## COUNCIL MEETING AGENDA
### August 21, 2018
5:00 p.m.

<table>
<thead>
<tr>
<th>No.</th>
<th>Item</th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>Call to Order</td>
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<td>2</td>
<td>Moment of Silence</td>
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<td>3</td>
<td>Pledge of Allegiance</td>
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<tr>
<td>4</td>
<td>Welcome to the People’s House!</td>
<td>A reminder that City Hall exists for, of and by the people of our City and is inclusive of ALL!! Council and staff are here to SERVE YOU and to create a welcoming, inclusive, safe, and thriving environment for ALL to enjoy as you live, work, play, volunteer, visit, learn and participate in decision making in our great City!!</td>
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<tr>
<td>5</td>
<td>Proclamation:</td>
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<td>LIBRARY CARD SIGN-UP MONTH</td>
<td>SEPTEMBER 2018</td>
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<tr>
<td>6</td>
<td>Special Recognition(s):</td>
<td>Mayor Heggins will make special recognitions.</td>
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<tr>
<td>7</td>
<td>Consent Agenda:</td>
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<tr>
<td>(a)</td>
<td>Minutes.</td>
<td>Adopt Minutes of the Special meetings March 21-22, 2018, May 9, 2018, and June 13, 2018 and Regular meeting of July 17, 2018.</td>
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<td>(b)</td>
<td>U.S. Department of Justice – Justice Assistance Grant Application.</td>
<td>Requestor(s): Police Department Approve the Salisbury Police Department to apply for the 2018 Department of Justice Assistance Grant (DOJ).</td>
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<td>(c)</td>
<td>Budget Ordinance Amendment – Dixonville-Lincoln Memorial Project.</td>
<td>Requestor(s): Dixonville-Lincoln Memorial Project Task Force Adopt a Budget <strong>ORDINANCE</strong> Amendment to the FY2018-2019 budget in the amount of $38,288 to appropriate donations for the Dixonville-Lincoln Memorial Project.</td>
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<td>8</td>
<td>Resolution – Reconciliation.</td>
<td>Requestor(s): Mayor Al Heggins Presenter(s): Mayor Heggins and City Council Council to re-consider adopting a <strong>RESOLUTION</strong> regarding the 1906 lynching in Salisbury. This resolution recognizes the need for healing and serves as a step towards restorative justice.</td>
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<td>Presenter(s): Mayor Pro Tem Post</td>
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<td>10</td>
<td>Adopt an Ordinance: Z-05-2018 Parcels Along Statesville Boulevard.</td>
<td>Requestor(s): City of Salisbury</td>
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<td>Presenter(s): Preston Mitchell</td>
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<td>(a) Receive a presentation from staff</td>
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<td>(b) Hold a public hearing</td>
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<td>(c) Issue a Statement of Consistency and Statement of Reasonableness, and consider adopting an ORDINANCE to rezone the property.</td>
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<tr>
<td>11</td>
<td>Adopt an Ordinance: Z-06-2018 Parcels Along West Ritchie Road.</td>
<td>Requestor(s): Nelson and Kerry Bradshaw</td>
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<td>Presenter(s): Preston Mitchell and Nelson Bradshaw (Applicant)</td>
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<td>(a) Receive a presentation from staff</td>
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<td>(b) Hold a public hearing</td>
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<td>(c) Issue a Statement of Consistency and Statement of Reasonableness, and consider adopting an ORDINANCE to rezone the property.</td>
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<td>12</td>
<td>Resolution – Approve financing bids for Fire Station #6.</td>
<td>Requestor(s): Finance</td>
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<td>Presenter(s): Shannon Moore</td>
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<td>Presenter(s): Mayor Pro Tem Post</td>
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<td>(a) Receive a report</td>
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<td>(b) Hold a public hearing</td>
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<td>(c) Consider adopting the Resolution.</td>
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<td>Agenda Item</td>
<td>Requestor(s)</td>
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<td>13</td>
<td>Adopt the Rowan Tourism Development Authority Board Staggered Term schedule and approve upcoming vacancies.</td>
<td>James Meacham, Rowan County Tourism Development Authority</td>
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<tr>
<td>14</td>
<td>Authorizing sale of Parcel 018-048, located in the 600 block of South Clay Street.</td>
<td>Engineering</td>
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<tr>
<td>15</td>
<td>Resolution – Authorizing Upset bid process for the sale of Parcel 009-317, located in the 600 block of Caldwell Street.</td>
<td>Engineering</td>
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<tr>
<td>17</td>
<td>Appointments to Boards and Commissions.</td>
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<td>18</td>
<td>Public Comment.</td>
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<td>19</td>
<td>City Attorney’s Report.</td>
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<td>20</td>
<td>City Manager’s Report.</td>
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<td>(a)</td>
<td>SAFER Grant.</td>
<td>Fire Chief Parnell</td>
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<td>FY2018-2019 Goals and Outcomes.</td>
<td>Requestor(s): City Manager</td>
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<td>Presenter(s): City Manager</td>
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<td>21</td>
<td>Announcements:</td>
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<td>(a)</td>
<td>The third installment of Chit, Chat &amp; Chew, a series of town hall meetings, will be held Thursday, August 23, 2018 at Destiny City Church located at 2324 S. Main St beginning at 5:15 p.m. The meeting will provide citizens an opportunity to have interactive conversations with Council and staff and to share their concerns and ideas for their community. Dinner will be provided.</td>
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<td>(b)</td>
<td>Downtown Salisbury, Inc., in partnership with Hood Theological Seminary, Livingstone College, Rowan-Cabarrus Community College, and Catawba College will host the 6th Annual College Night Out Thursday, August 23, 2018 from 6:00 p.m. until 9:00 p.m. at the 100 Block of West Fisher Street. This event will have Free activities, giveaways, and live music to welcome local college students to Salisbury’s vibrant downtown a great place for a variety of shops, eateries, and entertainment.</td>
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<td>22</td>
<td>Council’s Comments.</td>
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<td>23</td>
<td>Mayor Pro Tem Comments.</td>
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<td>24</td>
<td>Mayor’s Comments.</td>
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<td>25</td>
<td>Adjourn.</td>
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City of Salisbury
North Carolina

PROCLAMATION

WHEREAS, a library card is the most important tool an individual can have; and

WHEREAS, libraries play an important role in the education and development of children; and

WHEREAS, library programs and resources serve people of all ages, from newborns to senior citizens; and

WHEREAS, libraries empower all people to pursue their interests, discover their passions and achieve their highest potential as learners and citizens; and

WHEREAS, librarians bring communities together, creating welcoming and inclusive spaces for students of all backgrounds to learn together; and

WHEREAS, libraries are constantly transforming and expanding their services to meet the needs of the communities they serve; and

WHEREAS, libraries are the foundations of democracy by providing equal access to the skills and knowledge necessary to fulfill our roles as active citizens; and

WHEREAS, libraries promote equity, making digital technology and information equally important to all; and

WHEREAS, libraries have served the citizens of Rowan County for over a century;

NOW, THEREFORE, I, Al Heggins, Mayor of the City of Salisbury, North Carolina, do hereby proclaim September 2018 as

LIBRARY CARD SIGN-UP MONTH

in the City of Salisbury, and encourage all citizens to Sign-Up for a library card as a vital educational resource and as a step toward lifelong academic achievements.

This the 21st day of August 2018.

Al Heggins, Mayor
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category:  □ Public  ☑ Council  □ Manager  □ Staff

Requested Council Meeting Date:  21 August 2018

Name of Group(s) or Individual(s) Making Request:  Mayor Heggins

Name of Presenter(s):  Mayor Heggins

Requested Agenda Item:  Special Recognitions

Description of Requested Agenda Item:  Special recognition of City resident and staff.

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:

☐ 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 Mayor’s Office Only

☐ Approved  ☐ Declined

Reason:
MEETING OF MARCH 21, 2018

The City Council of the City of Salisbury met at 1:00 p.m., Wednesday, March 21, 2018 at West End Plaza located at 1935 Jake Alexander Boulevard West with the following members being present:

PRESENT: Mayor Al Heggins, Presiding; Mayor Pro Tem David Post; Council Members Karen Alexander, William Brian Miller, and Tamara Sheffield; City Manager W. Lane Bailey; City Clerk Diane Gilmore, and City Attorney F. Rivers Lawther, Jr.

ABSENT: None.

Salisbury City Council and members of Management Team met at West End Plaza located at 1935 Jake Alexander Boulevard West. A moment of silence was taken. The meeting was called to order by Mayor Heggins at 1:00 p.m.

UPDATE – GOALS AND REVIEW

City Manager Lane Bailey commented the previous year’s retreat focused on policing and the need to fill vacant police positions and increase police salaries to match competitive rates in the area. He commended Council for including budget resources to accommodate Police Department needs.

Mr. Bailey noted Council appointed a Fibrant Advisory Committee who met in April 2017 and February 2018. He commented Council has adopted a Resolution for a referendum regarding a Fibrant lease agreement with Hotwire Communications.

Mayor Heggins asked for clarification regarding rumors the City would have to turn over operations to Local Government Commission (LGC). Mr. Bailey stated the LGC had expressed a concern regarding debt accrued by Fibrant, and he noted there is not a concern about the LGC taking over City operations because the bond payments are being paid.
Mr. Bailey reviewed Downtown Salisbury incentives and recent Gateway Park improvements. He noted the City is currently working with Black Point Investments regarding the Empire Hotel Project, and he would provide an update to the public at a later date. He referenced the Downtown incentives for the adaptive reuse of the building located on South Main Street.

Councilmember Miller asked Mr. Bailey to share information on the Bell Tower Green Park. Mr. Bailey suggested Executive Director of the Blanche and Julian Robertson Family Foundation, Jason Walser update Council at a later time. He reviewed expansion on the Greenway and the installment of Transit bus shelters. He pointed out the Carolina Thread Trail includes connections between Kelsey Scott Park and Jake Alexander Boulevard and added $700,000 was received in transportation alternative programs with a 20% match for Phase 4.

Councilmember Miller asked about updates regarding road conditions. Mr. Bailey deferred the question to Public Services Director Tony Cinquemani and Assistant Public Services Director Craig Powers. Mr. Cinquemani noted the department is making headway and completing projects. Mr. Bailey added the garbage collection route changes have freed staff time.

Councilmember Miller asked for an update regarding the Newsome Road construction. Engineering Director Wendy Brindle indicated she often receives complaints regarding the condition of Newsome Road, and she noted the widening project will begin October 2018. Ms. Brindle indicated there is an abundance of cut-through traffic in the area, and she pointed out alternative routes are available for use.

Mr. Bailey reviewed tactical goals regarding community outreach to promote transparency. He commented the City has a new Human Relations manager and recently held a bilingual community meeting. He referenced the Citizens Academy and Community Engagement programs that take place in the City. He commented a new program will begin late April and meet every other month with a focus on community needs. Communications Director Linda McElroy added the City will work with the United Way regarding a community survey.

Mr. Bailey reviewed Rowan-Salisbury School System and the City’s previous support of the two co-principals at Knox Middle School. He noted the current year’s funding was put toward the Science, Technology, Engineering, and Math (STEM) research program at Knox Middle School.

Mr. Bailey reviewed Planning and Development initiatives regarding pedestrian safety in all areas of the City. He reviewed the West End Transformation Plan, and he commented the City received $40,000 of Community Block Development Grant (CBDG) funds for the installment of sidewalks on Old Plank Road between Partee and Thomas Street. He noted the City received $760,000 for sidewalk improvements along Brenner and Link Avenue. He added a Stormwater drainage system and vegetation rehabilitation project, and he noted a partnership with the Julian Robertson Foundation and Livingstone College to plan the redevelopment to Monroe Street School. He reviewed Code Enforcement’s neglected Housing initiative to address housing blight
and revitalization, and he noted there are 15 houses to be demolished. He noted the collaboration with Rowan County Inspection Department to improve the development review process.

Mr. Bailey commented Salisbury-Rowan Utilities (SRU) provides quality water and wastewater services to Rowan County that protect the environment, promote public health, improve quality of life, support planned growth and maintain public trust. He added the City has interest in the Yadkin River and will participate in the relicensing of Alcoa’s Yadkin Project. He noted the City operates with 99.9% reliability regarding broadband infrastructure. He indicated $90,000 was requested for Wi-Fi hotspots inside and outside the downtown areas.

Mr. Bailey noted a plan to develop priority infrastructure improvements in the City, and he pointed out the FY2018-2019 budget will include funds to develop a concept plan for major streetscape improvements along Main Street. He added staff will apply for grants through the United States Department of Transportation. He commented focus groups were held in 2017 to gauge public interest and the results indicated sufficient support from the community.

Mr. Bailey commented the City will continue to make improvements to the City website and the marketing plan for branding. He noted the Salisbury Way will continue to seek innovative ways to keep employees engaged and improve customer service internally and externally.

**UPDATE – CAPITAL IMPROVEMENT PLAN**

Mr. Danny Martin and Mr. Stephen Miller with N.R. Martin Associates addressed Council regarding the General Fund. Mr. Martin reviewed the Capital Improvement Program (CIP), and noted the previous year’s program has been adopted. Mr. Miller provided Council a list of projects, and he referenced projects with a high priority. He noted the CIP totals $50 million over a 10-year period and commented $28.7 million would be new debt with the remaining $17 million paid from cash and $5 million paid from grant funds.

City Manager Lane Bailey noted the budget expenses include construction of Fire Station 6. Mr. Miller reviewed additional projects in the current fiscal year.

Mayor Pro Tem Post asked about Ketner Corner. Planning and Community Development Director Janet Gapen commented Ketner Corner is located at the corner of Innes Street and Mahaley Avenue. She explained the Ketner Corner is a pocket park project to honor Mr. Ralph Ketner and the original Food Lion Grocery store location. Mayor Heggins asked about the Kesler Mill renovations. Ms. Gapen commented the Kesler Mill project was introduced to the CIP as a placeholder for a future project. She commented the Kesler Mill project is in the planning phase, and she noted community meetings have taken place.

Mayor Heggins asked about Plaza renovations. City Engineer Wendy Brindle commented the Plaza budget for FY2017-2018 includes the standard interior renovations. Finance Director Shannon Moore commented a redevelopment fund of $100,000 will be included in the FY2018-2019 requested budget.
Ms. Gapen reviewed the Community Planning and stabilization funds that would address new housing needs. She noted the 5-year plan includes funds for the West-End housing stabilization project, and she added funds were set aside for the Acquisition Rehabilitation Resale Projects in the Chestnut Hill and South Lee Street areas.

Mr. Miller reviewed the General Fund cash flow. He provided Council information for FY 2018-2028 of project expenditures and revenues. He noted annual revenues are $42 million in the FY2018 budget and would increase from the proposed increase in taxes. He commented needs for additional revenues extend from operating expenditures with an expected increase of $31.2 to $39 million over a 10-year period that includes inflation and health insurance. He commented Fibrant expenses are expected to decrease from $3.3 million to $1.7 million in FY2019 and level out. He added the capital replacement fund is expected to increase from $2.1 million to $3 million with transfers. He added the goal is to keep the income at a healthy level. He stated the proposed gradual increases are necessary in order to pay for inflation and operating expenses.

Mr. Miller reviewed the Water and Sewer Fund. He indicated the water and sewer rate is based upon a yearly 2% annual tax increase that includes cost in rates, grant funds, cost savings, and cost consumptions. He noted having steady increases will avoid large lump sums when a major capital project is presented and commented the Water and Sewer Fund is capital intensive. He indicated that the CIP has grown in the last 5 years, and he commented the fund is building reserves to help prepare for high cost projects.

RECESS

Mayor Heggins made a motion to take a recess and all Councilmembers in attendance agreed unanimously to recess.

The meeting reconvened at 3:00 p.m.

VISIONING PROCESS

Mayor Heggins asked everyone in attendance to join the visioning process section of the retreat. Mayor Heggins introduced Mr. Warren Miller Founder and President of Fountainworks who served as facilitator.

a) Visioning Map of Salisbury in 2040

Mr. Miller asked the participants to envision Salisbury in 2040, and identify a persona, and how their groups hoped to describe Salisbury in the future. He reviewed and presented ideas from each table.

Mr. Miller asked each group to select a persona of choice to create a journey map that would include steps each persona would make in Salisbury year 2040.

b) Mission
Mr. Miller asked the group to brainstorm the City of Salisbury’s “why” and “how” to create mission statements for the City. Mr. Miller presented each group’s statements and asked the full group to identify a mission statement that appealed to them the most.

c) Values

Mr. Miller asked participants to work together in groups to develop five to seven core values for the City of Salisbury to present.

d) Refining vision, mission, and values

Mr. Miller divided participants into different groups and asked them to draft a vision, mission, and value statements for Salisbury. Mr. Miller reported two mission statements.

1) Salisbury is a collaborative City that creates and implements policies and programs fostering equity and sustainability.
2) A commitment to provide an equitable and inclusive and safe community that is responsive to the needs of citizens in order for the community to thrive and prosper.

There being no further business, Mayor Heggins made a motion to recess the meeting until Thursday, March 22, 2018 at 1:00 p.m. at the West End Plaza located at 1935 Jake Alexander Boulevard. All council members in attendance agreed unanimously to recess. The meeting was recessed at 7:30 p.m.

RECONVENE – THURSDAY, MARCH 22, 2018

Facilitator Warren Miller reviewed the community’s discussions regarding the City’s mission and visioning process. He reviewed the community’s conversations regarding the experiences that people have in Salisbury. He commented on the ideas shared in the group that included community development, small business, and economic development.

ECONOMIC AND DOWNTOWN DEVELOPMENT

Mayor Heggins commented on a potential meeting to address questions the public may have regarding the Fibrant referendum with Hotwire Communications. Mayor Pro Tem Post commented Fibrant debts must be repaid, and he added defaulting is not an option for the City. He noted Hotwire Communications is confident in the investment to the community. City Manager Lane Bailey noted there would be some Fibrant transitions such as phone services and other contracts that would need to expire. He indicated there is also a commitment to the employees to help find a jobs in the City organization.

Planning and Community Development Director Janet Gapen and Downtown Salisbury, Inc. Director Larissa Harper addressed Council regarding the Empire Hotel development. Ms.
Gapen commented the project is in the beginning stages and meetings with the developer continue. Ms. Harper stated staff is in consistent communication with Centralina Council of Governments (CCOG), and she noted the developer’s enthusiasm for Salisbury. She indicated a presentation would be given to the Historic Preservation Commission April 12, 2018 for the Landmark Designation application. Ms. Gapen discussed additional downtown redevelopment that includes building projects at 126 East Innes Street, and 121, 123, 125 South Main Street Courtyard project, and the relocation of the building located at the corner of East Innes Street and South Lee Street. Ms. Harper commented new small businesses having interest to move into the area and she reviewed downtown events. Ms. Harper indicated the Cheerwine Festival event would be a City event with support from Cheerwine. Parks and Recreation Director Nick Aceves noted $25,000 has been put toward event operations.

Mayor Pro Tem Post asked Council to consider ideas to help encourage building owners from maintaining vacant buildings. He also referred to an angel fund program which would help minority owned businesses. City Manager Lane Bailey commented downtown business owners are included in the Municipal Service District (MSD) and pay an increased tax rate.

Mayor Heggins introduced Rowan Economic Development Commission (EDC) Director Rod Crider. He indicated he works closely with the City with a focus on industrial development.

Councilmember Miller suggested a partnership with the Rowan County Chamber of Commerce to merge and create ideas to join work forces.

RECESS

Mayor Heggins made a motion to take a recess and all Councilmembers in attendance agreed unanimously to recess.

The meeting reconvened at 3:00 p.m.

COMMUNITY DEVELOPMENT

Councilmember Alexander led a discussion regarding the Greenway and construction of sidewalk improvements and the naming of sidewalks. City Engineer Wendy Brindle referred to projects near the V.A. Cemetery and noted the City is working with the community and Carolina Thread Trail to make Greenway connections possible.

Councilmember Alexander referred to the Bell Tower Green Park and asked the City to consider budgeting for ongoing maintenance and programming. Robertson Foundation Executive Director Jason Walser pointed out a current partnership with the foundation, the City, and Community Development Block Grant (CDBG) could help raise funds to be put toward streetscape projects.
Mayor Pro Tem Post stated a need to provide Wi-Fi capabilities to disadvantaged neighborhoods and students. Interim Fibrant Director Evans Ballard commented Wi-Fi would need to be placed in central locations. Councilmember Miller asked staff to provide data regarding recommendations of how to address economically disadvantage neighborhoods and the participation of Hotwire Communications with fiber optics and Wi-Fi location capabilities.

Mayor Heggins addressed Public Safety and a possible partnership with Cabarrus County and Rowan County. She suggested funds for a foreign object detection position be added to the budget. Police Chief Jerry Stokes noted there is a regional partnership that would help assist in certain situations. He noted K9 officers are trained for patrol and narcotic protection. Chief Stokes commented a trained K9 could cost $16,000. Fire Chief Bob Parnell commented Cabarrus County would assist and bring a trained K9 at no cost and added the City has worked with the County in the past. City Manager Lane Bailey noted staff training could be an option. Chief Stokes reviewed the impact of installing a metal detection system. Mayor Pro Tem Post asked Chief Stokes to review the department’s needs. Chief Stokes shared the department has staffing needs in the lab and data management, and he noted a need for new software.

Councilmember Sheffield asked Council to consider Code Enforcement and its needs, and she noted its connection to the community. Planning and Community Development Director Janet Gapen commented the department is in a good position with a great staff base and two vacant positions. Ms. Gapen noted last year’s budget included a $70,000 increase for abatement of deteriorating homes. She indicated each demolition project is a complicated and timely process that provides vital and positive outcomes to the community.

Planning and Community Development Manager Preston Mitchell addressed Council regarding Code Enforcement’s patrol boundaries. He also noted each officer patrols a large area, and he indicated the department needs new software. He commented about bulky item pick-ups and an amendment made to the Abatement Ordinance regarding the timeframe for violations. He noted the department will continue to lower the timeframe for opened violations to five and ten days versus one month. He indicated an increase in citation amounts, and he commented in the past citizens who are irresponsible choose to use the City as a mowing service during summer months due to the City’s citation fee being cheaper than the cost of hiring a mower service. He commented the estimated $40 mowing abatement fee has increased to $350, and he noted the increase has shown an immediate impact. Mayor Heggins asked would this fee impact those who are elderly and do not have family members to help and who are not being irresponsible but do not have the resources. She asked if violations were reviewed on a case-by-case basis. Mr. Mitchell commented every case is treated case-by-case, and he noted if someone contacted staff to explain or has reasonable explanation as to why they were not able to mow, staff could then work to help that citizen. He pointed out the department has to be careful not to treat people differently. Mayor Heggins agreed to not treat people differently but did not want the City to become a burden to those who are not being irresponsible. Mr. Mitchell commented a citation is not a ticket. Mayor Heggins agreed. Mr. Mitchell indicated once monetary citations are charged the City has exhausted resources to be able to work with someone’s needs. Mayor Heggins asked if data could be provided pertaining to the number of times staff went to a property to mow, before the increased fee of $350 and after the $350 increased fee. Mr. Mitchell commented data could be provided. Mayor Heggins commented she is curious regarding the high number of calls the City receives...
regarding people being irresponsible, and she asked for the data to include how many times the City has had to mow yards. Mr. Mitchell commented the dollar amount is in aggregate and noted citation fees only included the abatement amount, which is the same amount mowing contractors would charge the City for mowing services. He indicated the City had not charged for a mobilization fee or the two citation fees. He indicated the increased fees would include the mobilization fee as listed in the City Code, two citation fees, and the standard abatement fee. He commented a majority of the violators are considered regular customers and commented elderly or fixed income citizens are not typically subjects of the violations and staff would work one-on-one with them. Mayor Heggins asked for clarification regarding the initial $40 charge that has increased to $350. Mr. Mitchell commented he wanted to provide an example, and he noted he could provide exact amounts in a report. Mayor Heggins asked if $40 was the mowing fee. Mr. Mitchell agreed and noted the fee would depend on lot size and commented a larger lot would have a higher fee. Mayor Heggins asked for data for clarification. Mr. Mitchell agreed, and he noted once the fines issued are not paid, the fees are placed against the property as a lien. He commented the City does realize there is a balance. He indicated Code Enforcement is restructuring its department. Mayor Heggins commented to have further discussion at a different time. Planning and Community Development Director Janet Gapen commented citations are a complicated issue.

Mayor Heggins discussed a program called Congress of Neighborhoods, and she stated the program could be structured in a way to establish relationships beyond boundaries. Councilmember Alexander commented the Neighborhood Alliance Committee promotes similar ideas and suggested it could be expanded. Assistant City Manager Zack Kyle commented the Committee will meet April 19, 2018.

Mayor Heggins expressed an idea of a Mayor’s Equity Cabinet and she noted its purpose would be to help provide a common language throughout the community and she indicated it could provide a space for learning and understanding and review issues of equity and make recommendations to the Council. She shared the Mayor’s Equity Cabinet would help to establish a foundation for the community and staff to proceed in a manner to mitigate racism, prejudice, bias, and hate.

Mayor Heggins asked Council to consider a comprehensive piece regarding fair housing. She added more educational opportunities for landlord and tenants and updated testing are needed. Human Relations Manager Ann Little indicated the Community Development Corporation (CDC) had a great fair housing process in place and commented the Human Relations Committee (HRC) will establish a fair housing subcommittee and has an opportunity to partner with the CDC.

Mayor Heggins requested an update to the Human Relations Ordinance.

Mayor Pro Tem Post expressed a desire to explore smaller bus and vans for public transit. Mayor Pro Tem Post commented alternative methods could be used to provide lower costs of transportation. Transit Director Rodney Harrison indicated the City of Charlotte has recently added a rail line that consolidated the City’s two modes of transportation.

Mayor Heggins asked about the current living and minimum wage for City employees. Mayor Heggins proposed that the minimum wage rate should begin with a pay rate of $12.00 per
hour and asked the increased rate to be added to the budget. Human Resources Director Ms. Kennerly noted the department has researched wage increases and is open to adjustments. She noted it would create compression issues and would need to be reviewed in great detail. Mayor Heggins suggested a study be conducted. Mr. Bailey commented a presentation could be provided at the budget work session that shows information and potential budget impacts.

RECESS

Mayor Heggins made a motion to take a recess and all Councilmembers in attendance agreed unanimously to recess.

The meeting reconvened at 5:45 p.m.

YOUTH OPPORTUNITIES

Mayor Pro Tem Post and Councilmember Sheffield discussed Council’s goal to support partnerships with the School Board, early childhood interventions, Pre-K programs, charter school district, and options for Youth Council. Human Relations Manager Ann Little shared the Salisbury Youth Council will partner with the Parks and Recreation Department to maximize resources and share opportunities. She noted the Salisbury Youth Council graduation banquet will be held Wednesday, May 23, 2018. City Manager Lane Bailey noted Youth Council was a topic at the National League of Cities (NLC) Congressional meeting, and he added ideas were shared for future opportunities regarding Youth Council partnerships across the United States. Councilmember Miller asked if Council has a desire to consider a position for a liaison to the Youth Council to formalize needs and bridge potential connections. Councilmember Alexander commented Smart Start of Rowan County, Head Start, and the Apple Seed Program could be programs that the City could partner with that could benefit students.

WHERE DO WE GO FROM HERE – ESTABLISHING PRIORITY GOALS

Facilitator Warren Miller worked with Council to finalize and prioritize its proposed goals, incentives, and work studies.

Council had a discussion regarding the Mayor’s Equity Cabinet and guidelines.

Councilmember Miller was excused from the meeting by unanimous consensus at 6:45 p.m.

Mayor Heggins thanked everyone in attendance.

ADJOURNMENT

Motion to adjourn the meeting was made by Mayor Pro Tem Post. All council members
in attendance agreed unanimously to adjourn. The meeting was adjourned at 6:58 p.m.

____________________________________
Al Heggins, Mayor

____________________________________
Diane Gilmore, City Clerk
SPECIAL MEETING

PRESENT: Mayor Al Heggins, Presiding; Mayor Pro Tem David B. Post, Council Members William Brian Miller, Karen K. Alexander and Tamara Sheffield, City Manager W. Lane Bailey, Assistant City Manager Zack Kyle, City Clerk Diane Gilmore and City Attorney F. Rivers Lawther.

ABSENT: None.

Mayor Heggins and members of City Council met in a Special session in Council Chambers, 217 South Main Street. The meeting began at 2:00 p.m. and a moment of silence was taken.

GOALS

Facilitator Warren Miller led Council in a discussion regarding a review of the goals established at its annual retreat, and he explained the importance of prioritizing goals which would provide staff with information to prepare a recommendation for the budget.

Mr. Miller shared information regarding the three focus areas of the goals. He explained Council would review the status from the retreat with the Vision developed from the community. He shared this would include the Mission and Value statement. He reviewed economic initiatives, downtown development and youth Initiatives.

Mr. Miller reviewed the One Year Tactical Plan developed by the previous Council.

Mr. Miller gave Council the opportunity to retain or remove any goals from the previous year. He stated some goals may be ongoing but operational.
Mayor Al Heggins asked for clarification regarding the development review process. Planning Director Janet Gapen explained the goal was to improve communication between the Development Services Department and the Rowan County Building Inspections Department.

Mayor Heggins asked if the study had been completed on improving animal control. Police Chief Jerry Stokes informed Council that Code Enforcement works with Rowan County Animal Control regarding complaints during the day. He also shared the Police Department will answer barking dog calls if needed.

Councilmember Brian Miller suggested external resources be included as part of a transportation system plan. Transit Director Rodney Harrison shared there would be opportunities to apply for grant funding for a five year transit plan.

City Manager Lane Bailey stated additional information will be included in the budget regarding a living wage for City employees.

Warren Miller shared information regarding the Vision Statement discussed at the Retreat. Councilmember Miller asked for a comparison of the current Vision Statement versus the new ideas. Mayor Pro Tem Post stated he liked the current Vision Statement and shared concerns about changing the Vision Statement every year. Councilmember Alexander agreed with Mayor Pro Tem Post. Councilmember Sheffield stated the Vision Statement could be improved on with changes made to the current statement with the new ideas presented. Councilmember Miller stated he liked the Mission Statement and agreed the Vision Statement could be improved. Mayor Heggins stated the Vision Statement should be clear, understandable and speak to what we inspire to be as a City.

Warren Miller shared information regarding the Mission Statement discussed at the Retreat. Mayor Heggins stated there could be improvements made to the Mission Statement.

Warren Miller shared a list of values discussed at the Retreat in regards to the Values Statement.

Mr. Bailey noted a discussion regarding the Vision, Mission and Value statement could be part of the discussion at the upcoming Chit, Chat and Chew.

Council discussed various formats on how to prioritize goals.

Chief Stokes provided Council an update on staffing within the Police Department. Chief Stokes reviewed current staffing levels, and he pointed out the Police Department is at 80.2% sworn staff. He shared information regarding separations and resignations. Mayor Heggins asked if employees who resigned were given an opportunity to have an exit interview. Chief Stokes stated voluntary exit interviews are conducted through the Human Resources Department.
Chief Stokes updated Council on positions unfilled as of May 2018. He shared the Rowan County Sheriff’s Department would continue providing assistance. He noted May 2018 was the only month assistance was not provide by the Rowan County Sheriff’s Department. Mayor Heggins asked how often the assistance from the Rowan County Sheriff’s department was needed. Chief Stokes stated their assistance depended on the vacancies within the police department.

Chief Stokes noted the City of Salisbury per capita data as reported by the Federal Bureau Investigation (FBI) for 2016, and shared data for surrounding cities.

Chief Stokes shared data from a Springsted Assessment 2013-2014. He noted crime in the City of Salisbury was much higher when compared to other cities. Mayor Pro Tem Post asked if there was a current report available. Chief Stokes commented he could provide current information at a later date.

Chief Stokes shared information regarding response times. He shared 2017 crime data compared to 2016 and 2018 crime data through April 29, 2018.

Chief Stokes provided Council an update on the violent crime rate. He stated Salisbury is 86% above national average for violent crime and has been for decades. Chief Stokes provided Council an update on the Homicide rate. He stated Salisbury is 188% above national average for violent crime. Chief Stokes provided Council an update on the robbery rate. He stated Salisbury is 120% above national average for robbery crimes. Chief Stokes provided Council an update on the rape rate. He stated Salisbury is 40% above the national average rape rate. Chief Stokes provide Council an update on the aggravated assault rate. He stated Salisbury is 69% above national average for aggravated assault.

Councilmember Miller asked if there were any local satellite offices and what the benefits are for these offices. Chief Stokes stated at one time there was a satellite office at Hall’s Gym, but it has been closed.

Chief Stokes shared the National Highway Traffic Safety Administration (NHTSA) reports Rowan County as the 11th worst in the state for fatalities and injuries.

Councilmember Sheffield asked for clarification regarding an initiative to remove illegal guns from City streets. Chief Stokes stated the Alcohol, Tobacco, Firearms and Explosives (ATF) mission is to remove illegal guns. Mayor Heggins asked for clarification on seized guns. Chief Stokes replied some of the weapons are used for the Police Department to purchase new items, some used for evidence retention, and some are destroyed.

Chief Stokes stated the department is in need of four patrol officers and two detectives. City Manager Lane Bailey stated the six positions could be funded through the General Fund balance. He indicated funding could be provided for FY18-19 and noted a budget adjustment could be made once department is fully staffed. He added the
projected savings from Hotwire could cover the Police Department staff appropriation for FY19-20 and he asked if Council agreed. Mayor Pro Tem Post and Councilmember Alexander agreed.

RECESS

Mayor Heggins made a motion to take a ten minute recess. All Councilmembers in attendance agreed unanimously to recess.

The meeting reconvened at 5:27 p.m.

City Manager Lane Bailey asked Council to schedule a meeting to hold a public hearing for the refinancing of the 2016 Series Installment Financing for Fibrant. By consensus, Council set a date for the public hearing for Wednesday, May 24, 2018.

CAPITAL IMPROVEMENT PLAN REVIEW

Mr. Denny Martin, consultant with Martin McGill, reviewed the General Fund Capital Improvement Plan (CIP) and informed Council the largest variables are the capital assumptions for next year’s budget and beyond the 10 year Capital Improvement Plan (CIP). Steve Miller reviewed with Council the range of projects within the CIP.

Mr. Miller stated the financials for the general fund for FY2018 consist of projects, revenues and expenditures through 2028 and account for the inflation, operating costs, needs of the police department and the CIP. He stated that the way to fund the expenditures would be the proposed one cent equivalent tax increase for 2019 and a proposed one and one half cent equivalent increase each year thereafter for the next ten years.

Mr. Bailey stated that if there is growth in other revenue it would offset the tax increase and would not take into account 2020 being a tax base re-valuation year. Mr. Martin noted an average of one half of one percent annual growth was used.

Councilmember Alexander mentioned her concern for the increase and how much higher Salisbury is verses other cities, and she asked if the increase will have a negative impact on economic development.

Mr. Bailey stated that possible options for increasing revenue other than through a tax increase could be with a motor vehicle tax, property taxes or changing storm water fees.

Councilmember Alexander asked if the City is self-funded for retirement. Mr. Bailey stated that the Local Government Retirement in North Carolina is the third strongest public pension fund at nearly 97.5% funded.
Mr. Martin advised that the capital assumptions for the next 10 years are based on the decisions the City makes to the infrastructure, and once the sequence of those investments and timing is determined, Martin McGill will be able to provide better information regarding financials for the CIP.

Councilmember Alexander asked where the funds for the Empire Hotel come from. Mr. Martin stated it could be moved from another category such as the Downtown Incentive program.

Councilmember Alexander stated the asphalt resurfacing budget seemed low due to the current street issues. Councilmember Miller stated the budget is to keep the City at the current status. Assistant Public Services Director Craig Powers stated the goal is for all roads to be paved within 50 years with a goal of 25 years.

Councilmember Miller asked Mr. Bailey how to proceed with this information regarding the CIP. Mr. Bailey asked if Council had any changes, and he noted items would be in the budget for FY 2018-2019.

Mayor Heggins asked if the Vocational Trade program was to support the RCCC initiative through Parks and Recreation. Mr. Bailey confirmed.

Mayor Heggins asked for clarification regarding the West End transformation and the Robertson Foundation matching funds. Planning Director Janet Gapen mentioned a private donation of $100,000 for a program to be announced at the next City Council meeting. Mayor Heggins asked what would happen if matching funds did not reach the $200,000. Mr. Martin advised the full $400,000 would still be expended.

Councilmember Miller asked staff to change the name of the Maxwell Chambers Property Park to Belltower Green. He added the budget for the park is $9.5 million but the non-profit has raised $6.2 million so far with the intent for maintenance and program support to come from the non-profit. Mr. Miller stated there is $350,000 included from the City. Councilmember Alexander stated that is for infrastructure and the park needs more funding. Mayor Pro Tem Post asked about parking and Councilmember Alexander advised it is in the plan.

Councilmember Miller asked about the amount of capital funding that is allocated to Hurley Park. Councilmember Alexander noted there is an agreement between Hurley Park and the City for sharing costs. Parks and Recreation Director Nick Aceves shared there is no capital put into Hurley Park at this time but structural repairs will be needed within the next 10 years.

Mayor Pro Tem Post asked if healthcare are costs included in the CIP. Mr. Martin advised healthcare costs are included in the CIP. Finance Director Shannon Moore noted there will not be an increase in healthcare costs to the employees or the City for the FY19.
Councilmember Miller asked Mr. Bailey how to proceed. Mr. Bailey asked Council to notify him with any proposed changes, and he shared a work session will be scheduled at a later date.

**ADJOURN**

Motion to adjourn the meeting was made by Mayor Pro Tem Post. All Council members in attendance agreed unanimously to adjourn. The meeting was adjourned at 6:19 p.m.

__________________________
Al Heggins, Mayor

__________________________
Diane Gilmore, City Clerk
SPECIAL MEETING

PRESENT: Mayor Al Heggins, Presiding; Mayor Pro Tem David Post; Council Members Karen Alexander, William Brian Miller and Tamara Sheffield; City Manager W. Lane Bailey; and City Clerk Diane Gilmore.

ABSENT: City Attorney F. Rivers Lawther.

Salisbury City Council met in Council Chambers in City Hall located at 217 South Main Street. The meeting was called to order by Mayor Heggins at 4:00 p.m. and a moment of silence was taken.

PLEDGE OF ALLEGIANCE

Mayor Heggins led those present in the Pledge of Allegiance to the United States flag.

BUDGET – COMMUNITY DEVELOPMENT BLOCK GRANT AND HOME PROGRAM FUNDS

Planning Director Janet Gapen provided an overview of the Community Development Block Grant (CDBG) and HOME programs. She noted the U.S. Department of Housing and Urban Development (HUD) had a delay when issuing funds. She reviewed the City will receive $457,611 in FY18-19 and noted the amount increased from last year.

She reviewed the Consolidated Plan for 2018-2019, and she noted the following Action Plans would determine how limited annual federal formula funds could be used.

- Goal 1: Affordable Housing – Rehabilitation of Existing Units.
- Goal 2: Public Infrastructure Improvements (Sidewalks).
• Goal 3: Provision of Public Services.
• Goal 4: Update Analysis of Impediments to Fair Housing Choice (Al) Report.
• Goal 5: Continue making effective progress toward five-year goals.

Ms. Gapen noted a public input session was held February 15, 2018, and a public hearing was held February 20, 2018.

Ms. Gapen reviewed the estimated funding for the coming fiscal year:

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDBG</td>
<td>$274,883</td>
</tr>
<tr>
<td>HOME Program</td>
<td>$152,778</td>
</tr>
<tr>
<td>Program Income</td>
<td>$30,000</td>
</tr>
<tr>
<td>Total</td>
<td>$457,661</td>
</tr>
</tbody>
</table>

Mr. Gapen then reviewed the CDBG proposed budget:

• Housing Activities
  o Owner-occupied Rehabilitation $118,888.80
  $118,833.20

• Infrastructure Activities
  o West End Sidewalk Project (West Monroe Street) $40,000.00
    $40,000.00

• Public Services (15 percent cap)
  o Rowan Helping Ministries $16,730.00
  o Family Crisis Council $11,000.00
  o Community Care Clinic $9,000.00
  o Salisbury Youth Employment $5,500.00
  o Gateway Freedom Center $3,500.00
    $45,730.00

• Program Administration (20 percent cap)
  o General Administration $45,976.60
  o Fair Housing Activities $15,000.00
    $60,976.00

• Debt Service – Park Avenue Center $39,287.60
  Total CDBG Funds $304,883.00

Ms. Gapen reviewed the HOME Investment Partnership Program proposed budget:

• Owner-occupied rehabilitation $144,131.00
• Program Administration $8,647.00
  Total HOME Program $152,778.00

Combined Total
CDBG and HOME Programs: $457,661.00
Mayor Heggins asked about the Announcements of Impediments (AI) process. Ms. Gapen commented HUD has delayed AI information, and she commented the AI process and name could change.

Mayor Heggins asked how the Owner-Occupied Rehabilitation (OOR) process works. Ms. Gapen commented participants submit applications and become involved with the rehabilitation programs. She noted citizens can submit an application at any time, and she encouraged citizens with a need for living assistance to apply.

Mayor Pro Tem Post asked about the debt service on Park Avenue Center. Ms. Gapen explained funds owed are an estimated $100,000 to $200,000. Mayor Pro Tem Post asked who funded the loans. Ms. Gapen commented the funds were borrowed from HUD and are an advance against future CDBG allocations. Mayor Pro Tem Post asked if allocations would expire once the loans are paid. Ms. Gapen commented the allocations would not expire and HUD funds would not be reduced. Mayor Pro Tem Post asked if the City owns the Park Avenue building. Ms. Gapen agreed.

Councilmember Miller asked Finance Director Shannon Moore about the HUD section of budget workbook. Ms. Moore commented once FY18-19 begins the City will owe $148,000 toward HUD loans. She indicated the amounts borrowed from HUD helped build a new community center at Park Avenue Center.

Thereupon, Councilmember Alexander made a motion to approve the FY2018-2019 budget for Community Development Block Grant and HOME program funds. Councilmember Miller seconded the motion. Mayor Heggins, Mayor Pro Tem Post, and Councilmembers Alexander, Miller, and Sheffield voted AYE. (5-0)

ROWAN-SALISBURY SCHOOLS

City Manager Lane Bailey presented Council with a funding request from Rowan-Salisbury School Systems. He introduced Rowan-Salisbury School Superintendent Dr. Lynn Moody. Dr. Moody thanked Council for its consideration, and introduced Overton Elementary School Principal Candice Austin and Isenberg Elementary Principal Marvin Moore. She commented the schools are divided by community districts.

Ms. Austin asked Council to consider funding to help educate teachers on Science, Technology, Engineering and Math (STEM) training and fund teacher stipends. She noted schools would like to integrate STEM programs provided by Discovery Education.

Councilmember Alexander asked about the $3,200 training cost per teacher, and she also asked if teachers citywide would be eligible for the program. Ms. Austin commented the program would include an application process and be made available to Salisbury High, Knox Middle, and Overton and Isenberg Elementary teachers based on the schools’ desire to integrate STEM learning.
Councilmember Alexander asked about Hanford Dole Elementary eligibility. Dr. Moody commented Hanford Dole Elementary is in the North school district and served by the North community. She added Koontz Elementary has a focus on resiliency training.

Mayor Heggins asked about resiliency training. Dr. Moody reviewed Koontz Elementary has a high poverty and trauma rate. She commented the school partnered with the University of North Carolina of Charlotte (UNCC) to train teachers on play therapy and trauma related teaching. She added district teachers would receive training to help better understand when teaching students who have experienced trauma.

Councilmember Miller asked if funding for STEM training would be considered a one-time request. Dr. Moody agreed. Councilmember Miller asked Mr. Bailey how the request could be funded. Mr. Bailey indicated the one-time request could be allocated from the General Fund Balance.

Councilmember Miller asked if $26,200 is an addition to funds already requested. Mr. Bailey agreed. Councilmember Miller commented he is in favor of the request. He asked if a regular meeting with Rowan-Salisbury School System could take place to help provide Council updates. He commented BB&T has created a sponsorship program for school principals to receive STEM training at no cost. Dr. Moody commented several teachers have applied for the BB&T grant.

Dr. Moody commented the newly built Wallace Educational Center is an asset to the school system and has an estimated 80 visitors per day. She indicated the district had 50 visits from various schools such as Chapel Hill and Hoke County to learn more about Rowan-Salisbury School System and its programs.

Councilmember Sheffield asked how many teachers would benefit from the requested STEM funding. Ms. Austin commented the written proposal supports 25 teachers with an estimated five to six teachers per school.

Mayor Heggins asked for the total of additional funds requested. Mr. Bailey commented $26,200.

Councilmember Sheffield asked about program funding. Ms. Austin commented $2,800 would help fund a maximum of 25 teachers, as a group. Dr. Moody commented the remaining funds would be used for teacher stipends to help compensate for training time and implementing STEM teaching.

Dr. Moody noted previous funding by Council helped middle school coding programs and a manufacturing program at Salisbury High.

By consensus, Council agreed to approve the $26,600 to fund STEM training as requested by Rowan-Salisbury School System. Mayor Pro Tem Post asked if a need for a motion to approve the funding request.
Mr. Bailey commented the motion would be at Council’s discretion. He reviewed Council voted in favor and approved CDBG and HOME funds, and he explained there would be a change to the managers recommended budget due to CDBG and HOME increased revenues and expenditures. He explained Council would be provided a list to include final budget adjustments for Council’s approval. Council agreed.

Mayor Heggins introduced Rowan-Cabarrus Community College English as a Second Language (ESL) teacher Ms. Roberta Mahatha, and she welcomed her to the community.

**GENERAL FUND DISCUSSION**

Mayor Heggins asked about funding for Rowan Little League funding. Mayor Pro Tem Post stated a previous Council decided to work with the Salisbury Community Foundation to make donations on behalf of the City.

City Manager Lane Bailey suggested a donation be made from FY17-18 budget. Councilmember Alexander commented she is in support of the Rowan Little League Softball tournament donation. Councilmember Sheffield asked the amount being requested. Mr. Bailey commented $5,000. Councilmember Miller asked if Rowan Little League could provide Council a budget breakdown where funds would be used.

Mayor Heggins asked if Rowan Little League would request funds annually. Parks and Recreation Director Nick Aceves commented Rowan Little League has intentions on returning to Council every year to request funding to help support the softball tournament held prior to the its World Series games. He noted a Rowan County donation of $5,000, a City donation of $5,000, and a Tourism Development Authority (TDA) donation of $15,000. By consensus, Council agreed to provide FY17-18 funds to Rowan Little League.

Mayor Heggins asked about the increased Human Relations Council (HRC) funding request. Human Relations Manager Anne Little commented the increased funds are in relation to the Martin Luther King, Jr. Celebration, and would help support a new HRC subcommittee designed to host community forums, fair housing programs, and address community concerns. She indicated the proposed funding is $25,000.

Councilmember Alexander asked about fair housing programs for HRC, and she commented the Housing Advocacy Commission (HAC) and the Neighborhood Alliance has a focus on fair housing programs. Ms. Little commented fair housing is a partnership of the HRC and Planning and Community Development Department and Community Development Commission (CDC) to help address fair housing needs. Assistant City Manager Zack Kyle noted the HAC has worked with fair housing programs in the past.

Mayor Pro Tem Post asked if HRC could offer a budget detail to help Council have a better understanding of the Human Relations department needs.
Councilmember Sheffield asked if HRC would continue to seek sponsorships and grants. Ms. Little agreed. Councilmember Sheffield asked if a budget detail could be provided in relation to proposed increased funding.

City Manager Lane Bailey suggested that the budget remain as it has been presented and staff could return to Council with recommendations.

Mayor Heggins indicated she would like to meet with Mr. Bailey, Mr. Kyle, and Ms. Little to discuss information provided by HRC.

**RECESS**

Mayor Heggins made a **motion** to take a ten minute recess and all Councilmembers in attendance agreed unanimously to recess.

The meeting reconvened at 7:00 p.m.

**GENERAL DISCUSSION**

Mayor Pro Tem Post asked about increase in personnel costs for Parks and Recreation Department. Councilmember Miller advised it includes four staff transferring to the Street Division and adding one position. Mayor Pro Tem Post spoke about the Capital needs that are not funded of nearly $3 million along with the $800,000 capital not budgeted.

Mayor Heggins asked if the Fred Evans pool resurfacing will cause pool closure if not completed. Public Services Director Tony Cinquemani advised it is safe and needs to be plastered to prevent painting as often. Parks and Recreation Director Nick Aceves advised there would be additional for repairs that includes keeping water in the pool and the pump running. He added there will also be an expense to purchase a pool cover estimated to be $10,000 to $12,000.

Councilmember Miller asked how the General Fund for fiscal year 2017-2018 will conclude. Finance Director Shannon Moore advised the General Fund would end on a positive note and will have final amount in mid-September.

Mayor Heggins asked about stabilizing and compacting underlying soils at the Salisbury Civic Center. Mr. Aceves explained the Civic Center has water issues that will require floor replacement, outside repairs, and landscaping. Councilmember Miller asked about the replacement plan for the Civic Center. Mr. Aceves commented there is a master plan for the repairs and the Parks and Recreation Department is waiting for recommendations.

Councilmember Sheffield asked what tennis courts would be resurfaced, and if the Dog Park will be omitted. Mr. Aceves advised the Dog Park will not be omitted, and the City Park tennis courts needs to be resurfaced.
RECESS

Mayor Heggins made a motion to take a ten minute recess and all Councilmembers in attendance agreed unanimously to recess.

The meeting reconvened at 8:55 p.m.

GENERAL DISCUSSION CONTINUED

Salisbury-Rowan Utilities Director Jim Behmer noted a third quarter update for meter replacements.

Mayor Heggins asked where new meter installation occurred. Mr. Behmer advised the meters were installed in China Grove, Granite Quarry, Rockwell, but meters were not installed in East Spencer because they are doing their own water project. Councilmember Alexander asked about East Spencer’s new system. Mr. Behmer advised the town is looking to finish water line upgrades in August, and he added Salisbury-Rowan Utilities will assist the town.

Mr. Behmer stated two fewer meter reader positions will be needed due to the efficiency of the new meters data collection. He added the Customer Service Department is able to provide realistic leak adjustments with the new system.

Mayor Pro Tem Post asked about Fibrant’s debt is in regards to water and sewer funding. Finance Director Shannon Moore advised it is currently at $7.1 million, and she noted the balance will be reduced to $6.8 million at the end of June 2018. Ms. Moore added the interest payments have always been paid, but the $300,000 principal payments started this year.

Mayor Pro Tem Post asked if increased water rates are because of inflation. Councilmember Miller commented inflation impacts the cost of chemicals and the cost for waste treatment. Mr. Behmer stated cost are heavily regulated by the state, and he noted costs include service contracts for tank maintenance, residual removal and gas price increases.

Councilmember Alexander asked if water rates increased due to upgrading equipment in China Grove and Salisbury. Mr. Behmer commented China Grove had a surcharge in rates due to debt, but he added debt has decreased 12% each year.

Mayor Heggins asked about the increased water and sewer rates. Mr. Behmer advised an overall 2.15% increase. He added the water rate increased by $0.09 per unit and sewer increased by $0.12 per unit at 748 gallons per unit. Councilmember Alexander asked how Salisbury’s water rates compares with other cities. Mr. Behmer shared Statesville had an increase of 3% for water and 3.5% for sewer, and Winston-Salem increased its rate 3.5% for water and 5% for sewer.

Mr. Behmer shared the idea of possibly changing the billing units to gallons since citizens have a better understanding of gallons than units.
Councilmember Alexander stated that the Town of Landis has water provided by Kannapolis with a monthly average of $109.11 compared to the City having the average at $69.76. Mr. Behmer shared the City does not charge an outside rate such as other cities do.

Councilmember Miller asked about the discussion of extending water lines to the lake and Dukeville residential areas. He added economic development has been completed in Granite Quarry, and South Rowan. Mr. Behmer advised that the water treatment plant is at half capacity so resources are available to sell or use for development.

Mayor Heggins asked what a bill for 5,000 gallons costing $69.76 would entail. Mr. Behmer advised the bill is based on how many people are in the household with that average bill consisting of two adults and one child. He added the City’s average could be nearly 4,200 gallons instead of the 5,000 North Carolina average.

Mayor Pro Tem Post stated with the meter replacements there will be some customers with higher water bills due to their previous meter malfunctioning. Mr. Behmer stated that the water bills may increase due to the new meters being more efficient and measuring more precise.

Mayor Heggins asked what happens if a tenant’s services are disconnected due to a landlord not fixing a leak, and she asked if the tenant would be held responsible. Mr. Behmer commented Code Enforcement handles those situations, but the new meters leaks are detected sooner. Ms. Moore advised the City works with tenants once the landlord makes repairs. Mayor Pro Tem Post shared it would be a legal matter between the landlord and tenant.

Councilmember Miller asked if homeowners are notified regarding leaks. Mr. Behmer indicated customers can setup email and text message alerts to make them aware when a leak is detected. He stated customers can be notified of leaks within 24 hours where before it might take up to six weeks.

Mayor Heggins asked if there is jurisdiction to charging the landlord for the amount of the leak adjustment the tenant receives instead of the City taking the loss. Ms. Moore advised the department would need to check with the School of Government. City Manager Lane Bailey suggested asking the City Attorney. He added Rowan Helping Ministries, the faith community, and other organizations are available to assist citizens with the water bills.

Ms. Moore indicated water rates increased 2.14%, and sewer rates increased 2.15%.

Mr. Behmer commented FY18-19 tap fees would not increase.

Mayor Heggins asked if increased water rates are necessary. Mr. Behmer advised increased rates are necessary this year due to funding needs, and he noted rates would be higher next year if the increase does not occur this year.

Mayor Pro Tem Post mentioned how detrimental it could be if someone hacked the system due to advanced technology. Mr. Behmer advised water is tested every 15 minutes at specific
Transit Manager Rodney Harrison discussed alternatives to transportation methods to be presented by the beginning of year 2019.

Councilmember Miller asked if there is a public or private company to use as an outside source to provide routes the City runs in order to help subsidize at a lower cost. Mr. Bailey shared that staff would work with consultants to see a footprint of areas the City serves. He mentioned the City currently serves outside the corporate limits but staff could look to provide more routes within the corporate limits, and possibly extend to corporate limits that are not served by the City.

Councilmember Alexander stated the Transportation Advisory board met with the Rowan County Transit System Director Franklin Barnes, and she indicated Mr. Barnes expressed an interest to work with Mr. Harrison in regards to Transit System study.

Mayor Pro Tem Post asked about the cost per mile per passenger increasing nearly 40% from $7.65 a mile in 2017 to $11.03 a mile in 2019. Mr. Harrison stated it includes the projected miles and cost of fuel increases, and he added when the overall budget increases, the cost per mile increases.

Councilmember Sheffield commended Mr. Harrison and the Transit Department for its performance and having five complaints, no break downs, vacancies, accidents, or injuries. She also mentioned decreased ridership. Mr. Harrison advised the decreased ridership is nationwide including in Charlotte and Greensboro. He mentioned on a upcoming study would show what changes could work for the City as well as the public’s wants and needs for buses, fixed routes, or ride sharing transportation.

Mayor Heggins asked if there are restrictions with the federal funding received to subsidize transportation and if there are restrictions to compete with private providers. Mr. Harrison stated the City is not considered a competitor with private providers, and he added many ride shares are considered a private relationship.

Councilmember Alexander asked if the City has a contract with a private partnership regarding Americans with Disabilities Act (ADA). Mr. Harrison shared the City works with Rowan County that contracts MV Transportation Incorporated to provide ADA transit system.

Councilmember Sheffield asked if the additional part-time transit staff help provide ADA services would be considered under the new program. Mr. Harrison disagreed and he noted he is looking to bring those services to the City if it can be done at a lower cost than MV Transportation, Inc.

Mayor Heggins asked if the Transportation Department has a partnership with other jurisdictions. Mr. Harrison shared a connection to the South with Rowan Express that begins at the Salisbury Train Station and continues through China Grove and Landis and stops at the Kannapolis Train Station. He stated he has been in contact with a team in Lexington to help systems go north toward Lexington.
Mayor Heggins asked how late buses run and if there is a guaranteed ride home. Mr. Harrison commented buses run until 7:15 p.m. on weekdays. He noted a partnership with Livingstone College where buses operate Friday and Saturday nights until 11:15 p.m., and on Sundays from 9:00 a.m. until 7:00 p.m. He commented any one can ride. Mr. Harrison advised there is no guaranteed ride home but it could be a possibility if there was a public/private with a rideshare company.

Mr. Bailey explained stormwater fees would decrease by $1 for residential customers and business owners might see an increase due to larger impervious surfaces. He added with the water and sewer rate increase of $1.45 and the $1 stormwater decrease, there would a $.45 increase to the residential bills.

Councilmember Sheffield asked how economic development can occur when there are increased stormwater fees for large industrial distribution centers.

Assistant Director of Public Services Craig Powers commented stormwater fees are calculated by the amount of impervious surface that is covered on the property such as asphalt or concrete driveways, parking lots, or buildings. He added stormwater flat rates are $4 per 2,500 square foot, and is equivalent to one residential unit or Energy Recovery Unit (ERU).

Councilmember Alexander asked how the City’s stormwater rates compares to other cities. Mr. Powers commented Concord and Kannapolis have different sized homes with higher rates, and Mooresville has lower rates.

Councilmember Miller explained stormwater fees are mandated by the State, and must be implemented to avoid fines.

Councilmember Sheffield asked how to explain the rate change to companies that have built businesses here with the understanding of the current stormwater fee. Mayor Heggins suggested explaining the impacts of stormwater runoff and the cost of handling water runoff to commercial owners.

Councilmember Sheffield asked if a customer is charged a flat rate even if there is no runoff. Mr. Powers noted the fee is charged no matter if there is water runoff or not to offset operations expenses such as street sweeping, repairing storm drains, handling creeks and monitoring water quality.

Councilmember Alexander asked about a credit policy if a citizen or business has an underground systems. Mr. Powers commented a credit policy is in place that if a property owner meets a standard there could possibly be a rate reduction. Councilmember Alexander requested the credit policy to be reviewed.

Councilmember Miller asked if the $500,000 increase in revenue for 2019 could be paid over more than a one year time frame, and he asked if staff could provide alternatives to the proposed stormwater rate charge.
Mayor Pro Tem Post asked about the $500,000 increase for Administration and Engineering. Mr. Powers commented it is the design and the implementation of projects that would be contracted out of the City.

Mr. Bailey reviewed the options presented to lower residential and commercial rates, or to cap commercial rates. He noted an interfund loan as an option for projects. Councilmember Miller suggested an interfund loan would be ideal but would like for the City Manager and department heads to bring provide options for the stormwater fees back to Council.

Mayor Heggins asked if the department could provide options to Council in regards to stormwater fees, and she asked staff to consider a balance of fairness for residential and commercial customers. Mayor Pro Tem Post requested an itemized list for projects needing to be implemented under the $500,000 increase.

Finance Director Shannon Moore advised commercial accounts are 75% of the impervious space of the City and generate 60% of the revenue, and the residential accounts are 25% of the impervious space and 40% of the revenue for stormwater fees.

Mayor Heggins shared Human Relations Council (HRC) would present Council an itemized list in August. She added other boards and commissions should be given the same opportunity to discuss their budgets. Mr. Bailey stated that could create another budget.

Councilmember Miller shared individuals are part of the budget process. He added the budget includes the Housing Advocacy Commission (HAC) and Community Appearance Committee (CAC) in Salisbury Community Planning Departments’ budget. Planning Director Janet Gapen advised each board has an opportunity to develop a series of goals and those requests are incorporated into the proposed budget.

Councilmember Sheffield asked about appropriations for each board and commission. Ms. Gapen stated each department lists boards and commissions and its needs under special projects budget item. Councilmember Sheffield suggested line items be included for the boards and commissions to see how the money is allocated.

Mayor Heggins referred to a North Carolina Metro Mayor’s Coalition (MMC) membership fee of $8,000, and she suggested the membership has no benefits. She asked Council to consider a membership with the North Carolina League of Municipalities (NCLM). Mayor Heggins requested to keep the Metro Mayor’s Coalition appropriations in the budget until the July 2018 meeting for a possible amendment.

*Councilmember Miller was excused from the meeting by unanimous consensus at 9:02 p.m.*

Mayor Pro Tem Post mentioned an Angel Fund Idea Center for entrepreneurial efforts, and he added he would like to see the City invest $25,000 in entrepreneurship.

Councilmember Alexander commented she would be in favor of the Angel Fund, but noted
a possible risk to tax payers by Angel Fund investments. Mayor Pro Tem Post commented an Angel Fund is a non-profit idea center. Mayor Heggins suggested the Angel Fund should its raise money, and she suggested the City offer support to the Angel Fund. Councilmember Alexander commented the City supports the idea of the Angel Fund but does not provide funds for Angel Fund entrepreneurs.

Mr. Bailey pointed out changes to the recommended budget made by Council in regards to the Community Development Block Grant (CDBG) and HOME funding to be increased with additions to revenues and expenditures. He also added an additional appropriation of $26,200 to the Rowan-Salisbury School System, and HRC will present budget details to Council. He mentioned alternative options would be presented to Council regarding stormwater fees and how fees are calculated.

Mr. Bailey commented residential flat rates could decreased to $3.50 instead of $4. He noted large distribution centers would pay $3,353 instead of $3,832 and have a loss of $234,000. He indicated a cap could be added to commercial fees as an option. Mr. Bailey noted $5,000 would be appropriated for the Rowan Little League softball tournament from the current budget. He referred to an Angel Fund and noted funds can be appropriated for operations but funds could not be loaned.

Mr. Bailey noted a discussion for a Food Lion and Ketner Plaza memorial monument to be located at the intersections of Mahaley Avenue, Innes Street, and Statesville Boulevard, and he noted the Plaza would be in honor of Mr. Ketner and Food Lion’s history. He commented the plaza project could be an opportunity to cleanup a corridor, and he pointed out the plaza would be close in proximity to the first Food Lion store. Ms. Moore indicated there was $100,000 budgeted three years ago in the Capital Improvement Plan (CIP). He commented it would be an opportunity to partner with Rowan County and Food Lion.

Mr. Bailey asked if Council supported reintroducing the $100,000 Food Lion Plaza Project to the CIP, and he noted the amount would be a start for the project. Councilmember Sheffield agreed the project should not be forgotten. Councilmember Alexander agreed. Ms. Moore asked if the $100,000 would be added to the CIP or the budget. Councilmember Sheffield responded the project would need to be development more before budget allocations could be determined.

ADJOURNMENT

Motion to adjourn the meeting was made by Mayor Pro Tem Post seconded by Councilmember Alexander. All council members in attendance agreed unanimously to adjourn. The meeting was adjourned at 9:15 p.m.

______________________________
Al Heggins, Mayor

______________________________
Diane Gilmore, City Clerk
REGULAR MEETING

PRESENT: Mayor Al Heggins, Presiding; Mayor Pro Tem David Post; Council Members Karen Alexander, William Brian Miller and Tamara Sheffield; City Manager W. Lane Bailey; City Clerk Diane Gilmore, 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 Heggins at 5:00 p.m.

PLEDGE OF ALLEGIANCE

Mayor Heggins led those present in the Pledge of Allegiance to the United States flag.

RECOGNITION OF VISITORS

Mayor Heggins welcomed all visitors present.

CHANGE TO THE AGENDA

Mayor Heggins noted the following change to the Agenda:

Independent Retailer Proclamation to be presented at 6:30 p.m.
PROCLAMATION

Mayor to proclaim the following observance:

CHICKWEED WEEK July 15 – 21, 2018

Mayor Heggins read and presented the Chickweed Week proclamation to the President of Chickweed, Inc. Ms. Sue McHugh.

RESOLUTION HONORING RETIRED CITY ATTORNEY F. RIVERS LAWTHER

Mayor Heggins recognized City Attorney F. Rivers Lawther who retired after 33 years of service to the City and the community.

Thereupon, Mayor Pro Tem Post made a motion to adopt a Resolution honoring F. Rivers Lawther. Councilmember Miller seconded the motion. Mayor Heggins, Mayor Pro Tem Post, and Councilmembers Alexander, Miller, and Sheffield voted AYE. (5-0)

RESOLUTION HONORING F. RIVERS LAWTHER.

(The above Resolution is recorded in full in Resolution Book No. 15 at Page No. 23, and is known as Resolution 2018-16.)

Mayor Heggins and Mayor Pro Tem Post presented F. Rivers Lawther with a Key to the City in recognition of his service and dedication to the City of Salisbury.

Mr. Lawther addressed Council and recognized the courage it takes for Council members to run for office, and he thanked Salisbury citizens and Councilmembers for allowing him to serve and be a part of the Salisbury family.

CONSENT AGENDA

(a) Minutes


(b) Sidewalk Encroachment 201 East Innes Street

Approve a sidewalk encroachment at 201 East Innes Street, along East Innes Street and South Lee Street, for installation of balconies.
(c) Ordinance – Amending Chapter 13 Traffic Control Signals and Stop Signs

Adopt an Ordinance amending Chapter 13, Article X, Section 13-326 relating to Traffic Control Signals and Section 13-332 relating to Stop Signs, of the City Code.

ORDINANCE AMENDING CHAPTER 13, ARTICLE X, OF THE CODE OF THE CITY OF SALISBURY, RELATING TO TRAFFIC CONTROL SIGNAL LIGHTS.

(The above Ordinance is recorded in full in Ordinance Book No. 27 at Page No. 88-113, and is known as Ordinance 2018-33.)

(d) Ordinance – Amending Chapter 13 No Turn on Red and Pedestrian Crossing Signals

Adopt an Ordinance amending Chapter 13, Article X, Section 13-327 relating to No turn on Red and Section 13-328 relating to Pedestrian Crossing Signals, of the City Code.

ORDINANCE AMENDING CHAPTER 13, ARTICLE X, OF THE CODE OF THE CITY OF SALISBURY, RELATING TO SCHEDULES.

(The above Ordinance is recorded in full in Ordinance Book No. 27 at Page No. 114-115, and is known as Ordinance 2018-34.)

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

UPDATE – POLICE CHIEF

Police Chief Jerry Stokes reviewed the Salisbury Police Department’s first and second quarter updates. He indicated a decrease to available staff positions and he recognized staff efforts to provide a diverse department. He commented on the increased crime rates from 2017 to 2018, and he noted a specific increase to robbery and shooting into occupied dwellings. He mentioned the increases in commercial and residential burglaries, and he noted increased automotive thefts with a decrease in motor scooters and trailer thefts. He reviewed an overall 7.2% increase in crime. He shared his concern and that staff is seeking opportunities and strategies to prevent violent and property crimes.

Chief Stokes stated the Police Department requested the Office of Justice Programs (OJP) assessment assistance to receive training to allow for better dispatch, response times, crime scene, and prosecutions. He commented officers are developing strategies, and he added the Department has applied for Federal Public Safety Partnerships.

Mayor Heggins asked if the OJP assessment would help the Police Department develop communication strategies. Chief Stokes commented the OJP would help and provide feedback during training. He noted staff works closely with the Communications Director Linda McElroy.
to develop a collaborative work plan. Mayor Heggins asked how community members were selected to be a part of the interview process. Chief Stokes commented the OJP provided criteria, and he helped to facilitate those interviews.

Mayor Pro Tem Post asked if the Department knows why there has been an increase in crime and if there is a plan in place to address the increase, and he asked if Council could help assist. Chief Stokes responded the department is looking into particulars for the increased crime rate. Chief Stokes noted the Department has applied for various grant funding and is working with Mr. Bailey for Police Department needs.

Mayor Heggins asked about community incentives. Chief Stokes commented problem-solving and engagement activities are helping officers become involved with community members, and he reviewed Salisbury Neighborhood Action Group (SNAG) meetings, Chiefs advisory board, community classrooms, Ice cream Truck visits, and National Night Out as community engagement opportunities.

PRESENTATION – CITY AND ROWAN-CABARRUS COMMUNITY COLLEGE CLASSES

Parks and Recreation Director Nick Aceves introduced Rowan-Cabarrus Community College (RCCC) Lead Program Manager in Training Services Tricia Staggers, and the Health Occupations Program Manager Casey Hinson.

Mr. Aceves shared City officials and staff met to discuss the idea of implementing trade skills programs. He commented he and other staff members from RCCC visited Opportunities Industrialization Center (OIC) for feedback on its program. He stated RCCC chose to offer forklift, certified billing coding, and light construction programs. He commented the City provided supplies, transportation, financial assistance, and a student graduation.

Ms. Hinson shared the City sponsored 20 students, and she noted 15 students successfully achieved National Health Care Association certifications. She indicated classes will start back in July 2018. She commented the Medical Billing course would prepare students to become entry-level medical billing clerks. She shared once students complete the programs, three credit hours would go toward an Associate’s Degree or a diploma in the Medical Office Administration field.

Ms. Staggers shared four, two-day forklift classes had been offered, and she noted two additional classes will be offered in 2018. She noted the programs have received State funding to purchase equipment for the Light Construction program, and she shared the City of Kannapolis was so inspired by RCCC and Salisbury’s programs that it decided to sponsor a similar program. She noted after a 20-week course students received a National Center for Construction Education Certification (NCCER).

Mr. Augusto Escoto thanked Council for offering classes for people to learn trade skills.
Mr. Sidney Smith stated the programs taught him skills and how to communicate with others.

Ms. LaraBeth Rodriguez thanked Council for the opportunity to take classes to learn a trade. She noted often times people are not able to afford school.

Mr. Alvin Merritt shared that the program was an awesome experience and helped increase his confidence.

Mayor Al Heggins thanked everyone for having a part in the success of the trade skills program.

Mayor Pro Tem Post asked if the program helped enhance student resumes and improve job prospects. Ms. Rodriguez added she recently received a job offer.

Councilmember Miller suggested Human Resources staff meet with the students, and he congratulated them on their achievement.

Councilmember Alexander asked if there were partnerships with the program and distribution centers in the community. She added RCCC partners with North Carolina Works (NCWorks) that allows students additional opportunities. Ms. Staggers commented students were given an opportunity to work on a Habitat for Humanity house in the community.

Mayor Heggins noted it was an inspiration to see the growth in the program.

PUBLIC COMMENT

Mayor Heggins opened the floor to receive public comments.

Mr. Ronnie Smith thanked retired Attorney Rivers Lawther for his service to the City. He thanked Council for its support for the enlargement of the National Veterans Cemetery, and he noted Rowan County veterans have received pre-approval from Washington, D.C. to enlarge the cemetery with support from the Greenway and Carolina Thread Trail. He asked for Council’s support for the Veterans Memorial wall and its placement, and he added the Yadkin River Park plans to create a 4,000-acre park.

Mr. Louis Chamber stated he resides at 120 West Bank Street and he shared a concern regarding the use of fireworks during holiday celebrations. He noted he has been in contact with the Police Department, but the persons setting off the fireworks stop when Police officers arrive to his neighborhood. He asked Council to consider banning the use of fireworks on City streets.

City Manager Lane Bailey commented the use of fireworks is prohibited in the City, and he suggested staff could help.
Mr. Jerry Shelby shared he resides in the Morlan Park area, and he expressed a need for affordable senior housing.

Ms. M.T. Sidoli thanked the community for its participation in Salisbury Pride Celebration, Juneteenth Day, and the Jazz and Blues Festival.

Mr. Tenkomenin Crowder shared his concerns in regards to the increased crime rate.

Ms. Renee MacNutt shared she was a recent victim of a residential burglary, and she commended the Police Department for its service. She asked for more information about the Office of Justice Programs (OJP) shared by Chief Stokes that include four steps to reduce crime.

Mr. Michael Kirksey shared his concerns regarding trains blocking intersections, and he added a concern about opium use in the community.

Mayor Heggins asked if the City has any contacts with the Railroad. Mr. Bailey commented the City has no control over tracks and noted sometimes trains will park to allow other trains to pass. Mayor Heggins asked if contact could be made with the Railroad to ask about trains stopped at intersections. Mr. Bailey agreed.

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

**CITY CODE AMENDMENT – CHAPTER 13 RESTRICTED TRUCK STREETS**

Engineer Technician Vickie Eddleman stated residents of Newsome Road have successfully made this roadway restricted to commercial trucks. She noted reports from citizens have proven how difficult it is to keep trucks from the roadway. She shared the Engineering Department is working with the Police Department and the trucking community in an effort to determine how the situation can be improved. She noted additional signage will be placed on Bringle Ferry Road prior to the intersection construction with Newsome Road. She shared additional signage will warn the truck drivers before turning onto Newsome Road. She explained portions of Newsome Road and East Innes Street currently do not have signs because trucks are allowed on the portion of Newsome Road between East Inness Street and Stokes Ferry Road. She noted staff would like to propose restricting truck traffic from the portion of Newsome Road from East Innes Street to Stokes Ferry Road. She shared the proposal allows additional signage to prevent drivers from accessing Newsome Road and staying on roadways which allow such traffic.

Councilmember Miller asked if Google Maps had been notified of the restricted area. Ms. Eddleman commented the Geographic Information System (GIS) staff has been in contact with Google Maps.

Mayor Pro Tem Post asked for clarification for the definition the word truck. Ms. Eddleman shared City Code defines a truck as a commercial vehicle of a certain description.
Mayor Heggins asked for clarification in regards to allowing delivery trucks to enter the neighborhoods. Ms. Eddleman noted the Ordinance would allow delivery trucks to be in the restricted area, but only if making a delivery.

Councilmember Sheffield asked for more detail regarding businesses in the area that could be affected by the restrictions. Ms. Eddleman noted the area is residential only.

Councilmember Miller made a motion to amend Chapter 13, Article X, of the Code of the City of Salisbury, relating to Restricted Truck Streets. Mayor Pro Tem Post seconded the motion. Mayor Heggins, Mayor Pro Tem Post, and Councilmembers Alexander, Miller, and Sheffield voted AYE. (5-0)

ORDINANCE AMENDING CHAPTER 13, ARTICLE X, OF THE CODE OF THE CITY OF SALISBURY, RELATING TO RESTRICTED TRUCK STREETS

(The above Ordinance is recorded in full in Ordinance Book No. 27 at Page No. 116, and is known as Ordinance 2018-35.)

PROCLAMATION

Mayor to proclaim the following observance:

INDEPENDENT RETAILER MONTH July 2018

Mayor Heggins read and presented a Chickweed Week proclamation to Director of Downtown Salisbury, Inc. Larissa Harper.

DOWNTOWN REVITALIZATION INCENTIVE GRANT 201 EAST INNES STREET

City Planner Kyle Harris provided Council with a request to consider approving a Downtown Revitalization Incentive Grant for a mixed-use office and residential construction at 201 East Innes Street referred to as Bankett Station. He noted the building would be a mixed-use office space for a health care management consultant and would employ 20 staff members and provide eight residential spaces. He noted the Downtown Incentive Program has existed since 2014 to promote economic growth in the Downtown Municipal District.

Mr. Harris reviewed the programs’ four incentive grants offer a maximum $200,000 package for qualified rehab and new construction projects:

- Building Renovation – 25% coverage of eligible cost, up to $50,000, for stabilizations and preservation of older, primarily historic properties.
- Residential Production – $7 grossed square footage of new or upgraded residential area to promote downtown residences.
• Residential Utilities – 50% coverage of eligible cost, up to $25,000, for installation or upgrade of water utilities where project cost exceed $5,000.
• Fire Suppression – 50% coverage of fire line cost, up to $25,000, for sprinkler system installation.

Mr. Harris commented incentive programs lower the cost of new residential construction projects and increase the demand for downtown retailers, restaurants, and services. He added programs help attract business and residents, increase tax base, and stimulate private investments.

Mr. Harris reviewed the construction would consist of a three-floor building with offices on ground level and four residential spaces on the second and third level. He noted the building will be at the intersection of East Innes and South Lee Street, and he noted the property has been vacant for an extended period of time. He noted a total estimated project cost is $2,863,800, and the applicant is requesting up to $142,204 to assist in the production of eight apartment units totaling 13,172 square feet.

Mr. Harris noted City tax revenue is estimated to be $206,100 over a 10-year period with a 0.7196% tax rate, and he commented a Municipal Service District (MSD) tax revenue rate of 0.176% and a gross sum of $50,400.

Mayor Pro Tem Post asked about the current budget for the incentive grant. Mr. Harris indicated the budgeted amount of $150,000 is for a project previously approved and scheduled to be completed in FY19-20. He noted once projects are completed, the expenses will be paid as detailed in the Capital Improvement Plan (CIP). Mayor Pro Tem Post asked City Manager Lane Bailey if it was standard procedure to fund projects outside fiscal years. Mr. Bailey agreed, and he noted projects can extend beyond a fiscal year. Councilmember Alexander asked if funds are provided on a first come first served basis as noted in the CIP. Mr. Bailey agreed, and he commented grants are approved at the Council’s discretion.

Mayor Pro Tem Post suggested Council require a refundable deposit for projects. Mr. Bailey indicated the Planning Department staff helps manage requested projects.

Mayor Heggins asked why incentives are provided on a first come, first served basis. Mr. Bailey noted it is at Council’s discretion and is a budget consideration. Mr. Harris noted applicant project outlines are required to show progress within six months, and applications are processed with staff. Councilmember Miller noted once the market is ready, applicants present their projects to staff and indicated projects should meet the criteria and provide cost estimates. He noted applicants must be in a particular stage in order to progress with a project. Planning Director Janet Gapen commented Revitalization Incentive Grant applications are not common.

Mayor Heggins asked about market demands in relation to the proposed project ideas. Councilmember Miller noted anyone can apply for a project in the MSD. Mayor Heggins asked how grant opportunities are created for a variety of contractors. She also asked how the City looks into options for Minority and Women-Owned Business Enterprise (MWBE). She asked about the process and criteria. Mr. Harris commented suggestions or changes can be at Council’s discretion.
Mayor Heggins convened a public hearing, after due notice thereof, to receive comments regarding the request for a Downtown Revitalization Incentive Grant.

Healthcare Consultant Partner Stan Jordan addressed Council and indicated he had recently purchased a warehouse near the new construction at 201 East Innes Street. He commented it would allow access to South Lee Street to help provide after hour parking. He shared he appreciates the City and its grant programs to help with new development projects.

Architect Pete Bogle addressed Council regarding the project and how the development could provide a safe environment for the City. He noted a large interest in Downtown living and thanked Council for providing incentive grants.

Councilmember Miller thanked Mr. Jordan for his interest in the Salisbury’s downtown area.

Ms. Renee MacNutt asked about the square footage and the approximate cost of rent. Mr. Harris noted the rent would be above market rate. Councilmember Miller noted the development would be the largest to scale for Salisbury.

Ms. M.T. Sidoli expressed a concern for affordable housing and its relation to tenants who will work at local shops and eateries. She asked Council to consider people’s budget and their living arrangement needs.

Councilmember Alexander noted Yadkin House Apartments provide subsidized rental units for various budgets and square footage needs. She noted the City’s transit as a great resource.

Ms. Keya Ruston stated she is a realtor with Keller William Reality and shared that local areas in this region are becoming over saturated. She expressed a need to make housing affordable and available to different needs. She asked Council about the portion of funds for first time home buyers. Mr. Harris indicated Ms. Ruston is referring to a different program.

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

Thereupon, Councilmember Miller made a motion to approve a request for a Downtown Revitalization Incentive Grant for up to $142,204 for a mixed-use construction project located at 201 East Innes Street. Councilmember Alexander seconded the motion. Mayor Heggins, Mayor Pro Tem Post, and Councilmembers Alexander, Miller, and Sheffield voted AYE. (5-0)

Mayor Heggins asked if a parking plan was in the works to address parking needs. Ms. Gapen agreed.

City Engineer Windy Brindle addressed Council regarding a downtown parking plan. She noted a discussion for on-street parking for Rowan County Library to help overcome its parking loss.
RECESS

Mayor Heggins made a motion to take a five minute recess and all Councilmembers in attendance agreed unanimously to recess.

The meeting reconvened at 7:25 p.m.

BOARDS AND COMMISSIONS

There were no appointments.

CITY MANAGER’S REPORT

(a) Update – Salisbury Fire Station 6

City Manager Lane Bailey presented Council an update regarding Fire Station 6 bids, and he noted the lowest bidder requested to withdraw its bid due to leaving items out of the offer. He indicated for the bidder to withdraw a public hearing date would need to be determined. He commented project Architect Bill Burgin will plan to meet with the second highest bidder to discuss the amount. He suggested adjustments be made to the Capital Improvement Plan (CIP) and noted an increase in material expenses and difficulties resourcing skilled labor. He asked Council to consider setting a public hearing Tuesday, August 7, 2018, to allow the withdrawal of the low bidder.

Thereupon, Councilmember Miller made a motion to set a public hearing for August 7, 2018, to excuse the low bidder from fire station 6. Mayor Pro Tem Post seconded the motion. Mayor Heggins, Mayor Pro Tem Post, and Councilmembers Alexander, Miller, and Sheffield voted AYE. (5-0)

ANNOUNCEMENTS

City Manager Lane Bailey announced applications are now being accepted for the 2018 Salisbury Citizen’s Academy. The academy is a 10-week program that meets each Thursday evening from 5:30 p.m. until 8:30 p.m. beginning September 6, 2018, and ending with graduation November 1, 2018. Participants will meet at various city facilities and have an inside view of City operations. Applications are available online at salisburync.gov/citizensacademy or by calling Kelly Baker at 704-638-5233. Applications are due by July 31, 2018.

COUNCIL COMMENTS
Councilmember Miller announced a Golf Cart Committee meeting will be held Thursday, July 26, 2018 at 5:30 p.m. at 1 Water Street. He added the Free Speech Committee meeting will be held Thursday, August 9, 2018 at 5:30 p.m. and a location would be determined by staff.

Councilmember Sheffield encouraged citizens to participate in the Citizens Academy. She commended the programs presented by Rowan-Cabarrus Community College and the Parks and Recreation Staff. She commended the Salisbury Police Department and its bravery during a recent hostage situation. She commented Chickweed, Inc. and its celebration event week, and she announced a free mobile mammogram station Wednesday, July 18, 2018 from 2:00 p.m. until 7:00 p.m. would be on site.

**MAYOR PRO TEM COMMENTS**

Mayor Pro Tem Post announced an Election Review Committee meeting will be held Wednesday, August 8, 2018 at 5:30 p.m. at 1 Water Street. Councilmember Alexander asked how the meeting is advertised to the public. City Manager commented a discussion could be had with Communications Director Linda McElroy.

**MAYOR’S COMMENTS**

Mayor Heggins commended the Police Department for handling the recent hostage situation with bravery and continuing to keep the community safe.

Mayor Heggins commented Chit, Chat, and Chew community engagements and reminded staff of the City’s Mission and Vision discussions.

Mayor Heggins stated she attended a Mayors Conference on Entrepreneurship July 10 through July 12, 2018 in Kansas City, Missouri. She noted the Kauffman Foundation paid for Mayors to attend and reviewed conference topics.

Mayor Heggins announced a Salisbury-Rowan Community Action Agency meeting on Tuesday, July 31, 2018 from 6:00 p.m. until 8:00 p.m. located at 1300 West Bank Street to discuss how funds are used in the West End Community.

Mayor Heggins asked Council to consider a Resolution at its August 7, 2018 meeting, and she noted the resolution is in regards to an African-American lynching in the early 1900s, and she commented she hopes the resolution can help move the community forward with restorative justice.

**CLOSED SESSION**

Mayor Heggins requested a motion to go into closed session.
Thereupon, Councilmember Miller made a motion to go into closed session to consult with an attorney as allowed by NCGS 143-318.11 (a)(3) and concerning an economic development matter as allowed by NCGS 143-318.11(a)(4). Councilmember Alexander seconded the motion. Mayor Heggins, Mayor Pro Tem Post, and Councilmembers Alexander, Miller, and Sheffield voted AYE. (5-0)

RETURN TO OPEN SESSION

By consensus, Council agreed to return to open session.

Mayor Heggins announced no action was taken in closed session.

HOTWIRE LEASE

City Attorney Graham Corriher provided Council an update in regards to the Hotwire Lease. He noted the LGC approved the refinancing of Fibrant’s debt from nontaxable bonds to taxable bonds. He indicated the lease calls for a 20 year a surety bond and noted the first bond is three year with $3 million and Hotwire would renew the bond in the first 90-days. He noted the owner of Hotwire, Inc. is willing to sign a guarantee for the performance of the lease. He commented Council has reviewed a Resolution to approve an amendment to the Fibrant’s lease agreement.

Thereupon, Councilmember Miller made a motion to adopt a Resolution to approve an amendment to the Fibrant lease agreement. Councilmember Alexander seconded the motion. Mayor Heggins, Mayor Pro Tem Post, and Councilmembers Alexander, Miller, and Sheffield voted AYE. (5-0)

RESOLUTION APPROVING FINANCING TERMS

(The above Resolution is recorded in full in Resolution Book No. 15 at Page No. 24 and 25, and is known as Resolution 2018-17.)

Thereupon, Councilmember Miller made a motion to set a public hearing for Tuesday, August 7, 2018 to receive public comments regarding the proposed Master Lease Agreement with Black Point Development for the Empire Hotel Project. Mayor Pro Tem Post the motion. Mayor Heggins, Mayor Pro Tem Post, and Councilmembers Alexander, Miller, and Sheffield voted AYE. (5-0)

Councilmember Miller added in addition to the public hearing scheduled for August 7, two public input sessions will be held Monday, July 30 from 5:30 p.m. until 7:30 p.m. and Thursday, August 2 from 8:00 a.m. until 10:00 a.m. Both public input sessions will be held in Council Chambers at City Hall.
ADJOURNMENT

Motion to adjourn the meeting was made by Councilmember Miller seconded by Mayor Pro Tem Post. All Council members in attendance agreed unanimously to adjourn. The meeting was adjourned at 9:22 p.m.

______________________________
Al Heggins, Mayor

______________________________
Diane Gilmore, City Clerk
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category: □ Public □ Council □ Manager □ Staff

Requested Council Meeting Date: 8/21/18

Name of Group(s) or Individual(s) Making Request: Salisbury Police Department/Jerry Stokes

Name of Presenter(s): Chief Jerry Stokes

Requested Agenda Item: Justice Assistance Grant Application Approval Consideration

Description of Requested Agenda Item: Council requested to approve the Salisbury Police Department receiving the 2018 DOJ Justice Assistance Grant. Funding is received annually and is based on Part 1 Crime Rate. Total county allocation is $40,514, with RCSO receiving $14,778 and SPD receiving $25,736. There is no match required and will be used to fund the following SPD needs: $15,000 data analytics software, $4,500 simunition training aids, $6,236 for evidence supplies for the new evidence truck.

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: Approve application to accept the funding.

Contact Information for Group or Individual: Chief Jerry Stokes 704-538-2133

□ 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 Mayor’s Office Only

□ Approved □ Declined

Reason:

Salisbury City Council
Agenda Item Request Form

Please Select Submission Category:  ☐ Public  ☐ Council  ☐ Manager  ☒ Staff

Requested Council Meeting Date:  August 21, 2018

Name of Group(s) or Individual(s) Making Request:  Dixonville-Lincoln Memorial Project Task Force

Name of Presenter(s):  Alyssa Nelson (staff), Emily Perry (chair)

Requested Agenda Item:
Council to consider adopting a Budget Ordinance Amendment to the FY 2018-2019 budget in the amount of $38,288 to appropriate revenue for the Dixonville-Lincoln Memorial Project.

Description of Requested Agenda Item:
The Dixonville-Lincoln Memorial Project Task Force has received a total of $38,288 from the following sources to be appropriated toward the Dixonville-Lincoln Memorial Project.

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)

Appropriation of grants, donations and commissions:

Private donations  $22,288
The Blanche and Julian Robertson Family Foundation grant  $10,000
The Margaret C. Woodson Foundation grant  $5,000
National Society of the Colonial Dames of America in the State of North Carolina  $1,000

Action Requested of Council for Agenda Item:
Adopt budget ordinance amendment to the FY2018-2019 budget to appropriate $38,288 to the Dixonville-Lincoln Memorial Project.

Contact Information for Group or Individual:
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:

S. [Signature]
Finance Manager Signature

[Signature]
Department Head Signature

Anna [Signature]
Budget Manager Signature

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

For Use in Mayor’s Office Only

☐ Approved

☐ Declined

Reason:
AN ORDINANCE AMENDING THE 2017-2018 BUDGET ORDINANCE
OF THE CITY OF SALISBURY, NORTH CAROLINA TO
APPROPRIATE DIXONVILLE DONATIONS

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

Section 1. The City’s Community Planning Services Department has received several
donations and local grants for the Dixonville Cemetery project.

Section 2. That the 2017-2018 Budget Ordinance of the City of Salisbury, adopted on
June 19, 2018, is hereby amended as follows:

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

(1) Increase line item 010-491-000-54500.40 $38,288
    Special Projects

(2) Increase line item 010-000-000-4821.10 $38,288
    General Fund Donations

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:  21 August 2018

Name of Group(s) or Individual(s) Making Request:  Mayor Heggies

Name of Presenter(s):  Mayor Heggies

Requested Agenda Item:  Resolution of Reconciliation

Description of Requested Agenda Item: Council to re-consider a resolution regarding the lynching of African-Americans in Salisbury in 1906. This resolution recognizes the need for healing and serves as a step towards restorative justice. This is the revised resolution, with recommendations from Dr. Clegg. There may also be recommendations from council members. In addition, there may also be a newly written resolution from Mayor Pro Tem Post.

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:

□ 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 Mayor’s Office Only

□ Approved  □ Declined

Reason:
RESOLUTION OF RECONCILIATION

WHEREAS, the act of reconciliation is a bringing together of that which has been divided; and

WHEREAS, when a community suffers a deep hurt, it is wise to address the harm; and a way to do this is to engage in restorative justice; and

WHEREAS, restorative justice is a process whereby all identified stakeholders come together to collectively resolve an offense and its impact on the present and the future; and

WHEREAS, restorative justice creates space to build empathy and understanding between the victim and the offender...for each other; and

WHEREAS, the ultimate goal of restorative justice is to achieve a sense of healing by diligently and intentionally repairing the harm done to the victim, the offender and the community; and

WHEREAS, Friday the 13th, in July of 1906, brought with it the tragic and brutal deaths of four white murder victims in Unity and the neighboring townships in Rowan County; and

WHEREAS, the names and ages of these victims were Isaac Lyerly - 68, Augusta Barringer Lyerly - 42, John H. Lyerly - 8, and Alice Lyerly - 6; and

WHEREAS, shock and despair propelled our Salisbury community towards violent action because of the overt racial hatred for and racial violence towards African Americans in the United States and locally; and,

WHEREAS, the judge, bearing responsibility for this case, called in local military soldiers to maintain order, because the officials in charge of the local government and the community were steeped in bias, bigotry, racism, violence and hate either unwilling or ineffective in doing so --- creating an environment which did not favor or provide due process and protection for those accused and detained; and

WHEREAS, the soldiers, being aligned with the same prejudiced beliefs as the local government officials and the community, did nothing poorly led and ill equipped, failed to stop the white mob from storming the county jail the night of August 6, 1906 and abducting three accused African American males; and

WHEREAS, the names and ages of the accused were Jack Dillingham -- in his late 20's or 30's, Nease Gillespie -- 55, and his son John Gillespie -- 14 or 15; who were marched to a nearby field; and

WHEREAS, the mob hung them by their necks from a tree; tortured and molested them and lastly riddled their bodies with bullets...bringing more brutal death; and
WHEREAS, this horrible occurrence in our City left a gaping, unresolved harm that taints present day human interaction and stunts the growth of authentic equity and prohibits bone deep healing.

NOW THEREFORE, BE IT RESOLVED, We, the City Council of Salisbury, do hereby resolve to begin and participate in the reconciliation process, by apologizing for our government’s role in this atrocity and formally acknowledging the unjust lynching of the afore named African Americans in our community. We also offer our heartfelt condolences to all the descendants of those senselessly murdered on July 13, 1906 by intruders and those murdered on August 6, 1906 due to the systemic and institutional violence based in racial hatred.

We must all work diligently to eradicate bias, prejudice, bigotry, violence, racism and hate; and be intentional in our efforts to build fairness, open-mindedness, peace, anti-racism and love;

This the 7th day of August 2018.

__________________________________________
Mayor Al Heggies
RESOLUTION OF RECONCILIATION

WHEREAS, the act of reconciliation is a bringing together of that which has been divided; and

WHEREAS, when a community has suffered a deep hurt, it is wise to address the harm; and a way to do this is to engage in through restorative justice; and

WHEREAS, restorative justice attempts to bring is a process whereby all identified stakeholders come together to collectively resolve an offense and its impact on the present and the future, to and

WHEREAS, restorative justice creates an opportunity to build empathy and understanding between the victim and the offender; and for each other; and to

WHEREAS, the ultimate goal of restorative justice is to achieve a sense of healing by diligently and intentionally repairing the harm done to the victim, the offender and the community; and

WHEREAS, Isaac Lyerly age 68, Augusta Barringer Lyerly age 42, John H. Lyerly age 8, and Alice Lyerly age 6, a white family Friday the 13th, in July of 1906, brought with it the were tragically and brutally deaths of four white murdered victims in Unity their home in Barber Junction and the neighboring townships in Rowan County; and

WHEREAS, the names and ages of these victims were Isaac Lyerly — 68, Augusta Barringer Lyerly — 42, John H. Lyerly — 8, and Alice Lyerly — 6; and

WHEREAS, shock and despair propelled our Salisbury community towards violent action because of the overt racial hatred for and racial violence towards African Americans in the United States and locally; and

WHEREAS, the judge, bearing responsibility for this case, called in local military soldiers to maintain order, because the officials in charge of the local government and the community were either unwilling or ineffective in doing so, thereby creating an environment which did not favor or provide due process and protection for those accused and detained; and

WHEREAS, the soldiers, being poorly led and ill equipped, failed to stop the white mob from storming the county jail the night of August 6, 1906 and abducting three accused African American males, and

WHEREAS, the names and ages of the accused were Jack Dillingham — in his late 20’s or 30’s, Nease Gillespie age — 55; and his son John Gillespie — age 14 or 15; who were marched to a nearby field where they were; and horribly tortured, hung, and shot with bullets.

WHEREAS, the mob hung them by their necks from a tree; tortured and molested them and lastly riddled their bodies with bullets... bringing more brutal death; and
WHEREAS, this horrible occurrence in our City left a gaping, unresolved harm that taints present day human interaction and stunts the growth of authentic equity and prohibits bone deep healing.

NOW THEREFORE, BE IT RESOLVED, We, the City Council of Salisbury:

We hereby resolve to begin and participate in the reconciliation process, by apologizing for our government's role in this atrocity and formally acknowledging the unjust murder of the Lyerly family and brutal lynching of the afore-named African Americans in our community. We also offer our heartfelt condolences to all the descendants of both families whose senselessly murdered on July 13, 1906 by intruders and those murdered on August 6, 1906 due to the systemic and institutional violence based in racial hatred; and:

We must all urge all citizens to work diligently to join the City Council to eradicate bias, prejudice, bigotry, violence, racism and hate; so that we may build a City dedicated to and be intentional in our efforts to build fairness, open-mindedness, peace, and harmony anti-racism and love; the 7th day of August 2018.

Mayor Al Heggins
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category:  □ Public  □ Council  □ Manager  □ Staff

Requested Council Meeting Date:  August 21, 2018

Name of Group(s) or Individual(s) Making Request:  David Post, Mayor Pro Tem

Name of Presenter(s):  David Post

Requested Agenda Item:  Motion to adopt Part VI, Agenda, Rules 13-16 of the North Carolina School of Government's Suggested Rules of Procedure for a City Council (4th Ed), as amended

Description of Requested Agenda Item:  Part VI, Agenda, Rules 13-16 of the North Carolina School of Government's Suggested Rules of Procedure for a City Council (4th Ed), as amended

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)

None

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

Proposed Rule of Procedure for management of Agenda (since currently, there apparently are no written rules) taken from the North Carolina School of Government's Suggested Rules of Procedure for a City Council (4th Ed) and with proposed amendments

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)

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***
Part VI. Agenda

Rule 13. Agenda

(a) Draft Agenda.

(1) Preparation. The [city manager/administrator] [city clerk] shall prepare a draft agenda in advance of each meeting of the city council.

(2) Requesting placement of items on draft agenda. For a regular meeting, a request by a member of city council to have an item of business placed on the draft agenda must have the agreement of at least one other council member and be received by the [city manager/administrator] [city clerk] at least [two]five working-days before the date of the meeting. The [city manager/administrator] [city clerk] must place an item on the draft agenda in response to a council member’s timely request. Subject to Rule subparagraph 13(b)(1) below, this rule, no member of city council shall have the authority to change the order of the items presented in the draft agenda.

(3) Supplemental information/materials. If the council is expected to consider a proposed ordinance or ordinance amendment, referendum, or any other proposal, a copy of any such proposal the proposed ordinance or amendment shall be attached to the draft agenda. [An agenda package shall be prepared that includes, for each item of business listed on the draft agenda, as much background information on the topic as is available and feasible to provide.]

(4) Delivery to council members. Each council member shall receive a hard or electronic copy of the draft agenda [and the agenda package]. [Except in the case of an emergency meeting, the agenda [and agenda package] shall be furnished to each member at least [twenty-four hours]five days before the meeting.]

(5) Public inspection. The draft agenda [and agenda package] shall be available to the public when the document[s] [is/are] ready to be, or [has/have] been, circulated.

(b) Adoption of the Agenda.

(1) Adoption. As its first order of business at each meeting, the council shall review the draft agenda, make whatever revisions it deems appropriate, including the order in which agenda items will be heard and considered, and adopt a formal agenda for the meeting by majority vote of the members present.

(2) Amending the agenda. Both before and after it adopts the agenda, the council may add or subtract agenda items by majority vote of the members present and voting, except that the council may not add to the items stated in the notice of a special meeting unless the requirements in Rule 10(d) are satisfied and only business connected with the emergency may be considered at an emergency meeting.

(3) Designation of items “For Discussion and Possible Action.” The council may designate an agenda item “for discussion and possible action.” The designation signifies that the council intends to discuss the item and may, if it so chooses, take action on the item following the discussion.

(c) Consent Agenda. The council may designate part of an agenda for a regular meeting as the consent agenda. Items may be placed on the consent agenda by the person(s) charged with preparing the draft agenda if the items are judged to be noncontroversial and routine. Prior to the
council’s adoption of the meeting agenda under subparagraph (b)(1) of this rule, the request of any member to have an item moved from the consent agenda to unfinished business must be honored by the council. All items on the consent agenda must be voted on and adopted by a single motion, with the minutes reflecting the motion and vote for each item.

(d) Informal Discussion of Agenda Items. The council may informally discuss an agenda item even when no motion regarding that item is pending.

Rule 14. Acting by Reference to Agenda or Other Document

The council shall not deliberate, vote, or otherwise take action on any matter by reference to the agenda or any other document with the intention of preventing persons in attendance from understanding what action is being considered or undertaken. The council may deliberate and vote by reference to the agenda or any item on the agenda, including the consent agenda, provided copies of the agenda are available for public inspection at the meeting and are sufficiently worded to enable the public to understand what is being deliberated or acted upon.

Rule 15. Agenda Items from Members of the Public

If a member of the public wishes to request that the council include an item on its regular meeting agenda, he or she must submit the request to the city clerk by the deadline specified in Rule 13(a)(2), whereupon the city manager shall notify all members of council of any such request. The council is not obligated to place an item on the agenda merely because such a request has been received, provided however any such request shall be placed on the agenda if at least two council members indicate their support it being placed on the agenda to the city manager.

Rule 16. Order of Business

Items shall be placed on a regular meeting agenda according to the order of business. The usual order of business for each regular meeting shall be as follows:

- adoption of the agenda,
- approval of the consent agenda, including
- approval of the previous meeting minutes,
- public hearings,
- public comments,
- administrative reports,
- committee reports,
- unfinished business, and
- new business.

Without objection, the mayor may call agenda items in any order most convenient for the dispatch of business.
Requested Council Meeting Date: AUG. 21, 2018

Name of Group(s) or Individual(s) Making Request: CITY OF SALISBURY

Name of Presenter(s): PRESTON MITCHELL

Requested Agenda Item: Z-05-2018: PETITION TO REZONE APPROX. 11 ACRES ALONG STATESVILLE BLVD FROM ‘GENERAL RESIDENTIAL’ TO ‘RESIDENTIAL MIXED-USE’

Description of Requested Agenda Item: PER A CITY COUNCIL SUGGESTION AT A PREVIOUS REZONING HEARING, STAFF IS PROCESSING A REZONING PETITION TO CLOSE A “GAP TOOTH” OF RESIDENTIALLY-ZONED PROPERTIES ALONG THE NORTH SIDE OF STATESVILLE BLVD.

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 HOLD A PUBLIC HEARING AND CONSIDER ADOPTING AN ORDINANCE TO REZONE THE PROPERTY AS REQUESTED

Contact Information for Group or Individual: PRESTON MITCHELL @ 5244

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 Mayor’s Office Only

☑ Approved  ☐ Declined

Reason:
CASE# Z-05-2018
CITY OF SALISBURY

REQUEST TO REZONE
4 PARCEL(S), ~11-AC.
FROM...
'GENERAL RESIDENTIAL'
TO...
'RESIDENTIAL MIXED-USE'

QUESTIONS?
CALL 704.638.5244
CASE NO. Z-05-2018

Petitioner(s): City of Salisbury
Owner(s): Various

PETITION

Request to amend the Land Development District Map by:

- Rezoning 4 parcel(s) to **RESIDENTIAL MIXED-USE** district

This petition, submitted by the City of Salisbury, is in response to comments made by and to City Council during the Aaronfield apartments conditional rezoning hearing. The Aaronfield site adjoins the subject properties to the east.

This is a general zoning request and not a Conditional District request, so there is no attached Master Plan, and there are no development proposals associated with this rezoning. All of the rights and entitlements of the ‘RMX’ district need to be considered, not just specific uses or development types.

STAFF COMMENTS

Considerations:

The concerns raised at both Planning Board and City Council were that should the subject properties remain General
Residential, as currently zoned, a “gap tooth” would occur where low-density residential is pinned between non-residential, specifically mixed-use, zoning on either side of the remaining properties. How would this remaining gap of ‘GR’ affect the existing and future use, value and marketability, and potential developability of these properties?

Think of an ice cream sandwich. This ~11-acre residential area is the ice cream between mixed-use zoning that extends eastward from Ashbrook Road (Westcliffe Subdv) and commercial/mixed-use zoning that now extends westward from Maranatha Bible Church. The petition properties, as well as the non-residential on either side, are bound at the north by a creek (Jump & Run Branch) and a 12-inch sewer line. With the inability to develop lands westward into, or adjacent to, Westcliffe Subdivision, and with zoning conversions to non-residential on both sides, it is highly unlikely that this ~11-acre area would yield lower density, single-family residential development.
Council expressed concerns about “stripping out” Statesville Boulevard with commercial zoning because that would be inconsistent with comprehensive plan policies and Planning Board studies that encourage nodal commercial development with lower intensities between nodes. Staff contends that the mixed-use zoning does not strip out the block; rather, it offers an opportunity for non-residential office, medical, institutional, or multi-family new development or the redevelopment of properties that may have experienced the “downward spiral effect” of homes located along a 5-lane federal highway carrying roughly 18,000 cars per day.

While the petition area that was discussed at City Council includes 2388, 2400, 2410, and 2416 Statesville Boulevard – the area mentioned above – we should consider downzoning 2450, 2458, 2464, and 2470 Statesville Boulevard from ‘NMX’ to match the adjoining ‘RMX’ zoning for consistency of zoning, as well as for the simple fact that 5 acres of ‘NMX’ is inconsistent with the definition of Neighborhood Mixed-Use as an area of small-scale, pedestrian-friendly structures with neighborhood-serving uses.

As it stands now, these residential parcels would be protected from non-residential uses via landscape buffering along the side property lines. If these parcels are also zoned non-residential, specifically ‘RMX,’ permitted uses would be consistent and buffering would convert to flex buffering, which allows a narrower, more flexible landscape provision. For specific conditional and by-right uses permitted in the ‘RMX’ district, see the Use Matrix provided in the rezoning folder.

Any rezoning attempt must be held against the policies and objectives of the Vision 2020 Comprehensive Plan, as well as any other Council-adopted, applicable plans.

See the applicable highlighted sections from the attached Executive Summary.
Introduction

**Salisbury 2020: The Tradition Continues**

Salisbury 2020 marks the second major phase of a community planning process started in the late 1980s, known as the Salisbury 2000 Strategic Growth Plan. During the rapid growth era of the 1990's, the Salisbury 2000 Plan served as the primary policy instrument of the City of Salisbury in managing its growth and development. It became a fixture in the City's development review system and generally, as plans go, became quite well known in the community. Interestingly, since its adoption in 1988, much of the structure and content of Salisbury 2000 has been emulated by other communities in North Carolina and elsewhere.

Beyond the Strategic Growth Plan, Salisbury has emerged during the past ten years as a model in the region, state and, in some respects, the nation for many aspects of successful community planning. In particular, Salisbury has earned recognition for its efforts in historic preservation, downtown improvement, community appearance, neighborhood revitalization, parks and recreation, citizen participation, public-private partnerships, and a number of other community improvement initiatives.

Salisbury Vision 2020 is intended to continue the type of successful community planning that the original Salisbury 2000 Plan began, while bringing some of the most current and effective approaches to growth management into the body of the policies.

**Need for Planning**

Cities seldom stand still; they are continually, growing, changing, and evolving as places of human interchange. Salisbury is no exception. Salisbury Vision 2020, therefore, addresses a number of pressing issues facing the city that require considerable attention and concerted action. Among these issues are:

- traffic congestion on major streets increasing at a pace far in excess of population growth
- some neighborhoods hampered by poor housing, crime and other social problems
- strip commercial development and its plasticized, “anywhere USA” appearance
- leapfrogging, single purpose subdivisions, isolated from services and jobs
- near total dependence on the individual automobile, with few options for biking, walking or riding the bus
- the rising cost of city services in the face of an inefficient, sprawling growth pattern
- a downtown area that, despite considerable success, has ongoing needs for revitalization and reinvestment
- aging water and sewer systems in need of major improvements and replacement.
- parks, recreation and open space facilities being strained to keep up with growth-induced demand
- inappropriate development threatening Salisbury’s natural and cultural resources, unique sense of place, and quality of life

These issues run contrary to Salisbury’s long-standing dedication to maintaining and enhancing a high quality of life for its citizens. The Salisbury Vision 2020 Plan represents the community’s collective response to tackling these issues head on.
Leadership and Involvement

Effective leadership and involvement is critical to the success of an effective planning program. Fortunately, the Salisbury community is well stocked with talented leaders in all areas of civic life. From successful business people, to respected political leaders and public servants, to philanthropists-big and small, to community-minded news media, to institutions of faith and learning, to citizens with a special appreciation for history and tradition, Salisbury is unusually blessed with more than its share of gifted leaders.

Preparation of this plan involved an informed and active group of citizens, the Salisbury Vision 2020 Steering Committee. Appointed by City Council, this 18-member committee represented a broad cross section of Salisbury’s people, from many geographic, economic and social perspectives. Through the dedicated efforts of this capable citizens’ committee, every policy statement considered for this plan was reviewed and discussed, approved, disapproved or amended. In addition, the Salisbury Vision 2020 Committee received considerable support from the staff and consultant to the City of Salisbury, and input from the many civic leaders, board members, invited speakers, and citizens who attended the numerous input and educational sessions held during the planning process.

Plan Overview

The content of this Executive Summary parallels the content of the full Salisbury Vision 2020 Comprehensive Plan. The comprehensive plan is organized according to a logical progression of thought. It begins with an historical perspective, establishes a future vision to be pursued, and then sets forth the specific policies to make that vision come true. Each major section of the plan may be described as follows:

Salisbury’s History and City Form provides an historical perspective of the growth and development of the City of Salisbury, not for the sake of rehashing the past, but to see if any valuable lessons can be learned from which the present and future city may benefit.

Salisbury’s Vision sets forth a collective view of how the citizens of Salisbury would like to have their city look and function by the year 2020. This series of vision statements evolved from town meetings held early in the planning process to gather citizen perspectives on “wanted” and “unwanted” futures.

Salisbury’s Areas sets forth policies on the preservation, development, and redevelopment of five principal types of areas that together make up the urban fabric of Salisbury: Neighborhoods, Commercial Areas, Industrial Areas, Downtown Salisbury, and Parks, Open Space, and Greenways. In setting forth policies for neighborhoods, commercial areas and industrial areas, policies are organized according to older areas (pre-world War II, newer existing areas (World War II to the present) and areas yet to be.

Salisbury’s Transportation sets forth policies on the design and function of Streets, both Major and Minor, as well as Sidewalks, Bikeways, and Public Transportation. Much emphasis is placed on restoring the balanced use of streets by vehicles, bicyclists, and pedestrians.

Salisbury’s Appearance establishes policies on various city amenities and their aesthetic impact on the community. Chapters include Street Trees, Streetlights, Utility Poles and Wires, City Entrances, Community Character, Landmarks and Vistas, and Residential Architecture and Landscape Design. Included in the chapter on residential design guidelines are measures to create a safer, more secure community.

Salisbury’s Water and Sewer Services provides an overview of the City’s water and sewer services, and explains their influence on the location, timing, and density of new development. Policies are set forth to guide the extension of water and sewer services so as to promote a desirable growth pattern.

Salisbury’s Growth Strategy builds upon the policy foundation set forth in the each of the preceding chapters and describes in mapped form the City’s intentions for the geographic distribution of growth over the next two decades. Also included in this section is a description of the neighborhood planning area concept, along with several guiding principles to encourage complete neighborhoods, rather than isolated, single purpose subdivisions.
City History and City Form

The full narrative of the City History and City Form section of the Salisbury Vision 2020 Comprehensive Plan describes the growth and expansion of the City of Salisbury from the colonial era up through the present day. Four major historic growth periods are discussed as to their impact on the form and function of the city:

1. Colonial Early Years “Horse & Buggy” (1750 to 1830)
2. Industrial Revolution “Railroad” (1830 to 1900)
3. Early Suburbs “Street Car” (1900 to WWII)
4. Sprawling Suburbs “Automobile” (WWII to present)

This executive summary focuses on the last growth period, Sprawling Suburbs, or the post-WWII era of the past fifty years. Specifically, the negative influences of suburban sprawl on the city are discussed. Then, a number of general policy recommendations are set forth to help correct the problems caused by sprawl.

Post-War Suburban Sprawl and its Influences

America’s disproportionate dependence on the automobile and over-reliance on “separation-of-uses” style zoning has led to suburban development problems which cities like Salisbury are now confronting:

Land Use:
The partial separation of land uses, which began in the 1910’s and ‘20’s, became total in the suburban developments of the ’70’s, ’80’s and ’90’s. Today, large tracts of land are routinely developed exclusively for single-family residential purposes. Residents of these areas are totally dependent upon the automobile to take them to shopping, work, or social affairs.

Housing:
Market segmentation is the watchword of most of today’s residential developments. In today’s real estate market, there are developments which cater exclusively to specific housing market “niches” for every age and stage of the life cycle. (i.e. starter homes, move ups, empty nesters, managed care facilities, etc.)

Economic and Racial Segregation:
In addition to market segmentation by age, there is also a pronounced market segmentation by economic class and, by default, race. Thus, there is housing for the poor, the low income, middle class, upper middle class and upper class. Despite the desegregation initiatives of the past three decades, our society has never been more fragmented in terms of the economic and racial makeup of our neighborhoods.

Density of Development:
The predominant forms of development in the suburbs of Salisbury and Rowan County are in one of two categories: (1) high density multi-family housing in apartments, condos, and town houses or (2) low density single-family residential development which is neither urban nor rural.

Street Patterns:
Curvilinear streets are the norm for suburban developments today. Originally designed in the late 19th century to respond to site topography and natural forms, curvilinear streets are now done as much for style as for site conditions.

Neighborhood Connectedness:
Neighborhood streets in today’s suburbs are not connected to those of adjacent developments. This leaves residents with no option other than to use the closest major thoroughfare— even for local errands. It immobilizes children and makes them totally dependent upon their parents to go anywhere outside the immediate neighborhood.

Construction and Maintenance of Urban Infrastructure:
Water lines, sewer lines, new roads, storm drainage, natural gas lines, electricity, and phone service are all more expensive to build and maintain in today’s new suburbs.

Delivery of Public and Private Services:
Public transit, postal delivery, trash pick-up, police protection, and school buses are a few of the services which have become expensive and inefficient to operate in today’s low density suburban areas.

Scale of Development:
New commercial uses have grown in scale and proportion to the point that it is not surprising that residential neighborhoods disdain them as neighbors. Retail commercial uses, in particular, with their attendant eye-grabbing signage and large, floodlit parking areas are especially disfavored. As a result, these uses are either stripped along major streets or clustered in shopping centers.
Commercial Architecture and Building Character:
"Monolithic" and "lacking detail" are two general descriptors of automobile-oriented architecture. Human scaled, pedestrian-oriented architecture with its associated architectural details, street furniture, and signage, has given way to modular, monolithic construction practices.

Residential Architecture and Building Character:
Homes which once pulled up to the street, thereby creating a streetspace and sense of place, are now set back as far as possible, aloof and distant, but impressive. Front porches, which once looked out upon the public realm of the street, inviting neighborly visits, have now been replaced by private decks and patios to the rear.

Sidewalks:
Most suburban developments of the last few decades have done away with sidewalks altogether. Without front porches to encourage neighborly dialogue, and with no destinations (e.g. a community park or corner store) within walking distance, sidewalks have no purpose in such developments.

Street Trees:
Originally provided by the developer as part of a new neighborhood, the planting of street trees is today largely left up to the homeowner. Where the consistent planting of street trees once created an attractive overhead canopy for the common "room" of the street, today's random planting of trees draws attention away from the street and to the glorification of the individual property.

Ten General Policy Recommendations

To help correct for the negative influences of suburban sprawl as outlined above, the following ten general policy recommendations (GPR's) may be set forth regarding the future development and redevelopment of Salisbury.

GPR-1. Complete neighborhoods, rather than monolithic subdivisions, should be encouraged. Neighborhood designs should foster a mixture of compatibly scaled housing types on compact, urban lots. Appropriately scaled and designed shopping, working and gathering places should be integrated into the design and redesign of complete neighborhoods.

GPR-2. Demand for large scale commercial, institutional and manufacturing facilities should continue to be met in locations buffered from neighborhoods. Buffering may be accomplished by transitional land use (preferred), by screening, or by distance, if necessary. Access to these areas by means other than the private automobile, should be designed into the original development plans.

GPR-4. Provision for public transit and other alternatives to the private automobile (i.e. bicycling and walking) should be encouraged within the development and redevelopment of all residential, shopping, gathering and work places.

GPR-5. Street patterns should be carefully configured to allow for multiple outlets from neighborhoods, and for connections between neighborhoods, without encouraging through traffic from outside adjoining neighborhoods.

GPR-6. A network of planned walkways and bikeways should be implemented as an integral part of city growth and development. Sidewalks, and where appropriate, bikeways, should be required as part of the necessary infrastructure for new development.

GPR-7. Regularly spaced street trees, selected and planted in accordance with a city street tree master plan, should be required in new developments, whether commercial, office or residential.

GPR-8. New public and private buildings of architectural significance should be placed in locations of prominence and visual importance. Such uses might include post offices, branch libraries, schools, community buildings, firehouses, and places of worship.

GPR-9. Each neighborhood area should have adequate open space designed into the development from the start. If possible, this should include a central open space in the form of a public square or commons suitable for outdoor gatherings and quiet enjoyment.

GPR-10. Residential architecture should respect the value of the street upon which it faces, and contribute to the sense of community. This generally means houses pulled up to the street, porches in front, a front walk connecting to the sidewalk, and garages to the rear.
The Community’s Vision

Small Town Character and Community Identity.
We see Salisbury as a distinct urban enclave, bordered in several directions by farms, open fields, and woodlands. As we approach the city limits, we note the dramatic change in character from the rural countryside to the urban streetscape (landscaped central median, overarching street trees, attractive streetlights) of Salisbury. We appreciate the architecture that is unique to historic Salisbury, free of the plastic, fast food franchise architecture prevalent in so many other communities.

Getting Around.
We see a community with "full-service streets" in which cars and pedestrians, bicyclists and buses are equally at home. We see streets with ample sidewalks, large trees reaching over the street, and attractive pedestrian-scaled streetlights. We see well-planned neighborhoods, designed to encourage walking from home to work, from home to the corner store, or from home to the transit stop.

Environmental Quality.
We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking, biking, or taking the bus. Our city is designed to cause less traffic congestion and require shorter commutes. We have well controlled storm water runoff with less pollution in our streams due to our smaller, landscaped parking areas and compact two and three story commercial areas.

Community Appearance.
We see a community of clean, tree-lined streets, subtle commercial signage, and buildings of architectural distinction nestled amidst properly designed and well-maintained landscaping. We see smaller parking areas with cars tucked behind landscaped walls and hedges or parked to the rear of buildings. East Innes Street has been transformed into a grand, landscaped boulevard from the I-85 interchange to the downtown. Jake Alexander Boulevard and Main Street have been developed in similar grand fashion.

Historic Preservation.
We see the entire community, from school-aged children to senior citizens, with a keen appreciation for Salisbury's rich history. There is constant attention and energy being poured into the preservation and rehabilitation of the city's historic buildings and other natural resources. We see Salisbury as a model for the state and nation, drawing visitors from far and wide to experience a living, growing community immersed in an historic setting.

Downtown Salisbury.
We see a healthy, vibrant downtown with attractive streets and well-maintained sidewalks filled with people and activity. We see a diverse array of shopping, dining, working, and cultural amenities housed in historic buildings. We see a downtown which is the social and cultural center of the community, and the first place where we want to take visitors. At night, we see streets filled with people and activity and the lights on in upper story apartment windows throughout the downtown area.

Neighborhoods.
We see safe, secure, peaceful neighborhoods in every part of the city, with litter-free streets, manicured lawns and lush gardens. We see freshly painted homes with neighbors greeting neighbors on sidewalks and front porch swings. We see parents and grandparents pushing baby carriages to nearby parks. We see children riding their bikes to the neighborhood corner store for a loaf of bread or a Saturday afternoon ice cream.

Public Safety.
We see a community of neighbors and business owners committed to community based policing. We see police officers on the beat, getting to know the neighborhood kids, and their parents. We see a police department which is committed to supporting the collective will and determination of the people to have a community free of drugs, violence and crime.
Housing.
We see a multitude of housing choices, ranging from single-family homes, to townhouses, to garage apartments, to apartments over downtown shops or the neighborhood corner store. We see neighborhoods with several different well-designed housing types for all incomes where the elderly, young families, singles and others share experiences and help one another.

Economic Opportunity.
We see a community of workers with good paying jobs, and a diverse local economy with employment in services, retail, manufacturing and agriculture, among others. We see workers with pride in their work and the prospect of continual advancement as they go on to develop their skills and earning power.

Fiscal Responsibility and Better Services
We see a more compact “town” development pattern resulting in considerable cost savings to the taxpayer when compared to a sprawling development pattern. These savings have been realized through fewer miles in paved streets, shorter water and sewer lines, more economical trash collection over shorter routes, more efficient fire protection, and more effective community-based policing, etc.

Parks, Recreation and Open Space.
We see large community parks, smaller neighborhood parks, and tiny pocket parks, all well distributed throughout the community. Larger community parks have clusters of playing fields for organized athletic leagues. Smaller neighborhood parks have multi-purpose fields for informal athletic events as well as areas for unstructured play. We see parks convenient to neighborhoods as well as to office workers during their lunch hour.

Greenways.
We see a well used system of interconnected greenways intermingled with the urban fabric of Salisbury and stretching into the countryside. We see a system of short and long trails adjacent to area streams, enjoyed by hikers, bicyclists, and others, which connect an array of schools, parks, nature preserves, and neighborhoods.

Water and Sewer Services.
We see a high quality water supply system, sufficient for growth, well maintained, and financially self-supporting. Our wastewater treatment facilities have been designed and strategically placed for the future to lead the planned, compact growth of our community.

Schools.
We see schools (public, private, parochial, primary, secondary, and higher education) that provide a quality education and are supported by strong parental and community involvement. Our schools are located in proximity to neighborhoods so as to be natural gathering places for people to come together to solve community problems.

The Arts, Entertainment, Sports and Culture.
We see an appreciation for the arts which begins with Salisbury's historic roots, but extends to many other traditional and contemporary art forms and cultural events. We see Salisbury as host for a variety of cultural events, including the arts, entertainment, and sports competitions. We see gathering places for young and old alike to develop their skills and share their talents with others.

Cultural Diversity/Acceptance.
We see a community which embraces and appreciates the strengths and interests of a diverse population made greater by the common objectives of quality education, economic opportunity, public safety, and civic purpose.

Inter-governmental Cooperation/Regionalism.
We see Salisbury as an integral part of a greater region. As such, we see our City working constructively with nearby towns, Rowan County, and other surrounding counties on a collective regional vision. In particular, we see continued cooperation on issues such as water quality, air quality, transportation, education, economic development, tourism, community appearance, land preservation, and other growth management issues.
Neighborhoods

The Older Neighborhoods

In general, this area contains some of the most architecturally significant, historic, and walkable neighborhoods in the City. Included in this area are the West Square Historic District, the North Main Street area, Brooklyn-South Square, and the well-designed streetcar suburb of Fulton Heights. Many of the neighborhoods in the area are graced with tree-lined streets, laid out in a well-connected, gridiron pattern, and have an extensive system of sidewalks. Public transit criss crosses the area and benefits from the relatively higher density development found here.

At the same time, however, many parts of the area continue to be challenged by issues typical of older, inner city neighborhoods. These issues include higher than average unemployment, school drop out and teen pregnancy rates, as well as drug abuse and crime. Generally speaking, the area also has a higher than average percentage of female-headed households and low-income elderly. Though it contains some of the most picturesque, tree-lined streets in the City, the area also suffers from substandard housing conditions and old infrastructure (streets, sidewalks, water and sewer, etc.).

Note: This plan tailors policies to specific parts of the city, usually in accord with the age, and therefore predominant development pattern and style of each area. There is no intent, however, to preclude the application of policies listed, for example, under “the older neighborhoods” to similar situations that may arise in “the newer, existing neighborhoods”, and vice versa. Situations could easily be imagined, for example, where policy statements N-4 (meeting places), N-5 (architectural compatibility) and N-8 (public transit) in the “Older Neighborhoods” section, would also be applicable in the “Newer Neighborhoods” section.

Policy N-1: Concentrated police protection shall be provided to targeted neighborhood areas, preferably in the form of foot and bicycle patrols.

Policy N-2: Pedestrian-level streetlights and appropriately designed private property lights shall be encouraged, particularly in walkable neighborhoods.

Policy N-3: Housing programs and code enforcement activities shall be concentrated in targeted neighborhood areas.

Policy N-4: The provision of meeting places to encourage community interaction and cohesiveness shall be encouraged.

Policy N-5: New infill development shall be architecturally compatible with existing structures, landscape features and the streetscape within its vicinity. Efforts by neighborhood associations to establish their own standards for development compatibility shall be encouraged.

Policy N-6: The City shall continually reinvest in the infrastructure of its older urban neighborhoods, including but not limited to: park improvements, sidewalks, street maintenance, street trees, street lights, water and sewer lines, and drainage.

Policy N-7: Appropriately located, designed and scaled stores and services providing basic necessities to residents of the city’s older neighborhoods shall be encouraged.

Policy N-8: Public transit shall continue to be supported, including opportunities for service expansions.
**The Newer, Existing Neighborhoods**

Salisbury’s newer existing neighborhoods refer to those parts of the City developed during the period from just after World War II to the present day. Examples of such neighborhoods include Fairview Heights, Sedgefield Acres, Meadowbrook, and Country Club Hills. Generally, these neighborhoods exhibit many of the ideals of post-war suburban America: relatively large lots and lawn areas, homes, often one story, set well back from the street. Outdoor activity spaces are oriented toward the backyard, with the front yard serving primarily an aesthetic function.

*Policy N-9:* Architecturally compatible accessory housing may be encouraged on developed lots within existing neighborhood areas, especially for elderly housing.

*Policy N-10:* The City shall support the provision of bikeways and walkways within existing neighborhoods.

*Policy N-11:* Architecturally compatible, residentially scaled office and institutional development may be permitted to locate along the sides of neighborhood planning areas. Under specified conditions, this policy may be applied to the conversion of pre-existing residential properties located along major streets where, due largely to traffic exposure, homes have become unsuitable for residential occupancy. In such instances, adaptive reuse of existing residential structures shall be viewed more favorably than demolition and new construction.

*Policy N-12:* Appropriate commercial and other services may be permitted to locate at the corners of neighborhood planning areas. Existing, less intensive development located at the intersection of major streets forming the corner of a neighborhood planning area may be allowed to undergo an orderly transition in this regard.

**The Neighborhoods Yet To Be**

Changing people’s perceptions about what constitutes a quality neighborhood is probably one of the biggest issues in city planning, and in Salisbury, today. The majority of the baby boom generation and their offspring have grown up with post war suburban sprawl as the norm for their generation. The neighborhoods of the future should be developed with patterns of mixed use which rely less upon the automobile, and more upon walking, biking and public transit.

*Policy N-13:* New neighborhoods shall be generally compact in form.

*Policy N-14:* New neighborhood streets shall be no wider than necessary to serve their intended purpose.

*Policy N-15:* New neighborhoods should be transit route sensitive; designed to incorporate transit stops.

*Policy N-16:* New neighborhoods should include one or more neighborhood centers or focal points in each neighborhood planning area.

*Policy N-17:* Neighborhood serving businesses shall be encouraged in new neighborhood designs.

*Policy N-18:* As new neighborhoods are developed, a mixture of housing types/sizes/prices shall be provided within the bounds of each neighborhood planning area.

*Policy N-19:* Higher density housing projects, such as apartment complexes and condominium developments, should be located adjoining places of work, shopping and public transit. Access to such higher density housing shall not be through a lower density housing area. Higher density housing may often act as a transitional use between offices or shops and lower density housing.

*Policy N-20:* New neighborhoods shall be connected to other residential, shopping, and work areas within the neighborhood planning area.

*Policy N-21:* Street designs in new neighborhoods shall give equal priority to the pedestrian and the automobile.

*Policy N-22:* New neighborhoods shall recognize bike routes at the time of development.
Commercial Areas

Commercial areas include a broad spectrum of non-residential and non-heavy-industrial activities. Thus, this section addresses not only customary retail establishments, but also offices, workshops, small-scale assembly operations, and other commercial enterprises. Also, for purposes of analysis and policy development, it is useful to distinguish between those commercial areas that were developed prior to World War II (Older Commercial Areas), and those that were developed from after the war to the present day (Newer, Existing Commercial Areas). Generally speaking pre-war commercial areas are pedestrian oriented, while post-war commercial areas are automobile-oriented. Finally, this section concludes with policies for future commercial development in Salisbury (Commercial Areas Yet to Be).

Older Commercial Areas

Policy C-1: The preservation, rehabilitation and appropriate adaptive reuse of older commercial properties shall be encouraged. Such rehabilitation shall respect the original architecture and fabric of the building. Destruction or demolition of desirable older commercial structures shall be avoided.

Policy C-2: The City shall encourage a flexible, yet compatible development environment that supports new business formation and growth in the city’s older commercial areas.

Policy C-3: New development in or adjoining an older commercial area should be compatible with existing desirable development within its vicinity. Compatibility criteria shall include size, scale, massing, fenestration, rhythm, setback, materials, context, and landscaping.

Policy C-4: The pedestrian-oriented character of older commercial areas shall be preserved and strengthened.

Policy C-5: Off-street parking standards for older commercial areas may be reduced in light of compensating factors such as on-street parking, and walking or transit access. Efforts to correct inaccurate public perceptions of parking scarcity in older commercial areas shall be supported.

Policy C-6: Bicycle routes shall be planned and implemented to serve older commercial areas. Bicycle racks shall be encouraged at appropriate points of destination.

Policy C-7: Initiatives to create living spaces over retail shops and offices shall generally be encouraged and facilitated, particularly in older commercial areas.

The Newer, Existing Commercial Areas

Policy C-8: The City shall encourage appropriate landscaping and reconfiguration of large, unlandscaped parking areas. Landscaped pedestrian walkways from car to store or across a parking area shall be encouraged.

Policy C-9: The City shall encourage the provision of convenience clusters for pedestrians, bicyclists and taxi/bus riders at appropriate locations in existing commercial areas.

Policy C-10: The City shall encourage the consolidation of commercial driveways onto major streets and the connection of adjacent parking lots.

Policy C-11: The City shall encourage businesses to replace existing, non-conforming signage with more attractive, conforming signage.

Policy C-12: New infill development across the front street face of existing, over-designed parking lots shall be encouraged.

Policy C-13: City policies and ordinances shall prohibit billboards within the planning jurisdiction of the City.

Policy C-14: Bicycle and pedestrian access to newer, existing commercial areas shall be encouraged.

Policy C-15: The City shall provide for technical and financial assistance to targeted commercial areas at critical locations.
Commercial Areas Yet To Be

Large Scale, Automobile-Oriented Commercial Areas Yet To Be

Policy C-16: Commercial or other development that would jeopardize the public health, safety, and welfare of an existing residential neighborhood shall not be permitted. However, new mixed-use developments, planned from the outset, which allow for a compatible mixture of uses with a pedestrian scale and design, are encouraged. Further, businesses may be approved adjoining (and therefore convenient to) an existing residential area, when such businesses can be shown to clearly satisfy design considerations similar to a newly planned, pedestrian-scaled, mixed-use development.

Policy C-17: Large-scale commercial uses shall be located on the corners of neighborhood planning areas.

Policy C-18: New commercial buildings shall pull up to the street; parking shall be placed to the rear or side of the structure.

Policy C-19: When appropriate, the use of all around architecture shall be required.

Policy C-20: In planning for a new mixed-use development, large-scale uses shall be buffered from adjacent residential areas by smaller scale buildings or by buffer strips. Regardless of the type of buffer, such uses shall be accessible from the neighborhood.

Policy C-21: New large-scale commercial development shall provide for public transit stops and convenience clusters. Such clusters shall have pedestrian connections.

Policy C-22: New large-scale commercial development shall have limited driveway access to major thoroughfares and shall connect adjacent parking lots.

Policy C-23: Large-scale commercial developments shall be encouraged, where appropriate, to contain a diverse mixture of retail, office, restaurant and service uses.

Small Scale, Neighborhood Businesses Yet To Be

Note: Small scale, neighborhood businesses, are distinguished from other types of commercial uses by their location, market area, and physical design. They are located away from the cross town motoring public, have a market area limited to no more than one square mile, and are designed at a residential scale and style of architecture. Unlike large scale, automobile-oriented commercial developments, neighborhood businesses require a compact, densely developed neighborhood to bring a large number of households within walking or biking distance of the business.

Policy C-24: Small scale, pedestrian-oriented shopping and work places shall be encouraged in the design of new neighborhoods.

Policy C-25: Neighborhood serving businesses shall be encouraged to locate away from major thoroughfares.

Policy C-26: Neighborhood serving businesses shall be designed at a residential scale and character.

Policy C-27: The location of neighborhood serving businesses shall be coordinated with transit stops and bikeways.

Policy C-28: Neighborhood serving businesses shall employ on-street parking in coordination with a limited amount of off-street parking.

Policy C-29: Neighborhood serving businesses shall be permitted to have only residential scale signage and lighting.

Policy C-30: Neighborhood serving businesses shall be encouraged as an upfront, vertical infrastructure cost of new development.

Policy C-31: Neighborhood serving businesses may be located near public amenities, when opportunity allows.

Policy C-32: Living quarters shall be encouraged over small retail shops and/or offices.
Industrial Areas

Industrial areas include large and small-scale manufacturing, assembly, warehousing and distribution facilities. As with the balance of this plan, industrial areas are separated into those that were established before World War II (Older Industrial Areas), those that were established from after the war to the present day (Newer Industrial Areas), and those that have yet to be developed (Industrial Areas Yet to Be).

Older Industrial Areas

Policy I-1: The City of Salisbury shall be an active participant, facilitator and partner in the adaptive reuse of former warehousing and manufacturing buildings into uses compatible with their location.

Policy I-2: If demolition of an existing older industrial building or complex becomes necessary, any new structure(s) and site redevelopment shall be compatible with the neighborhood context; such redevelopment shall serve to improve the quality, character and livability of the surrounding area.

Newer Industrial Areas

Policy I-3: The City of Salisbury shall be vigilant in its use and enforcement of environmental performance standards for industrial operations, with particular concern for the protection of nearby residential properties.

Policy I-4: The City of Salisbury shall employ its industrial zoning districts to protect the community from the establishment or expansion of industries that are incompatible with the public health, safety, and welfare, and that may be detrimental to the economic prosperity of existing and future businesses.

Policy I-5: Industries adjoining existing residential uses shall provide and maintain for adequate screening and buffering. New residential development moving into an area adjoining an existing industrial use shall have the burden of providing for its own screening and buffering.

Policy I-6: Industries located along the city’s major travel corridors shall provide for landscaping that enhances the city’s overall image, thereby further improving opportunities for economic development. Industries not located along a major travel corridor shall be encouraged to provide for landscaping consistent with their location.

Industrial Areas Yet To Be

Policy I-7: To encourage economic development, the City of Salisbury shall continue to invest in infrastructure and services that sustain and enhance the area’s already high quality of life, image and cultural identity.

Policy I-8: The Interstate 85 corridor, including the roadways feeding into the interstate, shall be a focus of coordinated land use policy and capital investments for the development of quality industry.

Policy I-9: New and expanding industries and businesses shall be encouraged which: (1) are compatible with the long-term quality of the area’s natural and cultural resources, (2) match up well with the area’s infrastructure and services and (3) employ and develop the skills of area workers.

Policy I-10: Retail, medical, educational, finance, and other services shall be viewed as an integral part of Salisbury’s future “industrial development” strategy. The City shall strive for a financial and regulatory environment that supports the establishment and growth of small business.

Policy I-11: The City shall periodically examine its zoning ordinance and other development regulations as to the appropriate distribution of manufacturing warehouse and distribution opportunities within the City’s planning jurisdiction.
Salisbury's downtown area is the pride of the community. During the visioning meetings held for the 2020 plan, citizens identified the downtown as the area most responsible for giving Salisbury its character as a community. Yet, the continued vitality of the downtown has not been without its challenges over the years. During the past few decades, the downtown area has survived the departure of many of its most significant office and retail anchors. It has endured the slip covering and uncovering of many of its most beautiful building facades. It has seen businesses come and go, succeed and fail. Yet, through it all, downtown Salisbury has demonstrated its economic resiliency.

**Policy D-1:** The City shall encourage a compatible, diverse mixture of retail, office, institutional, residential, dining, services, entertainment, and public open space in the downtown area.

**Policy D-2:** While encouraging a diversity of uses and activities in the downtown area, the City recognizes the advantages of clustering similar activities in specific parts of the downtown.

**Policy D-3:** Pedestrian oriented streetscape improvements including, but not limited to, sidewalks, street trees, street lights, street furniture, and landscaping shall be employed consistent with the historic, pedestrian character of the downtown and to stimulate continued economic development.

**Policy D-4:** As the primary entryway corridor into downtown Salisbury, Innes Street shall continue to receive priority for visual enhancements, employing special development standards, public investment, and community involvement to facilitate constructive change.

**Policy D-5:** The City shall encourage efforts to direct new and expanding businesses requiring office space to compatible spaces in the downtown area.

**Policy D-6:** The City shall maintain a tangible presence and commitment to the downtown through the location of the City’s major municipal offices there. The City shall also encourage other local, state and federal governments to maintain similar commitments to the downtown.

**Policy D-7:** The City shall continue to explore the development implications and potentials concerning new and expanded passenger rail service between Salisbury and Charlotte, Raleigh, Asheville, and elsewhere.

**Policy D-8:** The City shall encourage the development of a full-service fresh market in a permanent location downtown.

**Policy D-9:** Design standards shall be employed to ensure that development and redevelopment will be supportive of the architectural and historic context that is vital to the economic success of downtown Salisbury.

**Policy D-10:** Efforts to maximize the use of the public space of the sidewalk so as to enliven the downtown street space are generally supported. Such use shall be balanced against public safety and other issues as may affect pedestrian movement and other proper uses of the street right of way.

**Policy D-11:** The City of Salisbury shall actively participate, promote and partner in the development of additional parking facilities serving the downtown area. Such facilities shall be located and designed so as to complement and enhance the aesthetic and functional fabric of the downtown.

**Policy D-12:** The City shall encourage efforts to restore missing street fronts, particularly on corners where previous buildings have been demolished and replaced with (for example) surface parking.
Parks, Open Space and Greenways

Salisbury has demonstrated its commitment to providing its citizens to an excellent parks system. The most tangible evidence of this commitment may be seen in the City’s efforts to develop the new Salisbury Community Park on a 303-acre site west of town. Moreover, the commitment of the City to this facility would not be possible without the support of the voters who, in 1996, approved a $3 million bond referendum to fund land acquisition and the early stages of park development. This major park facility, combined with the City’s on-going efforts to expand and improve upon a whole system of park sites, promises to put Salisbury “on the map” as among a select few communities with outstanding parks, open space and recreation amenities. In fact, it is no coincidence that the City was recently accredited by the National Recreation and Park Association as one of the few communities in the nation meeting national standards for park and recreation facilities and services.

Policy P-1: The City shall provide for a hierarchy of parks, located according to population density and designed according to the needs of the people residing within the most likely park service area.

Policy P-2: The City shall continue to develop a system of open space greenways and hiking trails to connect residential areas with, especially, schools, colleges and park facilities. The use of (1) natural corridors such as streams and floodplains, and (2) man-made corridors such as utility and transportation rights-of-way and easements, shall be emphasized.

Policy P-3: Mini-parks shall be encouraged in existing and proposed neighborhoods to meet the needs of small children and to encourage social interaction and mutual support among area families.

Policy P-4: Neighborhood and mini parks should be located with exposure to residential and/or non-residential activities, where informal observation and oversight can take place.

Policy P-5: New residential development should provide for adequate open space and recreation areas in proportion to the demand created by the development. This may be determined according to the number of dwelling units in the development and/or by a percentage of the total acreage in the development.

Policy P-6: The City of Salisbury supports the co-location and joint development of public park facilities in cooperation with institutions such as colleges, public schools, federal, state and local government agencies, as well as other entities.

Policy P-7: The City shall continue to explore new methods of park maintenance and programming including, but not limited to, increased privatization and volunteerism.

Policy P-8: The City of Salisbury shall continue the expansion and development of the new Community Park, while maintaining its commitment to the maintenance and upkeep of existing City park facilities elsewhere in the urban area.

Policy P-9: The City of Salisbury welcomes cooperative public-private arrangements for the development, programming, and maintenance of park and recreation facilities.
Streets

To reduce congestion on major streets, the City must rethink the near total separation of land uses which causes automobile dependency. It must allow new developments to place residential and non-residential activities within walking distance. Major thoroughfares must focus on meeting the needs of cross-town traffic while minor streets must play a greater role in serving local errands.

Policies For Major Streets

Policy S-1: Major streets should be spaced no more than one mile apart east to west and north to south whenever topographic and other physical conditions allow.

Policy S-2: Access to major streets shall be from intersecting minor streets, rather than private driveways, whenever possible.

Policy S-3: Central medians shall be incorporated into the design of new or improved major streets whenever possible.

Policy S-4: Under specified conditions, minor streets should be located so as to intersect with major streets at regularly spaced, reasonably frequent (400’ to 600’) intervals.

Policy S-5: Landscaping, and where possible, street trees should be planted in central medians and plaza strips of major streets.

Policy S-6: Streetlights shall be selected and installed according to the design speed and intended use of the street they serve.

Policy S-7: Master streetscape plans and special thoroughfare corridor controls shall be employed as necessary to improve the function and appearance of major streets, including traffic movement, as well as signage, architecture, building and parking placement, landscaping, underground utilities, etc.

Policy S-8: Road widenings and/or the designation of one-way pairs shall not be allowed for streets where the original design intent was otherwise. This policy is intended to prevent degradation of the design integrity and livability of an existing residential or commercial area for the primary purpose of moving greater traffic volumes. Exceptions to this policy may include actions to correct critical safety problems.

Policies For Minor Streets

Policy S-9: 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.

Policy S-10: Minor streets shall be developed in short blocks of 300 to 500 feet in length.

Policy S-11: Street widths shall be designed to fit the intended use of the street, corresponding to the traffic load and planned development types. Minor streets shall be no wider than necessary to serve their intended use.

Policy S-12: A fully connected honeycomb of streets shall promote 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 are avoided.

Policy S-13: On-street parking shall be encouraged in compact neighborhoods. Vertical curbing shall be preferred over rolled or valley curbing to properly contain vehicles within the borders of the paved street area.

Policy S-14: Conservation subdivisions, those designed to minimize environmental disturbance and protect adjoining natural resources, shall employ grassed swales to capture stormwater runoff, filter out pollutants and recharge groundwater resources.

Policy S-15: 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.

Policy S-16: The City shall employ traffic calming methods on neighborhood streets as necessary to enhance livability and restore the balance between pedestrian, bicycle and automobile use. Implementation of such methods shall be conducted with full participation and input from neighborhood residents.
Sidewalks
Before World War II, neighborhoods were developed with sidewalks as an essential component of the community. After the war, as suburban development densities decreased and residential areas became more isolated from services, sidewalks gradually disappeared from the design of new neighborhoods. With the advent of new urbanism, or a return to the traditional neighborhoods of pre-war America, sidewalks are once again recognized as an important feature of a functional community.

**Policy SW-1:** Where no sidewalks are present in existing developed areas, sidewalks shall be provided on a priority basis to connect residential areas to major pedestrian destinations.

**Policy SW-2:** In newly developing areas, sidewalks shall be required as an integral part of the community’s basic infrastructure.

**Policy SW-3:** Sidewalk width shall be determined according to anticipated pedestrian traffic volumes. Except where constrained by unusual physical limitations, a minimum sidewalk width of five feet shall be required.

**Policy SW-4:** Except where constrained by physical limitations or other obvious reasons, sidewalks shall be required on both sides of the street.

**Policy SW-5:** Marked crosswalks shall be provided at all locations where significant pedestrian activity occurs now or is to be encouraged.

Bikeways
There are two major problems confronting the widespread use of bicycles in Salisbury. The first is the perception of bicycling as primarily a recreational pursuit. The second, more significant problem is a street system that forces all commuters, including bicyclists, onto a limited number of high traffic thoroughfares that are not designed to accommodate bicycles.

**Policy B-1:** Bikeways shall be planned for as a system-wide component of Salisbury’s transportation planning.

**Policy B-2:** The City shall facilitate a multiple option approach to bikeway development, including: 1) compatible bike lanes on major streets, 2) paths not on the street but within rights-of-way, 3) separated off-street trails, and 4) effective use of minor streets and alleys. Emphasis shall be placed on option 4.

**Policy B-3:** All future road construction and improvements shall be examined for bikeway feasibility and conformity with the citywide bikeway plan. As appropriate, bikeways shall be included in the road construction or improvements.

**Policy B-4:** All future subdivision plats and site plans shall be examined for bicycle compatibility and conformity with the citywide bikeway plan. As appropriate, bikeway routes shall be identified and planned for in the construction of such subdivisions or other development projects.

**Policy B-5:** The provision of secure bike storage shall be encouraged at shopping and work places.

Public Transportation
Among all transportation issues, public transit was the second most frequently identified issue receiving support during the town meetings held for the Comprehensive Plan. In fact, citizens expressed a clear desire that Salisbury’s current bus system should be enhanced and expanded where possible. Two objectives of City government, therefore, should be: (1) to continue to support and expand the bus system where need can be justified, and (2) to promote development patterns that make bus service more effective to operate.

**Policy PT-1:** The operational success of Salisbury’s public transit system shall be supported and enhanced through the encouragement of compact, transit sensitive development patterns.

**Policy PT-2:** Site planning that incorporates transit stops and convenience clusters shall be required, where appropriate.
Street Trees

Area residents at the town meetings held for the comprehensive plan offered a firm consensus for the “greening and beautification of Salisbury”. Comments called for “boulevards lined with trees”. Others simply said, “Plant more trees.” Regardless of the words chosen, there is little doubt that residents want Salisbury to be a beautiful city and street trees are one of the most effective, least costly ways to do that.

Policy ST-1: The City’s street tree master plan shall address: 1) the retrofitting of existing streets, where appropriate and 2) the planting of future streets.

Policy ST-2: Consistent street tree species shall occur along predetermined sections of streets.

Policy ST-3: No single tree species should comprise more than 10 to 15% of the total street tree population of the city.

Policy ST-4: Regularly spaced street trees should be planted in central medians, frontage street medians, and plaza strips.

Policy ST-5: The planting or preservation of street trees of appropriate size shall be required as part of the upfront costs of new development.

Policy ST-6: The city’s street tree planting program shall be targeted to maximize available budget dollars for street tree master plan implementation.

Street Lights

As modern day subdivisions, commercial properties and street layouts have become more automobile oriented and less pedestrian oriented, so too have our systems of lighting streets. Today there is a predominance of streetlights designed to serve the primarily the automobile, and far fewer designed to serve the pedestrian. The following policies suggest a return to a more balanced approach.

Policy SL-1: Streetlights shall be selected and installed according to the design speed and/or intended use of the street or area they serve. Where sidewalks are present or anticipated, pedestrian scaled streetlights shall be preferred.

Policy SL-2: The selection of streetlight lamps shall give preference to light sources which produce a natural color spectrum, particularly where sidewalks are present.

Policy SL-3: The City, in cooperation with streetlight service providers within its jurisdiction, shall maintain a streetlight inventory and master plan, to include an approved list of manufacturers of streetlights for use in Salisbury.

Policy SL-4: Initial purchase and installation costs for streetlights shall be the responsibility of the developer in new developments and the property owner(s) in existing developed areas. The City’s pricing policy for the operation and maintenance of approved streetlights, however, shall not penalize pedestrian scaled streetlights.

Policy SL-5: Streetlights shall be installed on both sides of a street.

Utility Poles and Wires

Since the costs of converting an entire community from overhead to underground utilities are prohibitive (barring some major technological advance), the following policies suggest that priority areas be identified in advance, and further, that specific criteria might be employed to facilitate gradual or partial conversion, consistent with those priorities.

Policy U-1: The City shall maintain a master plan for the undergrounding of utilities, with priority given to pre-determined areas.

Policy U-2: Major city entrances and gateway corridors shall receive first priority for the undergrounding of overhead utilities.

Policy U-3: High visibility, pedestrian-oriented areas shall receive second priority for the undergrounding of overhead utilities.

Policy U-4: Overhead utilities in other priority areas shall be placed underground or relocated as opportunities arise.
City Entrances

Historically, American cities, including Salisbury, have simply spilled out further and further into the countryside as they have grown. Yet cities, by their very nature, should be more urbane and more formal in their treatment of streetscapes, than may be found along a rural highway. The problem and challenge, then, is to create some form of identity and sense of entry from amidst the blurred urban/rural interface.

Policy CE-1: Noticeable streetscape improvements shall be employed to clearly announce a city entrance, and to enhance gateway corridors.

Policy CE-2: As the city limits expand, streetscape improvements shall be extended accordingly.

Policy CE-3: Where a bridge is located at a city entry point or along a gateway corridor, special “gateway” treatment of the bridge shall be considered to enhance the sense of arrival in Salisbury.

Community Character, Landmarks and Vistas

Most city residents point to East Innes Street and the recently developed sections of Statesville Boulevard and Jake Alexander Boulevard as having some of the most objectionable forms of development in Salisbury. Salisbury is not alone in this regard, as cities across the country are struggling with the same plight of automobile oriented strip development. If a further loss of the city's identity and character is to be prevented, both the public and private sectors will need to reconsider the methods and priorities of the present system of development.

Policy CC-1: New and expanding businesses shall employ architectural standards consistent with Salisbury’s architectural character and shall avoid standard prototype designs otherwise employed in “Anywhere USA”.

Policy CC-2: Exceptional locations in the city shall receive exceptional treatment in design and development.

Policy CC-3: Important views and vistas shall be preserved.

Policy CC-4: Noteworthy buildings, important outdoor spaces, objects of historic merit, important monuments, and significant works of art shall be placed in positions of visibility and prominence. Their placement shall be coordinated with street design.

Policy CC-5: Significant natural and existing man-made elements should be incorporated into the thematic design of new developments.

Policy CC-6: Large trees, ponds, creeks, or other natural features of the landscape should be saved when locating new streets, buildings, parking lots, etc.

Policy CC-7: Architectural lighting shall be encouraged, where appropriate, on important public and private buildings, bridges, large trees, public spaces, etc.

Residential Architecture and Site Design

Residential Architecture Guidelines

With the advent of standardized building materials and methods, as well as central heating and air conditioning, new homes built in Salisbury may differ only slightly from those built in Massachusetts, California, Florida or Michigan. This is both a blessing and a curse. The blessing comes from the wide variety of home styles available in today's market. The curse comes from the complete loss of character and uniqueness that was once associated with regional architectural styles.

Thus, while architecture is clearly in the realm of individual taste, this plan can at least offer some brief guidelines that might restore some of the indigenous character of the area to our new neighborhoods as they develop. These guidelines include the following:
Executive Summary

(1) Homes should be raised up off the ground to avoid dampness and encourage natural cooling and ventilation. (Basements and crawl spaces, rather than homes built “on-slab”.)

(2) The floor plan should allow for high ceilings and tall windows with free airflow between, thereby encouraging cross ventilation.

(3) Homes should not be set back excessively from the street, but rather pull up to the street, so as to create a human scaled streetspace.

(4) Functional front porches and rear porches, decks or patios should be an integral part of the home to allow for outside activities in both a public setting (front yard/street space) or private setting (rear yard).

(5) Garages, when provided, should be placed to the rear of structures and should be accessible by a service alley or by a narrow drive between houses.

Residential Landscaping Guidelines

In the hectic pace of the early 21st century, many homeowners have lost touch with the art of landscaping that was so much a part of the lives of our parents and grandparents. For many, the compact neighborhood offers an opportunity to have a small yard of one’s own without spending valuable time in the mindless row cutting of the lawn mower (not to mention wasteful use of water, pesticides, herbicides, fertilizers, etc.) Therefore, the following guidelines are offered specifically for yards that have a compact form.

(1) Keep shrubs along the border of the yard and near the foundation of the house. Small yards look best when a maximum expanse of uninterrupted lawn area is preserved.

(2) Hedges are meant to serve as fences or walls. A hedge-like row of shrubs of the same species and height planted around a front porch or along a house wall produces monotony.

(3) In planting against a porch or against the house itself, allow certain portions of the foundation to remain open to view, and to encourage ventilation.

(4) Vary the heights of shrubs, placing more shrubs and taller growing ones at the corners of the home, leading away with lower growing shrubs.

(5) Some shrubs and trees make good specimens; that is, they have interesting forms and can be used for special visual impact. Never “spot up” a lawn with such plants, however, and never plant them in a row around the house. Use them sparingly and rely on mass planting of shrubs in most places.

(6) To make Salisbury’s hot, often humid summers more enjoyable, every lot should have two or three shade trees. If the house is built close to the street, it is best to allow street trees to perform this service in the front yard. Otherwise, arrange the trees to enframe the house when seen from the street.

(7) Homes built close to the street should have a walk leading from the front porch to the public sidewalk. This walk ties the house to the rest of the neighborhood, by providing a door into the room of the streetspace.

(8) A low hedge, masonry knee wall, or ornamental fence across the front of the lot at the edge of the sidewalk is oftentimes a good idea. This subtle divider helps frame the yard and creates a clear boundary between public and private space. (See “defensible space” guidelines below.)

(9) For some structures, a trellis might be installed on the south or west sides of the building upon which one or two vines may climb.
Water and Sewer Services

The water and sewer extension policies of this comprehensive plan call for the City to place greater emphasis on the use of water and sewer as a growth management tool. This may require a stronger focus on targeted growth areas, as well as financial incentives, such as greater City participation in the costs of water and sewer services for developments that are particularly consistent with the City’s growth policies.

**Policy WS.1:** The City shall employ water and sewer line extensions as a growth management tool to direct new development to land that is suited for such development, and which encourages a compact neighborhood or village-like community.

**Policy WS.2:** The City may consider incentive-based participation in the cost of providing water and sewer services to development projects which are particularly supportive of the City’s growth management objectives.

**Policy WS.3:** The City may participate in the extension of water and sewer services to properties located inside the primary and secondary growth areas. Exceptions to this policy (regarding extensions to properties outside these areas) may include the provision of services to other local governments, cooperative agreements on major economic development projects, and matters concerning imminent public health problems.

**Policy WS.4:** Water and sewer lines shall generally not be extended to areas that would encourage inappropriate development in environmentally sensitive areas, or in hazardous areas, such as floodplains.

**Policy WS.5:** The City of Salisbury shall maintain independent ownership and control over its water and sewer utilities; the City shall not subvert its growth management interests to a regional water and sewer authority.

**Policy WS.6:** Centralized water and sewer services should be concentrated within targeted service areas, where development densities would make the provision of services economically efficient, or where industrial development is to be encouraged.

**Policy WS.7:** Centralized sewer services shall generally avoid large, uninterrupted expanses of the planning area used primarily for agriculture and to protect farmland from development pressures brought about by such sewers.

**Policy WS.8:** Major extensions of water and sewer services that could result in scattered, non-directed development and costly provision of other urban services shall be discouraged.

Growth Strategy

The Growth Strategy Map

**Purpose of Growth Strategy Map and Relationship to Policies**

To better plan for the provision of municipal services to future growth areas, it is useful to visualize on a map the entire planning area with regard to the desired density and character of development. By showing growth areas on a map, the City can help direct where various forms of development and redevelopment might best occur, and where natural and cultural resources should be conserved. The three types of growth areas identified on the Salisbury 2020 Growth Strategy Map (See Map, Back of Plan) are the Primary Growth Area, the Secondary Growth Area, and Conservation and Resource Management Areas.

**Primary Growth Area**

The Primary Growth Area includes properties that have already been developed or have the potential for “infill” development. These are areas that are already served by centralized water and sewer or could be provided with water and sewer with relative ease and modest cost. At the time the Growth Strategy Map was adopted, such properties were generally within the existing city limits of Salisbury.

**Secondary Growth Area**

The Secondary Growth Area includes properties to which urban services could be extended within the next twenty years, but with greater difficulty and at a greater cost than for properties in the Primary Growth Area. In addition, not all properties within the Secondary Growth Area are expected to be developed within the next twenty years. To do so would
mean that, within just two decades, the City would sprawl over an area some five times larger than the present city limits.

Rather, this plan sets forth a preferred development pattern known as Neighborhood and Village Communities, in which land areas most suited for development receive more intensive, neighborhood type development, while surrounding, less suitable land areas remain in parks, greenways or other permanent open space. The Secondary Growth Area has been applied to those parts of the City and unincorporated Rowan County that, due to topography and other factors, could reasonably expect to be served by the water and sewer services in the foreseeable future.

Conservation and Resource Management Areas

The purpose of designating Conservation and Resource Management Areas is to provide for the effective long-term management and protection of significant, limited, or irreplaceable resources. Management is needed due to the important natural, cultural, recreational, scenic or productive values of these areas. Examples include wetlands (which filter stormwater runoff and protect water quality), floodplains (which receive and store flood waters and prevent flood damage and loss of life and property), natural areas (which provide habitat for wildlife and opportunities for study), and cultural areas (which preserve the heritage and cultural roots of an area). As such, Conservation and Resource Management Areas should not be developed at all, or if developed, should be done so in a very limited manner characterized by careful planning and cautious attention to the conservation of important environmental features. Urban services, such as centralized water and sewer, should generally not be provided in these areas as a catalyst to stimulate intense development.

Note: The mapping of wetlands, floodplains, natural areas and other lands in Conservation and Resource Management Areas is done for general planning purposes only. In some instances, there may be pockets of supposedly wet or flood prone land included as a Conservation and Resource Management Area that is, in fact, high and dry and non-flood prone. In other instances, there may be areas not included in the Conservation and Resource Management Area that should be, based upon site-specific information. In such cases, the general mapping of Conservation and Resource Management Areas can and should be superceded by site specific information made available during the land development process.

The Neighborhood and Village Community Concept And The Growth Strategy Map

Though the Growth Strategy Map covers a relatively large geographic area, the intent of the Map is not to encourage a uniform blanketing of the landscape with suburban sprawl style development, or any other kind of development for that matter. On the contrary, the polices of this plan, when used in conjunction with the Growth Strategy Map, are intended to encourage new developments to occur in neighborhood or village like patterns, with certain retail services designed into the neighborhood or village center. The purpose of this pattern is to discourage unnecessary increases in traffic on the City’s main roads by encouraging residents to shop for their basic needs closer to home, perhaps within walking or biking distance. At the same time, the compact nature of these developments, typically involving smaller lots, is intended to allow for the allocation of permanent open space around such neighborhoods. This development pattern is entirely consistent with the desires of City residents to preserve open space and the historic, small town character of Salisbury, while allowing growth to occur in a managed way.

Implementing The Growth Strategy Map

The Growth Strategy Map is intended to be supported and complemented by zoning decisions, subdivision approvals, water and sewer extension policies, and other growth management tools; these local tools should be consistent with the stated intent of the Growth Strategy Map. Although general areas are outlined on the Growth Strategy Map, it must be remembered that the map is merely a tool to help implement policies and is not, in the strict sense of the term, a regulatory mechanism.
The Neighborhood Planning Area
The Common Sense Building Block of a More Livable, Less Traffic Congested City

What Is A Neighborhood Planning Area?

As used in this plan, a neighborhood planning area means a section of the city of Salisbury, usually about one half to one mile on a side, that is formed by major physical boundaries or barriers. Most often, the planning area boundaries are major thoroughfares. As a practical definition, a neighborhood planning area may also be viewed as an area of the city, normally bounded by major thoroughfares, across which you would not comfortably send a ten-year-old child. Such planning areas, due to their size, often contain more than one neighborhood (otherwise referred to today as a "subdivision").

Seven Principles For A More Livable, Less Traffic Congested Salisbury

This plan proposes seven common sense principles for the design, development, and redevelopment of neighborhood planning areas within the city of Salisbury. Most of these principles require much more explanation than can be provided in this brief section—the particular policies of the plan provide details on the reasoning and significance of each of these principals as applied to specific circumstances in Salisbury. The purpose of this section is simply to provide an overview of the seven concepts.

Each neighborhood planning area in the city will not lend itself equally well to the application of these principles. This is particularly true in the newer, existing suburban neighborhoods of the city where established development patterns and street layouts may differ considerably from those recommended in this plan. Therefore, these principles should be applied to the extent practical to each of Salisbury's developed and undeveloped planning areas* over the next twenty years— and beyond. The seven principles are:

Principle 1: Provide for evenly spaced thoroughfares about 1/2 mile apart but not more than 1 mile apart north to south and east to west.

This spacing of thoroughfares will create/reinforce neighborhood planning areas that are not so large as to be unworkable. This frequency in spacing also helps minimize travel demand for cut through traffic on

* For the purposes of this plan, it is estimated that the 2000 corporate limits of Salisbury contain about two dozen neighborhood planning areas. See map on the following page. (There are some areas of the city that do not lend themselves to convenient demarcation.)
Executive Summary

neighborhood streets by making thoroughfares the better alternative. While there are several exceptions, many of the city’s existing and proposed thoroughfares come close to this standard.

**Principle 2: Provide for each of the daily needs of living within each neighborhood planning area:**
- Places to live
- Places to work
- Places to shop
- Places to gather (schools, parks, churches, etc.)

Adherence to this principle will provide residents with at least the option of staying inside the neighborhood planning area for some of their daily activities, provided the internal circulation pattern of the planning area allows it. In doing so, the total number of trips that the city’s thoroughfares must handle can be reduced.

**Principle 3: Connect the streets, walkways, and bikeways of new neighborhoods within each neighborhood planning area. Employ careful design to discourage through traffic from outside the neighborhood planning area.**

Too often, subdivision plats are drawn up to purposefully isolate a new neighborhood from adjoining areas. “Exclusive” has become a much-overused marketing term intended to imply a neighborhood which is physically or economically superior and set apart from its surroundings. Unfortunately, the only way in or out of such exclusive neighborhoods is usually the closest major thoroughfare. This results in a situation where all traffic must get onto already congested major thoroughfares to go anywhere. It also prevents walking or biking to other neighborhoods or to other non-residential areas, such as places to work, shop, or play. In contrast, by connecting adjoining neighborhoods to one another, pedestrian movement within the neighborhood planning area is made possible, thereby avoiding the need to get out onto the major thoroughfare for every aspect of civic life.

**Principle 4: Design the streets (layout and width primarily) according to their intended use.**

Neighborhood streets should be no wider than necessary to serve the specific type of development and traffic that will occur along each street segment in the neighborhood (i.e. large single family houses vs. small single family houses, townhouses vs. patio homes, garages or driveways vs. on-street parking, alley ways vs. side streets vs. avenues, etc—each type of development and street places different demands on the street). Thoughtful street design will encourage their full use by neighborhood planning area residents but will discourage cut-through traffic.

**Principle 5: Do not allow large, homogeneous tracts of land to be developed in a single land use or class of housing.**

This will encourage walking from residential places to places of work, shopping and gathering. It will also discourage the economic and social isolation that comes from creating large developments, which cater to a single age or income group.

**Principle 6: Locate major traffic generators only on the corners of the neighborhood planning area.**

This discourages cross-town traffic from being tempted to cut through a neighborhood planning area to get to one of these major attractors. It also ensures that major traffic generators are located where traffic can be adequately dispersed—on to the two or more major thoroughfares forming the corner of the neighborhood planning area.

**Principle 7: Locate pedestrian-oriented neighborhood services at one or more carefully selected and designed focal points central to the neighborhood.**

Obviously, this principle is most easily applied to new developments where careful site selection and design can integrate these services into the fabric of the neighborhood from the outset. This encourages walking and biking to these services by neighborhood planning area residents, but makes access by cross-town traffic inconvenient. It can also be a convenient location for a central neighborhood planning area transit stop.

Note: These principles are not intended to suggest that all the needs of a person or family are going to be met within a single neighborhood planning area. However, a primary objective and benefit of this concept is to provide at least the option for some portion of each household’s needs to be met within the boundaries of the neighborhood planning area, thereby reducing congestion on the city’s thoroughfares, and providing for a better neighborhood environment and quality of life.
AN ORDINANCE AMENDING THE LAND DEVELOPMENT DISTRICT MAP OF THE CITY OF
SALISBURY, NORTH CAROLINA, REZONING 2388, 2400, 2410, AND 2416 STATESVILLE
BOULEVARD FROM GENERAL RESIDENTIAL (GR-6) DISTRICT TO RESIDENTIAL MIXED-
USE (RMX) DISTRICT. (PETITION NO. Z-05-2018)

WHEREAS, a petition to rezone the property described herein was properly filed by the property
owner; and

WHEREAS, the Salisbury Planning Board, an advisory board to the Salisbury City Council,
reviewed the rezoning petition on July 10, 2018, unanimously voted to recommend approval as
submitted, and stated that the request 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 August 21, 2018; and

WHEREAS, the City Council hereby finds and determines that adoption of an Ordinance to
rezone the property described herein, as requested, is reasonable, in the public interest, and
CONSISTENT with the goals, objectives, and policies of the Vision 2020 Comprehensive Plan as it
relates to promoting a variety of housing and limited, transitional development between existing or
planned large-scale commercial nodes with an adjacency to existing neighborhoods.

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
329, Parcel(s) 410, 116, 042, and 306, 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 ‘RMX’ district, and that the change be made to the Land Development District Map
of the City of Salisbury;

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.
The Salisbury Planning Board held its regular meeting Tuesday, July 10, 2018, in the Multi-Purpose Room, 1 Water Street, at 4:00 p.m. with the following being present and absent:

PRESENT: Bill Wagoner, John Schaffer, Dennis Lunsford, John Struzick, Patricia Ricks, Jon Post, and Dennis Rogers

ABSENT: Josh Canup, Cress Goodnight, Bill Burgin, Thomasina Paige, and Randy Reamer

STAFF: Teresa Barringer and Jessica Harper

WELCOME GUESTS AND VISITORS

Bill Wagoner, Chair, called the Planning Board meeting to order.

APPROVAL OF MINUTES

- Planning Board Minutes of July 10, 2018 approved by Bill Wagoner as amended. All board members approved.

NEW BUSINESS

Bill Wagoner facilitated the Planning Board meeting as Chair. All attendees and staff giving testimony were sworn in. Public hearing opened. Bill Wagoner amended agenda to delete and move text amendments to next planning board meeting July 24, 2018.

COURTESY HEARING

Nelson Bradshaw (applicant) property owner of 380 W. Ritchie Rd. spoke in favor of the rezoning. Mr. Bradshaw spoke on behalf of his sister Carrie Bradshaw who resides at 420 W. Ritchie Rd. and Nathan Merry of 230 W. Ritchie. Mr. Bradshaw stated that the current state of the properties are rural residential but no longer conducive for residential due to commercial activity in the area. Mr. Bradshaw stated that there are future widening plans of Julian Rd. which serves as a connector to W. Ritchie Rd. Julian Rd. will become a highly visible road widening project with a completion time in the year 2021. 26,000 vehicle are projected to travel Julian Rd. daily. Mr. Bradshaw stated that all the properties along W. Ritchie road have become less inhabitable to single family residents. He added that no residential properties have been constructed on W. Ritchie Rd. within the last 55 years. Mr. Bradshaw feels that it is time for the area to be rezoned to highway business.

STAFF PRESENTATION

- Z-06-2018: 300-400 Block W. Ritchie
STAFF PRESENTATION

- **Z-05-2018: 2400 Block of Statesville Blvd.**

Staff presented case Z-05-2018. This is a general rezoning initiated by the City of Salisbury in response to Council’s questions during the CD rezoning for Aaronfield apartments on the adjacent site. This will close the gap effect and cleanup what now remains after the Aaronfield and Maranatha rezoning’s. This brought non-residential zoning westward toward the existing mixed-use zoning in the Hendrix BBQ area. These petitioned parcels (Z-05-2018) are the last remaining General Residential (GR) on the north margin of Statesville Boulevard in the area. The rezoning will change the existing zoning of General Residential (GR) to Residential Mixed Use (RMX). Staff discussed the differences between the two zoning districts regarding other uses such as major and minor vehicle services and other professional offices. This transition will be consistent with abutting properties and will require a minimal landscape buffer. The new RMX zoning district will allow all building types including multi-family with more than four units.

BOARD DISCUSSION

Mr. Schaffer verified with staff that all properties adjoining these parcels have been notified. Staff confirmed that the additional three parcels mentioned in this case may come forward in the near future for consideration to downzone from Neighborhood Mixed Use (NMX) to Residential Mixed Use (RMX) at a later date.

MOTION

Motion: Patricia P.J. Ricks moves that case Z-05-2018 the 2400 Block of Statesville Blvd. to rezone 11 acres from General Residential (GR) to Residential Mixed Use (RMX) and is consistent with the Goals, Objectives, and Policies of the Vision 20/20 Comprehensive Plan and recommends approval. Motion seconded by John Schafer. All members voting aye.

OTHER BOARD BUSINESS

A special request has been made by City Council to convene a Policy or Legislative Committee to assist with a Zoning Study of the Ketner Center/ Mahaley Avenue area. Committee #1 members assigned to this group include Dennis Rogers (Chairman), John Struzick, Bill Wagoner, and Cress Goodnight.

ADJOURN 5:12 p.m.

There being no further business to come before the Planning Board the meeting was adjourned.

_______________________
Bill Wagoner, Chair

_______________________
Jessica Harper, Secretary
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category: ☐ Public ☐ Council ☐ Manager ☑ Staff

Requested Council Meeting Date: AUG. 21, 2018

Name of Group(s) or Individual(s) Making Request: NELSON & KERRY BRADSHAW

Name of Presenter(s): PRESTON MITCHELL (STAFF)
NELSON BRADSHAW (APPLICANT)

Requested Agenda Item: Z-06-2018: PETITION TO REZONE APPROX. 7 ACRES ALONG WEST RITCHIE RD FROM ‘RURAL RESIDENTIAL’ TO ‘HIGHWAY BUSINESS’

Description of Requested Agenda Item: PROPERTY OWNERS (APPLICANTS) ARE REQUESTING TO REZONE 4 PARCELS (~7 AC.) TO ALLOW FOR FUTURE COMMERCIAL DEVELOPMENT

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 HOLD A PUBLIC HEARING AND CONSIDER ADOPTING AN ORDINANCE TO REZONE THE PROPERTY AS REQUESTED

Contact Information for Group or Individual: PRESTON MITCHELL @ 5244

☑ 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 Mayor’s Office Only

☐ Approved ☐ Declined

Reason:
REQUEST TO REZONE 4 PARCEL(S), ~7-AC. FROM 'RURAL RESIDENTIAL' TO 'HIGHWAY BUSINESS' WITH QUESTIONS? CALL 704.638.5244
CASE NO. Z-06-2018

Petitioner(s): Nelson & Kerry Bradshaw
Owner(s): same

PETITION
Request to amend the Land Development District Map by:

- Rezoning 4 parcel(s) to HIGHWAY BUSINESS district

This is a general zoning request and not a Conditional District request, so there is no attached Master Plan. All of the rights and entitlements of the ‘HB’ district need to be considered, not just specific uses or development types.

Our understanding is that Mr. Nelson intends to market the property and does not have a specific development proposal in mind.

STAFF COMMENTS

This petition, submitted by the property owners, is the first in, what may be, a series of rezonings in the Town Creek “valley” between US-29 and I-85 south of Jake Alexander Boulevard. Why might there be a series of rezonings in the future?
In 2009, the city and county invested $6.5 million into the Town Creek Sewer Interceptor, a large-scale sewer project that is intended to provide sewer service to multiple properties in the aforementioned Town Creek basin from Salisbury to China Grove. See the included excerpts of minutes from 2005 and 2009 City Council meetings.

Recently, NC-DOT has indicated its’ plan to widen Julian Road from Jake Alexander Boulevard to I-85. This project has passed design and funding and is set to begin very soon. Additionally, and as part of an NC-DOT Rail Division project to close the rail crossing at Henderson Grove Church Road, the state is currently considering designs of a connector road between Julian and Henderson Grove Church.

What is the long-term future of this area? The answer could be many and varied, and much of it may not be realized for decades. For example, the area between US-29, I-85, Julian Road, and Peach Orchard Road is over 1,100 acres. For the sake of comparison, the area bound by Jake Alexander Boulevard,
Planning & Zoning Analysis

Julian Road, and I-85 (which includes the car dealers, Wallace Commons on Klumac, and the Corporate Circle development) is roughly 200 acres. There is enormous opportunity in this area, but it will not come easy. There are well-established communities along Henderson Grove Church Road and most of this area remains under Rural Residential Zoning.

It is worth noting that on May 31, 2018, staff held a small community engagement session with owners of property between Henderson Grove Church Road and West Ritchie Road. The meeting was held at Fire Station #2 on South Main Street and was an opportunity for owners and others with interest to submit thoughts, concerns, ideas, and feelings about growth and development in this area. Roughly a dozen people attended and I remained in communication with another via email. The email owner was in opposition to any zone change, but the overall consensus of those in attendance was that change was expected and forthcoming.

If rezoned, and if anticipating mid to large-scale commercial retail, these ~7 acres would be limited in their development capacity. Any sizeable retail or office development would need to combine like-zoned surrounding parcels in order to amass enough land. For example, the Wallace Commons shopping center site is roughly 25 acres. This is certainly not to say the properties could not be developed according to the rights and entitlements of the ‘HB’ district, but buffering would be significant. An ‘HB’ development adjacent to the existing ‘RR’ district requires a 30-foot (Type F) buffer yard with Complete Visual Separation.

Buffering & Uses:

POLICY

Vision 2020
Comprehensive Plan

Any rezoning attempt must be held against the policies and objectives of the Vision 2020 Comprehensive Plan, as well as any other Council-adopted, applicable plans.

See the applicable highlighted sections from the attached Executive Summary.
SALISBURY
VISION
2020

COMPREHENSIVE PLAN

Adopted by
Salisbury City Council
March 20, 2001

EXECUTIVE SUMMARY
Executive Summary

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Introduction

Salisbury 2020: The Tradition Continues

Salisbury 2020 marks the second major phase of a community planning process started in the late 1980s, known as the Salisbury 2000 Strategic Growth Plan. During the rapid growth era of the 1990’s, the Salisbury 2000 Plan served as the primary policy instrument of the City of Salisbury in managing its growth and development. It became a fixture in the City’s development review system and generally, as plans go, became quite well known in the community. Interestingly, since its adoption in 1988, much of the structure and content of Salisbury 2000 has been emulated by other communities in North Carolina and elsewhere.

Beyond the Strategic Growth Plan, Salisbury has emerged during the past ten years as a model in the region, state and, in some respects, the nation for many aspects of successful community planning. In particular, Salisbury has earned recognition for its efforts in historic preservation, downtown improvement, community appearance, neighborhood revitalization, parks and recreation, citizen participation, public-private partnerships, and a number of other community improvement initiatives.

Salisbury Vision 2020 is intended to continue the type of successful community planning that the original Salisbury 2000 Plan began, while bringing some of the most current and effective approaches to growth management into the body of the policies.

Need for Planning

Cities seldom stand still; they are continually, growing, changing, and evolving as places of human interchange. Salisbury is no exception. Salisbury Vision 2020, therefore, addresses a number of pressing issues facing the city that require considerable attention and concerted action. Among these issues are:

- traffic congestion on major streets increasing at a pace far in excess of population growth
- some neighborhoods hampered by poor housing, crime and other social problems
- strip commercial development and its plasticized, “anywhere USA” appearance
- leapfrogging, single purpose subdivisions, isolated from services and jobs
- near total dependence on the individual automobile, with few options for biking, walking or riding the bus
- the rising cost of city services in the face of an inefficient, sprawling growth pattern
- a downtown area that, despite considerable success, has ongoing needs for revitalization and reinvestment
- aging water and sewer systems in need of major improvements and replacement.
- parks, recreation and open space facilities being strained to keep up with growth-induced demand
- inappropriate development threatening Salisbury’s natural and cultural resources, unique sense of place, and quality of life

These issues run contrary to Salisbury’s long-standing dedication to maintaining and enhancing a high quality of life for its citizens. The Salisbury Vision 2020 Plan represents the community’s collective response to tackling these issues head on.
Leadership and Involvement

Effective leadership and involvement is critical to the success of an effective planning program. Fortunately, the Salisbury community is well stocked with talented leaders in all areas of civic life. From successful business people, to respected political leaders and public servants, to philanthropists-big and small, to community-minded news media, to institutions of faith and learning, to citizens with a special appreciation for history and tradition, Salisbury is unusually blessed with more than its share of gifted leaders.

Preparation of this plan involved an informed and active group of citizens, the Salisbury Vision 2020 Steering Committee. Appointed by City Council, this 18-member committee represented a broad cross section of Salisbury’s people, from many geographic, economic and social perspectives. Through the dedicated efforts of this capable citizens’ committee, every policy statement considered for this plan was reviewed and discussed, approved, disapproved or amended. In addition, the Salisbury Vision 2020 Committee received considerable support from the staff and consultant to the City of Salisbury, and input from the many civic leaders, board members, invited speakers, and citizens who attended the numerous input and educational sessions held during the planning process.

Plan Overview

The content of this Executive Summary parallels the content of the full Salisbury Vision 2020 Comprehensive Plan. The comprehensive plan is organized according to a logical progression of thought. It begins with an historical perspective, establishes a future vision to be pursued, and then sets forth the specific policies to make that vision come true. Each major section of the plan may be described as follows:

Salisbury’s History and City Form provides an historical perspective of the growth and development of the City of Salisbury, not for the sake of rehashing the past, but to see if any valuable lessons can be learned from which the present and future city may benefit.

Salisbury’s Vision sets forth a collective view of how the citizens of Salisbury would like to have their city look and function by the year 2020. This series of vision statements evolved from town meetings held early in the planning process to gather citizen perspectives on “wanted” and “unwanted” futures.

Salisbury’s Areas sets forth policies on the preservation, development, and redevelopment of five principal types of areas that together make up the urban fabric of Salisbury: Neighborhoods, Commercial Areas, Industrial Areas, Downtown Salisbury, and Parks, Open Space, and Greenways. In setting forth policies for neighborhoods, commercial areas and industrial areas, policies are organized according to older areas (pre-world War II, newer existing areas (World War II to the present) and areas yet to be.

Salisbury’s Transportation sets forth policies on the design and function of Streets, both Major and Minor, as well as Sidewalks, Bikeways, and Public Transportation. Much emphasis is placed on restoring the balanced use of streets by vehicles, bicyclists, and pedestrians.

Salisbury’s Appearance establishes policies on various city amenities and their aesthetic impact on the community. Chapters include Street Trees, Streetlights, Utility Poles and Wires, City Entrances, Community Character, Landmarks and Vistas, and Residential Architecture and Landscape Design. Included in the chapter on residential design guidelines are measures to create a safer, more secure community.

Salisbury’s Water and Sewer Services provides an overview of the City’s water and sewer services, and explains their influence on the location, timing, and density of new development. Policies are set forth to guide the extension of water and sewer services so as to promote a desirable growth pattern.

Salisbury’s Growth Strategy builds upon the policy foundation set forth in the each of the preceding chapters and describes in mapped form the City’s intentions for the geographic distribution of growth over the next two decades. Also included in this section is a description of the neighborhood planning area concept, along with several guiding principles to encourage complete neighborhoods, rather than isolated, single purpose subdivisions.
City History and City Form

The full narrative of the City History and City Form section of the Salisbury Vision 2020 Comprehensive Plan describes the growth and expansion of the City of Salisbury from the colonial era up through the present day. Four major historic growth periods are discussed as to their impact on the form and function of the city:

1. Colonial Early Years “Horse & Buggy” (1750 to 1830)
2. Industrial Revolution “Railroad” (1830 to 1900)
3. Early Suburbs “Street Car” (1900 to WWII)
4. Sprawling Suburbs “Automobile” (WWII to present)

This executive summary focuses on the last growth period, Sprawling Suburbs, or the post-WWII era of the past fifty years. Specifically, the negative influences of suburban sprawl on the city are discussed. Then, a number of general policy recommendations are set forth to help correct the problems caused by sprawl.

Post-War Suburban Sprawl and its Influences

America's disproportionate dependence on the automobile and over-reliance on “separation-of-uses” style zoning has led to suburban development problems which cities like Salisbury are now confronting:

Land Use:
The partial separation of land uses, which began in the 1910’s and ‘20’s, became total in the suburban developments of the ‘70’s, ‘80’s and ‘90’s. Today, large tracts of land are routinely developed exclusively for single-family residential purposes. Residents of these areas are totally dependent upon the automobile to take them to shopping, work, or social affairs.

Housing:
Market segmentation is the watchword of most of today's residential developments. In today's real estate market, there are developments which cater exclusively to specific housing market "niches" for every age and stage of the life cycle. (i.e. starter homes, move ups, empty nesters, managed care facilities, etc.)

Economic and Racial Segregation:
In addition to market segmentation by age, there is also a pronounced market segmentation by economic class and, by default, race. Thus, there is housing for the poor, the low income, middle class, upper middle class and upper class. Despite the desegregation initiatives of the past three decades, our society has never been more fragmented in terms of the economic and racial makeup of our neighborhoods.

Density of Development:
The predominant forms of development in the suburbs of Salisbury and Rowan County are in one of two categories: (1) high density multi-family housing in apartments, condos, and town houses or (2) low density single-family residential development which is neither urban nor rural.

Street Patterns:
Curvilinear streets are the norm for suburban developments today. Originally designed in the late 19th century to respond to site topography and natural forms, curvilinear streets are now done as much for style as for site conditions.

Neighborhood Connectedness:
Neighborhood streets in today's suburbs are not connected to those of adjacent developments. This leaves residents with no option other than to use the closest major thoroughfare— even for local errands. It immobilizes children and makes them totally dependent upon their parents to go anywhere outside the immediate neighborhood.

Construction and Maintenance of Urban Infrastructure:
Water lines, sewer lines, new roads, storm drainage, natural gas lines, electricity, and phone service are all more expensive to build and maintain in today's new suburbs.

Delivery of Public and Private Services:
Public transit, postal delivery, trash pick-up, police protection, and school buses are a few of the services which have become expensive and inefficient to operate in today's low density suburban areas.

Scale of Development:
New commercial uses have grown in scale and proportion to the point that it is not surprising that residential neighborhoods disdain them as neighbors. Retail commercial uses, in particular, with their attendant eye-grabbing signage and large, floodlit parking areas are especially disfavored. As a result, these uses are either stripped along major streets or clustered in shopping centers.
Commercial Architecture and Building Character:
"Monolithic" and "lacking detail" are two general descriptors of automobile-oriented architecture. Human scaled, pedestrian-oriented architecture with its associated architectural details, street furniture, and signage, has given way to modular, monolithic construction practices.

Residential Architecture and Building Character:
Homes which once pulled up to the street, thereby creating a streetspace and sense of place, are now set back as far as possible, aloof and distant, but impressive. Front porches, which once looked out upon the public realm of the street, inviting neighborly visits, have now been replaced by private decks and patios to the rear.

Sidewalks:
Most suburban developments of the last few decades have done away with sidewalks altogether. Without front porches to encourage neighborly dialogue, and with no destinations (e.g. a community park or corner store) within walking distance, sidewalks have no purpose in such developments.

Street Trees:
Originally provided by the developer as part of a new neighborhood, the planting of street trees is today largely left up to the homeowner. Where the consistent planting of street trees once created an attractive overhead canopy for the common “room” of the street, today’s random planting of trees draws attention away from the street and to the glorification of the individual property.

Ten General Policy Recommendations

To help correct for the negative influences of suburban sprawl as outlined above, the following ten general policy recommendations (GPR’s) may be set forth regarding the future development and redevelopment of Salisbury.

GPR-1. Complete neighborhoods, rather than monolithic subdivisions, should be encouraged. Neighborhood designs should foster a mixture of compatibly scaled housing types on compact, urban lots. Appropriately scaled and designed shopping, working and gathering places should be integrated into the design and redesign of complete neighborhoods.

GPR-2. Demand for large scale commercial, institutional and manufacturing facilities should continue to be met in locations buffered from neighborhoods. Buffering may be accomplished by transitional land use (preferred), by screening, or by distance, if necessary. Access to these areas by means other than the private automobile, should be designed into the original development plans.

GPR-4. Provision for public transit and other alternatives to the private automobile (i.e. bicycling and walking) should be encouraged within the development and redevelopment of all residential, shopping, gathering and work places.

GPR-5. Street patterns should be carefully configured to allow for multiple outlets from neighborhoods, and for connections between neighborhoods, without encouraging through traffic from outside adjoining neighborhoods.

GPR-6. A network of planned walkways and bikeways should be implemented as an integral part of city growth and development. Sidewalks, and where appropriate, bikeways, should be required as part of the necessary infrastructure for new development.

GPR-7. Regularly spaced street trees, selected and planted in accordance with a city street tree master plan, should be required in new developments, whether commercial, office or residential.

GPR-8. New public and private buildings of architectural significance should be placed in locations of prominence and visual importance. Such uses might include post offices, branch libraries, schools, community buildings, firehouses, and places of worship.

GPR-9. Each neighborhood area should have adequate open space designed into the development from the start. If possible, this should include a central open space in the form of a public square or commons suitable for outdoor gatherings and quiet enjoyment.

GPR-10. Residential architecture should respect the value of the street upon which it faces, and contribute to the sense of community. This generally means houses pulled up to the street, porches in front, a front walk connecting to the sidewalk, and garages to the rear.
The Community’s Vision

**Small Town Character and Community Identity.**
We see Salisbury as a distinct urban enclave, bordered in several directions by farms, open fields, and woodlands. As we approach the city limits, we note the dramatic change in character from the rural countryside to the urban streetscape (landscaped central median, overarching street trees, attractive streetlights) of Salisbury. We appreciate the architecture that is unique to historic Salisbury, free of the plastic, fast food franchise architecture prevalent in so many other communities.

**Getting Around.**
We see a community with “full-service streets” in which cars and pedestrians, bicyclists and buses are equally at home. We see streets with ample sidewalks, large trees reaching over the street, and attractive pedestrian-scaled streetlights. We see well-planned neighborhoods, designed to encourage walking from home to work, from home to the corner store, or from home to the transit stop.

**Environmental Quality.**
We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking, biking, or taking the bus. Our city is designed to cause less traffic congestion and require shorter commutes. We have well controlled storm water runoff with less pollution in our streams due to our smaller, landscaped parking areas and compact two and three story commercial areas.

**Community Appearance.**
We see a community of clean, tree-lined streets, subtle commercial signage, and buildings of architectural distinction nestled amidst properly designed and well-maintained landscaping. We see smaller parking areas with cars tucked behind landscaped walls and hedges or parked to the rear of buildings. East Innes Street has been transformed into a grand, landscaped boulevard from the I-85 interchange to the downtown. Jake Alexander Boulevard and Main Street have been developed in similar grand fashion.

**Historic Preservation.**
We see the entire community, from school-aged children to senior citizens, with a keen appreciation for Salisbury’s rich history. There is constant attention and energy being poured into the preservation and rehabilitation of the city’s historic buildings and other natural resources. We see Salisbury as a model for the state and nation, drawing visitors from far and wide to experience a living, growing community immersed in an historic setting.

**Downtown Salisbury.**
We see a healthy, vibrant downtown with attractive streets and well-maintained sidewalks filled with people and activity. We see a diverse array of shopping, dining, working, and cultural amenities housed in historic buildings. We see a downtown which is the social and cultural center of the community, and the first place where we want to take visitors. At night, we see streets filled with people and activity and the lights on in upper story apartment windows throughout the downtown area.

**Neighborhoods.**
We see safe, secure, peaceful neighborhoods in every part of the city, with litter-free streets, manicured lawns and lush gardens. We see freshly painted homes with neighbors greeting neighbors on sidewalks and front porch swings. We see parents and grandparents pushing baby carriages to nearby parks. We see children riding their bikes to the neighborhood corner store for a loaf of bread or a Saturday afternoon ice cream.

**Public Safety.**
We see a community of neighbors and business owners committed to community based policing. We see police officers on the beat, getting to know the neighborhood kids, and their parents. We see a police department which is committed to supporting the collective will and determination of the people to have a community free of drugs, violence and crime.
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Housing.
We see a multitude of housing choices, ranging from single-family homes, to townhouses, to garage apartments, to apartments over downtown shops or the neighborhood corner store. We see neighborhoods with several different well-designed housing types for all incomes where the elderly, young families, singles and others share experiences and help one another.

Economic Opportunity.
We see a community of workers with good paying jobs, and a diverse local economy with employment in services, retail, manufacturing and agriculture, among others. We see workers with pride in their work and the prospect of continual advancement as they go on to develop their skills and earning power.

Fiscal Responsibility and Better Services
We see a more compact "town" development pattern resulting in considerable cost savings to the taxpayer when compared to a sprawling development pattern. These savings have been realized through fewer miles in paved streets, shorter water and sewer lines, more economical trash collection over shorter routes, more efficient fire protection, and more effective community-based policing, etc.

Parks, Recreation and Open Space.
We see large community parks, smaller neighborhood parks, and tiny pocket parks, all well distributed throughout the community. Larger community parks have clusters of playing fields for organized athletic leagues. Smaller neighborhood parks have multi-purpose fields for informal athletic events as well as areas for unstructured play. We see parks convenient to neighborhoods as well as to office workers during their lunch hour.

Greenways.
We see a well used system of interconnected greenways intermingled with the urban fabric of Salisbury and stretching into the countryside. We see a system of short and long trails adjacent to area streams, enjoyed by hikers, bicyclists, and others, which connect an array of schools, parks, nature preserves, and neighborhoods.

Water and Sewer Services.
We see a high quality water supply system, sufficient for growth, well maintained, and financially self-supporting. Our wastewater treatment facilities have been designed and strategically placed for the future to lead the planned, compact growth of our community.

Schools.
We see schools (public, private, parochial, primary, secondary, and higher education) that provide a quality education and are supported by strong parental and community involvement. Our schools are located in proximity to neighborhoods so as to be natural gathering places for people to come together to solve community problems.

The Arts, Entertainment, Sports and Culture.
We see an appreciation for the arts which begins with Salisbury's historic roots, but extends to many other traditional and contemporary art forms and cultural events. We see Salisbury as host for a variety of cultural events, including the arts, entertainment, and sports competitions. We see gathering places for young and old alike to develop their skills and share their talents with others.

Cultural Diversity/Acceptance.
We see a community which embraces and appreciates the strengths and interests of a diverse population made greater by the common objectives of quality education, economic opportunity, public safety, and civic purpose.

Inter-governmental Cooperation/Regionalism.
We see Salisbury as an integral part of a greater region. As such, we see our City working constructively with nearby towns, Rowan County, and other surrounding counties on a collective regional vision. In particular, we see continued cooperation on issues such as water quality, air quality, transportation, education, economic development, tourism, community appearance, land preservation, and other growth management issues.
Neighborhoods

The Older Neighborhoods

In general, this area contains some of the most architecturally significant, historic, and walkable neighborhoods in the City. Included in this area are the West Square Historic District, the North Main Street area, Brooklyn-South Square, and the well-designed streetcar suburb of Fulton Heights. Many of the neighborhoods in the area are graced with tree-lined streets, laid out in a well-connected, gridiron pattern, and have an extensive system of sidewalks. Public transit criss crosses the area and benefits from the relatively higher density development found here.

At the same time, however, many parts of the area continue to be challenged by issues typical of older, inner city neighborhoods. These issues include higher than average unemployment, school drop out and teen pregnancy rates, as well as drug abuse and crime. Generally speaking, the area also has a higher than average percentage of female-headed households and low-income elderly. Though it contains some of the most picturesque, tree-lined streets in the City, the area also suffers from substandard housing conditions and old infrastructure (streets, sidewalks, water and sewer, etc.).

Note: This plan tailors policies to specific parts of the city, usually in accord with the age, and therefore predominant development pattern and style of each area. There is no intent, however, to preclude the application of policies listed, for example, under “the older neighborhoods” to similar situations that may arise in “the newer, existing neighborhoods”, and vice versa. Situations could easily be imagined, for example, where policy statements N-4 (meeting places), N-5 (architectural compatibility) and N-8 (public transit) in the “Older Neighborhoods” section, would also be applicable in the “Newer Neighborhoods” section.

Policy N-1: Concentrated police protection shall be provided to targeted neighborhood areas, preferably in the form of foot and bicycle patrols.

Policy N-2: Pedestrian-level streetlights and appropriately designed private property lights shall be encouraged, particularly in walkable neighborhoods.

Policy N-3: Housing programs and code enforcement activities shall be concentrated in targeted neighborhood areas.

Policy N-4: The provision of meeting places to encourage community interaction and cohesiveness shall be encouraged.

Policy N-5: New infill development shall be architecturally compatible with existing structures, landscape features and the streetscape within its vicinity. Efforts by neighborhood associations to establish their own standards for development compatibility shall be encouraged.

Policy N-6: The City shall continually reinvest in the infrastructure of its older urban neighborhoods, including but not limited to: park improvements, sidewalks, street maintenance, street trees, street lights, water and sewer lines, and drainage.

Policy N-7: Appropriately located, designed and scaled stores and services providing basic necessities to residents of the city’s older neighborhoods shall be encouraged.

Policy N-8: Public transit shall continue to be supported, including opportunities for service expansions.
The Newer, Existing Neighborhoods

Salisbury’s newer existing neighborhoods refer to those parts of the City developed during the period from just after World War II to the present day. Examples of such neighborhoods include Fairview Heights, Sedgefield Acres, Meadowbrook, and Country Club Hills. Generally, these neighborhoods exhibit many of the ideals of post-war suburban America: relatively large lots and lawn areas, homes, often one story, set well back from the street. Outdoor activity spaces are oriented toward the backyard, with the front yard serving primarily an aesthetic function.

Policy N-9: Architecturally compatible accessory housing may be encouraged on developed lots within existing neighborhood areas, especially for elderly housing.

Policy N-10: The City shall support the provision of bikeways and walkways within existing neighborhoods.

Policy N-11: Architecturally compatible, residentially scaled office and institutional development may be permitted to locate along the sides of neighborhood planning areas. Under specified conditions, this policy may be applied to the conversion of pre-existing residential properties located along major streets where, due largely to traffic exposure, homes have become unsuitable for residential occupancy. In such instances, adaptive reuse of existing residential structures shall be viewed more favorably than demolition and new construction.

Policy N-12: Appropriate commercial and other services may be permitted to locate at the corners of neighborhood planning areas. Existing, less intensive development located at the intersection of major streets forming the corner of a neighborhood planning area may be allowed to undergo an orderly transition in this regard.

The Neighborhoods Yet To Be

Changing people’s perceptions about what constitutes a quality neighborhood is probably one of the biggest issues in city planning, and in Salisbury, today. The majority of the baby boom generation and their offspring have grown up with post war suburban sprawl as the norm for their generation. The neighborhoods of the future should be developed with patterns of mixed use which rely less upon the automobile, and more upon walking, biking and public transit.

Policy N-13: New neighborhoods shall be generally compact in form.

Policy N-14: New neighborhood streets shall be no wider than necessary to serve their intended purpose.

Policy N-15: New neighborhoods should be transit route sensitive; designed to incorporate transit stops.

Policy N-16: New neighborhoods should include one or more neighborhood centers or focal points in each neighborhood planning area.

Policy N-17: Neighborhood serving businesses shall be encouraged in new neighborhood designs.

Policy N-18: As new neighborhoods are developed, a mixture of housing types/sizes/prices shall be provided within the bounds of each neighborhood planning area.

Policy N-19: Higher density housing projects, such as apartment complexes and condominium developments, should be located adjoining places of work, shopping and public transit. Access to such higher density housing shall not be through a lower density housing area. Higher density housing may often act as a transitional use between offices or shops and lower density housing.

Policy N-20: New neighborhoods shall be connected to other residential, shopping, and work areas within the neighborhood planning area.

Policy N-21: Street designs in new neighborhoods shall give equal priority to the pedestrian and the automobile.

Policy N-22: New neighborhoods shall recognize bike routes at the time of development.
Commercial Areas

Commercial areas include a broad spectrum of non-residential and non-heavy-industrial activities. Thus, this section addresses not only customary retail establishments, but also offices, workshops, small-scale assembly operations, and other commercial enterprises. Also, for purposes of analysis and policy development, it is useful to distinguish between those commercial areas that were developed prior to World War II (Older Commercial Areas), and those that were developed from after the war to the present day (Newer, Existing Commercial Areas). Generally speaking, pre-war commercial areas are pedestrian oriented, while post-war commercial areas are automobile-oriented. Finally, this section concludes with policies for future commercial development in Salisbury (Commercial Areas Yet to Be).

Older Commercial Areas

Policy C-1: The preservation, rehabilitation and appropriate adaptive reuse of older commercial properties shall be encouraged. Such rehabilitation shall respect the original architecture and fabric of the building. Destruction or demolition of desirable older commercial structures shall be avoided.

Policy C-2: The City shall encourage a flexible, yet compatible development environment that supports new business formation and growth in the city’s older commercial areas.

Policy C-3: New development in or adjoining an older commercial area should be compatible with existing desirable development within its vicinity. Compatibility criteria shall include size, scale, massing, fenestration, rhythm, setback, materials, context, and landscaping.

Policy C-4: The pedestrian-oriented character of older commercial areas shall be preserved and strengthened.

Policy C-5: Off-street parking standards for older commercial areas may be reduced in light of compensating factors such as on-street parking, and walking or transit access. Efforts to correct inaccurate public perceptions of parking scarcity in older commercial areas shall be supported.

Policy C-6: Bicycle routes shall be planned and implemented to serve older commercial areas. Bicycle racks shall be encouraged at appropriate points of destination.

Policy C-7: Initiatives to create living spaces over retail shops and offices shall generally be encouraged and facilitated, particularly in older commercial areas.

The Newer, Existing Commercial Areas

Policy C-8: The City shall encourage appropriate landscaping and reconfiguration of large, unlandscaped parking areas. Landscaped pedestrian walkways from car to store or across a parking area shall be encouraged.

Policy C-9: The City shall encourage the provision of convenience clusters for pedestrians, bicyclists and taxi/bus riders at appropriate locations in existing commercial areas.

Policy C-10: The City shall encourage the consolidation of commercial driveways onto major streets and the connection of adjacent parking lots.

Policy C-11: The City shall encourage businesses to replace existing, non-conforming signage with more attractive, conforming signage.

Policy C-12: New infill development across the front street face of existing, over-designed parking lots shall be encouraged.

Policy C-13: City policies and ordinances shall prohibit billboards within the planning jurisdiction of the City.

Policy C-14: Bicycle and pedestrian access to newer, existing commercial areas shall be encouraged.

Policy C-15: The City shall provide for technical and financial assistance to targeted commercial areas at critical locations.
**Commercial Areas Yet To Be**

Large Scale, Automobile-Oriented Commercial Areas Yet To Be

Policy C-16: Commercial or other development that would jeopardize the public health, safety, and welfare of an existing residential neighborhood shall not be permitted. However, new mixed-use developments, planned from the outset, which allow for a compatible mixture of uses with a pedestrian scale and design, are encouraged. Further, businesses may be approved adjoining (and therefore convenient to) an existing residential area, when such businesses can be shown to clearly satisfy design considerations similar to a newly planned, pedestrian-scaled, mixed-use development.

Policy C-17: Large-scale commercial uses shall be located on the corners of neighborhood planning areas.

Policy C-18: New commercial buildings shall pull up to the street; parking shall be placed to the rear or side of the structure.

Policy C-19: When appropriate, the use of all around architecture shall be required.

Policy C-20: In planning for a new mixed-use development, large-scale uses shall be buffered from adjacent residential areas by smaller scale buildings or by buffer strips. Regardless of the type of buffer, such uses shall be accessible from the neighborhood.

Policy C-21: New large-scale commercial development shall provide for public transit stops and convenience clusters. Such clusters shall have pedestrian connections.

Policy C-22: New large-scale commercial development shall have limited driveway access to major thoroughfares and shall connect adjacent parking lots.

Policy C-23: Large-scale commercial developments shall be encouraged, where appropriate, to contain a diverse mixture of retail, office, restaurant and service uses.

Small Scale, Neighborhood Businesses Yet To Be

Note: Small scale, neighborhood businesses, are distinguished from other types of commercial uses by their location, market area, and physical design. They are located away from the cross town motoring public, have a market area limited to no more than one square mile, and are designed at a residential scale and style of architecture. Unlike large scale, automobile-oriented commercial developments, neighborhood businesses require a compact, densely developed neighborhood to bring a large number of households within walking or biking distance of the business.

Policy C-24: Small scale, pedestrian-oriented shopping and work places shall be encouraged in the design of new neighborhoods.

Policy C-25: Neighborhood serving businesses shall be encouraged to locate away from major thoroughfares.

Policy C-26: Neighborhood serving businesses shall be designed at a residential scale and character.

Policy C-27: The location of neighborhood serving businesses shall be coordinated with transit stops and bikeways.

Policy C-28: Neighborhood serving businesses shall employ on-street parking in coordination with a limited amount of off-street parking.

Policy C-29: Neighborhood serving businesses shall be permitted to have only residential scale signage and lighting.

Policy C-30: Neighborhood serving businesses shall be encouraged as an upfront, vertical infrastructure cost of new development.

Policy C-31: Neighborhood serving businesses may be located near public amenities, when opportunity allows.

Policy C-32: Living quarters shall be encouraged over small retail shops and/or offices.
Industrial Areas

Industrial areas include large and small-scale manufacturing, assembly, warehousing and distribution facilities. As with the balance of this plan, industrial areas are separated into those that were established before World War II (Older Industrial Areas), those that were established from after the war to the present day (Newer Industrial Areas), and those that have yet to be developed (Industrial Areas Yet to Be).

Older Industrial Areas

Policy I-1: The City of Salisbury shall be an active participant, facilitator and partner in the adaptive reuse of former warehousing and manufacturing buildings into uses compatible with their location.

Policy I-2: If demolition of an existing older industrial building or complex becomes necessary, any new structure(s) and site redevelopment shall be compatible with the neighborhood context; such redevelopment shall serve to improve the quality, character and livability of the surrounding area.

Newer Industrial Areas

Policy I-3: The City of Salisbury shall be vigilant in its use and enforcement of environmental performance standards for industrial operations, with particular concern for the protection of nearby residential properties.

Policy I-4: The City of Salisbury shall employ its industrial zoning districts to protect the community from the establishment or expansion of industries that are incompatible with the public health, safety, and welfare, and that may be detrimental to the economic prosperity of existing and future businesses.

Policy I-5: Industries adjoining existing residential uses shall provide and maintain for adequate screening and buffering. New residential development moving into an area adjoining an existing industrial use shall have the burden of providing for its own screening and buffering.

Policy I-6: Industries located along the city’s major travel corridors shall provide for landscaping that enhances the city’s overall image, thereby further improving opportunities for economic development. Industries not located along a major travel corridor shall be encouraged to provide for landscaping consistent with their location.

Industrial Areas Yet To Be

Policy I-7: To encourage economic development, the City of Salisbury shall continue to invest in infrastructure and services that sustain and enhance the area’s already high quality of life, image and cultural identity.

Policy I-8: The Interstate 85 corridor, including the roadways feeding into the interstate, shall be a focus of coordinated land use policy and capital investments for the development of quality industry.

Policy I-9: New and expanding industries and businesses shall be encouraged which: (1) are compatible with the long-term quality of the area’s natural and cultural resources, (2) match up well with the area’s infrastructure and services and (3) employ and develop the skills of area workers.

Policy I-10: Retail, medical, educational, finance, and other services shall be viewed as an integral part of Salisbury’s future “industrial development” strategy. The City shall strive for a financial and regulatory environment that supports the establishment and growth of small business.

Policy I-11: The City shall periodically examine its zoning ordinance and other development regulations as to the appropriate distribution of manufacturing warehouse and distribution opportunities within the City’s planning jurisdiction.
Salisbury's downtown area is the pride of the community. During the visioning meetings held for the 2020 plan, citizens identified the downtown as the area most responsible for giving Salisbury its character as a community. Yet, the continued vitality of the downtown has not been without its challenges over the years. During the past few decades, the downtown area has survived the departure of many of its most significant office and retail anchors. It has endured the slip covering and uncovering of many of its most beautiful building facades. It has seen businesses come and go, succeed and fail. Yet, through it all, downtown Salisbury has demonstrated its economic resiliency.

**Policy D-1:** The City shall encourage a compatible, diverse mixture of retail, office, institutional, residential, dining, services, entertainment, and public open space in the downtown area.

**Policy D-2:** While encouraging a diversity of uses and activities in the downtown area, the City recognizes the advantages of clustering similar activities in specific parts of the downtown.

**Policy D-3:** Pedestrian oriented streetscape improvements including, but not limited to, sidewalks, street trees, street lights, street furniture, and landscaping shall be employed consistent with the historic, pedestrian character of the downtown and to stimulate continued economic development.

**Policy D-4:** As the primary entryway corridor into downtown Salisbury, Innes Street shall continue to receive priority for visual enhancements, employing special development standards, public investment, and community involvement to facilitate constructive change.

**Policy D-5:** The City shall encourage efforts to direct new and expanding businesses requiring office space to compatible spaces in the downtown area.

**Policy D-6:** The City shall maintain a tangible presence and commitment to the downtown through the location of the City’s major municipal offices there. The City shall also encourage other local, state and federal governments to maintain similar commitments to the downtown.

**Policy D-7:** The City shall continue to explore the development implications and potentials concerning new and expanded passenger rail service between Salisbury and Charlotte, Raleigh, Asheville, and elsewhere.

**Policy D-8:** The City shall encourage the development of a full-service fresh market in a permanent location downtown.

**Policy D-9:** Design standards shall be employed to ensure that development and redevelopment will be supportive of the architectural and historic context that is vital to the economic success of downtown Salisbury.

**Policy D-10:** Efforts to maximize the use of the public space of the sidewalk so as to enliven the downtown street space are generally supported. Such use shall be balanced against public safety and other issues as may affect pedestrian movement and other proper uses of the street right of way.

**Policy D-11:** The City of Salisbury shall actively participate, promote and partner in the development of additional parking facilities serving the downtown area. Such facilities shall be located and designed so as to complement and enhance the aesthetic and functional fabric of the downtown.

**Policy D-12:** The City shall encourage efforts to restore missing street fronts, particularly on corners where previous buildings have been demolished and replaced with (for example) surface parking.
Parks, Open Space and Greenways

Salisbury has demonstrated its commitment to providing its citizens to an excellent parks system. The most tangible evidence of this commitment may be seen in the City’s efforts to develop the new Salisbury Community Park on a 303-acre site west of town. Moreover, the commitment of the City to this facility would not be possible without the support of the voters who, in 1996, approved a $3 million bond referendum to fund land acquisition and the early stages of park development. This major park facility, combined with the City’s on-going efforts to expand and improve upon a whole system of park sites, promises to put Salisbury “on the map” as among a select few communities with outstanding parks, open space and recreation amenities. In fact, it is no coincidence that the City was recently accredited by the National Recreation and Park Association as one of the few communities in the nation meeting national standards for park and recreation facilities and services.

Policy P-1: The City shall provide for a hierarchy of parks, located according to population density and designed according to the needs of the people residing within the most likely park service area.

Policy P-2: The City shall continue to develop a system of open space greenways and hiking trails to connect residential areas with, especially, schools, colleges and park facilities. The use of (1) natural corridors such as streams and floodplains, and (2) man-made corridors such as utility and transportation rights-of-way and easements, shall be emphasized.

Policy P-3: Mini-parks shall be encouraged in existing and proposed neighborhoods to meet the needs of small children and to encourage social interaction and mutual support among area families.

Policy P-4: Neighborhood and mini parks should be located with exposure to residential and non-residential activities, where informal observation and oversight can take place.

Policy P-5: New residential development should provide for adequate open space and recreation areas in proportion to the demand created by the development. This may be determined according to the number of dwelling units in the development and/or by a percentage of the total acreage in the development.

Policy P-6: The City of Salisbury supports the co-location and joint development of public park facilities in cooperation with institutions such as colleges, public schools, federal, state and local government agencies, as well as other entities.

Policy P-7: The City shall continue to explore new methods of park maintenance and programming including, but not limited to, increased privatization and volunteerism.

Policy P-8: The City of Salisbury shall continue the expansion and development of the new Community Park, while maintaining its commitment to the maintenance and upkeep of existing City park facilities elsewhere in the urban area.

Policy P-9: The City of Salisbury welcomes cooperative public-private arrangements for the development, programming, and maintenance of park and recreation facilities.
Streets

To reduce congestion on major streets, the City must rethink the near total separation of land uses which causes automobile dependency. It must allow new developments to place residential and non-residential activities within walking distance. Major thoroughfares must focus on meeting the needs of cross-town traffic while minor streets must play a greater role in serving local errands.

Policies For Major Streets

Policy S-1: Major streets should be spaced no more than one mile apart east to west and north to south whenever topographic and other physical conditions allow.

Policy S-2: Access to major streets shall be from intersecting minor streets, rather than private driveways, whenever possible.

Policy S-3: Central medians shall be incorporated into the design of new or improved major streets whenever possible.

Policy S-4: Under specified conditions, minor streets should be located so as to intersect with major streets at regularly spaced, reasonably frequent (400' to 600') intervals.

Policy S-5: Landscaping, and where possible, street trees should be planted in central medians and plaza strips of major streets.

Policy S-6: Streetlights shall be selected and installed according to the design speed and intended use of the street they serve.

Policy S-7: Master streetscape plans and special thoroughfare corridor controls shall be employed as necessary to improve the function and appearance of major streets, including traffic movement, as well as signage, architecture, building and parking placement, landscaping, underground utilities, etc.

Policy S-8: Road widenings and/or the designation of one-way pairs shall not be allowed for streets where the original design intent was otherwise. This policy is intended to prevent degradation of the design integrity and livability of an existing residential or commercial area for the primary purpose of moving greater traffic volumes. Exceptions to this policy may include actions to correct critical safety problems.

Policies For Minor Streets

Policy S-9: 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.

Policy S-10: Minor streets shall be developed in short blocks of 300 to 500 feet in length.

Policy S-11: Street widths shall be designed to fit the intended use of the street, corresponding to the traffic load and planned development types. Minor streets shall be no wider than necessary to serve their intended use.

Policy S-12: A fully connected honeycomb of streets shall promote 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 are avoided.

Policy S-13: On-street parking shall be encouraged in compact neighborhoods. Vertical curbing shall be preferred over rolled or valley curbing to properly contain vehicles within the borders of the paved street area.

Policy S-14: Conservation subdivisions, those designed to minimize environmental disturbance and protect adjoining natural resources, shall employ grassed swales to capture stormwater runoff, filter out pollutants and recharge groundwater resources.

Policy S-15: 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.

Policy S-16: The City shall employ traffic calming methods on neighborhood streets as necessary to enhance livability and restore the balance between pedestrian, bicycle and automobile use. Implementation of such methods shall be conducted with full participation and input from neighborhood residents.
Sidewalks

Before World War II, neighborhoods were developed with sidewalks as an essential component of the community. After the war, as suburban development densities decreased and residential areas became more isolated from services, sidewalks gradually disappeared from the design of new neighborhoods. With the advent of new urbanism, or a return to the traditional neighborhoods of pre-war America, sidewalks are once again recognized as an important feature of a functional community.

Policy SW-1: Where no sidewalks are present in existing developed areas, sidewalks shall be provided on a priority basis to connect residential areas to major pedestrian destinations.

Policy SW-2: In newly developing areas, sidewalks shall be required as an integral part of the community’s basic infrastructure.

Policy SW-3: Sidewalk width shall be determined according to anticipated pedestrian traffic volumes. Except where constrained by unusual physical limitations, a minimum sidewalk width of five feet shall be required.

Policy SW-4: Except where constrained by physical limitations or other obvious reasons, sidewalks shall be required on both sides of the street.

Policy SW-5: Marked crosswalks shall be provided at all locations where significant pedestrian activity occurs now or is to be encouraged.

Bikeways

There are two major problems confronting the widespread use of bicycles in Salisbury. The first is the perception of bicycling as primarily a recreational pursuit. The second, more significant problem is a street system that forces all commuters, including bicyclists, onto a limited number of high traffic thoroughfares that are not designed to accommodate bicycles.

Policy B-1: Bikeways shall be planned for as a system-wide component of Salisbury’s transportation planning.

Policy B-2: The City shall facilitate a multiple option approach to bikeway development, including: 1) compatible bike lanes on major streets, 2) paths not on the street but within rights-of-way, 3) separated off-street trails, and 4) effective use of minor streets and alleyways. Emphasis shall be placed on option 4.

Policy B-3: All future road construction and improvements shall be examined for bikeway feasibility and conformity with the citywide bikeway plan. As appropriate, bikeways shall be included in the road construction or improvements.

Policy B-4: All future subdivision plats and site plans shall be examined for bicycle compatibility and conformity with the citywide bikeway plan. As appropriate, bikeway routes shall be identified and planned for in the construction of such subdivisions or other development projects.

Policy B-5: The provision of secure bike storage shall be encouraged at shopping and work places.

Public Transportation

Among all transportation issues, public transit was the second most frequently identified issue receiving support during the town meetings held for the Comprehensive Plan. In fact, citizens expressed a clear desire that Salisbury’s current bus system should be enhanced and expanded where possible. Two objectives of City government, therefore, should be: (1) to continue to support and expand the bus system where need can be justified, and (2) to promote development patterns that make bus service more effective to operate.

Policy PT-1: The operational success of Salisbury’s public transit system shall be supported and enhanced through the encouragement of compact, transit sensitive development patterns.

Policy PT-2: Site planning that incorporates transit stops and convenience clusters shall be required, where appropriate.
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Street Trees
Area residents at the town meetings held for the comprehensive plan offered a firm consensus for the “greening and beautification of Salisbury”. Comments called for “boulevards lined with trees”. Others simply said, “Plant more trees.” Regardless of the words chosen, there is little doubt that residents want Salisbury to be a beautiful city and street trees are one of the most effective, least costly ways to do that.

Policy ST-1: The City’s street tree master plan shall address: 1) the retrofitting of existing streets, where appropriate and 2) the planting of future streets.

Policy ST-2: Consistent street tree species shall occur along predetermined sections of streets.

Policy ST-3: No single tree species should comprise more than 10 to 15% of the total street tree population of the city.

Policy ST-4: Regularly spaced street trees should be planted in central medians, frontage street medians, and plaza strips.

Policy ST-5: The planting or preservation of street trees of appropriate size shall be required as part of the upfront costs of new development.

Policy ST-6: The city’s street tree planting program shall be targeted to maximize available budget dollars for street tree master plan implementation.

Street Lights
As modern day subdivisions, commercial properties and street layouts have become more automobile oriented and less pedestrian oriented, so too have our systems of lighting streets. Today there is a predominance of streetlights designed to serve the primarily the automobile, and far fewer designed to serve the pedestrian. The following policies suggest a return to a more balanced approach.

Policy SL-1: Streetlights shall be selected and installed according to the design speed and/or intended use of the street or area they serve. Where sidewalks are present or anticipated, pedestrian scaled streetlights shall be preferred.

Policy SL-2: The selection of streetlight lamps shall give preference to light sources which produce a natural color spectrum, particularly where sidewalks are present.

Policy SL-3: The City, in cooperation with streetlight service providers within its jurisdiction, shall maintain a streetlight inventory and master plan, to include an approved list of manufacturers of streetlights for use in Salisbury.

Policy SL-4: Initial purchase and installation costs for streetlights shall be the responsibility of the developer in new developments and the property owner(s) in existing developed areas. The City’s pricing policy for the operation and maintenance of approved streetlights, however, shall not penalize pedestrian scaled streetlights.

Policy SL-5: Streetlights shall be installed on both sides of a street.

Utility Poles and Wires
Since the costs of converting an entire community from overhead to underground utilities are prohibitive (barring some major technological advance), the following policies suggest that priority areas be identified in advance, and further, that specific criteria might be employed to facilitate gradual or partial conversion, consistent with those priorities.

Policy U-1: The City shall maintain a master plan for the undergrounding of utilities, with priority given to pre-determined areas.

Policy U-2: Major city entrances and gateway corridors shall receive first priority for the undergrounding of overhead utilities.

Policy U-3: High visibility, pedestrian-oriented areas shall receive second priority for the undergrounding of overhead utilities.

Policy U-4: Overhead utilities in other priority areas shall be placed underground or relocated as opportunities arise.
City Entrances

Historically, American cities, including Salisbury, have simply spilled out further and further into the countryside as they have grown. Yet cities, by their very nature, should be more urbane and more formal in their treatment of streetscapes, than may be found along a rural highway. The problem and challenge, then, is to create some form of identity and sense of entry from amidst the blurred urban/rural interface.

**Policy CE-1:** Noticeable streetscape improvements shall be employed to clearly announce a city entrance, and to enhance gateway corridors.

**Policy CE-2:** As the city limits expand, streetscape improvements shall be extended accordingly.

**Policy CE-3:** Where a bridge is located at a city entry point or along a gateway corridor, special “gateway” treatment of the bridge shall be considered to enhance the sense of arrival in Salisbury.

Community Character, Landmarks and Vistas

Most city residents point to East Innes Street and the recently developed sections of Statesville Boulevard and Jake Alexander Boulevard as having some of the most objectionable forms of development in Salisbury. Salisbury is not alone in this regard, as cities across the country are struggling with the same plight of automobile oriented strip development. If a further loss of the city’s identity and character is to be prevented, both the public and private sectors will need to reconsider the methods and priorities of the present system of development.

**Policy CC-1:** New and expanding businesses shall employ architectural standards consistent with Salisbury’s architectural character and shall avoid standard prototype designs otherwise employed in “Anywhere USA”.

**Policy CC-2:** Exceptional locations in the city shall receive exceptional treatment in design and development.

**Policy CC-3:** Important views and vistas shall be preserved.

**Policy CC-4:** Noteworthy buildings, important outdoor spaces, objects of historic merit, important monuments, and significant works of art shall be placed in positions of visibility and prominence. Their placement shall be coordinated with street design.

**Policy CC-5:** Significant natural and existing man-made elements should be incorporated into the thematic design of new developments.

**Policy CC-6:** Large trees, ponds, creeks, or other natural features of the landscape should be saved when locating new streets, buildings, parking lots, etc.

**Policy CC-7:** Architectural lighting shall be encouraged, where appropriate, on important public and private buildings, bridges, large trees, public spaces, etc.

Residential Architecture and Site Design

**Residential Architecture Guidelines**

With the advent of standardized building materials and methods, as well as central heating and air conditioning, new homes built in Salisbury may differ only slightly from those built in Massachusetts, California, Florida or Michigan. This is both a blessing and a curse. The blessing comes from the wide variety of home styles available in today's market. The curse comes from the complete loss of character and uniqueness that was once associated with regional architectural styles.

Thus, while architecture is clearly in the realm of individual taste, this plan can at least offer some brief guidelines that might restore some of the indigenous character of the area to our new neighborhoods as they develop. These guidelines include the following:
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(1) Homes should be raised up off the ground to avoid dampness and encourage natural cooling and ventilation. (Basements and crawl spaces, rather than homes built “on-slab”.)

(2) The floor plan should allow for high ceilings and tall windows with free airflow between, thereby encouraging cross ventilation.

(3) Homes should not be set back excessively from the street, but rather pull up to the street, so as to create a human scaled streetspace.

(4) Functional front porches and rear porches, decks or patios should be an integral part of the home to allow for outside activities in both a public setting (front yard/street space) or private setting (rear yard).

(5) Garages, when provided, should be placed to the rear of structures and should be accessible by a service alley or by a narrow drive between houses.

Residential Landscaping Guidelines

In the hectic pace of the early 21st century, many homeowners have lost touch with the art of landscaping that was so much a part of the lives of our parents and grandparents. For many, the compact neighborhood offers an opportunity to have a small yard of one's own without spending valuable time in the mindless row cutting of the lawn mower (not to mention wasteful use of water, pesticides, herbicides, fertilizers, etc.) Therefore, the following guidelines are offered specifically for yards that have a compact form.

(1) Keep shrubs along the border of the yard and near the foundation of the house. Small yards look best when a maximum expanse of uninterrupted lawn area is preserved.

(2) Hedges are meant to serve as fences or walls. A hedge-like row of shrubs of the same species and height planted around a front porch or along a house wall produces monotony.

(3) In planting against a porch or against the house itself, allow certain portions of the foundation to remain open to view, and to encourage ventilation.

(4) Vary the heights of shrubs, placing more shrubs and taller growing ones at the corners of the home, leading away with lower growing shrubs.

(5) Some shrubs and trees make good specimens; that is, they have interesting forms and can be used for special visual impact. Never "spot up" a lawn with such plants, however, and never plant them in a row around the house. Use them sparingly and rely on mass planting of shrubs in most places.

(6) To make Salisbury’s hot, often humid summers more enjoyable, every lot should have two or three shade trees. If the house is built close to the street, it is best to allow street trees to perform this service in the front yard. Otherwise, arrange the trees to enframe the house when seen from the street.

(7) Homes built close to the street should have a walk leading from the front porch to the public sidewalk. This walk ties the house to the rest of the neighborhood, by providing a door into the room of the streetspace.

(8) A low hedge, masonry knee wall, or ornamental fence across the front of the lot at the edge of the sidewalk is oftentimes a good idea. This subtle divider helps frame the yard and creates a clear boundary between public and private space. (See “defensible space” guidelines below.)

(9) For some structures, a trellis might be installed on the south or west sides of the building upon which one or two vines may climb.
Water and Sewer Services

The water and sewer extension policies of this comprehensive plan call for the City to place greater emphasis on the use of water and sewer as a growth management tool. This may require a stronger focus on targeted growth areas, as well as financial incentives, such as greater City participation in the costs of water and sewer services for developments that are particularly consistent with the City’s growth policies.

Policy WS.1: The City shall employ water and sewer line extensions as a growth management tool to direct new development to land that is suited for such development, and which encourages a compact neighborhood or village-like community.

Policy WS.2: The City may consider incentive-based participation in the cost of providing water and sewer services to development projects which are particularly supportive of the City’s growth management objectives.

Policy WS.3: The City may participate in the extension of water and sewer services to properties located inside the primary and secondary growth areas. Exceptions to this policy (regarding extensions to properties outside these areas) may include the provision of services to other local governments, cooperative agreements on major economic development projects, and matters concerning imminent public health problems.

Policy WS.4: Water and sewer lines shall generally not be extended to areas that would encourage inappropriate development in environmentally sensitive areas, or in hazardous areas, such as floodplains.

Policy WS.5: The City of Salisbury shall maintain independent ownership and control over its water and sewer utilities; the City shall not subvert its growth management interests to a regional water and sewer authority.

Policy WS.6: Centralized water and sewer services should be concentrated within targeted service areas, where development densities would make the provision of services economically efficient, or where industrial development is to be encouraged.

Policy WS.7: Centralized sewer services shall generally avoid large, uninterrupted expanses of the planning area used primarily for agriculture and to protect farmland from development pressures brought about by such sewers.

Policy WS.8: Major extensions of water and sewer services that could result in scattered, non-directed development and costly provision of other urban services shall be discouraged.

Growth Strategy

The Growth Strategy Map

Purpose of Growth Strategy Map and Relationship to Policies

To better plan for the provision of municipal services to future growth areas, it is useful to visualize on a map the entire planning area with regard to the desired density and character of development. By showing growth areas on a map, the City can help direct where various forms of development and redevelopment might best occur, and where natural and cultural resources should be conserved. The three types of growth areas identified on the Salisbury 2020 Growth Strategy Map (See Map, Back of Plan) are the Primary Growth Area, the Secondary Growth Area, and Conservation and Resource Management Areas.

Primary Growth Area

The Primary Growth Area includes properties that have already been developed or have the potential for “infill” development. These are areas that are already served by centralized water and sewer or could be provided with water and sewer with relative ease and modest cost. At the time the Growth Strategy Map was adopted, such properties were generally within the existing city limits of Salisbury.

Secondary Growth Area

The Secondary Growth Area includes properties to which urban services could be extended within the next twenty years, but with greater difficulty and at a greater cost than for properties in the Primary Growth Area. In addition, not all properties within the Secondary Growth Area are expected to be developed within the next twenty years. To do so would
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mean that, within just two decades, the City would sprawl over an area some five times larger than the present city limits.

Rather, this plan sets forth a preferred development pattern known as Neighborhood and Village Communities, in which land areas most suited for development receive more intensive, neighborhood type development, while surrounding, less suitable land areas remain in parks, greenways or other permanent open space. The Secondary Growth Area has been applied to those parts of the City and unincorporated Rowan County that, due to topography and other factors, could reasonably expect to be served by the water and sewer services in the foreseeable future.

Conservation and Resource Management Areas

The purpose of designating Conservation and Resource Management Areas is to provide for the effective long-term management and protection of significant, limited, or irreplaceable resources. Management is needed due to the important natural, cultural, recreational, scenic or productive values of these areas. Examples include wetlands (which filter stormwater runoff and protect water quality), floodplains (which receive and store flood waters and prevent flood damage and loss of life and property), natural areas (which provide habitat for wildlife and opportunities for study), and cultural areas (which preserve the heritage and cultural roots of an area). As such, Conservation and Resource Management Areas should not be developed at all, or if developed, should be done so in a very limited manner characterized by careful planning and cautious attention to the conservation of important environmental features. Urban services, such as centralized water and sewer, should generally not be provided in these areas as a catalyst to stimulate intense development.

Note: The mapping of wetlands, floodplains, natural areas and other lands in Conservation and Resource Management Areas is done for general planning purposes only. In some instances, there may be pockets of supposedly wet or flood prone land included as a Conservation and Resource Management Area that is, in fact, high and dry and non-flood prone. In other instances, there may be areas not included in the Conservation and Resource Management Area that should be, based upon site-specific information. In such cases, the general mapping of Conservation and Resource Management Areas can and should be superceded by site specific information made available during the land development process.

The Neighborhood and Village Community Concept And The Growth Strategy Map

Though the Growth Strategy Map covers a relatively large geographic area, the intent of the Map is not to encourage a uniform blanketing of the landscape with suburban sprawl style development, or any other kind of development for that matter. On the contrary, the polices of this plan, when used in conjunction with the Growth Strategy Map, are intended to encourage new developments to occur in neighborhood or village like patterns, with certain retail services designed into the neighborhood or village center. The purpose of this pattern is to discourage unnecessary increases in traffic on the City’s main roads by encouraging residents to shop for their basic needs closer to home, perhaps within walking or biking distance. At the same time, the compact nature of these developments, typically involving smaller lots, is intended to allow for the allocation of permanent open space around such neighborhoods. This development pattern is entirely consistent with the desires of City residents to preserve open space and the historic, small town character of Salisbury, while allowing growth to occur in a managed way.

Implementing The Growth Strategy Map

The Growth Strategy Map is intended to be supported and complemented by zoning decisions, subdivision approvals, water and sewer extension policies, and other growth management tools; these local tools should be consistent with the stated intent of the Growth Strategy Map. Although general areas are outlined on the Growth Strategy Map, it must be remembered that the map is merely a tool to help implement policies and is not, in the strict sense of the term, a regulatory mechanism.
The Neighborhood Planning Area
The Common Sense Building Block of a More Livable, Less Traffic Congested City

What Is A Neighborhood Planning Area?

As used in this plan, a neighborhood planning area means a section of the city of Salisbury, usually about one half to one mile on a side, that is formed by major physical boundaries or barriers. Most often, the planning area boundaries are major thoroughfares. As a practical definition, a neighborhood planning area may also be viewed as an area of the city, normally bounded by major thoroughfares, across which you would not comfortably send a ten-year-old child. Such planning areas, due to their size, often contain more than one neighborhood (otherwise referred to today as a "subdivision").

Seven Principles For A More Livable, Less Traffic Congested Salisbury

This plan proposes seven common sense principles for the design, development, and redevelopment of neighborhood planning areas within the city of Salisbury. Most of these principles require much more explanation than can be provided in this brief section—the particular policies of the plan provide details on the reasoning and significance of each of these principals as applied to specific circumstances in Salisbury. The purpose of this section is simply to provide an overview of the seven concepts.

Each neighborhood planning area in the city will not lend itself equally well to the application of these principles. This is particularly true in the newer, existing suburban neighborhoods of the city where established development patterns and street layouts may differ considerably from those recommended in this plan. Therefore, these principles should be applied to the extent practical to each of Salisbury's developed and undeveloped planning areas over the next twenty years— and beyond. The seven principles are:

Principle 1: Provide for evenly spaced thoroughfares about 1/2 mile apart but not more than 1 mile apart north to south and east to west.

This spacing of thoroughfares will create/reinforce neighborhood planning areas that are not so large as to be unworkable. This frequency in spacing also helps minimize travel demand for cut through traffic on

* For the purposes of this plan, it is estimated that the 2000 corporate limits of Salisbury contain about two dozen neighborhood planning areas. See map on the following page. (There are some areas of the city that do not lend themselves to convenient demarcation.)
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neighborhood streets by making thoroughfares the better alternative. While there are several exceptions, many of the city’s existing and proposed thoroughfares come close to this standard.

**Principle 2: Provide for each of the daily needs of living within each neighborhood planning area:**
- Places to live
- Places to work
- Places to shop
- Places to gather (schools, parks, churches, etc.)

Adherence to this principle will provide residents with at least the option of staying inside the neighborhood planning area for some of their daily activities, provided the internal circulation pattern of the planning area allows it. In doing so, the total number of trips that the city’s thoroughfares must handle can be reduced.

**Principle 3: Connect the streets, walkways, and bikeways of new neighborhoods within each neighborhood planning area. Employ careful design to discourage through traffic from outside the neighborhood planning area.**

Too often, subdivision plats are drawn up to purposefully isolate a new neighborhood from adjoining areas. “Exclusive” has become a much-overused marketing term intended to imply a neighborhood which is physically or economically superior and set apart from its surroundings. Unfortunately, the only way in or out of such exclusive neighborhoods is usually the closest major thoroughfare. This results in a situation where all traffic must get onto already congested major thoroughfares to go anywhere. It also prevents walking or biking to other neighborhoods or to other non-residential areas, such as places to work, shop, or play. In contrast, by connecting adjoining neighborhoods to one another, pedestrian movement within the neighborhood planning area is made possible, thereby avoiding the need to get out onto the major thoroughfare for every aspect of civic life.

**Principle 4: Design the streets (layout and width primarily) according to their intended use.**

Neighborhood streets should be no wider than necessary to serve the specific type of development and traffic that will occur along each street segment in the neighborhood (i.e. large single family houses vs. small single family houses, townhouses vs. patio homes, garages or driveways vs. on-street parking, alley ways vs. side streets vs. avenues, etc—each type of development and street places different demands on the street). Thoughtful street design will encourage their full use by neighborhood planning area residents but will discourage cut-through traffic.

**Principle 5: Do not allow large, homogeneous tracts of land to be developed in a single land use or class of housing.**

This will encourage walking from residential places to places of work, shopping and gathering. It will also discourage the economic and social isolation that comes from creating large developments, which cater to a single age or income group.

**Principle 6: Locate major traffic generators only on the corners of the neighborhood planning area.**

This discourages cross-town traffic from being tempted to cut through a neighborhood planning area to get to one of these major attractors. It also ensures that major traffic generators are located where traffic can be adequately dispersed—on to the two or more major thoroughfares forming the corner of the neighborhood planning area.

**Principle 7: Locate pedestrian-oriented neighborhood services at one or more carefully selected and designed focal points central to the neighborhood.**

Obviously, this principle is most easily applied to new developments where careful site selection and design can integrate these services into the fabric of the neighborhood from the outset. This encourages walking and biking to these services by neighborhood planning area residents, but makes access by cross-town traffic inconvenient. It can also be a convenient location for a central neighborhood planning area transit stop.

Note: These principles are not intended to suggest that all the needs of a person or family are going to be met within a single neighborhood planning area. However, a primary objective and benefit of this concept is to provide at least the option for some portion of each household’s needs to be met within the boundaries of the neighborhood planning area, thereby reducing congestion on the city’s thoroughfares, and providing for a better neighborhood environment and quality of life.
Growth Strategy Map

- **Primary Growth Area**
- **Secondary Growth Area**

- **2020 Study Area**
- **Current Municipal Limits**
- **Salisbury ETJ**

City of Salisbury Land Management and Development Department
AN ORDINANCE AMENDING THE LAND DEVELOPMENT DISTRICT MAP OF THE CITY OF SALISBURY, NORTH CAROLINA, REZONING 380, 420, AND TWO UNNUMBERED PARCELS ALONG WEST RITCHIE ROAD FROM RURAL RESIDENTIAL (RR) DISTRICT TO HIGHWAY BUSINESS (HB) DISTRICT. (PETITION NO. Z-06-2018)

WHEREAS, a petition to rezone the property described herein was properly filed by the property owner; and

WHEREAS, the Salisbury Planning Board, an advisory board to the Salisbury City Council, reviewed the rezoning petition on July 10, 2018, unanimously voted to recommend approval as submitted, and stated that the request 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 August 21, 2018; and

WHEREAS, the City Council hereby finds and determines that adoption of an Ordinance to rezone the property described herein, as requested, is reasonable, as evidenced by the type and scale of nearby commercial activity and the petition area’s proximity to I-85; and is in the public interest, as evidenced by existing or planned local and state infrastructure investments in the area for the purpose of growth management and economic development; and

WHEREAS, 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 as it relates to promoting capital-intensive, residentially and environmentally-sensitive mixed-use, commercial, and industrial development along the I-85 corridor as a critical economic development initiative.

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 400, Parcel(s) 025, 049, 050, and 051, 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 ‘HB’ district, and that the change be made to the Land Development District Map of the City of Salisbury;

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.
The Salisbury Planning Board held its regular meeting Tuesday, July 10, 2018, in the Multi-Purpose Room, 1 Water Street, at 4:00 p.m. with the following being present and absent:

**PRESENT:** Bill Wagoner, John Schaffer, Dennis Lunsford, John Struzick, Patricia Ricks, Jon Post, and Dennis Rogers

**ABSENT:** Josh Canup, Cress Goodnight, Bill Burgin, Thomasina Paige, and Randy Reamer

**STAFF:** Teresa Barringer and Jessica Harper

**WELCOME GUESTS AND VISITORS**

Bill Wagoner, Chair, called the Planning Board meeting to order.

**APPROVAL OF MINUTES**

- Planning Board Minutes of July 10, 2018 approved by Bill Wagoner as amended. All board members approved.

**NEW BUSINESS**

Bill Wagoner facilitated the Planning Board meeting as Chair. All attendees and staff giving testimony were sworn in. Public hearing opened. Bill Wagoner amended agenda to delete and move text amendments to next planning board meeting July 24, 2018.

**COURTESY HEARING**

Nelson Bradshaw (applicant) property owner of 380 W. Ritchie Rd. spoke in favor of the rezoning. Mr. Bradshaw spoke on behalf of his sister Carrie Bradshaw who resides at 420 W. Ritchie Rd. and Nathan Merry of 230 W. Ritchie Rd. Mr. Bradshaw stated that the current state of the properties are rural residential but no longer conducive for residential due to commercial activity in the area. Mr. Bradshaw stated that there are future widening plans of Julian Rd. which serves as a connector to W. Ritchie Rd. Julian Rd. will become a highly visible road widening project with a completion time in the year 2021. 26,000 vehicle are projected to travel Julian Rd. daily. Mr. Bradshaw stated that all the properties along W. Ritchie road have become less inhabitable to single family residents. He added that no residential properties have been constructed on W. Ritchie Rd. within the last 55 years. Mr. Bradshaw feels that it is time for the area to be rezoned to highway business.

**STAFF PRESENTATION**

- Z-06-2018: 300-400 Block W. Ritchie
Mrs. Barringer (Staff) discussed to the planning board the proposed rezoning of four parcels located on W. Ritchie Rd. The four parcels are zoned rural residential and the applicant is proposing to rezone them to Highway Business (HB). Staff did discuss the current conditions of the area which included commercial properties scattered throughout the area. Staff added that there are plans from NCDOT to widen Julian Rd. with a proposed connection to Henderson Grove Church Rd. Staff explained that there are plans for future growth and a proposed connection of a Town Creek sewer interceptor. Staff discussed the Land Development Ordinance use matrix showing the difference between the existing Rural Residential (RR) zoning and the proposed Highway Business (HB). The required buffer between these two zoning districts is a F2- flexible perimeter planting yard of 30 feet. Building types permitted by right in the new proposed zoning would be all types except for house and townhomes. Staff added that this is the first of many possible rezoning for this area. Mr. Schaffer asked staff why other parcels are not included in the rezoning. Staff answered by stating that this particular rezoning is applicant driven and other applications can come forward at a later date. Staff noted to the planning board that there was a community meeting regarding the rezoning and only one showed opposition of the rezoning. Staff concludes that the proposed rezoning is consistent with the Vision 20/20 plan.

Victor Wallace of 301 N. Main St. spoke in favor of the proposed rezoning and stated that the area is conducive to commercial and not residential. Mr. Wallace provided a list to the planning board of all existing businesses in the area. Mr. Wallace also noted that the only other landowner opposed to the rezoning was located along the south side of the proposed parcels. Mr. Wallace added that this was a perfect growth corridor.

Carrie Bradshaw of 420 W. Ritchie Rd. spoke in favor of the rezoning. Mrs. Bradshaw has lived on W. Ritchie Rd. for 74 years and was under the impression that it was already zoned commercial. Mrs. Bradshaw complained to the board over the amount of growth and traffic in the area. No other parties in attendance spoke in opposition of the Z-06-2018 rezoning and so the courtesy hearing was closed by Mr. Wagoner.

COURTESY HEARING CLOSED

Mr. Bradshaw wanted to ask the board if this area could be considered a general rezoning at some point in time. Mr. Wagoner concurred with the idea of rezoning due to the widening of Julian Rd. and the increased commercial activity in the area. Staff added that a transitional rezoning could be a possibility.

BOARD DISCUSSION

Planning board agreed that this rezoning is a large jump from Rural Residential to Highway Business.

MOTION

Motion: John Schafer moves that the requested case number Z-06-2018 to rezone four parcels be approved by the Planning Board with a recommendation as such to the City Council as consistent with the Goals, Objectives, and Policies of the Vision 20/20 Comprehensive Plan. Motion seconded by P.J. Ricks. All members voting aye.
(b) Project Safe Salisbury

Mayor Kluttz informed Council that Project Safe Salisbury made a presentation to Livingstone College students on February 23, 2005 and noted that it was the first educational presentation that has been made. She stated that the committee has contacted Catawba College and will also make a presentation to high schools, middle schools and elementary schools.

(c) Presentation to Rowan County Commissioners

Mayor Kluttz stated that she and City Manager David Treme made a presentation to the Rowan County Board of Commissioners during their planning retreat on February 23, 2005. She noted that they presented all sixty-one (61) of the Council’s goals to the Commissioners and the County has agreed to a fellowship luncheon with City Council.

Mr. Treme reviewed the PowerPoint presentation that was given to the County Commissioners regarding the I-85 Town Creek Interceptor Sewer Extension project:

- Interstate 85 between Salisbury & China Grove
  - Primary growth corridor for Rowan County
  - Sewer service primarily not available
  - Development potential limited due to lack of access to sewer
  - Many sites do not "perk"

- Interchanges currently not served by sewer include:
  - Highway 152 (exit 68)
  - Webb Road (exit 70)
  - Peeler Road (exit 71)
  - Peach Orchard Road (exit 72)

- I-85 Drainage Basins and Grant Creek Interceptor
  - Town Creek basin flows back towards Salisbury
  - Cold Water Creek basin flows towards Cabarrus County
  - Existing Grant Creek interceptor currently carries all sewer flow from Landis and China Grove
  - Capacity of Grant Creek interceptor is limited

- Significant potential for growth and development of tax and employment bases

- Each parcel shown (on presentation map) is:
  - Ten (10) + acres in size
  - Less than $50,000 tax value on improvements

- New High School Sewer Service: Alternate I
  - Current plan of China Grove, Rowan County, and Rowan-Salisbury Schools
- New Pine Ridge Lift Station and force main that would pump to Grant Creek Interceptor
- Reduces already-limited capacity of Grant Creek interceptor
- Approximate cost of project = $1.7 million
- Would be redirected northward if *Alternate 2* is chosen

- I-85/Town Creek Basin Sewer Service:
  - Gravity Sewer extended along Town Creek
  - Would connect to Force Main from Pine Ridge Lift Station
  - Project cost estimate = $5.1 million

- New High School Sewer Service: *Alternate 2*
  - Gravity Sewer extended along Town Creek ($5.1 million)
  - New Pine Ridge Lift Station and Force Main ($1.7 million)
    - Same approximate cost as Alternate 1
  - Force Main rerouted northward to connect to proposed Town Creek Interceptor
  - Opens up I-85 corridor for development
  - Provides sewer to all four (4) remaining interchanges of Interstate 85 in Rowan County
  - Saves existing capacity in Grant Creek Interceptor line for continued growth in Highway 29 growth corridor
  - Potential reduction in numbers of China Grove Lift Stations from three (3) to one (1)
  - Pairs with South Rowan Waterline to provide full utility service to serve coming growth of Southern Rowan to Southern Salisbury area of Rowan County

- Future Project Option:
  - Old Beatty Ford Road Lift Station and Force Main
  - Opens up additional area in Southern Rowan for development
  - These projects are not included in this project

**Town Creek Sewer Interceptor Cost Estimate**

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>Thirty-three thousand (33,000) linear feet of twenty-one (21) inch PVC sewer</td>
<td>$2,450,000</td>
</tr>
<tr>
<td>Road Crossings</td>
<td>600,000</td>
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<tr>
<td>Clearing/Restoration and Sedimentation and Erosion Control</td>
<td>300,000</td>
</tr>
<tr>
<td>Rock Excavation</td>
<td>500,000</td>
</tr>
<tr>
<td>Construction</td>
<td>3,850,000</td>
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<tr>
<td>Contingencies</td>
<td>385,000</td>
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<tr>
<td>Construction + Contingencies</td>
<td>4,235,000</td>
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<tr>
<td>Easements</td>
<td>300,000</td>
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<tr>
<td>Engineering</td>
<td>550,000</td>
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<tr>
<td><strong>Total Cost Estimate</strong></td>
<td><strong>$5,085,000</strong></td>
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</tbody>
</table>

Salisbury City Council  March 1, 2005
Mr. Treme noted that it is suggested to create a partnership between the City and County to jointly fund the project on a 50/50 basis. He noted that this has been a priority for Council and many of the development agencies in the County support the project moving forward.

Council discussed various dates to invite the County Commissioners for a fellowship luncheon and decided on April 6, 7, or 8th as tentative dates.

(d) Boards and Commissions Appointments

Mayor Kluttz noted that Council will need to make Boards and Commissions appointments at its next meeting and asked Council to look at the information that has been provided regarding the appointments.

(e) Elizabeth Duncan Koontz Humanitarian Award

Mayor Kluttz announced that the Salisbury-Rowan Human Relations Council will hold the Elizabeth Duncan Koontz Humanitarian Awards banquet on Sunday, March 13, 2005 at 3:00 p.m.

RECESS

Motion to recess the meeting to Chef Santos, 123 East Fisher Street, was made by Mr. Kennedy, seconded by Mr. Lewis. All Council members agreed unanimously to recess at 5:42 p.m.

RECONVENE

Mr. Burgin made a motion to reconvene the meeting at 6:00 p.m. at Chef Santos, 123 East Fisher Street. Mr. Lewis seconded the motion. Messrs. Burgin, Kennedy, Lewis, Woodson, and Ms. Kluttz voted AYE. (5-0)

Council met for dinner with the Salisbury-Rowan Economic Development Commission. No action was taken.
Councilman Burgin indicated that the architectural standards have been addressed for future submittals, but current standards were not in place at the time this site plan was approved. He pointed out that all subsequent submittals will have specific requirements under the new code.

(c) Thereupon, Mr. Lewis made a **motion** to amend approved group development site plan G-16-06 Grand on Julian, 1310 Julian Road. Mr. Burgin seconded the motion. Messrs. Burgin, Kennedy, Lewis, Woodson, and Ms. Kluttz voted AYE. (5-0)

**AWARD CONTRACTS – BRS, INC**

Mr. Jim Behmer, Utilities Director, addressed Council regarding contracts for installation of the Town Creek SewerInterceptor. Mr. Behmer indicated that he received bids March 4, 2009 for the Town Creek Interceptor project. He stated that the City entered into an agreement with Rowan County to partner in an economic development project to extend the sewer line along Interstate 85. He noted that bid alternates were also included in order to take the sewer line across the Interstate. Mr. Behmer indicated that based on the bids received staff recommends awarding three contracts to BRS, Inc. to complete the entire project. He reviewed the project budget:

**TOWN CREEK 1-85 INTERCEPTOR PROJECT BUDGET**

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction (3 contracts)</td>
<td>$5,172,005</td>
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<tr>
<td>Contingency</td>
<td>450,000</td>
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<tr>
<td>Engineering Design</td>
<td>275,000</td>
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<tr>
<td>Construction Admin/Observation</td>
<td>225,300</td>
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<tr>
<td>Reimbursable Expenses</td>
<td>10,000</td>
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<tr>
<td>Environmental Assessment</td>
<td>35,000</td>
</tr>
<tr>
<td>Right Of Way Acquisition</td>
<td>165,000</td>
</tr>
<tr>
<td>Right Of Way Surveying and Mapping</td>
<td>125,000</td>
</tr>
<tr>
<td><strong>Total Project Budget</strong></td>
<td><strong>$6,457,305</strong></td>
</tr>
</tbody>
</table>

Mr. Behmer indicated that the goal was to maintain a budget under $6.5 million.

Mr. Behmer then reviewed the project schedule:

**Revised Project Schedule**

- Agreement Executed: March 2006
- Design: April 2006 – February 2008
- Permitting: May 2006 – February 2009
- Easement Acquisition: January 2008 – May 2009
- Bidding: March 2009
- Construction: June 2009 – December 2010
- Closeout: December 2010
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category: □ Public □ Council □ Manager □ Staff

Requested Council Meeting Date: August 21, 2018

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

Name of Presenter(s): Shannon Moore

Requested Agenda Item: Council to receive a presentation from Staff regarding the bid proposals for installment financing, hold a public hearing and adopt a resolution approving the financing bids for Fire Station #6

Description of Requested Agenda Item: Council to receive information from staff regarding the financing of Fire Station 6:

(a) Receive a presentation from staff regarding the installment financing request for proposals on Fire Station 6

(b) Council to hold a public hearing regarding the installment financing for Fire Station 6

(c) Council to adopt a resolution to enter into an installment financing for Fire Station 6

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)

(b) Council to hold a public hearing regarding the installment financing for Fire Station 6

(c) Council to adopt a resolution to enter into an installment financing contract

Contact Information for Group or Individual: Shannon Moore, Finance Director 704-216-8026

☐ 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 Mayor’s Office Only

☐ Approved  ☐ Declined

Reason:
Requested Council Meeting Date: August 21, 2018

Name of Group(s) or Individual(s) Making Request: James Meacham, Rowan County Tourism Development Authority

Name of Presenter(s):

Requested Agenda Item: Council to adopt a staggered term schedule to support and coincide with changes made to Rowan County Occupancy Tax Legislation NC General Assembly Session Law 2017-202.

Description of Requested Agenda Item:

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 adopt the Rowan TDA board staggered term schedule.
Council to approve upcoming vacancies based on the adopted staggered term schedule.

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)

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 Mayor’s Office Only

☐ Approved ☐ Declined

Reason:
## Rowan County TDA Board Staggered Terms

<table>
<thead>
<tr>
<th>Board Position</th>
<th>Term Ends 8-31-18</th>
<th>Term Ends 8-31-19</th>
<th>Term Ends 8-31-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Member</td>
<td><strong>Rowan Co. Lodging</strong>&lt;br&gt;Steve Hall</td>
<td><strong>Rowan Co. Tourism</strong>&lt;br&gt;Darryl Blackwelder</td>
<td><strong>Rowan Co. Lodging</strong>&lt;br&gt;Amie Baudoin</td>
</tr>
<tr>
<td></td>
<td><strong>Salisbury Lodging</strong>&lt;br&gt;Shannon Stewart-Hill</td>
<td><strong>Rowan Co. Chamber</strong>&lt;br&gt;Tony Shaw</td>
<td><strong>Salisbury Attraction</strong>&lt;br&gt;Whitney Wallace</td>
</tr>
<tr>
<td>Current Member</td>
<td><strong>Salisbury Tourism</strong>&lt;br&gt;Edward Norvell</td>
<td><strong>Salisbury Lodging</strong>&lt;br&gt;Krista Osterweil</td>
<td><strong>Rowan Co. Attraction</strong>&lt;br&gt;Kelly Alexander</td>
</tr>
</tbody>
</table>

County Commissioner and City Council members are appointed on cycles related to election calendars

Commissioners serve from December 1 to November 30 for even year cycles (2 year term)
Council Members serve from December 1 to November 30 for odd year cycles (2 year terms)
Rowan County Tourism Development Authority Board of Directors

*Appointments are governed by NC General Statutes: Session Law 2017-202*

Board Composition:

- A county commissioner or his or her designee.

- A member of the Salisbury City Council or his or her designee.

- Four owners, operators, or representatives of hotels, motels, or other taxable tourist accommodations. Two shall be appointed by the Rowan County Board of Commissioners and two shall be appointed by the Salisbury City Council.

- Two individuals to represent all bona fide Rowan County sites and attractions, to be selected from those sites and attractions. One individual shall be appointed by the Rowan County Board of Commissioners and one individual shall be appointed by the Salisbury City Council.

- One individual to represent the Rowan County Chamber of Commerce, either the chair of the board or the chair's designee. Designee, assigned for appointment by the Rowan County Board of Commissioners.

- Two individuals who have an interest in tourism development and do not own or operate hotels, motels, or other taxable tourist accommodations. One individual shall be appointed by the Rowan County Board of Commissioners and one individual shall be appointed by the Salisbury City Council.
Tourism Development Authority
Salisbury, North Carolina

Be an original.

Current Board of Directors through 8-31-2018:

Krista Osterweil, Hampton Inn
Steve Hall, Hampton Inn
Shannon-Stewart Hill, Holiday Inn
Amie Baudoin, Airbnb properties
Whitney Wallace, HSF & DSI
Kelly Alexander, NC Trans. Mus
Edward Norvell, Arts & Culture
Darryl Blackwelder, Agritourism
Tony Shaw, BB&T
Brian Miller, City Council
Craig Pierce, Board of Commissioners

Salisbury Lodging
Rowan Lodging
Salisbury Lodging
Rowan Lodging
Salisbury Attraction
Rowan Attraction
Salisbury Tourism
Rowan Tourism
Chamber of Commerce
City of Salisbury
Rowan County

Proposed Board of Directors as of 9-1-2018

Krista Osterweil, Hampton Inn
Application to be filed with Commissioners
Application to be filed with Council
Amie Baudoin, Airbnb properties
Whitney Wallace, HSF & DSI
Kelly Alexander, NC Trans. Mus
Application to be filed with Council
Darryl Blackwelder, Agritourism
Tony Shaw, BB&T
Brian Miller, City Council
Craig Pierce, Board of Commissioners

Salisbury Lodging
Rowan Lodging
Salisbury Lodging
Rowan Lodging
Salisbury Attraction
Rowan Attraction
Salisbury Tourism
Rowan Tourism
Chamber of Commerce
City of Salisbury
Rowan County
GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2017

SESSION LAW 2017-202
SENATE BILL 552

AN ACT TO MAKE VARIOUS OCCUPANCY TAX CHANGES AFFECTING THE CITIES OF SANFORD, SALUDA, JACKSONVILLE, HICKORY, AND CONOVER AND AFFECTING THE COUNTIES OF HARNETT, SAMPSON, YADKIN, AND ROWAN.

The General Assembly of North Carolina enacts:

PART I. SANFORD OCCUPANCY TAX

SECTION 1.1. Occupancy Tax. – (a) Authorization and Scope. – The Sanford City Council may levy a room occupancy tax of up to three percent (3%) of the gross receipts derived from the rental of any room, lodging, or accommodation furnished by a hotel, motel, inn, tourist camp, or similar place within the city that is subject to sales tax imposed by the State under G.S. 105-164.4(a)(3). This tax is in addition to any State or local sales tax.

(b) Administration. – A tax levied under this section shall be levied, administered, collected, and repealed as provided in G.S. 160A-215. The penalties provided in G.S. 160A-215 apply to a tax levied under this section.

(c) Distribution and Use of Tax Revenue. – Sanford shall, on a quarterly basis, remit the net proceeds of the occupancy tax to the Sanford Tourism Development Authority. The Authority shall use two-thirds of the funds remitted to it under this subsection to promote travel and tourism in Sanford and shall use the remaining one-third of the funds remitted to it under this subsection for the operation, maintenance, promotion, and renovation of the Dennis A. Wicker Civic Center, an activity so closely related to travel and tourism in Sanford as to be credited with helping to generate as much as eighty percent (80%) of that city's tourism-related revenues. Any funds dedicated under this subsection for the Dennis A. Wicker Civic Center that are not spent or obligated by the close of a fiscal year may be used by the Authority for the promotion of travel and tourism in Sanford.

The following definitions apply in this subsection:

(1) Net proceeds. – Gross proceeds less the cost to the city of administering and collecting the tax, as determined by the finance officer, not to exceed three percent (3%) of the first five hundred thousand dollars ($500,000) of gross proceeds collected each year and one percent (1%) of the remaining gross receipts collected each year.

(2) Promote travel and tourism. – To advertise or market an area or activity, publish and distribute pamphlets and other materials, conduct market research, or engage in similar promotional activities that attract tourists or business travelers to the area. The term includes administrative expenses incurred in engaging in the listed activities.

SECTION 1.2. Sanford Tourism Development Authority. – (a) Appointment and Membership. – When the Sanford City Council adopts a resolution levying a room occupancy tax under this part, it shall also adopt a resolution creating a city Tourism Development Authority, which shall be a public authority under the Local Government Budget and Fiscal Control Act. The resolution shall provide for the membership of the Authority, including the members' terms of office, and for the filling of vacancies on the Authority. At least one-third of
the members must be individuals who are affiliated with businesses that collect the tax in the city, and at least one-half of the members must be individuals who are currently active in the promotion of travel and tourism in the city. The city council shall designate one member of the Authority as chair and shall determine the compensation, if any, to be paid to members of the Authority.

The Authority shall meet at the call of the chair and shall adopt rules of procedure to govern its meetings. The Finance Officer for Sanford shall be the ex officio finance officer of the Authority.

**SECTION 1.2.(b)** Duties. – The Authority shall expend the net proceeds of the tax levied under this part for the purposes provided in this part. The Authority shall promote travel, tourism, and conventions in the city and sponsor tourist-related events and activities in the city.

**SECTION 1.2.(c)** Reports. – The Authority shall report quarterly and at the close of the fiscal year to the Sanford City Council on its receipts and expenditures for the preceding quarter and for the year in such detail as the city council may require.

**PART II. SALUDA OCCUPANCY TAX**

**SECTION 2.1.** Saluda District D created. – Saluda District D is created as a taxing district. Its jurisdiction consists of only that part of Saluda that is located within Polk County. Saluda District D is a body politic and corporate and has the power to carry out the provisions of this act. The Saluda Board of Commissioners shall serve ex officio as the governing body of the district, and the officers of the County shall serve as the officers of the governing body of the district. A simple majority of the governing body constitutes a quorum, and approval by a majority of those present is sufficient to determine any matter before the governing body, if a quorum is present.

**SECTION 2.2.** Occupancy tax. – (a) Authorization and Scope. – The governing body of Saluda District D may levy a room occupancy tax of up to three percent (3%) of the gross receipts derived from the rental of any room, lodging, or accommodation furnished by a hotel, motel, inn, tourist camp, or similar place within the district that is subject to sales tax imposed by the State under G.S. 105-164.4(a)(3). This tax is in addition to any State or local sales tax.

**SECTION 2.2.(b)** Administration. – A tax levied under this section shall be levied, administered, collected, and repealed as provided in G.S. 160A-215 as if Saluda District D were a city. The penalties provided in G.S. 160A-215 apply to a tax levied under this section.

**SECTION 2.2.(c)** Definitions. – The following definitions apply in this section:

1. **Net proceeds.** – Gross proceeds less the cost to the district of administering and collecting the tax, as determined by the finance officer, not to exceed three percent (3%) of the first five hundred thousand dollars ($500,000) of gross proceeds collected each year and one percent (1%) of the remaining gross receipts collected each year.

2. **Promote travel and tourism.** – To advertise or market an area or activity, publish and distribute pamphlets and other materials, conduct market research, or engage in similar promotional activities that attract tourists or business travelers to the area. The term includes administrative expenses incurred in engaging in the listed activities.

3. **Tourism-related expenditures.** – Expenditures that, in the judgment of the Tourism Development Authority, are designed to increase the use of lodging facilities, meeting facilities, or convention facilities in the district or to attract tourists or business travelers to the district. The term includes tourism-related capital expenditures.

**SECTION 2.2.(d)** Distribution and Use of Tax Revenue. – Saluda District D shall, on a quarterly basis, remit the net proceeds of the occupancy tax to the Saluda District D
Tourism Development Authority. The Authority shall use at least two-thirds of the proceeds remitted to it to promote travel and tourism in Saluda District D and shall use the remainder for tourism-related expenditures. In accordance with the North Carolina Constitution and the United States Constitution, the tax proceeds may be used only for the direct benefit of the jurisdiction of Saluda District D. None of the proceeds may be used to promote travel or tourism in areas within Saluda that are outside of the district or for tourism-related expenditures in the county that are outside of the district.

SECTION 2.3. Saluda District D Tourism Development Authority. - (a) Appointment and Membership. - When the governing body of the district adopts a resolution levying a room occupancy tax under this act, it shall also adopt a resolution creating the Saluda District D Tourism Development Authority, which shall be a public authority under the Local Government Budget and Fiscal Control Act. The resolution shall provide for the membership of the Authority, including the members' terms of office, and for the filling of vacancies on the Authority. At least one-third of the members must be individuals affiliated with businesses that collect the tax in the district, and at least one-half of the members must be individuals currently active in the promotion of travel and tourism in the district. The board of commissioners shall designate one member of the Authority as chair and shall determine the compensation, if any, to be paid to members of the Authority.

The Authority shall meet at the call of the chair and shall adopt rules of procedure to govern its meetings. The Finance Officer for the City of Saluda shall be the ex officio finance officer of the Authority.

SECTION 2.3.(b) Duties. - The Authority shall expend the net proceeds of the tax levied under this part for the purposes provided in this part. The Authority shall promote travel, tourism, and conventions in the district, sponsor tourist-related events and activities in the district, and finance tourist-related capital projects in the district.

SECTION 2.3.(c) Reports. - The Authority shall report quarterly and at the close of the fiscal year to the governing body of the district on its receipts and expenditures for the preceding quarter and for the year in such detail as the governing body of the district may require.

PART III. JACKSONVILLE OCCUPANCY TAX

SECTION 3.1.(a) Section 1.1(d) of S.L. 2009-429 reads as rewritten:

"SECTION 1.1(d) Distribution and Use of Tax Revenue. - The City of Jacksonville shall, on a quarterly basis, remit the net proceeds of the occupancy tax to the Jacksonville Tourism Development Authority. The Authority shall use at least two-thirds of the funds remitted to it under this subsection for tourism-related expenditures and shall use the remainder to promote travel and tourism in Jacksonville and shall use the remainder for tourism-related expenditures in Jacksonville."

SECTION 3.1.(b) Section 1.1(d) of S.L. 2009-429, as amended by subsection (a) of this section, reads as rewritten:

"SECTION 1.1(d) Distribution and Use of Tax Revenue. - The City of Jacksonville shall, on a quarterly basis, remit the net proceeds of the occupancy tax to the Jacksonville Tourism Development Authority. The Authority shall use at least two-thirds of the funds remitted to it under this subsection for tourism-related expenditures and shall use the remainder to promote travel and tourism and shall use the remainder for tourism-related expenditures in Jacksonville."

SECTION 3.1.(c) Subsection (a) of this section becomes effective on July 1, 2017, and expires on July 1, 2027. Subsection (b) of this section becomes effective on July 1, 2027. The remainder of this section is effective when it becomes law.

PART IV. HICKORY AND CONOVER OCCUPANCY TAX
SECTION 4.1.(a) Section 1(d) of S.L. 2009-169 reads as rewritten:

"SECTION 1.(d) Distribution and Use of Tax Revenue. – The City of Hickory shall, on a quarterly basis, remit the net proceeds of the occupancy tax to the Hickory-Conover Tourism Development Authority. The funds remitted under this subsection must be used as follows:

(1) Through December 31, 2019–2029. – Prior to and through December 31, 2019–2029, the Authority may use two-thirds of the funds remitted to it under this subsection for improving, leasing, constructing, financing, operating, or acquiring facilities and properties as needed to provide for a convention center facility, including parking facilities for the convention center. The remainder of the funds must be used to promote travel and tourism. Debt issued to finance these improvements or facilities and that is secured by occupancy tax proceeds remitted under this subdivision must mature on or before December 31, 2049.

(2) After December 31, 2019–2029. – After December 31, 2019–2029, the Authority must use at least two-thirds of the funds remitted to it under this subsection to promote travel and tourism in the area and must use the remainder for tourism-related expenditures."

SECTION 4.1.(b) Section 3(d) of S.L. 2009-169 reads as rewritten:

"SECTION 3.(d) Distribution and Use of Tax Revenue. – The City of Conover shall, on a quarterly basis, remit the net proceeds of the occupancy tax to the Hickory-Conover Tourism Development Authority. The funds remitted under this subsection must be used as follows:

(1) Through December 31, 2019–2029. – Prior to and through December 31, 2019–2029, the Authority may use two-thirds of the funds remitted to it under this subsection for improving, leasing, constructing, financing, operating, or acquiring facilities and properties as needed to provide for a convention center facility, including parking facilities for the convention center. The remainder of the funds must be used to promote travel and tourism. Debt issued to finance these improvements or facilities and that is secured by occupancy tax proceeds remitted under this subdivision must mature on or before December 31, 2049.

(2) After December 31, 2019–2029. – After December 31, 2019–2029, the Authority must use at least two-thirds of the funds remitted to it under this subsection to promote travel and tourism in the area and must use the remainder for tourism-related expenditures."

PART V. HARNETT COUNTY OCCUPANCY TAX

SECTION 5.1. District H Created. – Harnett County District H is created as a taxing district. Its jurisdiction consists of all of Harnett County exclusive of the Averasboro Township. Harnett County District H is a body politic and corporate and has the power to carry out the provisions of this section. The Harnett County Board of Commissioners shall serve ex officio as the governing body of the district and the officers of the board of commissioners shall serve as the officers of the governing body of the district. A simple majority of the governing body constitutes a quorum and approval by a majority of those present is sufficient to determine any matter before the governing body, if a quorum is present.

SECTION 5.2. Occupancy tax. – (a) Authorization and Scope. – The governing body of Harnett County District H may levy a room occupancy tax of up to six percent (6%) of the gross receipts derived from the rental of any room, lodging, or accommodation furnished by a hotel, motel, inn, tourist camp, or similar place within the district that is subject to sales tax imposed by the State under G.S. 105-164.4(a)(3). This tax is in addition to any State or local sales or room occupancy tax.
SECTION 5.2. (b) Administration. – A tax levied under this section shall be levied, administered, collected, and repealed as provided in G.S. 153A-155 as if Harnett County District H were a county. The penalties provided in G.S. 153A-155 apply to a tax levied under this section.

SECTION 5.2. (c) Distribution and Use of Tax Revenue. – Harnett County District H shall, on a quarterly basis, remit the net proceeds of the occupancy tax to the Harnett County District H Tourism Development Authority. The Harnett County District H Tourism Development Authority shall use at least two-thirds of the proceeds to promote travel and tourism and shall use the remainder for tourism-related expenditures in the district. In accordance with the North Carolina Constitution and the United States Constitution, the tax proceeds may be used only for the direct benefit of the jurisdiction of Harnett County District H.

The following definitions apply in this subsection:

1. Net proceeds. – Gross proceeds less the cost to the county of administering and collecting the tax, as determined by the finance officer, not to exceed three percent (3%) of the first five hundred thousand dollars ($500,000) of gross proceeds collected each year and one percent (1%) of the remaining gross receipts collected each year.

2. Promote travel and tourism. – To advertise or market an area or activity, publish and distribute pamphlets and other materials, conduct market research, or engage in similar promotional activities that attract tourists or business travelers to the area. The term includes administrative expenses incurred in engaging in the listed activities.

3. Tourism-related expenditures. – Expenditures that, in the judgment of the Tourism Development Authority, are designed to increase the use of lodging facilities, meeting facilities, or convention facilities in the county or to attract tourists or business travelers to the district. The term includes tourism-related capital expenditures.

SECTION 5.3. Harnett County District H Tourism Development Authority. – (a) Appointment and Membership. – When the governing body of Harnett County District H adopts a resolution levying a room occupancy tax under this act, it shall also adopt a resolution creating the Harnett County District H Tourism Development Authority, which shall be a public authority under the Local Government Budget and Fiscal Control Act. The resolution shall provide for the membership of the Authority, including the members' terms of office, and for the filling of vacancies on the Authority. At least one-third of the members must be individuals who are affiliated with businesses that collect the tax in the district and at least one-half of the members must be individuals who are currently active in the promotion of travel and tourism in the district. The governing body shall designate one member of the Authority as chair and shall determine the compensation, if any, to be paid to members of the Authority.

The Authority shall meet at the call of the chair and shall adopt rules of procedure to govern its meetings. The Finance Officer for Harnett County shall be the ex officio finance officer of the Authority.

SECTION 5.3. (b) Duties. – The Authority shall expend the net proceeds of the tax levied under this part for the purposes provided in this part. The Authority shall promote travel and tourism in the district and make tourism-related expenditures in the district.

SECTION 5.3. (c) Reports. – The Authority shall report quarterly and at the close of the fiscal year to the Harnett County Board of Commissioners on its receipts and expenditures for the preceding quarter and for the year in such detail as the board may require.

PART VI. SAMPSON OCCUPANCY TAX
SECTION 6.1.(a) Section 1 of S.L. 2007-63 is amended by adding a new subsection to read:

"SECTION 1. (a1) Authorization of Additional Tax. — In addition to the tax authorized by subsection (a) of this section, the Board of Commissioners of Sampson County may levy an additional room occupancy tax of up to three percent (3%) of the gross receipts derived from the rental of accommodations taxable under subsection (a) of this section. The levy, collection, administration, and repeal of the tax authorized by this subsection shall be in accordance with the provisions of this section. Sampson County may not levy a tax under this subsection unless it also levies the tax authorized under subsection (a) of this section."

SECTION 6.1.(b) Section 2(a) of S.L. 2007-63 reads as rewritten:

"SECTION 2. Tourism Development Authority. — (a) Appointment and Membership. — When the Board of Commissioners adopts a resolution levying a room occupancy tax under Section 1(a) of this act, it shall also adopt a resolution creating the Sampson County Tourism Development Authority, which shall be a public authority under the Local Government Budget and Fiscal Control Act. The resolution shall provide for the membership of the Authority, including the members' terms of office, and for the filling of vacancies on the Authority. At least one-third of the members shall be individuals who are affiliated with businesses that collect the tax in the county, and at least one-half of the members shall be individuals who are currently active in the promotion of travel and tourism in the county. The Board of Commissioners shall designate one member of the Authority as chair and shall determine the compensation, if any, to be paid to members of the Authority.

The Authority shall meet at the call of the chair and shall adopt rules of procedure to govern its meetings. The Finance Officer for Sampson County shall be the ex officio finance officer of the Authority."

PART VII. YADKIN OCCUPANCY TAX

SECTION 7.1.(a) Section 2 of S.L. 2007-340 reads as rewritten:

"SECTION 2. Yadkin County District Y Created. — Yadkin County District Y is created as a taxing district. Its jurisdiction consists of that part of Yadkin County that is located outside of incorporated areas within the county the Town of Jonesville and the Town of Yadkinville. Yadkin County District Y is a body politic and corporate and has the power to carry out the provisions of this act. The Yadkin County Board of Commissioners shall serve ex officio as the governing body of the district, and the officers of the county shall serve as the officers of the governing body of the district. A simple majority of the governing body constitutes a quorum, and approval by a majority of those present is sufficient to determine any matter before the governing body, if a quorum is present."

SECTION 7.1.(b) The governing body of Yadkin County District Y and the Yadkin County Board of Commissioners shall adopt any resolutions or modify any adopted resolutions, as needed, to carry out the provisions of this act.

PART VIII. ROWAN OCCUPANCY TAX

SECTION 8.1. Part II of S.L. 2009-428 is repealed.

SECTION 8.2. Sections 1 and 1.1 of Chapter 379 of the 1987 Session Laws, as amended by Chapter 882 of the 1991 Session Laws and by Part VIII of S.L. 2001-439, read as rewritten:

"Section 1. Occupancy tax. (a) Authorization and scope. — The Rowan County Board of Commissioners may levy a room occupancy tax of up to three percent (3%) of the gross receipts derived from the rental of any room, lodging, or similar accommodation furnished by a hotel, motel, inn, or similar place within the county that is subject to sales tax imposed by the State under G.S. 105-164.4(a)(3). This tax is in addition to any State or local sales tax. This tax..."
does not apply to accommodations furnished by nonprofit charitable, educational, or religious organizations.

(a) Authorization of Additional Tax. – In addition to the tax authorized by subsection (a) of this section, the Rowan County Board of Commissioners may levy an additional room occupancy tax of up to three percent (3%) of the gross receipts derived from the rental of accommodations taxable under subsection (a) of this section. The levy, collection, administration, and repeal of the tax authorized by this subsection shall be in accordance with the provisions of this section. Rowan County may not levy a tax under this subsection unless it also levies the tax authorized under subsection (a) of this section.

(b) Repealed.

(c) Administration. – A tax levied under this section shall be levied, administered, collected, and repealed as provided in G.S. 153A-155. The penalties provided in G.S. 153A-155 apply to a tax levied under this section.

(d) Repealed.

(e) Distribution and use of tax revenue. – Rowan County shall apply the net proceeds of the occupancy tax to the purposes provided in this subsection. The county shall, on a quarterly basis, remit the net proceeds of the occupancy tax to the Rowan County Tourism Development Authority. The Authority shall spend funds remitted to it under this subsection only to promote travel, tourism, and conventions in Rowan County and to sponsor tourist-oriented events and activities in Rowan County. The Authority may not spend any of the funds for construction, improvement, or maintenance of real property or for any other capital project. The Authority shall report at the close of the fiscal year to the board of commissioners on its receipts and expenditures for the year in such detail as the board may require.

As used in this subsection, ‘net proceeds’ means gross proceeds less the cost to the county of administering and collecting the tax, as determined by the finance officer, use at least two-thirds of the funds remitted to it under this subsection to promote travel and tourism in Rowan County and shall use the remainder for tourism-related expenditures.

The following definitions apply in this subsection:

(1) Net proceeds. – Gross proceeds less the cost to the county of administering and collecting the tax, as determined by the finance officer, not to exceed three percent (3%) of the first five hundred thousand dollars ($500,000) of gross proceeds collected each year and one percent (1%) of the remaining gross receipts collected each year.

(2) Promote travel and tourism. – To advertise or market an area or activity, publish and distribute pamphlets and other materials, conduct market research, or engage in similar promotional activities that attract tourists or business travelers to the area. The term includes administrative expenses incurred in engaging in the listed activities.

(3) Tourism-related expenditures. – Expenditures that, in the judgment of the Tourism Development Authority, are designed to increase the use of lodging facilities, meeting facilities, or convention facilities in the county or to attract tourists or business travelers to the county. The term includes tourism-related capital expenditures.

(f) Repealed.

(g) Repealed.

Section 1.1. Establishment, Appointment, and Duties of Rowan County Tourism Authority. (a) Appointment and Membership. – When the Rowan County Board of Commissioners adopts a resolution levying a room occupancy tax under this act, it shall also adopt a resolution establishing and creating the Rowan County Tourism Development Authority, which shall be a public authority under the Local
Government Budget and Fiscal Control Act and shall be composed of the following 11 members appointed by the board of commissioners:

(1) A county commissioner or his or her designee.
(2) A member of the Salisbury City Council or his or her designee.
(3) Two owners, operators, or representatives of hotels, motels, or other taxable tourist accommodations. Two shall be appointed by the Rowan County Board of Commissioners and two shall be appointed by the Salisbury City Council.
(4) Two individuals to represent all bona fide Rowan County sites and attractions, to be selected from those sites and attractions. One individual shall be appointed by the Rowan County Board of Commissioners and one individual shall be appointed by the Salisbury City Council.
(5) One individual to represent the Rowan County Chamber of Commerce, either the chair of the board or the chair’s designee, assigned for appointment by the Rowan County Board of Commissioners.
(6) Four individuals who have an interest in tourism development and do not own or operate hotels, motels, or other taxable tourist accommodations. One individual shall be appointed by the Rowan County Board of Commissioners and one individual shall be appointed by the Salisbury City Council.

The board of commissioners shall appoint all members of the Tourism Development Authority, except for the City of Salisbury appointee, who shall be appointed directly by the Salisbury City Council from its council members. The term of office of each member of the Authority shall be two years. Members may serve no more than two consecutive terms. All members of the Authority shall serve without compensation.

The Authority shall meet at the call of the chair and shall adopt rules of procedure to govern its meetings. The Finance Officer for Rowan County shall be the ex officio finance officer of the Authority.

(b) Duties. — The Authority shall expend the net proceeds of the tax levied under this act for the purposes provided in this act. The Authority shall promote travel, tourism, and conventions in the county, sponsor tourist-related events and activities in the county, and finance tourist-related capital projects in the county. In addition to any other powers and duties of the Authority otherwise conferred by law, the Authority may contract with any person, firm, or agency to advise and assist it in the promotion of travel and tourism and to carry out the purposes identified in Section 1 of this act. The Authority may accept contributions from any source to be used for the purposes stated in Section 1 of this act.

(c) Reports. — The Authority shall report quarterly and at the close of the fiscal year to the Rowan County Board of Commissioners on its receipts and expenditures for the preceding quarter and for the year in such detail as the board may require."

PART IX. ADMINISTRATIVE PROVISIONS

SECTION 9.1.(a) G.S. 160A-215(g) reads as rewritten:

"(g) Applicability. — Subsection (c) of this section applies to all cities that levy an occupancy tax. To the extent subsection (c) conflicts with any provision of a local act, subsection (c) supersedes that provision. The remainder of this section applies only to Beech Mountain District W, to the Cities of Belmont, Conover, Eden, Elizabeth City, Gastonia, Goldsboro, Greensboro, Hickory, High Point, Jacksonville, Kings Mountain, Lenoir, Lexington, Lincolnton, Lowell, Lumberton, Monroe, Mount Airy, Mount Holly, Reidsville, Roanoke Rapids, Salisbury, Sanford, Shelby, Statesville, Washington, and Wilmington, to the Towns of Ahoskie, Beech Mountain, Benson, Bermuda Run, Blowing Rock, Boiling Springs, Boone, Burgaw, Carolina Beach, Carrboro, Cooleemee, Cramerton, Dallas, Dobson, Elkin,
Fontana Dam, Franklin, Grover, Hillsborough, Jonesville, Kenly, Kure Beach, Leland, McAdenville, Mocksville, Mooresville, Murfreesboro, North Topsail Beach, Pembroke, Pilot Mountain, Ranlo, Robbinsville, Selma, Smithfield, St. Pauls, Swansboro, Troutman, Tryon, West Jefferson, Wilkesboro, Wrightsville Beach, Yadkinville, and Yanceyville, and to the municipalities in Avery and Brunswick Counties, Counties, and to Saluda District D."

SECTION 9.1.(b) G.S. 153A-155(g) reads as rewritten:

"(g) Applicability. – Subsection (c) of this section applies to all counties and county districts that levy an occupancy tax. To the extent subsection (c) conflicts with any provision of a local act, subsection (c) supersedes that provision. The remainder of this section applies only to Alleghany, Anson, Brunswick, Buncombe, Burke, Cabarrus, Camden, Carteret, Caswell, Chatham, Cherokee, Chowan, Clay, Craven, Cumberland, Currituck, Dare, Davie, Duplin, Durham, Edgecombe, Forsyth, Franklin, Graham, Granville, Halifax, Haywood, Henderson, Jackson, Madison, Martin, McDowell, Montgomery, Moore, Nash, New Hanover, Northampton, Pasquotank, Pender, Perquimans, Person, Randolph, Richmond, Rockingham, Rowan, Rutherford, Sampson, Scotland, Stanly, Swain, Transylvania, Tyrrell, Vance, Washington, Wayne, and Wilson Counties, to Harnett County District H, to New Hanover County District U, to Surry County District S, to Watauga County District U, to Wilkes County District K, to Yadkin County District Y, and to the Township of Averasboro in Harnett County and the Ocracoke Township Taxing District."

PART X. EFFECTIVE DATE

SECTION 10.1. Except as otherwise provided, this act is effective when it becomes law.

In the General Assembly read three times and ratified this the 3rd day of August, 2017.

s/ Bill Rabon
Presiding Officer of the Senate

s/ Tim Moore
Speaker of the House of Representatives
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category:  □ Public  □ Council  □ Manager  □ Staff

Requested Council Meeting Date:  August 21, 2018

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

Name of Presenter(s):  Wendy Brindle

Requested Agenda Item:  Council to consider authorizing the sale of Parcel 018-048, located in the 600 block of South Clay Street

Description of Requested Agenda Item:
At the August 7, 2018 meeting, City Council adopted a Resolution authorizing the upset bid process for Parcel 018-048, a 0.47 acre tract in the 600 block of South Clay Street. Advertisement for the upset bid was published in the Salisbury Post on Friday, August 10, 2018 and the deadline for receipt of upset bids is Monday, August 20, 2018. To date, no upset bids have been received.

Assuming no bids are received by the deadline, staff recommends that Council authorize the sale of the property to the original bidder, Myra Byarm, in the amount of $10,000. If a valid bid is received by the deadline, this item will be pulled from the Council agenda, and the upset bid process will begin again until no additional upset bids are received.

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)

Ms. Byarm has made an offer to purchase this property for $10,000 and has provided a 5% deposit.

Action Requested of Council for Agenda Item:  (Please note if item includes an ordinance, resolution or petition)
City Council to authorize the sale of a 0.47 acre tract, Parcel 018-048, located in the 600 block of Clay Street, to Myra Byarm in the amount of $10,000

Contact Information for Group or Individual:
Wendy Brindle, City Engineer 704-638-5201 or wbrin@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 Mayor’s Office Only

☐ Approved

☐ Declined

Reason:
July 9, 2018

City of Salisbury
132 North Main Street
Salisbury NC 28144

RE: Parcel 018 048

Please accept this correspondence as an offer to purchase the above-referenced property. We would like to present a formal bid to the Council in the amount of $10,000.

We look forward to your response.

Best regards,

Myra Byarm
629 S. Clay St.
Salisbury, NC 28144
(704) 640-6320
myra.byarm@mscdirect.com
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category:  □ Public  □ Council  □ Manager  ☒ Staff

Requested Council Meeting Date:  August 21, 2018

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

Name of Presenter(s):  Wendy Brindle

Requested Agenda Item:  Council to consider adopting a Resolution authorizing the upset bid process for the sale of Parcel 009-317, 600 block of S. Caldwell Street

Description of Requested Agenda Item:
Juan Arias has submitted an offer of $2,500 to the City to purchase the above referenced property. This parcel is 5,364 sqft in size and has an assessed tax value of $11,362. Parcel #009 144 located at 330 S. Caldwell St is 4,792 sqft with an assessed tax value of $8,671. This property is listed on Realtor.com for $5,500. As of July 19, 2018, the property has been on the market for 307 days. Mr. Arias' offer is based on the fact that the lot at 330 S. Caldwell Street has not sold, and he has adjusted his offer for the City owned lot accordingly. The information contained herein was obtained via the Rowan County Property Record Card and Realtor.com.

In order to proceed, a Resolution must be adopted authorizing the use of the upset bid process for the sale of this property. Upon adoption of the Resolution, the upset bid process will begin. The offeror is required to submit a bid deposit of 5% of the offer to the City. Once received, the offer is published for a period of ten days. During this period, upset bids may be submitted. An upset bid must raise the current offer by an amount of at least 10% of the first $1,000 of that offer and 5% of the remainder.

If the bid is raised, the new bid becomes the current offer, and the City will conduct another upset bid, using the same procedure. This process will continue until a ten-day period passes without receipt of a qualifying upset bid. Council will receive notice of the final offer and may at that time reject or accept the offer.

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)
There is no budgetary impact on this item.

Action Requested of Council for Agenda Item:  (Please note if item includes an ordinance, resolution or petition)
City Council to adopt the attached Resolution authorizing the sell of Parcel 009-317 using the upset bid process.

Contact Information for Group or Individual:
Wendy Brindle, City Engineer 704-638-5201 or wbrin@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 Mayor’s Office Only

☐ Approved

☐ Declined

Reason:
RESOLUTION SUPPORTING
UPSET BID PROCESS FOR THE SELL OF
PARCEL #009 317 LOCATED IN THE 600 BLOCK OF
SOUTH CALDWELL STREET

WHEREAS, the City of Salisbury owns certain property; being approximately 0.12 acres (5,364 sq ft). The same being located in the 600 block of South Caldwell Street, as illustrated on the attached map, and

WHEREAS, North Carolina General Statute (NCGS) 160A-269 permits the City to sell property by upset bid, after receipt of an offer for the property; and

WHEREAS, the City has received an offer to purchase the property described above, in the amount of $2,500 submitted by Juan Arias; and

WHEREAS, Juan Arias has committed to pay the required 5% deposit upon Council adoption of this resolution;

WHEREAS, the City of Salisbury agrees to follow the upset bid procedures as outlined in NCGS 160A-269;

THEREFORE, the Salisbury City Council resolves that:

1. The Council authorizes the sale of the property described above through the upset bid procedure of North Carolina General Statute 160A-269.

2. The City Engineer shall cause a notice of the proposed sale to be published. The notice shall describe the property and the amount of the offer, and shall state the terms under which the offer may be upset.

3. Persons wishing to upset the offer that has been received shall submit a sealed bid with their offer to the office of the City Engineer within 10 days after the notice of sale is published. At the conclusion of the 10-day period, the City Engineer shall open the bids, if any, and the highest such bid will become the new offer if it satisfies the requirements of NCGS 160A-269. If there is more than one bid in the highest amount, the first such bid received will become the new offer.

4. If a qualifying higher bid is received, the City Engineer shall cause a new notice of upset bid to be published, and shall continue to do so until a 10-day period has passed without any qualifying upset bid having been received.

5. A qualifying higher bid is one that raises the existing offer by not less than 10% of the first $1,000 of that offer and 5% of the remainder of that offer.

6. A qualifying higher bid must also be accompanied by a deposit in the amount of 5% of the bid; the deposit may be made in cash, cashier's check, or certified check. The City will return the
deposit on any bid not accepted, and will return the deposit on an offer subject to upset if a qualifying higher bid is received. The City will return the deposit of the final high bidder at closing.

7. The terms of the final sale are that the buyer must pay with cash, cashier's check or certified check at the time of closing.

8. The City reserves the right to withdraw the property from sale at any time before the final high bid is accepted and reserves the right to reject at any time all bids.

9. If no qualifying upset bid is received after the initial public notice, the offer set forth above is presented to Council at which time the Council may award to the highest offeror or reject the offer. If awarded, the appropriate City officials are hereby authorized to execute the instruments necessary to convey the property.

This the 21st day of August, 2018

__________________________________________
Al Heggins, Mayor

__________________________________________
Diane Gilmore, City Clerk
July 11, 2018

10005 Brawley Lane
Charlotte, NC 28215

Mayor and Council
City of Salisbury
PO Box 479
Salisbury, NC 28144

Dear Mayor and Council,

I would like to offer $2,500 for the Caldwell Street Lot. The parcel # is 009 317, located in the 600 block. My offer is based on the fact that there is another lot for sale on Caldwell Street. That lot is listed thru Realtor.com. It is located at 330 South Caldwell Street with an asking price of $5,500 for a lot that is 4,792sqft. The lot has been on the market for over 290 days and has not yet sold.

Please consider my offer for parcel #009 317. The lot is shown on Rowan County GIS as measuring 36' x 148' which is approximately 1/10th of an acre.

Thank you for considering my offer.

Respectfully,

Juan Arias
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category:  
☐ Public  ☐ Council  ☐ Manager  ☑ Staff

Requested Council Meeting Date:  
AUG. 21, 2018

Name of Group(s) or Individual(s) Making Request:  
NONE

Name of Presenter(s):  
PRESTON MITCHELL

Requested Agenda Item:  
COUNCIL REPORT ON CODE ENFORCEMENT ABATEMENTS

Description of Requested Agenda Item:  
PURSUANT TO A MAYOR REQUEST, PROVIDE A REPORT ON THE CODE ENFORCEMENT ABATEMENT PROCESS, INCLUDING DEFINING AND DESCRIBING ASSOCIATED FINES AND FEES.

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:  
INFORMATION ONLY

Contact Information for Group or Individual:  
PRESTON MITCHELL @ 5244

☐ 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 Mayor’s Office Only

☐ Approved  ☐ Declined

Reason:
June 30, 2018

TO: Salisbury City Council
FROM: Preston Mitchell, Dev & Code Services Manager

RE: Report on Code Enforcement Abatements

Pursuant to a request made by the Mayor, I am providing information on the nuisance abatement requirements, process, and citation authorizations.

Below is a brief description of all attachments in your packet:

- **Abatement Invoice**: This is a sample (yet actual) invoice that is provided to the violator after we (city) have abated the nuisance violation. The citations are the initial and secondary citations for not self-abating the violation. The Mobilization Fee is the city-authorized fee established in the annual budget as part of the fee schedule. Please note that we continue to only charge the “old” $125 Mobilization Fee. You will note on the FY19 budget excerpt attachment that the Mobilization Fee has been elevated to $250, but we are not choosing to exercise that amount at this time.

- **All CE Cases FY18**: This is a quick summary of all code enforcement cases for FY18. Please note that out of a grand total of over 1900 cases, over 1800 of those were nuisance cases. Of the +1800 nuisance cases, only 189 went as far as placing liens on property.

- **COS FY19 Budget**: This is a 1-page excerpt from the recently-adopted FY19 fee schedule. As noted above, we are choosing not to enforce the elevated Mobilization Fee because we know that the “old” $125 fee, along with the other charges, has been effective in reducing use of the city as a mowing service.

- **Ch14 Nuisances**: This is the entire Nuisance Ordinance of the City of SAL for your review. This outlines what constitutes a violation, process, remedies, and penalties for violations.

- **Ch8.5 Civil Citations**: This is the short chapter in the City Code that authorizes and outlines the process for civil citations. You may note that criminal misdemeanors are authorized as an option, but we have yet to ever exercise that option.
TO:  
SMITH CLAUDE BIVINS  
1601 EPSILON CT  
COLUMBIA, SC  29223--0000

DUE DATE: 10 DAYS FROM DATE OF INVOICE  
CASE NUMBER: CE201800823

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost of abatement services at 1511 W HORAH, SALS, NC 29223-0000 due to not being compliant with City Codes regarding minimum housing or nuisances</td>
<td>$50.00</td>
</tr>
<tr>
<td>Civil Citation</td>
<td>$50.00</td>
</tr>
<tr>
<td>Civil Citation requiring Abatement</td>
<td>$100.00</td>
</tr>
<tr>
<td>Mobilization Fee</td>
<td>$125.00</td>
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<tr>
<td>Abatement Fee</td>
<td>$60.00</td>
</tr>
</tbody>
</table>

**TOTAL** $335.00

* OVER *

DATE: May 03, 2018
COST OF ABATEMENT: If remaining unpaid after 10 days, the City of Salisbury may record an unpaid tax lien on the cost of abatement services, which is collected by Rowan County Tax Collector via property tax billing.

CIVIL CITATIONS: Pursuant to Sec. 8.5-3 of the Salisbury City Code, if the civil penalty is not paid within 10 days after demand for payment, the city may initiate a civil action in the nature of a debt collection to recover civil penalties which have previously accrued.

If you have any questions, please contact the Development & Code Services Manager at 704.638.5244 or via email pmitec@salisburync.gov.

Please detach below this line and mail payment to address below, or call 704.638.5208 to pay over the phone.

Make checks payable to:
City of Salisbury
Development & Code Services
132 N. Main Street, 1st Floor
Salisbury, NC 28144

<table>
<thead>
<tr>
<th>Case #</th>
<th>CE201800823</th>
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<tbody>
<tr>
<td>Property Address</td>
<td>1511 W HORAH, SALS, NC 29223-0000</td>
</tr>
<tr>
<td>Owner Name:</td>
<td>SMITH CLAUDE BIVINS</td>
</tr>
<tr>
<td>Amount Owed:</td>
<td>$335.00</td>
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<tr>
<td></td>
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<td></td>
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<tr>
<td>Lien</td>
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<tr>
<td>Open</td>
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</tr>
<tr>
<td>Void</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1</td>
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<tr>
<td>Zoning</td>
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<td>--------</td>
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<td>Total</td>
<td>27</td>
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<tr>
<td>Service</td>
<td>Fee</td>
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<tr>
<td>------------------------------------------------------------------------</td>
<td>----------------------</td>
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<tr>
<td>Tree Removal Permit</td>
<td>$10</td>
</tr>
<tr>
<td>Home Occupation</td>
<td>$50</td>
</tr>
<tr>
<td>Policy Plan Amendment</td>
<td>$1,000</td>
</tr>
<tr>
<td>Payment in Lieu of Sidewalk Construction</td>
<td>$24 per linear foot</td>
</tr>
<tr>
<td>Standards Manual (includes zoning and subdivisions)</td>
<td>$20</td>
</tr>
<tr>
<td>Annual Tax for Cable/Pipelines in Public Streets, Sidewalks, Alley, or Parking</td>
<td>$1 per foot annually</td>
</tr>
<tr>
<td><strong>Code Enforcement</strong></td>
<td></td>
</tr>
<tr>
<td>Nuisance abatement</td>
<td></td>
</tr>
<tr>
<td>Removal of trash, overgrowth, trees, household items on the outside, demolitions or securing of buildings or any other nuisances identified by the Code of Ordinances.</td>
<td></td>
</tr>
<tr>
<td>Second violation within 12 months by the same owner at the same location</td>
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</tr>
<tr>
<td>Demolition or Moving Permit Application Fee</td>
<td>$50</td>
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<tr>
<td>Failure to obtain a Demolition Permit</td>
<td>$200</td>
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<tr>
<td><strong>ENGINEERING</strong></td>
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<tr>
<td>Subdivision Review:</td>
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<tr>
<td>Major Subdivision (Preliminary plat)</td>
<td>$200 + $10/lot</td>
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<tr>
<td>Minor Subdivision</td>
<td>$30 per lot</td>
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<td>Exception plat</td>
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<td>Street &amp; alley closings filing fee</td>
<td>$500</td>
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<tr>
<td>Printed Maps</td>
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<td>Up to 11”x17” (ledger size)</td>
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<tr>
<td>34”x44” (E size sheet)</td>
<td>$5</td>
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<tr>
<td>City Street Map</td>
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<td>Custom Map</td>
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<td>Engineering Plan Review Fee (Utility Only - New Construction)</td>
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<td>Engineering Plan Review Fee (Utility Only- Upfit)</td>
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<td>DENR Delegated Water Permit</td>
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<tr>
<td>DENR Delegated Sewer Permit</td>
<td>$200</td>
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<td>Field Inspections of Water Lines</td>
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<tr>
<td>Field Inspections of Sewer Lines</td>
<td>$1 per ft</td>
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<tr>
<td>Media Charges</td>
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<td>CD Disk, Each</td>
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<tr>
<td>DVD Disk, Each</td>
<td>$20</td>
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<td><strong>TRAFFIC OPERATIONS</strong></td>
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<tr>
<td>Traffic Count</td>
<td>$15 per counter per day</td>
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<tr>
<td>Repair of traffic control devices-materials</td>
<td>Actual cost + 10% for handling</td>
</tr>
<tr>
<td>Repair of traffic control devices-labor</td>
<td>Hourly rate + fringe benefits</td>
</tr>
<tr>
<td>Repair of traffic control devices-use of bucket truck or paint machine</td>
<td>$50/hour</td>
</tr>
<tr>
<td>Repair of traffic control devices-use of service truck or small equipment</td>
<td>$9/hour</td>
</tr>
</tbody>
</table>
Chapter 14 - NUISANCES

ARTICLE I. - IN GENERAL

Sec. 14-1. - Prohibited.

It shall be unlawful for any person to cause, permit, maintain or allow the creation or maintenance of a nuisance.

(Code 1977, § 16-1)

Sec. 14-2. - Enumeration.

The maintaining, using, placing, depositing, leaving or permitting to be or remain on any public or private property of any of the following items, conditions or actions is hereby declared to be and constitute a nuisance; provided, however, this enumeration shall not be deemed or construed to be conclusive, limiting or restrictive:

(1) Any condition which is a breeding ground or harbor for mosquitoes or a breeding ground or harbor for rats or other pests.

(2) Notwithstanding undeveloped upland or lowland woods or grassland greater than one hundred (100) feet from any developed environment, noxious or invasive undergrowth over twenty-four (24) inches in height.

(3) Any open place of collection of water where insects tend to breed.

(4) Any open place of concentration of combustible items such as mattresses, boxes, paper, automobile tires and tubes, garbage, trash, refuse, brush, old clothes, rags or any other combustible materials or objects of a like nature.

(5) Any open place of collection of garbage, food waste, animal waste or any other rotten or putrescible matter of any kind.

(6) Any furniture, appliances or other metal products of any kind or nature openly kept which have jagged edges of metal or glass, or areas of confinement.

(7) Any improper or inadequate drainage on private property which causes flooding or interferes with the use of or endangers in any way the streets, sidewalks, parks or other city-owned property of any kind; provided that the notices required and powers conferred by this chapter by and on the division of public services in abating the nuisances defined by this subsection shall be given and exercised by the division of code services manager.
Any condition which blocks, hinders or obstructs, in any way, the natural flow of branches, streams, creeks, surface waters, ditches or drains to the extent that lots or properties are not free from standing water.

Any other condition specifically declared to be a danger to the public health, safety, morals and general welfare of inhabitants of the city and a public nuisance, by the city council, including structures that have been damaged by fire or other causes or have otherwise deteriorated. Such proceedings may be initiated by the division of code services before the city council after giving written notice in conformity with section 14-3. The notice will state that the city council will be requested on a day certain, after a public hearing at which the person notified may appear and be heard, to declare that the conditions existing constitute a danger to the public health, safety, morals and general welfare of the inhabitants of the city and a public nuisance, and that, after such declaration by the city council in the form of an ordinance, the condition will be abated as provided for in this article.

Sec. 14-3. - Order of compliance and abatement.

(a) Whenever any public nuisance is found to exist on any property within the city, the division of code services manager, or their designee, shall notify the owner or occupant of the premises where the nuisance is located.

(b) In the event that the nuisance is not abated by the owner or occupant by the compliance deadline, the nuisance abatement process may be initiated by the division of code services manager.

(c) In the event that the nuisance condition is dangerous or prejudicial to the public health or public safety, the property is unoccupied, and control of the property unknown, the division of code services manager may initiate the nuisance abatement process immediately following mailed notice to the last known entity having interest in the property. Properties with unknown control may include, but not be limited to, properties mired in foreclosure proceedings, Chapter 7 bankruptcy, estate probate, or other conditions that render the property under no immediate, or unknown, control.

(d) The order of compliance and abatement issued under the provisions of this chapter shall contain:

(1) A statement that conditions, constituting a public nuisance, exist on the property.

(2) The condition existing.

(3) The location of such condition.

(4) A statement that, unless the condition is abated within five (5) business days from the personal delivery of said order or ten (10) business days from the mailing of said order,
which shall be sent by first class mail, the conditions constituting a nuisance will be abated and the cost of abatement shall constitute a lien against the premises.

(Ord. No. 2016-32, § 1, 9-20-16)


Sec. 14-4. - Appeal and hearing.

(a) Within the time period stated in the notice to abate, the owner or the occupant of the property where the nuisance exists may appeal the findings of the division of code services to the zoning board of adjustment by giving written notice of appeal to the division of code services manager who will forward it to the zoning board of adjustment. Such appeal will stay the abatement of the nuisance by the division of code services until a final determination by the zoning board of adjustment. If no appeal is taken, the division of code services may proceed to abate the nuisance. There shall be charged a mobilization and depreciation recapture fee in the amount referenced under fees in appendix F of this Code.

(b) If an appeal is taken as provided in this section, the zoning board of appeals may, after hearing all interested persons and reviewing the findings of the division of code services, reverse or affirm the finding that the condition situs is a nuisance. If the zoning board of adjustment determines that the findings of the division of code services are correct and proper, the division of code services may proceed with the abatement process unless the property owner obtains a stay from the superior court.


Cross reference—Fees, App. F.

Sec. 14-5. - Abatement by city—Right of entry.

The division of code services is hereby given full power and authority to enter the premises upon which a nuisance is found to exist under the provisions of this chapter for the purpose of abating the nuisance as provided in this chapter.


Sec. 14-6. - Same—Confirmation of cost; lien.

After the abatement of a nuisance by the city as provided in this chapter, the cost of such abatement shall become a lien against the premises upon confirmation of the cost thereof by
the city council. Such confirmation shall take place only after ten (10) days' written notice to
the owner of the premises where the nuisance existed of the proposed confirmation. Upon
confirmation, the cost of abatement shall be a lien against the premises from which the
nuisance was abated, the lien to be recorded as provided in G.S. ch. 160A, art. 10 (G.S. 160A-
216 et seq.) and to be collected as unpaid taxes.

(Code 1977, § 16-10)

Sec. 14-7. - Upholstered or interior furniture and appliances.

(a) **Purpose.** It is the intent of this provision to protect the health, safety, and general welfare
of the public, preserve property values and rights of the individual and community, enhance community appearance and aesthetic well-being, and prevent potentially hazardous, unsafe or unhealthy conditions.

(b) **Public nuisance.** In addition to the public nuisances outlined in section 14-2, the following
conditions are hereby declared to be and constitute a public nuisance and shall be prohibited.

1. Upholstered or other furniture designed or manufactured exclusively for indoor use
left exposed in open areas, including porches

2. Any worn-out, deteriorated or abandoned household or office furniture, or
appliances of any kind which are kept in open areas, including porches

(c) **Penalties.** Any violation of the provisions of this section, except as otherwise provided,
shall follow nuisance abatement procedures as provided in this chapter. Other remedies
provided for in the City Code, including civil citations, may also be used.

(Ord. No. 2000-59, § 1, 8-15-00)

Sec. 14-8. - Overgrown lots, trash, and maintenance.

(a) **Purpose.** Overgrown lots and concentrations of trash and debris on a property can create
hazardous, unsafe, or unhealthy conditions and constitute a public nuisance. It is the intent
of this provision to protect the health, safety, and general welfare of the public, preserve
property values and rights of the individual and community.

(b) **Duties of owners and occupants for overgrown lots.**

1. It shall be unlawful for the owner and/or occupant of an improved lot to fail to cut
grass, weeds, and other overgrowth vegetation when the grass, weeds and other
overgrowth vegetation is of a greater height than ten (10) inches on average, or to
permit the improved lot to serve as a breeding place for mosquitoes, as a refuge for
rats and snakes, as a collecting place for trash and litter, or as a fire hazard, any one (1)
of which situations is declared to be a nuisance. It shall be the duty of the owner and
occupant to cut and remove all grass, weeds, and other overgrowth vegetation as
often as necessary. Improved lots include all lots not remaining in their natural state.
a. Improved lots, without any structures and up to one (1) acre, adjacent to any improved lots shall be cut in their entirety as often as necessary in order to meet the requirements listed above.

b. Improved lots, without any structures and over one (1) acre, adjacent to any improved lots shall be cut within one hundred (100) feet of all adjacent improved property and within one hundred (100) feet of any street frontage as often as necessary in order to meet the requirements listed above.

(2) It shall be unlawful for the owner of an unimproved lot in its natural state, defined as upland or lowland woods or grassland where equipment cannot easily maneuver because of the density of the area, to permit the property to serve as a breeding place for mosquitoes, as a refuge for rats and snakes, as a collecting place for trash and litter, or as a fire hazard, any one (1) of which is declared to be a nuisance. It shall be the duty of the owner to cut and remove all grass, weeds, and other overgrowth vegetation as often as necessary.

(c) Accumulation of trash and debris. It shall be unlawful for any owner or occupant of a property to allow any concentration of rubbish, trash, junk, mattresses, boxes, old clothes, rags or any other combustible material or objects of like kind, which may serve as a breeding place or refuge for mosquitoes, rats and snakes or as a fire hazard.

(d) Responsibility for sidewalk, curb and grass strip maintenance.

(1) It shall be the responsibility of the owner or occupant of a property to ensure that the sidewalk and curb abutting their property are kept clear of trash, debris and vegetation of any kind, and that the grass strip between the sidewalk and curb remain mowed at all times during the growing season.

(2) It shall be unlawful for any person to allow the accumulation of leaves, grass clippings, or any other debris from his or her premises on a public street or sidewalk, which would prohibit or interfere with the free passage of pedestrians or vehicles. Yard wastes and debris should only be placed along the curbline of a public right-of-way for the purposes of pickup in accordance with section 21-21 of the Salisbury City Code.

(e) Penalties. Any violation of the provisions of this section, except as otherwise provided, shall be deemed a nuisance and be subject to the following penalty process.

(1) The division of code services manager, or their designee, shall notify the owner or occupant of the premises where the nuisance is located including a statement that, unless corrected within five (5) business days from the personal delivery of said notice or ten (10) business days from the mailing of said notice, the owner or occupant will be subject to a civil citation.

(2) In the event that the nuisance is not abated by the owner or occupant within five (5) business days of personal delivery of notice, or ten (10) business days of mailed notice, the violator may receive a civil citation in the amount of fifty dollars ($50.00).
(3) If the violation is not then corrected by the responsible party, the violation constitutes a Class 3 misdemeanor punishable in accordance with North Carolina General Statute 14-4.

(4) The penalty process outlined here does not preclude the nuisance abatement process or any other remedy allowed in the North Carolina General Statutes and this Code.

(Ord. No. 2016-32, § 1, 9-20-16)


Sec. 14-9. - Chronic violators.

(a) A chronic violator is a person who owns property whereupon, in the previous calendar year, the city gave notice to abate at least three (3) times under any provision of this nuisance chapter.

(b) Upon determination of a chronic violator and where a property is found to be in violation of this nuisance chapter, the city shall, without further notice in the calendar year in which the notice to abate is given, take action to remedy the violation and the expense of such action shall become a lien upon the property and shall be collected as unpaid taxes. The notice shall be sent via certified mail.

(Ord. No. 2013-08, § 1, 3-4-14)
Chapter 8.5 - CIVIL CITATIONS

Sec. 8.5-1. - Penalties for violations.

Any person determined to be in violation of any of the provisions of the chapters and/or appendices identified in section 8.5-19 shall receive a civil citation for a penalty of fifty dollars ($50.00) for such violation. No penalty shall be assessed until the person alleged to be in violation has been notified of the violation by a code enforcement officer. Such notification shall be either through a personal visit, an on-premises written notification, or by certified mail. If uncorrected after the notification, a code enforcement officer who observed the violation shall issue a citation requiring the violator to pay the above-stated penalty to the city revenue department. The owner, tenant, or occupant of any building or land or part thereof or any person who participates in or acts in concert, assists, directs, creates, or maintains any condition found to be a violation shall be subject to the penalties and remedies herein provided.

(Ord. No. 1990-68, § 1, 12-18-90; Ord. No. 1994-4, § 1, 1-4-94; Ord. No. 2010-05, § 1, 2-16-10)

Sec. 8.5-2. - Uncorrected violations.

(a) When a code enforcement officer finds that a previous violation has not been corrected, he shall issue another citation requiring payment of an additional civil penalty in the amount of one hundred dollars ($100.00).

(b) After a second citation has been issued, no further civil citation shall be issued to the same person for the same continuing violation at the same location unless and until an additional written notice is delivered to the offender by personal service, registered mail or posting of the notice at the location of the violation if reasonable attempts to serve the notice are unsuccessful. The notice shall set forth the nature of the violation and order that corrective action be taken. The notice shall state that failure to correct the violation within the time specified in the notice will result in the assessment of additional civil penalties and other enforcement action. If after the specified time period has expired and corrective action has not been completed, the civil penalty shall automatically activate in the amount of one hundred dollars ($100.00) per day and shall continue to be accrued at the rate of one hundred dollars ($100.00) per day until the violation is corrected. The code enforcement officer shall notify the violator by personal service or certified mail of the day of the civil penalty began to accrue and shall state that the penalty will continue to accrue for each day the violation remains uncorrected. Any enforcement action for injunctive relief by the city shall not stay or abate the accruing of the civil penalty, and the penalty shall continue to accrue daily until the violation is finally corrected either voluntarily or by the city as a result of a court order.

(Ord. No. 1990-68, § 1, 12-18-90; Ord. No. 1994-4, § 1, 1-4-94)
Sec. 8.5-3. - Failure to pay.

If the civil penalty is not paid within ten (10) days after demand for payment by a code enforcement officer, the city may initiate a civil action in the nature of a debt collection to recover civil penalties which have previously accrued. Such action shall not stop further civil penalties from accruing if the violation has not been corrected.

(Ord. No. 1990-68, § 1, 12-18-90; Ord. No. 1994-4, § 1, 1-4-94)

Sec. 8.5-4. - Civil citations not exclusive.

Civil penalties are an additional remedy for code enforcement. In addition thereto, all remedies allowed in North Carolina General Statutes and this Code may also be pursued by the city at the same time without waiving the civil penalties authorized in this chapter.

(Ord. No. 1990-68, § 1, 12-18-90; Ord. No. 1994-4, § 1, 1-4-94)

Sec. 8.5-5. - Appeal of determination of violation.

A person notified of a violation may appeal such determination to the zoning board of adjustment. Such appeal must be filed with the city not later than ten (10) days after the receipt of the first notice issued pursuant to section 8.5-1. Failure to timely file an appeal shall constitute acceptance of the determination that a violation exists. If an appeal is filed, further action by the code enforcement officer shall be suspended until a ruling is issued by the board of adjustment. If the board finds that a violation exists, enforcement under this chapter shall continue despite any further appeals by the violator. The fact that an appeal is filed or pending under this chapter shall not prevent the city from pursuing other enforcement remedies allowed by law and a finding by the zoning board of adjustment that a violation does not exist shall not be binding in any other enforcement proceeding brought by the city against the same violation that the zoning board of adjustment ruled upon.

(Ord. No. 1994-4, § 2, 1-4-94)

Secs. 8.5-6—8.5-18. - Reserved.

Sec. 8.5-19. - Applicable chapters and appendices.

The following chapters and appendices of this Code of Ordinances shall be applicable for this Chapter:

Chapter 5. Animals and Fowl
Chapter 7. Buildings
Chapter 8. Cemeteries
Chapter 9. Fire Prevention and Protection
Chapter 10. Housing
Chapter 12. Mobile Homes
Chapter 13. Motor Vehicles and Traffic
Chapter 14. Nuisances
Chapter 15. Offenses
Chapter 17. Peddlers
Chapter 21. Solid Waste
Chapter 22. Streets and Sidewalks
Chapter 25. Utilities
Appendix A Subdivisions
Appendix B Zoning
Appendix C Flood Damage Prevention

(Ord. No. 1990-68, § 1, 12-18-90; Ord. No. 2008-56, § 1, 10-21-08)
Requested Council Meeting Date: August 21, 2018

Name of Group(s) or Individual(s) Making Request: Diane Gilmore

Name of Presenter(s):

Requested Agenda Item: Council to consider making appointments to boards and commissions. A worksheet is attached showing the current number of seats open either through vacancies or members who are rolling off of the board for each the boards and commissions.

Description of Requested Agenda Item:

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)

There is no fiscal impact.

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

Council to consider making appointments to boards and commissions.

Contact Information for Group or Individual: Diane Gilmore, 704-638-5224

☐ 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****
### Alternate Methods of Design Commission

<table>
<thead>
<tr>
<th>Current Member</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>All Vacancies Filled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bill Wagoner</td>
<td>3/31/18</td>
<td>No</td>
<td>Jon Palmer</td>
</tr>
</tbody>
</table>

**Applicants:** Tenkamenin Crowder  
**Notes:** Members shall have demonstrated experience, education, or licensure in the design, construction, and/or development field.

### Community Appearance Commission

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>Need 1 Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Levonia Corry</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Jane Creech</td>
</tr>
<tr>
<td>Jane Creech</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Carlton Jackson, Jr.</td>
</tr>
<tr>
<td>Carlton Jackson, Jr.</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Levonia Corry</td>
</tr>
<tr>
<td>Vacant (Judy McDaniel)</td>
<td>3/31/18</td>
<td>n/a</td>
<td>Lwellen Padgett</td>
</tr>
<tr>
<td>Karl Sale</td>
<td>3/31/18</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

**Applicants:** Nancy Vick, David Moore  
**Notes:** The CAC is seeking individuals with construction and/or design experience.

### Greenway Committee

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>All Vacancies Filled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darryl Blackwelder</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Darryl Blackwelder</td>
</tr>
<tr>
<td>Edward Hirst</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Edward Hirst</td>
</tr>
<tr>
<td>Lisa Wear</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Lisa Wear</td>
</tr>
</tbody>
</table>

**Applicants:**  
**Notes:**

### Historic Preservation Commission

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>All Vacancies Filled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jon Planovsky</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Jon Planovsky</td>
</tr>
<tr>
<td>Elizabeth Trick</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Elizabeth Trick</td>
</tr>
<tr>
<td>Mr. Jonathan Chamberlain</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Larry Richardson</td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/20</td>
<td>n/a</td>
<td>Steven Cobb</td>
</tr>
</tbody>
</table>

**Applicants:** William Boyd, Kaloni Brincefield, Edword Clark, Emelia Duren, Larry Richardson, Arnethia Alexander  
**Notes:** All members must have a demonstrated interest, competence, or knowledge in historic preservation. The Certified Local Government must document in writing its good faith effort to appoint professionals from the disciplines of architecture, history, architectural history, planning, archaeology, or other related disciplines, to the extent such professionals are available in the community and willing to serve. The CLG program recognizes that a mix of professional and lay members makes the strongest commission.
### Housing Advocacy Commission

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>All Vacancies Filled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greta Conner (Neighborhood)</td>
<td>3/31/18</td>
<td>No</td>
<td>Greta Conner</td>
</tr>
<tr>
<td>Jayne Helms (Landlord)</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Jayne Helms</td>
</tr>
<tr>
<td>Sean Meyers (At-large)</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Sean Meyers</td>
</tr>
</tbody>
</table>

**Applicants:**
- Katherine Boyd
- Michael Brown
- Myra Byarm
- Rocky Cabagnot
- Frances Day
- Emilia Duren
- Velveeta Reid-Hairston
- Heather Fidler
- Jayne Land
- Whitney Peckman
- Bianca Warren
- William Clements
- Keya Ruston

**Notes:** Seats have been designated for representatives from Neighborhoods, Landlords and At-large.

### Human Relations Council

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>Need 2 Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annie Boone-Carroll</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Annie Boone-Carroll</td>
</tr>
<tr>
<td>Lorenzo Debose</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Lorenzo Deboos</td>
</tr>
<tr>
<td>Linda Hunt (resigned)</td>
<td>3/31/18</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/19</td>
<td>n/a</td>
<td></td>
</tr>
</tbody>
</table>

**Applicants:**
- Katherine Boyd
- William Boyd
- Kaloni Brincefiled
- Myra Byarm
- Tenkamemin Crowder
- Frances Day
- Emelia Duren
- Whitney Peckman
- John Struzick (withdrew on 02/01/2018)
- Kelly Vanager
- Biana Warren
- Latasha Wilks
- Emily Rivers
- John Schaffer

**Notes:** Eight members of the HRC are appointed by City Council and eight members are appointed by the HRC.

### Hurley Park Advisory Board

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>All Vacancies Filled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kathryn Davis</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Kathryn Davis</td>
</tr>
<tr>
<td>Laura Thompson</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Laura Thompson</td>
</tr>
</tbody>
</table>
### Parks and Recreation Advisory Board

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>All Vacancies Filled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roy Bentley</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Roy Bentley</td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Russell Smyre</td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Jon Post</td>
</tr>
</tbody>
</table>

### Applicants:
- Annie Boone-Carroll
- Latasha Wilks

#### Notes:
The City will ensure that a member of the Hurley Family Foundation and a person who lives within 100 feet of the park are appointed to the board.

### Planning Board

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>Need 2 ETJ Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Josh Canup (ETJ)</td>
<td>3/31/18</td>
<td>No</td>
<td>Cress Goodnight</td>
</tr>
<tr>
<td>Cress Goodnight</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Jon Post</td>
</tr>
<tr>
<td>Jon Post</td>
<td>3/31/18</td>
<td>Yes</td>
<td>John Struzick</td>
</tr>
<tr>
<td>Randy Reamer (ETJ)</td>
<td>3/31/18</td>
<td>No</td>
<td>Patricia Ricks</td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/19</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/20</td>
<td>n/a</td>
<td></td>
</tr>
</tbody>
</table>

### Applicants:
- George Benson
- William Boyd
- Heather Fidler
- Kia Reeves
- Kelly Vanager
- Nancy Vick
- Latasha Wilks

#### Notes:
### Transportation Advisory Board

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>Need 2 Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wendy Brindle</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Wendy Brindle</td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/21</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Franklin Barnes (County Service)</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Franklin Barnes</td>
</tr>
<tr>
<td>Laura Schmidt (V.A.)</td>
<td>3/31/18</td>
<td>Yes</td>
<td>Laura Schmidt</td>
</tr>
<tr>
<td>Vacant (rider)</td>
<td>3/31/20</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

**Applicants:**
- George Benson
- Michael Brown
- Rocky Cabagnot
- Velveeta Reid-Hairston
- Kia Reeves
- Annie Boone-Carroll
- Nan Buehrer

**Notes:** Membership shall be representative of the population of the service area and include representatives from human service agencies, transportation providers, business sector, government sector, and the public within the service area.

### Tree Board

<table>
<thead>
<tr>
<th>Current Members</th>
<th>Term Expires</th>
<th>Eligible for Reappointment</th>
<th>All Vacancies Filled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rick Lewis</td>
<td>3/31/18</td>
<td>No</td>
<td>Katherine Boyd</td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/17</td>
<td>n/a</td>
<td>Carolyn Brown</td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/18</td>
<td>n/a</td>
<td>Edword Clark</td>
</tr>
<tr>
<td>Vacant</td>
<td>3/31/19</td>
<td>n/a</td>
<td>Melisa Williams</td>
</tr>
</tbody>
</table>

**Applicants:**
- Katherine Boyd
- Carolyn Brown
- Edword Clark
- Lewellen Padgett
- Melisa (Lisa) Williams

**Notes:**

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Page 4 of 4
**Salisbury City Council**  
**Agenda Item Request Form**

Please Select Submission Category:  
- Public  
- Council  
- Manager  
- Staff

Requested Council Meeting Date:  
August 21, 2018

Name of Group(s) or Individual(s) Making Request:  
Fire Chief Parnell

Name of Presenter(s):  
Lane Bailey

Requested Agenda Item:  
Fire Department FEMA SAFER Grant award

Description of Requested Agenda Item:  
On April 27, 2018, the Salisbury Fire Department applied for FEMA’s 2017 Staffing for Adequate Fire and Emergency Response (SAFER) Grant to assist with the staffing of nine firefighters for the new fire station 6. On Friday August 10, the department received notification from the Department of Homeland Security our grant award for $1,187,406. As a condition of this award, Salisbury will be required to contribute a cost match for $455,171 and the Federal share is $732,235 of the approved total project. The grant is a three-year commitment, with FEMA funding a 75%, 75% and 35% match.

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:  
For informational purposes. Please note if item includes an ordinance, resolution or petition

Contact Information for Group or Individual:  
Fire Chief Parnell

**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)  
This will be included under the City Manager's report.

**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 Mayor’s Office Only

☐ Approved
☐ Declined

Reason:
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category:  □ Public  □ Council  □ Manager  □ Staff

Requested Council Meeting Date: August 21, 2018

Name of Group(s) or Individual(s) Making Request: Lane Bailey

Name of Presenter(s): City Manager Lane Bailey

Requested Agenda Item: Council to consider adopting the FY18-19 Goals and Outcomes.

Description of Requested Agenda Item: The Goals and Objectives have been updated based on the discussion at Council's May 9 goals worksession. If Council is agreeable with the revised Goals and Outcomes the requested action would be to adopt the Goals for FY18-19.

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 FY18-19 Goals and Outcomes. Please note if item includes an ordinance, resolution or petition

Contact Information for Group or Individual: Lane Bailey 704-638-5229

☐ 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 Mayor’s Office Only

☐ Approved    ☐ Declined

Reason:
## Sustainable Economic Development

Salisbury will make strategic investments to support a strong economy throughout the entire City and place a targeted focus on the appearance, accessibility and livability of downtown.

### Revitalize Downtown
- Continue to support efforts for the sale and redevelopment of the Empire Hotel into viable residential commercial and retail space. **HIGH COST/HIGH EFFORT.**
- Enhance appearance, accessibility and livability of downtown Salisbury by investing in streetscape and infrastructure improvements that support economic and residential growth efforts including Bell Tower Green, the Empire Hotel and expansion of passenger rail service. **HIGH COST/HIGH EFFORT**
- Complete a comprehensive parking study for the Municipal Service District. **MODERATE COST/ MODERATE EFFORT**
- Explore incentives to encourage use of downtown commercial space and reduce vacancies. **LOW COST/MODERATE EFFORT**

### Promote a strong economy citywide
- Collaborate with partners to support and promote workforce development. **LOW COST/ MODERATE EFFORT**
- Support efforts to maintain viable economic development sites available for development. **HIGH COST/MODERATE EFFORT.**

## Engaged, Connected, Equitable Community Development

Salisbury will have engaged citizens, strong schools and a safe community with equitable treatment of all residents.

### Engaged Citizens
- Create and promote opportunities for sustainable civic engagement. **LOW COST/LOW RESOURCES**
- Encourage, support and promote efforts of the Salisbury Youth Council. **LOW COST/LOW RESOURCES**

### Equitable City
- Improve fair housing policies and programs in order to make them more comprehensive. **LOW COST/MODERATE EFFORT.**
- Study creation of an investment fund for small and minority businesses and collaborate with the IDEA Center for its implementation. **COST UNKNOWN/ MODERATE EFFORT**
- Review and revise the current Human Relations Ordinance. **LOW COST/MODERATE EFFORT**
- Implement a housing rehabilitation pilot program for owner-occupied and rental property (North Main Street/Salisbury High School area). **HIGH COST/HIGH EFFORT**
- Adopt and begin implementation of the new Comprehensive Plan, Salisbury Strong. **LOW COST/MODERATE EFFORT**
- Work with West End Neighborhood and stakeholders to identify priority improvements from the West End Transformation Plan. **LOW COST/MODERATE EFFORT**

### Strong Schools
- Formalize efforts to support schools, including pre-K. **LOW COST**
- Support partnerships with Rowan-Salisbury School Board and its leadership as well as institutions of higher learning. **MODERATE COST/MODERATE EFFORT**
- Collaborate and support RSS efforts including the promotion of trade education in area high schools and exploring a Charter School District. **LOW COST**

### Safe Community
- Promote and enhance community safety by supporting staffing level efforts for police department. **HIGH COST/HIGH EFFORT**
**Well-Maintained Community Infrastructure**

Salisbury will preserve and enhance the infrastructure of our community

<table>
<thead>
<tr>
<th><strong>Protect our water resources</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Safeguard Salisbury’s interest on the Yadkin River by participating in relicensing of Alcoa’s Yadkin Project</td>
</tr>
<tr>
<td><strong>HIGH COST/HIGH EFFORT</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Virtually Connected City</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Manage the public/private partnership with Hotwire that fully leverages the utility’s 10 gig capabilities to attract businesses while seeking ways to provide WiFi in economically disadvantaged neighborhoods.</td>
</tr>
<tr>
<td><strong>MODERATE COST/MODERATE EFFORT</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Physically Connected City</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Develop a plan for priority infrastructure improvements along the City’s principal gateway corridors</td>
</tr>
<tr>
<td><strong>LOW COST/MODERATE EFFORT</strong></td>
</tr>
<tr>
<td>• Continue to seek grants to leverage funds for extension of the Greenway.</td>
</tr>
<tr>
<td><strong>MODERATE COST/MODERATE EFFORT</strong></td>
</tr>
<tr>
<td>• Continue efforts to expand sidewalks in neighborhoods including amending the Land Development Ordinance to allow payment in-lieu funds to be spent throughout the city.</td>
</tr>
<tr>
<td><strong>LOW COST/LOW RESOURCES</strong> to revise ordinance for reallocation of funds.  <strong>HIGH COST/HIGH EFFORT</strong> to install sidewalks throughout City</td>
</tr>
<tr>
<td>• Study alternative transit vehicles and update the transit system plan.</td>
</tr>
<tr>
<td><strong>LOW COST/MODERATE EFFORT</strong> to study use of alternative vehicles.  <strong>HIGH COST/MODERATE EFFORT</strong> for a broader discussion about Transit service routes and areas.</td>
</tr>
</tbody>
</table>

**Strong City Organization**

Salisbury employees and officials will provide a professional, well trained and inclusive organization

<table>
<thead>
<tr>
<th><strong>Professional organization</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Continue to improve the City website, including integration of the City marketing plan</td>
</tr>
<tr>
<td><strong>LOW COST/MODERATE EFFORT</strong></td>
</tr>
<tr>
<td>• Seek ways to provide a living wage for city employees and increase salary</td>
</tr>
<tr>
<td><strong>HIGH COST/MODERATE EFFORT</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Well-trained organization</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Diversity and equity training for staff and Council</td>
</tr>
<tr>
<td>• Interpersonal communications training for staff and Council</td>
</tr>
<tr>
<td><strong>LOW COST/MODERATE EFFORT</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Inclusive organization</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Ensure the City of Salisbury is inclusive and reflective of all citizens and serves as an open and safe place for all people.</td>
</tr>
<tr>
<td><strong>LOW COST/MODERATE EFFORT</strong></td>
</tr>
<tr>
<td>• Seek ways to reach under-represented populations for service on the City’s boards and commissions. Promote openness and transparency in all endeavors</td>
</tr>
<tr>
<td><strong>LOW COST/MODERATE EFFORT</strong></td>
</tr>
</tbody>
</table>
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category:  □ Public  □ Council  □ Manager  □ Staff

Requested Council Meeting Date:  August 21, 2018

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

Name of Presenter(s):  Announcement

Requested Agenda Item:  Announce the next Chit, Chat & Chew to be held August 23, 2018 at Destiny City Church located at 2324 S. Main Street beginning at 5:15 p.m.

Description of Requested Agenda Item:  The third installment of Chit, Chat & Chew, a series of town hall meetings, will be held Thursday, August 23, 2018 at Destiny City Church located at 2324 S. Main St beginning at 5:15 p.m. The meeting will provide citizens an opportunity to have interactive conversations with Council and staff and to share their concerns and ideas for their community. Dinner will be provided.

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:  For informational purposes. Please note if item includes an ordinance, resolution or petition

Contact Information for Group or Individual:  Kelly Baker

☐ 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 Mayor’s Office Only
Salisbury City Council
Agenda Item Request Form

Please Select Submission Category:  □ Public  □ Council  □ Manager  □ Staff

Requested Council Meeting Date:  August 21, 2018

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:  2018 College Night Out Event

Description of Requested Agenda Item:  The 6th Annual College Night Out will be hosted by Downtown Salisbury, Inc., in partnership with Hood Theological Seminary, Livingstone College, Rowan Cabarrus Community College, and Catawba College. The 100 Block of West Fisher Street will close beginning at 4 p.m. on Thursday, Aug. 23rd, in order to prepare for this annual event, taking place between 6 p.m. and 9 p.m. The event offers local college students free activities, giveaways, and live music to welcome them into the community, encourage networking between institutions, as well as introduce students to our friendly downtown where they can find a great variety of places to eat, shop, and be entertained while they are residing in our community and, hopefully, long after their studies are complete.

Attachments:  □ Yes (See Poster Attached)  □ 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:

□ 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 Mayor’s Office Only

☐ Approved

☐ Declined

Reason:
COLLEGE NIGHT OUT

DJ & LIVE MUSIC • GAMES • FREE SHUTTLES
GIVEAWAYS & MORE

Thursday, August 23 • 6 - 9 p.m.