The project includes intersection-to-interchange upgrades and the completion of a major bypass around Shelby. The project also includes the conversion of four signalized intersections on US 74 between I-85 and I-140
- 2020 – \$900,000 FTA Transit-Oriented Development (TOD) grant to plan for TOD at 13 stations along a proposed passenger rail corridor between Sanford and Henderson, connecting rural and urban communities in the Triangle region
- 2019 - \$22.5 Million BUILD grant to widen and improve 27 miles of Interstate 95 in Robeson and Cumberland counties
- 2018 - \$147 Million INFRA Grant for improvements to I-95 and US 70 in eastern North Carolina
- 2018 - \$22.5 Million BUILD Grant to replace 77 bridges in eastern and western North Carolina of which 19 could not be done with State funds; hence, the purpose of the BUILD grant

A full list of past grants given to NCDOT or North Carolina municipalities by USDOT can be found in the supplemental materials. The Department has shown with these and other federal funding opportunities their commitment to stewardship for these resources.

NCDOT will meet or exceed all of the INFRA program's financial and progress reporting requirements. If delays are encountered during project development that are determined to be the fault of NCDOT, the Department will commit to refunding the INFRA grant one percent of the grant amount per month of procurement delay, to a maximum of 10 percent of the grant amount.

North Carolina is a national leader in addressing climate change and the transition to a clean energy economy. On October 29, 2018 through Executive Order No. 80, Governor Cooper committed the state to support the 2015 Paris agreement goals and honor the state's commitments to the United States Climate Alliance. Specific goals are that the State of North Carolina will accomplish the following:

- Reduce statewide GHG emissions to 40 percent below 2005 levels
- Increase the number of ZEVs to at least 80,000
- Reduce energy consumption per square foot in state-owned buildings by at least 40 percent from 2002-2003 levels

### *PROJECT READINESS*

The I-5719 Project is currently following the National Environmental Policy Act (NEPA) process. Activities completed thus far have included studies on cultural resources that are on or eligible for the National Register of Historic Places; a review of the natural environment; community characteristics surveys; traffic forecast analysis; and concept development for the interchanges and bridges. This project is going through the Section 404/NEPA Merger Process in accordance with the Memorandum of Understanding signed by NCDOT, FHWA, US Army Corps of Engineers (USACE), and NC Division of Water Resources, which will ensure that the project is permissible when the NEPA document (Categorical Exclusion) is complete. To date, the Merger Team has concurred on the I-5719 Project's Purpose and Need and Detailed Study Alternative (Build Alternative).

Two public meetings were held in May 2019 and presented the proposed concepts for the widening and the interchanges and bridges. The public was generally in favor of the I-5719 Project.

The I-5719 Project is proceeding with preliminary design and further traffic analysis, community impact analysis, traffic noise analysis, and impacts analysis are anticipated. As these items are finalized the Merger Team will be consulted to ensure that the Build Alternative is the Least Environmentally Damaging Practicable Alternative and to address avoidance and minimization measures. The Categorical Exclusion, assessing impacts from the project, will follow the concurrence of the Merger Team.

### *TECHNICAL FEASIBILITY*

The I-5719 Project includes 10.1 miles of roadway widening with the replacement of seven interchanges, six road bridges and four railroad bridges. At each interchange, improvements will be made to the existing streets to achieve satisfactory traffic operations and to comply with adopted local transportation planning objectives.

The project will widen the bridge over the South Fork Catawba River and extend the culvert for Duharts Creek.

Wetlands and streams are also present along the I-5719 Project corridor. As with any project that involves these resources, care must be taken to avoid any unforeseen effects on them. Wetlands and streams have been identified and mapped, and the wetland boundaries have been verified by the

USACE. NCDOT will avoid or minimize impacts to these resources to the extent practicable and concurrence from the regulatory agencies, through the Merger Team, will be sought.

The I-5719 Project has been shown to be technically feasible, and NCDOT considers the construction risks to be minimal and typical for highway construction in the Piedmont region of North Carolina. The environmental clearances needed to implement the I-5719 Project will be secured. They will be modified by the design-build team, as necessary, as the final design is completed.

All components of the I-5719 Project will adhere to American Association of State Highway and Transportation Officials (AASHTO) Guidelines, state requirements and policies, and other federally recognized guidelines, as applicable. The current cost estimate included in this INFRA grant application is consistent with NCDOT’s STIP for Projects I-5719, U-3608, and U-5800. Below are cost estimates for additional improvements to the I-85 corridor as part of I-85 FUTURES.

Component estimates for I-85 Corridor Improvements include:

*PROJECT SCHEDULE*

The planning and design for the I-5719 Project are underway and it is on-schedule to complete the

<b>TABLE 5</b>		
	<b>MAJOR COMPONENTS AND COSTS</b>	
<b>Component</b>	<b>NCDOT Costs</b>	<b>Costs Supplied by INFRA Grant</b>
Fiber-Optic Trunk Line with ITS capabilities	\$472,400	\$1,889,360
Resilience assets (Vulnerability Assessment, FIMAN-T, Bridgewatch, Flood Gauges)	\$27,600	\$110,400
Installation of EV Charging Stations	\$30,000	\$120,000
<b>SUBTOTAL</b>	<b>\$530,000</b>	<b>\$2,119,760</b>
<b>TOTAL</b>		<b>\$2,649,760</b>

NEPA process by December 2022. Right-of-way acquisition and construction are scheduled to begin in 2024.

All real property and right-of-way acquisition will be completed in a timely manner and in accordance with all applicable legal requirements.

*REQUIRED APPROVALS*

Following NCDOT and FHWA approval of the Categorical Exclusion and additional design for the I-5719 Project, permits for Sections 404 and 401 of the Clean Water Act will be applied for. Additional conditions may be set in compliance Section 106 of the National Historic Preservation Act. The I-5719 Project is participating in the NEPA/Section 404 Merger Process to ensure coordination with regulatory agencies. It is anticipated that this coordination will continue through the final design and construction. Because of this coordination, NCDOT has concluded that a delay

as a result of environmental issues is unlikely.

The I-5719 Project is included in all applicable local, regional and state transportation plans, including the NCDOT 2020-2029 State Transportation Improvement Program and the GCLMPO’s 2045 Metropolitan Transportation Plan (MTP).

The addition of fiber-optic broadband and installation of additional EV charging stations within NCDOT’s operational right of way would require development of a separate Type I (A) CE checklist.

**ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES**

Construction risk is a significant factor in any credit and investment assessment for an infrastructure project. NCDOT is evaluating the use of design-build contracts, which shift significant construction risks to the private sector. Risks identified by the contractor during contract procurement are mitigated through one-on-one bidder meetings, Alternative Technical Concepts, and appropriate risk sharing contract provisions.

Under the design-build contract anticipated for the I-5719 Project, the awarded contractor will be required to not only agree to a fixed price but to assume schedule risk, paying liquidated damages in the event of delays in reaching substantial completion. Selecting a credible and experienced contractor will further minimize construction risk.

## 4. LARGE/SMALL PROJECT REQUIREMENTS

**TABLE 6**

REQUIREMENT	RESPONSE
Project Name	I-85: FUnding Transportation Utilizing Resilient, Equitable, Solutions (I-85 FUTURES)
Large-Project Determination	Large
Does the project generate national or regional economic, mobility, safety benefits?	Yes – See Section 3.1
Is the project cost effective?	Yes – Benefit/cost ratio of 2.41– See Section 3.1
Does the project contribute to one or more of the Goals listed under 23 USC 150 (and shown below)?	Yes – The Project contributes to all goals listed under 23 USC 150 as addressed below.
National goals – It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:	Yes – For the reasons outlined below.

**TABLE 6 (CONT.)**

REQUIREMENT	RESPONSE
<p>Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads</p>	<p>Yes – The Project improves safety and reduces crashes along nearby roadway facilities by improving mobility and reducing congestion. See Section V-A. The installation of fiberoptic cable through the I-85 corridor allows for installation of improved ITS systems, increasing corridor safety as discussed in Section 3.1.</p>
<p>Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair.</p>	<p>Yes – The Project includes widening the existing facility to eight lanes, as well as replacing 10 current crossing structures. See Section 3.1.</p>
<p>Congestion reduction – To achieve a significant reduction in congestion on the National Highway System.</p>	<p>Yes – The Project adds capacity to the existing facility, decreasing congestion not only on this facility but on the entire transportation network. See Section 3.1.</p>
<p>System reliability – To improve the efficiency of the surface transportation system.</p>	<p>Yes – The Project will result in improvements in system travel time and increases mobility/connectivity. See Section 3.1.</p>
<p>Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</p>	<p>Yes – The Project provides travel reliability and time savings for both through and local freight vehicles to a facility that is part of the National Highway Freight Network. It will also provide updates to three NS rail bridges along the corridor on a vital line for the US economy. See Section 3.1.</p>
<p>Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.</p>	<p>Yes – This system provides environmental benefits as quantified in the BCR. See Sections 3.1 and 3.2.</p>
<p>Reduced project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.</p>	<p>Yes – This project has minimized delivery days in the project development process to date by coordinating with resource agencies through NCDOT’s Merger Process to expedite permitting. The Department will continue to minimize delivery delays by leveraging a design-build contract.</p>

**TABLE 6 (CONT.)**

REQUIREMENT	RESPONSE
Is the project based on the results of preliminary engineering?	<p>Yes – The following activities have been completed as of the date of application submission:</p> <p>Preliminary pavement designs, June 25, 2014.</p> <p>Preliminary Geotechnical Recommendations, June 24, 2016</p> <p>Preliminary project reviews (via NCDOT’s Merger Process) with resource agencies agreeing on project Purpose and Need, May 16, 2018 and Alternatives to be Carried Forward for Detailed Study, January 23, 2019.</p> <p>Jurisdictional determination of streams and wetlands in the I-5719 Project Study Area, April 17, 2020.</p>
a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?	Yes – NCDOT has funding structures in place and is actively seeking expansion of those sources to meet current and predicted future needs. NCDOT has successfully delivered Federal grants, see Section 3.6.
b. Are contingency amounts available to cover unanticipated cost increases?	Yes – A 5 percent contingency is funded at the time a project is authorized for construction. NCDOT will cover unanticipated cost increases with state highway trust funds.
Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?	Yes – Without additional federal funding, the Project cannot implement the needed fiberoptic and broadband improvements detailed in this proposal. With a significant federal grant award, the project will be ready for construction in 2024.
Is the project reasonably expected to being construction not later than 18 months after the date of obligation off funds for the project?	Yes – See Section 3.6.

# TOWN OF DALLAS, NORTH CAROLINA

## REQUEST FOR BOARD ACTION

DESCRIPTION: Review of Courthouse Rental Fees

AGENDA ITEM NO. 3E

MEETING DATE: 4/26/2022

### BACKGROUND INFORMATION:

A discussion was held at the March 22<sup>nd</sup> Work Session concerning the current fee structure in place for rentals of the Dallas Historic Courthouse and Grounds. The current fee structure has been in place with no changes since May 2017.

From this discussion, a comparison of surrounding venues was request by the Board to be brought back for review.

Attached is the current fee structure and a comparison of fees from surrounding venues.

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MANAGER RECOMMENDATION:

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BOARD ACTION TAKEN:



## **Dallas Historic Courthouse Fees**

### **Courthouse and Grounds: \$1,500 for 6 hours / \$1,800 for 12 hours**

Rental rates include use of kitchen, tables and chairs inside, access to restrooms, and use of Gazebo

### **The Grounds: \$700 for 6 hours / \$1,000 for 12 hours**

Rental rates include use of the Gazebo and downstairs restrooms in Courthouse

### **The Courthouse: \$900 for 6 hours / \$1,200 for 12 hours**

Rental rates include use of kitchen, tables and chairs inside, access to restrooms, and lower floor

### **Conference Room: \$75 for 2 hours / \$25 for each additional hour**

Rental rates includes setup and breakdown and access to downstairs restrooms

### **The Gazebo: \$100 for 4 hours (for Dallas residents) / \$175 for 4 hours (non-residents)**

Rental rates only include access to Gazebo

\*Set up time before the event is included in the price of all facility rentals. The client will be allowed one business day before the agreed date of the event. The rental space will be available and open to the client during Gaston County Museum business hours (10:00 am – 5:00 pm) in order to prepare for the event.

\*\*For Wedding rentals, the rental price includes extra time to be used for rehearsals, if needed. If the rehearsal will be schedule outside of Gaston County Museum business hours (10:00 am – 5:00 pm) the client must schedule an appropriate time with the Gaston County Museum 30 days in advance of the event. If the client does not comply in 30 days, the client will forfeit the right to rehearsal time.

VENUE/LOCATION	FACILITY TYPE	# OF GUESTS	TABLES/CHAIRS	TIME ALLOWED	COST OF RENTAL
Hartsoe Farms Lincolnton, NC	Outdoor Covered Structure	Up to 100	Yes	All Day (until 10 pm)	\$1,500
Grace Wedding Center Gastonia, NC	Indoor	Up to 100	Yes	11:00 am – 11:00 pm	\$4,500 – Fri/Sun \$5,500- Saturday
The Barn at Blue Sky Farm Dallas, NC	Indoor/Outdoor/ Outdoor Covered	Up to 150 indoor Up to 299 outdoor	Yes	10:00 am – 11:00 pm	\$3,500-\$5,300 – Fri/Sun \$4,000-\$5,800 - Sun
Gastonia Conference Center (Must use catering for 150 min.)	Indoor	150 (extra fee per person over 150)	Yes	4 hour event/8 hour total or extra fee	\$8,500 minimum pkg. Extra fees for bar and other add-ons
Bansen Farms Gastonia, NC	Indoor and Grounds	Up to 50	Yes	10:00 am – 10:00 pm	\$4,900 (Incl. 2 night stay for couple)
Majestic Mill Belmont, NC	Indoor	Up to 200	Yes	10:00 am – 10:00 pm	\$3,995 – Fri/Sun \$4,995 – Sat \$2,995 – Mon-Thurs
Grand Hall Mt. Holly, NC	Indoor	Up to 500	NO	1 day	\$1,200 – In-Town Resident \$1,700 – All Other
NorthGate Venue Lincolnton, NC	Indoor	Up to 180	Yes	7:00 am – 12:00 pm	\$750 – Fri/Sun \$1,275 - Sat
The Laboratory Mill Lincolnton, NC	Indoor	Up to 450	Yes	11:00 am – 11:00 pm	\$7,400 – Sat / \$5,200 – Sun (Jan-Mar \$5,200/\$4,200)
Hampton Hills Farm Iron Station, NC	Outdoor	Up to 50	Yes	1 day	\$3,500-\$4,000 – Sat/Sun \$3,000-\$3,500 – Mon-Fri
<b>Dallas Historic Courthouse</b>	<b>Indoor/Outdoor</b>	<b>Up to 100</b>	<b>Yes</b>	<b>12 hours</b>	<b>\$1,800</b>

TOWN OF DALLAS, NORTH CAROLINA

REQUEST FOR BOARD ACTION

DESCRIPTION: FY 2022/23 Budget Preparation

AGENDA ITEM NO. 3F

MEETING DATE: 4/26/2022

BACKGROUND INFORMATION:

An update on the budget process for FY 2022/23 will be provided.

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MANAGER RECOMMENDATION:

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BOARD ACTION TAKEN: