



City of Salisbury

North Carolina

COUNCIL MEETING AGENDA

January 17, 2023
6:00 p.m.

The meeting will be held in a hybrid format and the public may attend virtually using this link: <https://bit.ly/3GVBc8e>. The meeting will also be streamed live at salisburync.gov/webcast and on the City's Facebook account.

Anyone who wishes to speak via Zoom during public comment must sign-up by 5:00 p.m. on January 17, 2023 by contacting Connie Snyder at csnyd@salisburync.gov. Citizens who wish to speak in person can sign up in Council Chambers.

1. Call to order.
2. Moment of Silence.
3. Pledge of Allegiance.
4. Adoption of Agenda.
5. Council to recognize promotions within the Fire Department. (Presenter – Fire Chief Bob Parnell)
6. Council to recognize Sam Wilborn for his promotion to Assistant Parks and Recreation Director. (Presenter – Parks and Recreation Director Nick Aceves)
7. Mayor to proclaim the following observances:

NATIONAL DAY OF RACIAL HEALING	January 17, 2023
SCHOOL CHOICE WEEK	January 22-28, 2023
CATHOLIC SCHOOLS WEEK	January 29-February 4, 2023
8. Council to consider the CONSENT AGENDA:
 - (a) Approve Minutes of the regular meeting of January 3, 2023.
 - (b) Receive an incentive grant request from Crow Holdings for a tax incentive grant and set a public hearing for February 7, 2023 to receive public input. Crow Holdings will invest approximately \$73 million in new construction for the project and is proposing a three-year grant equal to 90% of the new taxes paid on real property consistent with Council's approval of a previous grant.
 - (c) Consider approving an update to the adopted employee pay grade classification schedule to add the position of Senior Accountant at Pay Grade 14.

COUNCIL MEETING AGENDA – PAGE 2 – JANUARY 17, 2023

- (d) Adopt a budget Ordinance amendment to the FY2022-2023 budget in the amount of \$875,000 to appropriate a grant from the North Carolina Department of Commerce Rural Transformation Grant fund for the purchase of the Wells Fargo Building. The building was purchased in 2022 and the budget Ordinance amendment is for reimbursement of the purchase.
 - (e) Adopt a budget Ordinance amendment to the FY2022-2023 budget in the amount of \$1,500 to appropriate a grant from the Rowan Arts Council to support the Buskers Bash event.
 - (f) Adopt the 2023 Federal Action Plan.
 - (g) Adopt the 2023 State Action Plan.
 - (h) Authorize the City Manager to approve Purchase Order 230641 in the amount of \$185,327. for the purchase of a quad dump truck. The purchase is included in the FY 2022-2023 budget and being made on the North Carolinas Sheriff's Association Contract.
9. Council to receive public comment. ***Speakers who wish to speak via Zoom must sign-up before 5:00 p.m. by contacting Connie Snyder at csnyd@salisburync.gov.*** Citizens who wish to speak in person can sign-up in Council Chambers. Citizens who are unable to speak during the meeting may submit written comments to the email above and they will be shared with Council.
10. Council to consider adopting an Ordinance amending the Land Development District Map to rezone one parcel, approximately 6.823 acres, located in the 1700 block of South Jake Alexander Boulevard from Corridor Mixed-Use to Corridor Mixed-Use with a Conditional District Overlay to request an alternative design for the construction of a new self-storage facility: (*Presenter — Senior Planner Victoria Bailiff*)
- (a) Receive a report from staff
 - (b) Hold a public hearing
 - (c) Issue a Statement of Consistency and Statement of Reasonableness, and consider adopting an Ordinance rezoning the property.
11. Council to consider a Text Amendment of the Land Development Ordinance to amend Chapter 4 Subdivisions and Infrastructure and Chapter 6 Lot Infill and Accessory Provisions: (*Presenter – Senior Planner Victoria Bailiff*)
- (a) Receive a presentation from staff
 - (b) Hold a public hearing
 - (c) Issue a statement of Consistency and Statement of Reasonableness, and consider adopting an Ordinance amending the Land Development Ordinance.

COUNCIL MEETING AGENDA – PAGE 3 – JANUARY 17, 2023

12. Council to consider a Text Amendment of the Land Development Ordinance to amend Appendix D, Airport Zoning Overlay District: *(Presenter – Senior Planner Victoria Bailiff)*
 - (a) Receive a presentation from staff
 - (b) Hold a public hearing
 - (c) Issue a statement of Consistency and Statement of Reasonableness, and consider adopting an Ordinance amending the Land Development Ordinance.
13. Council to receive a presentation regarding measures being taken to reduce litter in Salisbury. *(Presenters – Sustainability Coordinator Allie Thies and Urban Design Planner Alyssa Nelson)*
14. Council to receive a presentation regarding abatement procedures for illegal dumping in the City. *(Presenters – Interim Public Works Director Chris Tester and Code Services Manager Michael Cotilla)*
15. Council to receive a presentation regarding the special events permitting process. *(Presenters – Deputy Fire Chief David Morris and Captain Adrian Gantt)*
16. City Attorney's Report
17. City Manager's Report.
18. Council's Comments.
19. Mayor Pro Tem's Comments.
20. Mayor's Announcements and Comments.
 - (a) City Council will hold its 2023 Planning Retreat Wednesday, January 25, 2023 from 1:30 p.m. until 7:30 p.m. and Thursday, January 26, 2023 from 10:00 a.m. until 4:30 p.m. The Retreat will be held in Council Chambers at City Hall, 217 South Main Street.
 - (b) Downtown Salisbury, Inc. will host the 10th Annual Wine About Winter Friday, February 3, 2023 from 5:00 p.m. until 9:00 p.m. Tickets include a tasting pass for wine samples. Each ticketholder must be 21 or older. For more information please visit www.downtownsalisburync.com or call (704) 637-7814
21. Adjourn.

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Salisbury Fire Department

Name of Presenter(s): R. A. Parnell, Fire Chief

Requested Agenda Item: Council to receive report on recent promotions and leadership staff organization within the Fire Department

Description of Requested Agenda Item: Report of recent promotions within FD including Deputy Fire Chief, Division Chief of Operations, Division Chief of Support Services, Captain of Logistics & Recruiting.

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: Receive presentation, no action needed. *(Please note if item includes an ordinance, resolution or petition)*

Contact Information for Group or Individual: R. A. Parnell, Fire Chief

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Approved

Delayed

Declined

Reason:

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Parks & Recreation Department

Name of Presenter(s): Nick Aceves, Parks and Recreation Director

Requested Agenda Item: Recognition of Sam Wilborn that was recently named Parks and Recreation Assistant Director.

Description of Requested Agenda Item: A quick recognition of Sam Wilborn that was recently named Parks and Recreation Assistant Director. This was recommended and approved through the recent MAPS Pay Study. Mr. Wilborn has been in the recreation field 14 years and been with the City of Salisbury since 2016.

Attachments: Yes No

Fiscal Note: (If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)

Action Requested of Council for Agenda Item: (Please note if item includes an ordinance, resolution or petition)

Contact Information for Group or Individual: Nick Aceves 704-638-5299

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only



City of Salisbury

North Carolina

PROCLAMATION

WHEREAS, it is our duty to protect the citizens of the City of Salisbury and maintain communities in which they may all be given resources and opportunities to succeed; and,

WHEREAS, we must all work earnestly to create courageous and supportive environments that acknowledge the traumatic past; promote the healing of wounds created by racial, ethnic, and religious bias; and build an equitable and just society so that all citizens of the City of Salisbury can thrive; and

WHEREAS, all citizens have the right to be provided every opportunity to learn, grow, and thrive in nurturing environments that do not violate their safety, dignity, and humanity; and

WHEREAS, we must all dedicate ourselves to the principles of truth, racial healing and transformation, so as to bring about the necessary changes in thinking and behavior, and in institutional policies and practices, that will propel the City of Salisbury forward as a unified force where racial biases will become a thing of the past; and

WHEREAS, racial healing is a vital and crucial commitment to the educational, social, health, economic, and general well-being of all residents in the City of Salisbury.

NOW, THEREFORE, I, Karen K. Alexander, Mayor of the City of Salisbury, North Carolina, on behalf of the Salisbury City Council DO HEREBY PROCLAIM Tuesday, January 17, 2023 as

NATIONAL DAY OF RACIAL HEALING

in Salisbury, and urge all citizens to promote truth, racial healing and transformation throughout the community.

This the 17th day of January 2023.

Karen K. Alexander, Mayor



City of Salisbury

North Carolina

PROCLAMATION

WHEREAS, all children in Salisbury should have access to the highest quality education possible; and

WHEREAS, Salisbury recognizes the important role that an effective education plays in preparing all students in Salisbury to be successful adults; and

WHEREAS, quality education is critically important to the economic vitality of Salisbury; and

WHEREAS, Salisbury is home to a multitude of high quality public and non-public schools in which parents can choose for their children, in addition to families who educate their children in their home; and

WHEREAS, educational variety not only helps to diversify our economy, but also enhances the vibrancy of our community; and

WHEREAS, Salisbury has many high quality teaching professionals in all types of school settings who are committed to educating our children; and

WHEREAS, School Choice Week is celebrated across the country by millions of students, parents, educators, schools and organizations to raise awareness of the need for effective educational options.

NOW, THEREFORE, I, Karen K. Alexander, Mayor of the City of Salisbury, North Carolina, DO HEREBY PROCLAIM the week of January 22-28, 2023 as

SCHOOL CHOICE WEEK

in Salisbury, and urge citizens to recognize the outstanding achievements of the education system.

This the 17th day of January 2023.

Karen K. Alexander, Mayor



City of Salisbury

North Carolina

PROCLAMATION

WHEREAS, the Catholic school of Salisbury, and the Catholic schools of the entire Nation, have provided outstanding education to their students and contributing to the welfare of the entire state; and

WHEREAS, Catholic schools produce students strongly dedicated to their faith, values, families, and communities by providing an intellectually stimulating environment rich in spiritual, character, and moral development; and

WHEREAS, Catholic schools teach a diverse group of students; and

WHEREAS, Catholic schools have trained many of the fine leaders in North Carolina of both the Catholic Church and the state; and

WHEREAS, by their existence the Catholic schools have kept alive the principal of Freedom of Choice in education.

NOW, THEREFORE, I, Karen K. Alexander, Mayor of the City of Salisbury, North Carolina DO HEREBY PROCLAIM January 29, 2023 through February 4, 2023 as

CATHOLIC SCHOOLS WEEK

in Salisbury, and urge all citizens to join in the celebration of the outstanding achievements of the Catholic School System in Salisbury. I also take this time to congratulate Catholic school students, parents, and teachers for their ongoing contributions to education and for the key role they play in promoting and ensuring a brighter, stronger future for our City.

This the 17th day of January 2023.

Karen K. Alexander, Mayor

Salisbury, North Carolina
January 3, 2023

REGULAR MEETING

PRESENT: Mayor Karen K. Alexander, Presiding; Mayor Pro Tem Tamara Sheffield, Council Members Harry McLaughlin, David Post, and Anthony Smith; City Manager Jim Greene, Jr., City Clerk Connie B. Snyder; and City Attorney J. Graham Corriher.

ABSENT: None.

Salisbury City Council met in Council Chambers in City Hall located at 217 South Main Street. The meeting was called to order by Mayor Alexander at 6:00 p.m. A moment of silence was taken.

PLEDGE OF ALLEGIANCE

Mayor Alexander led participants in the Pledge of Allegiance to the United States flag.

ADOPTION OF THE AGENDA

Thereupon, Councilmember McLaughlin made a **motion** to adopt the Agenda as presented. Mayor Alexander, Mayor Pro Tem Sheffield, Councilmembers McLaughlin, Post, and Smith voted AYE. (5-0)

RECOGNITION – FINANCE EMPLOYEES

Finance Director Wade Furches recognized interim Budget Manager Kaley Sink and Finance Manager Mark Drye for their efforts in receiving the Distinguished Budget Presentation Award.

Council thanked Ms. Sink and Mr. Drye for their dedication to the City.

PROCLAMATIONS

Mayor to proclaim the following observances:

DR. MARTIN LUTHER KING, JR. DAY	January 16, 2023
NATIONAL MENTORING MONTH	January 2023
NATIONAL SLAVERY AND HUMAN TRAFFICKING PREVENTION MONTH	January 2023

CONSENT AGENDA

(a) Minutes

Approve Minutes of the special meeting of September 6, 2022, and the special and regular meetings of December 6, 2022.

(b) Purchase Order – Buses

Authorize the City Manager to approve Purchase Order 230575 in the amount of \$380,000 for the purchase of two light-duty low-floor transit buses. The expense is included in the FY2022-2022 budget.

(c) Sole Source Purchase - Aerators

Authorize a sole source purchase from Aqua-Aerobic Systems, Inc. in the amount of \$191,075 for the purchase of four floating aerator assemblies and one floating mixer assembly for use in wastewater treatment. This expense is included in Salisbury-Rowan Utilities' FY2022-2023 budget.

(d) Purchase – Garbage Truck

Adopt a budget Ordinance amendment in the amount of \$373,510 to appropriate Fund Balance for the purchase of a New Way RotoPac garbage truck and authorize the City Manager to approve Purchase Order 230610 in the same amount for the purchase of the garbage truck.

AN ORDINANCE AMENDING THE 2022-2023 BUDGET ORDINANCE OF THE CITY OF SALISBURY, NORTH CAROLINA TO APPROPRIATE FUND BALANCE FOR THE PURCHASE OF A NEW GARBAGE TRUCK.

(The above Ordinance is recorded in full in Ordinance Book No. 31 at Page No. 1, and is known as Ordinance 2023-01.)

(e) Land Donation

Ratify the City's acceptance of the donation of 51.944 acres from Silverstein Harrison Road, LLC.

Councilmember Post referenced item (b) on the Consent Agenda and asked about the purchase for two light-duty low-floor transit buses.

Transit Director Rodney Harrison stated Transit received a North Carolina Department of Transportation competitive grant that is specific for transit vehicles. He explained the vehicles can be used for the fixed route system, ADA service, or Microtransit. He stated there are no limits on how the buses can be used as long as it is for public transport.

Councilmember Post asked how many seats the buses will have and if they can be used for Microtransit. Mr. Harrison confirmed there are 50 seats in each bus, and he stated there is no specific use as long as it is for public transportation. Mayor Alexander asked if the vehicles could be used for emergency evacuation. Mr. Harrison confirmed the buses could be used for crisis situations.

Mayor Pro Tem Sheffield asked for further clarification on item (d) of the Consent Agenda. City Manager Jim Greene commented the Public Works Department needs new garbage trucks. He added three trucks were requested in FY 2022-2023 however; only one truck was approved and its estimated delivery is July 2023.

Mr. Greene stated Public Works employees discovered a cancellation on a garbage truck the City can purchase at a reduced rate and the expected delivery is January 2023. He explained the vehicle was not included in the budget so staff worked to identify funding.

Interim Public Works Director Chris Tester stated the City is currently running five automated garbage trucks with three trucks needing maintenance. He added Public Works purchased one garbage truck for \$384,000 that is scheduled for delivery in July. He added the requested truck will cost \$373,000 and is the preferred choice for mechanics. He pointed out the proposed purchase is not an addition to the fleet, but a replacement.

Thereupon, Mayor Pro Tem Sheffield made a **motion** to adopt the Consent Agenda as presented. Mayor Alexander, Mayor Pro Tem Sheffield, Councilmembers McLaughlin, Post, and Smith voted AYE. (5-0)

PUBLIC COMMENT

Mayor Alexander opened the floor to receive public comments.

Mr. Randy Lassiter announced Rowan Museum named Mr. Evan Burlson as its new Executive Director. He stated a reception will be held Sunday, January 8, 2023 from 2:00 p.m. until 4:00 p.m. in the Messenger room. He invited Council and the public to attend.

Mr. Manolo Betancur, owner of Titas Cake House, asked Council and the community to continue supporting small businesses downtown. He added their support is critical for success.

There being no one else to address Council, Mayor Alexander closed the public comment session.

VOLUNTARY ANNEXATION – JULIAN ROAD

City Engineer Wendy Brindle asked Council to consider the voluntary annexation of 13.094 acres located on Julian road identified on Tax Map 400 Parcels 009 and 042. She displayed a map of the area and pointed out it is a contiguous annexation. She added the owners propose a multifamily apartment complex with 216 units. She commented the current developer estimates the value of the improvements at \$32 million, which would generate an expected annual tax revenue of \$240,000.

Mayor Alexander convened a public hearing after due notice regarding the voluntary annexation of 13.094 acres located on Julian Road.

There being no one to address Council, Mayor Alexander closed the public hearing.

Thereupon, Councilmember Smith made a **motion** to adopt an Ordinance to extend the corporate limits of the City of Salisbury, North Carolina, to include 13.094 acres located on Julian Road identified on Tax Map 400 Parcels 009 and 042. Mayor Alexander, Mayor Pro Tem Sheffield, Councilmembers McLaughlin, Post, and Smith voted AYE. (5-0)

ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE CITY OF SALISBURY, NORTH CAROLINA, TO INCLUDE 13.094 ACRES LOCATED ON JULIAN ROAD, TAX MAP 400 PARCELS 009 AND 042.

(The above Ordinance is recorded in full in Ordinance Book No. 31 at Page No. 2-3, and is known as Ordinance 2023-02.)

VOLUNTARY ANNEXATION AND REZONING – 1132 BARBOUR STREET

Senior Planner Victoria Bailiff addressed Council regarding the voluntary annexation of .104 acres located at 1132 Barbour Street identified on Tax Map 025 Parcel 018. She displayed a map of the area and pointed out the City will be able to provide services to the property. She added the parcel is anticipated to be single family residential.

Ms. Bailiff stated the petitioner's request is to rezone one parcel located at 1132 Barbour Street. She added the parcel is currently zoned multifamily residential and the applicant is requesting to rezone the parcel to General Residential (GR) zoning. She commented this is a general use request.

Ms. Bailiff stated the Planning Board held a courtesy hearing on December 13, 2022, and voted unanimously to recommend approval as submitted, and the proposal is consistent with the Vision 2020 Comprehensive Plan.

Mayor Alexander convened a public hearing after due notice regarding the voluntary annexation and proposed rezoning of 1132 Barbour Street.

There being no one to address Council, Mayor Alexander closed the public hearing.

Thereupon, Mayor Pro Tem Sheffield made a **motion** to adopt an Ordinance to extend the corporate limits of the City of Salisbury, North Carolina, to include .104 acres located at 1132 Barbour Street identified on Tax Map 025 Parcel 018. Mayor Alexander, Mayor Pro Tem Sheffield, Councilmembers McLaughlin, Post, and Smith voted AYE. (5-0)

ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE CITY OF SALISBURY, NORTH CAROLINA, TO INCLUDE .104 ACRES LOCATED AT 1132 BARBOUR STREET IDENTIFIED ON TAX MAP 025 PARCEL 018.

(The above Ordinance is recorded in full in Ordinance Book No. 31 at Page No. 4-5, and is known as Ordinance 2023-03)

Mayor Pro Tem Sheffield stated the City Council hereby finds and determines that adoption of an Ordinance to rezone the property described herein, as requested, is consistent with the goals, objectives and policies of the Vision 2020 Comprehensive Plan due to the proposed petition, site characteristics, surrounding development pattern, and observations provided by City planning staff identifying the policies that support the petition. Thereupon, Ms. Sheffield made a **motion** to adopt an Ordinance amending the Land Development District Map of the City of Salisbury, North Carolina to rezone Tax Map 025 Parcel 018 from Rowan County Multi-Family Residential zoning to City of Salisbury General Residential (GR-6) zoning, approximately .104 acres upon annexation. Mayor Alexander, Mayor Pro Tem Sheffield, Councilmembers McLaughlin, Post, and Smith voted AYE. (5-0)

ORDINANCE AMENDING THE LAND DEVELOPMENT DISTRICT MAP OF THE CITY OF SALISBURY, NORTH CAROLINA TO REZONE TAX MAP 025 PARCEL 018 FROM ROWAN COUNTY MULTI-FAMILY RESIDENTIAL ZONING TO CITY OF SALISBURY GENERAL RESIDENTIAL (GR-6) ZONING, APPROXIMATELY .104 ACRES UPON ANNEXATION.

(The above Ordinance is recorded in full in Ordinance Book No. 31 at Page No. 6, and is known as Ordinance 2023-04.)

REZONING – 200 BLOCK OF MOORESVILLE ROAD

Senior Planner Victoria Bailiff explained Mr. Rodney Queen is the petitioner for the proposed rezoning. She added the property is located along the 200 block of Mooresville Road and totals approximately 3.32 acres. She stated the property is currently zoned General Residential (GR-3) and the applicant is requesting Rural Residential (RR) zoning. She noted the request is for general use and there are no conditions or site plan to accompany the application. She added if approved, any requested use indicated in the use matrix will be permitted.

Ms. Bailiff stated staff finds that the rezoning request is consistent with the Vision 2020 Comprehensive Plan. She noted Planning Board reviewed the request at its December 13, 2022 meeting and the board voted unanimously to recommend approval as submitted stating the request is consistent with the Vision 2020 Comprehensive Plan.

Councilmember McLaughlin asked if staff has received feedback from the community. Ms. Bailiff indicated staff has not received any feedback.

Mayor Alexander pointed out the adjacent property is already used as a nursery and the request is to expand the operation. Ms. Bailiff agreed.

Mayor Alexander convened a public hearing after due notice regarding the proposed rezoning of the 200 block of Mooresville Road.

Mr. Rodney Queen requested Council approve the rezoning request which is an extension of the existing nursery.

There being no one else to address Council, Mayor Alexander closed the public hearing.

Councilmember Post stated the City Council hereby finds and determines that adoption of an Ordinance to rezone the property described herein, as requested, is consistent with the goals, objectives and policies of the Vision 2020 Comprehensive Plan due to the proposed petition, site characteristics, surrounding development pattern, and observations provided by City planning staff identifying the policies that support the petition. Thereupon Mr. Post made a **motion** to adopt an Ordinance amending the Land Development District Map of the City of Salisbury, North Carolina to rezone Tax Map 462F Parcel 001 from General Residential (GR-3) to Rural Residential zoning, approximately 3.32 acres. Mayor Alexander, Mayor Pro Tem Sheffield, Councilmembers McLaughlin, Post, and Smith voted AYE. (5-0)

ORDINANCE AMENDING THE LAND DEVELOPMENT DISTRICT MAP OF THE CITY OF SALISBURY, NORTH CAROLINA TO REZONE TAX MAP 462F PARCEL 001 FROM GENERAL RESIDENTIAL TO RURAL RESIDENTIAL ZONING, APPROXIMATELY 3.32 ACRES.

(The above Ordinance is recorded in full in Ordinance Book No. 31 at Page No. 7, and is known as Ordinance 2023-05.)

REZONING – 1700 BLOCK SOUTH JAKE ALEXANDER BOULEVARD

Senior Planner Victoria Bailiff noted Jared Birindelli of Jake Alexander Storage LLC has petitioned for the rezoning of 6.823 acres located at 1700 South Jake Alexander Boulevard inside the City limits. She explained the current zoning is Corridor Mixed-Use (CMX) and the applicant is requesting that the property be rezoned to CMX zoning with a Conditional District Overlay.

Ms. Bailiff reviewed the master plan which proposes a 96,000 square foot self-storage facility comprised of four buildings that will be completed in phases. She reviewed the landscape and elevation plans, and she pointed out front, rear and side elevations.

Ms. Bailiff stated the applicant has proposed four alternative design requests. She noted the buildings submitted do not meeting the commercial design criteria in Section 5.13 of the Land Development Ordinance (LDO). She added Section 5.16 requires a maximum front setback of 75 feet and building four will not meet this requirement due to the location of the stormwater control measure. She noted Section 10.3 requires a minimum of 192 parking spaces for storage uses and the applicant is proposing two parking spaces. She commented Section 10.6 requires two parking lot connections to adjacent properties and the applicant is not proposing parking lot connections due to security concerns.

Ms. Bailiff indicated there are no policies from the Vision 2020 Comprehensive Plan that specifically address a map amendment of this nature, and staff finds the request is not inconsistent with the goals, objectives, and policies of the Vision 2020 Comprehensive Plan. She added the master plan was reviewed by the Technical Review Commission on October 20, 2022 and it recommended approval of the master plan subject to minor revisions, which were satisfied. She commented the Planning Board reviewed this request at its regularly meeting on December 13, 2022 and the board voted unanimously to recommend approval and found it to be consistent with the Vision 2020 Comprehensive Plan.

Mayor Pro Tem Sheffield requested clarification regarding the setback change. Ms. Bailiff stated three of the buildings will meet the setback requirements and the fourth building will be slightly over the requirement.

Mayor Alexander asked about the street view and the street elevation. Ms. Bailiff referenced the street view, and she noted only the first building will have an office. Mayor Alexander commented the rest of the buildings will have a wall facing the street.

Councilmember Post asked about the street entrance. Ms. Bailiff pointed out the street entrance and the doorway. Mayor Pro Tem Sheffield asked about a gate. Ms. Bailiff stated the property will be gated. Mayor Alexander asked about the type of fencing. Ms. Bailiff indicated the fencing will be chain link with barb wire at the top. Mayor Pro Tem Sheffield indicated the facility will be similar to the public storage facility located at the other end of Jake Alexander Boulevard.

Mayor Pro Tem Sheffield asked about the parking lot access, and she pointed out there are multiple things on the Conditional District Overlay and she wants to make sure Council understands the request. Ms. Bailiff explained the LDO requires two parking lot connections to create connectivity and the applicant is requesting no connectivity due to security concerns.

Mayor Alexander indicated she is concerned about the view from the street, and she pointed out the drawing does not include a buffer or screening. She commented a chain link fence with barb wire is not very appealing. Ms. Bailiff explained the applicant has provided the required landscaping and staff has had numerous discussions with the developer regarding the aesthetics of

the site. She commented a Conditional District rezoning includes negotiable terms and staff has looked at alternatives regarding the aesthetics. She noted staff recommends an eight-foot opaque fence or brick or treated wood wall with landscaping in front, preferably large shrubs or evergreen trees that would reach a minimum height of 20 feet at maturity planted about 10 feet on center. Mayor Alexander asked if there would be a size requirement for the shrubs or evergreen trees when they are planted. Ms. Bailiff noted the applicant would be held to the LDO planting requirements. Mayor Alexander asked if there could be a combination of flowering trees and other plants. Ms. Bailiff noted the applicant is proposing to add shade trees. Mayor Alexander commented the evergreens would be located between the shade trees. Ms. Bailiff agreed, and she pointed out there is eight feet between the sidewalk and the driveway which limits the room for landscaping. She added the applicant is meeting the minimum requirement for this street yard. Mayor Alexander suggested additional fencing and buffering be required for the street frontage such as wrought iron or aluminum fencing with landscaping. She agreed the chain link fence with barbed wire would be important for the back of the property. She stated Jake Alexander Boulevard has a lot of traffic and it is important for businesses to look as inviting as possible.

Mayor Alexander convened a public hearing after due notice regarding the proposed rezoning of the 1700 block of South Jake Alexander Boulevard.

Mr. Reed Miller stated he wants to work with the City to make sure Council is satisfied with the aesthetics of the property. He commented he is working within a budget to provide a product that is clean, safe, and reasonably priced. He stated changing the fencing type across the front would not be a problem. He pointed out the natural screening and landscaping will be well-maintained.

Councilmember McLaughlin asked if the buildings will be air conditioned. Mr. Miller stated there will be combination of climate controlled and non-climate controlled units. He noted the facility will offer various size storage units and there are no plans for outdoor storage.

Councilmember Smith pointed out the area is growing and the applicant is willing to work with the City. Mr. Miller stated he does not want to cover the business entirely because people need to know it is there.

Mayor Alexander asked about the color scheme of the buildings. Mr. Miller stated the buildings will be the same and have a gray and white trim with recessed door entries.

City Manager Jim Greene noted Council has several options it can approve or deny the rezoning request or it can request staff work with the applicant regarding the issues and bring the item back to Council at its next meeting.

Ms. Bailiff stated Council can make a request, but it is up to the applicant to include the conditions on the site plan. City Attorney Graham Corriher stated bringing the item back to Council at its next meeting would be the preferred choice, and he pointed out if issues arise they can be addressed before the item is brought back to Council.

Mayor Pro Tem Sheffield noted the item includes a public hearing that has been noticed. She asked if the public hearing could be conducted tonight or wait until the next Council meeting. Mr. Corriher suggested Council make a motion to defer consideration until Council's January 17, 2023 meeting, and he noted the public hearing notice would still be in effect.

Thereupon, Councilmember Post made a **motion** to defer consideration of this matter until Council's January 17th meeting. Mayor Alexander, Mayor Pro Tem Sheffield, Councilmembers McLaughlin, Post, and Smith voted AYE. (5-0)

Ms. Bailiff clarified Council is interested in aluminum decorative fencing and additional landscaping. Mayor Alexander stated Council does not want the additional landscaping to block the business. She stated Council is concerned about the front of the facility and the remaining landscaping would need to meet the LDO requirements.

Ms. Kate Underwood, Concord Engineering, stated she is the civil engineer for the project. She noted the proposal is for sugar maples along the front of the property. Mayor Alexander explained the idea is to soften the aesthetics of the four buildings. Ms. Underwood commented she will work with staff regarding the landscaping.

UPDATE – FORMER KESLER MILL SITE

Planning Director Hannah Jacobson addressed Council regarding the former Kesler Mill site. She introduced Sonya Turner and Eric Thomas from the University of North Carolina School of Government (SOG) Development Finance Initiative (DFI).

Ms. Jacobson reviewed the history of the Kesler Mill which is approximately 13.5 acres and composed of five parcels that are located within the Park Avenue neighborhood. She stated the building was demolished in 2009 by a private owner who salvaged the building materials and left what could not be used in a debris pile that contained asbestos.

Ms. Jacobson noted in 2013 a Phase I environmental assessment took place and in 2016 and 2017 the Phase II Environmental Assessment was conducted with grant funding from the Environmental Protection Agency (EPA). She noted in 2018 and 2019 a continued study took place and in 2019 the City acquired the site with the intention of applying for a cleanup grant from the EPA to help to facilitate redevelopment of the site. She commented in 2020 the City was awarded an EPA Brownfield Cleanup Grant in the amount of \$500,000. She added staff has worked with its environmental consultants to facilitate the cleanup, and she pointed out 14,000 cubic yards of material has been removed from the site. She added staff is preparing to release bid documents regarding the removal of the contaminated soil on the site. She noted staff estimates the work will take place in March or April 2023 and recommends working with DFI to identify a private redevelopment partner.

Ms. Turner explained DFI is a program of the SOG that partners with local governments to attract private investment for transformative projects across the state. She reviewed the pre-development process which includes a market and public analysis to continue the work that was

completed before the pandemic. She indicated financial feasibility will be considered, public interests will be identified, and DFI will partner with staff to determine a feasible development project. She stated updates will be provided to Council throughout the process. She reviewed projects that took place in Lumberton, Kannapolis, and Southern Pines and she indicated DFI will explore potential programs for the Kesler Mill site.

Ms. Turner stated it is important to understand the community's interests for this project. She provided an overview of the pre-development and partner identification process that will include an affordable housing needs assessment. She noted DFI will come back to Council for its approval of the final development plan for the site. She indicated once the plan is approved DFI will solicit for private development partners and provide support to the City through the process.

Ms. Turner noted DFI will explore market-rate and affordable housing residential. Councilmember Mr. Post asked if any options other than housing will be considered. Ms. Turner indicated retail and office uses will also be considered. Mr. Thomas pointed out the site characteristics will be considered and potential demand will be evaluated to provide a snapshot of the market demand for the area which is inside a neighborhood.

Ms. Turner stated DFI will coordinate with staff regarding community engagement sessions. Mayor Alexander asked if development partners will be included. Ms. Turner agreed.

Councilmember McLaughlin asked about an estimated timeline for communication with Council. Ms. Turner stated DFI will provide a timeline of when Council updates will take place.

Thereupon, Mayor Pro Tem Sheffield made a **motion** to authorize the City Manager to enter into a contract with Development Finance Initiative in the amount of \$72,950 to begin pre-development activities that will assist the City in selecting a qualified developer for the former Kesler Mill site. Mayor Alexander, Mayor Pro Tem Sheffield, and Councilmembers McLaughlin, Post, and Smith voted AYE. (5-0)

BOARDS AND COMMISSIONS

Housing Advocacy Commission

Upon a motion by Councilmember McLaughlin. Mayor Alexander, Mayor Pro Tem Sheffield, and Councilmembers McLaughlin, Post, and Smith voting AYE, the following appointment was made to the Housing Advocacy Commission to fill an unexpired term:

Mr. Russell Michalec

Term Expires 3/31/2024

Planning Board

Upon a motion by Councilmember Post, Mayor Alexander, Mayor Pro Tem Sheffield, and Councilmembers McLaughlin, Post, and Smith voting AYE, the following appointment was made to the Planning Board to fill an unexpired term:

Dr. Larry Cartner

Term Expires 3/31/2025

CITY ATTORNEY'S REPORT

City Attorney Graham Corriher had nothing to report to Council.

CITY MANAGER'S REPORT

City Manager Jim Greene had nothing to report to Council.

COUNCIL COMMENTS

Councilmember Smith announced Cure Violence will hold a presentation for the public on Tuesday, January 17, 2023 at the West End Plaza from 6:00 p.m. until 8:00 p.m. He stated the rest of the week will include stakeholder meetings for various community groups, such as non-profits, elected officials, and other agencies. He commented more details will be released to the community soon.

Councilmember McLaughlin thanked Salisbury-Rowan Utilities (SRU) employees and the Fire Department for their response to the winter weather. He also thanked Parks and Recreation staff for its work planning and executing the New Year's Eve at the Bell Tower event.

Councilmember Post wished everyone a happy New Year.

MAYOR PRO TEM'S COMMENTS

Mayor Pro Tem Sheffield reminded the public of the upcoming Neighborhood Alliance meeting on January 4, 2023 at 4:00 p.m., and she stated the 2040 Comprehensive Vision Plan would be presented.

Mayor Pro Tem Sheffield thanked Councilmember Smith for working to locate funding for the Cure Violence Model Assessment.

Mayor Pro Tem Sheffield thanked staff for its hard work in 2022, and she added she is looking forward to the New Year.

MAYOR'S ANNOUNCEMENTS AND COMMENTS

(a) **Dr. Martin Luther King, Jr. Celebration**

Mayor Alexander announced the Human Relations Council will host the annual Dr. Martin Luther King, Jr. Celebration Saturday, January 14th through Monday, January 16th, 2023. The weekend kicks off with a parade Saturday, January 14th at 11:00 a.m. followed by a Community Resource Fair from 12:30 p.m. until 2:00 p.m. at the Civic Center. The MLK breakfast will take place Monday, January 16th at 8:00 a.m. at the Civic Center. Admission to the breakfast is free, but registration is required. The Civic Center is located at 315 Martin Luther King, Jr. Avenue. For more information, please contact Anne Little at anne.little@salisburync.gov or call (704) 638-5218.

DEI Director Anne Little addressed Council regarding the Dr. Martin Luther King, Jr. Celebration Weekend. She commented the Human Relations Council is excited to host the celebration and very thankful for the support of Council and Council liaison Anthony Smith. She reminded citizens there is a limited number of seats for the breakfast and registration is required.

(b) **Council Planning Retreat**

Mayor Alexander announced City Council will hold its 2023 Planning Retreat Wednesday, January 25, 2023 from 1:30 p.m. until 7:30 p.m. and Thursday, January 26, 2023 from 10:00 a.m. until 4:30 p.m. The Retreat will be held in Council Chambers at City Hall, 217 South Main Street.

Mayor Alexander thanked staff for a successful New Year's Eve celebration.

ADJOURNMENT

Motion to adjourn the meeting was made by Mayor Pro Tem Sheffield. Mayor Alexander, Mayor Pro Tem Sheffield and Councilmembers McLaughlin, Post and Smith voted AYE. (5-0)

The meeting was adjourned at 7:50 p.m.

Karen Alexander, Mayor

Connie B. Snyder, City Clerk

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: *January 17, 2023*

Name of Group(s) or Individual(s) Making Request: *Rowan EDC*

Name of Presenter(s): *Scott Shelton*

Requested Agenda Item: *Schedule public hearing to consider incentive for Crow Holdings*

Description of Requested Agenda Item: *The Rowan EDC requests that the City Council schedule a public hearing for its February 7th meeting to consider a proposed incentive request for Crow Holdings*

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: *Vote to schedule public hearing*

Contact Information for Group or Individual: *Scott Shelton (704.637.5526 / scott@rowanedic.com)*

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Approved

Delayed

Declined

Reason:



Be an original.

Date: January 4, 2023
To: Karen Alexander, Mayor
Cc: Jim Greene, City Manager
Connie Snyder, City Clerk
From: Scott Shelton, Vice President
Re: *Request for public hearing to consider incentive for Crow Holdings spec project*

Dear Mayor Alexander,

I respectfully request that the City Council schedule a public hearing for February 7th to consider an incentive request from Crow Holdings Development (Crow). The company is planning two new Class A speculative buildings on a site located between Peeler Road and Pietryk Road. The site is comprised of seven parcels (Parcels 408-030, 410-001, 410-019, 410-029, 410-112, 410-124, and 410-128) and Council voted to annex the site on May 17th. Crow plans to court both manufacturing and distribution companies as potential tenants for the new facilities. The first building will be approximately 713,000 square feet and the second building will be approximately 500,000 square feet.

While these numbers are preliminary, the company estimates that it will invest approximately \$73 million in new construction for the project. The proposed site currently lacks public water and sewer, and extensions will be necessary to make the project viable. Crow will pay for these extensions and is asking that the City Council consider a tax incentive grant to help them offset their costs. As you are aware, typical City tax incentive grants are for five-year terms and equal to between 75% and 85% of new taxes paid on both real and personal property. Crow is proposing a three-year grant equal to 90% of the new taxes paid on real property.

I look forward to providing you detailed information regarding this request and this project in the coming days. Please do not hesitate to contact me with any questions you may have and thank you for considering this matter.

Yours truly,

Scott Shelton
Vice President

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Finance Department

Name of Presenter(s):

Requested Agenda Item: Council to consider approving the payroll position reclassification of Senior Management Analyst to Senior Accountant

Description of Requested Agenda Item: The Finance Department currently has an unfilled Senior Management Analyst and would like to reclassify this position to a Senior Accountant with a pay grade of 14. This reclassification is consistent with other changes within the recent Pay Study completed by the MAPS Group. The Senior Accountant position was left out of the recently approved Pay Plan and Pay Grade requiring City Council approval.

Attachments: Yes No

Fiscal Note: This is not an additional position, only a reclassification so funds are already budgeted appropriately.

Action Requested of Council for Agenda Item: Approve the reclassification of a Senior Management Analyst to a Senior Accountant located within the Finance Department, and assign this position to pay grade 14.

Contact Information for Group or Individual:

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council) Announcement

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Approved Delayed Declined

Reason:

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Salisbury Parks and Recreation Department

Name of Presenter(s): Nick Aceves

Requested Agenda Item: Council to appropriate an \$875,000 grant from the NC Department of Commerce Rural Transformation Grant Program.

Description of Requested Agenda Item: The City of Salisbury has received a grant from the NC Department of Commerce Rural Transformation Grant fund for the purchase of the Wells Fargo Building. The building was purchased in October of 2022 and the attached budget ordinance amendment is for the reimbursement for that purchase.

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: *(Please note if item includes an ordinance, resolution or petition)*

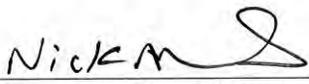
Contact Information for Group or Individual: Nick Aceves 704-638-5299

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature



Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

AN ORDINANCE AMENDING THE 2022-2023 BUDGET ORDINANCE
OF THE CITY OF SALISBURY, NORTH CAROLINA TO
APPROPRIATE A GRANT TO PURCHASE WELLS FARGO BUILDING

Be it ordained by the City Council of the City of Salisbury, North Carolina, as follows:

Section 1. The City has received a grant in the amount of \$875,000 for the purchase of the former Wells Fargo Building. NC General Statutes require that the City appropriate these revenues so that they can be legally spent.

Section 2. That the 2022-2023 Budget Ordinance of the City of Salisbury, adopted on June 21, 2022, is hereby amended as follows:

(a) That the following General Fund line items be amended as follows:

- | | | |
|-----|--|-------------------|
| (1) | Increase line item 010-491-000-5750.10
Land Acquisition | <u>\$ 875,000</u> |
| (2) | Increase line item 010-000-000-4522.06
Miscellaneous State Grants | <u>\$ 875,000</u> |

Section 3. That all ordinances, or parts of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 4. That this ordinance shall be effective from and after its passage.

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2022

Name of Group(s) or Individual(s) Making Request: Sada Stewart Troutman, Downtown Development

Requested Agenda Item: Adopt a Budget Ordinance Amendment appropriating grant funds in the FY 2022-2023 budget in the amount of \$1500 for event support for Busker's Bash.

Description of Requested Agenda Item: The City (Downtown Development) received a grant award in the amount of \$1500 for support for the Buskers' Bash event. It was awarded by the Rowan Arts Council.

Attachments: Yes No

Fiscal Note: (If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)

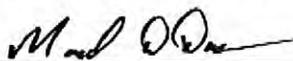
Action Requested of Council for Agenda Item: Adopt a Budget Ordinance amending the FY2022-2023 Budget.

Contact Information for Group or Individual: Sada Stewart Troutman, 704-638-5239

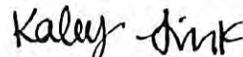
Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:


Finance Manager Signature

Department Head Signature


Budget Manager Signature

******All agenda items must be submitted at least 7 days before the requested Council meeting date******

For Use in Clerk's Office Only

Approved

Delayed

Declined

Reason:

AN ORDINANCE AMENDING THE 2022-2023 BUDGET ORDINANCE
OF THE CITY OF SALISBURY, NORTH CAROLINA TO
APPROPRIATE A DONATION FOR BUSKERS BASH

Be it ordained by the City Council of the City of Salisbury, North Carolina, as follows:

Section 1. The City has received a donation in the amount of \$1,500 from the Rowan Arts Council in support of the Buskers' Bash event. NC General Statutes require that the City appropriate these revenues so that they can be legally spent.

Section 2. That the 2022-2023 Budget Ordinance of the City of Salisbury, adopted on June 21, 2022, is hereby amended as follows:

(a) That the following General Fund line items be amended as follows:

- | | | |
|-----|--|-----------------|
| (1) | Increase line item 010-496-000-5450.28
Special Events | <u>\$ 1,500</u> |
| (2) | Increase line item 010-000-000-4821.10
General Fund Donations | <u>\$ 1,500</u> |

Section 3. That all ordinances, or parts of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 4. That this ordinance shall be effective from and after its passage.

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Kelly Baker, Graham Corriher

Name of Presenter(s): Strategics Consultant Leslie Mozingo

Requested Agenda Item: Council to consider adopting the 2023 Federal Action Plan.

Description of Requested Agenda Item: The proposed 2023 Federal Action Plan is attached for Council's consideration. Leslie Mozingo and Ron Hamm have met with Council members and staff to receive feedback to update the Federal Action Plan.

Attachments: Yes No

Fiscal Note: (If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)

Action Requested of Council for Agenda Item: Council to consider adopting the 2023 Federal Action Plan.

. Please note if item includes an ordinance, resolution or petition)

Contact Information for Group or Individual: Kelly Baker and Graham Corriher

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council) Announcement

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Approved Delayed Declined



2023 (FY24) FEDERAL ACTION PLAN

CATEGORY	PROJECTS AND POLICY NEEDS
<p>COMMUNITY AND ECONOMIC DEVELOPMENT</p>	<p>EMPIRE HOTEL: Restoration and redevelopment of this historic property located in the heart of downtown and planning for surrounding area improvements.</p> <p>BROADBAND: Subsidy for cost of services, system improvements, and debt reduction.</p> <p>EDUCATION AND WORKFORCE DEVELOPMENT: Support County, Chamber, academic institutions and other community partners by supporting their applications for federal assistance, particularly training funds.</p> <p>NEIGHBORHOOD REVITALIZATION: Support efforts to stabilize and revitalize underserved communities such as the West End, East End, Park Ave., Cone Mill and former Kesler Mill area by maximizing funding levels for FY24 Brownfields Program, Choice Neighborhoods, and Community Development Block Grants.</p> <p>HISTORIC PRESERVATION OF UNDERREPRESENTED COMMUNITIES: Surveys and inventories of historic properties associated with the City’s African American residents including, among other sites, the Lincoln Elementary School.</p>
<p>QUALITY OF LIFE</p>	<p>HOUSING: Rehabilitate blighted houses in established communities to create affordable housing for low-to-moderate income families and seniors.</p> <p>HOMELESSNESS: Identify programs and work with community partners to reduce homelessness; seek additional funding for staff positions to work directly with homeless population in order to connect human service needs.</p> <p>OPIOIDS: Help the City and local community partners battle the opioid epidemic, such as Rowan County’s need for a treatment center.</p> <p>NUTRITION: Better access to fresh foods to improve healthy living and remove food deserts.</p> <p>VETERANS: Seek programs that support veterans’ services, including medical help, mental health, and workforce development/job training in a holistic manner.</p> <p>RE-ENTRY / SECOND CHANCE: Reduce societal and legal barriers for ex-offenders to become productive members of the community to improve public safety, strengthen families, and grow our economy.</p> <p>CLEANER ENVIRONMENT: Energy efficiency and sustainability; fleet conversion, equipment and buildings; charging stations; waste reduction; and recycling challenges. Continue funding the Energy Efficiency and Conservation Block Grant</p> <p>PARKS AND RECREATION: Conduct master plan for existing civic center to create a Community Center Complex in a historically underserved community that relocates and improves the city’s sole public pool.</p>

<p style="text-align: center;">PUBLIC SAFETY</p>	<p>POLICE:</p> <ul style="list-style-type: none"> • Reduce gun violence, gangs, and violent crime, and support innovative policing initiatives. • After-school programs for at-risk youth, juvenile crime prevention through recreation, summer camps. • Help the City and local community partners develop a Sequential Intercept Model to address mental health needs and crisis situation through a co-responder and crisis center available to law enforcement. • Remove match requirements for COPS program, improve recruitment and retention (student loan forgiveness for serving years in sworn position), and fund smaller jurisdictions with high crime. <p>FIRE:</p> <ul style="list-style-type: none"> • Downtown fire suppression initiatives, including infrastructure, equipment, and training, including timeline extensions as they relate to supply chain delays. • Emergency Operation Center. • Fire stations and equipment.
<p style="text-align: center;">ENVIRONMENTAL</p>	<p>TRANSPORTATION:</p> <ul style="list-style-type: none"> • Greenway enhancements and expansion, bicycle routes and safe routes to schools. • Road and bridge improvements. • Improve route service to historically disadvantaged communities including implementation of microtransit alternatives. <p>WATER /SEWER AND STORMWATER:</p> <ul style="list-style-type: none"> • Prompt implementation of a well-engineered Sedimentation and Flood Protection Plan for the City’s raw water pump station and related infrastructure that secures the public water supply for 52,000 customers of SRU. <ul style="list-style-type: none"> ○ Support City of Salisbury BRIC grant application. • Upgrade aging water and wastewater infrastructure. • Sustainability retrofits for stormwater resiliency. • Assist smaller, stressed systems and promote regional water and wastewater partnerships. • Provide Clean Water Act (CWA) regulatory relief. • Reduce PFAS and lead exposure. • Stream restoration. • Prohibit unfunded mandates on local governments under National Pollutant Discharge Elimination System permitting process.

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Kelly Baker and Graham Corriher

Name of Presenter(s): KTS Consultants, Hampton Billips

Requested Agenda Item: Council to consider adopting the 2023 State Action Plan.

Description of Requested Agenda Item: The proposed 2023 State Action Plan is attached for Council's consideration. Hampton Billips and KTS representatives met with Council members and staff to receive feedback to create the State Action Plan.

Attachments: Yes No

Fiscal Note: (If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)

Action Requested of Council for Agenda Item: Council to consider adopting the 2023 State Action Plan.
. Please note if item includes an ordinance, resolution or petition)

Contact Information for Group or Individual: Kelly Baker and Graham Corriher

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council) Announcement

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Approved Delayed Declined

2023 STATE ACTION PLAN

ISSUE	ACTION ITEMS
<p>ECONOMIC DEVELOPMENT</p>	<ul style="list-style-type: none"> • Support small businesses located in downtown and downtown revitalization efforts. • Support municipal voluntary annexation authority. • Support efforts and legislation that ensure equitable distribution of local sales and use taxes that recognizes the economic impact the City’s budget in the county.
<p>PUBLIC INFRASTRUCTURE</p>	<p>TRANSIT</p> <ul style="list-style-type: none"> • Support Micro-Transit being included in SMAP funding definitions • Seek DOT funding to support current public transit and transportation programs • Support efforts to maintain and increase funding to the Powell Bill • Support funding opportunities to expand electric vehicle charging stations and opportunities to convert fleet vehicles to electric. • Support efforts to create a multi-modal transit center through revitalization of existing Depot Train Station. <p>ENVIRONMENTAL</p> <ul style="list-style-type: none"> • Support Storm Water Infrastructure initiatives, especially pertaining to stream restoration • Track and participate in the development of the High Rock Lake Nutrient Management Strategy <p>STREET MAINTENANCE</p> <ul style="list-style-type: none"> • Identify and seek DOT funding opportunities to support streetscape and underground infrastructure efforts in downtown <p>BROADBAND</p> <ul style="list-style-type: none"> • Support opportunities for Public-Private partnerships in North Carolina to expand broadband coverage
<p>QUALITY OF LIFE</p>	<ul style="list-style-type: none"> • Support opportunities to increase access to affordable housing • Support efforts to preserve local control of outdoor advertising • Support legislation that would assist municipalities in caring for their homeless population • Support legislation that provides local government authority for regulations concerning tree removal • Identify and seek funding opportunities for outdoor recreational needs • Support efforts to identify and provide initiatives related to youth engagement.
<p>PUBLIC SAFETY</p>	<ul style="list-style-type: none"> • Support funding for police and fire safety equipment. • Support funding for downtown fire loops. • Identify and support non-traditional violence prevention programs being implemented.

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Finance Departments

Name of Presenter(s):

Requested Agenda Item: Council to consider approving the purchase of PO # 230641

Description of Requested Agenda Item: Approve Purchase Order:

PO #230641 -Excel Truck Group - Quad Dump Truck - \$185,327.

Attachments: Yes No

Fiscal Note: This is a replacement vehicle and is included in the Fiscal Year 2022-2023 Budget. This Purchase is being made on the North Carolinas Sheriff's Association Contract.

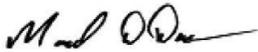
Action Requested of Council for Agenda Item: Authorize the City Manager to approve Purchase Order 230641 in the amount of \$185,327.

Contact Information for Group or Individual:

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council) Announcement

FINANCE DEPARTMENT INFORMATION:



Finance Manager Signature



Department Head Signature



Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Approved Delayed Declined

Reason:

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: 01/17/2023

Name of Group(s) or Individual(s) Making Request: Community Planning Services

Name of Presenter(s): Victoria Bailiff, Senior Planner

Requested Agenda Item: CD-08-2022 Jake Alexander Self Storage – 1700 S Jake Alexander Boulevard / Parcel ID 063 066

Description of Requested Agenda Item: Agenda item continued from January 3rd meeting. CD-08-2022 Request to rezone one (1) parcel located in the 1700 block of S Jake Alexander Boulevard, just west of the railroad tracks, (PID 063 066) being approximately 6.823 acres, from Corridor Mixed-Use (CMX) to Corridor Mixed-Use (CMX) with a Conditional District Overlay (CD) to request an alternative design for a new self-storage facility as permitted by Section 15.23 of the Land Development Ordinance.

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: *(Please note if item includes an ordinance, resolution or petition)*
Council to consider adopting an ordinance to rezone the subject parcel as requested.

Contact Information for Group or Individual: Victoria Bailiff, victoria.bailiff@salisburync.gov, 704-638-5212

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

RECEIVED
By Jennifer Curlee at 9:45 am, Sep 30, 2022



City of Salisbury
Development Services
132 North Main Street
Salisbury, NC 28144
E: 1stop@salisburync.gov
Ph: 704.638.5208

CONDITIONAL DISTRICT REZONING APPLICATION

PAID 09/30/2022 CC \$1200

SHADED AREAS FOR STAFF USE ONLY

FILING DATE

09/30/2022

CASE #

CD 08 2022

CD MASTER PLAN ADOPTION	\$1,200
CD MASTER PLAN AMENDMENT	\$900
CD MASTER PLAN REVISION	\$50
* FEES PER CITY OF SALISBURY BUDGET ORDINANCE	

- CD Master Plan Adoption (LDO Sec. 15.23)
- CD Master Plan Amendment (LDO Sec. 15.23.E)
- CD Master Plan Revision (LDO Sec. 15.23.F)

A petition for a CD Master Plan must be submitted by the property owner(s) of all land included in the petition. An owner representative must submit an affidavit authorizing representation. Multiple owners shall be listed on a separate sheet with ownership corresponding to all parcels included in the petition.

Submittal Requirements:

- Plan Review Payment (check, charge)
- Plan Submittal (1 e-set in Adobe PDF)

PROJECT INFORMATION

Property Address or location: 1700 Jake Alexander Boulevard, Salisbury, NC, 28144

Project Title: Jake Alexander Self Storage PID: 063 066

Present Use: Undeveloped Proposed Use: Commercial - Self Storage Facility

Total Acreage: 7.389 ac Project/Disturbed Acreage: 2.919 ac

Petitioner: Jared Birindelli Representative: Kate Underwood, PhD, PE

Address: 5979 Hill N Dale Dr, Kernersville NC, 27824 Phone: 360-268-3813 Email: jastorage34@gmail.com

Owner(s): Jake Alexander Storage LLC - Jared Birindelli and Reed Miller

Address: 5979 Hill N Dale Dr, Kernersville NC, 27284 Phone: Email: jastorage34@gmail.com

Provide overall project built-upon area (%) for NPDES determination: 39.5%
(applicable for projects over 1 acre or part of a larger common plan of development - Sec. 9.6)

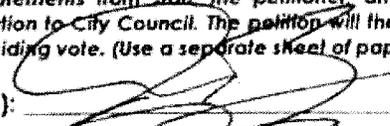
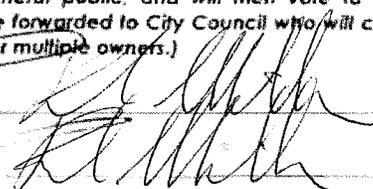
Will the project require voluntary annexation? Yes No

Will the project involve installation of a new public or private fire line? Yes No

Will the project require water or sewer extensions? Water Sewer Neither

SIGNATURE

By signing this petition you understand that this petition will be forwarded to the Planning Board (a City Council-appointed board) who may hear statements from staff, the petitioner, and general public, and will then vote to make a Statement of Consistency and recommendation to City Council. The petition will then be forwarded to City Council who will conduct the official public hearing before casting a deciding vote. (Use a separate sheet of paper for multiple owners.)

Petitioner(s): 
Owner(s): 

PROJECT PLANNING CHECKLIST

Pursuant to LDO Sec. 16.3, a Master Plan set (*prepared by a licensed design professional with the appropriate statutory authority*) must include the Site Plan, an Illustrative Landscape Plan, Building Design Plans, and other plans or documentation where applicable.

All plans must show or provide the following information where applicable; however, per Sec. 15.4, the Administrator may waive specific application requirements in certain situations:

<u>Site Plan Information:</u>		DONE	N/A
Project Title, property owner(s), developer(s), etc. & date of plan	(16.3.B, C, & I)	X	
Vicinity Map	(16.3.A)	X	
Boundary Survey & Limits of Construction	(16.3.D & P)	X	
Original / Proposed contours at max. 2-ft intervals	(16.3.F)	X	
Any portion within Watershed Protection Area	(16.3.M)		X
Corporate Limits & ETJ boundaries, where applicable	(16.3.R)		X
Phase Lines	(16.3.S)	X	
Floodplain, Floodway, Jurisdictional Wetlands, and/or streams, where applicable	(16.3.T)		X
Site Calculations (acreage, open space, parking, # units, GFA, etc.)	(16.3.E)	X	
Scale, denoted graphically & numerically	(16.3.G)	X	
Any required Certification Statements	(16.3.H)		X
Zoning District of project area and adjacent properties (Include PID of each parcel)	(16.3.J)	X	
Location, dimensions & setbacks of all lots & buildings	(16.3.L)	X	
Location of all parking & loading areas with striping and dimensions	(16.3.L)	X	
Location of all existing & planned streets & alleys with dimensions	(16.3.L)	X	
Location of all existing & planned (o & u) utilities and associated easements	(16.3.L)	X	
Location of all recreational open spaces & other site reservations	(16.3.L)	X	
Location of all required NPDES Best Management Practices (BMPs), if required	(16.3.N)	X	
Cross-sections of proposed streets & alleys	(16.3.O)		X
Location of, including details and screening, solid waste containment			X

<u>Illustrative Landscape Plan Information (must be provided in color):</u>	DONE	N/A
Location and type of existing plants/trees and areas to remain natural	X	
Illustrative planting plan exhibiting complete landscaping of the site at maturity	X	

<u>Building Design Plans Information (Sec. 16.11):</u>	DONE	N/A
All exterior wall elevations (for proposed structures or additions)	X	
Photos of existing conditions and all existing structures	X	
Building materials schedule (samples may be provided)	X	



City of Salisbury
Development Services
132 North Main Street
Salisbury, NC 28144
E: 1stop@salisburync.gov
Ph. 704.638.5208

ZONING PERMIT APPLICATION

SHADED AREAS FOR STAFF USE ONLY

FILING DATE

CASE #

PLAN REVIEW CASE # (IF APPLICABLE):

ZP (NEW HOUSE<5 DU)	\$50
ZP (NEW MULTI-FAMILY RESIDENTIAL)	\$150
ZP (NEW NON-RESIDENTIAL)	\$300
ZP (ADDT/ACC/UPFIT: RESIDENTIAL)	\$25
ZP (ADDT/ACC/UPFIT: NON-RESIDENTIAL)	\$100
HOME OCCUPATION PERMIT	\$50
TEMPORARY USE PERMIT	\$50

* FEES PER CITY OF SALISBURY BUDGET ORDINANCE

NOTE TO APPLICANT: SUPPLEMENT PLAN REVIEW FORMS AVAILABLE IF PLAN REVIEW IS REQUIRED. PERMITTING & PLAN REVIEW SERVICES REQUIRE 1 HARD SET AND 1 ELECTRONIC SET (PDF)

BUILDING INFORMATION

- New Principal Building
- Addition
- Remodel/Upfit
- Accessory Structure
- Existing SqFt:
- Proposed SqFt: 24,000

DEVELOPMENT TYPE

- House (<5 units)
- MF (<8 units)
- MF (≥8 units)
- Non-Residential (< 10,000 sf)
- Non-Residential (≥ 10,000 sf)
- Floodplain/Watershed
- Parking Lot—Primary Use

USE INFORMATION

- New/Added Use
- Change of Use
- No Change of Use
(existing use remains)
- Home Occupation
- Temporary Use

PROJECT DESCRIPTION

\$1,800,000
Total Projected Cost:

PLAN SUBMITTAL ATTACHMENTS

- Site
- Floor
- Elevation
- Landscape

PROPERTY & CONTACT INFORMATION

Rowan County Parcel ID(s): 063-066

Address or Site Location: 1700 Jake Alexander Blvd, Salisbury, NC 28144

Subdivision: Lot(s):

Applicant: Jake Alexander Storage, LLC - Jerad Birindelli

Address: 5979 Hill N Dale Dr., Kernersville, NC 27284

Email: jastorage34@gmail.com Best Phone: 360-268-3813

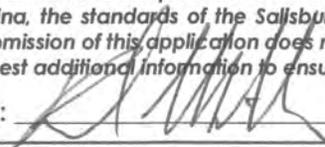
Owner (if different than applicant):

Address:

Email: Daytime Phone:

SIGNATURE

I certify that all information provided on this application is accurate and that all work will be performed to meet the laws of the State of North Carolina, the standards of the Salisbury Land Development Ordinance, and the City of Salisbury Uniform Construction Standards Manual. Submission of this application does not constitute a granting of approval or issuance of a permit. The City of Salisbury reserves the right to request additional information to ensure complete review.

Applicant: 

UTILITY CONNECTIONS

Water: Existing PUBLIC or PRIVATE connection with no change to service
Proposed NEW or REPLACEMENT connection @ _____ (size in inches)

Sewer: Existing PUBLIC or PRIVATE connection with no change to service
Proposed NEW or REPLACEMENT connection @ _____ (size in inches)

Irrigation: Existing PUBLIC or PRIVATE connection with no change to service
Proposed NEW or REPLACEMENT connection @ _____ (size in inches)

Fire: Existing PUBLIC or PRIVATE connection with no change to service
Proposed NEW or REPLACEMENT connection @ _____ (size in inches)

F.O.G.: New Replace >>> Trap In-ground Interceptor

Backflow: New Replace Upgrade _____ (size in inches)

DEPARTMENT USE ONLY

Project Title: _____

Zoning: _____ Overlay: _____ Local Historic Overlay? Yes No

Present Use: _____

Number, type, and condition of any existing structures:

List any known nonconformities:

Does the project require issuance of an NCDOT driveway permit? Yes No

Does the overall project generate 3,000+ vpd during an average weekday? (Sec. 4.14) Yes No

Will the project provide outdoor lighting on private property? (Ch. 11) Yes No

Will the project require outdoor storage? (Sec. 6.9) Yes No

Does a sidewalk exist along the street side parcel lines? (Sec. 4.4) Partial Yes No

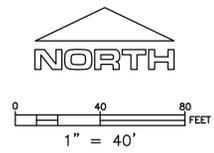
Requesting Payment In Lieu of Mitigation based on the TIA? (Sec. 4.14) Yes No

Requesting Payment In Lieu of Recreational Open Space Allocation? (Sec. 7.6) Yes No

Requesting Payment In Lieu of Sidewalk? (Sec. 4.9) Yes No

Property Size (gross area in acres): _____ Area of Disturbance (acres): _____

Other & Notes:



ZONING: CMX

JPI COASTAL REALTY, LLC
PARCEL ID: 069 141
DB. 1382, PG. 91

SOUTHERN PROPERTY LINE OF JPI
COASTAL REALTY, LLC AS DESCRIBED
IN DB. 1382, PG. 91 & FIELD EVIDENCE

CHAIN LINK FENCE WITH BARBED WIRE

POSSIBLE GAP
GLASS FENCE

TYPE A PERIMETER BUFFER

ZONING: CMX

TREE CANOPY PRESERVATION
21,379 SQ. FT

RICHARD R. KETCHIE
PARCEL ID: 063 002
DB. 589, PG. 245

CHAIN LINK FENCE WITH BARBED WIRE

EXISTING TREES TO REMAIN UNTIL FUTURE PHASES

ZONING: CMX

LOUISE ROSMAN KEITNER
PARCEL ID: 063 003
DB. 1301, PG. 838
[TRACT 4]

ZONING: CMX-CD

COMMUNITY BANK OF ROWAN
PARCEL ID: 063 096
DB. 1183, PG. 467
MB. 9895, PG. 5463
TOTAL AREA: 7.389 ACRES
[INCLUDING RAILROAD R/W,
BUT NOT POSSIBLE GAP]

TREE CANOPY PRESERVATION
47,183 SQ. FT

ZONING: CMX

THAO HOANG LY
and JOHN HONG DANG
PARCEL ID: 063 004
DB. 1094, PG. 848

CHAIN LINK FENCE WITH BARBED WIRE

EXISTING TREES TO REMAIN UNTIL FUTURE PHASES

ZONING: CMX

CARRIE A MOORE
and CRISTI R. BURNETT
PARCEL ID: 063 005
DB. 1265, PG. 817

DECORATIVE FENCING

5' X 5' CONCRETE SIDEWALK

GOOSENECK KEYPAD

2" 6" CURB AND GUTTER

1' 8" X 22' PARALLEL PARKING SPACE

WHEEL STOP

HC PARKING SIGN

STOP BAR

STOP SIGN

CURB RAMP

10' X 70' SIGHT TRIANGLE

DECORATIVE FENCING

STRIPED WALKWAY

5' CONCRETE SIDEWALK

GOOSENECK KEYPAD

CONCRETE APRON

SIDEWALK REQUIREMENT TO BE COVERED BY PAYMENT IN LIEU

ZONING: CMX

1816 JAKE ALEXANDER BLVD., LLC
PARCEL ID: 063 006
DB. 1356, PG. 825

ZONING: LI

S. JAKE ALEXANDER BOULEVARD

YELLOW SKIP CENTER LINES

YELLOW CENTER LINES

PAVEMENT MARKINGS PER NCDOT 1205.02 DETAIL

PROPERTY LINE ALONG JAKE ALEXANDER BLVD. PER DB. 1275, PG. 745 & FIELD EVIDENCE

NOTE:
ANY CHANGES ON JAKE ALEXANDER BLVD ARE SUBJECT TO NCDOT REVIEW AND APPROVAL.

- EXISTING ZONING: CMX
PROPOSED ZONING: CMX-CD
REQUESTED EXEMPTIONS:
1. 5.13 OF LDO, RELIEF FROM COMMERCIAL ZONING DISTRICT ARCHITECTURAL REQUIREMENTS
2. 5.16 OF LDO, MAXIMUM FRONT SET BACK
3. 10.3 OF LDO, MINIMUM REQUIRED PARKING
4. 10.6 OF LDO REMOVAL OF CROSS-ACCESS TO ADJACENT PROPERTIES.

PHASE 1 IMPERVIOUS AREA SUMMARY	
BUILDING	24,000 SF
ASHPALT	22,696 SF
CURB AND GUTTER	1,172 SF
CONCRETE	49 SF
TOTAL ON-SITE IMPERVIOUS AREA	47,917 SF
TOTAL OFF-SITE IMPERVIOUS AREA	4,207 SF

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UNDERGROUND LOCATORS
EVERY 10 DAYS FOR AN UPDATE
TO UTILITIES LOCATIONS.
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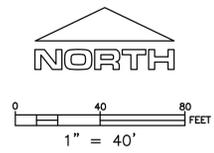
REVISION	DATE	DESCRIPTION
1	9/16/2022	ADDITION OF LANDSCAPING SHEET AND DETAILS
2	9/29/2022	REVISIONS PER NCDOT AND EROSION CONTROL COMMENTS
3	10/28/2022	REVISIONS PER SALISBURY TRC COMMENTS
4	1/26/2023	REVISIONS PER SALISBURY COMMENTS

JAKE ALEXANDER SELF STORAGE
SITE LAYOUT PLAN PHASE 1
1700 JAKE ALEXANDER BOULEVARD, SALISBURY, NC, 28144
JAKE ALEXANDER STORAGE, LLC
PROJECT MANAGER: NDB
APPROVED BY: NDB
PROJECT START: 5.1.2022
CESI PROJECT NO. 220152.000
DRAWN BY: NDB
CHECKED BY: KNU

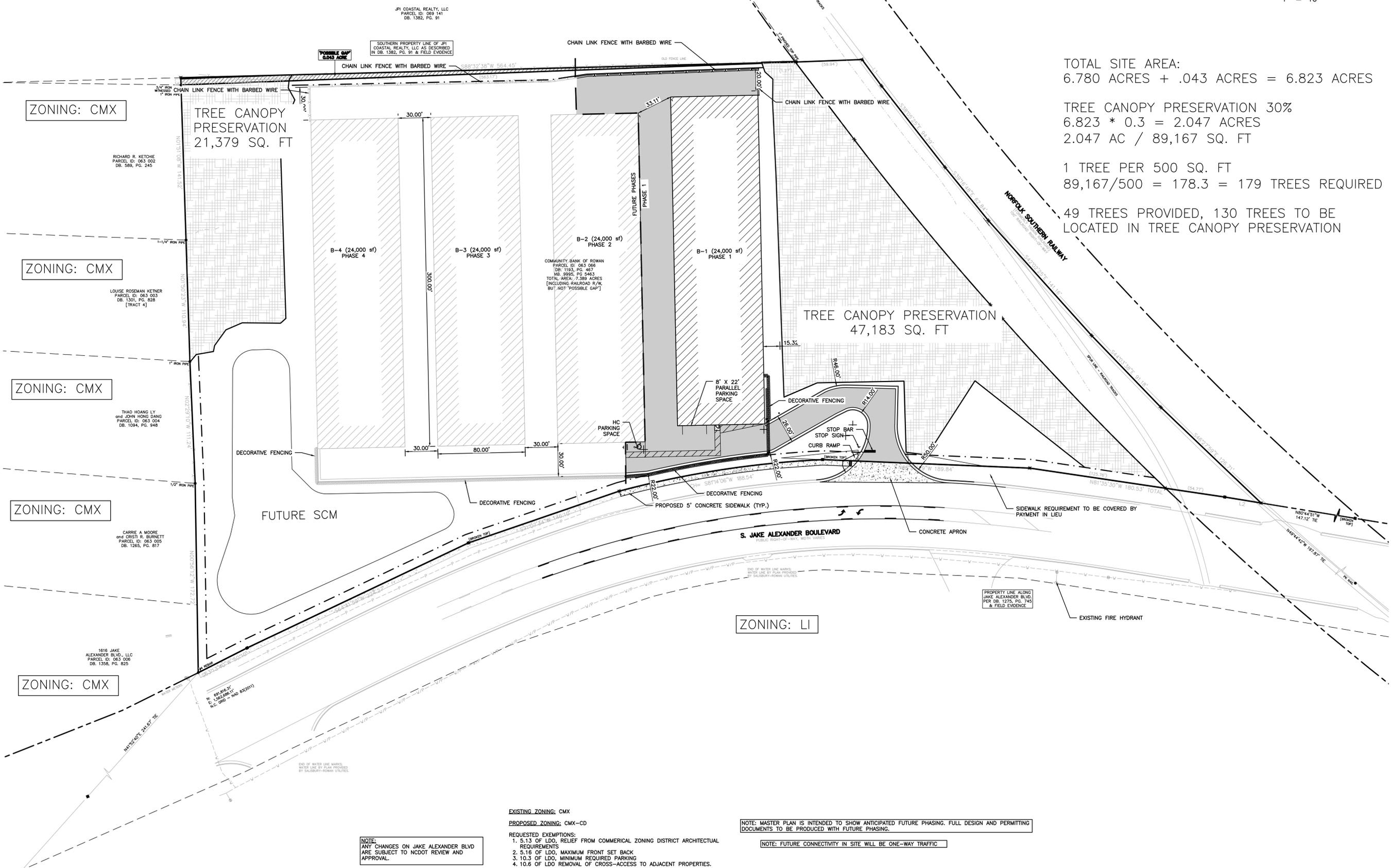
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F. 704.786.7454
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C200



ZONING: CMX



TOTAL SITE AREA:
6.780 ACRES + .043 ACRES = 6.823 ACRES

TREE CANOPY PRESERVATION 30%
6.823 * 0.3 = 2.047 ACRES
2.047 AC / 89,167 SQ. FT

1 TREE PER 500 SQ. FT
89,167/500 = 178.3 = 179 TREES REQUIRED

49 TREES PROVIDED, 130 TREES TO BE LOCATED IN TREE CANOPY PRESERVATION

ZONING: CMX

ZONING: CMX

ZONING: CMX

ZONING: CMX

ZONING: CMX

ZONING: LI

NOTE:
ANY CHANGES ON JAKE ALEXANDER BLVD
ARE SUBJECT TO NCDOT REVIEW AND
APPROVAL.

- EXISTING ZONING: CMX
PROPOSED ZONING: CMX-CD
- REQUESTED EXEMPTIONS:
- 5.13 OF LDO, RELIEF FROM COMMERCIAL ZONING DISTRICT ARCHITECTURAL REQUIREMENTS
 - 5.16 OF LDO, MAXIMUM FRONT SET BACK
 - 10.3 OF LDO, MINIMUM REQUIRED PARKING
 - 10.6 OF LDO REMOVAL OF CROSS-ACCESS TO ADJACENT PROPERTIES.

NOTE: MASTER PLAN IS INTENDED TO SHOW ANTICIPATED FUTURE PHASING. FULL DESIGN AND PERMITTING DOCUMENTS TO BE PRODUCED WITH FUTURE PHASING.

NOTE: FUTURE CONNECTIVITY IN SITE WILL BE ONE-WAY TRAFFIC

North Carolina One-Call Center
2 DAYS SERVICE ENGINE IN
CALL 1-800-637-4949
CONTRACTORS SHALL CONTACT
EVERY 10 DAYS FOR AN UPDATE
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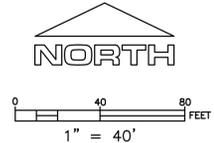
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JAKE ALEXANDER SELF STORAGE
SITE LAYOUT MASTER PLAN
1700 JAKE ALEXANDER BOULEVARD, SALISBURY, NC, 28144
JAKE ALEXANDER STORAGE, LLC
PROJECT MANAGER: NDB
APPROVED BY: NDB
PROJECT START: 5.1.2022
CESI PROJECT NO. 220152.000
DRAWN BY: NDB
CHECKED BY: KNU

CESI CIVIL GEOTECHNICAL SURVEYING
PO BOX 268
CONCORD, NC 28026-0268
P. 704.786.5404
F. 704.786.7454
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NORTH CAROLINA PROFESSIONAL ENGINEER
035470
5/1/09/2023
KATHERINE W. UNDERWOOD

C201



ZONING: CMX

JPI COASTAL REALTY, LLC
PARCEL ID: 069 141
DB. 1382, PG. 91

SOUTHERN PROPERTY LINE OF JPI COASTAL REALTY, LLC AS DESCRIBED IN DB. 1382, PG. 91 & FIELD EVIDENCE

POSSIBLE GAP
CHAIN LINK

PERIMETER BUFFER NORTH
REQUIRED POINTS: 227

TYPE A PERIMETER BUFFER

PERIMETER BUFFER NORTH
REQUIRED POINTS: 227

CHAIN LINK FENCE WITH BARBED WIRE

PERIMETER BUFFER EAST
REQUIRED POINTS: 202

TOTAL SITE AREA:
6.780 ACRES + .043 ACRES = 6.823 ACRES

TREE CANOPY PRESERVATION 30%
6.823 * 0.3 = 2.047 ACRES
2.047 AC / 89,167 SQ. FT

1 TREE PER 500 SQ. FT
89,167/500 = 178.3 = 179 TREES REQUIRED

TREES FROM PERIMETER YARD AND STREET YARD TO COUNT TOWARDS 30% TREE CANOPY REQUIREMENT, REMAINDER OF REQUIRED TREES TO BE LOCATED IN TREE PRESERVATION AREA.

ZONING: CMX

TREE CANOPY PRESERVATION
21,379 SQ. FT

RICHARD R. KETCHIE
PARCEL ID: 063 002
DB. 989, PG. 245

ZONING: CMX

LOUISE ROSEMAN KEITNER
PARCEL ID: 063 003
DB. 1301, PG. 828
(TRACT 4)

ZONING: CMX-CD

TREE CANOPY PRESERVATION
47,183 SQ. FT

ZONING: CMX

PERIMETER BUFFER WEST
REQUIRED POINTS: 215

THAO HOANG LY
and JOHN HONG DANG
PARCEL ID: 063 004
DB. 1094, PG. 948

ZONING: CMX

CARRIE A. MOORE
and CRESTI R. BURNETT
PARCEL ID: 063 005
DB. 1265, PG. 817

PERIMETER BUFFER WEST
REQUIRED POINTS: 215

ZONING: CMX

1616 JAKE ALEXANDER BLVD., LLC
PARCEL ID: 063 006
DB. 1356, PG. 825

N. 68' BYE-LINE
N. 6' BYE-LINE
N.C. GEN. STAT. § 160A-201

ZONING: LI

LANDSCAPE CALCULATIONS			
YARD TYPE	WIDTH PROVIDED (FT)	LENGTH OF BUFFER (FT)	MIN POINTS REQUIRED TOTAL
PERIMETER BUFFER NORTH	8	566.35	227
PERIMETER BUFFER WEST	8	538.21	215
PERIMETER BUFFER EAST	8	503.65	202
STREET YARD	8	865	N/A

NOTE:
EXISTING VEGETATION
WILL BE SUPPLEMENTED
IF NEEDED.

LEGEND

- SUGAR MAPLE SHADE TREE
- LOBLOLLY PINE SHADE TREE
- GRAPE MYRTLE ORNAMENTAL TREE
- EMERALD ARBORVITAE ORNAMENTAL TREE
- MEDIUM SHRUB

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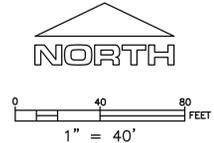
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LANDSCAPING PLAN PHASE 1
1700 JAKE ALEXANDER BOULEVARD, SALISBURY, NC, 28144
JAKE ALEXANDER STORAGE, LLC
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01/09/2023
KATHERINE W. UNDERWOOD

L100



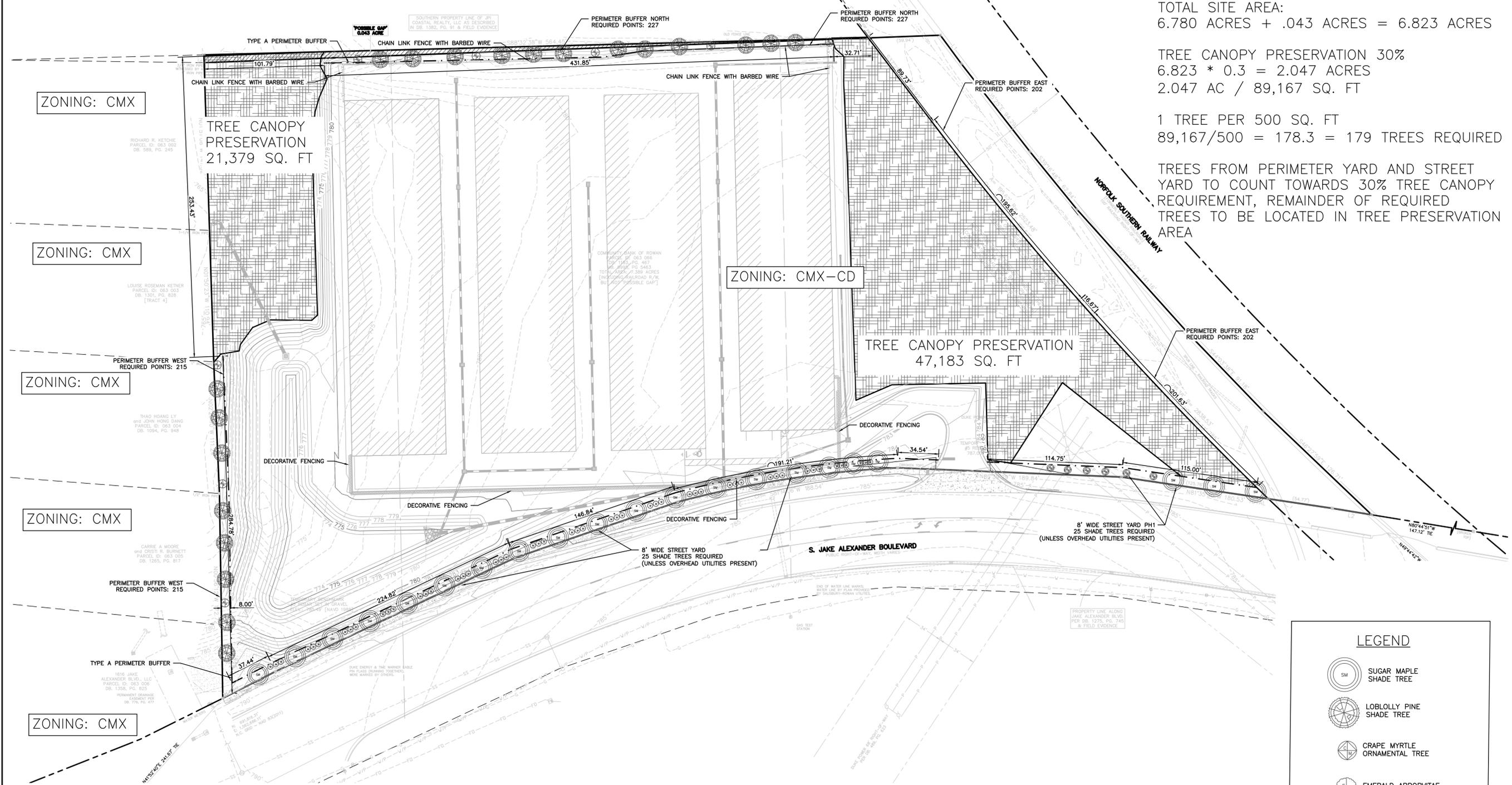
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ZONING: CMX

ZONING: CMX

ZONING: CMX

ZONING: CMX

ZONING: CMX

ZONING: CMX-CD

ZONING: LI

LANDSCAPE CALCULATIONS			
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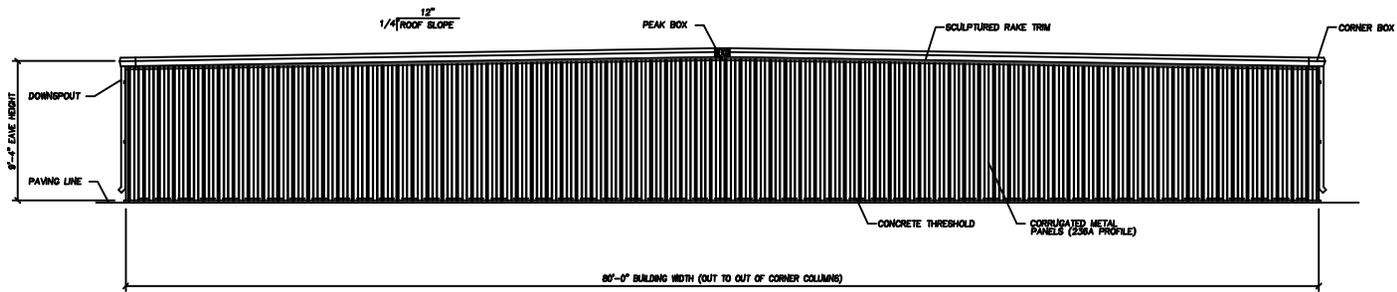
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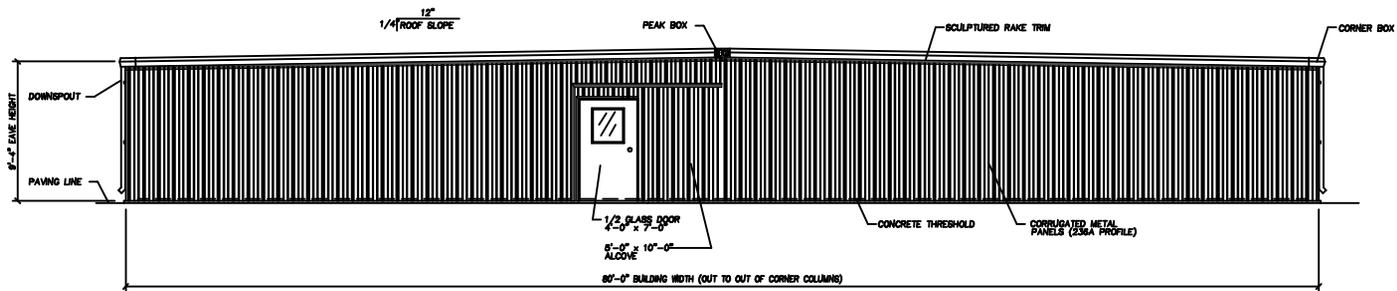
JAKE ALEXANDER SELF STORAGE
LANDSCAPING MASTER PLAN
JAKE ALEXANDER STORAGE, LLC
1700 JAKE ALEXANDER BOULEVARD, SALISBURY, NC, 28144
PROJECT MANAGER: NOB
APPROVED BY: NOB
CHECKED BY: KNU
CESI PROJECT NO. 220152.000
PROJECT START: 5.1.2022

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A ENDWALL ELEVATION . . . BUILDING "1"
 S2 SCALE: 1/4" = 1'-0"



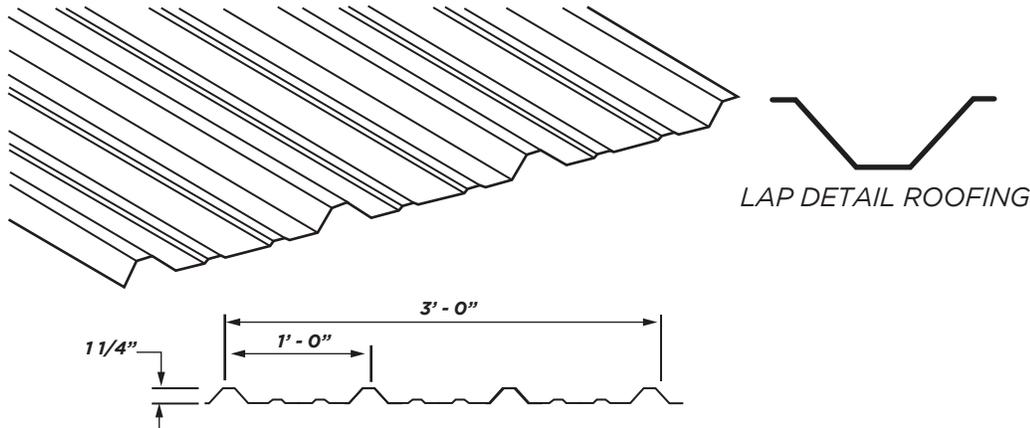
B ENDWALL ELEVATION . . . BUILDING "1"
 S2 SCALE: 1/4" = 1'-0"

NOTE:
 DOWNSPOUTS LOCATIONS SHOWN FOR
 ELEVATION PURPOSE ONLY. REFER
 TO FLOOR PLAN SHEETS FOR LOCATIONS

DATE: 9/8/22	PROJECT NAME: MINI STORAGE
DRAWN BY: C. MONRODUM	PROJECT ADDRESS: SALISBURY, NC
FIELD: AS NOTED	OWNER: REED MILLER
APPROVED BY:	PROJECT NO: -
228 COMMERCE BLVD. STATESVILLE, NC 28625 (800) 654-7813	DRAWING NUMBER: BUILDINGS & NOTES BUILDING "1"
REVISIONS	PROJECT NO: S2 # 2



WALL PANELS: BETCO 236A

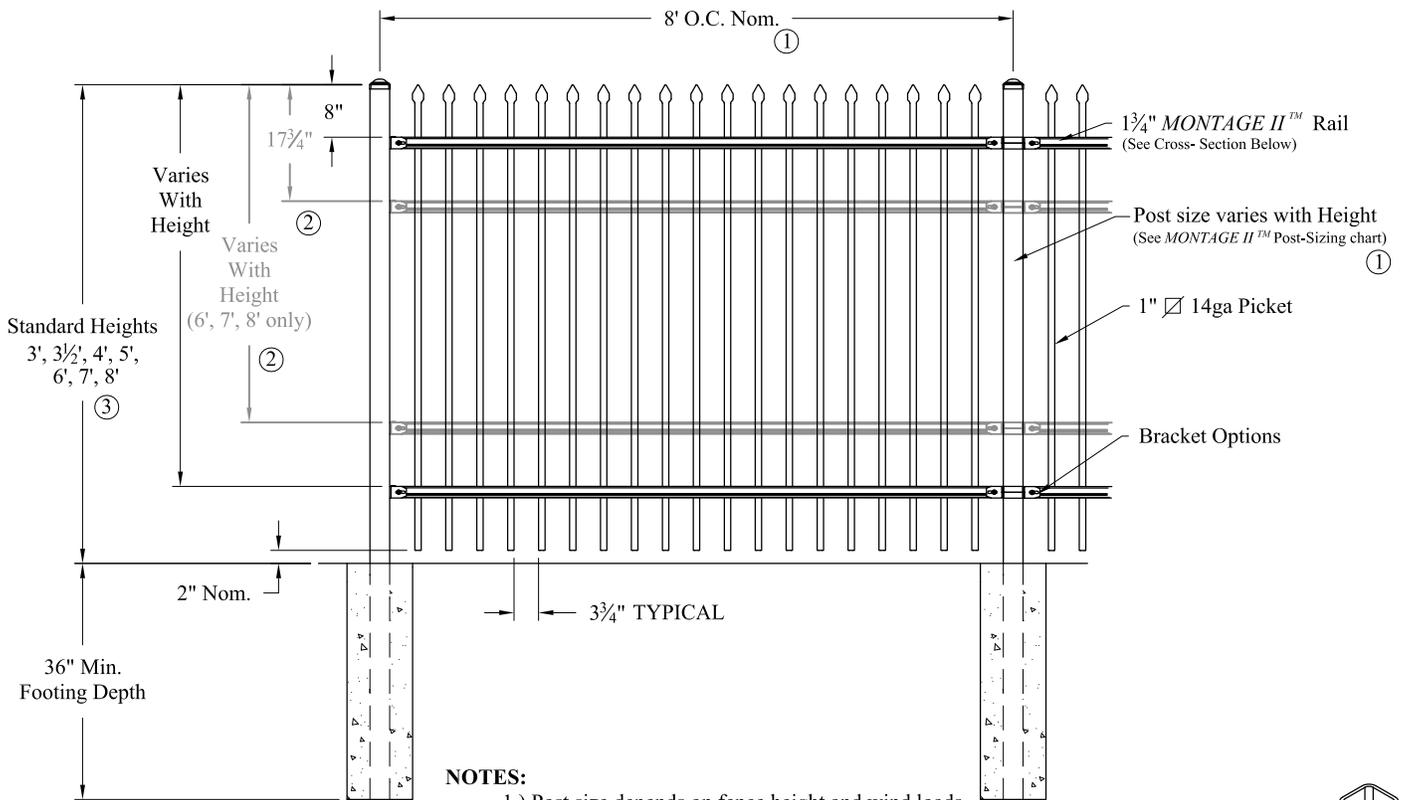


BETCO 236A Wall Panels:

- Available in a variety of colors over 26 gauge Galvalume or Galvanized (pre-painted high durability (HD) finish with a 40 year warranty).
- Optional 29 gauge Galvanized pre-painted (high durability finish with a 40 year warranty) or Bare Galvalume (20 yr. warranty)
- 36" coverage wall panel.
- 1-1/4" deep ribs 12" on center.
- Vertical application eliminates dust collection.
- Pleasing shadow effects.
- Cut-to-length.
- Fewer side laps.
- Nestable for efficient shipping and handling.
- Color-matched fasteners.
- Compatible trim and accessories available.
- Excellent panel for commercial and industrial buildings and for architectural applications such as siding, storefront, mansard, or fascia.

SECTION PROPERTIES							
GA	FY. (KSI)	WT (PSF)	PANEL TOP IN COMPRESSION		PANEL BOTTOM IN COMPRESSION		
			lx in ⁴ /ft	Sx in ³ /ft	lx in ⁴ /ft	Sx in ³ /ft	
26	50	0.874	0.0353	0.0413	0.0357	0.0466	
ALLOWABLE UNIFORM LOAD - WIND PRESSURE - PSF							
GA	SPAN (ft)						
	4	4-1/2	5	5-1/2	6	6-1/2	7
26	61.8	49.1	39.9	33.0	27.8	23.7	20.5

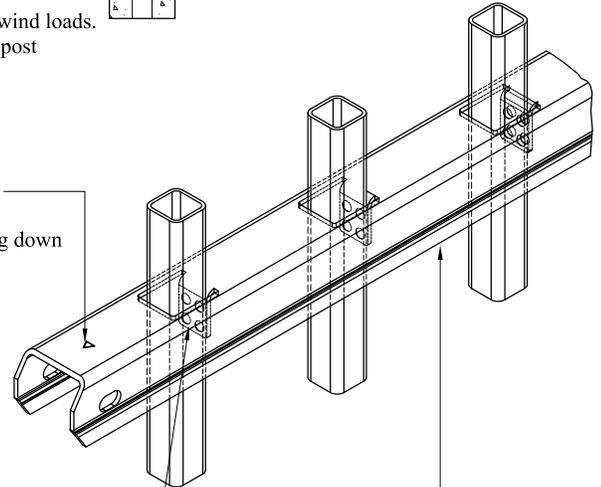
1. All calculations for properties of panels are calculated in accordance with the 1996 AISI Specifications for light gauge structural members.
 2. Values shown as allowable loads are based on panel covering 3 equal spans. Multiply live load values shown by 0.85 for two span condition.
 3. Minimum steel yield strength is 50,000 psi conforming to ASTM A792 SS Gr. 50B.



NOTES:

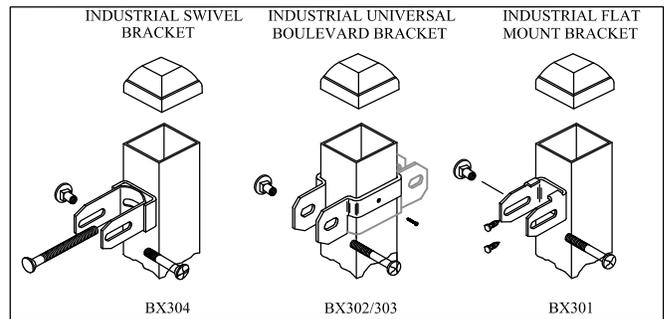
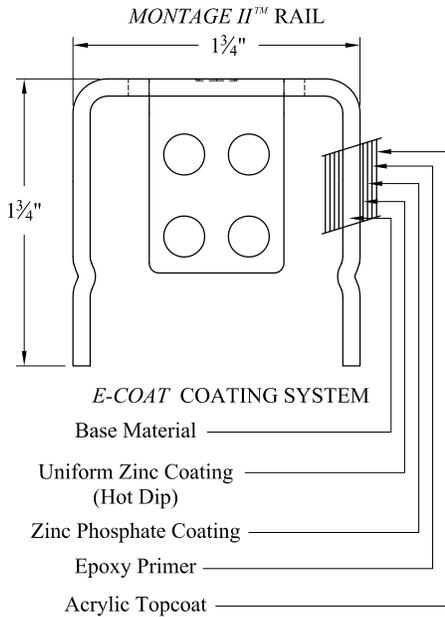
- 1.) Post size depends on fence height and wind loads. See *MONTAGE II™* specifications for post sizing chart and setting dimensions.
- 2.) Third & Fourth rail optional.
- 3.) Available in Flush Bottom.

RAKING DIRECTIONAL ARROW
Welded panel can be raked 30" over 8' with arrow pointing down grade.



PROFUSION™ WELDING PROCESS
No exposed welds,
Good Neighbor profile - Same appearance on both sides

MONTAGE II™ RAIL
Specially formed high strength architectural shape.



**HEAVY INDUSTRIAL STRENGTH WELDED STEEL PANEL
PRE-ASSEMBLED**

Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements.

2HCISO

Title: **MONTAGE II CLASSIC 2/3/4-RAIL**

DR: RTM SH . 1 of 1 SCALE: DO NOT SCALE

CK: ME Date 6/28/10 REV: b



AMERISTAR®

1555 N. Mingo
Tulsa, OK 74116
1-888-333-3422
www.ameristarfence.com





Planning & Zoning Analysis

CASE NO.

CD-08-2022

Project Title:

Jake Alexander Self Storage

Petitioner(s)

Jared Birindelli

Owner(s)

Jake Alexander Storage LLC

Representative(s)

Kate Underwood

Address

1700 S Jake Alexander Boulevard

Tax Map & Parcel(s)

063 066

Size / Scope

Approximately 6.823 acres

Location

Located in the 1700 block of S Jake Alexander Boulevard, just west of the railroad tracks.

PETITIONER REQUEST

Request:

Petition proposes to rezone (1) parcel from Corridor Mixed-Use (CMX) to Corridor Mixed-Use (CMX) with a Conditional District (CD) Overlay. The proposal is seeking approval of a 96,000 square foot Self Storage facility comprised of four buildings that has been broken out into four phases.

Staff Comments:

The subject parcel is currently within Salisbury City Limits.

Is the use permitted in the base Zoning without the Conditional District Overlay?

Yes. The CMX Zoning district permits Mini-Warehousing, however, the applicant has proposed no parking lot connections where the LDO requires two connections.

Base Zoning District Descriptions

Existing:

CMX: Corridor Mixed-Use

Proposed:

CMX/CD: Corridor Mixed-Use/ Conditional District Overlay

Development Type:

Manufacturing/Wholesale/Storage (Mini-Warehouse)



Planning & Zoning Analysis

CHARACTER OF AREA

Overview:

The 6.823 acre site is currently undeveloped.

Existing uses in the vicinity consist of residential, industrial, and commercial properties. This rezoning will have little effect on surrounding properties, as the uses to the north and the south are industrial in nature and some of the existing vegetation will be retained against the residential property to the west. Also, self-storage is typically a low impact use.

Surrounding Land Use(s) & Zoning:

<i>Location</i>	<i>Existing Land Uses</i>	<i>Existing Zoning</i>
North of area	Industrial	CMX
East of area	Railroad Right of Way	CMX/UR8
South of area	Industrial	LI
West of area	Commercial, Residential	CMX



Planning & Zoning Analysis

INFRASTRUCTURE & CIVIC/COMMUNITY FACILITIES

Public Schools:

Elementary: Granite Quarry Elementary

Middle: Erwin Middle

High: East Rowan High

Fire District:

The subject property is currently within the City of Salisbury Fire district.

Utilities

Water & Sewer:

Public water and sewer are available to this property.

Transportation

Transit:

This site is currently served by Salisbury Public Transit. Transit route 1 stops in the 500 block of Morlan Park Road.

Property Access(s):

The site plan proposes driveway access to S Jake Alexander Boulevard only. No parking lot stubs have been provided.

Public Improvements:

This section of Jake Alexander Boulevard is State maintained with no existing sidewalks.

ENVIRONMENT

Topography / Hydrology:

The majority of the property is relatively flat but slopes down on the western side of the site. The area is partially wooded.

Flood Hazard / Streams / Wetlands:

There is no floodplain, USGS blue line stream, or wetland on this site.



Planning & Zoning Analysis

COMPREHENSIVE & AREA PLANS

Applicable Plans:

Vision 2020 Comprehensive Plan

While there are no policies from the Comprehensive Plan which specifically address a map amendment of this nature, staff recommends approval of CD-08-2022, upon determining that the request is not inconsistent with the goals, objectives, and policies of the Vision 2020 Comprehensive Plan.

TRC & PLAN REVIEW

TRC Meeting:

The Conditional District petition and associated Master Plan were first reviewed by the City’s Technical Review Commission (TRC) on October 20, 2022. Staff, the Planning Board Liaison, Dennis Rogers, and other reviewing agencies recommended approval of the master plan subject to some minor revisions. All comments were satisfied upon resubmittal.

Conditional District Alternative Design Request(s)

Alternative Design Requests:

Section 10.6 of the Land Development Ordinance (LDO) requires two parking lot connections to adjacent properties. The applicant has proposed a design alternative with no parking lot connections to adjacent properties.

The applicant has proposed a design alternative to Section 5.13 of the LDO that does not incorporate any of the design criteria for Commercial Building Types.

Section 5.16 of the LDO sets a maximum front setback of 75 feet, the applicant is proposing a larger front setback for the building in phase four due to the location of their SCM.

Section 10.3 of the LDO requires a minimum of 192 parking spaces for this type of use; the applicant’s alternate design proposes 2 parking spaces.

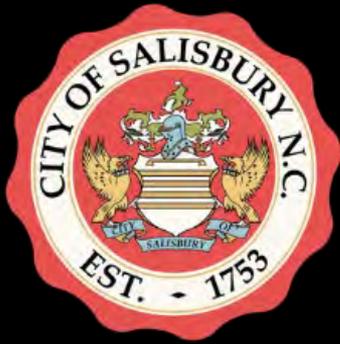


Planning & Zoning Analysis

PLAN REVIEW

Planning Board Recommendation:

This proposal was presented to Planning Board at their courtesy hearing on December 13, 2022. After deliberation, the Planning Board unanimously recommended approval, stating proposal is consistent with the Vision 2020 Comprehensive Plan as submitted.



PETITION TO REZONE

CD-08-2022:

Jake Alexander
Self - Storage
1700 S Jake Alexander Blvd
PID: 063 066

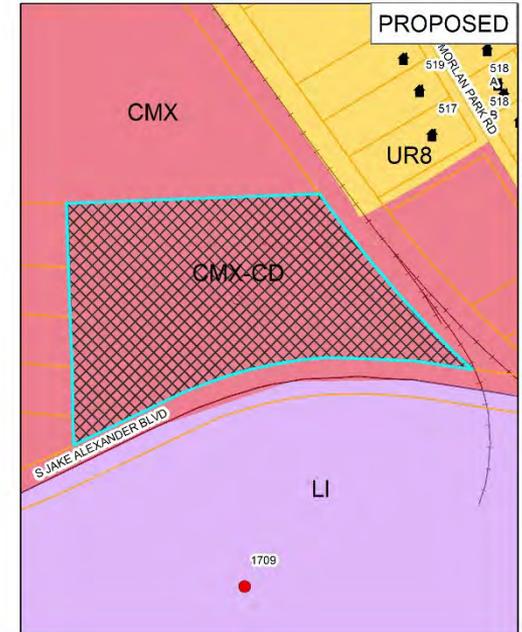
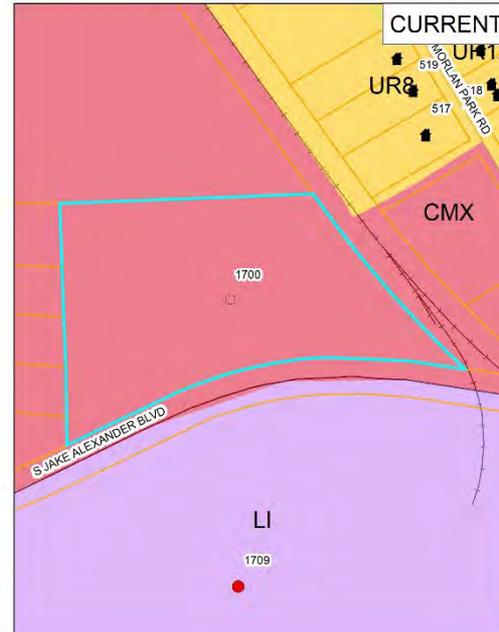
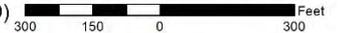
Petitioner: Jared Birindelli
Representative: Kate Underwood
Property Owner: Jake Alexander
Storage LLC

CD-08-2022: JAKE ALEXANDER STORAGE BUILDING

Parcel : 063 066

Current Zoning: Corridor Mixed-Use (CMX)

Proposed Zoning: Corridor Mixed-Used with Conditional District Overlay (CMX-CD)



Petition CD-08-2022

Current Zoning

- Corridor Mixed-Use (CMX)

Proposed Zoning

- Corridor Mixed-Use (CMX) / CD Overlay

Proposed development for a 96,000 square foot Self – Storage facility comprised of four buildings that has been broken out into four phases.

The applicant is requesting four design alternatives from sections 5.13, 5.16, 10.3, and 10.6.

CD-08-2022

CMX

1700

SJAKE ALEXANDER BLVD

LI

1709

UR12

UR8

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OLD CONCORD RD

OLD CONCORD RD

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1503

1511

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1507

1428

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601 B

601 A

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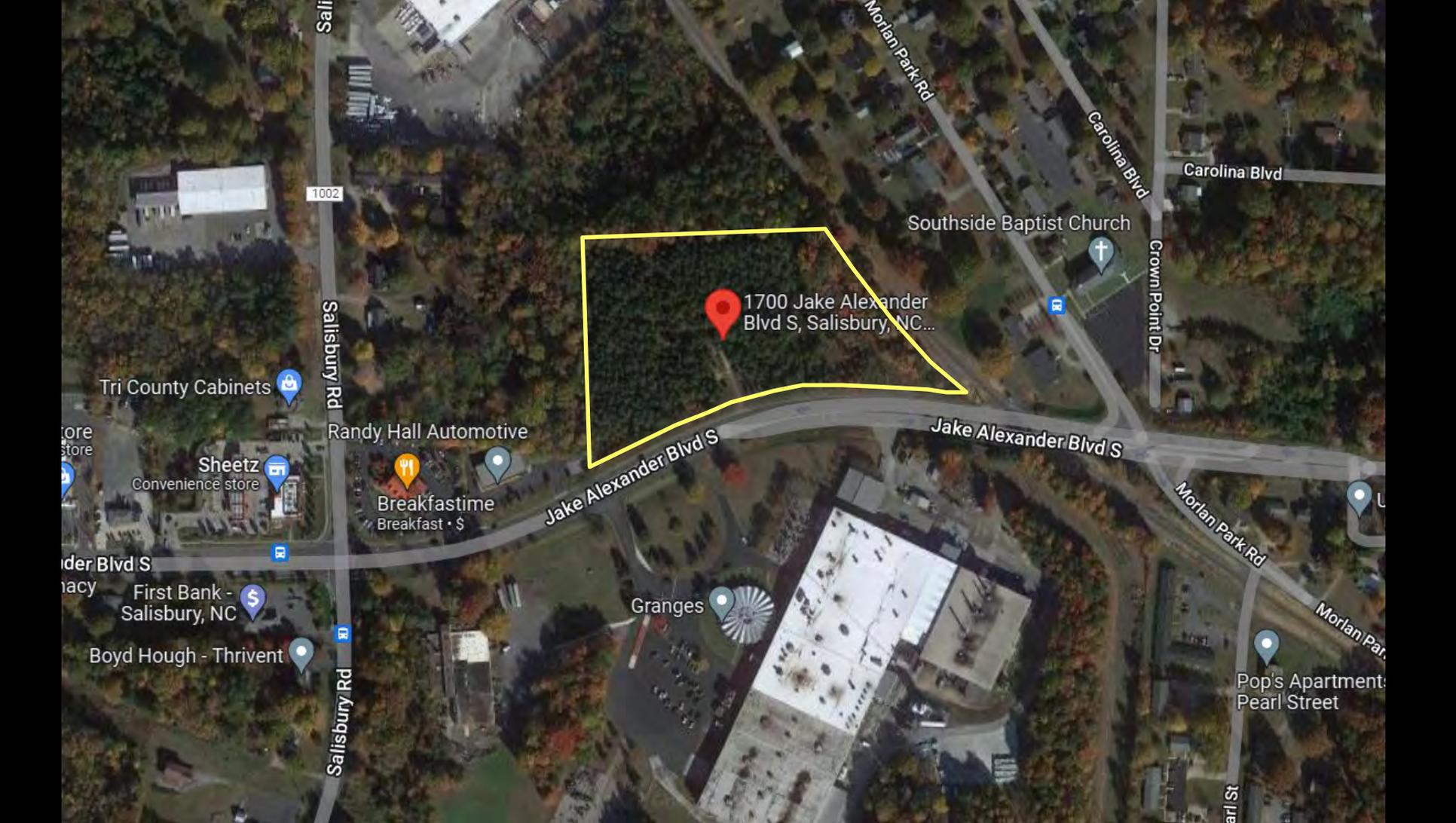
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1002

Salisbury Rd

Salisbury Rd

Morlan Park Rd

Carolina Blvd

Carolina Blvd

Crown Point Dr

Southside Baptist Church

1700 Jake Alexander Blvd S, Salisbury, NC...

Tri County Cabinets

Randy Hall Automotive

Jake Alexander Blvd S

Jake Alexander Blvd S

Morlan Park Rd

Morlan Park Rd

Pop's Apartments
Pearl Street

Store

Sheetz
Convenience store

Breakfastime
Breakfast • \$

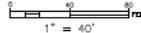
Granges

der Blvd S

First Bank -
Salisbury, NC

Boyd Hough - Thrivent

NORTH



ZONING: CMX

ZONING: CMX

ZONING: CMX

ZONING: CMX

ZONING: CMX

ZONING: CMX

TREE CANOPY PRESERVATION
21,379 SQ. FT

B-4 (24,000 SF)
PHASE 4

B-3 (24,000 SF)
PHASE 3

B-2 (24,000 SF)
PHASE 2

B-1 (24,000 SF)
PHASE 1

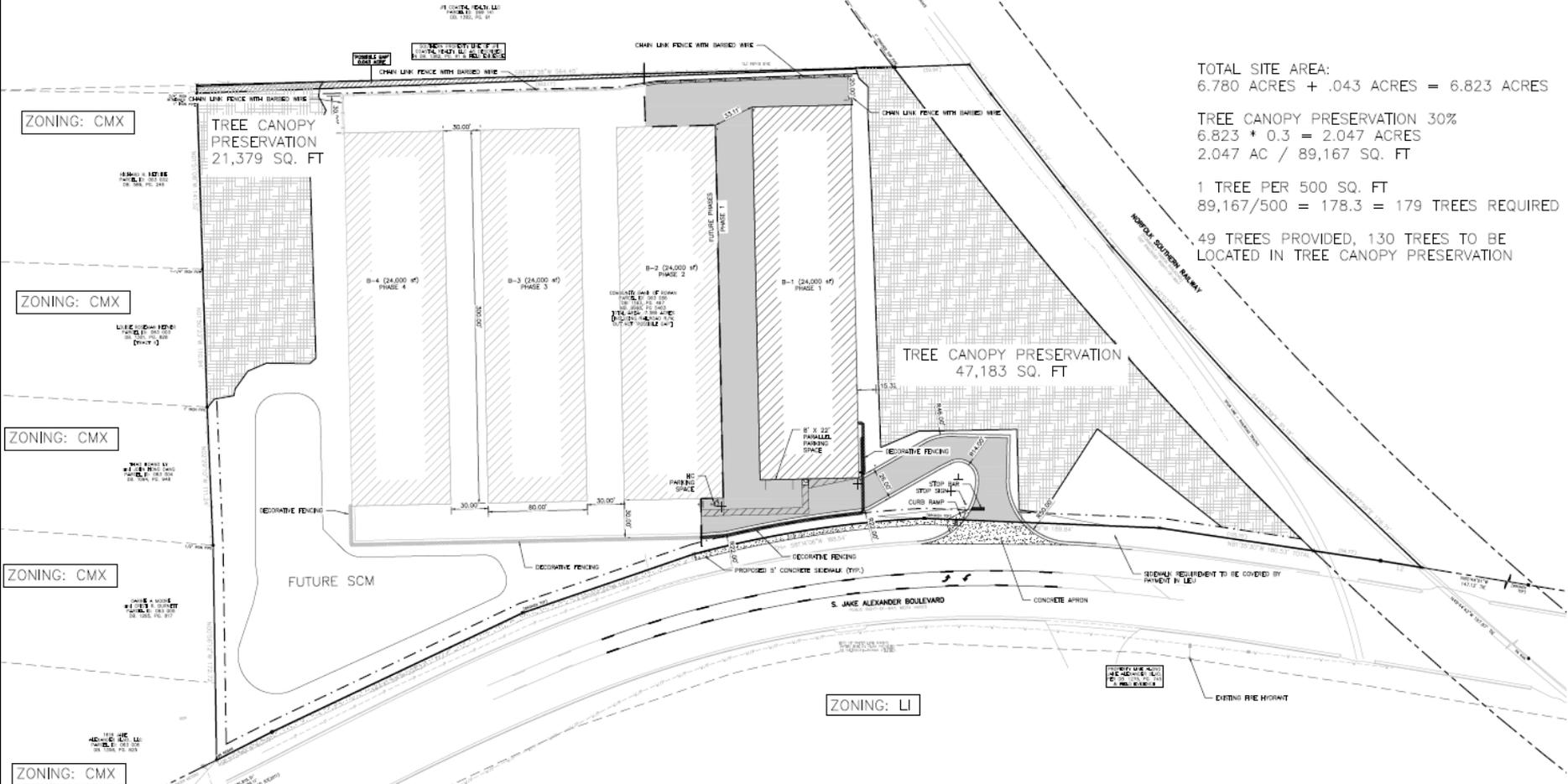
TREE CANOPY PRESERVATION
47,183 SQ. FT

TOTAL SITE AREA:
6.780 ACRES + .043 ACRES = 6.823 ACRES

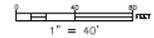
TREE CANOPY PRESERVATION 30%
6.823 * 0.3 = 2.047 ACRES
2.047 AC / 89,167 SQ. FT

1 TREE PER 500 SQ. FT
89,167/500 = 178.3 = 179 TREES REQUIRED

49 TREES PROVIDED, 130 TREES TO BE
LOCATED IN TREE CANOPY PRESERVATION

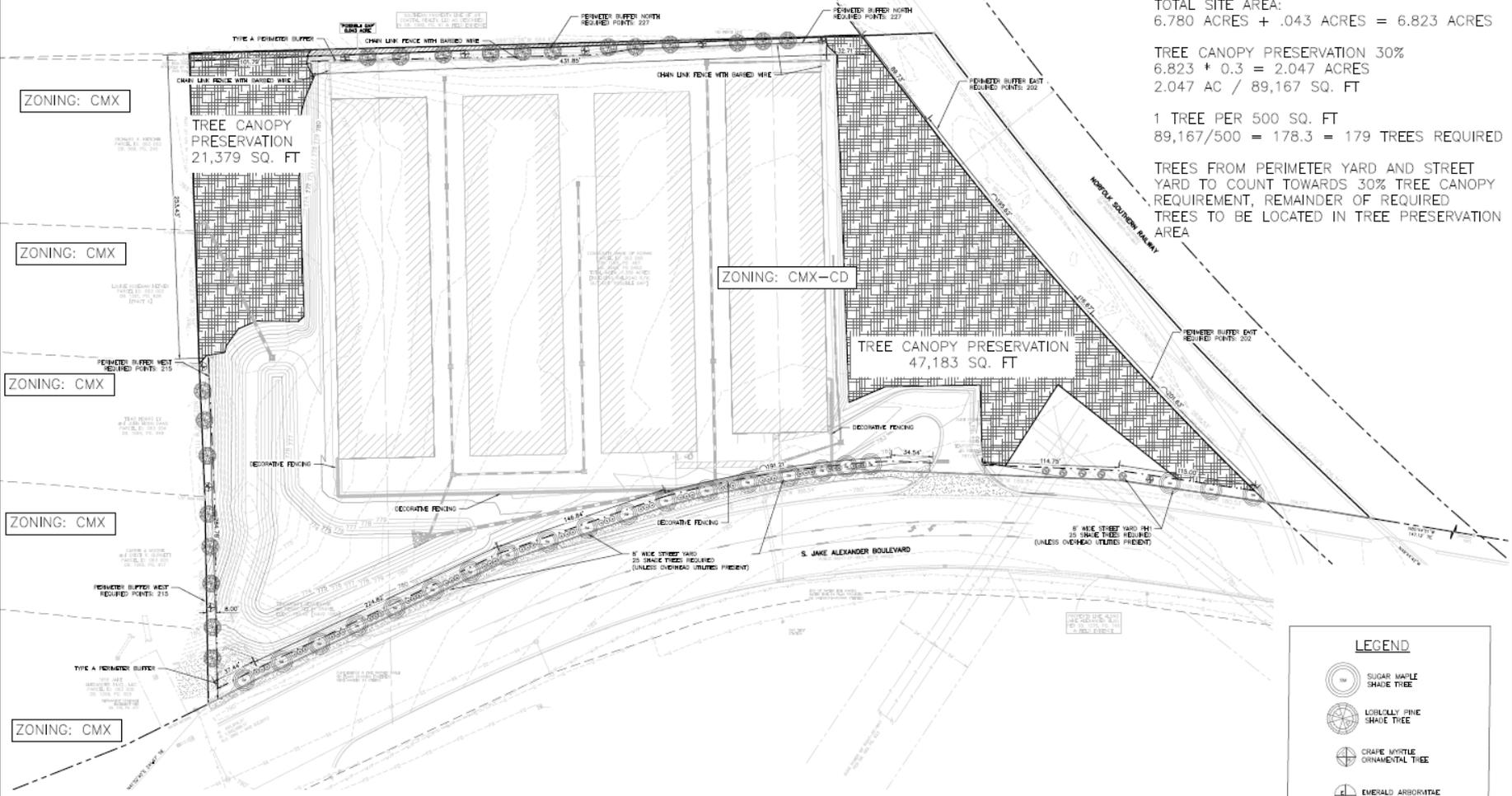


ZONING: LI



ZONING: CMX

18 COUNTY HEALTH, LLC
PROJECT NO. 202-01
100 TOWN OF...



TOTAL SITE AREA:
6.780 ACRES + .043 ACRES = 6.823 ACRES

TREE CANOPY PRESERVATION 30%
6.823 * 0.3 = 2.047 ACRES
2.047 AC / 89,167 SQ. FT

1 TREE PER 500 SQ. FT
89,167/500 = 178.3 = 179 TREES REQUIRED

TREES FROM PERIMETER YARD AND STREET
YARD TO COUNT TOWARDS 30% TREE CANOPY
REQUIREMENT, REMAINDERS OF REQUIRED
TREES TO BE LOCATED IN TREE PRESERVATION
AREA

LANDSCAPE CALCULATIONS

YARD TYPE	WIDTH PROVIDED (FT)	LENGTH OF BUFFER (FT)	MIN POINTS REQUIRED TOTAL

LEGEND

- SUGAR MAPLE SHADE TREE
- LOBLOLLY PINE SHADE TREE
- CRANE MYRTLE ORNAMENTAL TREE
- EMERALD ARBORVITAE ORNAMENTAL TREE
- MEDIUM SHRUB

ZONING: CMX-CD

TREE CANOPY PRESERVATION
47,183 SQ. FT

COMMENTS: BANK OF ROWAN
PARCEL ID: 083 088
DB 1185, PG. 467
PL 0506, PG. 0463
TOTAL AREA: 7.388 ACRES
DIMENSIONS: 141' X 100' (APPROXIMATE)

DECORATIVE FENCING

DECORATIVE FENCING

DECORATIVE FENCING

DECORATIVE FENCING

8' WIDE STREET YARD
25 SHADE TREES REQUIRED
(UNLESS OVERHEAD UTILITIES PRESENT)

S. JAKE ALEXANDER BOULEVARD
PUBLIC RIGHT-OF-WAY: 100' WIDE

8' WIDE
25 SHADE TREES
(UNLESS OVERHEAD UTILITIES PRESENT)

TEMPORARY PAVEMENT
FOR SET IN GRAVEL
CITY OF RICHMOND (NAVD 1988)

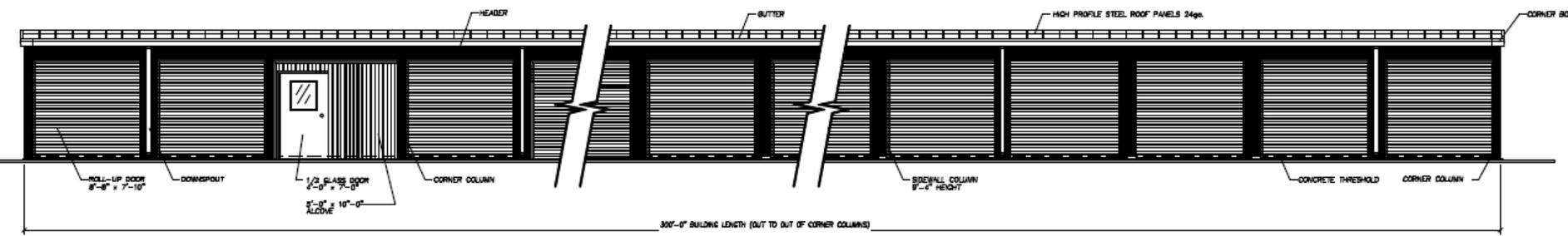
80% OF WATER LINE MARKS
MATCH LINE BY PLAN PROVIDED
BY SUBMITTER-OWNER UTILITIES

PAVE DRIVE & THE WALKER SIDE
BY BLACK DIMENSION TO CENTER
LINE MARKED BY STREET

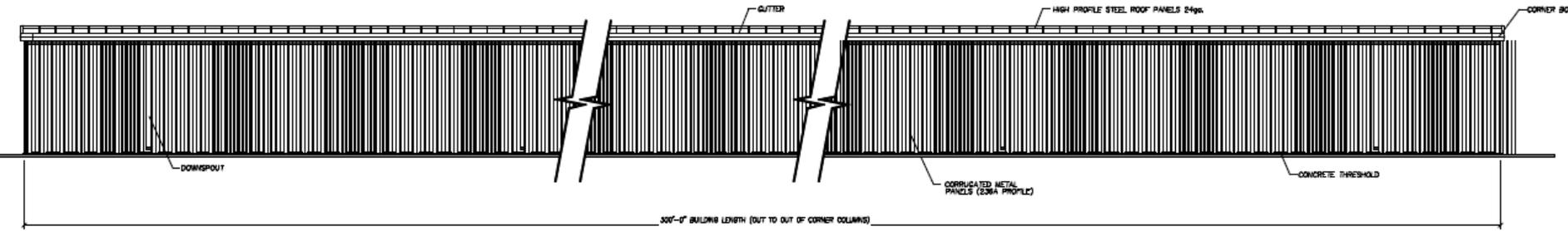
NO. TEST
STATION

PROPERTY
MARKS SHALL
BE PER US
& FLS

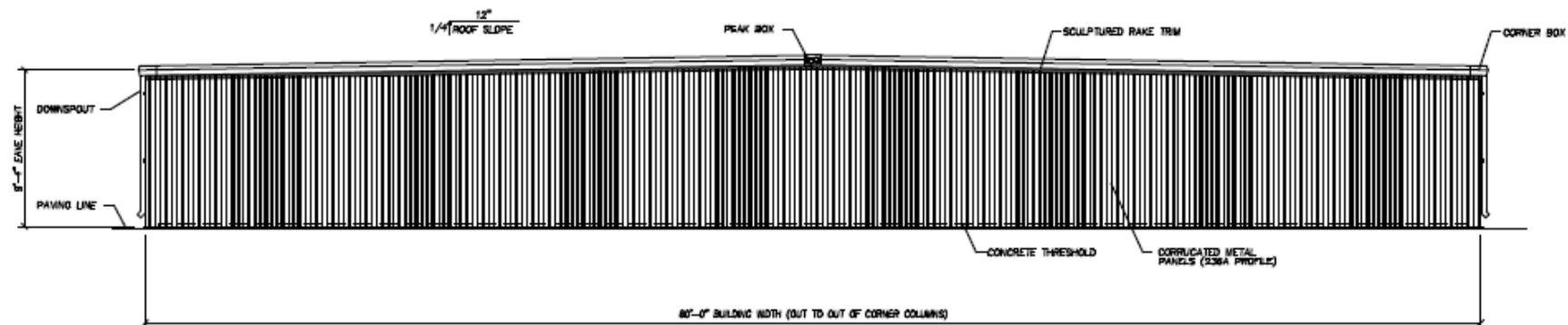
BY: [Signature]
DATE: 08/14/2011
SCALE: 1" = 40'



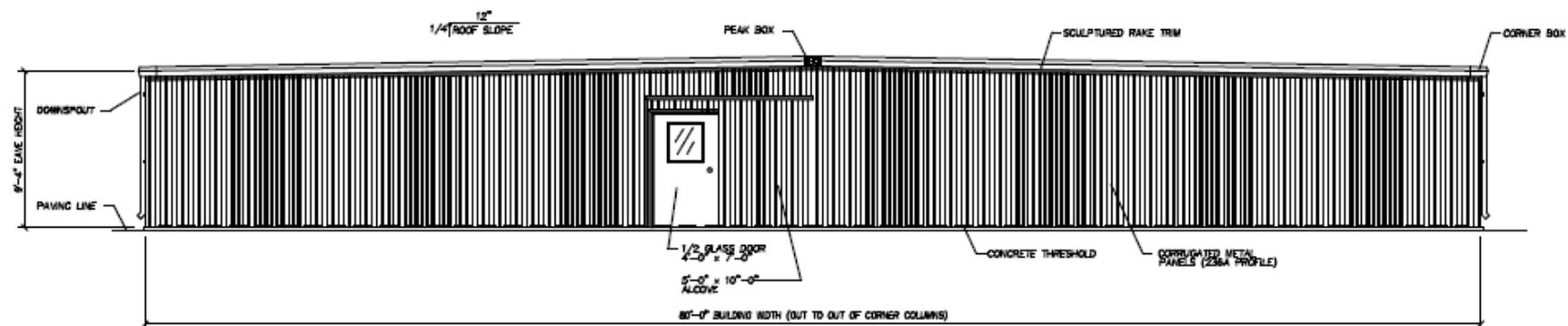
A SIDEWALL ELEVATION . . . BUILDING "1"
 S1 SCALE: 1/4" = 1'-0"



B SIDEWALL ELEVATION . . . BUILDING "1"
 S1 SCALE: 1/4" = 1'-0"

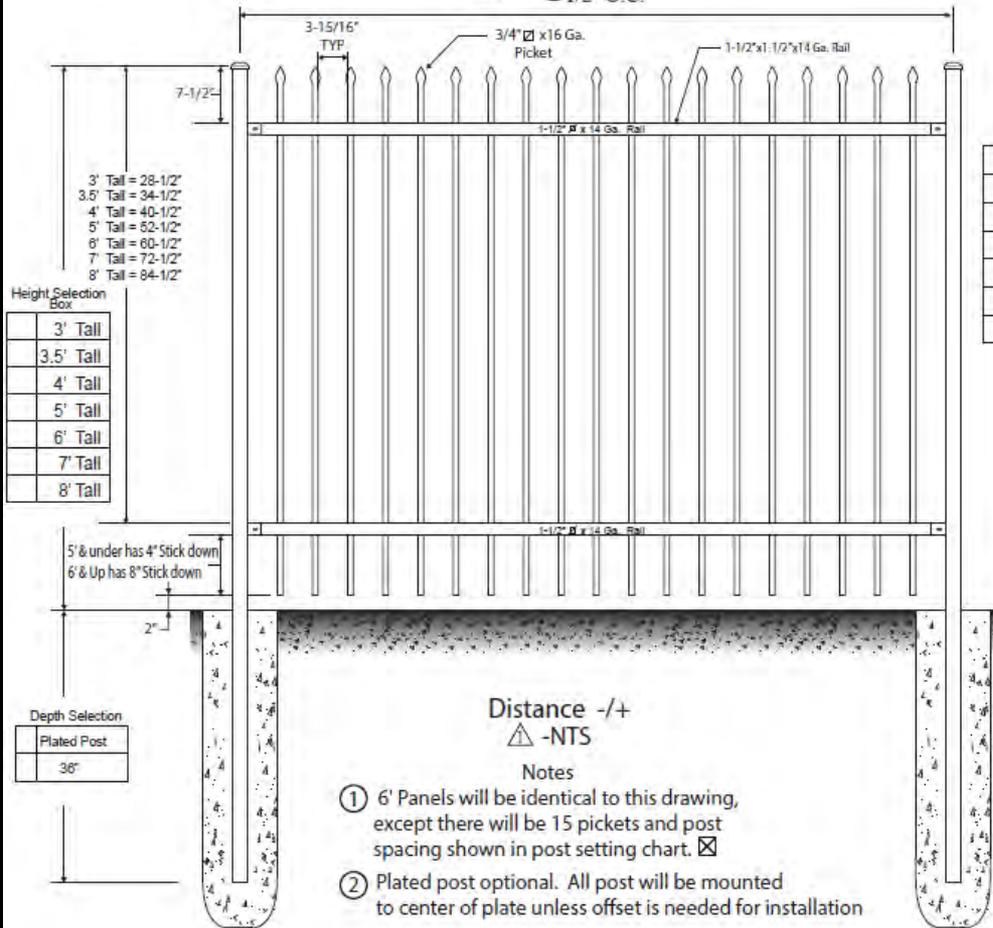


A ENDWALL ELEVATION . . . BUILDING "1"
 S2 SCALE: 1/4" = 1'-0"



B ENDWALL ELEVATION . . . BUILDING "1"
 S2 SCALE: 1/4" = 1'-0"

① See Post Setting Chart
± 1/2" O.C.



- 3' Tall = 28-1/2"
- 3.5' Tall = 34-1/2"
- 4' Tall = 40-1/2"
- 5' Tall = 52-1/2"
- 6' Tall = 60-1/2"
- 7' Tall = 72-1/2"
- 8' Tall = 84-1/2"

Height Selection Box

3' Tall
3.5' Tall
4' Tall
5' Tall
6' Tall
7' Tall
8' Tall

5' & under has 4" Stick down
6' & Up has 8" Stick down

Depth Selection

Plated Post
36"

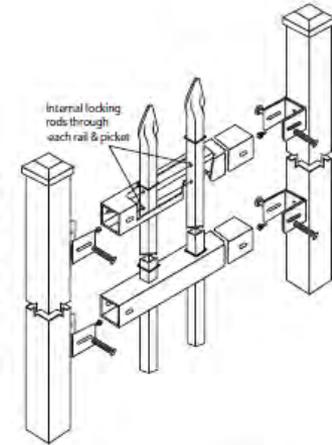
Distance +/-
△ -NTS

Notes

- ① 6' Panels will be identical to this drawing, except there will be 15 pickets and post spacing shown in post setting chart. ☒
- ② Plated post optional. All post will be mounted to center of plate unless offset is needed for installation

Post Selection Box

2" ∅ x 16 Ga. Post
2" ∅ x 14 Ga. Post
2-1/2" ∅ x 14 Ga. Post
2-1/2" ∅ x 12 Ga. Post
3" ∅ x 12 Ga. Post
4" ∅ x 11 Ga. Post
6" ∅ x 3/16" Wall. Post



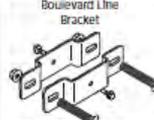
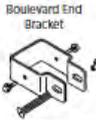
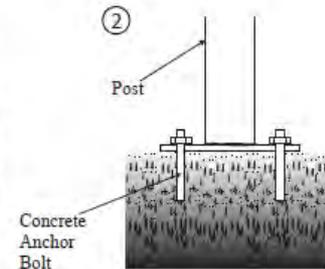
 Boulevard Line Bracket	 Mounting Bracket Options Boulevard Brackets only work with 2" and 2-1/2" Post	 Boulevard End Bracket
 Boulevard Corner Bracket	 Commercial Swivel Bracket	 Flat Mount Commercial Bracket

Plate Selection for Plated Post

Size	Thickness
4x4	
6x6	
8x8	
12x12	



Vision 2020 Policies

While there are no policies from the Comprehensive Plan which specifically address a map amendment of this nature, staff recommends approval of CD-08-2022, upon determining that the request is not inconsistent with the goals, objectives, and policies of the Vision 2020 Comprehensive Plan.



Planning Board Courtesy Hearing was held December 13, 2022.

Planning Board voted unanimously to recommend approval as submitted with a motion stating the map amendment is “consistent with the Vision 2020 Comprehensive Plan.”



**Salisbury City Council
Statement of Consistency & Zoning Recommendation**

DISTRICT MAP AMENDMENT: CD-08-2022

Project Title:	Jake Alexander Self-Storage
Petitioner(s):	Jared Birindelli
Owner(s):	Jake Alexander Storage, LLC
Representative(s) or Developer(s)	Kate Underwood
Address:	1700 S Jake Alexander Boulevard
Tax Map - Parcel(s):	063 066
Size / Scope:	6.823 acres
Location:	Located in the 1700 block of S Jake Alexander Boulevard, just west of the railroad tracks.

REQUEST:

**Request to amend the Land Development District Map
by rezoning one (1) parcel at 1700 S Jake Alexander Boulevard (PID 063 066) from CORRIDOR
MIXED-USE (CMX) to CORRIDOR MIXED-USE (CMX) with a CONDITIONAL DISTRICT
OVERLAY (CD) for the proposed self-storage facility.**

STATEMENT OF CONSISTENCY & RECOMMENDATION:

The Salisbury City Council held a public hearing and reviewed the petition on January 17, 2023. The Council finds that the rezoning petition of the aforementioned parcels is CONSISTENT with the Salisbury Vision 2020 Comprehensive Plan, is reasonable, and in the public interest as no policies from the Comprehensive Plan have been found to be in conflict with the rezoning petition.

AN ORDINANCE AMENDING THE LAND DEVELOPMENT DISTRICT MAP OF THE CITY OF SALISBURY, NORTH CAROLINA, REZONING 1700 S JAKE ALEXANDER BOULEVARD, APPROXIMATELY 6.823 ACRES, (TAX MAP 063 PARCEL 066) FROM CORRIDOR MIXED-USE (CMX) TO CORRIDOR MIXED-USE (CMX) WITH A CONDITIONAL DISTRICT OVERLAY (CD). (PETITION NO. CD-08-2022)

WHEREAS, a petition to rezone the properties described herein was properly filed by the City of Salisbury; and

WHEREAS, the Salisbury Planning Board, an advisory board to the Salisbury City Council, reviewed the rezoning petition on December 13, 2022, unanimously voted to recommend approval with the alternative design as submitted that does not incorporate any of the design criteria required for commercial structures, allows only 2 parking spaces with no parking lot connections to adjacent properties, and permits a setback greater than 75 feet for building 4, stating that the request meets the intent and is consistent with the Vision 2020 Comprehensive Plan; and

WHEREAS, the City Council held a properly-noticed public hearing at the regularly-scheduled City Council meeting of January 17, 2023; and

WHEREAS, the City Council hereby finds and determines that adoption of an Ordinance to rezone the properties described herein, is reasonable and is in the public interest. The proposal is fundamentally consistent with the goals, objectives, and policies of the Vision 2020 Comprehensive Plan.

NOW THEREFORE BE IT ORDAINED by the City Council of the City of Salisbury, North Carolina:

SECTION 1. That property identified in the City of Salisbury and Rowan County as Tax Map 063 Parcel 066, including those abutting rights-of-way and reaching to the respective centerlines, as designated on the official property identification maps of Rowan County, is hereby rezoned to the base zoning district of Corridor Mixed-Use (CMX) with a Conditional District ‘CD’ Overlay pursuant to the approved CD Master Plan.

SECTION 2. PERMITTED USES (PRIMARY): All ‘CMX’ base district primary uses that are Permitted or Permitted Subject to Additional Standards. All SUP/CD uses require issuance of a Special Use Permit or an Amendment to this Conditional District (CD) Overlay.

SECTION 3. DEVELOPMENT CONDITIONS: That the following conditions are applicable to the development proposal associated with this Ordinance (see above, Section 2, Development Documents) within the Conditional District (CD) Overlay:

- a. Additional plantings consisting of 51 medium sized shrubs (5-10 feet in height at maturity) spaced evenly throughout the street yard on the western side of the entrance, to aid in screening of structures not meeting required design criteria.
- b. Only decorative fencing may be used where visible from street, chain link fencing and barbed wire are not permitted in front yard. The decorative fencing shall be of a design which is substantially similar to the “Ameristar - Montage II Classic 2/3/4-Rail”, shown in the revised application, as determined by City of Salisbury staff.

SECTION 4. DEVELOPMENT DOCUMENTS: That as permitted by the Land Development Ordinance, the development documents associated with this Conditional District (CD) Overlay may establish alternatives to specific provisions of the Land Development Ordinance; however, where alternatives are not provided, those and all other applicable Land Development Ordinance provisions remain applicable for any and all development within this Conditional District (CD) Overlay.

SECTION 5. That improvements (public and/or private) for Stormwater drainage, streets, water and sewer shall be designed and installed in accordance with applicable City and Salisbury-Rowan Utilities standards and policies. Layouts shown on the approved, stamped, and signed Development Documents are considered schematic and may require administrative revision(s) upon review of engineering drawings or details (Construction Documents).

SECTION 6. That all Ordinances, or parts of Ordinances, in conflict with this Ordinance are hereby repealed to the extent of such conflict.

SECTION 7. That this Ordinance shall be effective from and after its passage.

I, _____, the owner, hereby consent to the above conditions noted in Section 3 of this Ordinance.

Owner Signature

Date

September 16, 2022

Re: Conditional Rezoning of 1700 Jake Alexander Blvd. S
PIN 063-066
1700 Jake Alexander Blvd. S
Salisbury, NC 28146

Dear Owner/Neighbor:

This is to notify property owners adjoining or in the vicinity of the 1700 Jake Alexander Blvd S, that a public input meeting will be held regarding the conditional rezoning of this property. Currently this property is zoned Corridor Mixed-use (CMX). It is our intention to meet the standards set forth in the Land Development Ordinance with the exception for the following: Section 5.13 Specific Provisions for Commercial Building Type and Section 10.6 Parking Lot Connections. To accommodate this change, we are therefore requesting a conditional district zoning modification to CMX-CD (Corridor Mixed-Use Conditional District).

This zoning change to CMX-CD will allow the property to be used as self-storage warehousing, including but not limited to household goods, business goods, covered and uncovered storage of boats, RVs and similar items. It is our intent to keep our customers' property secure. The site will be enclosed with a six-foot-tall chain-link fence. The entrance to the driveway will be gated with a six-foot-tall automated slide gate. Due to our concern for our customer's property, we feel that windows leading directly to the interior of individual storage units causes unnecessary security risks. Also, an open connection to the adjacent properties would allow direct, unsecure access to exterior storage units. This is a concern for security. These requirements compromise the safety and security of our customers and their property. Customers have the right to feel safe while loading and unloading their personal property and should not have to be concerned about theft while doing so.

We propose to construct a facility with one entrance off Jake Alexander Blvd which meets all requirements of the North Carolina Department of Transportation and the Salisbury Land Development Ordinance.

The input meeting will be held on Wednesday September 28, 2022, from 4:30 PM to 6:00 PM at The Gateway Building, Small Conference Room Suite 114.

204 E Innes St
Salisbury, NC 28145

This meeting is being conducted by the developers of Jake Alexander Storage. Your attendance at this meeting and comments on our request are welcome. The intent of the meeting is to gain input before the final application for rezoning is made.

It is our intent as self-storage developers to maintain the security of the facility and provide a clean and well-maintained environment for the residents and small business owners of Salisbury.

Please address any questions concerning the meeting to JAStorage34@gmail.com

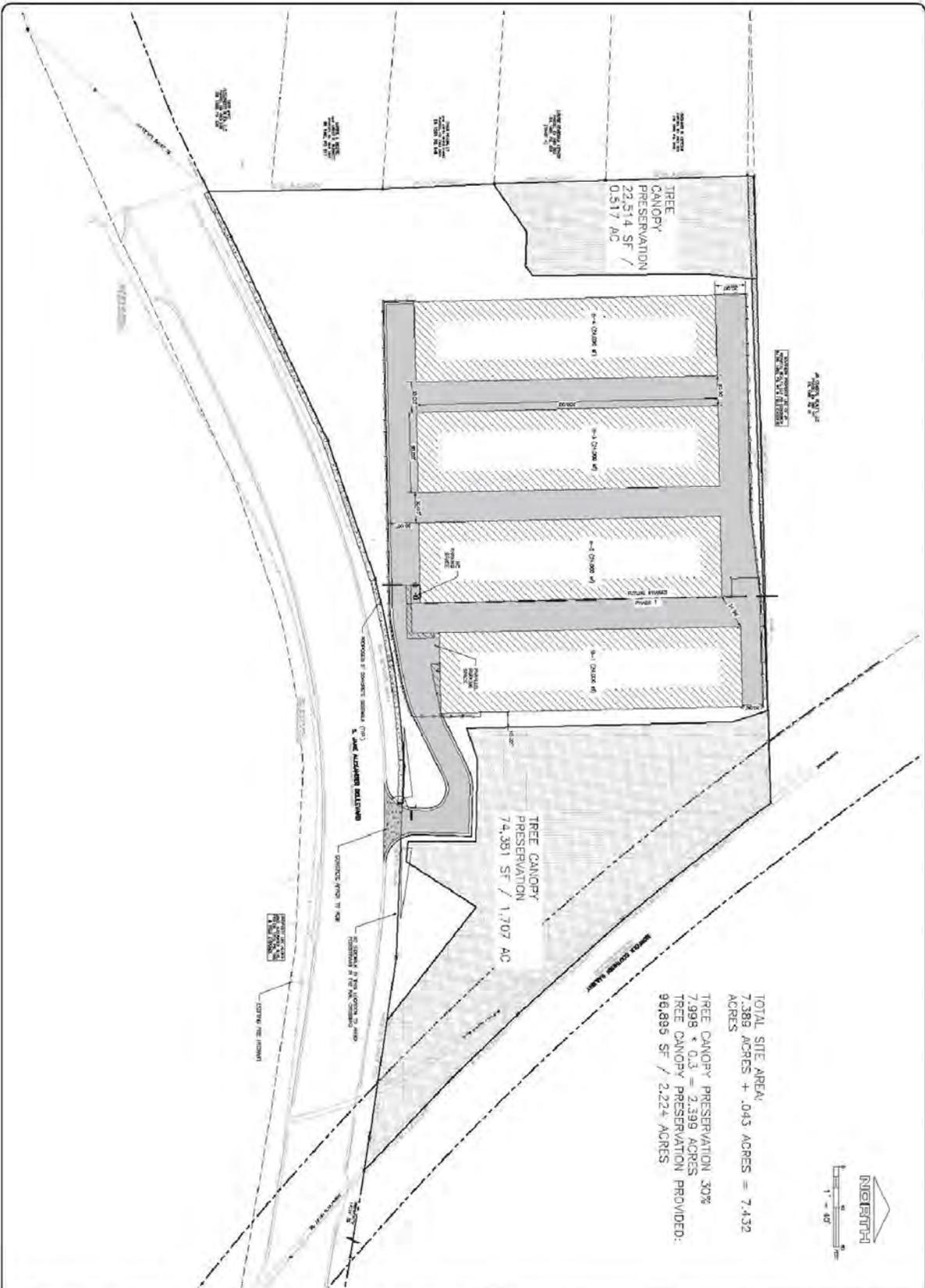
If you are unable to attend in person, you may join us on Google Meet using the following information.

Google Meet joining info

Video call link: <https://meet.google.com/qci-nvsv-aym>

Sincerely,

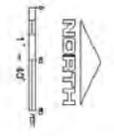
Jake Alexander Storage LLC
Reed Miller
President/Chief Operations Officer



TOTAL SITE AREA:
7.389 ACRES + .043 ACRES = 7.432 ACRES

TREE CANOPY PRESERVATION: 30%
7,998 x 0.3 = 2,399 ACRES

TREE CANOPY PRESERVATION PROVIDED:
96,895 SF / 2.224 ACRES



C200

PRELIMINARY PLAN DO NOT USE FOR CONSTRUCTION

CESF
CENTRAL ENVIRONMENTAL SERVICES, INC.
1000 W. 10TH STREET
SALISBURY, NC 28144
TEL: 704.633.1100
WWW.CESF.COM

JAKE ALEXANDER SELF STORAGE

SITE LAYOUT MASTER PLAN

1000 JAKE ALEXANDER DRIVE, SALISBURY, NC 28144
JAKE ALEXANDER STORAGE, LLC

DESIGNED BY: CESF
PROJECT NO.: 20210500
DATE: 05/20/21

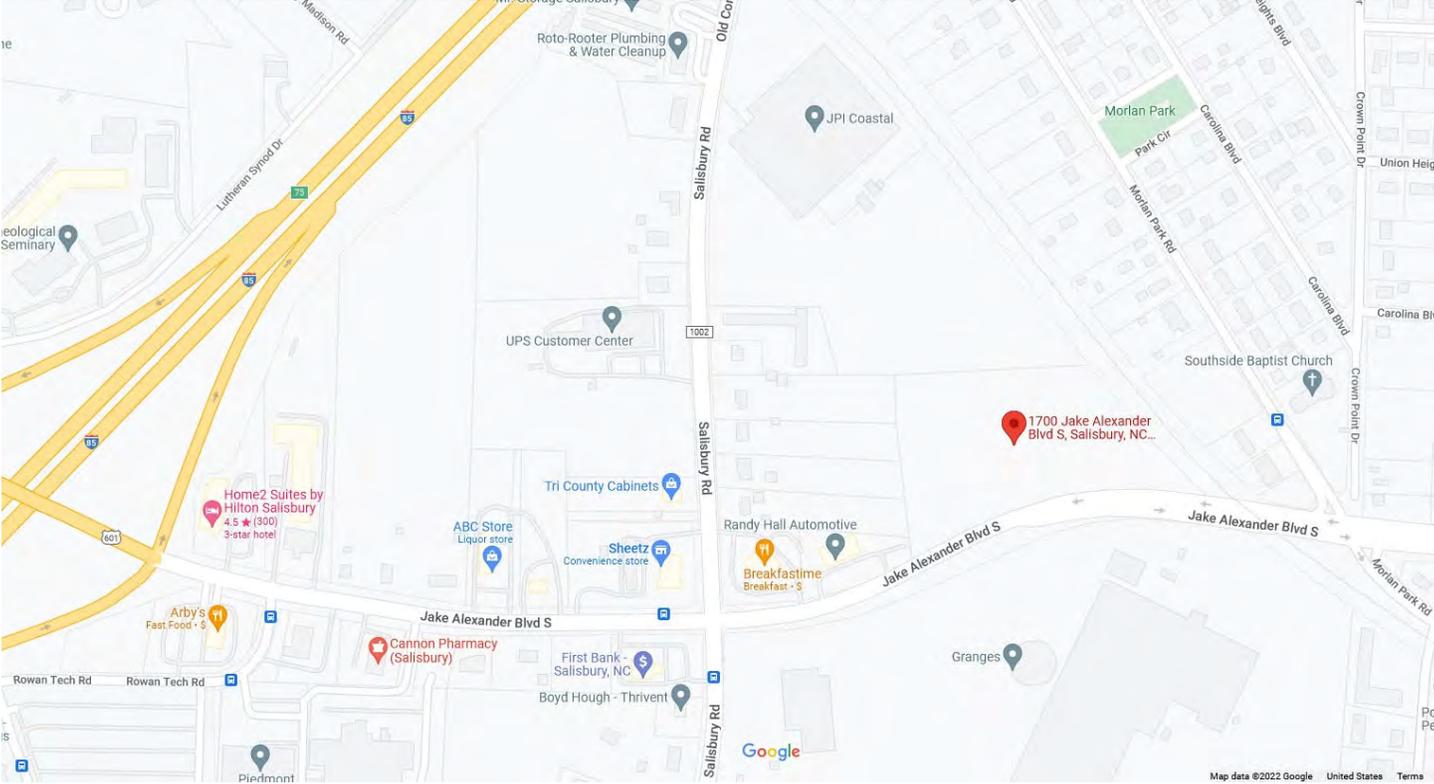
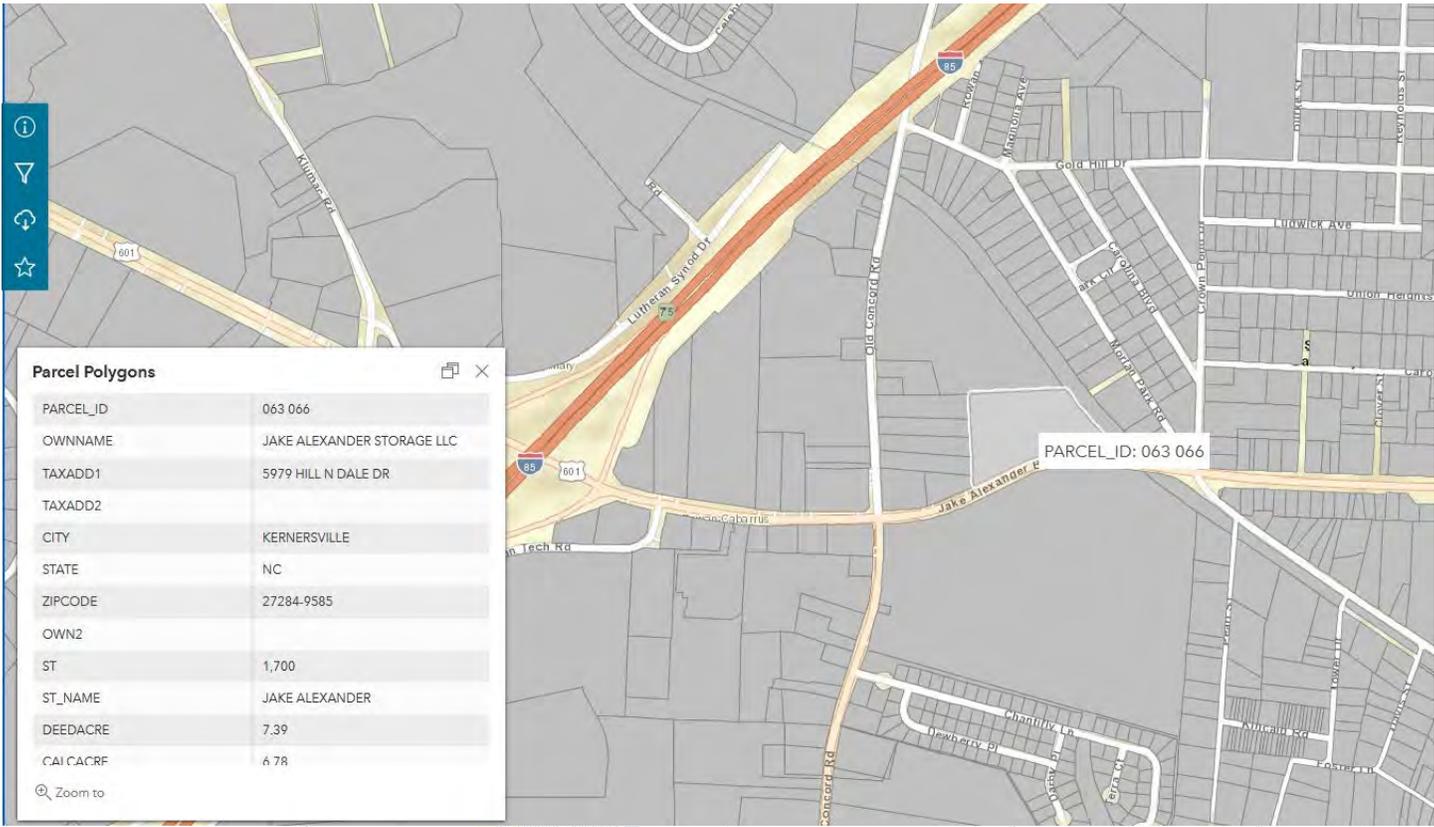
PROJECT REVIEWED BY: JAC
APPROVED BY: JAC
PROJECT NO.: 20210500

REVISION	DATE	DESCRIPTION

North Carolina One-Call Center
CALL 1-800-632-4349

NO TRENCHING

CALL BEFORE YOU DIG
It's The Law



PARCEL_ID	OWNNAME	TAXADD1	CITY
069 060	STOKES HAYDEN CLETIUS JR	531 MORLAN PARK RD	SALISBURY
063 004	LY THAO HOANG &	12524 TANNERS CT	CHARLOTTE
063 053	OLD CONCORD RD LLC	85 CLINTON AV	HUNTINGTON
069 194	SOUTHSIDE BAPTIST CHURCH	571 MORLAN PARK RD	SALISBURY
069 062	SMITH ERIC LLOYD &	517 MORLAN PARK RD	SALISBURY
069 06201	THOMAS BARBARA ELAINE M &	523 MORLAN PARK RD	SALISBURY
063 002	KETCHIE RICHARD R	2505 FOXFIRE DR	SALISBURY
063 007	GRANGES AMERICAS INC	501 CORPORATE CENTRE DR STE 280	FRANKLIN
069 06202	HILL OSBOLEEN MEDLEY & HUSBAND	519 MORLAN PARK RD	SALISBURY
063 006	1616 JAKE ALEXANDER LLC	1616 JAKE ALEXANDER BLVD S	SALISBURY
063 005	DANG JOHN HONG & WIFE	1170 GLENFIELD DR	SALISBURY
069 141	JPI COASTAL REALTY LLC	8741 SHIELDS RD SUITE B	CANFIELD
063 003	KETNER LOUISE ROSEMAN	1120 TERRACE DR	SALISBURY

STATE	ZIPCODE	OWN2
NC	28146	STOKES BARBARA BLACKWELL
NC	28262	DANG JOHN HONG
NY	11743	
NC	28146	
NC	28146	SMITH KINDRAE TINSLEY
NC	28146	THOMAS CHARLES JUNE
NC	28147-7858	
TN	37067	
NC	28146	HILL JAMES EDWARD
NC	28146-8362	
NC	28147	NGUYEN ANA
OH	44406-9814	
NC	28146-6067	



NOTICE OF PUBLIC HEARING

Salisbury City Council will hold a public hearing Tuesday, January 3, 2023 during its 6:00 p.m. meeting to consider the following request. The regularly scheduled January 3, 2023 City Council meeting will be held in a hybrid format. Anyone who wishes to speak virtually during the hearing regarding the request must sign-up by 5:00 p.m. on Tuesday, January 3, 2023 by contacting Kelly Baker at kbake@salisburync.gov or 704-638-5233. Information on accessing the meeting will be available on the City's website at www.salisburync.gov. The meeting can also be viewed on the City's livestream at www.salisburync.gov/webcast or the City's Facebook account.

DISTRICT MAP AMENDMENT: CD-08-2022

Project Title:	Jake Alexander Self-Storage
Petitioner(s):	Jared Birindelli
Owner(s):	Jake Alexander Storage, LLC
Representative(s) or Developer(s)	Kate Underwood
Address:	1700 S Jake Alexander Boulevard
Tax Map - Parcel(s):	063 066
Size / Scope:	6.823 acres
Location:	Located in the 1700 block of S Jake Alexander Boulevard, just west of the railroad tracks.

REQUEST:

Request to amend the Land Development Ordinance (LDO) and Land Development District Map by rezoning (1) parcel being approximately 6.823 acres located at 1700 S Jake Alexander Boulevard from Corridor Mixed-Use (CMX) to Corridor Mixed-Use (CMX) with a Conditional District (CD) Overlay. The proposal is seeking approval of a four phase, 96,000 square foot self-storage facility. The proposal also requests an exception to the LDO Requirements outlined in the LDO Sections 10.6, 5.13, 5.16, and 10.3 for an alternate design that does not incorporate required design criteria, reduces parking requirements and parking lot connections, and increases maximum setbacks.

A copy of the above petition (including the Master Plan) is available for public review at Development Services (132 North Main Street). Anyone wishing a copy, or additional information, should call 704-638-5208. Written comments may be submitted by mailing a letter to the City Clerk, P.O. Box 479, Salisbury, NC 28145 or by e-mail to kbake@salisburync.gov. Written correspondence received before the meeting will be forwarded to the City Council.

Citizens interested in the proposal are invited to participate in the public hearing. Changes may be made in the above proposal as a result of debate, objection, or discussion.

This the 19th day of December 2022.

CITY COUNCIL OF THE CITY OF
SALISBURY, NORTH CAROLINA

BY: Kelly Baker, MMC
Administrative Services Director/City Clerk

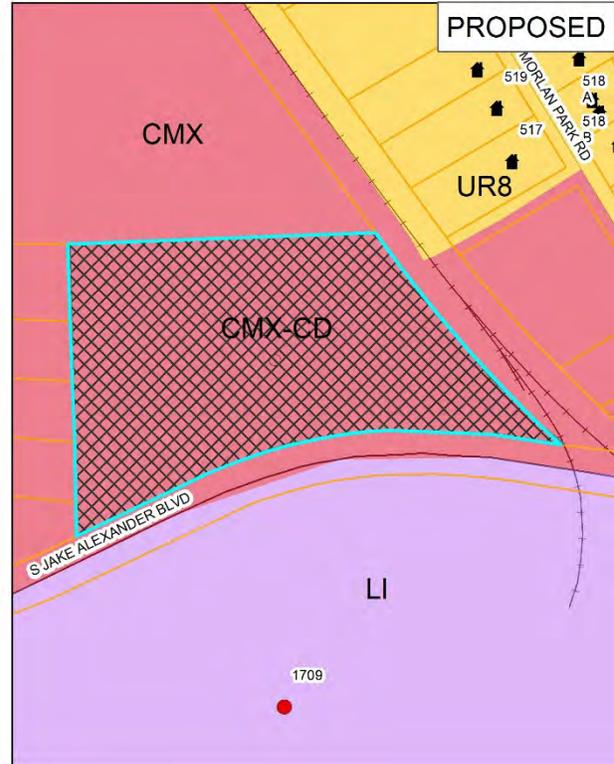
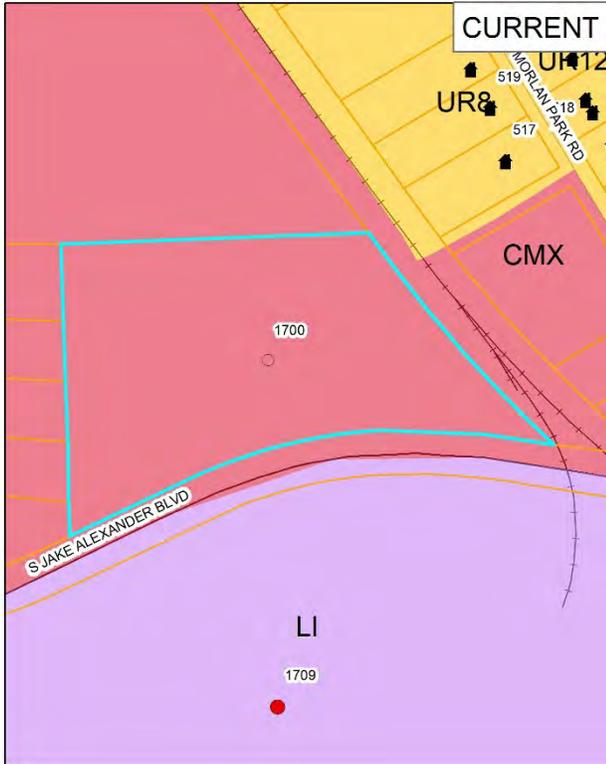
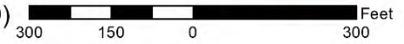
CD-08-2022: JAKE ALEXANDER STORAGE BUILDING



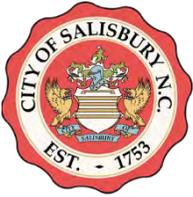
Parcel : 063 066

Current Zoning: Corridor Mixed-Use (CMX)

Proposed Zoning: Corridor Mixed-Used with Conditional District Overlay (CMX-CD)



PARCEL_ID	OWNNAME	TAXADD1	CITY	STATE	ZIPCODE
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063 004	LY THAO HOANG &	12524 TANNERS CT	CHARLOTTE	NC	28262
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069 062	SMITH ERIC LLOYD &	517 MORLAN PARK RD	SALISBURY	NC	28146
069 06201	THOMAS BARBARA ELAINE M &	523 MORLAN PARK RD	SALISBURY	NC	28146
063 066	JAKE ALEXANDER STORAGE LLC	5979 HILL N DALE DR	KERNERSVILLE	NC	27284-9585
063 002	KETCHIE RICHARD R	2505 FOXFIRE DR	SALISBURY	NC	28147-7858
063 007	GRANGES AMERICAS INC	501 CORPORATE CENTRE DR STE 280	FRANKLIN	TN	37067
069 06202	HILL OSBOLEEN MEDLEY & HUSBAND	519 MORLAN PARK RD	SALISBURY	NC	28146
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063 005	DANG JOHN HONG & WIFE	1170 GLENFIELD DR	SALISBURY	NC	28147
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Citizens interested in the proposal are invited to participate in the public hearing. Changes may be made in the above proposal as a result of debate, objection, or discussion.

This the 15th day of December 2022.

CITY COUNCIL OF THE CITY OF
SALISBURY, NORTH CAROLINA

BY: Kelly Baker, MMC
Administrative Services Director/City Clerk



The Salisbury Planning Board held its regular meeting on Tuesday, December 13, 2022, at 4:00 p.m. with the following being present:

PRESENT: Bill Burgin, Yvonne Dixon, Jayne Land, Timothy Norris, Dennis Rogers, John Schaffer, John Struzick

STAFF: Victoria Bailiff, Senior Planner; Graham Corriher, City Attorney; Hannah Jacobson, Planning Director; Jenni Pfaff, Planning Board Secretary

WELCOME GUESTS AND VISITORS

John Schaffer, Chair, called the Planning Board meeting to order at 4:00 p.m.

APPROVAL OF MINUTES

Planning Board Minutes of November 8, 2022 were approved by Members present.

NEW BUSINESS

Z-10-2022 1132 Barbour Street; PID: 025 018; Current Zoning: Rowan County Multi-Family Residential (MFR); Proposed Zoning: General Residential (GR-6); Applicant, PresPro, LLC

Presenter: Victoria Bailiff

Request

Upon annexation, the Applicant, PresPro, LLC, is requesting to rezone one (1) parcel (approximately 0.1 acre) from Rowan County Multi-Family Residential (MFR) to General Residential (GR-6).

Staff Presentation

Victoria Bailiff made the Staff presentation, recommending approval. In response to questions from the Board, Ms. Bailiff said that the Applicant plans to use the property for residential use, and is applying for annexation in order to tie into utilities. City Council will have to approve the annexation request prior to approval of the rezoning.

A representative for the Applicant was available for questions from the Board, which had none.

Public Comment

None.

Motion

Yvonne Dixon made a motion to approve the request, as it is consistent with the applicable Vision 2020 policies. All Members present voted AYE.

CD-08-2022 Jake Alexander Self Storage; 1700 South Jake Alexander Boulevard; PID: 063 066; Current Zoning: Corridor Mixed-Use (CMX); Proposed Zoning: Corridor Mixed-Use (CMX) with a Conditional Overlay (CD); Applicant, Jared Birindelli

Presenter: Victoria Bailiff

Request

The Applicant is requesting to rezone one (1) parcel from Corridor Mixed-Use (CMX) to Corridor Mixed-Use (CMX) with a Conditional Overlay (CD) for a self-storage facility.

Staff Presentation

Victoria Bailiff made the staff presentation. Staff recommends approval. TRC also recommends approval following revisions.

Ms. Bailiff's presentation reflected the revisions approved by TRC, which included no connections to adjacent properties, a set-back for the fourth building that is beyond the requirement, and reduced parking.

In response to questions, she explained that the facility would not have a need for much parking, as the site would be unmanned; the connections request is not uncommon due to security concerns. Other similar projects are able to meet the commercial design criteria. She highlighted the location for limited parking, as well as driveways that will serve the buildings for loading. The project will include landscaping and fencing, and the tree canopy is up to code.

Jared Birindelli, the property owner, explained that the facility will be unmanned, with reservations and payment taken online. The customer will receive a telephone call with instructions on how to enter, and a lock will be available in the unit for retrieval. The facility will be remotely monitored. In response to a question from the Board, Mr. Birindelli said that customers will have various methods to communicate with staff. The purpose of the project is to provide affordable storage for local residents and small businesses.

Public Comment

None.

Motion

Dennis Rogers made a motion to approve the request, as consistent with the Vision 2020 plan. All Members present approved.

Z-13-2022 0 Mooresville Road; PID: 462F001; Current Zoning: General Residential (GR-3); Proposed Zoning: Rural Residential (RR); Applicant, Rodney Queen

Presenter: Victoria Bailiff

Request

The Applicant is requesting to rezone one (1) parcel (approximately 3.32 acres) from General Residential (GR-3 to Rural Residential (RR).

Staff Presentation

Victoria Bailiff made the presentation; Staff finds it consistent with Vision 2020, and recommends approval. She explained that this is a request to down-zone the parcel to make it continuous with surrounding parcels.

In response to a question regarding the Grants Landing project planned for the vicinity, she said that no development has begun, and that the project has been approved by TRC.

The Applicant, Rodney Queen, owns a greenhouse on the adjacent property, and explained that he would like consistent zoning for the area in order to expand, and store supplies.

Public Comment

None.

Motion

Jayne Land made a motion to approve the request, as it is consistent with Vision 2020. All Members present approved.

LDOTA-03-2022 Sidewalks

Presenter: Victoria Bailiff

Request

Staff recommendation of a text amendment to reorganize Chapters 4 and 6 to condense sidewalk requirements into one section. Additional changes will require sidewalks around cul-de-sacs and the removal of Street Cross Section E for Minor Streets.

Staff Presentation

In her presentation, Ms. Bailiff outlined the purpose of the request. Condensing regulations into one location within the Ordinance will provide ease of use for Staff as well as the Public. Removal of Street Cross Section E was requested by TRC, and recommended by Engineering.

Public Comment

None.

Motion

Tim Norris made a motion to accept the text amendment. All Members present approved.

LDOTA-04-2022 Airport Overlay

Presenter: Victoria Bailiff

Request

Staff recommendation of a text amendment to reorganize Appendix D: Airport Overlay District language to create a more user-friendly text and to correct the airport elevation.

Staff Presentation

Victoria Bailiff made the presentation, and explained that the request will provide clarification. The edits were requested by Rowan County, which is updating the airport elevation.

Motion

Yvonne Dixon made a motion to accept the text amendment. All Members present approved.

OLD BUSINESS

Forward 2040 Comprehensive Plan Discussion

Presenters: Victoria Bailiff and Hannah Jacobson

Presentation

Members have received copies of the Plan, as well as a high-level explanation at a previous meeting. Hannah Jacobson presented the Future Land Use Map and explained how it will affect rezoning decisions. Ms. Bailiff guided the Members through a mock presentation using the Future Land Use Map and policies from the Forward 2040 Plan.

The Board asked about the process for informing City Council about the Plan. Ms. Jacobson said they are undergoing individual presentations, which are going well.

Members made helpful suggestions for future presentations.

<https://salisburync.gov/Government/Community-Planning-Services/Community-Plans/Forward-2040>.

STAFF UPDATES

2023 Planning Board Meeting Calendar

Ms. Bailiff presented the meeting calendar for 2023, and emphasized the importance of attendance.

Update on Planning Board Vacancy

Currently, the Board has one vacancy, and another to come in March. Two potential Members were present at today's meeting. There are currently two Members within the ETJ.

ADJOURN 5:20 p.m.

John Schaffer, Chair

Jennifer Pfaff, Secretary

DRAFT

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: 01/17/2023

Name of Group(s) or Individual(s) Making Request: Community Planning Services

Name of Presenter(s): Victoria Bailiff, Senior Planner

Requested Agenda Item: LDOTA-03-2022 Sidewalks

Description of Requested Agenda Item: An ordinance amending Chapters 4, Subdivisions and Infrastructure, and Chapter 6, Lot Infill Addition and Accessory Provisions, of the Land Development Ordinance.

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: *(Please note if item includes an ordinance, resolution or petition)*

Council to hold public hearing and consider adopting an ordinance to amend the Land Development Ordinance as requested.

Contact Information for Group or Individual: Victoria Bailiff, victoria.bailiff@salisburync.gov, 704-638-5212

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

One Stop Development Shop

City of Salisbury Development Services
132 North Main Street | 704.638.5208



MEMORANDUM

TO: City Council
FROM: Victoria Bailiff
Senior Planner
DATE: City Council Meeting – January 17, 2023
RE: Ordinance Amendment – Chapter 4 & 6 Sidewalks and Street Sections

The proposed text amendments to Chapter 4: *Subdivisions & Infrastructure* and Chapter 6: *Lot, Infill, Addition, & Accessory Provisions* mainly concern the reorganization of the Land Development Ordinance. Staff has noticed that the ordinance is not “developer friendly,” in that regulations regarding the same subject are often found in various places throughout the ordinance, thus making it difficult for someone designing plans to ensure that all ordinance requirements are met. This was also noted in the 2019 Analysis of the Land Development Ordinance by N Focus, Inc., below is an excerpt from the final report:

“In assessing the usability of the LDO, issues related to the document’s structure and user-friendliness were noted (particularly from the perspective of site designers’ ability to access information). Some key information appears to be scattered throughout the document in non-logical, unexpected locations.”

Staff decided to begin addressing this issue with sidewalks. Regulations from Chapter 6 regarding sidewalks were shifted to Chapter 4 and regulations regarding sidewalks within Chapter 4 have been moved into Section 4.9. The language has not only been reorganized, but some has also changed. Sidewalks will now be required around the bulb of cul-de-sacs, where it was previously not a requirement; this change was made to create safer pedestrian environments in our subdivisions. Additionally, sidewalks will not be required along pavement where there is no existing curb and it is not required to be installed; this change was made as it is often difficult to physically accommodate a sidewalk in areas where there is no curb at all.

One Stop Development Shop

City of Salisbury Development Services
132 North Main Street | 704.638.5208



The transfer of language from Chapter 6 to Chapter 4 could not be an exact copy and paste, as the language in Chapter 6 references Comparison lots (a different section). Therefore, new language encompassing the general standards from Chapter 6 infill regulations was crafted and inserted into Section 4.9.

These amendments were sent to TRC for review on October 20, 2022 where the amendments were approved and an additional change to the Street Sections was requested. TRC requested that Street Section E from Section 4.8 be removed because the Right of Way width is not practical. The original Street Section E has been removed in the edited version of Chapter 4.

The proposed amendments were reviewed by the Planning Board at their meeting on December 13, 2022; the Board found the amendments to be reasonable and unanimously recommended approval.

Within your packets you will find three versions of each chapter; the first is the current LDO language, the second is the redlined version so that you can easily see edits, and last is the clean edited version for easier reading.

Chapter 4. SUBDIVISIONS AND INFRASTRUCTURE

4.1 Purpose and Intent

The purpose of this chapter is to establish procedures and standards for the proper subdivision of land within the jurisdiction of the City of Salisbury in order to provide for orderly growth and development; for the coordination of streets and highways within proposed subdivisions with existing or planned streets and highways and with other public facilities; to provide for the dedication of rights-of-way or easements for street and utility purposes; and to provide for the distribution of traffic in a manner that will avoid congestion and will create conditions essential to the public health, safety, and general welfare.

4.1 Purpose and Intent
4.2 General Subdivision Platting Provisions
4.3 Specific Subdivision Types by District
4.4 Required Improvements
4.5 Installation of Infrastructure Improvements (Subdv & Site)
4.6 Permanent Reference Points
4.7 Street Design & Layout Provisions
4.8 Street Sections
4.9 Sidewalk Program
4.10 Connectivity & Street Stubs
4.11 Traffic Calming
4.12 Bicycle Accommodations
4.13 Access Management
4.14 Transportation Impact Analysis

In addition, this chapter is guided by and intends to fulfill the following policy directives of the *Salisbury Vision 2020 Comprehensive Plan*:

- *New neighborhood streets and minor streets shall be no wider than necessary to serve their intended purpose. Street widths shall be designed to fit the intended use of the street, corresponding to the traffic load and the planned development types.*
- *Street designs in new neighborhoods shall give equal priority to the pedestrian and the automobile. In newly developing areas, sidewalks shall be required as an integral part of the community's basic infrastructure. Except where constrained by unusual physical limitations, a minimum sidewalk width of five feet shall be required. Except where constrained by physical limitations or other obvious reasons, sidewalks shall be required on both sides of the street.*
- *Bikeways shall be planned for as a system-wide component of Salisbury's transportation planning. New neighborhoods shall recognize bike routes at the time of development. All future subdivision plats and site plans shall be examined for bicycle compatibility and conformity with the city-wide bikeway plan.*
- *The City shall encourage street patterns that respond to site topography, accentuate focal points and interesting vistas, create interesting public spaces and intersections, and that are coordinated with the placement of significant structures or open spaces.*
- *On-street parking shall be encouraged in compact neighborhoods.*
- *The turning radius of corners at intersections involving minor streets shall be as small as possible while allowing for reasonable truck and emergency vehicle maneuvering.*
- *New neighborhoods shall be connected to other residential, shopping, and work areas within the neighborhood planning area. A fully connected honeycomb of streets shall provide convenient circulation within the neighborhood and provide for multiple, alternative outlets from the area to adjoining neighborhoods and major streets. Care shall be taken that the creation of cut-through traffic routes is avoided.*
- *Access to major streets shall be from intersecting minor streets rather than private driveways, whenever possible. Minor streets should be located so as to intersect with major streets at regularly spaced, reasonably frequent intervals.*

4.2 General Subdivision Platting Provisions

These provisions shall apply to the subdivision of property by means of an Exception Plat, Minor Subdivision, or Major Subdivision.

- A. All Lots to Front on Street or Public Space:** All lots shall front upon a public street, or with the provision of alley access, lots may front upon recreational open space as defined by this Ordinance.
- B. Side Lot Lines:** Side lot lines shall be substantially at right angles or radial to street lines.
- C. Flag Lots:** Flag (or “pipestem”) lots are prohibited in all zoning districts except the OSP and the RR districts, where they shall be allowed if the width of the stem is at least sixty (60) feet.
- D. Double Frontage Lots:** Double frontage lots should be avoided. However, on lots having frontage on two streets and not located on a corner, the minimum front yard shall be provided on each street in accordance with the provisions of this Ordinance. On lots having frontage on more than two streets, the minimum front yard shall be provided in accordance with the regulations set forth in this Ordinance on at least two of the street frontages. The minimum front yard on the remaining frontage may be reduced in accordance with the street side yard requirements of the district. When a double frontage lot has frontage along a Thoroughfare, access to the lot shall be via the non-thoroughfare frontage.
- E. Residential Buffer Strips:** In residential developments in residential districts (RR, GR, UR, HR) a buffer strip of at least fifty (50) feet in depth in addition to the normal lot depth shall be provided adjacent to all railroads and limited access highways. This strip shall be a part of the platted lots, but shall have the following restriction lettered on the face of the plat: "This strip reserved for the planting of trees or shrubs by the owners; the building of structures hereon is prohibited."
- F. Easements:** Utility and other easements shall be provided as follows:

 - 1. Utility Easements:** Utility easements centered on rear or side lot lines shall be provided where necessary and shall be at least (10) feet in width.
 - 2. Watercourses:** Where a subdivision is traversed by a watercourse, drainageway, channel, or stream, there shall be provided a storm water easement conforming substantially to the lines of such watercourse, and such further width of construction, or both, shall be in accordance with the adopted *Uniform Construction Standards* of the City of Salisbury.
- G. Street Names:** Proposed streets names are subject to the approval of Rowan County. Proposed streets which are clearly in alignment with other existing streets shall bear the assigned name of the existing street.

4.3 Specific Subdivision Types by District

- A. Conservation Neighborhood:** Except for the individual building constructed on the minimum lot size required, the Conservation Neighborhood is the only common plan of residential development permitted in the OSP district.

The Conservation Neighborhood offers property owners a way to maintain land in the OSP district as largely undeveloped. Conservation Neighborhoods may be approved by the Administrator upon a finding that all requirements of this section have been met.

	Minimum Subdivision Acreage	Maximum Density	Maximum Dwelling Units
Conservation Neighborhood	40 acres	20 acres per dwelling unit	6

1. Owners shall establish an irrevocable conservation easement held by a conservation organization (as authorized by US 150(h); 20559(a) and NCGS 124-34 et seq.) and shall provide the City with a boundary description of the area under the conservation easement.
2. In a Conservation Neighborhood, land set aside for detached houses shall be specified in the easement and shall be the minimum size necessary to allow construction of the house.
3. **Access and Right-of-Ways:** No new public streets may be created. All buildings within the Conservation Neighborhood shall have permanent access by way of a public road frontage or a 20-ft wide access easement connecting to a public right-of-way. Where the tract abuts or includes a segment of a public street, thoroughfare, or greenway as shown on an adopted plan, the developer shall provide for these improvements either by deed or plat map. However, the developer shall not be required to construct any of these improvements.
4. The tract shall preserve the rural appearance of the land from the view of public roads and abutting properties.
5. Only structures and uses identified as acceptable by the conservation organization will be allowed on the property.
6. **Required Improvements:** The Conservation Neighborhood shall be exempt from the requirements of Chapter 7: Recreational Open Space, Chapter 8: Landscaping and Section 4.4: Required Infrastructure Improvements.
7. In a Conservation Neighborhood, there shall be no further subdivision of lots without the consent of all landowners and easement holders and approval of the Administrator.

- B. Rural Subdivision:** Except for the individual building constructed on the minimum lot size required, the Rural Subdivision is the only common plan of residential development permitted in the RR district.

The Rural Subdivision offers property owners a way to maintain land in the RR district as largely undeveloped and rural or agricultural in character. Rural Subdivisions may be approved by the Administrator upon a finding that all requirements of this section have been met.

	Minimum Subdivision Acreage	Maximum Density	Minimum Undeveloped Land
Rural Subdivision	40 acres	1 unit per 2 gross acres	50%

1. There shall be no maximum or minimum lot size.
2. A minimum of 50% of the area of the subdivision shall remain undeveloped and/or used for agricultural uses. Undeveloped areas shall connect to undeveloped land or recreational open space on adjacent parcels. If the development includes a homeowners association, the association may own the development's undeveloped land. Otherwise, the undeveloped land may be privately held, as long as a permanent conservation easement is placed on the land. Alternatively, it may be owned by a land conservancy, or other entities proposed by the City.
3. Streets within a rural subdivision shall use the rural road cross-section, per Section 4.8 of this Ordinance.
4. A notice shall be placed on the subdivision plat stating that further subdivision is not allowed. The developer waives the right to further statutory subdivision.

4.4 Required Infrastructure Improvements (Subdivisions & Site Development)

- A. In addition to the standards found elsewhere in this Ordinance, all development shall install or provide the following improvements, as applicable. All infrastructure shall be designed and constructed in accordance with the City of Salisbury *Uniform Construction Standards Manual*.
- Water supply distribution and fire hydrants
 - Sanitary sewer
 - Streets (paved) and other public rights-of-ways (e.g., greenway paths)
 - Easements
 - Sidewalks
 - Curb and gutter
 - Street lighting (upgraded or decorative)
 - Wiring (All utilities serving new development shall be underground.)
 - Dedicated recreational open space (in residential districts)
 - Landscaping (Including Supplemental Tree Plantings, such as Street Trees)
 - Storm drainage infrastructure
 - Special street signs and other traffic control devices in accordance with the Manual of Uniform Traffic Control Devices, latest edition
- B. Proposed subdivisions or any new development with frontage on existing publicly maintained streets shall upgrade those streets with the following elements:
- Only within the corporate city limits, sidewalks shall be installed in all zoning districts, except the OSP and RR districts, within the right-of-way of the applicable parcel(s) street frontage, per Section 4.9 and the type, size, location, and finish provisions of Section 4.7
 - A definable pedestrian connection shall be provided from a primary building entrance to the fronting public sidewalk system
 - Only within the corporate city limits, Street Trees shall be planted within the right-of-way of the applicable parcel(s) street frontage, if applicable per Section 4.7
 - Right-of-way reservation shall be granted along the applicable parcel(s) street frontage pursuant to the adopted MPO Comprehensive Transportation (CTP) and applicable NC-DOT standards

4.5 Installation of Improvements

- A. **Performance Guarantees:** Approval of the final plat shall be subject to the developer having installed the improvements designated on the approved engineering drawings or having guaranteed, to the satisfaction of the city, the installation of said improvements. Upon completion of construction, the streets and public utilities will be accepted into the City system at which time the guarantee of construction will be released.

- B. Type of Performance Guarantee:** Where the required improvements have not been completed prior to the submission of the plat for final approval, the approval of said plat shall be subject to the developer guaranteeing the installation of the improvements by providing to the City one of the following, in the amount indicated in this section:
1. Filing a performance or surety bond issued by a company authorized to do business in North Carolina;
 2. Filing a letter of credit issued by a financial institution licensed to do business in North Carolina;
 3. Depositing or placing in escrow a certified check; or
 4. Any other form of guarantee that provides security equivalent to a surety bond, letter of credit, or escrowed funds.
- C. Duration:** Performance guarantees shall be valid for an initial period of one (1) year, unless the developer determines that the scope of the work for the required improvement necessitates a longer duration. Upon acceptance of the street(s) and all public utilities, sidewalks may be guaranteed for an additional period not to exceed two (2) years.
- D. Extension:** A developer shall demonstrate reasonable, good-faith progress toward completion of the required improvements that are the subject of the performance guarantee or any extension. If the improvements are not completed to the specifications of the City, and the current performance guarantee is likely to expire prior to completion of the required improvements, the performance guarantee shall be extended, or a new performance guarantee issued, for an additional period. An extension under this section shall only be for a duration necessary to complete the required improvements. If a new performance guarantee is issued, the amount shall be determined by the procedure provided in subdivision (3) of this subsection and shall include the total cost of all incomplete improvements.
- E. Release:** The performance guarantee shall be returned or released, as appropriate, in a timely manner upon the acknowledgement by the City of Salisbury that the improvements for which the performance guarantee is being required are complete. The local government shall return letters of credit or escrowed funds upon completion of the required improvements to its specifications or upon acceptance of the required improvements, if the required improvements are subject to local government acceptance. When required improvements that are secured by a bond are completed to the specifications of the local government, or are accepted by the local government, if subject to its acceptance, upon request by the developer, the local government shall timely provide written acknowledgement that the required improvements have been completed.
- F. Amount:** The amount of the performance guarantee shall not exceed one hundred twenty-five percent (125%) of the reasonably estimated cost of completion at the time the performance guarantee is issued. The City may determine the amount of the performance guarantee or use a cost estimate determined by the developer. The reasonably estimated cost of completion shall include one hundred percent (100%) of the costs for labor and materials necessary for completion of the required improvements. Where applicable, the costs shall be based on unit pricing. The

additional twenty-five percent (25%) allowed under this subdivision includes inflation and all costs of administration regardless of how such fees or charges are denominated. The amount of any extension of any performance guarantee shall be determined according to the procedures for determining the initial guarantee and shall not exceed one hundred twenty-five percent (125%) of the reasonably estimated cost of completion of the remaining incomplete improvements still outstanding at the time the extension is obtained.

- G. Multiple guarantees:** The developer shall have the option to post one type of a performance guarantee as provided for in this section, in lieu of multiple bonds, letters of credit, escrowed funds, or other equivalent security, for all development matters related to the same project requiring performance guarantees.
- H. Exclusion:** Performance guarantees associated with erosion control and stormwater control measures are not subject to the provisions of this section.
- I. Improvements within the City Limits:**

 - 1. Street and sidewalk improvements and storm drainage:** Streets and sidewalks shall be constructed within all proposed street rights-of-way. All streets, sidewalks, and storm drainage shall be installed in accordance with approved engineering drawings and the adopted *Uniform Construction Standards* of the City of Salisbury. Streets and sidewalks shall be extended within existing rights-of-way as needed to provide publicly maintained street frontage to all newly created lots; however, construction standards may be modified to coincide with an existing publicly maintained street stub, if applicable.
 - 2. Utilities:** If any portion of the original property is located within two hundred (200) feet of a public sanitary sewer main, or within three hundred (300) feet of a public water main, the subdivider shall provide for public service to all newly created lots to the furthest extent of the property boundary. Sanitary sewers and water mains shall be installed in accordance with approved engineering drawings and the adopted *Uniform Construction Standards* of the City of Salisbury. Should private water and sewerage systems be allowed, such shall meet the requirements of the North Carolina State Department of Environment and Natural Resources (DENR) and the North Carolina Utilities Commission, as applicable.
- J. Improvements beyond the City Limit:**

 - 1. General provision:** The approval of a plat shall not be deemed to constitute or affect the acceptance by the City (or public) the dedication of any street or other ground, public utility line or other public facility shown on the plat. The city council may by resolution accept any dedication made to the public of lands or facilities for streets, parks, public utility lines, or other public purposes when the lands or facilities are located within its subdivision regulations jurisdiction. Acceptance of dedication of lands or facilities located within the subdivision regulation jurisdiction but outside the corporate limits of the city shall not place on the city any duty to open, operate, repair, or maintain any street, utility line, or other land or facility, and the city shall in no event be held to answer in any civil action or proceeding for failure to open, repair, or maintain any street located outside its corporate limits. Sidewalk maintenance and repair shall be the responsibility of the homeowners association or adjacent property owners.

2. **Improvements required:** All street improvements and such applicable improvements as sidewalks, storm sewers, sanitary sewers, and water mains shall be installed in accordance with the requirements of the City of Salisbury. The right-of-way, design and construction of streets and street drainage shall also be reviewed and approved by the district engineer of the division of highways.
- K. **Major Improvements:** Where official plans of the City of Salisbury call for major thoroughfares, interceptor sewer lines or water mains, such improvements shall be made by the developer in accordance with the stated Ordinances and policies of the City of Salisbury.

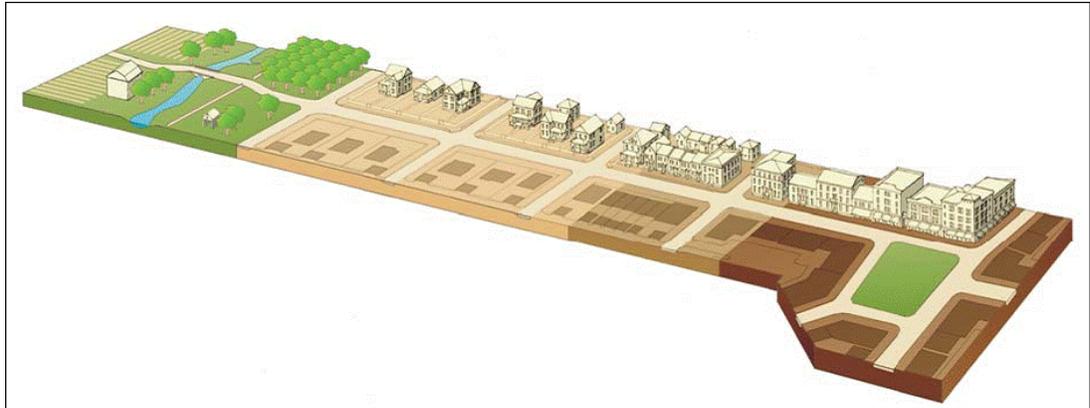
4.6 Permanent Reference Points

Prior to the approval of the final plat for any conventional subdivision, permanent reference points shall have been placed in accordance with the following requirements:

- A. **Subdivision corner tie:** At least one (1) corner of the subdivision shall be accurately tied to and coordinated with a horizontal control monument in accordance with the North Carolina Administrative Code, Standards and Practice for Land Surveying. The subdivision corner tie may also serve as one of the control corners listed below.
- B. **Control corners:** At least three (3) control corners shall be established in accordance with G.S. 39-32.1, 39-32.2 and 39-32.3, and clearly identified on the final plat. All monuments shall be constructed of concrete and shall be at least four (4) inches in diameter or square and not less than three (3) feet in length. Each monument shall have imbedded in and flush with its top to serve as the point a metal rod capable of being detected by standard surveying means. Such monuments shall be set at least thirty (30) inches in the ground with six (6) inches exposed above the ground unless this requirement is impractical because of traffic or other factors. The surveyor shall employ additional monuments if and when required.
- C. **Property markers:** A steel or wrought iron pipe or the equivalent not less than one-half (1/2) inch in diameter and at least twenty-four (24) inches in length shall be set at all corners, except those located by monuments. Additional markers shall be placed at other points of importance if and when required.
- D. **Accuracy:** Land surveys within the corporate limits shall meet the standards of Class A surveys, and beyond the corporate limits, Class B surveys, as defined by the North Carolina Administrative Code, Standards and Practice for Land Surveying.

4.7 Street Design & Layout Provisions

New streets within the City of Salisbury zoning jurisdiction shall be constructed in accordance with the following provisions. Additional detail of each provision follows the matrix.



	OSP	RR	GR MHD	UR HR RMX TND	NMX CMX	DMX TND	HB LI HI HS CI
Curb Type	n/a	Optional	Rolled, Valley, or Vertical	Vertical	Vertical	Vertical	Vertical
Drainage Type	Swale	Swale or Closed	Closed	Closed	Closed	Closed	Closed
Curb Radius	30'	30'no curb 20'w/curb	20'	20': unmark 10': marked	20': unmark 10': marked	10'	30'
On-Street Parking	n/a	n/a	Unmarked	Unmarked or Marked	Unmarked or Marked	Marked	Unmarked or Marked
Sidewalk	Optional Path	Optional Path	Sidewalk min. 5'	Sidewalk min. 5'	Sidewalk min. 5'	Sidewalk min. 8'	Sidewalk min. 5'
Street Trees	n/a	n/a	Planting Strip	Planting Strip or Tree Well	Planting Strip or Tree Well	Tree Well	n/a
Street Lighting	n/a	n/a	Vehicular or Pedestrian Scale	Pedestrian Scale	Pedestrian Scale	Pedestrian Scale	Vehicular or Pedestrian Scale*
Block Length	n/a	n/a	1200' max. 800' avg.	800' max. 600' avg.	800' max. 600' avg.	600' max. 400' avg.	1200' max. 800' avg.
Cul-de-sac or Close Length	800' max.	600' max.	600' max.	300' max.	Prohibited	Prohibited	800' max.

A. Streets and Street Layout

1. All streets designed for inclusion in the NCDOT system are subject to approval by the City and by NCDOT.
2. Streets shall interconnect within a development and with adjoining development. Where future development is anticipated, streets shall stub to adjacent property to provide for future connections per Section 4.8, Connectivity & Street Stubs.
3. No more than 30 single-family or duplex dwelling units shall be accessed from a street system having a single access point unless a street stub or future connection is provided.
4. Where property is adjacent to a designated thoroughfare, existing or proposed, building setbacks or build-to lines shall be measured from the future right-of-way as identified in the adopted thoroughfare plan; however, this provision does not require dedication of land needed to meet the future right-of-way width.
5. Street layout shall conform to the arrangement, width and location of public streets and corridors indicated on the regulating Thoroughfare Plan for the area. Streets not indicated on that plan should be designed and located to:
 - a. Relate to the topography;
 - b. Preserve natural features such as streams and tree growth;
 - c. Provide for adequate public safety and convenience.
6. Private or gated streets are prohibited.
7. Street Markers and Traffic Control Signs:
 - a. All standard street markers and traffic control signs on public streets shall be provided and installed by the City. Custom or decorative markers or signposts proposed by the developer are subject to approval by the Administrator prior to installation. The developer is responsible for all costs associated with the use of custom or decorative materials.
 - b. Installation of “No Parking” signs and speed limit signs (other than 35 mph speed limit signs) on streets constructed by private developers shall be the responsibility of the developer. The appropriate locations and materials of such signs shall be subject to the approval of the Administrator.

B. Alleys

1. Alleys shall be within privately owned and maintained easements or common areas. They shall be designated as public access easements and shall be marked as such on all plats.
2. Alleys shall be paved or prepared, depending on use, as defined in Sec. 10.4.C of this Ordinance.

3. Alleys shall be constructed with standard concrete driveway ramps at entrances to streets. Driveway standards shall be as specified in the *Uniform Construction Standards Manual*.

C. Curb and Gutter

1. Curb and gutter shall be constructed in accordance with the City of Salisbury *Uniform Construction Standards Manual*.
2. Where vertical curb and gutter is specified, it shall be a minimum of 1.5 feet wide for residential development and 2.5 feet wide for non-residential or mixed-use development.

D. Sidewalks

1. Mixed use and commercial area sidewalks shall have a minimum width of 8 feet in the DMX and TND districts, unless otherwise specified by a Council-adopted area plan for all other districts.
2. Sidewalks are not required around the “bulb” portion of a permanently dead-ended cul-de-sac.
3. All sidewalks shall be paved with broom-finished concrete, paving brick or concrete pavers. Similar materials may be considered on a case-by-case basis.
4. Refer to Section 4.9, Sidewalk Program, for sidewalk alternatives along existing publicly-maintained streets.

E. Street Trees

All street trees shall be installed in accordance with the City of Salisbury *Uniform Construction Standards Manual* and the provisions of Chapter 8, Landscaping.

F. Street Lighting

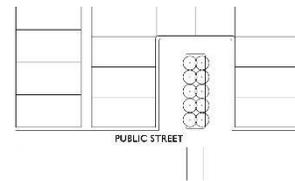
Street lights shall be selected from the adopted Streetlight Inventory List* and shall be installed on both sides of applicable newly-constructed public streets. The developer is responsible for all costs associated with streetlight installation.

G. Block Length

1. On one-way minor streets where on-street parking is allowed, blocks shall be no longer than 300 feet or they shall provide areas of 40 feet in length where no parking is allowed every 200 feet. These areas are to be used for emergency access staging.
2. **Exceptions:** OSP, RR, CI, LI, and HI districts are exempt from the block length provisions of this subsection.

H. Cul-de-Sacs and Closes

1. Any permanent dead-end streets or cul-de-sac shall comply with the length limits shown in the above Section 4.7 table.
2. A close may be used in place of a cul-de-sac.

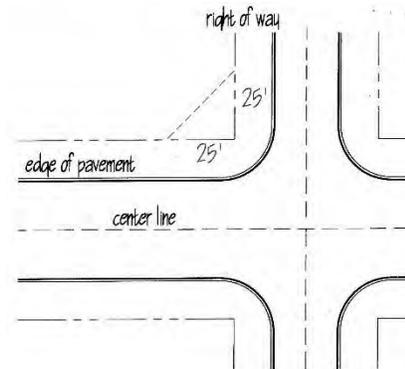


Close – an alternative to cul-de-sacs

I. Intersections

1. All streets shall intersect at right angles as nearly as possible and no street shall intersect at less than 60 degrees.
2. Where practical, intersections should be aligned to create four-way intersections.
3. **Intersection Offsets:** Intersections with major thoroughfares shall have a centerline offset of at least 400 feet. Intersections on other streets shall have centerline offset of at least 150 feet.

4. **Sight Triangles:** On a corner lot in any district, no planting, structure, fence, wall or obstruction to vision more than three (3) feet in height measured from the respective street center lines shall be placed or maintained with the triangular area formed by the intersection of the street lines (right-of-way) and a straight line connecting points on said street lines, each of which is twenty-five (25) feet distant from the point of intersection. NCDOT standards may also apply. In the RMX, NMX, CMX, DMX, and TND districts sight triangles may be relaxed subject to an engineering study of the intersection.



Sight triangles are not required at intersections with all-way stops, except as required under NCDOT jurisdiction.

5. Curb extensions to demarcate parking areas and to narrow the street width at intersections are encouraged.
6. A median island located in the center of a street shall not be considered an intersection; however, this treatment can be used as a horizontal traffic calming measure.

4.8 Street Sections

The following street cross sections are permitted in accordance with the street hierarchy detailed as follows. NCDOT approval is required in the ETJ. All street cross sections are based on required minimums. Enlarged dimensions are permitted where desired or necessary.

A. RESIDENTIAL ALLEY 20-ft Easement	B. COMMERCIAL ALLEY 24-ft Easement																																								
<table border="0"> <tr> <td>Easement Width</td> <td>20 ft</td> </tr> <tr> <td>Travel Width</td> <td>12 ft</td> </tr> <tr> <td>Traffic Movement</td> <td>2-Way Yield</td> </tr> <tr> <td>Curb Radius</td> <td>5 ft</td> </tr> <tr> <td>Curb Type</td> <td>None</td> </tr> <tr> <td>Drainage</td> <td>Designer discretion</td> </tr> <tr> <td>Parking</td> <td>None</td> </tr> <tr> <td>Planter Type</td> <td>None</td> </tr> <tr> <td>Street Trees</td> <td>None</td> </tr> <tr> <td>Sidewalks</td> <td>None</td> </tr> </table>	Easement Width	20 ft	Travel Width	12 ft	Traffic Movement	2-Way Yield	Curb Radius	5 ft	Curb Type	None	Drainage	Designer discretion	Parking	None	Planter Type	None	Street Trees	None	Sidewalks	None	<table border="0"> <tr> <td>Easement Width</td> <td>24 ft</td> </tr> <tr> <td>Pavement Width</td> <td>24 ft</td> </tr> <tr> <td>Traffic Movement</td> <td>2-Way</td> </tr> <tr> <td>Curb Radius</td> <td>5 ft</td> </tr> <tr> <td>Curb Type</td> <td>None</td> </tr> <tr> <td>Drainage</td> <td>Designer discretion</td> </tr> <tr> <td>Parking</td> <td>None</td> </tr> <tr> <td>Planter Type</td> <td>None</td> </tr> <tr> <td>Street Trees</td> <td>None</td> </tr> <tr> <td>Sidewalks</td> <td>None</td> </tr> </table>	Easement Width	24 ft	Pavement Width	24 ft	Traffic Movement	2-Way	Curb Radius	5 ft	Curb Type	None	Drainage	Designer discretion	Parking	None	Planter Type	None	Street Trees	None	Sidewalks	None
Easement Width	20 ft																																								
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Parking	None																																								
Planter Type	None																																								
Street Trees	None																																								
Sidewalks	None																																								

C. PARKSIDE DRIVE 44-ft ROW		D. RURAL ROAD 60-ft ROW	
Total ROW Width	44 ft	Total ROW Width	60 ft
Pavement Width	22 ft	Pavement Width	20 ft
Traffic Movement	2-Way	Traffic Movement	2-Way
Curb Radius	20 ft	Curb Radius	20-30 ft
Curb Type	District-dependent	Curb Type	Optional
Drainage	Closed	Drainage	Grassed Swale
Parking	Unmarked	Parking	None
Planter Type	Continuous Strip	Planter Type	Continuous Swale
Street Trees	Non-park side if req'd	Street Trees	Not required
Sidewalks	Non-park side	Sidewalks	Not required; min. 5 ft. multi-use path optional
Parkside Width	18-ft. min.		

E. MINOR STREET 44-ft ROW		F. LOCAL STREET 50-ft ROW	
Total ROW Width	44 ft	Total ROW Width	50 ft
Pavement Width	18 ft	Pavement Width	22 ft
Traffic Movement	2-Way or 1-Way	Traffic Movement	2-Way
Curb Radius	20 ft	Curb Radius	20 ft
Curb Type	District-dependent	Curb Type	District-dependent
Drainage	Closed	Drainage	Closed
Parking	Prohibited 2-Way Unmarked 1-Way	Parking	Unmarked
Planter Type	Continuous Strip	Planter Type	Continuous Strip
Street Trees	Both sides if required	Street Trees	Both sides if required
Sidewalks	Both sides	Sidewalks	Both sides
Posted Speed	25 mph		

G. NEIGHBORHOOD AVENUE 70-ft ROW		H. AVENUE 90-ft ROW	
Total ROW Width	55 ft	Total ROW Width	90 ft
Pavement Width	17 ft each side of median	Pavement Width	18 ft each side of median
Traffic Movement	1-Way each side of median	Traffic Movement	1-Way each side of median
Curb Radius	20 ft	Curb Radius	10 ft
Curb Type	District-dependent	Curb Type	2.5' Vertical
Drainage	Closed	Drainage	Closed
Parking	Unmarked	Parking	Marked
Planter Type	Continuous Strip	Planter Type	District-dependent
Street Trees	Only Required in median	Street Trees	Both sides if required
Sidewalks	Both sides	Sidewalks	Both sides

I. RESIDENTIAL MAIN STREET 60-ft ROW		J. MAIN STREET 70-ft ROW	
Total ROW Width	60 ft	Total ROW Width	70 ft
Pavement Width	32 ft	Pavement Width	36 ft
Traffic Movement	2-Way	Traffic Movement	2-Way
Curb Radius	10 ft	Curb Radius	10 ft
Curb Type	2.5' Vertical	Curb Type	2.5' Vertical
Drainage	Closed	Drainage	Closed
Parking	Marked	Parking	Marked
Planter Type	District-dependent	Planter Type	Tree Well
Street Trees	Both sides if required	Street Trees	Both sides if required
Sidewalks	Both sides	Sidewalks	Both sides

4.9 Sidewalk Program

A. Sidewalk Requirements

1. **Existing Streets:** As part of a proposed subdivision or new development along an existing publicly-maintained street in the corporate city limits, sidewalks shall be constructed along all applicable street frontages per the standards of Section 4.7 of this chapter.
2. **Infill Lots:** Sidewalk construction may not be required if the new development lot is considered an infill lot pursuant to Section 6.3.I, Infill Provisions, Sidewalk Compatibility Standards.
3. **New Streets:** As part of new street construction, sidewalks shall be constructed along both sides of the new street per the standards of Section 4.7 of this chapter.

B. Sidewalk Alternatives for Existing Streets

When the approving authority determines that the construction of a required sidewalk along an existing publicly-maintained street is infeasible due to special circumstances, including but not limited to: an impending road widening; impracticality due to topography, streams, or other environmental limitations, or if constructed it would not provide a future transportation or public safety benefit, the approving authority may approve a payment in lieu of sidewalk construction.

C. Sidewalk Payment In Lieu Program

As authorized under this section, a payment may be made to the City of Salisbury in lieu of sidewalk construction. The value of the payment shall equal the average linear foot sidewalk project cost, as determined by the Engineering & Development Services department of the City of Salisbury and calculated per time and material cost at the time of the request. The applicant is informed of the amount to be paid upon issuance of the zoning permit, or adoption of the ordinance for a Conditional District Overlay development, and payment shall be made prior to issuance of the Certificate of Occupancy.

Payments received in lieu of construction shall be placed in a restricted fund and set aside in a deferred revenue account to be used to install or repair sidewalks within the general area of the corporate city limits.

4.10 Connectivity & Street Stubs

Improving connectivity and limiting cul-de-sacs result in improved mobility for motorists, pedestrians, and cyclists; decreased response time for emergency services and delivery costs for services such as garbage collection through improved routing options; and, dispersion of motor vehicle traffic.

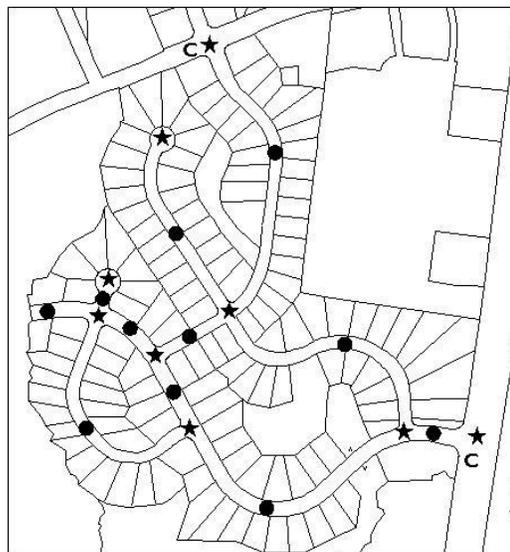
A Connectivity Index shall be used to determine the adequacy of street connectivity in new developments. The index is calculated as the ratio of the number of street links in a project's street layout (road sections between intersections or stubs to adjacent property) plus connections to existing streets divided by the number of street nodes (intersections and cul-de-sac heads).

$$\text{Connectivity Index} = (\bullet + C) / \star$$

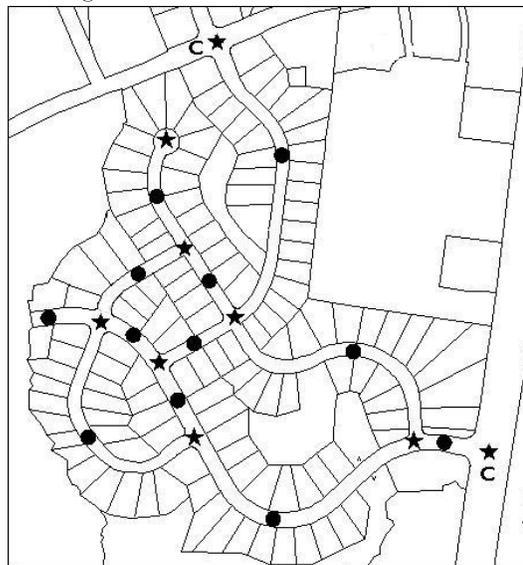
The illustration above illustrates a connectivity index of 1.44 (links are shown as circles, nodes are shown as stars, and connections to existing streets are shown as C's). The illustration has 11 links, 2 connections, and 9 nodes for an index of $(11+2) / 9 = 1.44$. In the illustration below, one cul-de-sac is converted to a full intersection. This gives the development one additional link for a connectivity index of 1.55 $([12 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. The same number of lots is shown in both illustrations.

A. Connectivity Index Requirement

Any development shall be required to achieve a connectivity index as shown in the following table.



A street layout showing a connectivity index of 1.44 $([11 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. Links are shown as circles and nodes are shown as stars and connections to existing streets are shown as C's.



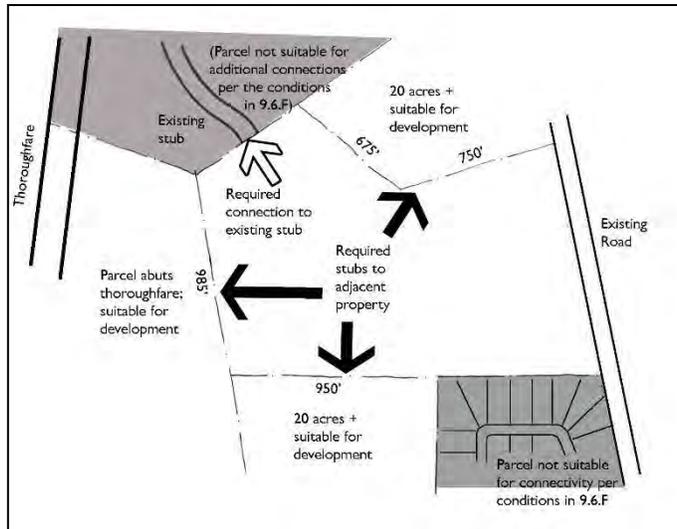
A street layout showing a connectivity index of 1.55 $([12 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. Note that one cul-de-sac from the original layout has been converted to a full intersection. The same numbers of lots are shown.

	OSP	RR LI HI	GR	UR, HR, RMX, TND, NMX, CMX, GEI-O, DMX	HS HB CI
Connectivity Index (Minimum)	n/a	1.3	1.4	1.5	n/a

B. Street Stubs

1. Regardless of the following provisions of this subsection, street stubs are not required to connect properties located within the LI or HI districts to properties located within the OSP, RR, GR, UR, or HR districts.
2. Notwithstanding the above provision (4.10.B.1), all new development shall connect to any existing street stubs from adjacent properties.

3. The number of required street stubs is determined by calculating the cumulative linear feet of all property lines surrounding the proposed development contiguous with land that is suitable for development or redevelopment (as determined by the Administrator); dividing by 1200; and rounding to the nearest whole number.



Example (see diagram):

$$675' + 750' + 950' + 985' = 3160' / 1200 = 2.63 = 3 \text{ required stubs}$$

4. The location of new required stub street shall be prioritized as follows:
 - a. Adjacent parcels 20 acres or greater
 - b. Adjacent parcels that abut thoroughfares or collector streets
 - c. Where any adopted transportation or land use plan recommends a street connection
5. Where one or more of the following conditions would prevent practical connectivity, the adjacent property shall not be included in the calculation of required stubs:
 - a. Topographical conditions, where pre-development slopes are 15% or greater
 - b. Environmental conditions, such as a wetland, “blue-line” stream, or landfill
 - c. Controlled Access, such as a railroad or interstate

- 6. Stub streets and streets intended for extension during future phases shall be constructed to extend to the property line or as close to the line as practical. It shall be the responsibility of the second development to construct the connection to an existing stub street. Stub streets shall not exceed 150 feet in length without a paved turnaround.

4.11 Traffic Calming

- A. Vertical traffic calming treatments are prohibited.
- B. Horizontal traffic calming treatments, such as median islands, curb extensions, traffic circles, and roundabouts are encouraged and shall be designed and constructed in accordance with the City of Salisbury *Uniform Construction Standards Manual*.

4.12 Bicycle Accommodations – (RESERVED)

4.13 Access Management

Access management standards seek to preserve the traffic moving capability of the City’s major streets, and in so doing, protect the investment of the taxpayer in the costs of road construction. Frequent driveways allow for unpredictable stops and vehicle turning movements, causing increased congestion, and greater opportunities for traffic accidents. The City does not wish to allow unnecessary driveway cuts to neutralize the value of road construction dollars provided by Federal, State and local taxpayers.

Access management standards that regulate the connection of driveways to the existing street system shall be as follows. Where the NCDOT *Driveway Manual* or *Median Crossover Guide* conflicts, the stricter of the two standards should prevail.

A. Driveway Number and Spacing (major thoroughfares only)

Parcel Frontage (feet)	Number of Driveways Allowed
< 500	1
501-999	2
>1000	3

B. Driveway Distance from Intersections

Street Type	Minimum Distance (feet)
Major	100
Collector Street/Minor Thoroughfare	50
Local	15

C. Median Opening Spacing

The minimum spacing between median openings on major thoroughfares shall be 1000 feet or as required by NCDOT.

4.14 Transportation Impact Analysis

The Transportation Impact Analysis (TIA) is a specialized study that evaluates the effects of a development's traffic on the surrounding transportation infrastructure. It is an essential part of the development review process to assist developers and government agencies in making land use decisions involving annexations, subdivisions, rezonings, special land uses, and other development reviews. The TIA helps identify where the development may have a significant impact on safety, traffic and transportation operations, and provides a means for the developer and government agencies to mitigate these impacts. Ultimately, the TIA can be used to evaluate whether the scale of development is appropriate for a particular site and what improvements may be necessary, on and off the site, to provide safe and efficient access and traffic flow.

- A. A TIA shall be required for a rezoning, subdivision plan, site plan, conditional use permit, certificate of zoning compliance, or preliminary plat for developments with an estimated trip generation of 3000 vehicles per day or greater during an average weekday based on a five day national average as defined in the ITE Trip Generation Manual.
- B. A traffic impact analysis report shall address the impact of projected horizon year (2 years after build-out by phase or entire development as appropriate) traffic volumes. It shall identify the methodology used to evaluate the impact. The weekday peak hour impact shall be evaluated as well as the Saturday peak hour for those uses exhibiting high levels of weekend traffic generation.

Trip Generation:

The sum of the number of inbound and outbound vehicle trips that are expected for the type and size of the proposed land use. For purposes of determining the requirement to submit a TIA, adjustments such as modal split, pass-by trips, and internal capture rates will be allowed to reduce the site traffic calculation.

Note: Typically the following developments meet or exceed the 3000 vehicles per day threshold:

- 55,000 sf Retail
- 300 Single family homes
- 250,000 sf Office
- 400,000 sf Industrial
- 350 room Hotel

C. Based on the findings of the analysis, if a proposed development does not meet the applicable service level standards, the applicant shall be required to upgrade the facilities in accordance with the adopted level of service program. Mitigation measures may involve strategies other than roadway construction or other physical improvements such as changes to traffic signal timing or phasing, and transportation management strategies.

D. **Thresholds for Mitigation:** The City requires consideration of roadway and/or operational improvements when the proposed development increases the intersection Volume-to-Capacity Ratio (V/C) beyond the thresholds indicated in the table below. The City evaluates the impacts of proposed development at intersections (primarily under existing year conditions) based on the increase in V/C ratio as a result of the projected site traffic. This increase is determined by comparing the V/C ratio under existing development conditions and proposed development conditions. For the purposes of this comparison, all un-signalized intersections are analyzed as signalized intersections.

Existing V/C	Allowable Increase in V/C By Development
0.00 – 0.60	0.10
0.61 – 0.70	0.07
0.71 – 0.80	0.05
0.81 – 0.90	0.03
0.91 – 1.00+	0.02

- E. Payment-in-Lieu:** The City Council may, at its discretion, accept either mitigation measures to be completed by the developer or a fee paid to the City in lieu of mitigation. The fee shall be equal to the costs of the required mitigation measures, as determined by the Administrator. A combination of mitigation measures and payments-in-lieu of dedication may be permitted. Payments in lieu of dedication shall be approved as part of the Development Plan.

- F.** A TIA will vary in range and complexity depending on the type and size of the proposed development. The procedures for a TIA are outlined in Section 15.23. The TIA requirements as described in Section 16.13 may be modified by the Administrator.

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Chapter 4. SUBDIVISIONS AND INFRASTRUCTURE

4.1 Purpose and Intent

The purpose of this chapter is to establish procedures and standards for the proper subdivision of land within the jurisdiction of the City of Salisbury in order to provide for orderly growth and development; for the coordination of streets and highways within proposed subdivisions with existing or planned streets and highways and with other public facilities; to provide for the dedication of rights-of-way or easements for street and utility purposes; and to provide for the distribution of traffic in a manner that will avoid congestion and will create conditions essential to the public health, safety, and general welfare.

4.1 Purpose and Intent
4.2 General Subdivision Platting Provisions
4.3 Specific Subdivision Types by District
4.4 Required Improvements
4.5 Installation of Infrastructure Improvements (Subdv & Site)
4.6 Permanent Reference Points
4.7 Street Design & Layout Provisions
4.8 Street Sections
4.9 Sidewalk Program
4.10 Connectivity & Street Stubs
4.11 Traffic Calming
4.12 Bicycle Accommodations
4.13 Access Management
4.14 Transportation Impact Analysis

In addition, this chapter is guided by and

intends to fulfill the following policy directives of the *Salisbury Vision 2020 Comprehensive Plan*:

- *New neighborhood streets and minor streets shall be no wider than necessary to serve their intended purpose. Street widths shall be designed to fit the intended use of the street, corresponding to the traffic load and the planned development types.*
- *Street designs in new neighborhoods shall give equal priority to the pedestrian and the automobile. In newly developing areas, sidewalks shall be required as an integral part of the community's basic infrastructure. Except where constrained by unusual physical limitations, a minimum sidewalk width of five feet shall be required. Except where constrained by physical limitations or other obvious reasons, sidewalks shall be required on both sides of the street.*
- *Bikeways shall be planned for as a system-wide component of Salisbury's transportation planning. New neighborhoods shall recognize bike routes at the time of development. All future subdivision plats and site plans shall be examined for bicycle compatibility and conformity with the city-wide bikeway plan.*
- *The City shall encourage street patterns that respond to site topography, accentuate focal points and interesting vistas, create interesting public spaces and intersections, and that are coordinated with the placement of significant structures or open spaces.*
- *On-street parking shall be encouraged in compact neighborhoods.*
- *The turning radius of corners at intersections involving minor streets shall be as small as possible while allowing for reasonable truck and emergency vehicle maneuvering.*
- *New neighborhoods shall be connected to other residential, shopping, and work areas within the neighborhood planning area. A fully connected honeycomb of streets shall provide convenient circulation within the neighborhood and provide for multiple, alternative outlets from the area to adjoining neighborhoods and major streets. Care shall be taken that the creation of cut-through traffic routes is avoided.*

- *Access to major streets shall be from intersecting minor streets rather than private driveways, whenever possible. Minor streets should be located so as to intersect with major streets at regularly spaced, reasonably frequent intervals.*
-

4.2 General Subdivision Platting Provisions

These provisions shall apply to the subdivision of property by means of an Exception Plat, Minor Subdivision, or Major Subdivision.

- A. All Lots to Front on Street or Public Space:** All lots shall front upon a public street, or with the provision of alley access, lots may front upon recreational open space as defined by this Ordinance.
- B. Side Lot Lines:** Side lot lines shall be substantially at right angles or radial to street lines.
- C. Flag Lots:** Flag (or “pipestem”) lots are prohibited in all zoning districts except the OSP and the RR districts, where they shall be allowed if the width of the stem is at least sixty (60) feet.
- D. Double Frontage Lots:** Double frontage lots should be avoided. However, on lots having frontage on two streets and not located on a corner, the minimum front yard shall be provided on each street in accordance with the provisions of this Ordinance. On lots having frontage on more than two streets, the minimum front yard shall be provided in accordance with the regulations set forth in this Ordinance on at least two of the street frontages. The minimum front yard on the remaining frontage may be reduced in accordance with the street side yard requirements of the district. When a double frontage lot has frontage along a Thoroughfare, access to the lot shall be via the non-thoroughfare frontage.
- E. Residential Buffer Strips:** In residential developments in residential districts (RR, GR, UR, HR) a buffer strip of at least fifty (50) feet in depth in addition to the normal lot depth shall be provided adjacent to all railroads and limited access highways. This strip shall be a part of the platted lots, but shall have the following restriction lettered on the face of the plat: "This strip reserved for the planting of trees or shrubs by the owners; the building of structures hereon is prohibited."
- F. Easements:** Utility and other easements shall be provided as follows:
 - 1. Utility Easements:** Utility easements centered on rear or side lot lines shall be provided where necessary and shall be at least (10) feet in width.
 - 2. Watercourses:** Where a subdivision is traversed by a watercourse, drainageway, channel, or stream, there shall be provided a storm water easement conforming substantially to the lines of such watercourse, and such further width of construction, or both, shall be in accordance with the adopted *Uniform Construction Standards* of the City of Salisbury.
- G. Street Names:** Proposed streets names are subject to the approval of Rowan County. Proposed streets which are clearly in alignment with other existing streets shall bear the assigned name of the existing street.

4.3 Specific Subdivision Types by District

- A. Conservation Neighborhood:** Except for the individual building constructed on the minimum lot size required, the Conservation Neighborhood is the only common plan of residential development permitted in the OSP district.

The Conservation Neighborhood offers property owners a way to maintain land in the OSP district as largely undeveloped. Conservation Neighborhoods may be approved by the Administrator upon a finding that all requirements of this section have been met.

	Minimum Subdivision Acreage	Maximum Density	Maximum Dwelling Units
Conservation Neighborhood	40 acres	20 acres per dwelling unit	6

1. Owners shall establish an irrevocable conservation easement held by a conservation organization (as authorized by US 150(h); 20559(a) and NCGS 124-34 et seq.) and shall provide the City with a boundary description of the area under the conservation easement.
2. In a Conservation Neighborhood, land set aside for detached houses shall be specified in the easement and shall be the minimum size necessary to allow construction of the house.
3. **Access and Right-of-Ways:** No new public streets may be created. All buildings within the Conservation Neighborhood shall have permanent access by way of a public road frontage or a 20-ft wide access easement connecting to a public right-of-way. Where the tract abuts or includes a segment of a public street, thoroughfare, or greenway as shown on an adopted plan, the developer shall provide for these improvements either by deed or plat map. However, the developer shall not be required to construct any of these improvements.
4. The tract shall preserve the rural appearance of the land from the view of public roads and abutting properties.
5. Only structures and uses identified as acceptable by the conservation organization will be allowed on the property.
6. **Required Improvements:** The Conservation Neighborhood shall be exempt from the requirements of Chapter 7: Recreational Open Space, Chapter 8: Landscaping and Section 4.4: Required Infrastructure Improvements.
7. In a Conservation Neighborhood, there shall be no further subdivision of lots without the consent of all landowners and easement holders and approval of the Administrator.

- B. Rural Subdivision:** Except for the individual building constructed on the minimum lot size required, the Rural Subdivision is the only common plan of residential development permitted in the RR district.

The Rural Subdivision offers property owners a way to maintain land in the RR district as largely undeveloped and rural or agricultural in character. Rural Subdivisions may be approved by the Administrator upon a finding that all requirements of this section have been met.

	Minimum Subdivision Acreage	Maximum Density	Minimum Undeveloped Land
Rural Subdivision	40 acres	1 unit per 2 gross acres	50%

1. There shall be no maximum or minimum lot size.
2. A minimum of 50% of the area of the subdivision shall remain undeveloped and/or used for agricultural uses. Undeveloped areas shall connect to undeveloped land or recreational open space on adjacent parcels. If the development includes a homeowners association, the association may own the development's undeveloped land. Otherwise, the undeveloped land may be privately held, as long as a permanent conservation easement is placed on the land. Alternatively, it may be owned by a land conservancy, or other entities proposed by the City.
3. Streets within a rural subdivision shall use the rural road cross-section, per Section 4.8 of this Ordinance.
4. A notice shall be placed on the subdivision plat stating that further subdivision is not allowed. The developer waives the right to further statutory subdivision.

4.4 Required Infrastructure Improvements (Subdivisions & Site Development)

- A. In addition to the standards found elsewhere in this Ordinance, all development shall install or provide the following improvements, as applicable. All infrastructure shall be designed and constructed in accordance with the City of Salisbury *Uniform Construction Standards Manual*.
- Water supply distribution and fire hydrants
 - Sanitary sewer
 - Streets (paved) and other public rights-of-ways (e.g., greenway paths)
 - Easements
 - Sidewalks (Unless exempted by Section 4.9)
 - Curb and gutter
 - Street lighting (upgraded or decorative)
 - Wiring (All utilities serving new development shall be underground.)
 - Dedicated recreational open space (in residential districts)
 - Landscaping (Including Supplemental Tree Plantings, such as Street Trees)
 - Storm drainage infrastructure
 - Special street signs and other traffic control devices in accordance with the Manual of Uniform Traffic Control Devices, latest edition
- B. Proposed subdivisions or any new development with frontage on existing publicly maintained streets shall upgrade those streets with the following elements:
- Only within the corporate city limits, sidewalks shall be installed in all zoning districts, except the OSP and RR districts, within the right-of-way of the applicable parcel(s) street frontage, per Section 4.9 ~~and the type, size, location, and finish provisions of Section 4.7~~
 - A definable pedestrian connection shall be provided from a primary building entrance to the fronting public sidewalk system
 - Only within the corporate city limits, Street Trees shall be planted within the right-of-way of the applicable parcel(s) street frontage, if applicable per Section 4.7
 - Right-of-way reservation shall be granted along the applicable parcel(s) street frontage pursuant to the adopted MPO Comprehensive Transportation (CTP) and applicable NC-DOT standards

4.5 Installation of Improvements

- A. **Performance Guarantees:** Approval of the final plat shall be subject to the developer having installed the improvements designated on the approved engineering drawings or having guaranteed, to the satisfaction of the city, the installation of said improvements. Upon completion of construction, the streets and public utilities will be accepted into the City system at which time the guarantee of construction will be released.

- B. Type of Performance Guarantee:** Where the required improvements have not been completed prior to the submission of the plat for final approval, the approval of said plat shall be subject to the developer guaranteeing the installation of the improvements by providing to the City one of the following, in the amount indicated in this section:
1. Filing a performance or surety bond issued by a company authorized to do business in North Carolina;
 2. Filing a letter of credit issued by a financial institution licensed to do business in North Carolina;
 3. Depositing or placing in escrow a certified check; or
 4. Any other form of guarantee that provides security equivalent to a surety bond, letter of credit, or escrowed funds.
- C. Duration:** Performance guarantees shall be valid for an initial period of one (1) year, unless the developer determines that the scope of the work for the required improvement necessitates a longer duration. Upon acceptance of the street(s) and all public utilities, sidewalks may be guaranteed for an additional period not to exceed two (2) years.
- D. Extension:** A developer shall demonstrate reasonable, good-faith progress toward completion of the required improvements that are the subject of the performance guarantee or any extension. If the improvements are not completed to the specifications of the City, and the current performance guarantee is likely to expire prior to completion of the required improvements, the performance guarantee shall be extended, or a new performance guarantee issued, for an additional period. An extension under this section shall only be for a duration necessary to complete the required improvements. If a new performance guarantee is issued, the amount shall be determined by the procedure provided in subdivision (3) of this subsection and shall include the total cost of all incomplete improvements.
- E. Release:** The performance guarantee shall be returned or released, as appropriate, in a timely manner upon the acknowledgement by the City of Salisbury that the improvements for which the performance guarantee is being required are complete. The local government shall return letters of credit or escrowed funds upon completion of the required improvements to its specifications or upon acceptance of the required improvements, if the required improvements are subject to local government acceptance. When required improvements that are secured by a bond are completed to the specifications of the local government, or are accepted by the local government, if subject to its acceptance, upon request by the developer, the local government shall timely provide written acknowledgement that the required improvements have been completed.
- F. Amount:** The amount of the performance guarantee shall not exceed one hundred twenty-five percent (125%) of the reasonably estimated cost of completion at the time the performance guarantee is issued. The City may determine the amount of the performance guarantee or use a cost estimate determined by the developer. The reasonably estimated cost of completion shall include one hundred percent (100%) of the costs for labor and materials necessary for completion of the required improvements. Where applicable, the costs shall be based on unit pricing. The

additional twenty-five percent (25%) allowed under this subdivision includes inflation and all costs of administration regardless of how such fees or charges are denominated. The amount of any extension of any performance guarantee shall be determined according to the procedures for determining the initial guarantee and shall not exceed one hundred twenty-five percent (125%) of the reasonably estimated cost of completion of the remaining incomplete improvements still outstanding at the time the extension is obtained.

G. Multiple guarantees: The developer shall have the option to post one type of a performance guarantee as provided for in this section, in lieu of multiple bonds, letters of credit, escrowed funds, or other equivalent security, for all development matters related to the same project requiring performance guarantees.

H. Exclusion: Performance guarantees associated with erosion control and stormwater control measures are not subject to the provisions of this section.

I. Improvements within the City Limits:

1. Street and sidewalk improvements and storm drainage: Streets and sidewalks shall be constructed within all proposed street rights-of-way. All streets, sidewalks, and storm drainage shall be installed in accordance with approved engineering drawings and the adopted [Uniform Construction Standards](#) of the City of Salisbury. Streets and sidewalks shall be extended within existing rights-of-way as needed to provide publicly maintained street frontage to all newly created lots; however, construction standards may be modified to coincide with an existing publicly maintained street stub, if applicable.

2. Utilities: If any portion of the original property is located within two hundred (200) feet of a public sanitary sewer main, or within three hundred (300) feet of a public water main, the subdivider shall provide for public service to all newly created lots to the furthest extent of the property boundary. Sanitary sewers and water mains shall be installed in accordance with approved engineering drawings and the adopted [Uniform Construction Standards](#) of the City of Salisbury. Should private water and sewerage systems be allowed, such shall meet the requirements of the North Carolina State Department of Environment and Natural Resources (DENR) and the North Carolina Utilities Commission, as applicable.

J. Improvements beyond the City Limit:

1. General provision: The approval of a plat shall not be deemed to constitute or affect the acceptance by the City (or public) the dedication of any street or other ground, public utility line or other public facility shown on the plat. The city council may by resolution accept any dedication made to the public of lands or facilities for streets, parks, public utility lines, or other public purposes when the lands or facilities are located within its subdivision regulations jurisdiction. Acceptance of dedication of lands or facilities located within the subdivision regulation jurisdiction but outside the corporate limits of the city shall not place on the city any duty to open, operate, repair, or maintain any street, utility line, or other land or facility, and the city shall in no event be held to answer in any civil action or proceeding for failure to open, repair, or maintain any street located outside its corporate limits. Sidewalk maintenance and repair shall be the responsibility of the homeowners association or adjacent property owners.

2. **Improvements required:** All street improvements and such applicable improvements as sidewalks, storm sewers, sanitary sewers, and water mains shall be installed in accordance with the requirements of the City of Salisbury. The right-of-way, design and construction of streets and street drainage shall also be reviewed and approved by the district engineer of the division of highways.

K. **Major Improvements:** Where official plans of the City of Salisbury call for major thoroughfares, interceptor sewer lines or water mains, such improvements shall be made by the developer in accordance with the stated Ordinances and policies of the City of Salisbury.

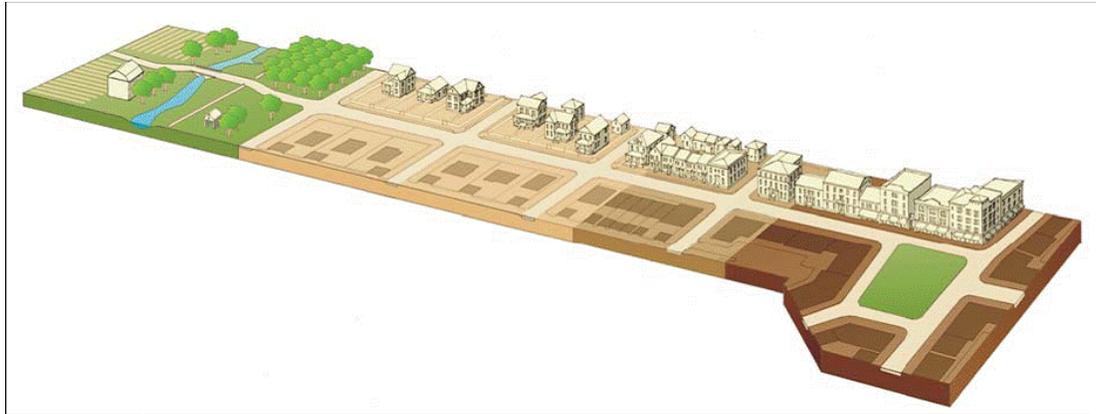
4.6 Permanent Reference Points

Prior to the approval of the final plat for any conventional subdivision, permanent reference points shall have been placed in accordance with the following requirements:

- A. **Subdivision corner tie:** At least one (1) corner of the subdivision shall be accurately tied to and coordinated with a horizontal control monument in accordance with the North Carolina Administrative Code, Standards and Practice for Land Surveying. The subdivision corner tie may also serve as one of the control corners listed below.
- B. **Control corners:** At least three (3) control corners shall be established in accordance with G.S. 39-32.1, 39-32.2 and 39-32.3, and clearly identified on the final plat. All monuments shall be constructed of concrete and shall be at least four (4) inches in diameter or square and not less than three (3) feet in length. Each monument shall have imbedded in and flush with its top to serve as the point a metal rod capable of being detected by standard surveying means. Such monuments shall be set at least thirty (30) inches in the ground with six (6) inches exposed above the ground unless this requirement is impractical because of traffic or other factors. The surveyor shall employ additional monuments if and when required.
- C. **Property markers:** A steel or wrought iron pipe or the equivalent not less than one-half (1/2) inch in diameter and at least twenty-four (24) inches in length shall be set at all corners, except those located by monuments. Additional markers shall be placed at other points of importance if and when required.
- D. **Accuracy:** Land surveys within the corporate limits shall meet the standards of Class A surveys, and beyond the corporate limits, Class B surveys, as defined by the North Carolina Administrative Code, Standards and Practice for Land Surveying.

4.7 Street Design & Layout Provisions

New streets within the City of Salisbury zoning jurisdiction shall be constructed in accordance with the following provisions. Additional detail of each provision follows the matrix.



	OSP	RR	GR MHD	UR HR RMX TND	NMX CMX	DMX TND	HB LI HI HS CI
Curb Type	n/a	Optional	Rolled, Valley, or Vertical	Vertical	Vertical	Vertical	Vertical
Drainage Type	Swale	Swale or Closed	Closed	Closed	Closed	Closed	Closed
Curb Radius	30'	30'no curb 20'w/curb	20'	20': unmark 10': marked	20': unmark 10': marked	10'	30'
On-Street Parking	n/a	n/a	Unmarked	Unmarked or Marked	Unmarked or Marked	Marked	Unmarked or Marked
Sidewalk	Optional Path	Optional Path	Sidewalk min.-5'	Sidewalk min.-5'	Sidewalk min.-5'	Sidewalk min.-8'	Sidewalk min.-5'
Street Trees	n/a	n/a	Planting Strip	Planting Strip or Tree Well	Planting Strip or Tree Well	Tree Well	n/a
Street Lighting	n/a	n/a	Vehicular or Pedestrian Scale	Pedestrian Scale	Pedestrian Scale	Pedestrian Scale	Vehicular or Pedestrian Scale*
Block Length	n/a	n/a	1200' max. 800' avg.	800' max. 600' avg.	800' max. 600' avg.	600' max. 400' avg.	1200' max. 800' avg.
Cul-de-sac or Close Length	800' max.	600' max.	600' max.	300' max.	Prohibited	Prohibited	800' max.

A. Streets and Street Layout

1. All streets designed for inclusion in the NCDOT system are subject to approval by the City and by NCDOT.
2. Streets shall interconnect within a development and with adjoining development. Where future development is anticipated, streets shall stub to adjacent property to provide for future connections per Section 4.8, Connectivity & Street Stubs.
3. No more than 30 single-family or duplex dwelling units shall be accessed from a street system having a single access point unless a street stub or future connection is provided.
4. Where property is adjacent to a designated thoroughfare, existing or proposed, building setbacks or build-to lines shall be measured from the future right-of-way as identified in the adopted thoroughfare plan; however, this provision does not require dedication of land needed to meet the future right-of-way width.
5. Street layout shall conform to the arrangement, width and location of public streets and corridors indicated on the regulating Thoroughfare Plan for the area. Streets not indicated on that plan should be designed and located to:
 - a. Relate to the topography;
 - b. Preserve natural features such as streams and tree growth;
 - c. Provide for adequate public safety and convenience.
6. Private or gated streets are prohibited.
7. Street Markers and Traffic Control Signs:
 - a. All standard street markers and traffic control signs on public streets shall be provided and installed by the City. Custom or decorative markers or signposts proposed by the developer are subject to approval by the Administrator prior to installation. The developer is responsible for all costs associated with the use of custom or decorative materials.
 - b. Installation of “No Parking” signs and speed limit signs (other than 35 mph speed limit signs) on streets constructed by private developers shall be the responsibility of the developer. The appropriate locations and materials of such signs shall be subject to the approval of the Administrator.

B. Alleys

1. Alleys shall be within privately owned and maintained easements or common areas. They shall be designated as public access easements and shall be marked as such on all plats.
2. Alleys shall be paved or prepared, depending on use, as defined in Sec. 10.4.C of this Ordinance.

3. Alleys shall be constructed with standard concrete driveway ramps at entrances to streets. Driveway standards shall be as specified in the *Uniform Construction Standards Manual*.

C. Curb and Gutter

1. Curb and gutter shall be constructed in accordance with the City of Salisbury *Uniform Construction Standards Manual*.
2. Where vertical curb and gutter is specified, it shall be a minimum of 1.5 feet wide for residential development and 2.5 feet wide for non-residential or mixed-use development.

~~D. Sidewalks~~

- ~~1. Mixed use and commercial area sidewalks shall have a minimum width of 8 feet in the DMX and TND districts, unless otherwise specified by a Council adopted area plan for all other districts.~~
- ~~2. Sidewalks are not required around the “bulb” portion of a permanently dead-ended cul-de-sac.~~
- ~~3. All sidewalks shall be paved with broom finished concrete, paving brick or concrete pavers. Similar materials may be considered on a case by case basis.~~
- ~~4. Refer to Section 4.9, Sidewalk Program, for sidewalk alternatives along existing publicly maintained streets.~~

E.D. Street Trees

All street trees shall be installed in accordance with the City of Salisbury *Uniform Construction Standards Manual* and the provisions of Chapter 8, Landscaping.

F.E. Street Lighting

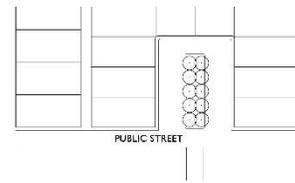
Street lights shall be selected from the adopted Streetlight Inventory List* and shall be installed on both sides of applicable newly-constructed public streets. The developer is responsible for all costs associated with streetlight installation.

G.F. Block Length

1. On one-way minor streets where on-street parking is allowed, blocks shall be no longer than 300 feet or they shall provide areas of 40 feet in length where no parking is allowed every 200 feet. These areas are to be used for emergency access staging.
2. **Exceptions:** OSP, RR, CI, LI, and HI districts are exempt from the block length provisions of this subsection.

H.G. Cul-de-Sacs and Closes

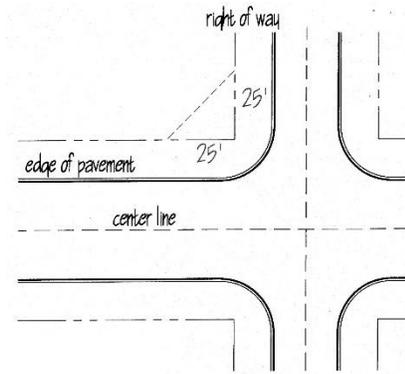
1. Any permanent dead-end streets or cul-de-sac shall comply with the length limits shown in the above Section 4.7 table.
2. A close may be used in place of a cul-de-sac.



Close – an alternative to cul-de-sacs

H.H. Intersections

1. All streets shall intersect at right angles as nearly as possible and no street shall intersect at less than 60 degrees.
2. Where practical, intersections should be aligned to create four-way intersections.
3. **Intersection Offsets:** Intersections with major thoroughfares shall have a centerline offset of at least 400 feet. Intersections on other streets shall have centerline offset of at least 150 feet.
4. **Sight Triangles:** On a corner lot in any district, no planting, structure, fence, wall or obstruction to vision more than three (3) feet in height measured from the respective street center lines shall be placed or maintained with the triangular area formed by the intersection of the street lines (right-of-way) and a straight line connecting points on said street lines, each of which is twenty-five (25) feet distant from the point of intersection. NCDOT standards may also apply. In the RMX, NMX, CMX, DMX, and TND districts sight triangles may be relaxed subject to an engineering study of the intersection.



Sight triangles are not required at intersections with all-way stops, except as required under NCDOT jurisdiction.

5. Curb extensions to demarcate parking areas and to narrow the street width at intersections are encouraged.
6. A median island located in the center of a street shall not be considered an intersection; however, this treatment can be used as a horizontal traffic calming measure.

4.8 Street Sections

The following street cross sections are permitted in accordance with the street hierarchy detailed as follows. NCDOT approval is required in the ETJ. All street cross sections are based on required minimums. Enlarged dimensions are permitted where desired or necessary.

A. RESIDENTIAL ALLEY 20-ft Easement	B. COMMERCIAL ALLEY 24-ft Easement																																								
<table border="0"> <tr><td>Easement Width</td><td>20 ft</td></tr> <tr><td>Travel Width</td><td>12 ft</td></tr> <tr><td>Traffic Movement</td><td>2-Way Yield</td></tr> <tr><td>Curb Radius</td><td>5 ft</td></tr> <tr><td>Curb Type</td><td>None</td></tr> <tr><td>Drainage</td><td>Designer discretion</td></tr> <tr><td>Parking</td><td>None</td></tr> <tr><td>Planter Type</td><td>None</td></tr> <tr><td>Street Trees</td><td>None</td></tr> <tr><td>Sidewalks</td><td>None</td></tr> </table>	Easement Width	20 ft	Travel Width	12 ft	Traffic Movement	2-Way Yield	Curb Radius	5 ft	Curb Type	None	Drainage	Designer discretion	Parking	None	Planter Type	None	Street Trees	None	Sidewalks	None	<table border="0"> <tr><td>Easement Width</td><td>24 ft</td></tr> <tr><td>Pavement Width</td><td>24 ft</td></tr> <tr><td>Traffic Movement</td><td>2-Way</td></tr> <tr><td>Curb Radius</td><td>5 ft</td></tr> <tr><td>Curb Type</td><td>None</td></tr> <tr><td>Drainage</td><td>Designer discretion</td></tr> <tr><td>Parking</td><td>None</td></tr> <tr><td>Planter Type</td><td>None</td></tr> <tr><td>Street Trees</td><td>None</td></tr> <tr><td>Sidewalks</td><td>None</td></tr> </table>	Easement Width	24 ft	Pavement Width	24 ft	Traffic Movement	2-Way	Curb Radius	5 ft	Curb Type	None	Drainage	Designer discretion	Parking	None	Planter Type	None	Street Trees	None	Sidewalks	None
Easement Width	20 ft																																								
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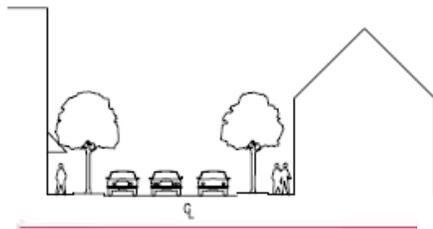
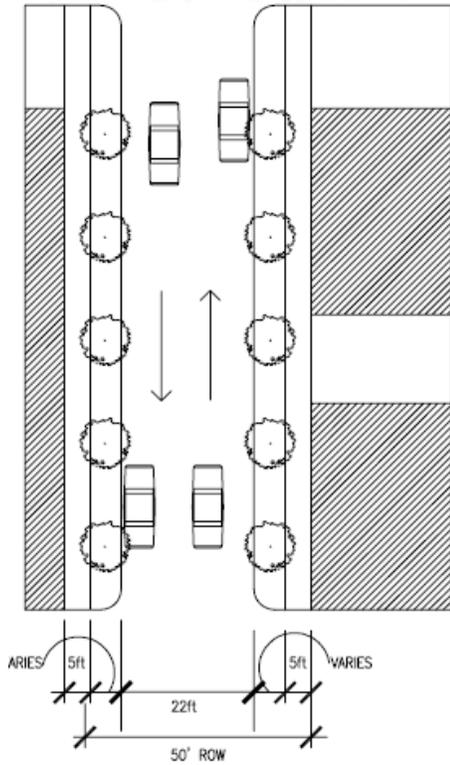
C. PARKSIDE DRIVE 44-ft ROW		D. RURAL ROAD 60-ft ROW	
Total ROW Width	44 ft	Total ROW Width	60 ft
Pavement Width	22 ft	Pavement Width	20 ft
Traffic Movement	2-Way	Traffic Movement	2-Way
Curb Radius	20 ft	Curb Radius	20-30 ft
Curb Type	District-dependent	Curb Type	Optional
Drainage	Closed	Drainage	Grassed Swale
Parking	Unmarked	Parking	None
Planter Type	Continuous Strip	Planter Type	Continuous Swale
Street Trees	Non-park side if req'd	Street Trees	Not required
Sidewalks	Non-park side	Sidewalks	Not required; min. 5 ft. multi-use path optional
Parkside Width	18-ft. min.		

E. LOCAL STREET

50-ft ROW

E. MINOR STREET

44-ft ROW



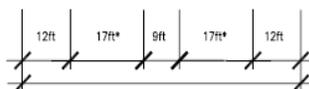
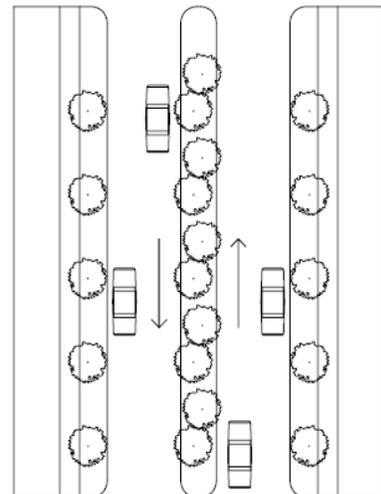
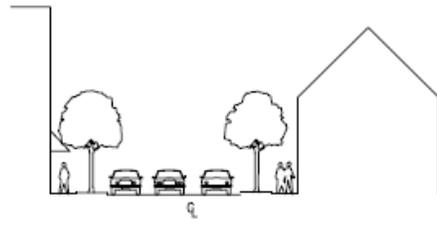
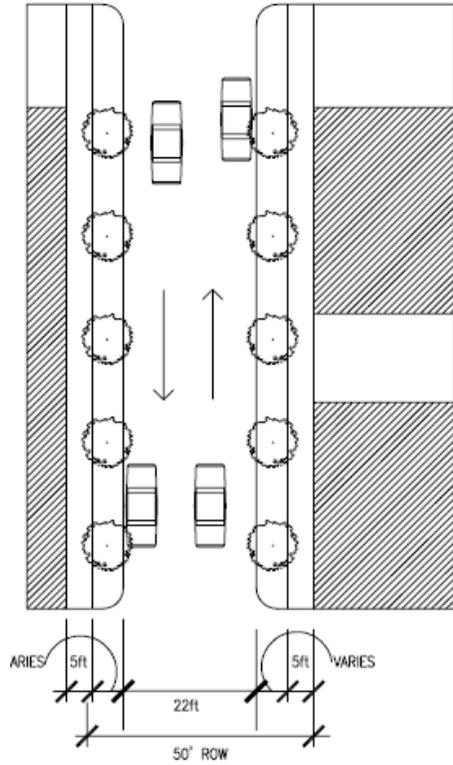
Total ROW Width	50 ft
Pavement Width	22 ft
Traffic Movement	2-Way or 1-Way
Curb Radius	20 ft
Curb Type	District-dependent
Drainage	Closed
Parking	Unmarked

F. NEIGHBORHOOD AVENUE

70-ft ROW

F. LOCAL STREET

50-ft ROW

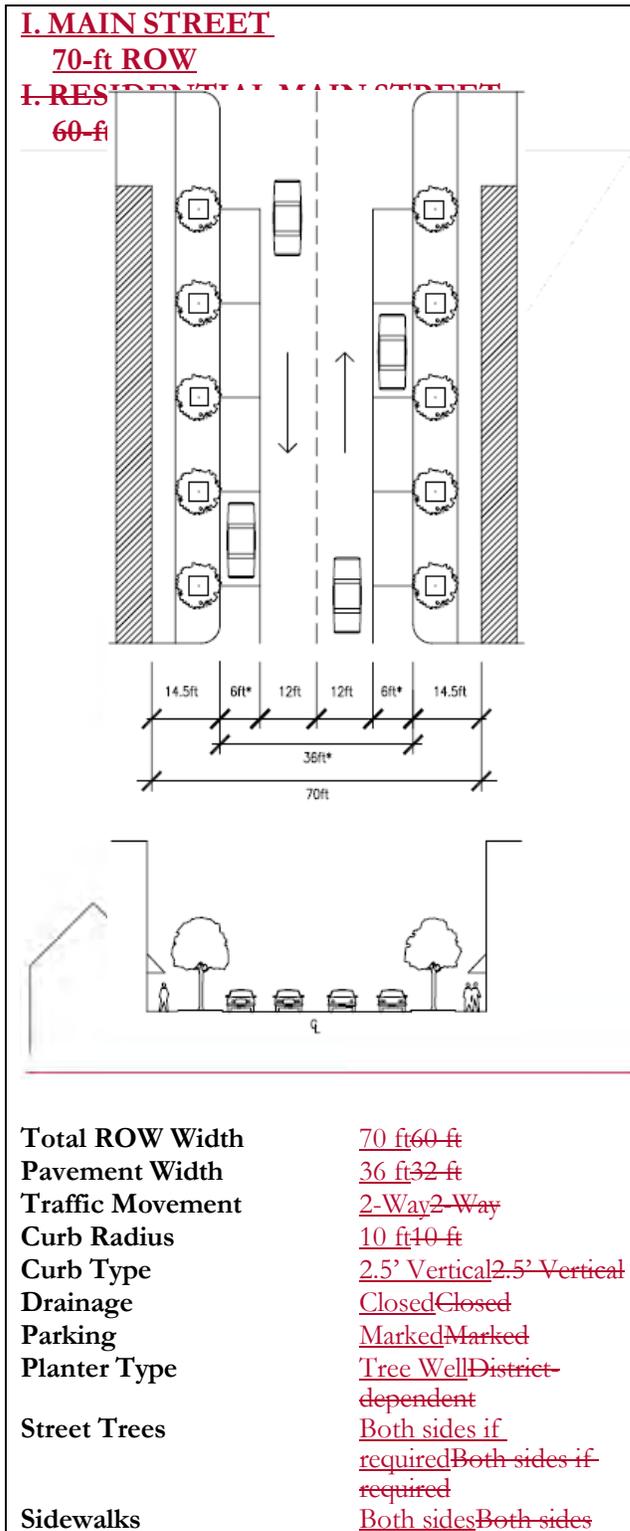


SALISBURY, NC LAND DEVELOPMENT ORDINANCE
 ADOPTED DECEMBER 18, 2007; EFFECTIVE JANUARY 1, 2008
 AMENDED 5/6/08, ORD.2008-17; 5/5/09, ORD.2009-30; 3/18,
 ORD.2012-07; 6/17/14, ORD.2014-22; 10/2/18, ORD.2018-48
 2/1/22, ORD.2022-13; 7/19/2022, ORD.2022-55

	Unmarked 1-Way		
Planter Type	Continuous Strip	Planter Type	Continuous Strip
Street Trees	Both sides if required	Street Trees	Both sides if required
Sidewalks	Both sides	Sidewalks	Both sides
Posted Speed	25 mph		

G. AVENUE	H. RESIDENTIAL MAIN STREET
90-ft ROW	STREET 60-ft ROW
Total ROW Width Pavement Width	60 ft 32 ft
Traffic Movement	2-Way
Curb Radius Curb Type	10 ft 2.5' Vertical
Drainage	Closed
Parking	Marked
Planter Type	District-dependent
Street Trees	Both sides if required

	median		
Sidewalks	Both sides <u>Both sides</u>	Sidewalks	Both sides <u>Both sides</u>



4.9 Sidewalk Program

A. ~~Sidewalk Requirements~~ Applicability

~~—Existing Streets: As part of a proposed subdivision or new development along an existing publicly maintained street in the corporate city limits, sidewalks shall be constructed along all applicable street frontages per the standards of Section 4.7 of this chapter.~~

1.

a. As part of a proposed subdivision, new development, or redevelopment along an existing publicly-maintained street in the corporate city limits, sidewalks shall be constructed along all applicable street frontages per the standards of this chapter.

b. Where a sidewalk is required but existing sidewalk is already in place, any sub-standard section of existing sidewalk, or sidewalk that is damaged during construction, must be replaced as determined by the approving authority.

1. ~~Infill Lots: Sidewalk construction may not be required if the new development lot is considered an infill lot pursuant to Section 6.3.I, Infill Provisions, Sidewalk Compatibility Standards.~~

2. **New Streets:** As part of new street construction, sidewalks shall be constructed along both sides of the new street per the standards of ~~Section 4.7 of~~ this chapter.

3. **Additions to Existing Development:** See Section 6.4.

4. **Exemptions:**

a. Rural Subdivisions.

b. Exception plats and Minor Subdivisions.

c. Alleyways.

d. Single family residential, duplex, triplex, or quadruplex development:

1. Where there are no existing sidewalks on the same block face within 300 feet of the outside corners of the subject lots.

2. For corner lots, where there are no existing sidewalks on opposite corner lots and no sidewalk on the same block face within 300 feet of the outside corners of the subject lots.

~~2,3.~~ When developing where no curb is existing and it is not required to be installed.

A.B. Sidewalk Alternatives for Existing Streets

When the approving authority determines that the construction of a required sidewalk along an existing publicly-maintained street is infeasible due to special circumstances, including but not limited to: an impending road widening; impracticality due to topography, streams, or other environmental limitations, or if constructed it would not provide a future transportation or public safety benefit, the approving authority may approve a payment in lieu of sidewalk construction.

B.C. Sidewalk Payment In Lieu Program

As authorized under this section, a payment may be made to the City of Salisbury in lieu of sidewalk construction. The value of the payment shall equal the average linear foot sidewalk project cost, as determined by the Engineering & Development Services department of the City of Salisbury and calculated per time and material cost at the time of the request. The applicant is informed of the amount to be paid upon issuance of the zoning permit, or adoption of the ordinance for a Conditional District Overlay development, and payment shall be made prior to issuance of the Certificate of Occupancy.

Payments received in lieu of construction shall be placed in a restricted fund and set aside in a deferred revenue account to be used to install or repair sidewalks within the general area of the corporate city limits.

D. Sidewalk Requirements

1. Mixed use and commercial area sidewalks shall have a minimum width of 8 feet in the DMX and TND districts, unless otherwise specified by a Council-adopted area plan for all other districts. All other sidewalks shall have a minimum width of 5 feet.
2. All sidewalks shall be paved with broom-finished concrete, paving brick or concrete pavers. Similar materials may be considered on a case-by-case basis.

4.24.10 Connectivity & Street Stubs

Improving connectivity and limiting cul-de-sacs result in improved mobility for motorists, pedestrians, and cyclists; decreased response time for emergency services and delivery costs for services such as garbage collection through improved routing options; and, dispersion of motor vehicle traffic.

A Connectivity Index shall be used to determine the adequacy of street connectivity in new developments. The index is calculated as the ratio of the number of street links in a project's street layout (road sections between intersections or stubs to adjacent property) plus connections to existing streets divided by the number of street nodes (intersections and cul-de-sac heads).

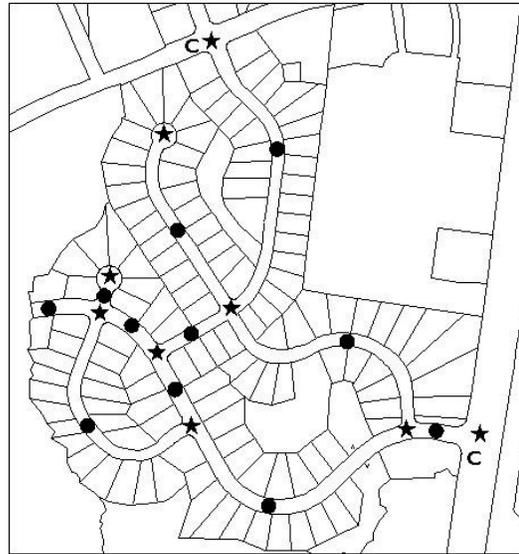
$$\text{Connectivity Index} = (\bullet + C) / \star$$

The illustration above illustrates a connectivity index of 1.44 (links are shown as circles, nodes are shown as stars, and connections to existing streets are shown as C's). The illustration has 11 links, 2 connections, and 9 nodes for an index of $(11+2) / 9 = 1.44$. In the illustration below, one cul-de-sac is converted to a full intersection. This gives the development one additional link for a connectivity index of 1.55 $([12 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. The same number of lots is shown in both illustrations.

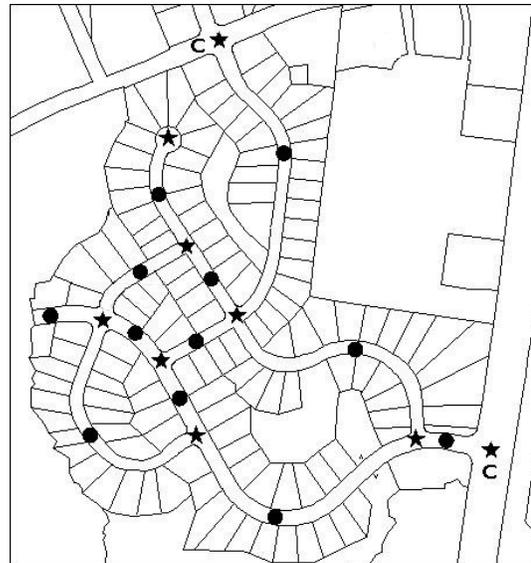
A. Connectivity Index Requirement

Any development shall be required to achieve a connectivity index as shown in the following table.

	OSP	RR LI HI	GR	UR, HR, RMX, TND, NMX, CMX, GEI-O, DMX	HS HB CI
Connectivity Index (Minimum)	n/a	1.3	1.4	1.5	n/a



A street layout showing a connectivity index of 1.44 $([11 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. Links are shown as circles and nodes are shown as stars and connections to existing streets are shown as C's.

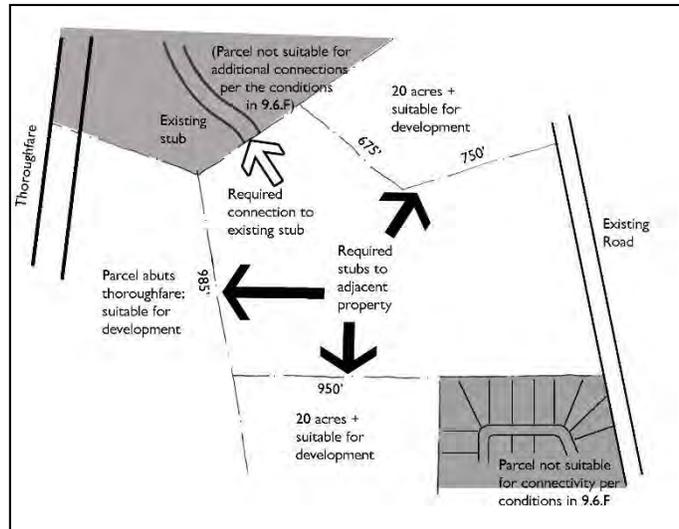


A street layout showing a connectivity index of 1.55 $([12 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. Note that one cul-de-sac from the original layout has been converted to a full intersection. The same numbers of lots are shown.

B. Street Stubs

1. Regardless of the following provisions of this subsection, street stubs are not required to connect properties located within the LI or HI districts to properties located within the OSP, RR, GR, UR, or HR districts.
2. Notwithstanding the above provision (4.10.B.1), all new development shall connect to any existing street stubs from adjacent properties.

3. The number of required street stubs is determined by calculating the cumulative linear feet of all property lines surrounding the proposed development contiguous with land that is suitable for development or redevelopment (as determined by the Administrator); dividing by 1200; and rounding to the nearest whole number.



Example (see diagram):

$$675' + 750' + 950' + 985' = 3160' / 1200 = 2.63 = 3 \text{ required stubs}$$

4. The location of new required stub street shall be prioritized as follows:
 - a. Adjacent parcels 20 acres or greater
 - b. Adjacent parcels that abut thoroughfares or collector streets
 - c. Where any adopted transportation or land use plan recommends a street connection
5. Where one or more of the following conditions would prevent practical connectivity, the adjacent property shall not be included in the calculation of required stubs:
 - a. Topographical conditions, where pre-development slopes are 15% or greater
 - b. Environmental conditions, such as a wetland, “blue-line” stream, or landfill
 - c. Controlled Access, such as a railroad or interstate

- 6. Stub streets and streets intended for extension during future phases shall be constructed to extend to the property line or as close to the line as practical. It shall be the responsibility of the second development to construct the connection to an existing stub street. Stub streets shall not exceed 150 feet in length without a paved turnaround.

4.34.11 Traffic Calming

- A. Vertical traffic calming treatments are prohibited.
- B. Horizontal traffic calming treatments, such as median islands, curb extensions, traffic circles, and roundabouts are encouraged and shall be designed and constructed in accordance with the City of Salisbury *Uniform Construction Standards Manual*.

4.44.12 Bicycle Accommodations – (RESERVED)

4.54.13 Access Management

Access management standards seek to preserve the traffic moving capability of the City’s major streets, and in so doing, protect the investment of the taxpayer in the costs of road construction. Frequent driveways allow for unpredictable stops and vehicle turning movements, causing increased congestion, and greater opportunities for traffic accidents. The City does not wish to allow unnecessary driveway cuts to neutralize the value of road construction dollars provided by Federal, State and local taxpayers.

Access management standards that regulate the connection of driveways to the existing street system shall be as follows. Where the NCDOT *Driveway Manual* or *Median Crossover Guide* conflicts, the stricter of the two standards should prevail.

A. Driveway Number and Spacing (major thoroughfares only)

Parcel Frontage (feet)	Number of Driveways Allowed
< 500	1
501-999	2
>1000	3

B. Driveway Distance from Intersections

Street Type	Minimum Distance (feet)
Major	100
Collector Street/Minor Thoroughfare	50
Local	15

C. Median Opening Spacing

The minimum spacing between median openings on major thoroughfares shall be 1000 feet or as required by NCDOT.

4.64.14 Transportation Impact Analysis

The Transportation Impact Analysis (TIA) is a specialized study that evaluates the effects of a development’s traffic on the surrounding transportation infrastructure. It is an essential part of the development review process to assist developers and government agencies in making land use decisions involving annexations, subdivisions, rezonings, special land uses, and other development reviews. The TIA helps identify where the development may have a significant impact on safety, traffic and transportation operations, and provides a means for the developer and government agencies to mitigate these impacts. Ultimately, the TIA can be used to evaluate whether the scale of development is appropriate for a particular site and what improvements may be necessary, on and off the site, to provide safe and efficient access and traffic flow.

- A. A TIA shall be required for a rezoning, subdivision plan, site plan, conditional use permit, certificate of zoning compliance, or preliminary plat for developments with an estimated trip generation of 3000 vehicles per day or greater during an average weekday based on a five day national average as defined in the ITE Trip Generation Manual.
- B. A traffic impact analysis report shall address the impact of projected horizon year (2 years after build-out by phase or entire development as appropriate) traffic volumes. It shall identify the methodology used to evaluate the impact. The weekday peak hour impact shall be evaluated as well as the Saturday peak hour for those uses exhibiting high levels of weekend traffic generation.

Trip Generation:
The sum of the number of inbound and outbound vehicle trips that are expected for the type and size of the proposed land use. For purposes of determining the requirement to submit a TIA, adjustments such as modal split, pass-by trips, and internal capture rates will be allowed to reduce the site traffic calculation.

Note: Typically the following developments meet or exceed the 3000 vehicles per day threshold:

- 55,000 sf Retail
- 300 Single family homes
- 250,000 sf Office
- 400,000 sf Industrial
- 350 room Hotel

C. Based on the findings of the analysis, if a proposed development does not meet the applicable service level standards, the applicant shall be required to upgrade the facilities in accordance with the adopted level of service program. Mitigation measures may involve strategies other than roadway construction or other physical improvements such as changes to traffic signal timing or phasing, and transportation management strategies.

D. **Thresholds for Mitigation:** The City requires consideration of roadway and/or operational improvements when the proposed development increases the intersection Volume-to-Capacity Ratio (V/C) beyond the thresholds indicated in the table below. The City evaluates the impacts of proposed development at intersections (primarily under existing year conditions) based on the increase in V/C ratio as a result of the projected site traffic. This increase is determined by comparing the V/C ratio under existing development conditions and proposed development conditions. For the purposes of this comparison, all un-signalized intersections are analyzed as signalized intersections.

Existing V/C	Allowable Increase in V/C By Development
0.00 – 0.60	0.10
0.61 – 0.70	0.07
0.71 – 0.80	0.05
0.81 – 0.90	0.03
0.91 – 1.00+	0.02

- E. Payment-in-Lieu:** The City Council may, at its discretion, accept either mitigation measures to be completed by the developer or a fee paid to the City in lieu of mitigation. The fee shall be equal to the costs of the required mitigation measures, as determined by the Administrator. A combination of mitigation measures and payments-in-lieu of dedication may be permitted. Payments in lieu of dedication shall be approved as part of the Development Plan.
- F.** A TIA will vary in range and complexity depending on the type and size of the proposed development. The procedures for a TIA are outlined in Section 15.23. The TIA requirements as described in Section 16.13 may be modified by the Administrator.

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Chapter 4. SUBDIVISIONS AND INFRASTRUCTURE

4.1 Purpose and Intent

The purpose of this chapter is to establish procedures and standards for the proper subdivision of land within the jurisdiction of the City of Salisbury in order to provide for orderly growth and development; for the coordination of streets and highways within proposed subdivisions with existing or planned streets and highways and with other public facilities; to provide for the dedication of rights-of-way or easements for street and utility purposes; and to provide for the distribution of traffic in a manner that will avoid congestion and will create conditions essential to the public health, safety, and general welfare.

4.1 Purpose and Intent
4.2 General Subdivision Platting Provisions
4.3 Specific Subdivision Types by District
4.4 Required Improvements
4.5 Installation of Infrastructure Improvements (Subdv & Site)
4.6 Permanent Reference Points
4.7 Street Design & Layout Provisions
4.8 Street Sections
4.9 Sidewalk Program
4.10 Connectivity & Street Stubs
4.11 Traffic Calming
4.12 Bicycle Accommodations
4.13 Access Management
4.14 Transportation Impact Analysis

In addition, this chapter is guided by and

intends to fulfill the following policy directives of the *Salisbury Vision 2020 Comprehensive Plan*:

- *New neighborhood streets and minor streets shall be no wider than necessary to serve their intended purpose. Street widths shall be designed to fit the intended use of the street, corresponding to the traffic load and the planned development types.*
- *Street designs in new neighborhoods shall give equal priority to the pedestrian and the automobile. In newly developing areas, sidewalks shall be required as an integral part of the community's basic infrastructure. Except where constrained by unusual physical limitations, a minimum sidewalk width of five feet shall be required. Except where constrained by physical limitations or other obvious reasons, sidewalks shall be required on both sides of the street.*
- *Bikeways shall be planned for as a system-wide component of Salisbury's transportation planning. New neighborhoods shall recognize bike routes at the time of development. All future subdivision plats and site plans shall be examined for bicycle compatibility and conformity with the city-wide bikeway plan.*
- *The City shall encourage street patterns that respond to site topography, accentuate focal points and interesting vistas, create interesting public spaces and intersections, and that are coordinated with the placement of significant structures or open spaces.*
- *On-street parking shall be encouraged in compact neighborhoods.*
- *The turning radius of corners at intersections involving minor streets shall be as small as possible while allowing for reasonable truck and emergency vehicle maneuvering.*
- *New neighborhoods shall be connected to other residential, shopping, and work areas within the neighborhood planning area. A fully connected honeycomb of streets shall provide convenient circulation within the neighborhood and provide for multiple, alternative outlets from the area to adjoining neighborhoods and major streets. Care shall be taken that the creation of cut-through traffic routes is avoided.*

- *Access to major streets shall be from intersecting minor streets rather than private driveways, whenever possible. Minor streets should be located so as to intersect with major streets at regularly spaced, reasonably frequent intervals.*
-

4.2 General Subdivision Platting Provisions

These provisions shall apply to the subdivision of property by means of an Exception Plat, Minor Subdivision, or Major Subdivision.

- A. All Lots to Front on Street or Public Space:** All lots shall front upon a public street, or with the provision of alley access, lots may front upon recreational open space as defined by this Ordinance.
- B. Side Lot Lines:** Side lot lines shall be substantially at right angles or radial to street lines.
- C. Flag Lots:** Flag (or “pipestem”) lots are prohibited in all zoning districts except the OSP and the RR districts, where they shall be allowed if the width of the stem is at least sixty (60) feet.
- D. Double Frontage Lots:** Double frontage lots should be avoided. However, on lots having frontage on two streets and not located on a corner, the minimum front yard shall be provided on each street in accordance with the provisions of this Ordinance. On lots having frontage on more than two streets, the minimum front yard shall be provided in accordance with the regulations set forth in this Ordinance on at least two of the street frontages. The minimum front yard on the remaining frontage may be reduced in accordance with the street side yard requirements of the district. When a double frontage lot has frontage along a Thoroughfare, access to the lot shall be via the non-thoroughfare frontage.
- E. Residential Buffer Strips:** In residential developments in residential districts (RR, GR, UR, HR) a buffer strip of at least fifty (50) feet in depth in addition to the normal lot depth shall be provided adjacent to all railroads and limited access highways. This strip shall be a part of the platted lots, but shall have the following restriction lettered on the face of the plat: "This strip reserved for the planting of trees or shrubs by the owners; the building of structures hereon is prohibited."
- F. Easements:** Utility and other easements shall be provided as follows:
 - 1. Utility Easements:** Utility easements centered on rear or side lot lines shall be provided where necessary and shall be at least (10) feet in width.
 - 2. Watercourses:** Where a subdivision is traversed by a watercourse, drainageway, channel, or stream, there shall be provided a storm water easement conforming substantially to the lines of such watercourse, and such further width of construction, or both, shall be in accordance with the adopted *Uniform Construction Standards* of the City of Salisbury.
- G. Street Names:** Proposed streets names are subject to the approval of Rowan County. Proposed streets which are clearly in alignment with other existing streets shall bear the assigned name of the existing street.

4.3 Specific Subdivision Types by District

- A. Conservation Neighborhood:** Except for the individual building constructed on the minimum lot size required, the Conservation Neighborhood is the only common plan of residential development permitted in the OSP district.

The Conservation Neighborhood offers property owners a way to maintain land in the OSP district as largely undeveloped. Conservation Neighborhoods may be approved by the Administrator upon a finding that all requirements of this section have been met.

	Minimum Subdivision Acreage	Maximum Density	Maximum Dwelling Units
Conservation Neighborhood	40 acres	20 acres per dwelling unit	6

1. Owners shall establish an irrevocable conservation easement held by a conservation organization (as authorized by US 150(h); 20559(a) and NCGS 124-34 et seq.) and shall provide the City with a boundary description of the area under the conservation easement.
2. In a Conservation Neighborhood, land set aside for detached houses shall be specified in the easement and shall be the minimum size necessary to allow construction of the house.
3. **Access and Right-of-Ways:** No new public streets may be created. All buildings within the Conservation Neighborhood shall have permanent access by way of a public road frontage or a 20-ft wide access easement connecting to a public right-of-way. Where the tract abuts or includes a segment of a public street, thoroughfare, or greenway as shown on an adopted plan, the developer shall provide for these improvements either by deed or plat map. However, the developer shall not be required to construct any of these improvements.
4. The tract shall preserve the rural appearance of the land from the view of public roads and abutting properties.
5. Only structures and uses identified as acceptable by the conservation organization will be allowed on the property.
6. **Required Improvements:** The Conservation Neighborhood shall be exempt from the requirements of Chapter 7: Recreational Open Space, Chapter 8: Landscaping and Section 4.4: Required Infrastructure Improvements.
7. In a Conservation Neighborhood, there shall be no further subdivision of lots without the consent of all landowners and easement holders and approval of the Administrator.

- B. Rural Subdivision:** Except for the individual building constructed on the minimum lot size required, the Rural Subdivision is the only common plan of residential development permitted in the RR district.

The Rural Subdivision offers property owners a way to maintain land in the RR district as largely undeveloped and rural or agricultural in character. Rural Subdivisions may be approved by the Administrator upon a finding that all requirements of this section have been met.

	Minimum Subdivision Acreage	Maximum Density	Minimum Undeveloped Land
Rural Subdivision	40 acres	1 unit per 2 gross acres	50%

1. There shall be no maximum or minimum lot size.
2. A minimum of 50% of the area of the subdivision shall remain undeveloped and/or used for agricultural uses. Undeveloped areas shall connect to undeveloped land or recreational open space on adjacent parcels. If the development includes a homeowners association, the association may own the development's undeveloped land. Otherwise, the undeveloped land may be privately held, as long as a permanent conservation easement is placed on the land. Alternatively, it may be owned by a land conservancy, or other entities proposed by the City.
3. Streets within a rural subdivision shall use the rural road cross-section, per Section 4.8 of this Ordinance.
4. A notice shall be placed on the subdivision plat stating that further subdivision is not allowed. The developer waives the right to further statutory subdivision.

4.4 Required Infrastructure Improvements (Subdivisions & Site Development)

- A. In addition to the standards found elsewhere in this Ordinance, all development shall install or provide the following improvements, as applicable. All infrastructure shall be designed and constructed in accordance with the City of Salisbury *Uniform Construction Standards Manual*.
- Water supply distribution and fire hydrants
 - Sanitary sewer
 - Streets (paved) and other public rights-of-ways (e.g., greenway paths)
 - Easements
 - Sidewalks (Unless exempted by Section 4.9)
 - Curb and gutter
 - Street lighting (upgraded or decorative)
 - Wiring (All utilities serving new development shall be underground.)
 - Dedicated recreational open space (in residential districts)
 - Landscaping (Including Supplemental Tree Plantings, such as Street Trees)
 - Storm drainage infrastructure
 - Special street signs and other traffic control devices in accordance with the Manual of Uniform Traffic Control Devices, latest edition
- B. Proposed subdivisions or any new development with frontage on existing publicly maintained streets shall upgrade those streets with the following elements:
- Only within the corporate city limits, sidewalks shall be installed in all zoning districts, except the OSP and RR districts, within the right-of-way of the applicable parcel(s) street frontage, per Section 4.9
 - A definable pedestrian connection shall be provided from a primary building entrance to the fronting public sidewalk system
 - Only within the corporate city limits, Street Trees shall be planted within the right-of-way of the applicable parcel(s) street frontage, if applicable per Section 4.7
 - Right-of-way reservation shall be granted along the applicable parcel(s) street frontage pursuant to the adopted MPO Comprehensive Transportation (CTP) and applicable NC-DOT standards

4.5 Installation of Improvements

- A. **Performance Guarantees:** Approval of the final plat shall be subject to the developer having installed the improvements designated on the approved engineering drawings or having guaranteed, to the satisfaction of the city, the installation of said improvements. Upon completion of construction, the streets and public utilities will be accepted into the City system at which time the guarantee of construction will be released.

- B. Type of Performance Guarantee:** Where the required improvements have not been completed prior to the submission of the plat for final approval, the approval of said plat shall be subject to the developer guaranteeing the installation of the improvements by providing to the City one of the following, in the amount indicated in this section:
1. Filing a performance or surety bond issued by a company authorized to do business in North Carolina;
 2. Filing a letter of credit issued by a financial institution licensed to do business in North Carolina;
 3. Depositing or placing in escrow a certified check; or
 4. Any other form of guarantee that provides security equivalent to a surety bond, letter of credit, or escrowed funds.
- C. Duration:** Performance guarantees shall be valid for an initial period of one (1) year, unless the developer determines that the scope of the work for the required improvement necessitates a longer duration. Upon acceptance of the street(s) and all public utilities, sidewalks may be guaranteed for an additional period not to exceed two (2) years.
- D. Extension:** A developer shall demonstrate reasonable, good-faith progress toward completion of the required improvements that are the subject of the performance guarantee or any extension. If the improvements are not completed to the specifications of the City, and the current performance guarantee is likely to expire prior to completion of the required improvements, the performance guarantee shall be extended, or a new performance guarantee issued, for an additional period. An extension under this section shall only be for a duration necessary to complete the required improvements. If a new performance guarantee is issued, the amount shall be determined by the procedure provided in subdivision (3) of this subsection and shall include the total cost of all incomplete improvements.
- E. Release:** The performance guarantee shall be returned or released, as appropriate, in a timely manner upon the acknowledgement by the City of Salisbury that the improvements for which the performance guarantee is being required are complete. The local government shall return letters of credit or escrowed funds upon completion of the required improvements to its specifications or upon acceptance of the required improvements, if the required improvements are subject to local government acceptance. When required improvements that are secured by a bond are completed to the specifications of the local government, or are accepted by the local government, if subject to its acceptance, upon request by the developer, the local government shall timely provide written acknowledgement that the required improvements have been completed.
- F. Amount:** The amount of the performance guarantee shall not exceed one hundred twenty-five percent (125%) of the reasonably estimated cost of completion at the time the performance guarantee is issued. The City may determine the amount of the performance guarantee or use a cost estimate determined by the developer. The reasonably estimated cost of completion shall include one hundred percent (100%) of the costs for labor and materials necessary for completion of the required improvements. Where applicable, the costs shall be based on unit pricing. The

additional twenty-five percent (25%) allowed under this subdivision includes inflation and all costs of administration regardless of how such fees or charges are denominated. The amount of any extension of any performance guarantee shall be determined according to the procedures for determining the initial guarantee and shall not exceed one hundred twenty-five percent (125%) of the reasonably estimated cost of completion of the remaining incomplete improvements still outstanding at the time the extension is obtained.

G. Multiple guarantees: The developer shall have the option to post one type of a performance guarantee as provided for in this section, in lieu of multiple bonds, letters of credit, escrowed funds, or other equivalent security, for all development matters related to the same project requiring performance guarantees.

H. Exclusion: Performance guarantees associated with erosion control and stormwater control measures are not subject to the provisions of this section.

I. Improvements within the City Limits:

1. Street and sidewalk improvements and storm drainage: Streets and sidewalks shall be constructed within all proposed street rights-of-way. All streets, sidewalks, and storm drainage shall be installed in accordance with approved engineering drawings and the adopted [*Uniform Construction Standards*](#) of the City of Salisbury. Streets and sidewalks shall be extended within existing rights-of-way as needed to provide publicly maintained street frontage to all newly created lots; however, construction standards may be modified to coincide with an existing publicly maintained street stub, if applicable.

2. Utilities: If any portion of the original property is located within two hundred (200) feet of a public sanitary sewer main, or within three hundred (300) feet of a public water main, the subdivider shall provide for public service to all newly created lots to the furthest extent of the property boundary. Sanitary sewers and water mains shall be installed in accordance with approved engineering drawings and the adopted [*Uniform Construction Standards*](#) of the City of Salisbury. Should private water and sewerage systems be allowed, such shall meet the requirements of the North Carolina State Department of Environment and Natural Resources (DENR) and the North Carolina Utilities Commission, as applicable.

J. Improvements beyond the City Limit:

1. General provision: The approval of a plat shall not be deemed to constitute or affect the acceptance by the City (or public) the dedication of any street or other ground, public utility line or other public facility shown on the plat. The city council may by resolution accept any dedication made to the public of lands or facilities for streets, parks, public utility lines, or other public purposes when the lands or facilities are located within its subdivision regulations jurisdiction. Acceptance of dedication of lands or facilities located within the subdivision regulation jurisdiction but outside the corporate limits of the city shall not place on the city any duty to open, operate, repair, or maintain any street, utility line, or other land or facility, and the city shall in no event be held to answer in any civil action or proceeding for failure to open, repair, or maintain any street located outside its corporate limits. Sidewalk maintenance and repair shall be the responsibility of the homeowners association or adjacent property owners.

2. **Improvements required:** All street improvements and such applicable improvements as sidewalks, storm sewers, sanitary sewers, and water mains shall be installed in accordance with the requirements of the City of Salisbury. The right-of-way, design and construction of streets and street drainage shall also be reviewed and approved by the district engineer of the division of highways.

K. **Major Improvements:** Where official plans of the City of Salisbury call for major thoroughfares, interceptor sewer lines or water mains, such improvements shall be made by the developer in accordance with the stated Ordinances and policies of the City of Salisbury.

4.6 Permanent Reference Points

Prior to the approval of the final plat for any conventional subdivision, permanent reference points shall have been placed in accordance with the following requirements:

- A. **Subdivision corner tie:** At least one (1) corner of the subdivision shall be accurately tied to and coordinated with a horizontal control monument in accordance with the North Carolina Administrative Code, Standards and Practice for Land Surveying. The subdivision corner tie may also serve as one of the control corners listed below.
- B. **Control corners:** At least three (3) control corners shall be established in accordance with G.S. 39-32.1, 39-32.2 and 39-32.3, and clearly identified on the final plat. All monuments shall be constructed of concrete and shall be at least four (4) inches in diameter or square and not less than three (3) feet in length. Each monument shall have imbedded in and flush with its top to serve as the point a metal rod capable of being detected by standard surveying means. Such monuments shall be set at least thirty (30) inches in the ground with six (6) inches exposed above the ground unless this requirement is impractical because of traffic or other factors. The surveyor shall employ additional monuments if and when required.
- C. **Property markers:** A steel or wrought iron pipe or the equivalent not less than one-half (1/2) inch in diameter and at least twenty-four (24) inches in length shall be set at all corners, except those located by monuments. Additional markers shall be placed at other points of importance if and when required.
- D. **Accuracy:** Land surveys within the corporate limits shall meet the standards of Class A surveys, and beyond the corporate limits, Class B surveys, as defined by the North Carolina Administrative Code, Standards and Practice for Land Surveying.

4.7 Street Design & Layout Provisions

New streets within the City of Salisbury zoning jurisdiction shall be constructed in accordance with the following provisions. Additional detail of each provision follows the matrix.



	OSP	RR	GR MHD	UR HR RMX TND	NMX CMX	DMX TND	HB LI HI HS CI
Curb Type	n/a	Optional	Rolled, Valley, or Vertical	Vertical	Vertical	Vertical	Vertical
Drainage Type	Swale	Swale or Closed	Closed	Closed	Closed	Closed	Closed
Curb Radius	30'	30'no curb 20'w/curb	20'	20': unmark 10': marked	20': unmark 10': marked	10'	30'
On-Street Parking	n/a	n/a	Unmarked	Unmarked or Marked	Unmarked or Marked	Marked	Unmarked or Marked
Street Trees	n/a	n/a	Planting Strip	Planting Strip or Tree Well	Planting Strip or Tree Well	Tree Well	n/a
Street Lighting	n/a	n/a	Vehicular or Pedestrian Scale	Pedestrian Scale	Pedestrian Scale	Pedestrian Scale	Vehicular or Pedestrian Scale*
Block Length	n/a	n/a	1200' max. 800' avg.	800' max. 600' avg.	800' max. 600' avg.	600' max. 400' avg.	1200' max. 800' avg.
Cul-de-sac or Close Length	800' max.	600' max.	600' max.	300' max.	Prohibited	Prohibited	800' max.

A. Streets and Street Layout

1. All streets designed for inclusion in the NCDOT system are subject to approval by the City and by NCDOT.
2. Streets shall interconnect within a development and with adjoining development. Where future development is anticipated, streets shall stub to adjacent property to provide for future connections per Section 4.8, Connectivity & Street Stubs.
3. No more than 30 single-family or duplex dwelling units shall be accessed from a street system having a single access point unless a street stub or future connection is provided.
4. Where property is adjacent to a designated thoroughfare, existing or proposed, building setbacks or build-to lines shall be measured from the future right-of-way as identified in the adopted thoroughfare plan; however, this provision does not require dedication of land needed to meet the future right-of-way width.
5. Street layout shall conform to the arrangement, width and location of public streets and corridors indicated on the regulating Thoroughfare Plan for the area. Streets not indicated on that plan should be designed and located to:
 - a. Relate to the topography;
 - b. Preserve natural features such as streams and tree growth;
 - c. Provide for adequate public safety and convenience.
6. Private or gated streets are prohibited.
7. Street Markers and Traffic Control Signs:
 - a. All standard street markers and traffic control signs on public streets shall be provided and installed by the City. Custom or decorative markers or signposts proposed by the developer are subject to approval by the Administrator prior to installation. The developer is responsible for all costs associated with the use of custom or decorative materials.
 - b. Installation of “No Parking” signs and speed limit signs (other than 35 mph speed limit signs) on streets constructed by private developers shall be the responsibility of the developer. The appropriate locations and materials of such signs shall be subject to the approval of the Administrator.

B. Alleys

1. Alleys shall be within privately owned and maintained easements or common areas. They shall be designated as public access easements and shall be marked as such on all plats.
2. Alleys shall be paved or prepared, depending on use, as defined in Sec. 10.4.C of this Ordinance.

3. Alleys shall be constructed with standard concrete driveway ramps at entrances to streets. Driveway standards shall be as specified in the *Uniform Construction Standards Manual*.

C. Curb and Gutter

1. Curb and gutter shall be constructed in accordance with the City of Salisbury *Uniform Construction Standards Manual*.
2. Where vertical curb and gutter is specified, it shall be a minimum of 1.5 feet wide for residential development and 2.5 feet wide for non-residential or mixed-use development.

D. Street Trees

All street trees shall be installed in accordance with the City of Salisbury *Uniform Construction Standards Manual* and the provisions of Chapter 8, Landscaping.

E. Street Lighting

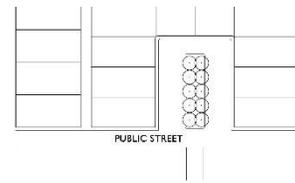
Street lights shall be selected from the adopted Streetlight Inventory List* and shall be installed on both sides of applicable newly-constructed public streets. The developer is responsible for all costs associated with streetlight installation.

F. Block Length

1. On one-way minor streets where on-street parking is allowed, blocks shall be no longer than 300 feet or they shall provide areas of 40 feet in length where no parking is allowed every 200 feet. These areas are to be used for emergency access staging.
2. **Exceptions:** OSP, RR, CI, LI, and HI districts are exempt from the block length provisions of this subsection.

G. Cul-de-Sacs and Closes

1. Any permanent dead-end streets or cul-de-sac shall comply with the length limits shown in the above Section 4.7 table.
2. A close may be used in place of a cul-de-sac.

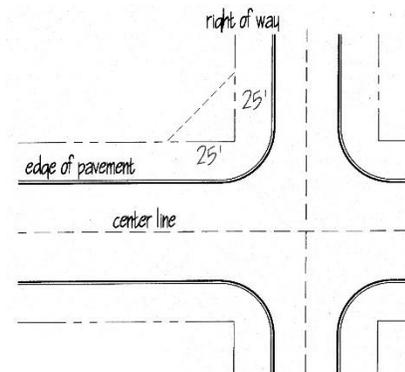


Close – an alternative to cul-de-sacs

H. Intersections

1. All streets shall intersect at right angles as nearly as possible and no street shall intersect at less than 60 degrees.
2. Where practical, intersections should be aligned to create four-way intersections.
3. **Intersection Offsets:** Intersections with major thoroughfares shall have a centerline offset of at least 400 feet. Intersections on other streets shall have centerline offset of at least 150 feet.

4. **Sight Triangles:** On a corner lot in any district, no planting, structure, fence, wall or obstruction to vision more than three (3) feet in height measured from the respective street center lines shall be placed or maintained with the triangular area formed by the intersection of the street lines (right-of-way) and a straight line connecting points on said street lines, each of which is twenty-five (25) feet distant from the point of intersection. NCDOT standards may also apply. In the RMX, NMX, CMX, DMX, and TND districts sight triangles may be relaxed subject to an engineering study of the intersection.



Sight triangles are not required at intersections with all-way stops, except as required under NCDOT jurisdiction.

5. Curb extensions to demarcate parking areas and to narrow the street width at intersections are encouraged.
6. A median island located in the center of a street shall not be considered an intersection; however, this treatment can be used as a horizontal traffic calming measure.

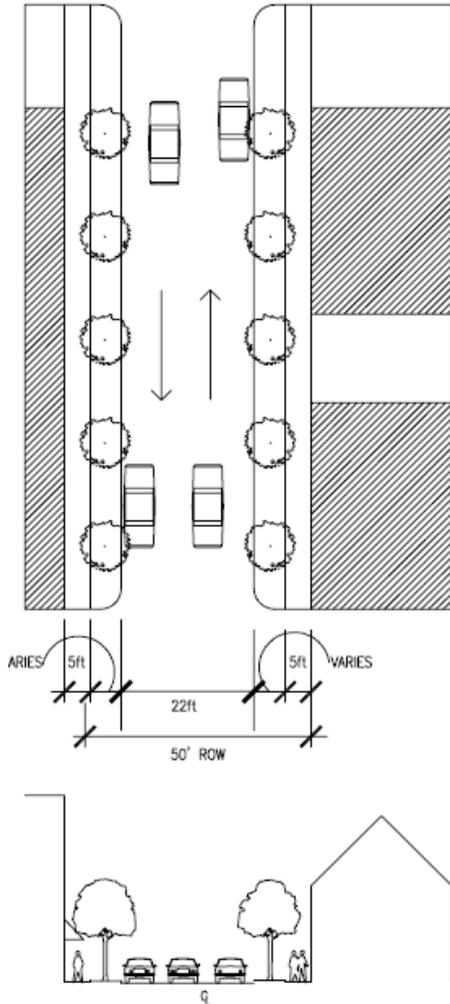
4.8 Street Sections

The following street cross sections are permitted in accordance with the street hierarchy detailed as follows. NCDOT approval is required in the ETJ. All street cross sections are based on required minimums. Enlarged dimensions are permitted where desired or necessary.

A. RESIDENTIAL ALLEY 20-ft Easement		B. COMMERCIAL ALLEY 24-ft Easement	
Easement Width	20 ft	Easement Width	24 ft
Travel Width	12 ft	Pavement Width	24 ft
Traffic Movement	2-Way Yield	Traffic Movement	2-Way
Curb Radius	5 ft	Curb Radius	5 ft
Curb Type	None	Curb Type	None
Drainage	Designer discretion	Drainage	Designer discretion
Parking	None	Parking	None
Planter Type	None	Planter Type	None
Street Trees	None	Street Trees	None
Sidewalks	None	Sidewalks	None

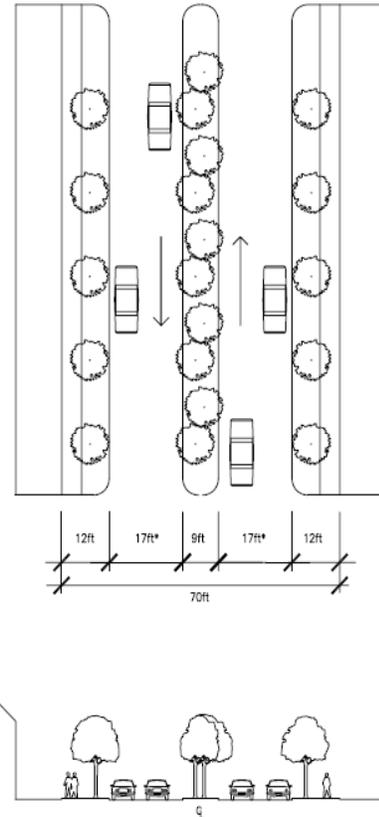
C. PARKSIDE DRIVE 44-ft ROW		D. RURAL ROAD 60-ft ROW	
Total ROW Width	44 ft	Total ROW Width	60 ft
Pavement Width	22 ft	Pavement Width	20 ft
Traffic Movement	2-Way	Traffic Movement	2-Way
Curb Radius	20 ft	Curb Radius	20-30 ft
Curb Type	District-dependent	Curb Type	Optional
Drainage	Closed	Drainage	Grassed Swale
Parking	Unmarked	Parking	None
Planter Type	Continuous Strip	Planter Type	Continuous Swale
Street Trees	Non-park side if req'd	Street Trees	Not required
Sidewalks	Non-park side	Sidewalks	Not required; min. 5 ft. multi-use path optional
Parkside Width	18-ft. min.		

E. LOCAL STREET
50-ft ROW



Total ROW Width	50 ft
Pavement Width	22 ft
Traffic Movement	2-Way
Curb Radius	20 ft
Curb Type	District-dependent
Drainage	Closed
Parking	Unmarked
Planter Type	Continuous Strip
Street Trees	Both sides if required
Sidewalks	Both sides

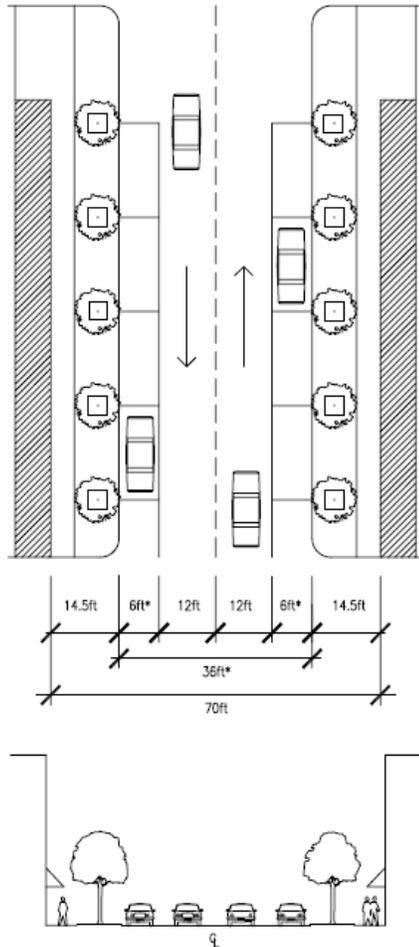
F. NEIGHBORHOOD AVENUE
70-ft ROW



Total ROW Width	55 ft
Pavement Width	17 ft each side of median
Traffic Movement	1-Way each side of median
Curb Radius	20 ft
Curb Type	District-dependent
Drainage	Closed
Parking	Unmarked
Planter Type	Continuous Strip
Street Trees	Only Required in median
Sidewalks	Both sides

G. AVENUE 90-ft ROW		H. RESIDENTIAL MAIN STREET 60-ft ROW	
<p>Diagram showing a 90-foot right-of-way (ROW) for G. Avenue. It features a central median (16-20 ft wide) with trees, two travel lanes (each 15-17 ft wide), and sidewalks (each 6 ft wide). A 12-foot wide area separates the travel lanes from the median. The total pavement width is 56-60 feet. A secondary diagram shows a street view with trees and a pedestrian.</p>		<p>Diagram showing a 60-foot right-of-way (ROW) for H. Residential Main Street. It features two travel lanes (each 12.5 ft wide) and a sidewalk (12.5 ft wide). The total pavement width is 32 feet. A secondary diagram shows a street view with a building and a sidewalk.</p>	
Total ROW Width	90 ft	Total ROW Width	60 ft
Pavement Width	18 ft each side of median	Pavement Width	32 ft
Traffic Movement	1-Way each side of median	Traffic Movement	2-Way
Curb Radius	10 ft	Curb Radius	10 ft
Curb Type	2.5' Vertical	Curb Type	2.5' Vertical
Drainage	Closed	Drainage	Closed
Parking	Marked	Parking	Marked
Planter Type	District-dependent	Planter Type	District-dependent
Street Trees	Both sides if required	Street Trees	Both sides if required
Sidewalks	Both sides	Sidewalks	Both sides

I. MAIN STREET
70-ft ROW



Total ROW Width	70 ft
Pavement Width	36 ft
Traffic Movement	2-Way
Curb Radius	10 ft
Curb Type	2.5' Vertical
Drainage	Closed
Parking	Marked
Planter Type	Tree Well
Street Trees	Both sides if required
Sidewalks	Both sides

4.9 Sidewalk Program

A. Applicability

1. Existing Streets:

- a. As part of a proposed subdivision, new development, or redevelopment along an existing publicly-maintained street in the corporate city limits, sidewalks shall be constructed along all applicable street frontages per the standards of this chapter.
- b. Where a sidewalk is required but existing sidewalk is already in place, any sub-standard section of existing sidewalk, or sidewalk that is damaged during construction, must be replaced as determined by the approving authority.

2. New Streets: As part of new street construction, sidewalks shall be constructed along both sides of the new street per the standards of this chapter.

3. Additions to Existing Development: See Section 6.4.

4. Exemptions:

- a. Rural Subdivisions.
- b. Exception plats and Minor Subdivisions.
- c. Alleyways.
- d. Single family residential, duplex, triplex, or quadruplex development:
 1. Where there are no existing sidewalks on the same block face within 300 feet of the outside corners of the subject lots.
 2. For corner lots, where there are no existing sidewalks on opposite corner lots and no sidewalk on the same block face within 300 feet of the outside corners of the subject lots.
 3. When developing where no curb is existing and it is not required to be installed.

B. Sidewalk Alternatives for Existing Streets

When the approving authority determines that the construction of a required sidewalk along an existing publicly-maintained street is infeasible due to special circumstances, including but not limited to: an impending road widening; impracticality due to topography, streams, or other environmental limitations, or if constructed it would not provide a future transportation or public safety benefit, the approving authority may approve a payment in lieu of sidewalk construction.

C. Sidewalk Payment In Lieu Program

As authorized under this section, a payment may be made to the City of Salisbury in lieu of sidewalk construction. The value of the payment shall equal the average linear foot sidewalk project cost, as determined by the Engineering & Development Services department of the City of Salisbury and calculated per time and material cost at the time of the request. The applicant is informed of the amount to be paid upon issuance of the zoning permit, or adoption of the ordinance for a Conditional District Overlay development, and payment shall

be made prior to issuance of the Certificate of Occupancy.

Payments received in lieu of construction shall be placed in a restricted fund and set aside in a deferred revenue account to be used to install or repair sidewalks within the general area of the corporate city limits.

D. Sidewalk Requirements

1. Mixed use and commercial area sidewalks shall have a minimum width of 8 feet in the DMX and TND districts, unless otherwise specified by a Council-adopted area plan for all other districts. All other sidewalks shall have a minimum width of 5 feet.
2. All sidewalks shall be paved with broom-finished concrete, paving brick or concrete pavers. Similar materials may be considered on a case-by-case basis.

4.10 Connectivity & Street Stubs

Improving connectivity and limiting cul-de-sacs result in improved mobility for motorists, pedestrians, and cyclists; decreased response time for emergency services and delivery costs for services such as garbage collection through improved routing options; and, dispersion of motor vehicle traffic.

A Connectivity Index shall be used to determine the adequacy of street connectivity in new developments. The index is calculated as the ratio of the number of street links in a project's street layout (road sections between intersections or stubs to adjacent property) plus connections to existing streets divided by the number of street nodes (intersections and cul-de-sac heads).

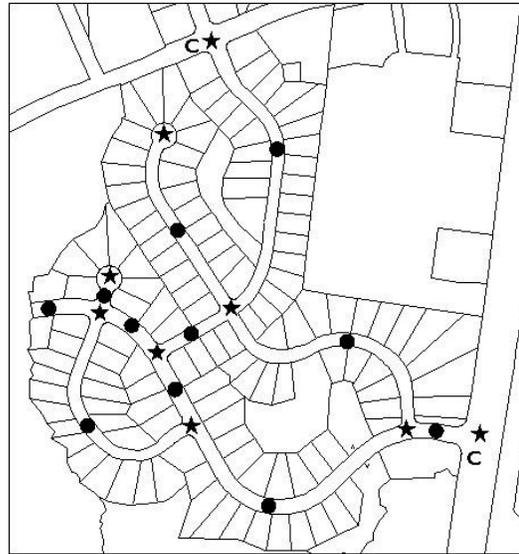
$$\text{Connectivity Index} = (\bullet + C) / \star$$

The illustration above illustrates a connectivity index of 1.44 (links are shown as circles, nodes are shown as stars, and connections to existing streets are shown as C's). The illustration has 11 links, 2 connections, and 9 nodes for an index of $(11+2) / 9 = 1.44$. In the illustration below, one cul-de-sac is converted to a full intersection. This gives the development one additional link for a connectivity index of 1.55 $([12 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. The same number of lots is shown in both illustrations.

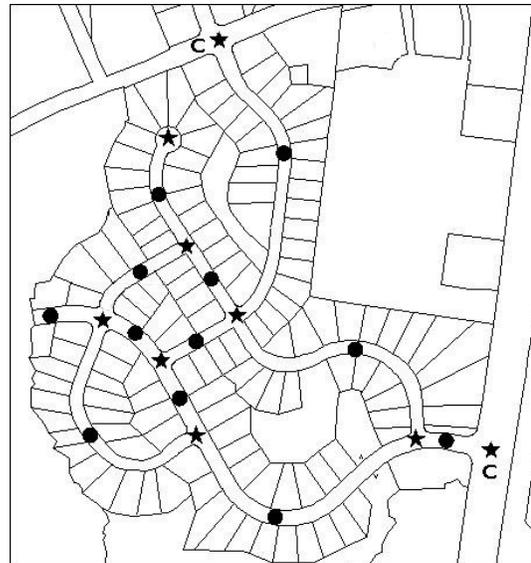
A. Connectivity Index Requirement

Any development shall be required to achieve a connectivity index as shown in the following table.

	OSP	RR LI HI	GR	UR, HR, RMX, TND, NMX, CMX, GEI-O, DMX	HS HB CI
Connectivity Index (Minimum)	n/a	1.3	1.4	1.5	n/a



A street layout showing a connectivity index of 1.44 $([11 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. Links are shown as circles and nodes are shown as stars and connections to existing streets are shown as C's.

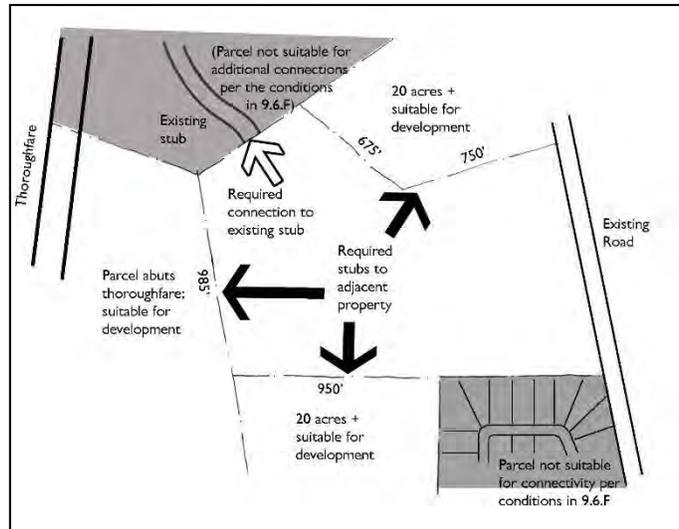


A street layout showing a connectivity index of 1.55 $([12 \text{ links} + 2 \text{ connections}] / 9 \text{ nodes})$. Note that one cul-de-sac from the original layout has been converted to a full intersection. The same numbers of lots are shown.

B. Street Stubs

1. Regardless of the following provisions of this subsection, street stubs are not required to connect properties located within the LI or HI districts to properties located within the OSP, RR, GR, UR, or HR districts.
2. Notwithstanding the above provision (4.10.B.1), all new development shall connect to any existing street stubs from adjacent properties.

3. The number of required street stubs is determined by calculating the cumulative linear feet of all property lines surrounding the proposed development contiguous with land that is suitable for development or redevelopment (as determined by the Administrator); dividing by 1200; and rounding to the nearest whole number.



Example (see diagram):

$$675' + 750' + 950' + 985' = 3160' / 1200 = 2.63 = 3 \text{ required stubs}$$

4. The location of new required stub street shall be prioritized as follows:
 - a. Adjacent parcels 20 acres or greater
 - b. Adjacent parcels that abut thoroughfares or collector streets
 - c. Where any adopted transportation or land use plan recommends a street connection
5. Where one or more of the following conditions would prevent practical connectivity, the adjacent property shall not be included in the calculation of required stubs:
 - a. Topographical conditions, where pre-development slopes are 15% or greater
 - b. Environmental conditions, such as a wetland, “blue-line” stream, or landfill
 - c. Controlled Access, such as a railroad or interstate

- 6. Stub streets and streets intended for extension during future phases shall be constructed to extend to the property line or as close to the line as practical. It shall be the responsibility of the second development to construct the connection to an existing stub street. Stub streets shall not exceed 150 feet in length without a paved turnaround.

4.11 Traffic Calming

- A. Vertical traffic calming treatments are prohibited.
- B. Horizontal traffic calming treatments, such as median islands, curb extensions, traffic circles, and roundabouts are encouraged and shall be designed and constructed in accordance with the City of Salisbury *Uniform Construction Standards Manual*.

4.12 Bicycle Accommodations – (RESERVED)

4.13 Access Management

Access management standards seek to preserve the traffic moving capability of the City’s major streets, and in so doing, protect the investment of the taxpayer in the costs of road construction. Frequent driveways allow for unpredictable stops and vehicle turning movements, causing increased congestion, and greater opportunities for traffic accidents. The City does not wish to allow unnecessary driveway cuts to neutralize the value of road construction dollars provided by Federal, State and local taxpayers.

Access management standards that regulate the connection of driveways to the existing street system shall be as follows. Where the NCDOT *Driveway Manual* or *Median Crossover Guide* conflicts, the stricter of the two standards should prevail.

A. Driveway Number and Spacing (major thoroughfares only)

Parcel Frontage (feet)	Number of Driveways Allowed
< 500	1
501-999	2
>1000	3

B. Driveway Distance from Intersections

Street Type	Minimum Distance (feet)
Major	100
Collector Street/Minor Thoroughfare	50
Local	15

C. Median Opening Spacing

The minimum spacing between median openings on major thoroughfares shall be 1000 feet or as required by NCDOT.

4.14 Transportation Impact Analysis

The Transportation Impact Analysis (TIA) is a specialized study that evaluates the effects of a development’s traffic on the surrounding transportation infrastructure. It is an essential part of the development review process to assist developers and government agencies in making land use decisions involving annexations, subdivisions, rezonings, special land uses, and other development reviews. The TIA helps identify where the development may have a significant impact on safety, traffic and transportation operations, and provides a means for the developer and government agencies to mitigate these impacts. Ultimately, the TIA can be used to evaluate whether the scale of development is appropriate for a particular site and what improvements may be necessary, on and off the site, to provide safe and efficient access and traffic flow.

- A. A TIA shall be required for a rezoning, subdivision plan, site plan, conditional use permit, certificate of zoning compliance, or preliminary plat for developments with an estimated trip generation of 3000 vehicles per day or greater during an average weekday based on a five day national average as defined in the ITE Trip Generation Manual.
- B. A traffic impact analysis report shall address the impact of projected horizon year (2 years after build-out by phase or entire development as appropriate) traffic volumes. It shall identify the methodology used to evaluate the impact. The weekday peak hour impact shall be evaluated as well as the Saturday peak hour for those uses exhibiting high levels of weekend traffic generation.

Trip Generation:
The sum of the number of inbound and outbound vehicle trips that are expected for the type and size of the proposed land use. For purposes of determining the requirement to submit a TIA, adjustments such as modal split, pass-by trips, and internal capture rates will be allowed to reduce the site traffic calculation.

Note: Typically the following developments meet or exceed the 3000 vehicles per day threshold:

- 55,000 sf Retail
- 300 Single family homes
- 250,000 sf Office
- 400,000 sf Industrial
- 350 room Hotel

C. Based on the findings of the analysis, if a proposed development does not meet the applicable service level standards, the applicant shall be required to upgrade the facilities in accordance with the adopted level of service program. Mitigation measures may involve strategies other than roadway construction or other physical improvements such as changes to traffic signal timing or phasing, and transportation management strategies.

D. **Thresholds for Mitigation:** The City requires consideration of roadway and/or operational improvements when the proposed development increases the intersection Volume-to-Capacity Ratio (V/C) beyond the thresholds indicated in the table below. The City evaluates the impacts of proposed development at intersections (primarily under existing year conditions) based on the increase in V/C ratio as a result of the projected site traffic. This increase is determined by comparing the V/C ratio under existing development conditions and proposed development conditions. For the purposes of this comparison, all unsignalized intersections are analyzed as signalized intersections.

Existing V/C	Allowable Increase in V/C By Development
0.00 – 0.60	0.10
0.61 – 0.70	0.07
0.71 – 0.80	0.05
0.81 – 0.90	0.03
0.91 – 1.00+	0.02

- E. Payment-in-Lieu:** The City Council may, at its discretion, accept either mitigation measures to be completed by the developer or a fee paid to the City in lieu of mitigation. The fee shall be equal to the costs of the required mitigation measures, as determined by the Administrator. A combination of mitigation measures and payments-in-lieu of dedication may be permitted. Payments in lieu of dedication shall be approved as part of the Development Plan.
- F.** A TIA will vary in range and complexity depending on the type and size of the proposed development. The procedures for a TIA are outlined in Section 15.23. The TIA requirements as described in Section 16.13 may be modified by the Administrator.

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Chapter 6. LOT, INFILL, ADDITION, AND ACCESSORY PROVISIONS

6.1 Applicability

The following provisions shall apply throughout the jurisdiction of this Ordinance, regardless of the underlying zoning district provisions.

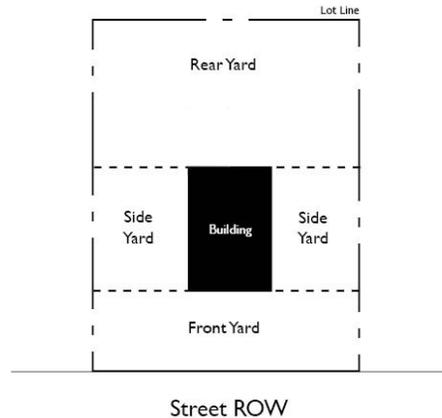
- 6.1 Applicability
- 6.2 General Lot Requirements
- 6.3 Infill Standards
- 6.4 Additions to Existing Development
- 6.5 Accessory Structures
- 6.6 Temporary Buildings and Uses
- 6.7 Containment Area for Trash and Recyclables
- 6.8 Mechanical Equipment Screening
- 6.9 Outdoor Storage

6.2 General Lot Provisions

A. Location of Required Yards:

1. **Front Yard:** A space extending the full width of the lot between the architectural front of the principle building façade (the front setback) and the front lot line or the fronting street right-of-way measured perpendicular to the building at the closest point to the front lot line. Typically this yard is required to remain open and unoccupied, with the exception of expressly-permitted encroachments or structures. Corner lots comprise of two (2) or more front yards. Therefore, all applicable front yard provisions (including permissions and prohibitions) are required in both, or all, front yard areas.

2. **Side Yard:** A space extending from the front yard to the rear yard between the principal building façade and the side lot line and measured perpendicular from the side lot line to the closest point of the principal building facade. Side yards extend from the sides of a building to a street right-of-way (ROW) or property line.



3. **Rear Yard:** A space extending across the full width of the lot between the architectural rear of the principal building and the rear lot line and measured perpendicular to the building to the closest point of the rear lot line. Rear yards extend from the back of a building to a property line.

- B. **Setbacks along Thoroughfares:** Setbacks along thoroughfares shall be measured from the future right-of-way as determined by the locally adopted Thoroughfare Plan and/or Long Range Transportation Plan for roadway widening.

- C. **Reserve Strips:** The creation of reserve strips, whether by deed or plat, in such a manner as to deny access from adjacent property, is prohibited.

- D. May Not Reduce/Create Lot(s) Below Minimum Requirements:** No yard or lot existing upon adoption of this Ordinance shall be reduced in size or area below the minimum requirements of the district. Yards or lots created after the effective date of this Ordinance shall meet the minimum requirements established by this Ordinance. This prohibition shall not be construed to prevent the purchase or condemnation of narrow strips of land or parcels for public utilities, substations, street right-of-way, or similar purposes.
- E. Rights-of-Way Not Considered in Yard Requirements:** Rights-of-way or easements for streets and roads shall not be considered a part of a lot or open space, or front, side, or rear yards for the purpose of meeting yard requirements.
- F. Irregular Lots:**
 - 1. Irregular Setbacks:** The location of required front, side and rear yards (or setbacks) on irregularly shaped lots shall be determined by the Administrator. The determination will be based on the intent and purpose of this Ordinance to achieve an appropriate spacing and location of buildings and buildings on individual lots. Where questions arise as to appropriateness, the subdivider may be requested to provide additional design information.
 - 2. Irregular Lot Width:** Irregularly-shaped lots, such as pie-shaped cul-de-sac lots, shall use the midpoint of the lot depth to determine minimum lot width. However, irregularly-shaped lots with a lot depth greater than 200 feet shall determine minimum lot width at a depth of 100 feet from the front yard right-of-way line.
- G. Dimensional Standards for Lots not Served by Public Water and/or Sewer:** For all lots (residential and non-residential) not served by public water and/or sewer service, the following minimum dimensional standards shall supersede the minimum lot requirements in this chapter.

	Public Water Only	No Public Water or Sewer
Minimum Area	15,000 sq. ft.	20,000 sq. ft.
Minimum Width	75 ft.	100 ft.
Minimum Depth	150 ft.	150 ft.

- H. Principal Buildings per Lot:** Only one principal building and its' customary accessory building(s) shall be located on a buildable lot in the OSP, GR, UR, HR, or MHD-Neighborhood districts. Buildable lots in the RR, RMX, NMX, CMX, DMX, HB, LI, HI, HS, CI, MHD-Park, and TND districts may contain one or more principal, secondary, or accessory buildings.

6.3 Infill Provisions

A. Purpose

The intent of the infill standards is to encourage consistent and compatible development of underutilized and bypassed parcels.

B. Applicability

These infill standards shall apply to existing vacant lots of record and any lot of record further subdivided by any means other than a Major Subdivision. An infill lot shall be defined as a lot that meets all of the following criteria:

1. The lot is within the GR, UR, HR, or RMX district;
2. There is existing development abutting the lot on at least 50% of its' non-street perimeter. For the purpose of this section, "non-street perimeter" shall mean that portion of the perimeter of the lot that is not abutting a public street. Where there is no abutting public street, the entire perimeter is used for measurement.

C. General Provisions for Infill Compatibility

Some of the infill compatibility standards below require the determination of comparison lots or structures. The determination and exclusionary procedures are as follows:

1. Determining Comparison Lots or Structures
 - a. Use lots or structures along the same block face extending a minimum of 300 feet from the outside corners of the subject lot, including those lots or structures across local streets but not including those across major or minor thoroughfares.
 - b. For corner lots or structures, use lots or structures along the respective street face extending a minimum distance of 300 feet from the outside corners of the subject lot, including those lots or structures across local streets but not including those across major or minor thoroughfares.
 - c. If the Administrator is unable to determine a comparison lot or comparison structure, as prescribed above, these infill standards shall not apply.
2. Comparison Lot or Structure Exclusions
 - a. Lots or structures that are not within the GR, UR, HR, or RMX districts.
 - b. Lots or structures used for multi-family residential (townhouse or apartment) or non-residential purposes.
 - c. Lots or structures where development continuity cannot be provided due to a natural or man-made barrier; including but not limited to, major or minor thoroughfares, public land, railroad right-of-way, or waterways

D. Building Type Compatibility Standards

When an infill lot is located within, or along the edge of, an established neighborhood, the following standards shall apply:

1. Multi-family development in the House building type may be located along the same, or opposing, block face as other single, duplex, or multi-family House building types.
2. Townhouse or Apartment building types shall only be located along a major or minor thoroughfare or at any street intersection.

E. Frontage Width Compatibility Standards

When an infill lot is proposed for subdivision, the following standards shall apply:

1. Follow the General Provisions for Infill Compatibility, above, to determine Comparison and Exclusion Lots.
2. Frontage Width Compatibility Procedures
 - a. Any reduced lot area or reduced frontage width due to averaging shall not fall below the required minimum lot area or lot width as established in the Building Types and Architectural Standards chapter of this Ordinance.
 - b. After determining the comparison lots, exclude the lot with the smallest frontage width. The minimum lot frontage shall be equal to, or greater than the smallest frontage of the lots that remain.
 - c. If the procedure for determining comparison lots (6.3.C.1) results in four (4) or less comparison lots, the process shall be modified to include lots on the opposite side of the street (excluding major or minor thoroughfares) within the 300-foot boundary.
3. Frontage Width Special Exception

A frontage width special exception is an authorization to subdivide the subject property when the compatibility procedures, above, require a minimum frontage width that is unattainable and where the preferred or attainable frontage width would otherwise be prohibited.

- a. The Planning Board shall be authorized to grant a frontage width special exception.
- b. The frontage width special exception process shall follow quasi-judicial proceedings.
- c. Frontage width special exception procedures:
 - i. An application for a frontage width special exception and other supporting documents, including written responses to standards, shall be submitted no later than the first business day of the month.

- ii. The administrator shall review all submitted documents, including the responses to standards, and provide a recommendation to the Planning Board.
 - iii. Notification of the evidentiary hearing shall be made not less than 10 days prior to the scheduled meeting and shall be mailed to the applicant, to all properties within 100 feet of the subject property boundary, and all properties included in the comparison lots. In addition, a prominent sign shall be posted on the subject property until after the decision-making authority has rendered its final decision. Proponents and opponents may testify at the hearing and shall provide evidence supporting or denying the request.
 - iv. The Planning Board shall review all submitted documents, including the responses to standards, shall provide written responses to the consideration factors, and may approve, deny, or modify the request as submitted by the applicant and recommended by the administrator.
- d. Standards for frontage width special exception review. The applicant has the burden of proof to demonstrate to the Planning Board that the following standards, with or without conditions, are met:
- i. The minimum frontage width, as requested, is not less than the minimum frontage width permitted under the applicable LDO district.
 - ii. The minimum frontage width, as requested, is not less than 90 percent of the narrowest frontage width of the applicable comparison lots.
 - iii. The minimum frontage width, as requested, and subsequent subdivision will not create or increase any known nonconformities associated with the subject property.
 - iv. The minimum frontage width, as requested, is uniform from the front to the rear of the property so as to substantially maintain right angles or radial lot lines to the fronting street.
- e. Consideration factors for frontage width special exception review. In applying the aforementioned standards, the Planning Board shall consider each of the following factors:
- i. The minimum frontage width, as requested, or some modification thereof and subsequent subdivision do not negatively impact the provision of city services or utilities.
 - ii. The applicable comparison lots adequately represent the larger surrounding area.
 - iii. Natural or man-made features of the land help or hinder the minimum frontage width as required and requested.

F. Structure Build-To and Siting Compatibility Standards

When an infill lot is proposed for development of a single-family, duplex, triplex, or quadruplex house building type, the following standards shall apply:

1. Structure Build-To Procedures
 - a. Any reduced front build-to line due to averaging shall not fall below the required minimum front setback as established in the Building Types and Architectural Standards chapter of this Ordinance.
 - b. Determine the average front setback of the closest house building type on either side of the subject lot facing the same street. This result, or a match of the closer setback to the street, shall be the established front build-to line for compatibility.
 - c. When the subject lot is a corner lot, determine which street the subject lot fronts upon and then determine the average front setback of the two closest house building types facing the same street. This result, or a match of the closer setback to the street, shall be the established front build-to line for compatibility.
2. Siting Compatibility Procedures
 - a. Follow the General Provisions for Infill Compatibility, above, to determine Comparison and Exclusion Structures.
 - b. When the predominant (more than 50%) comparison structures are aligned parallel or perpendicular relative to the street centerline, the proposed infill structure shall conform to that alignment.

G. Access Compatibility Standards

1. When an infill lot is located along a block face that has vehicular access only via public or private alleys, vehicular access to the site shall be via the alley.
2. When an infill lot is located along a block face that has access to public or private alleys but the predominant (more than 50%) form of vehicular access to the block face is via street-side driveways, either the alley or street-side driveway may be utilized.
3. When an infill lot is located along a block face that predominantly (more than 50%) utilizes shared driveways, vehicular access to the site shall be via the shared driveway, if possible.

H. Sidewalk Compatibility Standards

1. Follow the General Provisions for Infill Compatibility, above, to determine Comparison and Exclusion Lots;
2. If a public sidewalk is present along the block face of the subject lot within the street right-of-way of the comparison lots, then the applicable length of sidewalk

shall be installed along the subject lot’s street frontage or payment made into the Sidewalk Payment In Lieu Program per Section 4.9 of this Ordinance.

3. For corner lots, instead of crossing a local street, use the block face of the subject lot along both streets to determine comparison lots and then determine if a public sidewalk is present within either or both of the street rights-of-way of the comparison lots. If so, then the applicable length of sidewalk shall be installed along either or both of the subject lot’s applicable street frontage(s) or payment made into the Sidewalk Payment In Lieu Program per Section 4.9 of this Ordinance.

6.4 Additions to Existing Development

Some of the following provisions are located elsewhere in this Ordinance; however, it is copied and grouped here for ease of use. The checkmarks in the table indicate when specific provisions are required based on the scale of addition or modification.

	Ch. 2	Ch. 5	Ch. 5	Ch. 8	Ch. 8	Ch. 4	Ch. 10	Ch. 12
	District Provisions	Dimensional Standards	Design Provisions	Landscape Provisions	Parking Area Landscaping	Sidewalks	Parking Provisions	Sign Provisions
Parking Area Expansion								
Expansion by 12 or more spaces or more than 40% of paved area, whichever is greater				✓	✓ (a)	✓ (b)	✓ (a)	✓
Existing Land & Development								
Expansion of site or principal building >25% of existing gross floor area	✓	✓	✓ (a), (c)	✓ (a)		✓ (b)		
Expansion of site or principal building <25% of existing gross floor area	✓	✓						

(a) For expanded portion only

(b) Only applicable within the corporate city limits at a maximum of 400 linear feet

(c) Expansions or additions >25% may continue to use the same cladding material as the existing principal building

6.5 Accessory Structures

- A. Applicability:** Accessory structures greater than 144 square feet in area shall comply with all applicable provisions of this Ordinance. Accessory structures 144 square feet or less in area are required to comply with only the location requirements (C.1), below. The construction of an accessory structure is not permitted unless a principal building is located on the lot. Accessory structures and principal buildings may be constructed concurrently.

- B. Cross-Reference:** For the purpose of this Ordinance, inhabitable accessory buildings are considered Secondary Dwelling Units, which are separately regulated as a use under the Chapter 3 Additional Use Standards.

- C. General Building Requirements**
 - 1. Accessory Structures** (including but not limited to enclosed or non-enclosed storage structures, detached garages, and may include garden structures or garden features):
 - a. Location:** Accessory structures shall be located only in side (interior side for corner lots) or rear yards; provided however, that open-walled garden structures (such as a gazebo, pergola, arbor, or trellis, but not including walled structures such as a greenhouse) may be located in the front or side yard when the distance from the principal structure to the right-of-way line is greater than 200 feet.

 - b. Maximum Lot Coverage:** Accessory structures shall not cover more than 40 percent of the required side and rear yards.

 - c. Building Materials:** Accessory structures shall be clad with any of the applicable building wall and roof materials that are required for the building type of the principal structure. *(Per COS Ord. No. 2018-08, this provision is only applicable for the Public Landmark building type)*

2. Accessory Garden Structures (*such as gazebo, pergola, or other open-walled garden structures, but not including greenhouses or storage structures*):

a. Residential

<u>SIZE</u>	<u>LOCATION</u>	<u>SETBACK REQUIREMENTS</u>
5% or less than GSF of primary structure	Exterior (street) side yard	Subject to minimum 10 ft. from ROW*

* *Cannot encroach into any City or NCDOT sight triangle*

b. Commercial/Institutional

<u>SIZE</u>	<u>LOCATION</u>	<u>SETBACK REQUIREMENTS</u>
5% or less than GSF of primary structure	Exterior (street) side yard	Subject to minimum 20 ft. from public ROW*

* *Cannot encroach into any City or NCDOT sight triangle*

3. Accessory Garden Features (*open roof, open wall, with no flooring such as a trellis, or an arbor; but not including walled or floored structures such as a gazebo, greenhouse, or storage structure*):

a. Residential

<u>SIZE</u>	<u>LOCATION</u>	<u>SETBACK REQUIREMENTS</u>
5% or less than GSF of primary structure	Front Yard; Exterior (street) side yard	Minimum 5 ft. from public ROW *

* *Cannot encroach into any City or NCDOT sight triangle*

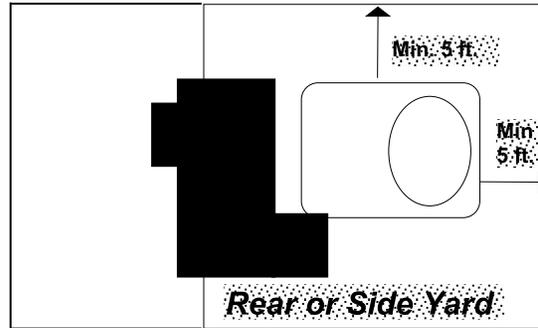
b. Mixed Use\Commercial\Institutional

<u>SIZE</u>	<u>LOCATION</u>	<u>SETBACK REQUIREMENTS</u>
5% or less than GSF of primary structure	Front yard; Exterior (street) side yard	Minimum 10 ft. from public ROW*

* *Cannot encroach into any City or NCDOT sight triangle*

D. Pools

1. All pools, whether above-ground or in-ground, shall be located in the side or rear yards. The definition of a pool shall include all buildings and walks or patio areas of cement, stone, or wood, at or above grade, built for and used in conjunction with the pool.



2. Pools, as defined above, shall be set back a minimum of five (5) feet from all side and rear property lines. Patio areas at grade have no setback requirements from rear and side lot lines.
3. Pools shall be enclosed by a fence (with self-latching gate) at a minimum height of four (4) feet and a maximum of eight (8) feet.

6.6 Temporary Buildings and Uses

Temporary buildings and uses shall only be permitted in compliance with the provisions of this Ordinance and all other applicable Ordinances of the City of Salisbury.

A. General Requirements

1. The Administrator may attach any conditions to a temporary use permit needed to protect the public health, safety, and welfare.
2. All permits for temporary uses may be renewed provided that:
 - a. The use is clearly of a temporary nature;
 - b. The use will cause no traffic congestion; and,
 - c. The use will not create a nuisance to surrounding uses.

6.7 Temporary Buildings and Uses

Temporary buildings and uses shall only be permitted in compliance with the provisions of this Ordinance and all other applicable Ordinances of the City of Salisbury.

A. General Requirements

1. The Administrator may attach any conditions to a temporary use permit needed to protect the public health, safety, and welfare.
2. All permits for temporary uses may be renewed provided that:
 - a. The use is clearly of a temporary nature;
 - b. The use will cause no traffic congestion; and,
 - c. The use will not create a nuisance to surrounding uses.

B. Uses and Buildings Permitted

The following temporary buildings and uses shall be permitted:

1. **Carnivals or Circus:** Carnivals or circuses are permitted for a period not to exceed 21 days, subject to the approval of City Council.
2. **Religious Meeting:** Religious meetings are permitted in a tent or other temporary building, for a period not to exceed 30 days.
3. **Open Christmas Tree/Firework Sales Lots:** Christmas tree/fire work sales in open lots within industrial and commercial districts are permitted for a period not to exceed 45 days provided the lot otherwise complies with the standards of this Ordinance.
4. **Contractor's Office and Equipment Shed:** A contractor's office and equipment shed is permitted in any district for a period covering construction phase of the project not to exceed one year, provided that such office be placed on the property to which is appurtenant.
5. **Seasonal Buildings:** Seasonal greenhouses, tents, and other temporary buildings for a period not to exceed 90 days. These buildings shall be removed on their expiration date.
6. **Other Temporary Uses:** The Administrator may issue a permit for any other temporary use provided that:
 - a. The use is clearly of a temporary nature;
 - b. The use is limited to a period not to exceed one year; and,

- c. The use is in keeping with the requirements and intent of this Ordinance.

6.8 Containment Areas for Trash and Recyclables (Excluding Single Family and Duplex Uses)

All containment devices for trash and recyclables, including compactors, dumpsters, commercial roll-out bins, and areas for storing cardboard shall be located and designed so as not to be visible from the view of adjacent streets and properties and shall be placed in the side or rear yards only. All containment areas shall meet the following standards:



Image depicting appropriate screening requirements of dumpsters.

- A. All containment areas shall be enclosed to contain windblown litter.
- B. The enclosure shall be at least as high as the highest point of the compactor or dumpster.
- C. The enclosure shall be made of a material that is opaque at the time of installation and compatible with and/or similar to the design and materials of the principal building.
- D. All compactors and dumpsters shall be placed on a concrete pad that is large enough to provide adequate support, allows for positive drainage, and conforms to the Rowan County Health Department regulations governing compactor pads. A concrete apron shall also extend from the pad for support.
- E. The enclosure shall contain gates to allow for access and security.
- F. Dumpsters and compactors shall be located within the side or rear yard behind buildings and away from sidewalks or pedestrian circulation. Such locations should be accessible to service vehicles.

6.8 Mechanical Equipment Screening

- A. Mechanical equipment for non-residential buildings (which includes HVAC units and other such external utility equipment as defined in Chapter 18, Definitions) at ground level shall be placed on the parking lot side of the building and away from buildings on adjacent sides. It shall be screened from the public street by walls, fencing and/or landscaping.
- B. Mechanical equipment for residential buildings shall be in the side or rear yards only.
- C. Mechanical equipment on rooftops shall be screened from the view of the public street.

6.9 Outdoor Storage

- A.** Outdoor storage, as defined, shall not be permitted within the GR, UR, or HR districts.
- B.** Except for the LI and HI districts, non-residential uses in all other districts shall comply with the following outdoor storage provisions:
 - 1.** Outdoor storage areas shall be located within the rear yard or within the side yard if screened from an adjacent public street.
 - 2.** Outdoor storage screening shall consist of at least a 6-foot opaque fence or wall or vegetation with complete visual separation as defined in the Landscape chapter of this Ordinance.

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Chapter 6. LOT, INFILL, ADDITION, AND ACCESSORY PROVISIONS

6.1 Applicability

The following provisions shall apply throughout the jurisdiction of this Ordinance, regardless of the underlying zoning district provisions.

6.2 General Lot Provisions

A. Location of Required Yards:

1. **Front Yard:** A space extending the full width of the lot between the architectural front of the principle building façade (the front setback) and the front lot line or the fronting street right-of-way measured perpendicular to the building at the closest point to the front lot line. Typically this yard is required to remain open and unoccupied, with the exception of expressly-permitted encroachments or structures. Corner lots comprise of two (2) or more front yards. Therefore, all applicable front yard provisions (including permissions and prohibitions) are required in both, or all, front yard areas.

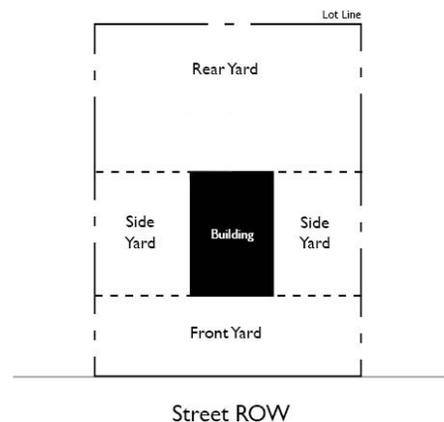
2. **Side Yard:** A space extending from the front yard to the rear yard between the principal building façade and the side lot line and measured perpendicular from the side lot line to the closest point of the principal building facade. Side yards extend from the sides of a building to a street right-of-way (ROW) or property line.

3. **Rear Yard:** A space extending across the full width of the lot between the architectural rear of the principal building and the rear lot line and measured perpendicular to the building to the closest point of the rear lot line. Rear yards extend from the back of a building to a property line.

- B. **Setbacks along Thoroughfares:** Setbacks along thoroughfares shall be measured from the future right-of-way as determined by the locally adopted Thoroughfare Plan and/or Long Range Transportation Plan for roadway widening.

- C. **Reserve Strips:** The creation of reserve strips, whether by deed or plat, in such a manner as to deny access from adjacent property, is prohibited.

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- 6.1 Applicability
 - 6.2 General Lot Requirements
 - 6.3 Infill Standards
 - 6.4 Additions to Existing Development
 - 6.5 Accessory Structures
 - 6.6 Temporary Buildings and Uses
 - 6.7 Containment Area for Trash and Recyclables
 - 6.8 Mechanical Equipment Screening
 - 6.9 Outdoor Storage
-



- D. May Not Reduce/Create Lot(s) Below Minimum Requirements:** No yard or lot existing upon adoption of this Ordinance shall be reduced in size or area below the minimum requirements of the district. Yards or lots created after the effective date of this Ordinance shall meet the minimum requirements established by this Ordinance. This prohibition shall not be construed to prevent the purchase or condemnation of narrow strips of land or parcels for public utilities, substations, street right-of-way, or similar purposes.
- E. Rights-of-Way Not Considered in Yard Requirements:** Rights-of-way or easements for streets and roads shall not be considered a part of a lot or open space, or front, side, or rear yards for the purpose of meeting yard requirements.
- F. Irregular Lots:**
 - 1. Irregular Setbacks:** The location of required front, side and rear yards (or setbacks) on irregularly shaped lots shall be determined by the Administrator. The determination will be based on the intent and purpose of this Ordinance to achieve an appropriate spacing and location of buildings and buildings on individual lots. Where questions arise as to appropriateness, the subdivider may be requested to provide additional design information.
 - 2. Irregular Lot Width:** Irregularly-shaped lots, such as pie-shaped cul-de-sac lots, shall use the midpoint of the lot depth to determine minimum lot width. However, irregularly-shaped lots with a lot depth greater than 200 feet shall determine minimum lot width at a depth of 100 feet from the front yard right-of-way line.
- G. Dimensional Standards for Lots not Served by Public Water and/or Sewer:** For all lots (residential and non-residential) not served by public water and/or sewer service, the following minimum dimensional standards shall supersede the minimum lot requirements in this chapter.

	Public Water Only	No Public Water or Sewer
Minimum Area	15,000 sq. ft.	20,000 sq. ft.
Minimum Width	75 ft.	100 ft.
Minimum Depth	150 ft.	150 ft.

- H. Principal Buildings per Lot:** Only one principal building and its' customary accessory building(s) shall be located on a buildable lot in the OSP, GR, UR, HR, or MHD-Neighborhood districts. Buildable lots in the RR, RMX, NMX, CMX, DMX, HB, LI, HI, HS, CI, MHD-Park, and TND districts may contain one or more principal, secondary, or accessory buildings.

6.3 Infill Provisions

A. Purpose

The intent of the infill standards is to encourage consistent and compatible development of underutilized and bypassed parcels.

B. Applicability

These infill standards shall apply to existing vacant lots of record and any lot of record further subdivided by any means other than a Major Subdivision. An infill lot shall be defined as a lot that meets all of the following criteria:

1. The lot is within the GR, UR, HR, or RMX district;
2. There is existing development abutting the lot on at least 50% of its' non-street perimeter. For the purpose of this section, "non-street perimeter" shall mean that portion of the perimeter of the lot that is not abutting a public street. Where there is no abutting public street, the entire perimeter is used for measurement.

C. General Provisions for Infill Compatibility

Some of the infill compatibility standards below require the determination of comparison lots or structures. The determination and exclusionary procedures are as follows:

1. Determining Comparison Lots or Structures
 - a. Use lots or structures along the same block face extending a minimum of 300 feet from the outside corners of the subject lot, including those lots or structures across local streets but not including those across major or minor thoroughfares.
 - b. For corner lots or structures, use lots or structures along the respective street face extending a minimum distance of 300 feet from the outside corners of the subject lot, including those lots or structures across local streets but not including those across major or minor thoroughfares.
 - c. If the Administrator is unable to determine a comparison lot or comparison structure, as prescribed above, these infill standards shall not apply.
2. Comparison Lot or Structure Exclusions
 - a. Lots or structures that are not within the GR, UR, HR, or RMX districts.
 - b. Lots or structures used for multi-family residential (townhouse or apartment) or non-residential purposes.
 - c. Lots or structures where development continuity cannot be provided due to a natural or man-made barrier; including but not limited to, major or minor thoroughfares, public land, railroad right-of-way, or waterways

D. Building Type Compatibility Standards

When an infill lot is located within, or along the edge of, an established neighborhood, the following standards shall apply:

1. Multi-family development in the House building type may be located along the same, or opposing, block face as other single, duplex, or multi-family House building types.
2. Townhouse or Apartment building types shall only be located along a major or minor thoroughfare or at any street intersection.

E. Frontage Width Compatibility Standards

When an infill lot is proposed for subdivision, the following standards shall apply:

1. Follow the General Provisions for Infill Compatibility, above, to determine Comparison and Exclusion Lots.
2. Frontage Width Compatibility Procedures
 - a. Any reduced lot area or reduced frontage width due to averaging shall not fall below the required minimum lot area or lot width as established in the Building Types and Architectural Standards chapter of this Ordinance.
 - b. After determining the comparison lots, exclude the lot with the smallest frontage width. The minimum lot frontage shall be equal to, or greater than the smallest frontage of the lots that remain.
 - c. If the procedure for determining comparison lots (6.3.C.1) results in four (4) or less comparison lots, the process shall be modified to include lots on the opposite side of the street (excluding major or minor thoroughfares) within the 300-foot boundary.
3. Frontage Width Special Exception

A frontage width special exception is an authorization to subdivide the subject property when the compatibility procedures, above, require a minimum frontage width that is unattainable and where the preferred or attainable frontage width would otherwise be prohibited.

- a. The Planning Board shall be authorized to grant a frontage width special exception.
- b. The frontage width special exception process shall follow quasi-judicial proceedings.
- c. Frontage width special exception procedures:
 - i. An application for a frontage width special exception and other supporting documents, including written responses to standards, shall be submitted no later than the first business day of the month.

- ii. The administrator shall review all submitted documents, including the responses to standards, and provide a recommendation to the Planning Board.
 - iii. Notification of the evidentiary hearing shall be made not less than 10 days prior to the scheduled meeting and shall be mailed to the applicant, to all properties within 100 feet of the subject property boundary, and all properties included in the comparison lots. In addition, a prominent sign shall be posted on the subject property until after the decision-making authority has rendered its final decision. Proponents and opponents may testify at the hearing and shall provide evidence supporting or denying the request.
 - iv. The Planning Board shall review all submitted documents, including the responses to standards, shall provide written responses to the consideration factors, and may approve, deny, or modify the request as submitted by the applicant and recommended by the administrator.
- d. Standards for frontage width special exception review. The applicant has the burden of proof to demonstrate to the Planning Board that the following standards, with or without conditions, are met:
- i. The minimum frontage width, as requested, is not less than the minimum frontage width permitted under the applicable LDO district.
 - ii. The minimum frontage width, as requested, is not less than 90 percent of the narrowest frontage width of the applicable comparison lots.
 - iii. The minimum frontage width, as requested, and subsequent subdivision will not create or increase any known nonconformities associated with the subject property.
 - iv. The minimum frontage width, as requested, is uniform from the front to the rear of the property so as to substantially maintain right angles or radial lot lines to the fronting street.
- e. Consideration factors for frontage width special exception review. In applying the aforementioned standards, the Planning Board shall consider each of the following factors:
- i. The minimum frontage width, as requested, or some modification thereof and subsequent subdivision do not negatively impact the provision of city services or utilities.
 - ii. The applicable comparison lots adequately represent the larger surrounding area.
 - iii. Natural or man-made features of the land help or hinder the minimum frontage width as required and requested.

F. Structure Build-To and Siting Compatibility Standards

When an infill lot is proposed for development of a single-family, duplex, triplex, or quadruplex house building type, the following standards shall apply:

1. Structure Build-To Procedures
 - a. Any reduced front build-to line due to averaging shall not fall below the required minimum front setback as established in the Building Types and Architectural Standards chapter of this Ordinance.
 - b. Determine the average front setback of the closest house building type on either side of the subject lot facing the same street. This result, or a match of the closer setback to the street, shall be the established front build-to line for compatibility.
 - c. When the subject lot is a corner lot, determine which street the subject lot fronts upon and then determine the average front setback of the two closest house building types facing the same street. This result, or a match of the closer setback to the street, shall be the established front build-to line for compatibility.
2. Siting Compatibility Procedures
 - a. Follow the General Provisions for Infill Compatibility, above, to determine Comparison and Exclusion Structures.
 - b. When the predominant (more than 50%) comparison structures are aligned parallel or perpendicular relative to the street centerline, the proposed infill structure shall conform to that alignment.

G. Access Compatibility Standards

1. When an infill lot is located along a block face that has vehicular access only via public or private alleys, vehicular access to the site shall be via the alley.
2. When an infill lot is located along a block face that has access to public or private alleys but the predominant (more than 50%) form of vehicular access to the block face is via street-side driveways, either the alley or street-side driveway may be utilized.
3. When an infill lot is located along a block face that predominantly (more than 50%) utilizes shared driveways, vehicular access to the site shall be via the shared driveway, if possible.

~~H. Sidewalk Compatibility Standards~~

- ~~1. Follow the General Provisions for Infill Compatibility, above, to determine Comparison and Exclusion Lots;~~
- ~~2. If a public sidewalk is present along the block face of the subject lot within the street right-of-way of the comparison lots, then the applicable length of sidewalk~~

~~shall be installed along the subject lot's street frontage or payment made into the Sidewalk Payment In Lieu Program per Section 4.9 of this Ordinance.~~

~~3. For corner lots, instead of crossing a local street, use the block face of the subject lot along both streets to determine comparison lots and then determine if a public sidewalk is present within either or both of the street rights-of-way of the comparison lots. If so, then the applicable length of sidewalk shall be installed along either or both of the subject lot's applicable street frontage(s) or payment made into the Sidewalk Payment In Lieu Program per Section 4.9 of this Ordinance.~~

6.4 Additions to Existing Development

Some of the following provisions are located elsewhere in this Ordinance; however, it is copied and grouped here for ease of use. The checkmarks in the table indicate when specific provisions are required based on the scale of addition or modification.

	Ch. 2	Ch. 5	Ch. 5	Ch. 8	Ch. 8	Ch. 4	Ch. 10	Ch. 12
	District Provisions	Dimensional Standards	Design Provisions	Landscape Provisions	Parking Area Landscaping	Sidewalks	Parking Provisions	Sign Provisions
Parking Area Expansion								
Expansion by 12 or more spaces or more than 40% of paved area, whichever is greater				✓	✓ (a)	✓ (b)	✓ (a)	✓
Existing Land & Development								
Expansion of site or principal building >25% of existing gross floor area	✓	✓	✓ (a), (c)	✓ (a)		✓ (b)		
Expansion of site or principal building <25% of existing gross floor area	✓	✓						

(a) For expanded portion only

(b) Only applicable within the corporate city limits at a maximum of 400 linear feet

(c) Expansions or additions >25% may continue to use the same cladding material as the existing principal building

6.5 Accessory Structures

- A. Applicability:** Accessory structures greater than 144 square feet in area shall comply with all applicable provisions of this Ordinance. Accessory structures 144 square feet or less in area are required to comply with only the location requirements (C.1), below. The construction of an accessory structure is not permitted unless a principal building is located on the lot. Accessory structures and principal buildings may be constructed concurrently.
- B. Cross-Reference:** For the purpose of this Ordinance, inhabitable accessory buildings are considered Secondary Dwelling Units, which are separately regulated as a use under the Chapter 3 Additional Use Standards.
- C. General Building Requirements**
1. **Accessory Structures** (including but not limited to enclosed or non-enclosed storage structures, detached garages, and may include garden structures or garden features):
 - a. **Location:** Accessory structures shall be located only in side (interior side for corner lots) or rear yards; provided however, that open-walled garden structures (such as a gazebo, pergola, arbor, or trellis, but not including walled structures such as a greenhouse) may be located in the front or side yard when the distance from the principal structure to the right-of-way line is greater than 200 feet.
 - b. **Maximum Lot Coverage:** Accessory structures shall not cover more than 40 percent of the required side and rear yards.
 - c. **Building Materials:** Accessory structures shall be clad with any of the applicable building wall and roof materials that are required for the building type of the principal structure. *(Per COS Ord. No. 2018-08, this provision is only applicable for the Public Landmark building type)*

2. Accessory Garden Structures (*such as gazebo, pergola, or other open-walled garden structures, but not including greenhouses or storage structures*):

a. Residential

SIZE	LOCATION	SETBACK REQUIREMENTS
5% or less than GSF of primary structure	Exterior (street) side yard	Subject to minimum 10 ft. from ROW*

i. *Cannot encroach into any City or NCDOT sight triangle*

b. Commercial/Institutional

SIZE	LOCATION	SETBACK REQUIREMENTS
5% or less than GSF of primary structure	Exterior (street) side yard	Subject to minimum 20 ft. from public ROW*

i. *Cannot encroach into any City or NCDOT sight triangle*

3. Accessory Garden Features (*open roof, open wall, with no flooring such as a trellis, or an arbor; but not including walled or floored structures such as a gazebo, greenhouse, or storage structure*):

a. Residential

SIZE	LOCATION	SETBACK REQUIREMENTS
5% or less than GSF of primary structure	Front Yard; Exterior (street) side yard	Minimum 5 ft. from public ROW *

i. *Cannot encroach into any City or NCDOT sight triangle*

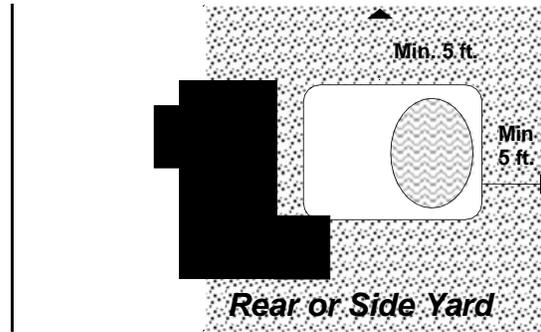
b. Mixed Use\Commercial\Institutional

SIZE	LOCATION	SETBACK REQUIREMENTS
5% or less than GSF of primary structure	Front yard; Exterior (street) side yard	Minimum 10 ft. from public ROW*

i. *Cannot encroach into any City or NCDOT sight triangle*

D. Pools

1. All pools, whether above-ground or in-ground, shall be located in the side or rear yards. The definition of a pool shall include all buildings and walks or patio areas of cement, stone, or wood, at or above grade, built for and used in conjunction with the pool.



2. Pools, as defined above, shall be set back a minimum of five (5) feet from all side and rear property lines. Patio areas at grade have no setback requirements from rear and side lot lines.
3. Pools shall be enclosed by a fence (with self-latching gate) at a minimum height of four (4) feet and a maximum of eight (8) feet.

6.6 Temporary Buildings and Uses

Temporary buildings and uses shall only be permitted in compliance with the provisions of this Ordinance and all other applicable Ordinances of the City of Salisbury.

A. General Requirements

1. The Administrator may attach any conditions to a temporary use permit needed to protect the public health, safety, and welfare.
2. All permits for temporary uses may be renewed provided that:
 - a. The use is clearly of a temporary nature;
 - b. The use will cause no traffic congestion; and,
 - c. The use will not create a nuisance to surrounding uses.

6.7 Temporary Buildings and Uses

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B. Uses and Buildings Permitted

The following temporary buildings and uses shall be permitted:

- 1. Carnivals or Circus:** Carnivals or circuses are permitted for a period not to exceed 21 days, subject to the approval of City Council.
- 2. Religious Meeting:** Religious meetings are permitted in a tent or other temporary building, for a period not to exceed 30 days.
- 3. Open Christmas Tree/Firework Sales Lots:** Christmas tree/fire work sales in open lots within industrial and commercial districts are permitted for a period not to exceed 45 days provided the lot otherwise complies with the standards of this Ordinance.
- 4. Contractor's Office and Equipment Shed:** A contractor's office and equipment shed is permitted in any district for a period covering construction phase of the project not to exceed one year, provided that such office be placed on the property to which is appurtenant.
- 5. Seasonal Buildings:** Seasonal greenhouses, tents, and other temporary buildings for a period not to exceed 90 days. These buildings shall be removed on their expiration date.
- 6. Other Temporary Uses:** The Administrator may issue a permit for any other temporary use provided that:
 - a. The use is clearly of a temporary nature;
 - b. The use is limited to a period not to exceed one year; and,

- c. The use is in keeping with the requirements and intent of this Ordinance.

6.86.7 Containment Areas for Trash and Recyclables (Excluding Single Family and Duplex Uses)

All containment devices for trash and recyclables, including compactors, dumpsters, commercial roll-out bins, and areas for storing cardboard shall be located and designed so as not to be visible from the view of adjacent streets and properties and shall be placed in the side or rear yards only. All containment areas shall meet the following standards:



Image depicting appropriate screening requirements of dumpsters.

- A. All containment areas shall be enclosed to contain windblown litter.
- B. The enclosure shall be at least as high as the highest point of the compactor or dumpster.
- C. The enclosure shall be made of a material that is opaque at the time of installation and compatible with and/or similar to the design and materials of the principal building.
- D. All compactors and dumpsters shall be placed on a concrete pad that is large enough to provide adequate support, allows for positive drainage, and conforms to the Rowan County Health Department regulations governing compactor pads. A concrete apron shall also extend from the pad for support.
- E. The enclosure shall contain gates to allow for access and security.
- F. Dumpsters and compactors shall be located within the side or rear yard behind buildings and away from sidewalks or pedestrian circulation. Such locations should be accessible to service vehicles.

6.8 Mechanical Equipment Screening

- A. Mechanical equipment for non-residential buildings (which includes HVAC units and other such external utility equipment as defined in Chapter 18, Definitions) at ground level shall be placed on the parking lot side of the building and away from buildings on adjacent sides. It shall be screened from the public street by walls, fencing and/or landscaping.
- B. Mechanical equipment for residential buildings shall be in the side or rear yards only.
- C. Mechanical equipment on rooftops shall be screened from the view of the public street.

6.9 Outdoor Storage

- A.** Outdoor storage, as defined, shall not be permitted within the GR, UR, or HR districts.
- B.** Except for the LI and HI districts, non-residential uses in all other districts shall comply with the following outdoor storage provisions:
 - 1.** Outdoor storage areas shall be located within the rear yard or within the side yard if screened from an adjacent public street.
 - 2.** Outdoor storage screening shall consist of at least a 6-foot opaque fence or wall or vegetation with complete visual separation as defined in the Landscape chapter of this Ordinance.

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Chapter 6. LOT, INFILL, ADDITION, AND ACCESSORY PROVISIONS

6.1 Applicability

The following provisions shall apply throughout the jurisdiction of this Ordinance, regardless of the underlying zoning district provisions.

6.2 General Lot Provisions

A. Location of Required Yards:

1. **Front Yard:** A space extending the full width of the lot between the architectural front of the principle building façade (the front setback) and the front lot line or the fronting street right-of-way measured perpendicular to the building at the closest point to the front lot line. Typically this yard is required to remain open and unoccupied, with the exception of expressly-permitted encroachments or structures. Corner lots comprise of two (2) or more front yards. Therefore, all applicable front yard provisions (including permissions and prohibitions) are required in both, or all, front yard areas.

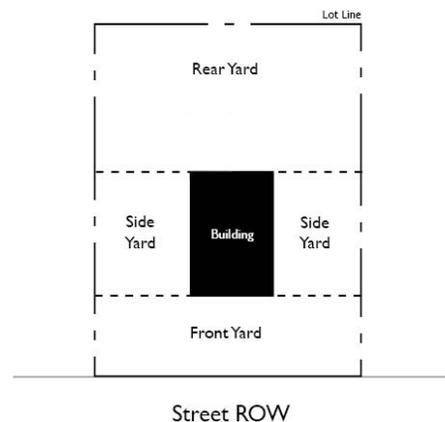
2. **Side Yard:** A space extending from the front yard to the rear yard between the principal building façade and the side lot line and measured perpendicular from the side lot line to the closest point of the principal building facade. Side yards extend from the sides of a building to a street right-of-way (ROW) or property line.

3. **Rear Yard:** A space extending across the full width of the lot between the architectural rear of the principal building and the rear lot line and measured perpendicular to the building to the closest point of the rear lot line. Rear yards extend from the back of a building to a property line.

- B. **Setbacks along Thoroughfares:** Setbacks along thoroughfares shall be measured from the future right-of-way as determined by the locally adopted Thoroughfare Plan and/or Long Range Transportation Plan for roadway widening.

- C. **Reserve Strips:** The creation of reserve strips, whether by deed or plat, in such a manner as to deny access from adjacent property, is prohibited.

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- 6.1 Applicability
 - 6.2 General Lot Requirements
 - 6.3 Infill Standards
 - 6.4 Additions to Existing Development
 - 6.5 Accessory Structures
 - 6.6 Temporary Buildings and Uses
 - 6.7 Containment Area for Trash and Recyclables
 - 6.8 Mechanical Equipment Screening
 - 6.9 Outdoor Storage
-



- D. May Not Reduce/Create Lot(s) Below Minimum Requirements:** No yard or lot existing upon adoption of this Ordinance shall be reduced in size or area below the minimum requirements of the district. Yards or lots created after the effective date of this Ordinance shall meet the minimum requirements established by this Ordinance. This prohibition shall not be construed to prevent the purchase or condemnation of narrow strips of land or parcels for public utilities, substations, street right-of-way, or similar purposes.
- E. Rights-of-Way Not Considered in Yard Requirements:** Rights-of-way or easements for streets and roads shall not be considered a part of a lot or open space, or front, side, or rear yards for the purpose of meeting yard requirements.
- F. Irregular Lots:**
 - 1. Irregular Setbacks:** The location of required front, side and rear yards (or setbacks) on irregularly shaped lots shall be determined by the Administrator. The determination will be based on the intent and purpose of this Ordinance to achieve an appropriate spacing and location of buildings and buildings on individual lots. Where questions arise as to appropriateness, the subdivider may be requested to provide additional design information.
 - 2. Irregular Lot Width:** Irregularly-shaped lots, such as pie-shaped cul-de-sac lots, shall use the midpoint of the lot depth to determine minimum lot width. However, irregularly-shaped lots with a lot depth greater than 200 feet shall determine minimum lot width at a depth of 100 feet from the front yard right-of-way line.
- G. Dimensional Standards for Lots not Served by Public Water and/or Sewer:** For all lots (residential and non-residential) not served by public water and/or sewer service, the following minimum dimensional standards shall supersede the minimum lot requirements in this chapter.

	Public Water Only	No Public Water or Sewer
Minimum Area	15,000 sq. ft.	20,000 sq. ft.
Minimum Width	75 ft.	100 ft.
Minimum Depth	150 ft.	150 ft.

- H. Principal Buildings per Lot:** Only one principal building and its' customary accessory building(s) shall be located on a buildable lot in the OSP, GR, UR, HR, or MHD-Neighborhood districts. Buildable lots in the RR, RMX, NMX, CMX, DMX, HB, LI, HI, HS, CI, MHD-Park, and TND districts may contain one or more principal, secondary, or accessory buildings.

6.3 Infill Provisions

A. Purpose

The intent of the infill standards is to encourage consistent and compatible development of underutilized and bypassed parcels.

B. Applicability

These infill standards shall apply to existing vacant lots of record and any lot of record further subdivided by any means other than a Major Subdivision. An infill lot shall be defined as a lot that meets all of the following criteria:

1. The lot is within the GR, UR, HR, or RMX district;
2. There is existing development abutting the lot on at least 50% of its' non-street perimeter. For the purpose of this section, "non-street perimeter" shall mean that portion of the perimeter of the lot that is not abutting a public street. Where there is no abutting public street, the entire perimeter is used for measurement.

C. General Provisions for Infill Compatibility

Some of the infill compatibility standards below require the determination of comparison lots or structures. The determination and exclusionary procedures are as follows:

1. Determining Comparison Lots or Structures
 - a. Use lots or structures along the same block face extending a minimum of 300 feet from the outside corners of the subject lot, including those lots or structures across local streets but not including those across major or minor thoroughfares.
 - b. For corner lots or structures, use lots or structures along the respective street face extending a minimum distance of 300 feet from the outside corners of the subject lot, including those lots or structures across local streets but not including those across major or minor thoroughfares.
 - c. If the Administrator is unable to determine a comparison lot or comparison structure, as prescribed above, these infill standards shall not apply.
2. Comparison Lot or Structure Exclusions
 - a. Lots or structures that are not within the GR, UR, HR, or RMX districts.
 - b. Lots or structures used for multi-family residential (townhouse or apartment) or non-residential purposes.
 - c. Lots or structures where development continuity cannot be provided due to a natural or man-made barrier; including but not limited to, major or minor thoroughfares, public land, railroad right-of-way, or waterways

D. Building Type Compatibility Standards

When an infill lot is located within, or along the edge of, an established neighborhood, the following standards shall apply:

1. Multi-family development in the House building type may be located along the same, or opposing, block face as other single, duplex, or multi-family House building types.
2. Townhouse or Apartment building types shall only be located along a major or minor thoroughfare or at any street intersection.

E. Frontage Width Compatibility Standards

When an infill lot is proposed for subdivision, the following standards shall apply:

1. Follow the General Provisions for Infill Compatibility, above, to determine Comparison and Exclusion Lots.
2. Frontage Width Compatibility Procedures
 - a. Any reduced lot area or reduced frontage width due to averaging shall not fall below the required minimum lot area or lot width as established in the Building Types and Architectural Standards chapter of this Ordinance.
 - b. After determining the comparison lots, exclude the lot with the smallest frontage width. The minimum lot frontage shall be equal to, or greater than the smallest frontage of the lots that remain.
 - c. If the procedure for determining comparison lots (6.3.C.1) results in four (4) or less comparison lots, the process shall be modified to include lots on the opposite side of the street (excluding major or minor thoroughfares) within the 300-foot boundary.
3. Frontage Width Special Exception

A frontage width special exception is an authorization to subdivide the subject property when the compatibility procedures, above, require a minimum frontage width that is unattainable and where the preferred or attainable frontage width would otherwise be prohibited.

- a. The Planning Board shall be authorized to grant a frontage width special exception.
- b. The frontage width special exception process shall follow quasi-judicial proceedings.
- c. Frontage width special exception procedures:
 - i. An application for a frontage width special exception and other supporting documents, including written responses to standards, shall be submitted no later than the first business day of the month.

- ii. The administrator shall review all submitted documents, including the responses to standards, and provide a recommendation to the Planning Board.
 - iii. Notification of the evidentiary hearing shall be made not less than 10 days prior to the scheduled meeting and shall be mailed to the applicant, to all properties within 100 feet of the subject property boundary, and all properties included in the comparison lots. In addition, a prominent sign shall be posted on the subject property until after the decision-making authority has rendered its final decision. Proponents and opponents may testify at the hearing and shall provide evidence supporting or denying the request.
 - iv. The Planning Board shall review all submitted documents, including the responses to standards, shall provide written responses to the consideration factors, and may approve, deny, or modify the request as submitted by the applicant and recommended by the administrator.
- d. Standards for frontage width special exception review. The applicant has the burden of proof to demonstrate to the Planning Board that the following standards, with or without conditions, are met:
- i. The minimum frontage width, as requested, is not less than the minimum frontage width permitted under the applicable LDO district.
 - ii. The minimum frontage width, as requested, is not less than 90 percent of the narrowest frontage width of the applicable comparison lots.
 - iii. The minimum frontage width, as requested, and subsequent subdivision will not create or increase any known nonconformities associated with the subject property.
 - iv. The minimum frontage width, as requested, is uniform from the front to the rear of the property so as to substantially maintain right angles or radial lot lines to the fronting street.
- e. Consideration factors for frontage width special exception review. In applying the aforementioned standards, the Planning Board shall consider each of the following factors:
- i. The minimum frontage width, as requested, or some modification thereof and subsequent subdivision do not negatively impact the provision of city services or utilities.
 - ii. The applicable comparison lots adequately represent the larger surrounding area.
 - iii. Natural or man-made features of the land help or hinder the minimum frontage width as required and requested.

F. Structure Build-To and Siting Compatibility Standards

When an infill lot is proposed for development of a single-family, duplex, triplex, or quadruplex house building type, the following standards shall apply:

1. Structure Build-To Procedures
 - a. Any reduced front build-to line due to averaging shall not fall below the required minimum front setback as established in the Building Types and Architectural Standards chapter of this Ordinance.
 - b. Determine the average front setback of the closest house building type on either side of the subject lot facing the same street. This result, or a match of the closer setback to the street, shall be the established front build-to line for compatibility.
 - c. When the subject lot is a corner lot, determine which street the subject lot fronts upon and then determine the average front setback of the two closest house building types facing the same street. This result, or a match of the closer setback to the street, shall be the established front build-to line for compatibility.
2. Siting Compatibility Procedures
 - a. Follow the General Provisions for Infill Compatibility, above, to determine Comparison and Exclusion Structures.
 - b. When the predominant (more than 50%) comparison structures are aligned parallel or perpendicular relative to the street centerline, the proposed infill structure shall conform to that alignment.

G. Access Compatibility Standards

1. When an infill lot is located along a block face that has vehicular access only via public or private alleys, vehicular access to the site shall be via the alley.
2. When an infill lot is located along a block face that has access to public or private alleys but the predominant (more than 50%) form of vehicular access to the block face is via street-side driveways, either the alley or street-side driveway may be utilized.
3. When an infill lot is located along a block face that predominantly (more than 50%) utilizes shared driveways, vehicular access to the site shall be via the shared driveway, if possible.

6.4 Additions to Existing Development

Some of the following provisions are located elsewhere in this Ordinance; however, it is copied and grouped here for ease of use. The checkmarks in the table indicate when specific provisions are required based on the scale of addition or modification.

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	District Provisions	Dimensional Standards	Design Provisions	Landscape Provisions	Parking Area Landscaping	Sidewalks	Parking Provisions	Sign Provisions
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Expansion by 12 or more spaces or more than 40% of paved area, whichever is greater				✓	✓ (a)	✓ (b)	✓ (a)	✓
Existing Land & Development								
Expansion of site or principal building >25% of existing gross floor area	✓	✓	✓ (a), (c)	✓ (a)		✓ (b)		
Expansion of site or principal building <25% of existing gross floor area	✓	✓						

(a) For expanded portion only

(b) Only applicable within the corporate city limits at a maximum of 400 linear feet

(c) Expansions or additions >25% may continue to use the same cladding material as the existing principal building

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 - 1. Accessory Structures** (including but not limited to enclosed or non-enclosed storage structures, detached garages, and may include garden structures or garden features):
 - a. Location:** Accessory structures shall be located only in side (interior side for corner lots) or rear yards; provided however, that open-walled garden structures (such as a gazebo, pergola, arbor, or trellis, but not including walled structures such as a greenhouse) may be located in the front or side yard when the distance from the principal structure to the right-of-way line is greater than 200 feet.

 - b. Maximum Lot Coverage:** Accessory structures shall not cover more than 40 percent of the required side and rear yards.

 - c. Building Materials:** Accessory structures shall be clad with any of the applicable building wall and roof materials that are required for the building type of the principal structure. *(Per COS Ord. No. 2018-08, this provision is only applicable for the Public Landmark building type)*

2. Accessory Garden Structures (*such as gazebo, pergola, or other open-walled garden structures, but not including greenhouses or storage structures*):

a. Residential

SIZE	LOCATION	SETBACK REQUIREMENTS
5% or less than GSF of primary structure	Exterior (street) side yard	Subject to minimum 10 ft. from ROW*

i. Cannot encroach into any City or NCDOT sight triangle

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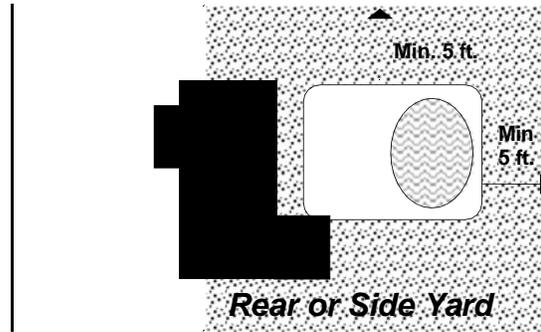
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2. Pools, as defined above, shall be set back a minimum of five (5) feet from all side and rear property lines. Patio areas at grade have no setback requirements from rear and side lot lines.
3. Pools shall be enclosed by a fence (with self-latching gate) at a minimum height of four (4) feet and a maximum of eight (8) feet.

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6.7 Containment Areas for Trash and Recyclables (Excluding Single Family and Duplex Uses)

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Image depicting appropriate screening requirements of dumpsters.

- A. All containment areas shall be enclosed to contain windblown litter.
- B. The enclosure shall be at least as high as the highest point of the compactor or dumpster.
- C. The enclosure shall be made of a material that is opaque at the time of installation and compatible with and/or similar to the design and materials of the principal building.
- D. All compactors and dumpsters shall be placed on a concrete pad that is large enough to provide adequate support, allows for positive drainage, and conforms to the Rowan County Health Department regulations governing compactor pads. A concrete apron shall also extend from the pad for support.
- E. The enclosure shall contain gates to allow for access and security.
- F. Dumpsters and compactors shall be located within the side or rear yard behind buildings and away from sidewalks or pedestrian circulation. Such locations should be accessible to service vehicles.

6.8 Mechanical Equipment Screening

- A. Mechanical equipment for non-residential buildings (which includes HVAC units and other such external utility equipment as defined in Chapter 18, Definitions) at ground level shall be placed on the parking lot side of the building and away from buildings on adjacent sides. It shall be screened from the public street by walls, fencing and/or landscaping.
- B. Mechanical equipment for residential buildings shall be in the side or rear yards only.
- C. Mechanical equipment on rooftops shall be screened from the view of the public street.

6.9 Outdoor Storage

- A.** Outdoor storage, as defined, shall not be permitted within the GR, UR, or HR districts.
- B.** Except for the LI and HI districts, non-residential uses in all other districts shall comply with the following outdoor storage provisions:
 - 1.** Outdoor storage areas shall be located within the rear yard or within the side yard if screened from an adjacent public street.
 - 2.** Outdoor storage screening shall consist of at least a 6-foot opaque fence or wall or vegetation with complete visual separation as defined in the Landscape chapter of this Ordinance.

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LDOA-03-2022 SIDEWALKS



PETITION TO AMEND: LAND DEVELOPMENT ORDINANCE

- CHAPTER 4 SUBDIVISIONS AND INFRASTRUCTURE
- CHAPTER 6 LOT, INFILL, ADDITION, & ACCESSORY PROVISIONS

4.9 Sidewalk Program

A. Sidewalk Requirements Applicability

~~Existing Streets: As part of a proposed subdivision or new development along an existing publicly maintained street in the corporate city limits, sidewalks shall be constructed along all applicable street frontages per the standards of Section 4.7 of this chapter.~~

1.

- a. As part of a proposed subdivision, new development, or redevelopment along an existing publicly-maintained street in the corporate city limits, sidewalks shall be constructed along all applicable street frontages per the standards of this chapter.
- b. Where a sidewalk is required but existing sidewalk is already in place, any sub-standard section of existing sidewalk, or sidewalk that is damaged during construction, must be replaced as determined by the approving authority.

~~1. Infill Lots: Sidewalk construction may not be required if the new development lot is considered an infill lot pursuant to Section 6.3.I, Infill Provisions, Sidewalk Compatibility Standards.~~

2. New Streets: As part of new street construction, sidewalks shall be constructed along both sides of the new street per the standards of Section 4.7 of this chapter.

3. Additions to Existing Development: See Section 6.4.

4. Exemptions:

- a. Rural Subdivisions.
- b. Exception plats and Minor Subdivisions.
- c. Alleyways.
- d. Single family residential, duplex, triplex, or quadruplex development:
 1. Where there are no existing sidewalks on the same block face within 300 feet of the outside corners of the subject lots.
 2. For corner lots, where there are no existing sidewalks on opposite corner lots and no sidewalk on the same block face within 300 feet of the outside corners of the subject lots.
 - ~~2,3.~~ When developing where no curb is existing and it is not required to be installed.

A.B. Sidewalk Alternatives for Existing Streets

When the approving authority determines that the construction of a required sidewalk along an existing publicly-maintained street is infeasible due to special circumstances, including but not limited to: an impending road widening; impracticality due to topography, streams, or other environmental limitations, or if constructed it would not provide a future transportation or public safety benefit, the approving authority may approve a payment in lieu of sidewalk construction.

B.C. Sidewalk Payment In Lieu Program

As authorized under this section, a payment may be made to the City of Salisbury in lieu of sidewalk construction. The value of the payment shall equal the average linear foot sidewalk project cost, as determined by the Engineering & Development Services department of the City of Salisbury and calculated per time and material cost at the time of the request. The applicant is informed of the amount to be paid upon issuance of the zoning permit, or adoption of the ordinance for a Conditional District Overlay development, and payment shall be made prior to issuance of the Certificate of Occupancy.

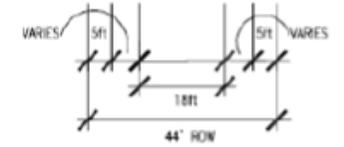
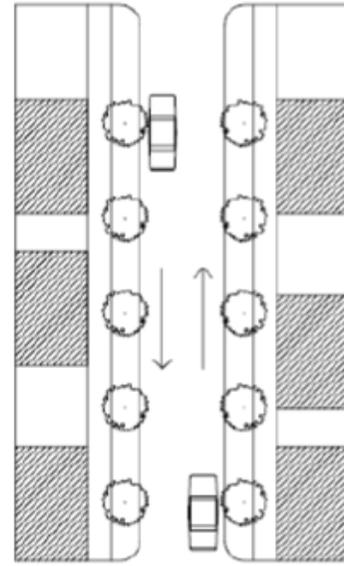
Payments received in lieu of construction shall be placed in a restricted fund and set aside in a deferred revenue account to be used to install or repair sidewalks within the general area of the corporate city limits.

D. Sidewalk Requirements

1. Mixed use and commercial area sidewalks shall have a minimum width of 8 feet in the DMX and TND districts, unless otherwise specified by a Council-adopted area plan for all other districts. All other sidewalks shall have a minimum width of 5 feet.
2. All sidewalks shall be paved with broom-finished concrete, paving brick or concrete pavers. Similar materials may be considered on a case-by-case basis.

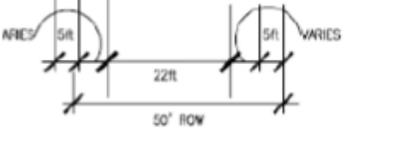
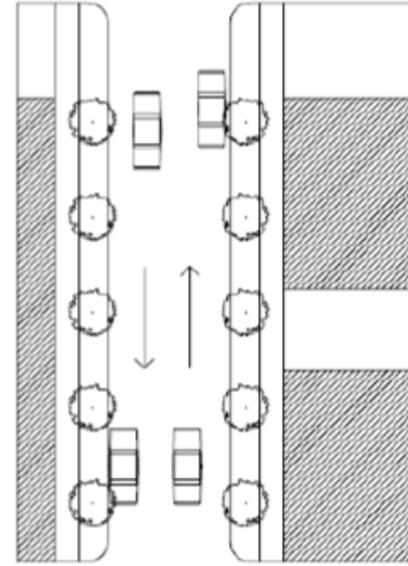
Minor Street Cross Section
Has been removed.

E. MINOR STREET
44-ft ROW



Total ROW Width	44 ft
Pavement Width	18 ft
Traffic Movement	2-Way or 1-Way
Curb Radius	20 ft
Curb Type	District-dependent
Drainage	Closed
Parking	Prohibited 2-Way Unmarked 1-Way
Planter Type	Continuous Strip
Street Trees	Both sides if required
Sidewalks	Both sides
Posted Speed	25 mph

F. LOCAL STREET
50-ft ROW



Total ROW Width	50 ft
Pavement Width	22 ft
Traffic Movement	2-Way
Curb Radius	20 ft
Curb Type	District-dependent
Drainage	Closed
Parking	Unmarked
Planter Type	Continuous Strip
Street Trees	Both sides if required
Sidewalks	Both sides



The City of Salisbury Planning Board recommended approval of the aforementioned amendment of the Land Development Ordinance at the December 13, 2022 Planning Board Meeting as being consistent with the Vision 2020 Comprehensive Plan.

CONSISTENCY STATEMENT:

The proposed amendments to the Land Development Ordinance as underlined or stricken herein are reasonable, in the public interest, and consistent with the Vision 2020 Comprehensive Plan relative to continually refining the policies and provisions of the development process and finding creative solutions for unique properties while protecting neighborhood interests.

AN ORDINANCE AMENDING CHAPTER 4 (SUBDIVISIONS AND INFRASTRUCTURE) AND CHAPTER 6 (LOT, INFILL, ADDITION, AND ACCESSORY PROVISIONS) OF THE LAND DEVELOPMENT ORDINANCE OF THE CITY OF SALISBURY, NORTH CAROLINA. (PETITION NO. LDOTA-03-2022)

WHEREAS, the Salisbury Planning Board, an advisory board to the Salisbury City Council, reviewed the text amendment on December 13, 2022 and hereby recommends its approval; and

WHEREAS, the City Council held a properly-noticed public hearing at the regularly-scheduled City Council meeting of January 17, 2023; and

WHEREAS, the City Council hereby finds and determines that adoption of an ordinance to amend the Land Development Ordinance of the City of Salisbury as underlined or stricken herein is reasonable, in the public interest, and is consistent with the Vision 2020 Comprehensive Plan.

NOW THEREFORE BE IT ORDAINED by the City Council of the City of Salisbury, North Carolina:

SECTION 1. That CHAPTER 4 (SUBDIVISIONS AND INFRASTRUCTURE) and CHAPTER 6 (LOT, INFILL, ADDITION, AND ACCESSORY PROVISIONS) are amended as underlined or stricken.

SECTION 2. That all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 3. That this ordinance shall be effective from and after its passage.

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: 01/17/2023

Name of Group(s) or Individual(s) Making Request: Community Planning Services

Name of Presenter(s): Victoria Bailiff, Senior Planner

Requested Agenda Item: LDOTA-04-2022 Airport Overlay

Description of Requested Agenda Item: An ordinance amending Appendix D, Airport Zoning Overlay District, of the Land Development Ordinance.

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: *(Please note if item includes an ordinance, resolution or petition)*

Council to hold public hearing and consider adopting an ordinance to amend the Land Development Ordinance as requested.

Contact Information for Group or Individual: Victoria Bailiff, victoria.bailiff@salisburync.gov, 704-638-5212

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Salisbury City Council Agenda Item Request Form



Approved

Delayed

Declined

Reason:

One Stop Development Shop

City of Salisbury Development Services
132 North Main Street | 704.638.5208



MEMORANDUM

TO: City Council
FROM: Victoria Bailiff
Senior Planner
DATE: City Council Meeting – January 17, 2023
RE: Ordinance Amendment – Appendix D: Airport Zoning Overlay

The proposed text amendments to Appendix D: *Airport Zoning Overlay*, were primarily handled by Rowan County. This text revision re-organizes the appendix into a more reader friendly version; the bulk of the changes are those where in-text definitions have been shifted to the definitions section. The Airport elevation has been corrected, and Salisbury staff changed the language to reference the City's Zoning Map rather than another organization's map, to ensure that the map referenced will not change without the knowledge of the City.

These amendments were sent to TRC for review on October 20, 2022 where the amendments were approved with no changes requested.

The proposed amendments were reviewed by the Planning Board at their meeting on December 13, 2022; the Board found the amendments to be reasonable and unanimously recommended approval.

Within your packets you will find three versions of Appendix D; the first is the current LDO language, the second is the redlined version so that you can easily see edits, and last is the clean edited version for easier reading.

Appendix D of this LDO

AIRPORT ZONING OVERLAY

Airport Zone Overlay (AZO). The zones and restrictions established in this subsection are designed to limit the height of structures surrounding the county airport's established elevation of 771' above mean sea level (msl) in order to prevent hazards to the lives and property of the users of the airport and the occupants of land in the vicinity.

- A. **Uses allowed.** The use requirements of the underlying district apply to the AZO district. However, all uses must be in conformance with the provisions of this section.
- B. **Establishment of zones.** To carry out the provisions of this section, there are hereby created and established certain civil airport imaginary surfaces which include all of the land lying beneath the approach surface, transitional surface, horizontal surface, conical surface and primary surface. These civil airport imaginary surfaces are established with relation to the Rowan County Airport runway and proposed extensions of thereof. Such imaginary surfaces are shown on the Official County Airport Zoning Map prepared by the Rowan County Planning Department and dated October 4, 2004, which is adopted and incorporated herein by reference. The size of each such imaginary surface is based on the categorization of this runway as a *precision instrument runway*. The slope and dimensions of the imaginary surfaces, applied to each end of a runway, are determined by the most precise approach existing or planned for the runway end. The surfaces are hereby established and defined as follows.
1. *Horizontal surface.* A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs with a radius of 10,000 ft from the center of each end of the primary surface of each end of the runway, including any planned extensions, and connecting the adjacent arcs by lines tangent to those arcs.
 2. *Conical surface.* A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.
 3. *Primary surface.* A surface longitudinally centered on a runway. The primary surface extends 200 feet beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is 1,000 feet as required for precision runway landings
 4. *Approach surface.* A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface.
 - i. The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of 16,000 feet as provided for precision instrument runways.
 - ii. The approach surface extends for a horizontal distance of 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40:1.
 5. *Transitional surface.* These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

C. **Height limitations.** Except as otherwise provided in this article, no structure shall be erected, altered or maintained, and no tree shall be allowed to grow within the AZO district extending or projecting into the lowest applicable imaginary surfaces defined herein.

D. **Definitions**

- *Approach Surface* means the surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of 16,000 feet as provided for precision instrument runways. The approach surface extends from the primary surface along the extended runway centerline for a horizontal distance of 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40:1.
- *Horizontal surface* means a horizontal plane 150 feet above the established airport elevation of 771' mean sea level, the perimeter of which is constructed by swinging arcs with a radius of 10,000 ft from the center of each end of the primary surface of each end of the runway, including any planned extensions, and connecting the adjacent arcs by lines tangent to those arcs.
- *Instrument land system (ILS)* means a radio navigation system which provides aircraft with horizontal and vertical guidance prior to and during landing, and at certain fixed points, indicates the distance to the reference point of landing.
- *Precision instrument runway* means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document.
- *Primary surface* means a surface longitudinally centered on a runway. The primary surface extends 200 feet beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is 1,000 feet as required for precision runway landings.
- *Transitional surface* means the surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

Appendix D of this LDO

AIRPORT ZONING OVERLAY

Airport Zone Overlay (AZO). The zones and restrictions established in this subsection are designed to limit the height of structures surrounding the county airport's established elevation of ~~771'~~772.3' above mean sea level (msl) in order to prevent hazards to the lives and property of the users of the airport and the occupants of land in the vicinity.

- A. Uses allowed.** The use requirements of the underlying district apply to the AZO district. However, all uses must be in conformance with the provisions of this section.
- B. Establishment of zones.** To carry out the provisions of this section, there are hereby created and established certain civil airport imaginary surfaces which ~~include all~~consist of the land lying beneath the approach surface, including the precision and non-precision approach zones; transitional surface; horizontal surface; conical surface; and primary surface. These civil airport imaginary surfaces are established with relation to the Rowan County Airport runway and proposed extensions of thereof. Such imaginary surfaces are defined herein and shown on the Official ~~City of Salisbury County Airport~~ Zoning Map prepared by the ~~Rowan County Salisbury~~ Planning Department and dated ~~October 4, 2004~~September 19, 2022, which is adopted and incorporated herein by reference. The size of each such imaginary surface is based on the ~~categorization category~~ of this each runway as a precision instrument runway according to the type of approach available or planned for that runway. The slope and dimensions of the imaginary surfaces, applied to each end of a runway, are determined by the most precise approach procedure existing or planned for the runway end. ~~The surfaces are hereby established and defined as follows.~~

- ~~1. Horizontal surface. A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs with a radius of 10,000 ft from the center of each end of the primary surface of each end of the runway, including any planned extensions, and connecting the adjacent arcs by lines tangent to those arcs.~~
- ~~2. Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.~~
- ~~3. Primary surface. A surface longitudinally centered on a runway. The primary surface extends 200 feet beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is 1,000 feet as required for precision runway landings.~~
- ~~4. Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface.
 - ~~1. The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of 16,000 feet as provided for precision instrument runways.~~
 - ~~11. The approach surface extends for a horizontal distance of 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40:1.~~~~
- ~~5. Transitional surface. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.~~

- C. **Height limitations.** Except as otherwise provided in this article, no structure shall be erected, altered or maintained, and no tree shall be allowed to grow within the AZO district extending or projecting into the lowest applicable imaginary surfaces defined herein.

D. **Definitions**

- *Approach Surface* means the surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. ~~The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of 16,000 feet as provided for precision instrument runways. The approach surface extends from the primary surface along the extended runway centerline for a horizontal distance of 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40:1.~~
- Conical surface airport means a surface beginning at the periphery of the horizontal surface, extending outward and upward for a horizontal distance of four thousand (4,000) feet and increasing in height at a 20:1 slope
- *Horizontal surface* means a horizontal plane 150 feet above the established airport elevation of 774'772.3' mean sea level, the perimeter of which is constructed by swinging arcs with a radius of 10,000 ft from the center of each end of the primary surface of each end of the runway, including any planned extensions, and connecting the adjacent arcs by lines tangent to those arcs.
- *Instrument landing system (ILS)* means a radio navigation system which provides aircraft with horizontal and vertical guidance prior to and during landing, and at certain fixed points, indicates the distance to the reference point of landing.
- Non-Precision Approach Zone means the inner edge of this approach zone coincides with the width of the primary surface and is one thousand (1,000) feet wide. The approach zone expands outward uniformly to a width of four thousand (4,000) feet at a horizontal distance of ten thousand (10,000) feet from the primary surface at a slope of 34:1. Its centerline is the continuation of the centerline of the runway.
- Non-precision instrument runway means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved, or planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.
- Precision Approach Zone means the inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of sixteen thousand (16,000) feet as provided for precision instrument runways. The approach surface extends from the primary surface along the extended runway centerline for a horizontal distance of ten thousand (10,000) feet at a slope of 50:1 with an additional forty thousand (40,000) feet at a slope of 40:1.
- *Precision instrument runway* means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document.
- *Primary surface* means a surface longitudinally centered on a runway. The primary surface extends 200 feet beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is 1,000 feet as required for precision runway landings.

- *Transitional ~~su~~rface* means the surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface until it intersects with the Horizontal or Conical surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

Appendix D of this LDO

AIRPORT ZONING OVERLAY

Airport Zone Overlay (AZO). The zones and restrictions established in this subsection are designed to limit the height of structures surrounding the county airport's established elevation of 772.3' above mean sea level (msl) in order to prevent hazards to the lives and property of the users of the airport and the occupants of land in the vicinity.

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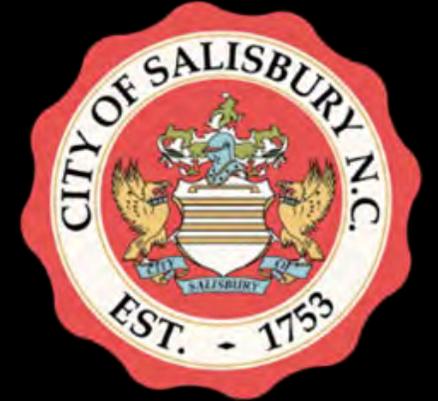
D. Definitions

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- *Conical surface airport* means a surface beginning at the periphery of the horizontal surface, extending outward and upward for a horizontal distance of four thousand (4,000) feet and increasing in height at a 20:1 slope
- *Horizontal surface* means a horizontal plane 150 feet above the established airport elevation of 772.3' mean sea level, the perimeter of which is constructed by swinging arcs with a radius of 10,000 ft from the center of each end of the primary surface of each end of the runway, including any planned extensions, and connecting the adjacent arcs by lines tangent to those arcs.
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in non-precision instrument approach procedure has been approved, or planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.

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LDOTA-04-2022 AIRPORT OVERLAY



PETITION TO AMEND: LAND DEVELOPMENT ORDINANCE

- APPENDIX D AIRPORT ZONING OVERLAY

Appendix D of this LDO

AIRPORT ZONING OVERLAY

Airport Zone Overlay (AZO). The zones and restrictions established in this subsection are designed to limit the height of structures surrounding the county airport's established elevation of ~~771~~772.3' above mean sea level (msl) in order to prevent hazards to the lives and property of the users of the airport and the occupants of land in the vicinity.

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D. Definitions

- *Approach Surface* means the surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of 16,000 feet as provided for precision instrument runways. The approach surface extends from the primary surface along the extended runway centerline for a horizontal distance of 10,000 feet at a slope of 50 to 1 with an additional 40,000 feet at a slope of 40:1.
- Conical surface airport means a surface beginning at the periphery of the horizontal surface, extending outward and upward for a horizontal distance of four thousand (4,000) feet and increasing in height at a 20:1 slope
- *Horizontal surface* means a horizontal plane 150 feet above the established airport elevation of ~~771~~772.3' mean sea level, the perimeter of which is constructed by swinging arcs with a radius of 10,000 ft from the center of each end of the primary surface of each end of the runway, including any planned extensions, and connecting the adjacent arcs by lines tangent to those arcs.
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- Non-Precision Approach Zone means the inner edge of this approach zone coincides with the width of the primary surface and is one thousand (1,000) feet wide. The approach zone expands outward uniformly to a width of four thousand (4,000) feet at a horizontal distance of ten thousand (10,000) feet from the primary surface at a slope of 34:1. Its centerline is the continuation of the centerline of the runway.
- Non-precision instrument runway means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved, or planned, and for which no precision approach facilities are planned, or indicated on an FAA planning document or military service military airport planning document.
- Precision Approach Zone means the inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of sixteen thousand (16,000) feet as provided for precision instrument runways. The approach surface extends from the primary surface along the extended runway centerline for a horizontal distance of ten thousand (10,000) feet at a slope of 50:1 with an additional forty thousand (40,000) feet at a slope of 40:1.
- *Precision instrument runway* means a runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS), or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated by an FAA approved airport layout plan; a military service approved military airport layout plan; any other FAA planning document, or military service military airport planning document.
- *Primary surface* means a surface longitudinally centered on a runway. The primary surface extends 200 feet beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The width of the primary surface is 1,000 feet as required for precision runway landings.
- *Transitional surface* means the surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface until it intersects with the Horizontal or Conical surface and from the sides of the approach surfaces. Transitional surfaces for those portions of the precision approach surface which project through and beyond the limits of the conical surface extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.



The City of Salisbury Planning Board recommended approval of the aforementioned amendment of the Land Development Ordinance at the December 13, 2022 Planning Board Meeting as being consistent with the Vision 2020 Comprehensive Plan.

CONSISTENCY STATEMENT:

The proposed amendments to the Land Development Ordinance as underlined or stricken herein are reasonable, in the public interest, and consistent with the Vision 2020 Comprehensive Plan relative to continually refining the policies and provisions of the development process and finding creative solutions for unique properties while protecting neighborhood interests.

AN ORDINANCE AMENDING APPENDIX D (AIRPORT ZONING OVERLAY) OF THE LAND DEVELOPMENT ORDINANCE OF THE CITY OF SALISBURY, NORTH CAROLINA. (PETITION NO. LDOTA-04-2022)

WHEREAS, the Salisbury Planning Board, an advisory board to the Salisbury City Council, reviewed the text amendment on December 13, 2022 and hereby recommends its approval; and

WHEREAS, the City Council held a properly-noticed public hearing at the regularly-scheduled City Council meeting of January 17, 2023; and

WHEREAS, the City Council hereby finds and determines that adoption of an ordinance to amend the Land Development Ordinance of the City of Salisbury as underlined or stricken herein is reasonable, in the public interest, and is consistent with the Vision 2020 Comprehensive Plan.

NOW THEREFORE BE IT ORDAINED by the City Council of the City of Salisbury, North Carolina:

SECTION 1. That APPENDIX D (AIRPORT ZONING OVERLAY) is amended as underlined or stricken.

SECTION 2. That all ordinances or parts of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 3. That this ordinance shall be effective from and after its passage.

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: 01/17/2023

Name of Group(s) or Individual(s) Making Request: Public Works Department, Planning Department

Name of Presenter(s): Allie Thies, Alyssa Nelson

Requested Agenda Item: Tackling Litter in Salisbury

Description of Requested Agenda Item: Allie Thies, Sustainability Coordinator, and Alyssa Nelson, Urban Design Planner, will be providing an update on organizations and projects that are helping to remove litter in Salisbury. Allie and Alyssa will be highlighting project areas including but not limited to Boards and Commissions, Adopt-A-Street, and Litter Sweeps

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: *(Please note if item includes an ordinance, resolution or petition)*

Council to receive a presentation as an update on measures being taken to reducing litter in Salisbury

Contact Information for Group or Individual: Allie Thies- 704-638-2098, Alyssa Nelson- 704-638-5235

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Approved

Delayed

Declined

Reason:

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: 01/17/2023

Name of Group(s) or Individual(s) Making Request: Public Works Department

Name of Presenter(s): Chris Tester, Michael Cotilla

Requested Agenda Item: Illegal Dumping Abatement Procedure

Description of Requested Agenda Item: Chris Tester, Interim Public Works Director, and Michael Cotilla, Code Services Manager, will be presenting on illegal dumping abatement procedures for illegal dumping in the City of Salisbury.

Attachments: Yes No

Fiscal Note: (If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)

Action Requested of Council for Agenda Item: (Please note if item includes an ordinance, resolution or petition)

Council to receive a presentation on illegal dumping abatement procedures in the City of Salisbury.

Contact Information for Group or Individual: Chris Tester- 704- 216-7554, Michael Cotilla- 704-216-7574

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Approved

Delayed

Declined

Reason:

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Fire Chief Bob Parnell

Name of Presenter(s): Deputy Fire Chief David Morris & Captain Adrian Gantt

Requested Agenda Item: Review of new process for Special Events

Description of Requested Agenda Item: Council to receive presentation of special events permitting processes

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: *(Please note if item includes an ordinance, resolution or petition)*

Contact Information for Group or Individual: Deputy Fire Chief David Morris
Dmorr@salisburync.gov

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

******All agenda items must be submitted at least 7 days before the requested Council meeting date******

For Use in Clerk's Office Only

Approved

Delayed

Declined

Reason:

City of Salisbury Special Event



Permit Guide

Permit Guide Overview

HOW IT WORKS

Depending on the type of event your or your organization are hosting, the process may vary. As we begin reviewing and processing your materials, we will be in contact with you to provide updates, recommendations, and/or requests for additional information. This process is a collaboration between several City departments and your organization, and you may be contacted individually by these departments if they have specific questions or concerns about your event.

DATE REQUESTS

Event date and facility location requests will be handled on a first-come, first-served basis. The requested date will be held only after the Special Event Application has been submitted with the appropriate fee.

HOW LONG WILL IT TAKE?

Depending on the request, the process can take anywhere from two weeks to a few months to complete. The earlier a request and be submitted the more time City staff will have to work with you to provide feedback and to meet your needs.

PARKS AND RECREATION EVENTS

If you plan to hold your event at any of our City owned recreation facilities or City owned Parks, please contact the appropriate division or facility manager within the Salisbury Parks and Recreation Department to coordinate the use of the ball fields or shelter rentals. All other events held in the parks should use this application. If you have any questions about the use of the Parks and Recreation facilities please call (704)638-5291.

CANCELLATION POLICY

Should Event Organizer, for any reason, cancel its event it must provide a written notice of cancellation no later than 7 days before the event. All permit fees are non-refundable. Permits will remain valid for 90 days for any event that is postponed and rescheduled. All parties shall be excused from performance and shall not be in default to the extent that the failure to perform such obligation is due to a Natural Force Majeure Event.

APPLICATION SUBMISSION

Special Event Permit Applications can be printed online or picked up and submitted to:

Attention: Special Events Permits
Development and Code Services
132 North Main Street
Salisbury, NC 28144

For more information please contact (704)638-5208. Thank you for contributing to the vitality of our community and best wishes for a successful event.

Timeline and Fee Schedule

Depending on the request, the process can take anywhere from two weeks to a few months to complete. The earlier a request can be submitted the more time City staff will have to work with you to provide feedback and to meet your needs.

EVENT TYPE	DEADLINE	FEE
Parade	60 Days	\$50
Foot/Bike Race Event 5K and under	60 Days	\$50
Foot/Bike Race Event over 5K	60 Days	\$50
Walkathon Fundraiser	60 Days	\$50
Right-of-Way Closure	60 Days	\$50
Neighborhood Event	60 Days	\$50
Special Event	60 Days	\$50
Public Street Festival	60 Days	\$50
City Parks Use	60 Days	\$50
Picketing <i>Exempt from Special Event Ordinance</i>	Please notify the Police Department	No Charge
Demonstration <i>Exempt from Special Event Ordinance</i>	Please notify the Police Department	No Charge
Other	60 Days	\$50

The N.C. Department of Transportation requires organizations who wish to hold a special event requiring a road, lane, and/or shoulder closure to submit an application to the appropriate Division Engineer(s) at least **sixty (60) days prior to the scheduled beginning of the event. If you are unsure if the street you would like to use is State or City maintained, please call our Engineering Department at 704-638-5200, and staff will verify for you.

Table of Contents

Initial those sections applicable	Section	Page
	Applicant and Event Organizer Information	4
	Event Description	5
	Site Plans	5
	Notification of Temporary Street Closures	6
	Catering and Food Vendor Details	7
	Alcoholic Beverages	7
	Staging Details	8
	Parking Details	8
	Restrooms and Sanitation	9
	Barricades and Cones – Waste Removal	9
	Public Safety	10-11
	Acknowledgement of Ordinance and Fees	12
	Hold Harmless Agreement	12-13
	Definitions	14-15
	Addendums	
	Notification for Temporary Street Closure	16
	Public Services Traffic Loaner Program	17
	NCDOT Special Event Application – Temporary Street Closure and Guidelines	18-21

If all of the above sections apply to your event, please sign below.

Signature

Applicant and Event Organizer Information

This application should be used for all Special Events. Please complete, in detail, the information below. The application should be turned in **according to the application deadline schedule** prior to the event.

EVENT ORGANIZER

Company Name: _____

Type of Organization: Corporation LLC Non-Profit/Charitable Event Individual/Other

Contact Name: _____

Address: _____

Website Address: _____

Primary Phone Number: _____ Cell Phone Number: _____

Fax Number: _____ E-Mail Address: _____

On-site Contact Name and Number: _____

SECONDARY EVENT ORGANIZER

Company Name: _____

Contact Name: _____

Address: _____

Primary Phone Number: _____ Cell Phone Number: _____

Fax Number: _____ E-Mail Address: _____

Event Description

EVENT DETAILS

Please provide a description of your event. You may provide this information as an attachment if necessary.

Event Name: _____

Event Description

Is there an admission fee? Yes No if so, how much? Adult \$_____ Child \$_____

What is the anticipated attendance? Overall _____ Daily _____

Previous year's attendance (if applicable) Overall _____ Daily _____

Event Set-Up Date: _____ Actual Event End Date: _____

Event Set-Up Time: _____ Actual Event End Time: _____

Actual Event Start Date: _____ Event Tear-Down Date: _____

Actual Event Start Time: _____ Event Tear-Down Time: _____

Will alcohol be served or available for sale? Yes No

Site Plans

All applicants are required to submit a Site Plan/Map that includes a key showing the use of symbols for people, vehicles, and first aid station(S), cooking station(s), food tables, stage(s), platform(s), barricades, and designated alcohol serving areas, if applicable. The plan should also identify a 14-foot area for emergency vehicle access.

***NOTE:** If you need assistance creating the Site Map/Plan, please contact the Development Services (704) 638-5208 and staff will work with you.

Notification of Temporary Street Closures

APPLICANT RESPONSIBILITY

As a part of the permit process, organizers are responsible for notifying adjacent businesses, residents and other applicable parties prior to the street to notify all affected residents/businesses both on and adjacent to a proposed street closure. Therefore, this document can serve as a notification for the following proposed street closure. Additional attachments may be included as necessary.

Name of Person Responsible for Initiating this Notification: _____

Event Title: _____

A temporary street closure has been requested for the following date(s)/time(s) for the street listed.

Closure Start Date: _____ Closure Start Time: _____

Closure End Date: _____ Closure End Time: _____

Street Name(s) and Block(s):

SEE ADDENDUM A - NOTIFICATION OF INTENT TO TEMPORARILY CLOSE STREET FORM

Catering and Food Vendor Details

Food handlers must comply with applicable health department requirements. Event organizer is responsible for having all health permits in place for the event, including a certification of hold harmless for the City of Salisbury.

If a professional caterer will be hired for this event, please provide the following information and attach copies of the company's Liability Insurance Certificate, Health Certificate and ABC License if applicable.

Company Name: _____

Contact Name: _____

Address: _____

Primary Phone Number: _____ Cell Phone Number: _____

Fax Number: _____ E-Mail Address: _____

Please submit attachments if necessary.

Alcoholic Beverages

When serving alcohol, state laws apply to all dispensing and sale of beverages. Your site plan must clearly identify the boundary of the area where alcoholic beverages are to be served or sold. In accordance with Section 22-151(2) ABC permits must be obtained and a copy provided to the City of Salisbury no less than 15 days prior to the event. For additional information about state ABC requirements contact the Kannapolis/Rowan ABC Board at 704-633-1641 or visit the website at <http://abc.nc.gov/Permit/SpecialPermits>

Please describe your plan to ensure the safe sale or distribution of alcohol at your event.

Staging Details

STAGING DETAILS

The following items will be used at the event (Please mark all that apply)

- Amplified Music
- Live Entertainment
- Loud Speaker
- Stage
- Other _____

Please attach copies of the Insurance Binder or Certificate of Liability Insurance covering the above equipment no later than 15 days prior to the event.

Parking Details

Organizers should ensure that parking does not obstruct emergency vehicles and that no less than 14 feet right of way is provided. Please describe parking arrangements and provide a map if needed.

Please describe VIP, Event Staff and/or Volunteer Parking arrangements. (Please indicate location(s) on a map)

SHUTTLE SERVICE DETAILS

Will a shuttle service be provided from parking areas to the event site? Yes No

If yes, please describe the shuttle plan. (Please indicate pick-up and drop-off location(s) on Site Plan/Map).

If providing a private shuttle service, please provide the following information and attach copies of the company's Liability Insurance Certificate no less than 15 days prior to the event.

Company Name: _____

Contact Name: _____

Address: _____

Primary Phone Number: _____ Cell Phone Number: _____

Fax Number: _____ E-Mail Address: _____

Restrooms and Sanitation

RESTROOM FACILITIES

Some events will require the presence of portable restrooms and/or hand washing stations, and the use of these items may require the Event Organizer to meet ADA regulations. Please contact a rental company to determine the number of stations required based on the standard attendance to restroom ratio

Will Event Organizer provide portable restroom facilities? Yes No

If, so please provide the following information. (Please indicate location(s) on Site/Plan Map)

Company Name: _____

Contact Name: _____

Address: _____

Primary Phone Number: _____ Cell Phone Number: _____

Fax Number: _____ E-Mail Address: _____

Barricades and Cones – Waste Removal

BARRICADES AND CONES

In order to ensure the safety of our citizens and participants of events, it is necessary to use barricades and cones to mark or delineate the event sites. The number of barricades/cones for each event will vary and will be determined by the City staff. Please see **ADDENDUM B** for barricade and cone information.

WASTE REMOVAL

Event Organizers are responsible for contacting Public Services at 704-638-5256, 15 days prior to the event to arrange for waste receptacles. Event Organizers are also responsible for ensuring that all waste related to the event is collected and placed into the City-provided receptacles. This includes, but is not limited to emptying private trash bins and removal of waste from event site or other affected areas. Event Organizers must ensure the site is clean from debris at the end of the event prior to Public Services to picking-up the receptacles. Please see **ADDENDUM B** for waste removal information.

Barricades, Cones and Bins are subject to availability

To schedule an appointment for drop-off and pick-up of equipment please contact Public Services 704-638-5256.

Host Organization and/or Event Organization will provide a Certificate of Insurance in order to provide satisfactory evidence sufficient coverage for the types, limits, forms and ratings required by the City's Risk Manager or City Attorney or their designee.

Print Name

Title

Signature

Date

Certificate of Insurance naming the City of Salisbury as loss payee must be submitted with application.

Definitions

City of Salisbury code provides the following definitions used in making application for a permit:

ORGANIZED EVENT – an activity involving the use of, or having impact upon, public property, public facilities, parks, sidewalks, or public roadways in a manner that varies from its current use. Organized events include:

Neighborhood Events – small-scale organized activities that close local-service residential right-of-ways. These gatherings are initiated by local residents and are intended only for the neighborhood residents and their guests and may be held on public areas.

Parades, Races, and Walks – organized activities following a set course that involve full or partial temporary right-of-way -closure with 10 or more people and/or three or more vehicles in participation.

Public Street Festival – are organized events held by restaurants, food service establishment, business, winery and any other for-profit organizations where alcoholic beverages are sold and are regulated under section 22-151 or section 22-152.

Security and Safety Plan – a planning framework to assist with identifying emergency access, crowd managers, emergency notification methods, and how organizers will deal with emergencies. Details of the plan include number of officers required to ensure event security, first-aid and medical assistance stations, and event organizer responsibilities.

Special Events – refers to activities conducted in public areas which (i) are engaged in by ten (10) or more people and (ii) are not Demonstrations. The term Special Event shall be construed to a private organization celebration or sponsored event that is held in or on public areas that may require temporary right-of-way closure.

Other Events – any other event not otherwise identified above.

OTHER DEFINITIONS

ABC License – any event governed by this procedure that involves or includes serving alcoholic beverages and requires by law or ordinance an ABC permit or license.

Crowd Manager – person designated to review a crowd management plan and measures to implement crowd control with the jurisdiction to plan for the movement and assembly of people in a safe manner.

Fees – cost paid by the organizer or sponsor for application, use of City of Salisbury services, and other city incurred expenses to hold organized activities.

Event Organizer or Sponsor – shall mean the person who organizes, conducts, or intends to conduct a general, neighborhood, special, or parade, race or walk event or demonstration and is responsibly under a permit for ensuring the activity will be conducted in accordance with these regulations.

Parks – publically maintained recreation or park facility

Public Area –streets, sidewalks, alleys, lanes, walkways, highways, right of way, greenways, plazas, or squares owned or maintained by any governmental entity.

Temporary Right-of-Way Closures – Closing or restricting vehicle or foot traffic by blocking customary use of any public street or sidewalk for an organized activity, demonstration, or other reason.

ADDENDUM B

PUBLIC WORKS TRAFFIC LOANER FORM

The Event Organizer must contact Public Services (704-638-5260) at least **15 days** prior to the event to complete a Traffic Loaner Form. All items are subject to availability. *A copy of the Special Event Permit from Development Services must be provided at the time the Traffic Loaner Form is completed.*

The City of Salisbury Public Services Department assumes responsibility for delivery and pick up of loaned items at the venue address.

Signing under Event Coordinator or Designee Signature indicates your agreement to assume full responsibility of all Public Services items while in your possession. This includes risk of loss, theft, damage, or destruction of loaned items from any cause. Public Services staff will inspect for damage and loss when picking up items.

Please fill out the information below:

Event Venue Address: _____

Beginning Event Date: _____ Beginning Event Time: _____

Ending Event Date: _____ Ending Event Time: _____

Drop Off Date: _____ Drop Off Time: _____

Pick-up Date: _____ Pick-up Time: _____

Items Provided from Public Services *(to be filled out by Public Services employee)* Items determined by staff to be damaged or lost will result in a charge for replacement. *Please see table for replacement costs.*

Items Delivered	# of Items Loaned	Replacement Cost of Damaged/Lost Items*	# of Items Returned	Notes of Damage/Loss
Garbage Cans		\$60.00		
Recycling Cans		\$60.00		
Wooden Barricades		\$20.15		
Class II Barricades		\$35.48		
Cones		\$11.22 /each		

Cones and barricades must be stacked in a safe location for pick up.

Event Coordinator/Designee Signature: _____ Date: _____

Address: _____ Phone# _____

Public Services Employee Signature: _____ Date: _____

ADDENDUM C
NCDOT SPECIAL EVENT REQUEST FORM – TEMPORARY STREET CLOSURES

North Carolina Department of Transportation
Special Event Request Form
 Effective 7/31/15, Revised 2/25/16

This request form is required for non-governmental entities for all special events requiring a road, lane, and/or shoulder closure, or repurposing a State Highway System facility for something other than its intended use, except where a county or municipality is regulating the use of the highways in accordance with [General Statute §20-169](#). This form must be submitted with a formal request to the appropriate Division Engineer(s) at least sixty (60) days prior to the scheduled beginning of the event. See a listing of the Highway Divisions and their contact information at the following URL:

<https://apps.dot.state.nc.us/dot/directory/authenticated/UnitPage.aspx?id=630>

Section A: Event Information

Name of Event: _____

Type of Event: _____

County/Countries: _____

City/Cities: _____

Event Date(s): _____

Event Time(s): _____

Primary Sponsoring Organization: _____

Anticipated number of participants (estimate): _____

Anticipated number of spectators (estimate): _____

Approximate distance in miles: _____

Requested Action(s): Road Closure* Lane Closure* Shoulder Closure*
 (Check all that apply) Repurposing a State Highway System facility for something other than its intended use

*For closures, anticipated time road/lane/shoulder will actually close: _____ and re-open: _____

Section B: Contact Information

Director/Organizer Name: _____ Email: _____

Mailing Address: _____

Telephone 1: _____ Telephone 2: _____ Fax: _____

Responsible Local Government: _____

Local Government Contact: _____ Email: _____

Telephone 1: _____ Telephone 2: _____ Fax: _____

Responsible Law Enforcement Agency: _____

Law Enforcement Contact: _____ Email: _____

Telephone 1: _____ Telephone 2: _____ Fax: _____

Section C: Support Material (check list)

The following support documentation must be attached to this request before it will be considered (as applicable following discussions with the local Highway Division(s))...

- 1. Detailed location(s) of event including maps indicating proposed route(s) used by the event. Any changes to the proposed routes shall be submitted as soon as the change is made.
- 2. Detailed description of the event and how it will affect the route(s) used by the event.
- 3. Written acknowledgement and approval by all local governments whose jurisdiction the event is being held in.
- 4. Written acknowledgement and approval by local law enforcement and/or the State Highway Patrol.
- 5. Type, description, and location of any proposed temporary lane closures/interference, road closures/interference, traffic control and signing with appropriate maps, sketches, detour routes, and written acknowledgement from the agency providing the temporary closures/interference, traffic control, and/or signing accepting responsibility for such.
- 6. Description of notification to residents along the route as a safety and informational service.
- 7. Waiver modification or insurance (select one)
 - a. Addition of the State of North Carolina and the North Carolina Department of Transportation into participant release waivers (see Appendix A for example). A copy of a blank waiver shall be provided.
 - OR –
 - b. Certificate of liability insurance as follows:
 - General Liability, Each Occurrence: minimum amount of \$1,000,000
 - Description field: name and type of the event (as indicated in Section A, above)
 - Description field: the State of North Carolina and the North Carolina Department of Transportation named as additional insured parties (this is at the discretion of the individual insurance company)
 - Note – Additional liability insurance may be requested at the discretion of the Department

Section D: Terms and Conditions

The following applies to all approved events...

- 1. Requestor shall be responsible for proper closure of the lanes/roads according to the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#).
- 2. Requestor shall be responsible for providing all necessary traffic control using the appropriate law enforcement agency/agencies or individuals trained in traffic control as set forth in [General Statute §20-114.1](#).
- 3. Requestor shall be responsible for notification of all emergency services and other responders of any impending closures and/or interference.
- 4. Event shall be supported by, or endorsed by, the local governing body/bodies.
- 5. If the event is a bicycle race, requestor shall be responsible for following rules and statutes specific to bicycle racing as provided for in [General Statute §20-171.2](#).
- 6. Requestor shall ensure that all debris, litter, decorations, and other items associated with the event are removed following the event.

Section E: Signatures

Requestor Signature: _____

Date: _____

North Carolina Department of Transportation
Special Event Guidelines
July 25, 2014

The following guidelines apply to all special events (including, but not limited to, parades, festivals, bicycle rides or races, marathons, 5K walks/runs, concerts, etc.) being held on highways under the jurisdiction of the North Carolina Department of Transportation that involve a road closure, lane closure, or repurpose the highway (travel lanes or shoulders) for something other than their intended use. However, the following are not eligible for special events under these guidelines:

- State Highway System roads that have full access control
- Bridges that have limited alternative routes
- Segments of State Highway System roads with bridges that have limited alternative routes

I. Special Events held by Counties and/or Municipalities, or Sponsored by Counties and/or Municipalities
("Special Events Request Form" not required)

The North Carolina Department of Transportation is only reviewing for conflicts and concerns, and is neither approving nor denying these events.

- Counties and/or municipalities may approve the use of a highway or highways within their jurisdiction by processions, assemblages, or anything that may be construed as a procession or assemblage, in accordance with [§20-169](#). For bicycle races, see [§20-171.2](#) for additional information.
- Counties and/or municipalities should consult with their local Highway Division or District office to verify that the proposed special event will not (1) interfere with other planned special events and (2) impact, or be impacted by, planned maintenance or other activities. No other action by the North Carolina Department of Transportation shall be necessary.
- Counties and/or municipalities shall pass an ordinance approving or the special event, and place signs giving notice of the special event, in accordance with [§20-169](#). This ordinance is evidence that the county and/or municipality accept full responsibility for, and all liability related to, the special event. A copy of the ordinance should be forwarded to the local Highway Division office for their records. For bicycle races, see [§20-171.2](#) for additional information.
- The North Carolina Department of Transportation considers these events official actions of the county and/or municipality and they will be responsible for safety, traffic flow, traffic control, appropriate signing, and ensuring that all debris, litter, decorations, and other items associated with the event are removed following the event.

II. Special Events held by Non-Government Entities not Sponsored by Counties and/or Municipalities
("Special Events Request Form" required)

- Non-government entities desiring to hold a special event shall submit a formal request to the local Highway Division office where the event is planned.
- Non-government entities shall attach a completed "Special Events Request Form" to their formal request(s). The purpose of the form is to primarily collect information on the event itself and identify the responsible parties.

III. Examples (not all inclusive)

A. Bicycle Ride

- A non-government sponsored road rally is planned to ride bicycles between New Bern and Morehead City.
- The special events form is not required because the ride is not changing the use of the highway and the expectation is that the riders will follow the rules of the road and obey all traffic control devices.
- However, if there is an expectation that the event would re-purpose or close any part of the highway, including shoulders, then the form would be required.
- An example of re-purposing the highway would be to have hydration stations on the shoulder at regular intervals to provide water and sports drinks to the riders.

B. Municipal Christmas Parade

- A Christmas parade is planned by a municipality for a section of US 99 (Main Street).
- The “Special Events Request Form” is not required.
- However, the municipality shall consult with the local Highway Division notifying the Division of the date, times, and locations.
- After receiving notification from the Division that there are no known conflicts, the municipality shall pass an ordinance in accordance with [§20-169](#), place signs, and provide a copy of the ordinance to the Division.

C. Municipal Sponsored Festival

- A municipality is sponsoring a festival for a section of US 99 (Main Street) and several other adjoining secondary roads.
- The “Special Events Request Form” is not required.
- However, the municipality shall consult with the local Highway Division notifying the Division of the date, times, and locations.
- After receiving notification from the Division that there are no known conflicts, the municipality shall pass an ordinance in accordance with [§20-169](#), place signs, and provide a copy of the ordinance to the Division.

D. Local Club Triathlon

- A local club wants to close a portion of Lake Street (SR 9988) to hold a triathlon and have hydration stations on the shoulder at regular intervals to provide water and sports drinks.
- The “Special Events Request Form” is required identifying all State Highway System facilities affected by the event.

E. Bicycle Race

- A local club wants to close a portion of several State Highway System facilities to hold a bicycle race and does not expect racers to obey traffic control devices.
- The “Special Events Request Form” is required identifying all State Highway System facilities affected by the event.
- The local club must also follow all safety, traffic flow, and traffic control requirements in accordance with [§20-171.2](#).

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Kelly Baker

Name of Presenter(s):

Requested Agenda Item: Announcement regarding City Council's 2023 annual goal retreat.

Description of Requested Agenda Item: City Council will hold its 2023 Planning Retreat Wednesday, January 25, 2023 from 1:30 p.m. until 7:30 p.m. and Thursday, January 26, 2023 from 10:00 a.m. until 4:30 p.m. The Retreat will be held in Council Chambers at City Hall, 217 South Main Street.

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: Announce Retreat dates *(Please note if item includes an ordinance, resolution or petition)*

Contact Information for Group or Individual: Kelly Baker, 704-638-5233, kbake@salisburync.gov

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature

*****All agenda items must be submitted at least 7 days before the requested Council meeting date*****

For Use in Clerk's Office Only

Salisbury City Council Agenda Item Request Form



Please Select Submission Category: Public Council Manager Staff

Requested Council Meeting Date: January 17, 2023

Name of Group(s) or Individual(s) Making Request: Downtown Development Dept. & Downtown Salisbury, Inc., 501c3 partner

Name of Presenter(s): Announcement

Requested Agenda Item: 2023 Wine About Winter, Friday, February 3

Description of Requested Agenda Item: Downtown Salisbury, Inc. will host the 10th Annual Wine About Winter event Friday, February 3rd from 5:00 p.m. until 9:00 p.m. Tickets include a tasting pass for wine samples, and each ticket holder must be 21 or older. For ticket sales and detailed information, please visit www.downtownsalisburync.com or call (704) 637-7814.

Attachments: Yes No

Fiscal Note: *(If fiscal note requires approval by finance department because item exceeds \$100,000 or is related to grant funds, please fill out signature blocks for finance at bottom of form and provide supporting documents)*

Action Requested of Council for Agenda Item: N/A

Contact Information for Group or Individual: Latoya Price 704-638-5238 latoya.price@salisburync.gov

Consent Agenda (item requires no discussion and will be voted on by Council or removed from the consent agenda to the regular agenda)

Regular Agenda (item to be discussed and possibly voted on by Council)

FINANCE DEPARTMENT INFORMATION:

Finance Manager Signature

Department Head Signature

Budget Manager Signature