



City Council Agenda

Thursday, October 13, 2022

6:00 PM

35 Cabarrus Avenue, W, Concord NC 28025

Cell phones are to be turned off or placed on vibrate during the meeting. Please exit the Council Chambers before using your cell phone.

The agenda is prepared and distributed on Friday preceding the meeting to Council and news media. A work session is then held on the Tuesday preceding the regular meeting at 4:00 pm.

I. Call to Order

II. Pledge of Allegiance and Moment of Silent Prayer

III. Approval of Minutes

August 23, September 6, and September 8, 2022.

IV. Presentations

1. Presentation of Proclamation recognizing October 23-31, as Red Ribbon Week.

2. Presentation of the Award for Outstanding Achievement in Popular Financial Reporting and Triple Crown Award from the Government Finance Officers Association of the United States and Canada. The Government Finance Officers Association of the United States and Canada (GFOA) has awarded the City with the Award for Outstanding Achievement in Popular Financial Reporting for the City's FY2021 Popular Annual Financial Report (PAFR). This is the second year that the City has received this award. Receiving this award is a reflection of the hard work of the budget staff and their dedication to providing transparent financial reporting. With this award, the City is a Triple Crown winner for the second year in a row, meaning the City received the Achievement Awards for our Annual Comprehensive Financial Report, Annual Operating Budget Document, and PAFR. As of 2020, there were only 22 cities or counties in NC that received the PAFR award.

3. Recognition of the City of Concord Housing Department, in partnership with MIZZHBJ Enterprise, for receiving the Carolina Council of Housing Redevelopment & Codes Officials 2022 Human Service Award for their program "KIDZ HELPING KIDZ SOAR". The concept in KIDZ HELPING KIDZ SOAR is to have older students tutor younger students and to increase children's reading and math skills by two or more grade levels. Heather Jones, with MIZZHBJ Enterprise, used a hands-on approach that was innovative and effective. Children were given support and encouragement with fun and interesting ways to learn and achieve success. The Human Service Award is the highest form of recognition awarded by the Carolina Council.

V. Unfinished Business

A. Continue a public hearing for case Z(CD)-07-21 and consider adopting an ordinance amending the official zoning map for +/- 54.8519 acres located northeast corner of International Drive and Highway 73, generally addressed as 4208 and 4515 Davidson Hwy from MX-CC2 (Mixed-Use Commercial Center Large) to I-1-CD (Light Industrial Conditional District) and C-2 (General Commercial). This case was tabled from the June 9th City Council meeting and was continued to July. At the July meeting, the hearing was continued in order to allow the developer to meet with neighbors to explore a change to the site plan to address the truck access issue. In August and September, the developer requested additional continuances until October in order to continue conversations with the neighbors relative to noise issues and to develop a mutually agreed upon mitigation plan. The applicant has indicated that they have conducted a noise analysis, shared that study with the neighbors and are in the process of developing a set of conditions relative to noise mitigation. The Planning and Zoning

Commission heard the above referenced petition at their April 19th, 2022 public hearing and acted to deny the request. In accordance with Concord Development Ordinance section 3.2.4-B "The Commission may grant final approval of a zoning map amendment by a vote of at least three-fourths (3/4) of the members of the Commission present and not excused from voting. If the approval is by a vote of less than three-fourths, or if the Commission renders a recommendation of denial, the request shall be forwarded to the City Council for hearing at their next available meeting and the City Council shall have the authority to make a final decision on the zoning map amendment." According to the applicant, an office, warehouse, distribution and light industrial business park are the possible uses for the I-1-CD (Light Industrial Conditional District) area of the development and no specific plans have been provided for the C-2 (General Commercial) portion of the site. Please see attached documents for further detail.

Recommendation: Consider adopting an ordinance amending the official zoning map from MX-CC2 (Mixed-Use Commercial Center Large) to I-1-CD (Light Industrial Conditional District) and C-2 (General Commercial).

- B. Continue a public hearing for case TA-09-22 and consider adopting an ordinance amending the Concord Development Ordinance, Section 8.3.5.Q.5, and Article 14, regarding supplementary regulations and the definition of Food Trucks.** This text amendment is staff-initiated. Staff is seeking to clarify regulatorily the intent of the word "temporary" in the definition of food trucks. City Council discussed this ordinance in September and requested that Planning and Legal amend the draft ordinance for clarification and for additional research. City Council's request has led to modifications of the language the Planning and Zoning Commission unanimously recommended for the text amendment at their August 16th meeting.

Recommendation: Consider adopting an ordinance amending CDO Section 8.3.5.Q.5, as well as an amendment to Article 14, concerning the definition of Food Trucks.

VI. New Business

A. Informational Items

- 1. Receive a presentation from Cabarrus Economic Development Corporation (EDC) Executive Director, Page Castrodale, in regards to the EDC Strategic Plan. (Work Session)**

B. Departmental Reports

C. Recognition of persons requesting to be heard

D. Public Hearings

- 1. Conduct a public hearing and consider approving a resolution providing approval of a multifamily housing facility to be known as Coleman Mill Lofts and the financing thereof with multifamily housing revenue bonds in an aggregate principal amount not to exceed \$19,130,000.** A public hearing is required per Section 147(f) of the Internal Revenue Code of 1986, (the "Code"), on the proposed plan to issue multifamily housing revenue bonds, in one or more series, in an aggregate principal amount of up to \$19,130,000 (the "Bonds"), for the purpose of financing the acquisition of the historic Coleman Mill and the renovating and equipping therein by STC Coleman Mill, LLC, a North Carolina limited liability company, or an affiliated or related entity (the "Borrower"), of a qualified residential rental project (as defined in Section 142(d) of the Code) to be known as Coleman Mill Lofts (the "Development"). The Development will consist of 150 units in two residential buildings located at 625 Main Street SW in the City of Concord, North Carolina. The Development will be owned or operated by the Borrower. The housing bonds, when and if issued by the City, will be issued pursuant to Article 1 of Chapter 157 and Section 160D-1311(b) of the General Statutes of North Carolina and shall not be a debt of the State of North Carolina (the "State"), the City or any political subdivision thereof and none of the State, the City, or any political subdivision thereof shall be liable thereon,

nor in any event shall such bonds be payable out of any funds or properties other than those of the City derived solely from payments made by the Borrower.

Recommendation: Motion to approve a resolution providing approval of a multifamily housing facility to be known as Coleman Mill Lofts and the financing thereof with multifamily housing revenue bonds in an aggregate principal amount not to exceed \$19,130,000.

- 2. Conduct a public hearing to consider a resolution on the matter of closing the right-of-way of a 50-foot right of way of Davidson Dr. NW contained within the property of 48-50 Beechwood Ave NW.** The proposal includes the abandonment of the approximately 50 foot right-of-way of Davidson Dr. NW. Concord California Associates, LLC is the applicant and the owner of the property. Davidson Dr. NW terminates into the property, and the right of way is not used for public ingress/egress and is not maintained by the City. An easement will need to be retained for electric infrastructure on the site, but the City would abandon maintenance of the stormwater pipe on the site.

Recommendation: Consider adopting a resolution to abandon the right of way of a 50' right of way of Davidson Dr. NW contained within the property of 48-50 Beechwood Ave NW, retaining an easement for electrical utilities, and abandoning maintenance of stormwater infrastructure.

- 3. Conduct a public hearing for case Z-13-22 and consider adopting an ordinance amending the official zoning map for +/-12.46 located at 4758 Poplar Tent Rd from I-1 (Light Industrial) to I-2 (General Industrial).** The Planning and Zoning Commission heard the above referenced petition at their September 20, 2022 meeting and voted (5-to-2) that the zoning map NOT be amended from I-1 (Light Industrial) to I-2 (General Industrial). Because the Commission rendered a decision of denial, final approval authority rests with City Council in accordance with Section 3.2.5 of the CDO. The applicant, Keysteel Corp, requested to rezone the subject property from I-1 (Light Industrial) to I-2 (General Industrial) for a manufacturing facility. The planned facility requires outdoor material storage which is allowed in I-2 (General Industrial) but not in I-1 (Light Industrial). The outdoor storage would be screened from view in accordance with the Development Ordinance. The project received a one year 85% tax based Economic Development Incentive Grant and sewer allocation at the August 11, 2022 City Council meeting.

Recommendation: Consider adopting an ordinance amending the official zoning map from I-1 (Light Industrial) to I-2 (General Industrial).

- 4. Conduct a public hearing for case Z-19-22 and consider adopting an ordinance amending the official zoning map for +/- 19.889 acres located at 4275 Papa Joe Hendrick Blvd. from City of Concord General Commercial (C-2) and Public Interest District (PID) to City of Concord Light Industrial (I-1) and to amend the 2030 Land Use Plan to change the designation of the property from Commercial to Industrial Employment. The property was annexed by City Council on June 13, 1990 and amended on September 13, 1990.** The Planning and Zoning Commission heard the above referenced petition at their September 20th meeting and unanimously voted to forward the request to City Council with a recommendation that the zoning map be amended from City of Concord C-2 (General Commercial) and PID (Public Interest District) to I-1 (Light Industrial) and concurrently to amend the 2030 Land Use Plan to change the designation of the parcel from Commercial to Industrial Employment. The subject parcel of this hearing requires a land use plan amendment and is therefore subject to Council review of both the zoning and the land use plan amendment. Approval of all of the zoning petitions will eliminate confusion with the land use and zoning designations and will more closely align the zoning pattern with the uses conducted on the respective properties.

Recommendation: Consider adopting an ordinance amending the official zoning map from City of Concord C-2 (General Commercial) and PID (Public Interest

District) to I-1 (Light Industrial) and to amend the 2030 Land Use Plan to change the designation of the parcel from Commercial to Industrial Employment.

5. **Conduct a public hearing and consider adopting an ordinance to adopt the Weddington Road Corridor Plan.** The 2030 Land Use Plan Implementation Work Plan established the need for a Mixed-Use Corridor Plan for Weddington Road from Bruton Smith Boulevard to Rock Hill Church Road (LU-23). Staff will present an overview of the Weddington Road Corridor Plan including a review of the existing conditions, public input results, key recommendations for corridor, future implementation, and a review of what was heard during the public comment period. The draft plan was made available to the public for review through the City's Public Input page from August 30th through September 18th. Staff received 25 responses from participants and the project page received 1,363 views. The plan was presented to the Planning & Zoning Commission on September 20th where a motion was passed to recommend to City Council that the Weddington Road Corridor Plan be adopted. The public hearing notice was advertised in The Independent Tribune on October 2nd and October 9th, 2022.

Recommendation: Motion to adopt an ordinance to adopt the Weddington Road Corridor Plan.

E. Presentations of Petitions and Requests

1. **Consider increasing the City of Concord Down Payment Assistance amount under the HOME program to \$10,000 and amend the repayment criteria for housing renovations to reflect HUD's affordability goal for seniors over 60 years of age.** In August of 2022, the average purchase price for a home in Concord was over \$300,000. This information, obtained from a number of real estate data sites, shows the significant increase in housing cost within the last few years. That cost increase presents an even larger barrier to potential homebuyers with low-to-moderate (LMI) incomes. Currently, Concord offers \$7,500 in HOME funds for down payment assistance to LMI first-time homebuyers. However, that amount is not keeping pace with the market. Staff is seeking approval to increase the amount of assistance offered to \$10,000 in an effort to help bridge the gap for LMI residents. In addition, one of the goals of the CDBG and HOME programs is to ensure decent affordable housing without creating an undue burden for the resident. Concord's rehab policy currently states any resident with a total household income between 50% to 80% of area median income will repay half of the rehab cost. Due to inflation, cost of living increases, and limited income opportunities, this repayment requirement for senior clients has proven more difficult. To alleviate this barrier, staff is requesting to modify repayment requirements for any resident 60 years of age or older applying for rehabilitation assistance to be given a forgivable lien only. The maximum affordability period attached to the home via the lien will be 15 years.

Recommendation: Motion to approve increasing the City of Concord Down Payment Assistance amount under the HOME program to \$10,000 and amend the repayment criteria for housing renovations to reflect HUD's affordability goal for seniors over 60 years of age.

2. **Consider adopting a resolution authorizing an eminent domain action for two parcels located off of Melrose Drive, SW.** These properties are currently owned by all heirs, known and unknown, of W.L. Albertson (DOD May 24, 1968) and all heirs, known and unknown, of Irene C. Albertson (DOD October, 1991). Acquisition of this property is necessary for the construction of a greenway and trailhead parking. This property was platted as streets in the Anneva Terrace neighborhood but the streets were never constructed or opened. The City previously acquired the adjoining parcels. There is no tax value placed on the unopened streets; however, using the value of nearby parcels, the unopened streets are estimated to have a value of \$3,000.

Recommendation: Consider making a motion to adopt a resolution authorizing an eminent domain action for two parcels located at off of Melrose Drive, SW.

- 3. Consider awarding a sole source purchase order in the amount of \$186,461.55 to Reinhausen Manufacturing Inc. for purchase of one (1) On-Load Tap Changer.** On-Load Tap Changers (OLTC) are a built-in mechanical part of substation main power transformer. The OLTC re-taps the windings in the transformer under loaded conditions, which serves to adjust the voltage produced by the substation as it self-adjusts throughout the day, depending on system loading conditions. This helps maintain nominal voltage within acceptable ranges for our end use customer. OLTC units have a manufacturer defined lifespan and must be upgraded in the 20-25 year timeframe. The City had five (5) substation power transformers that needed a replacement OLTC due to normal end of life cycle. Staff has replaced four (4) of the five units. The original manufacturer was Westinghouse Inc., which has since been purchased by Reinhausen Manufacturing Inc. No other manufacturer offers a comparable replacement unit. Council approved purchase of the first two (2) units in June 2021. The second order was approved in August 2021. This third order will complete the materials acquisition. Installation plan is underway and will be complete in April 2023.

Recommendation: Motion to award a sole source purchase order in the amount of \$186,461.55 to Reinhausen Manufacturing Inc. for purchase of one (1) On-Load Tap Changer.

- 4. Consider authorizing the City Manager to negotiate and execute a contract with Johnson Controls, by the means of the Sourcewell Cooperative Purchasing Program for the purchase and installation of the upgraded camera equipment and system replacement.** The work will consist of converting and enhancing the existing FBO camera system to Exacqvision (which is the same system currently being used at Commercial Airline Terminal), upgrading the camera communication network at the airport, data security and recording duplication, replacing outdated cameras, and adding cameras and video coverage to areas of the airport not currently monitored. This is a turnkey project with the contractor performing all the equipment purchases, installation, testing, configurations, licensing, and service. The Aviation department currently uses an outdated, off the shelf, piecemeal, video camera surveillance and recording system to monitor activity in the general aviation areas of the airport. Many of those cameras are 10+ years old analog cameras that do not have camera resolution to identify objects at any distance from the camera. The camera network lacks bandwidth, hard drive storage, and is plagued with reliability issues. In addition, the airport does not have any coverage on aircraft ramp areas away from the terminal or parking areas on the FBO side of the airport. Our hangar camera coverage is limited or missing in some hangars. This project will address those issues and place all cameras under one, state of the art, highly secure and redundant Exacqvision system. It is of utmost importance to have a quality, secured, and reliable security system component to monitor city owned facilities and operations in real time and recover recorded footage in the event of an incident. Both components are critical for airport security and asset protection. The cost to purchase and install this equipment is \$369,091.61 for registered Sourcewell members. The Aviation Department plans to fund this project using CARES grant money. The City of Concord is a registered member of Sourcewell Cooperative Purchasing Program.

Recommendation: Motion to authorize the City Manager to negotiate and execute a contract with Johnson Controls, by the means of the Sourcewell Cooperative Purchasing Program for the purchase and installation of the upgraded camera equipment and system replacement.

VII. Consent Agenda

- A. Consider authorizing the Housing Department staff to submit an application for the Family Self-Sufficiency Program grant.** The Family Self-Sufficiency Program provides grant funding to pay the salary and benefits of the program coordinators whose primary responsibility is to guide and connect participants to needed training

and resources. Participants in the program gain access to the support they need in order to achieve their self-sufficiency goals and move up the economic ladder.

Recommendation: Motion to authorize Housing Department staff to submit an application for the Family Self-Sufficiency Program grant.

- B. Consider approving the Transit Department to apply for the 2023 NCDOT State Maintenance Assistance Program (SMAP) for a grant request in the amount of \$299,281 to be used for eligible transit operating expenses.** The SMAP grant provides operating assistance to urban, small-urban, and urban regional fixed route and commuter bus systems. The grant will be used for transit operating expenses associated with Trans Dev Services who operates the Rider transit system.

Recommendation: Motion to approve the Transit Department to apply for the 2023 NCDOT State Maintenance Assistance Program (SMAP) for eligible transit operating expenses.

- C. Consider authorizing the City Manager to accept the 2022 Patrick Leahy Bulletproof Vest Partnership Grant from the United States Department of Justice and to adopt a budget ordinance appropriating the grant funds.** The Police Department has been awarded the 2022 Patrick Leahy Bulletproof Vest Partnership Grant from the United States Department of Justice: Office of Justice Programs in the amount of \$6,041. The Council approved the Police Department to apply for this award on June 09, 2022. This program reimburses agencies up to 50% of the costs of new uniquely fitted bulletproof vests.

Recommendation: Motion to authorize the City Manager to accept the 2022 Patrick Leahy Bulletproof Vest Partnership Grant from the United States Department of Justice and to adopt a budget ordinance appropriating the grant funds.

- D. Consider authorizing the City Manager to accept the award of \$21,510 from 2022 BJA FY 2022 Edward Byrne Memorial Justice Assistance Grant (JAG) Program-Local Solicitation to implement interior roof mounted patrol rifle racks, consultant training, and a crime scene/traffic accident camera and to adopt a budget ordinance appropriating the grant funds.** The Concord Police Department received official award notification on September 26, 2022 for the 2022 BJA FY 2022 Edward Byrne Memorial Justice Assistance Grant (JAG) Program-Local Solicitation from the United States Department of Justice. Per JAG regulations, a portion of the money must be shared with Cabarrus County and the City of Kannapolis. The City of Concord will serve as the fiscal administering agency. Per an agreement based on the JAG formula, the City of Concord will receive the full amount of \$21,510, of which the City of Kannapolis is allocated \$8,518 and Cabarrus County is allocated \$4,685. The approval to apply for this award was granted by City Council at their July 14, 2022 meeting.

Recommendation: Motion to authorize the City Manager to accept the award in the amount of \$21,510 from BIA FY 2022 Edward Byrne Memorial Justice Assistance Grant (JAG) Program-Local Solicitation and to adopt a budget ordinance appropriating the grant funds.

- E. Consider accepting an Offer of Dedication of utility easements and public rights-of-ways in various subdivisions.** In accordance with CDO Article 5, the following final plats and easements are now ready for approval: 502 Amhurst Street SW and Piper Landing Phase 1 Map 2. Various utility easements and public rights-of-ways are offered by the owners.

Recommendation: Motion to accept the offer of dedication on the following plat and easements: 502 Amhurst Street SW and Piper Landing Phase 1 Map 2.

- F. Consider accepting an offer of infrastructure at City of Concord Fire Station 10, Harris Teeter Fuel - Store #68, Fryling Ave Subdivision - Sylvan Sewer.** In accordance with CDO Article 5, improvements have been constructed in accordance with the City's regulations and specifications. The following are being offered for

acceptance: 118 LF of 6-inch water line, 2 valves, 1 fire hydrant, 861 LF of 8-inch sanitary sewer line, 10 manholes.

Recommendation: Motion to accept the offer of infrastructure acceptance in the following subdivisions and sites, City of Concord Fire Station 10, Harris Teeter Fuel - Store #68, Fryling Ave Subdivision - Sylvan Sewer

- G. Consider adopting the FTA 5339(c) Low or No Emission Discretionary grant project ordinance amendment.** In August 2022, Rider Transit was awarded a \$713,813 FTA 5339(c) Low or No Emission Discretionary grant specifically for the purpose of securing a replacement hybrid bus. The grant award and contract for purchasing the bus went before Council in September 2022 and was approved. The attached project budget ordinance adjusts the budget for the bus project accordingly.

Recommendation: Motion to adopt the project ordinance amendment for the FTA 5339(c) Low or No Emission Discretionary grant.

- H. Consider adopting an ordinance to amend the FY 2022/2023 Budget Ordinance for the General Fund to appropriate proceeds from the sale of fixed assets for parks & recreation contract services.** Parks and Recreation staff is requesting additional funding for contract labor to cover the Pottery Center if they are unable to identify volunteers for daily operations. This will give staff the opportunity to ensure coverage at the Pottery Center and allow staff to use paid contract staff if or when they are unable to find volunteers for hours of operations once the facility is open. The attached budget ordinance amendment appropriates proceeds from the sale of fixed assets for this purpose.

Recommendation: Motion to adopt an ordinance to amend the FY 2022/2023 Budget Ordinance for the General Fund to appropriate proceeds from the sale of fixed assets for parks & recreation contract services.

- I. Consider adopting a capital project ordinance to amend the Transportation Projects Fund.** The attached amendment for the Cedar/Crowell Sidewalk project is needed to cover the construction and storm drainage easements for the project.

Recommendation: Motion to adopt a capital project ordinance to amend the Transportation Projects Fund.

- J. Consider acceptance of the Tax Office reports for the month of August 2022.** The Tax Collector is responsible for periodic reporting of revenue collections for the Tax Collection Office.

Recommendation: Motion to accept the Tax Office collection reports for the month of August 2022.

- K. Consider approval of Tax Releases/Refunds from the Tax Collection Office for the month of August 2022.** G.S. 105-381 allows for the refund and/or release of tax liability due to various reasons by the governing body. A listing of various refund/release requests is presented for your approval, primarily due to overpayments, situs errors and/or valuation changes.

Recommendation: Motion to approve the Tax releases/refunds for the month of August 2022.

- L. Receive the monthly report on status of investments as of August 31, 2022.** A resolution adopted by the governing body on 12/9/1991 directs the Finance Director to report on the status of investments each month.

Recommendation: Motion to accept the monthly report on investments.

VIII. Matters not on the agenda

- **Transportation Advisory Committee (TAC)**
- **Metropolitan Transit Commission (MTC)**
- **Centralina Regional Council**
- **Concord/Kannapolis Transit Commission**
- **Water Sewer Authority of Cabarrus County (WSACC)**
- **Public Art Advisory Committee**
- **WeBuild Concord**

- **Barber Scotia Community Task Force Committee**
- **Concord United Committee**

IX. General comments by Council of non-business nature

X. Closed Session (if needed)

XI. Adjournment

*IN ACCORDANCE WITH ADA REGULATIONS, PLEASE NOTE THAT ANYONE WHO NEEDS AN ACCOMMODATION TO PARTICIPATE IN THE MEETING SHOULD NOTIFY THE CITY CLERK AT (704) 920-5205 AT LEAST FORTY-EIGHT HOURS PRIOR TO THE MEETING.



Government Finance Officers Association

Award for
Outstanding
Achievement in
Popular Annual
Financial Reporting

Presented to

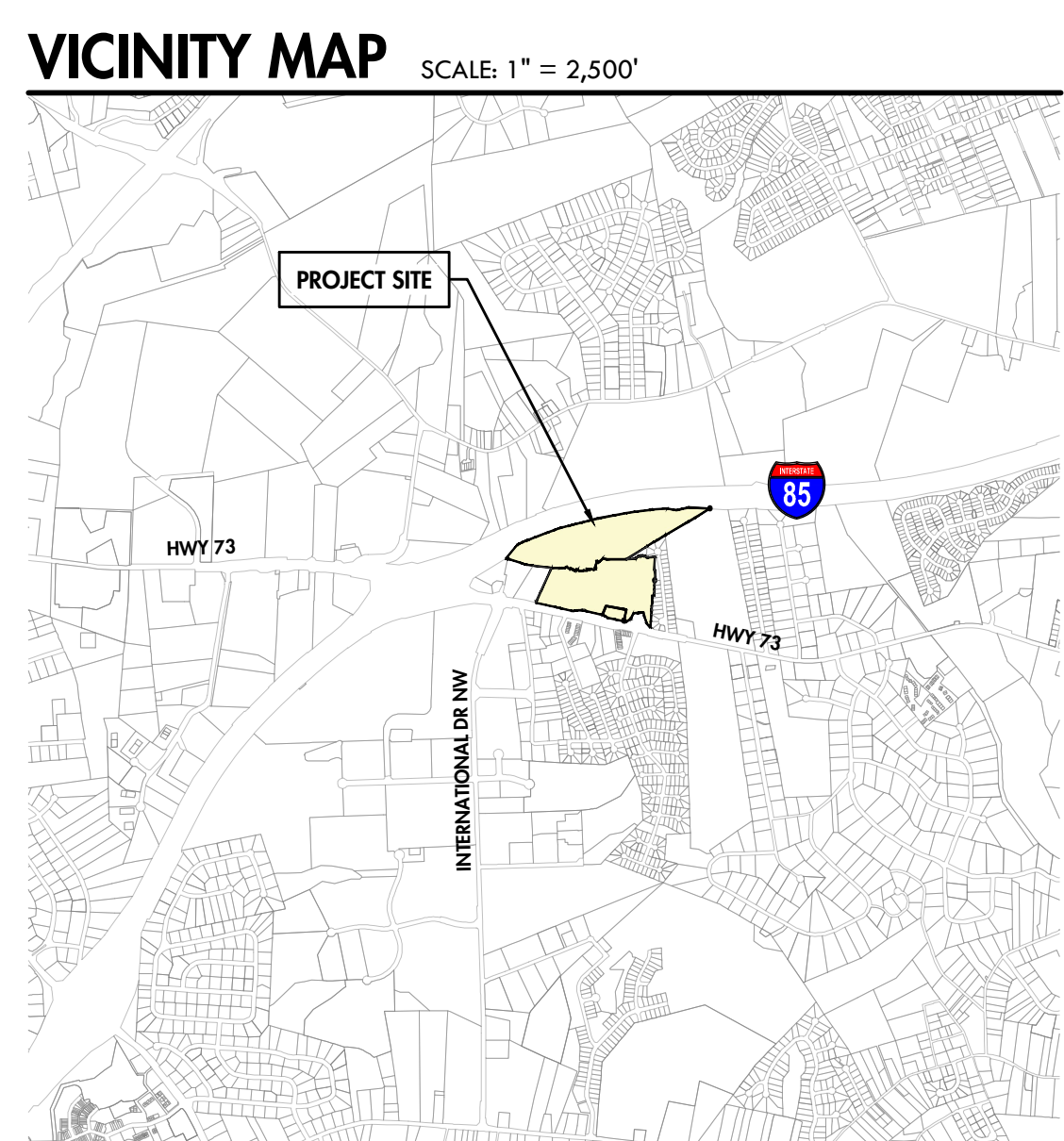
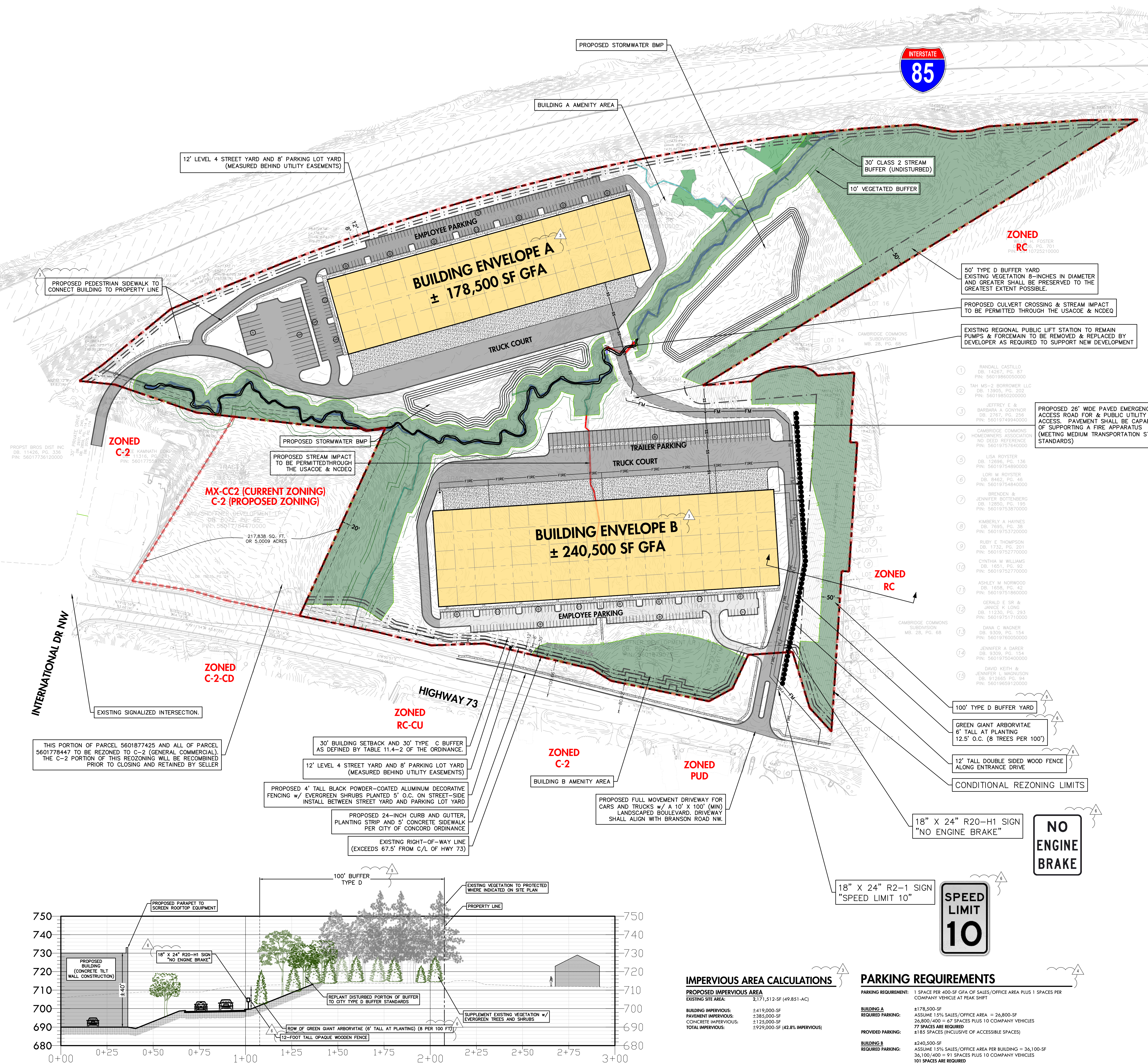
**City of Concord
North Carolina**

For its Annual Financial Report
For the Fiscal Year Ended

June 30, 2021

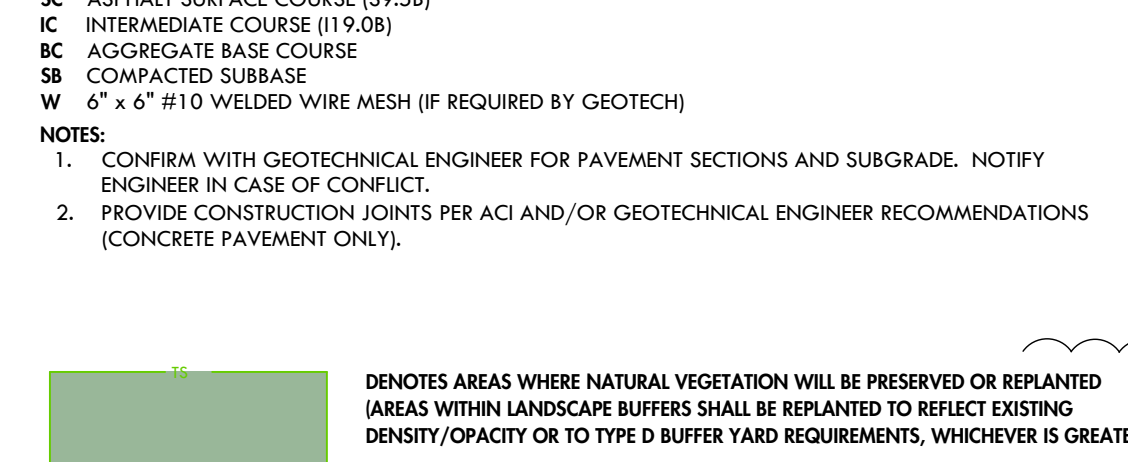
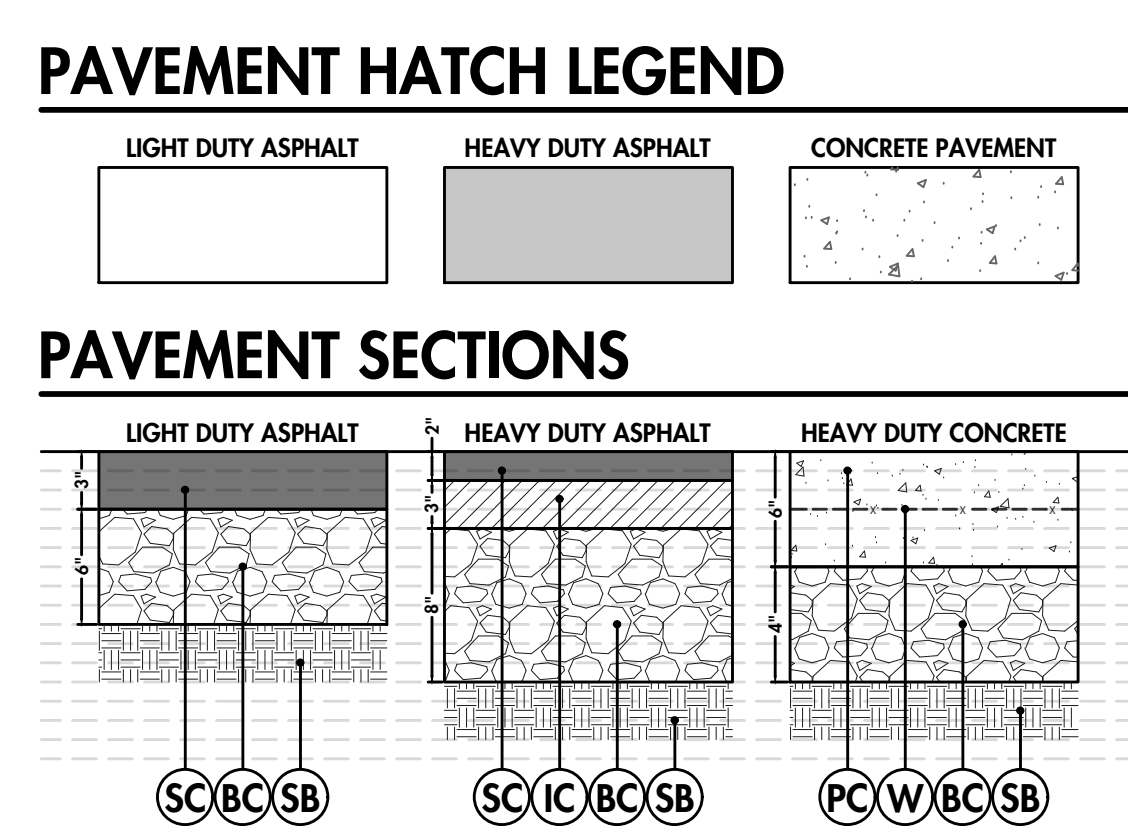
Christopher P. Morrill

Executive Director/CEO

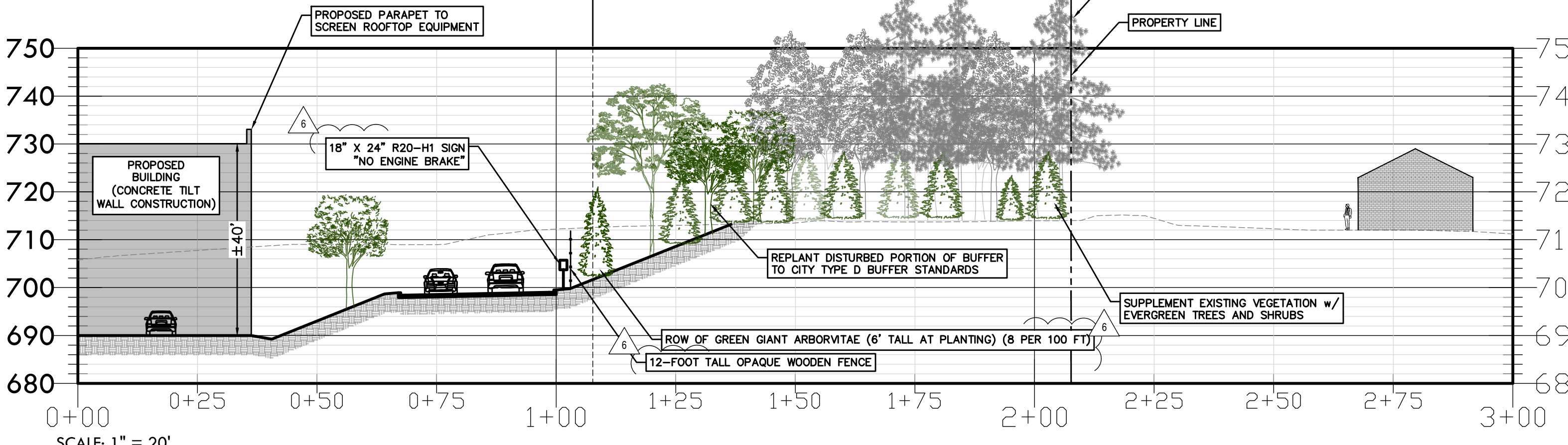


SITE DEVELOPMENT TABLE

PROJECT NAME:	HWY 73 INDUSTRIAL
PETITION NO.:	CN-RZC-2021-00004
PETITIONER:	ROBINSON WEEKS PARTNERS
PLANS PREPARED BY:	OAK ENGINEERING, PLLC
ACREAGE:	±49.85 ACRES
TAX PARCEL NUMBERS:	5601888181, 5601879077, 5601877425 & 5601778447
CURRENT ZONING:	MX-CC2 (MIXED-USE COMMERCIAL CENTER LARGE)
PROPOSED ZONING:	I-1 CD (LIGHT INDUSTRIAL); ALL OF PARCELS 5601888181 & 5601879077 AND PART OF 5601877425 C-2 (COMMERCIAL); ALL OF PARCEL 5601778447 AND PART OF 5601877425
EXISTING USE:	VACANT
PROPOSED LAND USE:	REFER TO SECTION 2. OF THE DEVELOPMENT STANDARDS
MAXIMUM GFA:	± 419,000 SF
MAXIMUM HEIGHT:	50' (ADDITIONAL SETBACKS AS DEFINED IN ARTICLE 7.11.9 SHALL APPLY)
PARKING:	AS REQUIRED BY THE ORDINANCE FOR THE PERMITTED USES
JURISDICTION:	CITY OF CONCORD
WATERSHED DISTRICT:	NONE
FEMA INFORMATION:	MAP NO. 3710560100K MAP DATES: 11/16/2018 FLOOD ZONE: X



THIS PORTION OF PARCEL 5601877425 AND ALL OF PARCEL 5601778447 TO BE REZONED TO C-2 (GENERAL COMMERCIAL). THE C-2 PORTION OF THIS REZONING WILL BE RECOMBINED PRIOR TO CLOSING AND RETAINED BY SELLER

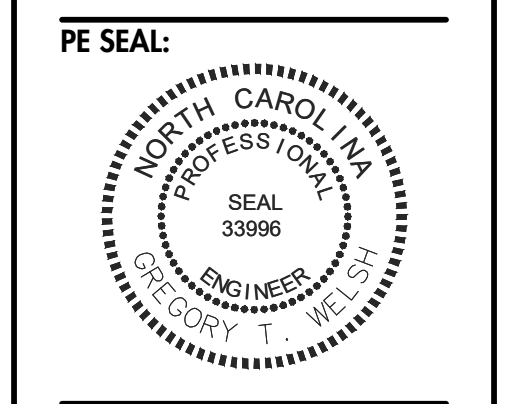
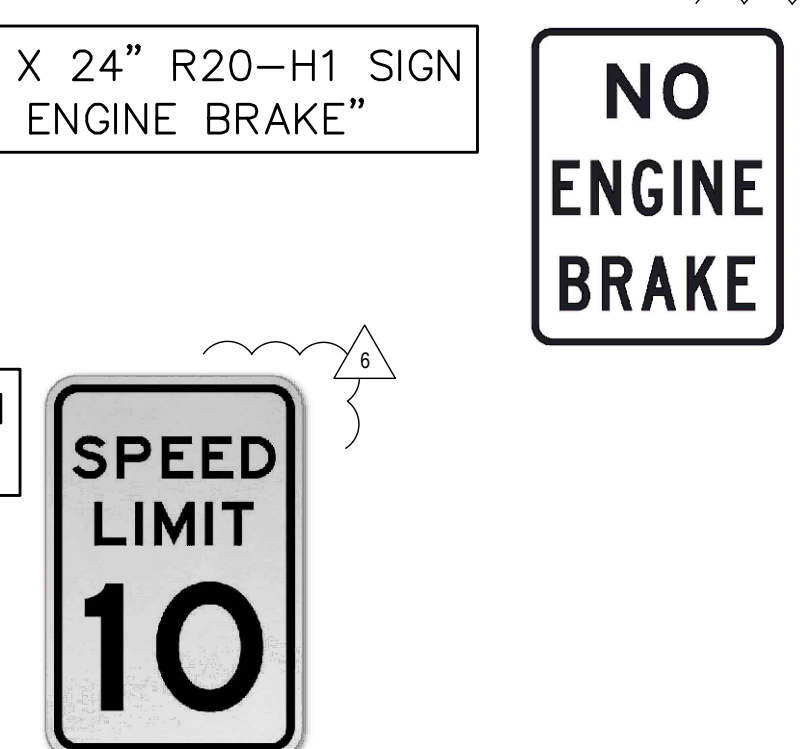


IMPERVIOUS AREA CALCULATIONS

PROPOSED IMPERVIOUS AREA	2,171,512-SF (49.851-A.C.)
EXISTING SITE AREA:	
BUILDING IMPERVIOUS:	±419,000-SF
PAVEMENT IMPERVIOUS:	±385,000-SF
CONCRETE IMPERVIOUS:	±125,000-SF
TOTAL IMPERVIOUS:	±929,000-SF (42.8% IMPERVIOUS)

PARKING REQUIREMENTS

PARKING REQUIREMENT:	1 SPACE PER 400-SF GFA OF SALES/OFFICE AREA PLUS 1 SPACE PER COMPANY VEHICLE AT PEAK SHIFT
BUILDING A REQUIRED PARKING:	±178,500-SF ASSUME 1.5% SALES/OFFICE AREA = 26,800-SF 26,800/400 = 67 SPACES PLUS 10 COMPANY VEHICLES 77 SPACES ARE REQUIRED ±185 SPACES (INCLUSIVE OF ACCESSIBLE SPACES)
BUILDING B REQUIRED PARKING:	±240,500-SF ASSUME 1.5% SALES/OFFICE AREA PER BUILDING = 36,100-SF 36,100/400 = 91 SPACES PLUS 10 COMPANY VEHICLES 101 SPACES ARE REQUIRED ±155 SPACES (INCLUSIVE OF ACCESSIBLE SPACES)



HIGHWAY 73 INDUSTRIAL
 REZONING PETITION
 CONCORD, NORTH CAROLINA
 ROBINSON WEEKS PARTNERS
 REZONING PLAN

REVISIONS:
 1. 10/18/21 - CITY STAFF COMMENTS
 2. 01/25/22 - CITY STAFF COMMENTS
 3. 03/10/22 - CITY STAFF COMMENTS
 4. 05/13/22 - PLANNING BOARD FEEDBACK
 5. 07/29/22 - NEIGHBORHOOD MEETING

ENGINEER: GTW
 DRAWN BY: BTB
 CHECKED BY: LB
 PROJECT #: 021.011
 SHEET
RZ-1
 SHEET 1 OF 2

DEVELOPMENT STANDARDS

April 13, 2022

1. GENERAL PROVISIONS

- A. These Development Standards form a part of the Rezoning Plan associated with the Application for Zoning Map Amendment filed by Robinson Weeks Partners (the "Applicant") for an approximately 49.85 acre site (excluding right of way) located on the north side of Highway 73 (Davidson Highway), east of the Highway 73 - Interstate 85 interchange, which site is more particularly depicted on the Rezoning Plan (hereinafter referred to as the "Site"). The Site is comprised of all of Parcel Nos. 5601888181 and 5601879077 and a portion of Parcel No. 5601877425.
- B. The development and use of the Site will be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the Concord Development Ordinance (the "Ordinance").
- C. Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the I-1 zoning district shall govern all development taking place on the Site.
- D. Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner or owners of the Site in accordance with the provisions of Article 3 of the Ordinance. Minor amendments to the Rezoning Plan are subject to Section 3.2.9.H of the Ordinance.

2. PERMITTED USES/DEVELOPMENT LIMITATIONS

- A. Subject to the limitations set out below, the Site may be devoted to:
 - (1) any use or uses permitted by right in the I-1 zoning district;
 - (2) any use or uses permitted with supplemental regulations in the I-1 zoning district;
 - (3) any special use or uses permitted in the I-1 zoning district upon the issuance of a special use permit in accordance with Article 6.2 of the Ordinance;
 - (4) any special use or uses with supplemental regulations permitted in the I-1 zoning district upon the issuance of a special use permit in accordance with Article 6.2 of the Ordinance; and
 - (5) any incidental or accessory uses associated with the uses set out above that are permitted under the Ordinance in the I-1 zoning district.
- B. Notwithstanding the terms of paragraph 2.A above, the uses set out below that are listed in the Table of Uses (Section 8.1.8 of the Ordinance) shall be prohibited on the Site.

1382355v3

- (1) Agricultural uses.
- (2) Resource Extraction uses.
- (3) Educational uses.
- (4) Government Facilities.
- (5) Passenger Terminals.
- (6) Indoor Recreation uses.
- (7) Outdoor Recreation uses.
- (8) Retail Sales and Services.
- (9) Vehicle Sales and Service.
- (10) Commercial Parking as a Principal Use.
- (11) Heavy Industrial uses.
- (12) Self Service Storage.

- C. A maximum of two principal buildings may be developed on the Site.
- D. A total maximum of 419,000 square feet of gross floor area may be developed on the Site.
- E. There are two building envelopes depicted on the Rezoning Plan that are designated as Building Envelope A and Building Envelope B. Minor adjustments to the locations of these building envelopes shall be allowed during the permitting process.
- F. Each principal building constructed on the Site shall be located in one of the two building envelopes depicted on the Rezoning Plan.
- G. All rooftop and above-ground mechanical equipment shall be screened from view to the greatest extent possible, taking into account the existing grade relative to the existing grades surrounding the property. This may be achieved through parapets on buildings, other structural screening, and/or landscaping.
- H. A 4' tall black powder-coated aluminum fence with evergreen shrubs planted 5' O.C. on the street-side of the fence will be installed between the street yard and parking lot yard.
- I. Technical Site Plan approval required.
- J. Compliance with all minimum requirements relative to landscaping, stormwater, transportation, and fire protection.

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3. TRANSPORTATION

- A. Vehicular access shall be as generally depicted on the Rezoning Plan. The placement and configuration of the access points are subject to any minor modifications required by the City of Concord and/or the North Carolina Department of Transportation ("NCDOT").
- B. The alignments of the internal drives and vehicular circulation areas may be modified by Applicant to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by the City of Concord and/or NCDOT.
- C. Internal sidewalks and pedestrian connections shall be provided on the Site as generally depicted on the Rezoning Plan.
- D. Off-street parking shall be provided on the Site in accordance with the requirements of the Ordinance.
- E. Curb, gutter and sidewalk shall be installed along the Site's frontage on Davidson Highway as generally depicted on the Rezoning Plan.

4. DENSITY AND DIMENSIONAL STANDARDS/SETBACK

- A. The development of the Site shall comply with the density and dimensional standards set out in Table 7.6.2.A of the Ordinance.
- B. The development of the Site shall comply with the setback requirement set out in Table 7.6.2.B of the Ordinance.

5. DESIGN STANDARDS

- A. The maximum height of any building constructed on the Site shall be 50 feet as measured under the Ordinance. For each foot of height over 35 feet, two (2) additional feet of setback shall be provided when abutting residentially zoned property in accordance with Article 7.11.9 of the Ordinance.
- B. The development of the Site shall comply with the Supplemental Design Standards and Requirements for Industrial Districts set out in Section 7.11 of the Ordinance.

6. BUFFER YARDS

- A. Buffer yards shall be established on the Site as required by the Ordinance and as depicted on the Rezoning Plan.

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7. AMENITY AREA

- A. An amenity area shall be provided on the Site in the location generally depicted on the Rezoning Plan, and this amenity area shall contain, at a minimum, benches and picnic tables.

8. BINDING EFFECT OF THE REZONING DOCUMENTS AND DEFINITIONS

- A. If this Application for Zoning Map Amendment is approved, all conditions applicable to the use and development of the Site imposed under these Development Standards and the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Applicant and the current and subsequent owners of the Site and their respective successors in interest and assigns.
- B. Throughout these Development Standards, the term "Applicant" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Applicant or the owner or owners of the Site from time to time who may be involved in any future development thereof.
- C. Any reference to the Ordinance herein shall be deemed to refer to the requirements of the Ordinance in effect as of the date this Application for Zoning Map Amendment is approved.

SUBSTANTIAL COMPLIANCE WITH THE "HWY 73 INDUSTRIAL" REZONING PLANS, SHEETS RZ-1 AND RZ-2 REVISED 04/13/22, "NORTH ELEVATION - BUILDING A, AND SOUTH ELEVATION BUILDING A AND EAST & WEST ELEVATION, BUILDING A" DATED MARCH 21, 2022, ALSO "SOUTH ELEVATION BUILDING B, NORTH ELEVATION BUILDING B, AND EAST & WEST ELEVATION BUILDING B", DATED MARCH 11, 2022.

THE SUBJECT PLAN IS NOT DESIGNED TO PRELIMINARY PLAT OR TECHNICAL SITE PLAN STANDARDS AND THEREFORE, ANY INTENDED OR PERCEIVED DEVIATION FROM TECHNICAL STANDARDS RESULTING FROM THE SOMEWHAT CONCEPTUAL NATURE OF THE PLAN SHALL NOT CONSTITUTE APPROVAL TO DEVIATE FROM, OR NEGATE, TECHNICAL STANDARDS WITHIN THE CONCORD DEVELOPMENT ORDINANCE, TECHNICAL STANDARDS MANUAL, OR ANY OTHER

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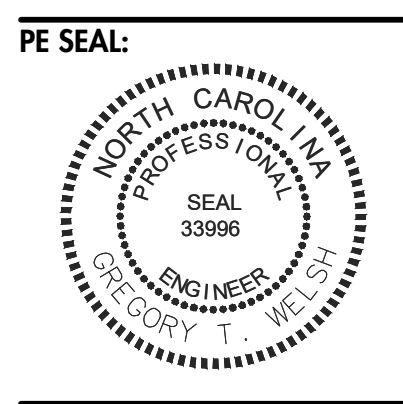
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9. CONDITIONS FOR ADJACENT PROPERTY OWNERS

- A. Developer shall install a 12 foot tall, double sided, wooden screen fence along that portion of the eastern edge of the access drive from Highway 73 to Building Envelope B that is more particularly depicted on the Rezoning Plan. This wooden screen fence shall be installed prior to the issuance of the first certificate of occupancy for a building located in Building Envelope B.
- B. Developer shall install Green Giant Arborvitae along that portion of the eastern edge of the access drive from Highway 73 to Building Envelope B that is more particularly depicted on the Rezoning Plan. The Green Giant Arborvitae shall be installed on the eastern side of the wooden screen fence referenced above in paragraph A, the Green Giant Arborvitae shall each be a minimum of 6 feet in height at the time of installation and the Green Giant Arborvitae shall be planted at the rate of 8 trees per 100 feet or as directed by the City Arborist. The Green Giant Arborvitae shall be installed prior to the issuance of the first certificate of occupancy for a building located in Building Envelope B.

Developer shall be responsible for maintaining the Green Giant Arborvitae and replacing any dead or dying Green Giant Arborvitae. Replacement Green Giant Arborvitae shall each be a minimum of 6 feet in height at the time of installation.
- C. Developer shall install a sign adjacent to the access drive from Highway 73 to Building Envelope B that provides that the maximum speed limit on this access drive is 10 miles per hour.
- D. Developer shall install a sign adjacent to the access drive from Highway 73 to Building Envelope B that provides that engine braking for trucks is not permitted on this access drive.
- E. An existing wooden screen fence is located along or near a portion of the Site's eastern boundary line (the common property line with the Cambridge Commons Community). Portions of this wooden screen fence are in a state of disrepair. Developer, at its cost and expense, shall repair or replace (as necessary) those segments of this wooden screen fence that are in a state of disrepair. In the event that any segment of this wooden screen fence that is in a state of disrepair is not located on the Site and is located on an adjacent parcel of land, the owner of the adjacent parcel of land must consent in writing to the repair or replacement (as necessary) of such segment of this wooden screen fence by Developer. If an owner of an adjacent parcel of land does not consent in writing to the repair or replacement (as necessary) of the segment of the wooden screen fence located on such owner's adjacent parcel of land, then Developer shall have no obligation to do so.
- F. Developer, at its cost and expense, shall engage an arborist to review and inspect the existing trees located on the Site that are located along or near the Site's common property line with the Cambridge Commons Community. Based upon the report of the arborist, Developer shall remove any dead or dying trees and/or limbs that are located on the Site along or near the Site's common property line with the Cambridge Commons Community.

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**HIGHWAY 73 INDUSTRIAL
REZONING PETITION
CONCORD, NORTH CAROLINA
ROBINSON WEEKS PARTNERS
DEVELOPMENT STANDARDS**

- REVISIONS:**
- 1. 10/18/21 - CITY STAFF COMMENTS
 - 2. 01/25/22 - CITY STAFF COMMENTS
 - 3. 03/10/22 - CITY STAFF COMMENTS
 - 4. 04/13/22 - PLANNING BOARD FEEDBACK
 - 5. 05/13/22 - PLANNING BOARD FEEDBACK
 - 6. 09/29/22 - NEIGHBORHOOD MEETING

ENGINEER: GTW
DRAWN BY: ERT
CHECKED BY: LB
PROJECT #: 021.011
SHEET
RZ-2
SHEET 2 OF 2

September 19, 2022

Tyler Jones
SVP Acquisitions & Development
Robinson Weeks Partners

Subject: *Highway 73 Industrial Noise Memo
Concord, North Carolina*

Executive Summary

The purpose of this technical memorandum is to summarize the evaluated noise levels associated with the anticipated on-site operations at the proposed Highway 73 Industrial development in Concord, NC. The proposed industrial development is approximately 18 miles northeast of uptown Charlotte, approximately 4 miles southwest of downtown Kannapolis, and approximately 4 miles northeast of downtown Concord. The proposed industrial development is generally located south/east of I-85, north of Davidson Highway (NC-73), and west of Cambridge Heights Place NW. The proposed industrial development will be located on undeveloped, forested land, with commercial land uses to the west. However, residential land uses are located south and east of the site. The location of the proposed site is shown in **Figure 1**.

Analysis Findings

- The proposed industrial development will be located on undeveloped/forested land with residential land uses to the south and east. The closest residences are approximately 180 feet east of the truck access drive on the eastern façade of Building B. A project noise goal of approximately 55 dB(A) during the daytime and nighttime hours was assumed for this project. Unmitigated hourly equivalent operational noise levels at the closest residences to the east are estimated to be at or below approximately 50 dB(A) during peak hours.*

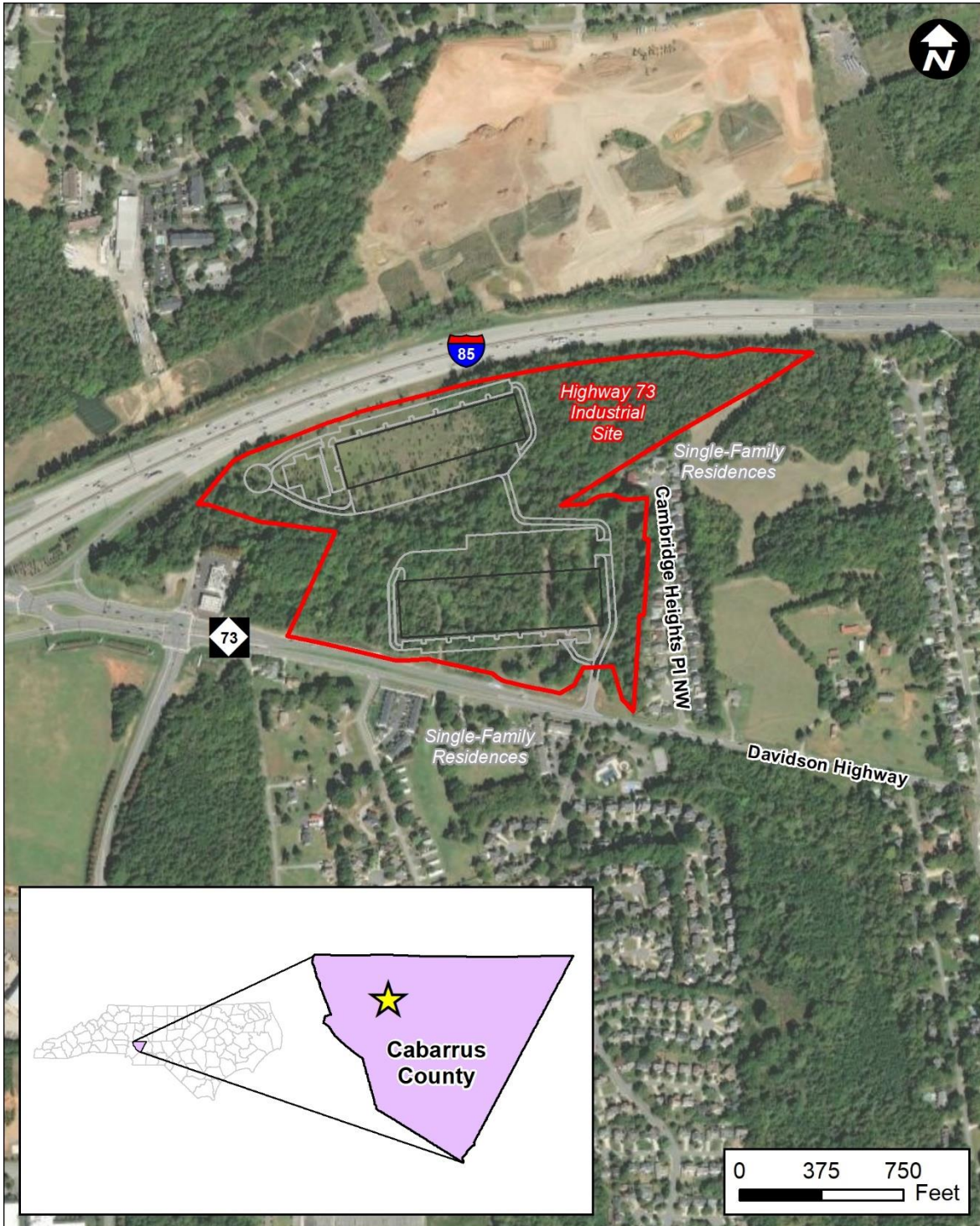
Project Description

The proposed industrial development will consist of two (2) buildings totaling approximately 419,000 square feet of space generally located south/east of I-85, north of Davidson Highway (NC-73), and west of Cambridge Heights Place NW. Guests, employees, and trucks will access the industrial development via driveways off Davidson Highway (NC-73) and Rhylna Place NW.

Operations at the industrial development are anticipated to occur throughout the day with intermittent heavy trucks and employee/guest vehicles arriving to and departing from the site. The speed limit within the industrial development was assumed to be 15 miles per hour (mph) for employee/guest vehicles and 10 mph for trucks.

Based on the *Traffic Impact Analysis* prepared for the proposed industrial development, it was assumed that each of the truck courts at the proposed buildings would generate approximately one heavy truck every ten minutes during the peak hour and that approximately half of the employee/guest vehicles would turn over in each parking area during the peak hour.

Figure 1: Site Location and Vicinity



Characteristics of Noise

Noise is generally defined as unwanted sound. It is emitted from many natural and man-made sources. Sound pressure levels are usually measured and expressed in decibels (dB). The decibel scale is logarithmic and expresses the ratio of the sound pressure unit being measured to a standard reference level. Most sounds occurring in the environment do not consist of a single frequency, but rather a broad band of differing frequencies. The intensities of each frequency add together to generate sound. Because the human ear does not respond to all frequencies equally, the method commonly used to quantify environmental noise consists of evaluating all of the frequencies of a sound according to a weighting system. It has been found that the A-weighted decibel [dB(A)] filter on a sound level meter, which includes circuits to differentially measure selected audible frequencies, best approximates the frequency response of the human ear.

The degree of disturbance from exposure to unwanted sound – noise – depends upon three factors:

1. The amount, nature, and duration of the intruding noise
2. The relationship between the intruding noise and the existing sound environment; and
3. The situation in which the disturbing noise is heard

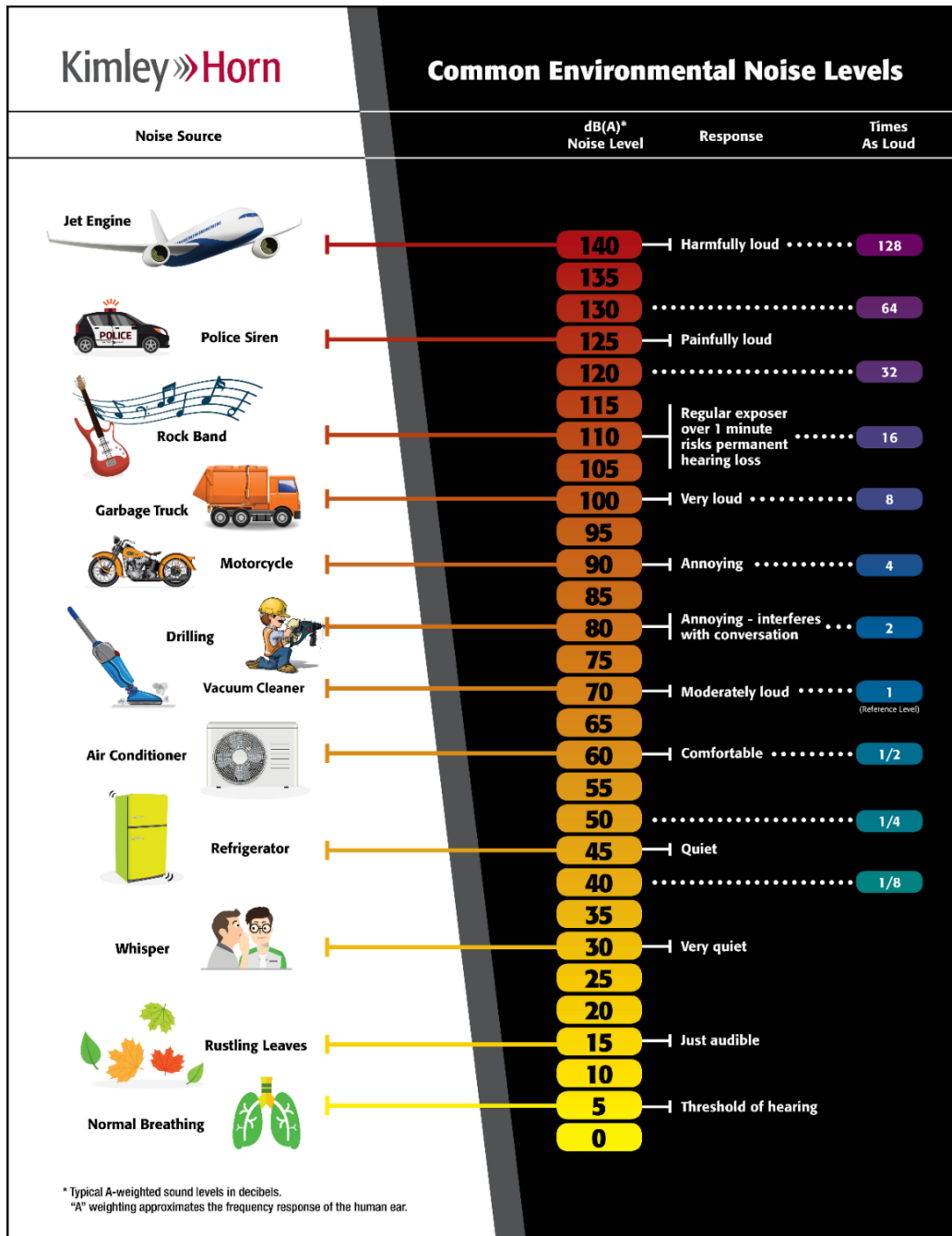
In considering the first of these factors, it is important to note that individuals have varying sensitivity to noise. Loud noises bother some people more than other people, and some individuals become increasingly upset if an unwanted noise persists. The time patterns and durations of noise(s) also affect perception as to whether or not it is offensive. For example, noises that occur during nighttime (sleeping) hours are typically considered to be more offensive than the same noises in the daytime.

With regard to the second factor, individuals tend to judge the annoyance of an unwanted noise in terms of its relationship to noise from other sources (background noise). A car horn blowing at night when background noise levels are low would generally be more objectionable than one blowing in the afternoon when background noise levels are typically higher. The response to noise stimulus is analogous to the response to turning on an interior light. During the daytime an illuminated bulb simply adds to the ambient light, but when eyes are conditioned to the dark of night, a suddenly illuminated bulb can be temporarily blinding.

The third factor – situational noise – is related to the interference of noise with activities of individuals. In a 60 dB(A) environment such as is commonly found in a large business office, normal conversation would be possible, while sleep might be difficult. Loud noises may easily interrupt activities that require a quiet setting for greater mental concentration or rest; however, the same loud noises may not interrupt activities requiring less mental focus or tranquility.

As shown in **Figure 2**, most individuals are exposed to fairly high noise levels from many sources on a regular basis. To perceive sounds of greatly varying pressure levels, human hearing has a non-linear sensitivity to sound pressure exposure. Doubling the sound pressure results in a three decibel change in the noise level; however, variations of three decibels [3 dB(A)] or less are commonly considered “barely perceptible” to normal human hearing. A five decibel [5 dB(A)] change is more readily noticeable. A ten-fold increase in the sound pressure level correlates to a 10 decibel [10 dB(A)] noise level increase; however, it is judged by most people as only sounding “twice as loud”.

Figure 2: Common Noise Levels



Over time, individuals tend to accept the noises that intrude into their lives on a regular basis. However, exposure to prolonged and/or extremely loud noise(s) can prevent use of exterior and interior spaces and has been theorized to pose health risks.

Existing Conditions

The proposed industrial development is generally located south/east of I-85, north of Davidson Highway (NC-73), and west of Cambridge Heights Place NW. The industrial development will be located on undeveloped, forested land, with commercial land uses to the west. However, residential land uses are located south and east of the site.

The predominant sources of noise in the vicinity of the proposed industrial development were observed to be traffic noise along I-85 and Davidson Highway (NC-73). Other sources of noise also include ambient environmental noise, which includes wind, birds chirping, insects, household appliances, landscaping equipment, etc.

It should be noted that the site is approximately 4 miles northeast of Concord-Padgett Regional Airport, and overhead airplane noise occurred on an intermittent basis during the field visit.

To assess existing noise conditions near the proposed Highway 73 Industrial development property, two long-term noise measurements were collected for a 24-hour duration from September 1, 2022 to September 2, 2022. Two Norsonic NOR140 Precision Integrating Meters were set up near the residences adjacent to the eastern edge of the proposed site: one approximately 140 feet north of Davidson Highway (NC-73) and the other approximately 130 feet northwest of the cul-de-sac at the end of Cambridge Heights Place NW. Long-term noise measurement hourly Leq values obtained in the field ranged between approximately 55 dB(A) and 65 dB(A). The average daytime and nighttime hourly Leq values at LT 1 were approximately 63 dB(A) and 59 dB(A), respectively. The average daytime and nighttime hourly Leq values at LT 2 were approximately 60 dB(A) and 59 dB(A), respectively. A summary of the long-term noise field data is shown in **Table 1**.

Table 1. Long-term Noise Measurement Data

Setup	Location Description	Measurement Time	24-hr Leq Noise Level [dB(A)]	Average Daytime Leq Noise Level [dB(A)]	Average Nighttime Leq Noise Level [dB(A)]
LT 1	North of Davison Highway, along Westgate Circle NW	12:00 PM (9/1) – 12:00 PM (9/2)	61.6	62.7	59.1
LT 2	Northwest of the cul-de-sac at the end of Cambridge Heights Place NW	12:00 PM (9/1) – 12:00 PM (9/2)	59.3	59.7	58.5

Background noise conditions were also analyzed with four noise measurements collected for a 1-hour duration on September 1, 2022. One Norsonic NOR116 Precision Integrating Meter was set up at four locations around the proposed site: one in the northwest corner of the site, south of I-85, one towards the northeast edge of the site, northwest of Westgate Circle NW, one in the middle of the site, north of Davidson Highway (NC-73), and the last located just west of Cambridge Heights Place NW, along Westgate Circle NW. Background noise measurement hourly Leq values obtained in the field ranged between approximately 53 dB(A) and 68 dB(A). A summary of the background noise field data is showing in **Table 2**.

Table 2. Background Noise Measurement Data

Setup	Location Description	Measurement Time	1-hr L _{eq} Noise Level [dB(A)]
BG 1	Northwest Corner of Proposed Site, South of I-85	2:11 – 3:11 PM	67.7
BG 2	Northeast Corner of Proposed Site, Northwest of Westgate Circle NW	3:34 – 4:34 PM	63.5
BG 3	Center of Proposed Site, North of Davidson Highway (NC-73)	5:22 – 6:22 PM	58.9
BG 4	West of Cambridge Heights Place, Along Westgate Circle NW	12:28 – 1:28 PM	52.7

The measurements were taken using the A-weighted scale and are reported in decibels [dB(A)]. Data collected by the noise meters included time, average noise level (Leq), maximum noise level (Lmax), and instantaneous peak noise level (Lpk) for each interval. Hourly average noise levels (Leq(h)) were derived from the Leq values. The existing noise measurements were collected under meteorologically acceptable conditions and were conducted based on the acceptable collection of existing noise level readings. The locations of the monitoring sites are shown in **Figure 3**, and pictures of the field monitoring setups are shown in **Table 3**.

Figure 3: Measurement Site Locations



Table 3. Noise Measurement Setup Pictures

<p>LT 1: Facing South</p>	<p>LT 2: Facing South</p>
	
<p>BG 1: Facing North</p>	<p>BG 2: Facing Northeast</p>
	
<p>BG 3: Facing West</p>	<p>BG 4: Facing North</p>
	

Noise Regulations

The proposed industrial development will be located in Concord, NC. Chapter 30 of the Concord Code of Ordinances contains information regarding the regulation of Noise. However, the noise regulations in the Concord Code of Ordinances appear to be subjective in nature; therefore, existing average ambient noise data was used to establish a baseline noise goal for the proposed industrial development.

A project noise level goal of approximately 55 dB(A) was used for this analysis to be consistent with the lowest hourly equivalent noise level that was monitored in the field. It should be noted that this noise level is slightly lower than the average nighttime equivalent noise levels that were observed.

Noise Analysis

Noise levels from the proposed industrial development were evaluated using SoundPLAN. This program computes predicted noise levels at noise-sensitive areas through a series of adjustments to reference sound levels. SoundPLAN can also account for topography, groundcover type, and intervening structures. Sound levels generated from vehicular movements are anticipated to be the dominant source of noise from the proposed development.

Noise from surrounding roadways was not included in this analysis although I-85 and Davidson Highway (NC-73) are anticipated to contribute to the ambient noise environment throughout the entire day. The proposed industrial development was assumed to be used throughout the day; therefore, it is anticipated that it may be a noticeable generator of noise during nighttime hours.

It is important to note that a 12-foot-tall screening barrier along the eastern edge of the truck access drive off Davidson Highway (NC-73) will be included as part of the site design. This feature was included in the noise model for this analysis.

Rooftop HVAC Units

Rooftop HVAC equipment generates steady, unvarying noise that can create issues when located near noise-sensitive uses. It was assumed that HVAC units would be evenly distributed on the roof of each of the proposed buildings throughout the industrial development. The reference sound level for each HVAC unit was assumed to be 60 dB(A) at 50 feet without any reductions from shielding. The noise from the simultaneous operation of the rooftop HVAC units was calculated at noise-sensitive receptors using SoundPLAN.

Noise generated from the HVAC units is not anticipated to significantly contribute to the operational noise and is expected to be kept in control by the shielding provided by the roof edge as well as distance. Noise mitigation measures for rooftop HVAC units do not need to be considered unless the installed equipment is not acoustically similar to the assumed equipment (i.e., 60 dB(A) at 50 feet).

Employee/Guest Vehicles

Noise from employee/guest vehicle movements on the proposed industrial development property was modeled in SoundPLAN. Most of the employee/guest vehicles accessing the industrial development

are anticipated to occur during normal daytime hours; however, some employee/guest trips may also occur during nighttime hours (e.g., between the hours of 10:00 pm and 7:00 am).

As previously documented, turnover of approximately half of the available parking for employee/guest vehicles was modeled to account for the worst-case noise scenario from employee/guest vehicular movements on the property. Employee/guest vehicle arrivals and departures were modeled as line sources of noise at 15 mph as well as area sources of noise within the designated parking areas around the industrial development property.

Delivery Trucks

Noise from the proposed industrial development will involve truck deliveries (i.e., mobile noise source) and truck loading/unloading (i.e., stationary noise source) during on-site operations. Also, the proposed industrial development includes parking for trailers; therefore, back up alarms were modeled in these areas. Truck activity is anticipated to occur during daytime and nighttime hours. The primary noise sources associated with delivery trucks are the air brakes, engine idling, back up alarms, engine ignition, and acceleration.

As previously documented, each of the proposed buildings was assumed to generate approximately one delivery truck every ten minutes during the peak hour. To account for the worst-case noise scenario from delivery truck operations, arrivals and departures were modeled as line sources of noise at 10 mph. This was modeled to account for the anticipated worst-case noise scenario from truck movements on the property.

To account for noise generated from the truck court, loading/unloading operations were modeled as area sources and back up alarms were modeled as line sources for the delivery trucks that were assumed during the peak-hour.

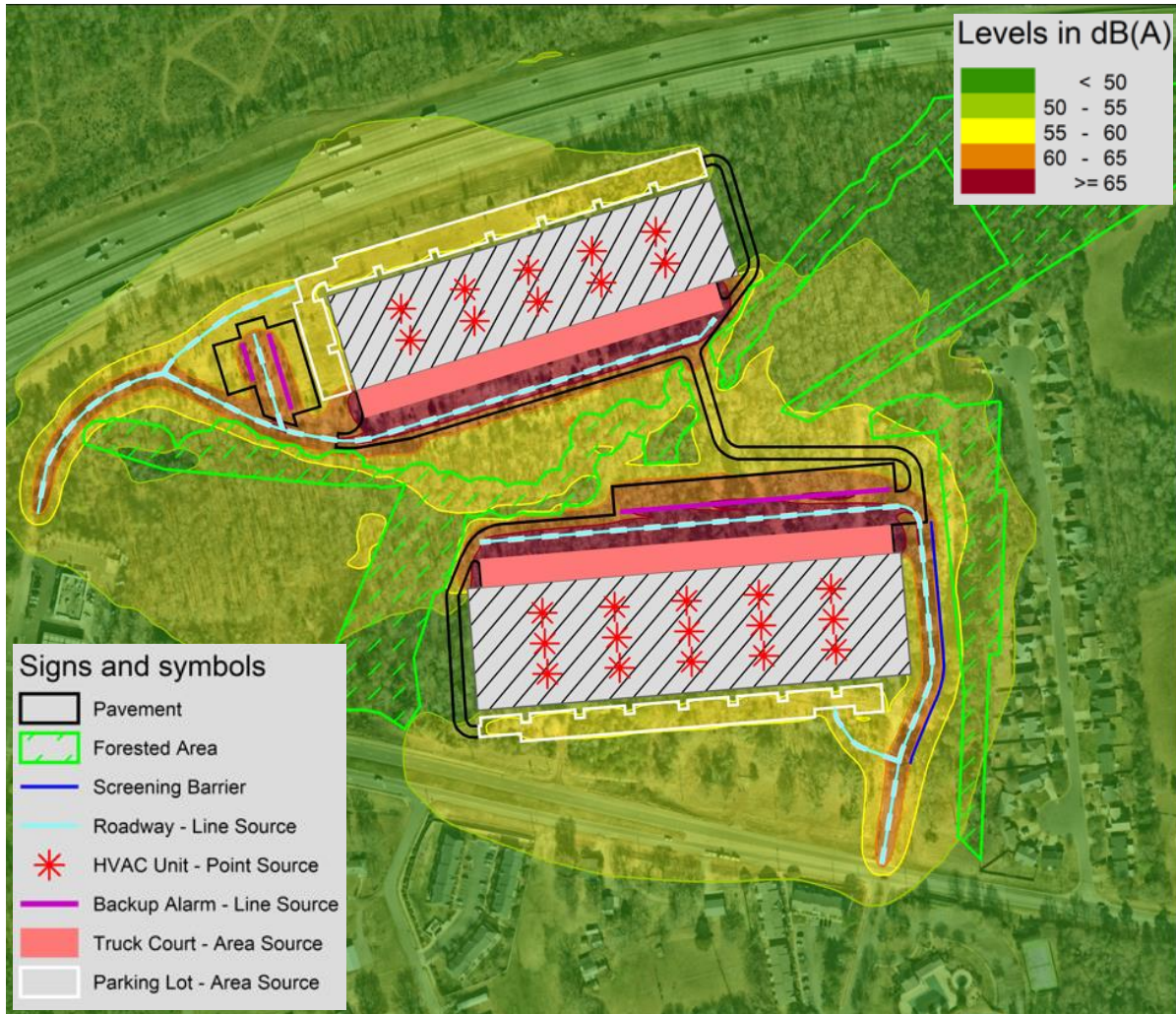
Results

Utilizing the input data described above, SoundPLAN was used to calculate noise levels at the residences south and east of the proposed site. It should be noted that predicted noise levels are conservative estimates since it was assumed that all operational activity throughout the proposed industrial development would occur in a constant, simultaneous manner. In reality, it is anticipated that these noise sources would occur intermittently throughout the day and night.

The SoundPLAN-predicted maximum equivalent operational noise levels at the closest residences to the east are estimated to be at or below approximately 50 dB(A) during peak hours. Therefore, the predicted operational noise levels at the closest residential land uses are anticipated to be consistent with the project noise level goal of approximately 55 dB(A). The anticipated worst-case equivalent operational noise contours are shown in **Figure 4**.

Note that intermittent increases in operational noise levels associated with various on-site activities (i.e., backup alarms, truck air brakes, etc.) may occur for short durations but are still anticipated to be consistent with the existing noise levels monitored in the field.

Figure 4: Anticipated Equivalent Operational Noise Contours



Conclusions

The proposed industrial development is generally located south/east of I-85, north of Davidson Highway (NC-73), and west of Cambridge Heights Place NW. The industrial development will be located on undeveloped, forested land, with commercial land uses to the west. However, residential land uses are located south and east of the site.

After modeling and analyzing the worst-case operational scenario at the site, it is anticipated that equivalent noise levels from on-site operations at the Highway 73 Industrial development will remain below the project noise goal of 55 dB(A) and be consistent with the existing noise environment. Therefore, additional noise abatement measures are not anticipated to be needed at this time.

MEETING DATE:

October 13th, 2022

BACKGROUND:

The Food Truck text amendment was last presented to Council at their September 8th, 2022 meeting. There were concerns expressed by Council regarding the applicability of the ordinance and the number of food trucks/mobile food units that would be impacted by the ordinance change.

15A NCAC 18A .2670 Subsection (4) requires that “Pushcarts or mobile food units shall operate in conjunction with a permitted commissary and shall report at least daily to the commissary for supplies, cleaning, and servicing. Facilities, in compliance with this Section, shall be provided at the commissary for storage of all supplies. The pushcart shall also be stored in an area that protects it from dirt, debris, vermin, and other contamination. Water faucets used to supply water for pushcarts or mobile food units shall be protected to prevent contact with chemicals, splash, and other sources of contamination. Solid waste storage and liquid waste disposal facilities must also be provided on the commissary premises.”

"'Mobile food unit' means a food establishment with no permanent utility connections, except for an onsite electrical connection, that is designed to be moved and vend food and that does not provide seating facilities for customers to use while eating or drinking."

The Cabarrus County Health Department does not do inspections on places that just serve beverages unless they are washing multi-use eating or drinking utensils or they are making beverages from fresh fruits or vegetables that they are cutting (except for lemonade or orangeade), or if the beverage is considered “potentially hazardous” based on the ingredients. They also do not inspect bakeries or any place that just serves baked goods like cakes and pastries or ice cream.

There are 66 active mobile food units and 21 active pushcarts permitted out of facilities in Cabarrus County: DPC Kitchen has 35 active mobile food units and push carts, and Nunya Commissary has 13: others use restaurants or smaller commissaries. Six pushcarts operate only at the Kannapolis Cannonballers Stadium and use the stadium’s main kitchen as their commissary. The beverage establishments and other facilities not subject to inspections would fall outside this count.

After discussions with Legal, the following changes were recommended:

FOOD TRUCK – A licensed, motorized vehicle or mobile food unit which is temporarily

~~stored~~ located on a privately-owned lot or parcel or within a designated parking space or spaces on public streets, where for the purpose of selling food items are sold to the general public.

This definition change clarifies that the food trucks are not just stored on a site, but are located there to sell food items.

I. All food trucks must leave the Food Truck Service Area every night or be parked in the Food Truck Service Area so that the vehicle/mobile food unit is not visible from public rights of way.

The adjustment to subsection I. above clarifies that the intention is for the food trucks to leave the Food Truck Service Area nightly or to be made not visible from public rights of way: this permits the storage of food trucks within view of the public right of way when they are not at a food truck service location, but continues to address the fairness concerns with regard to avoiding becoming permanent fixtures at a place where they conduct business.

The draft ordinance continues to recommend decreasing the maximum allowable signage from 32 sf to 8 sf, and correction of one typographical error “foot” à “food.”

Statement of Consistency (as Recommended by Planning and Zoning Commission)

The proposal is not inconsistent with the 2030 Land Use Plan: the topic is not specifically addressed.

The proposal is reasonable in establishing a regulation to clarify the temporary nature of food trucks.

Action Requested:

Consider the drafted text amendment and statement of reasonableness and consistency.

FOOD TRUCK – A licensed, motorized vehicle or mobile food unit which is temporarily stored located on a privately-owned lot or parcel or within a designated parking space or spaces on public streets, wherefor the purpose of selling food items are sold to the general public.

Q. FOOD TRUCK VENDORS

Food truck vendors may operate within all commercial, industrial, and mixed-use zoning districts provided that they adhere to the conditions of applicable conditional zoning approval or the standards set forth below. They may also operate within multi-family developments where parking is provided.

1. Food Truck Service Areas:

A. Food Truck Service Areas are defined as sites permitted for the operation of food trucks on a permanent or semi-permanent basis. Accessory Food Truck Service Areas are secondary to the primary nonresidential use on the subject property and may contain a food truck use multiple times throughout the week over the course of a year.

B. For locations outside the Center City Zoning District, where food trucks are not specifically addressed by conditional zoning, property owners may apply for a Certificate of Compliance to locate up to two Food Trucks on an existing site on a regular basis. This would permit up to two food trucks to operate on the site, daily, throughout the year. The COC is subject to annual renewal.

C. For special events, a Temporary Use Permit, described in Section 8.8, may be acquired to allow more than 2 food trucks on a permitted site. Time limits for temporary food trucks apply in accordance with Section 8.8.

D. Certificate of Compliance and Temporary Use Permit applications for Food Truck Service Areas shall include a site plan indicating the location of each food truck, seating, allocated parking for both the food truck and the primary non-residential use so that:

- Parking standards for principle use of the site are not reduced below minimum required standards;
- Vehicle circulation in parking lots and drive isles are not obstructed;
- Fire lanes or pedestrian walkways are not encroached upon or blocked;
- All operations associated with the food truck are a minimum of ten feet from all public rights-of-way.

2. Temporary Food Truck Operations:

A. For sites wishing to allow Food Trucks on a more intermittent basis, a Temporary Use Permit under the terms of Article 8 must be obtained. A site plan, as detailed under section (REFERENCE SECTION C ABOVE) must be obtained by either the property owner or the food truck vendor. If the Temporary Use Permit is applied for by the vendor, written permission from the property owner must be provided in addition to the required site plan.

B. Food trucks hired by firms or individuals for private events are not required to receive a temporary use permit from the City, but are not authorized to use public right of way for service.

3. Special Standards for the Center City Zoning District:

A. All food trucks shall be located within a surface parking lot or within a designated parking space or spaces on public streets. However, no Food truck shall be located within designated parking on Union Street.

4. Special Standards for Mixed-Use or Conditional District Zoning Districts:

A. Special Standards for Mixed-use or conditional commercial zoning districts: Food trucks shall adhere to specific conditions set forth in the approved rezoning documents. If food trucks are not specifically addressed in the approved rezoning documents, they shall adhere to the standards of the commercial district regulations.

5. Other Regulations Applying to All Food Truck operations:

A. All food trucks shall be located within a surface parking lot or within a designated parking space or spaces on public streets.

B. Food Truck Vendors outside the Center City District shall not locate within 50ft of an existing single-family use.

C. ~~Foot~~ Food truck vendors shall have a minimum of 2 dedicated parking spaces per operation.

D. Food truck operators are responsible for the proper disposal of waste and trash associated with the operation.

E. No amplified music, microphones or bullhorns shall be permitted as part of the food truck operation.

F. The only signage permitted for food trucks shall be a menu board, measuring no larger than ~~32-sf~~ 8sf, and placed no further than 10ft from the wall of the food truck. Menu boards shall not be illuminated.

G. Pennants, balloons, facsimile signage, or other items barred by Article 12 are expressly prohibited.

H. 75' of separation is required from the main entrance of the nearest restaurant during the restaurant's posted hours of operation.

I. All food trucks must leave the Food Truck Service Area every night or be parked in the Food Truck Service Area so that the vehicle/mobile food unit is not visible from public rights of way.



DATE: August 16, 2022

CASE: TA-09-22 Text Amendment – Food Trucks

PREPARED BY: Scott Sherrill, AICP, Development Review Manager

BACKGROUND: TA-09-22, ADMINISTRATIVE

Periodically, updates are needed based on issues encountered in the administration of the CDO. In this case, the City amended a Food Truck ordinance in 2021 to clarify regulations and simplify the administration of permits for food trucks. In the 2021 ordinance, the City did not include a regulation requiring that food trucks be removed over night, relying on a Health Department regulation that required the same. Staff has encountered a situation where a business has located on a trailer, connected to utilities, and essentially established a more permanent footprint than would be established for a food truck. The ordinance change recommendation would be to prohibit the overnight parking of food trucks on a site in such a manner that it is visible from the public right of way. Staff views this as a means of clarifying regulatorily what is intended by the word “temporary” in the definition of food trucks.

The proposed text amendment would also add the modifier “Zoning” to Center City District, and reduce the maximum allowable signage from 32 square feet to 8 square feet, which is the size of a sandwich board.

Statement of Reasonableness and Consistency:

The proposal is not inconsistent with the 2030 Land Use Plan: the topic is not specifically addressed.

The proposal is reasonable in establishing a regulation to clarify the temporary nature of food trucks.

Action Requested:

Consider the drafted text amendment and make a recommendation to Council on the text amendment and statement of reasonableness and consistency.

Food Truck
8.3.5.Q.5.

5. Other Regulations Applying to All Food Truck operations:

A. All food trucks shall be located within a surface parking lot or within a designated parking space or spaces on public streets.

B. Food Truck Vendors outside the Center City Zoning District shall not locate within 50ft of an existing single-family use.

C. Food truck vendors shall have a minimum of 2 dedicated parking spaces per operation.

D. Food truck operators are responsible for the proper disposal of waste and trash associated with the operation.

E. No amplified music, microphones or bullhorns shall be permitted as part of the food truck operation.

F. The only signage permitted for food trucks shall be a menu board, measuring no larger than ~~328~~ 328 sf, and placed no further than 10ft from the wall of the food truck. Menu boards shall not be illuminated.

G. Pennants, balloons, facsimile signage, or other items barred by Article 12 are expressly prohibited.

H. 75' of separation is required from the main entrance of the nearest restaurant during the restaurant's posted hours of operation.

I. All food trucks must leave the site every night or be parked so that the vehicle/mobile food unit is not visible from public rights-of-way.

RESOLUTION PROVIDING APPROVAL OF A MULTIFAMILY HOUSING FACILITY TO BE KNOWN AS COLEMAN MILL LOFTS IN THE CITY OF CONCORD, NORTH CAROLINA AND THE FINANCING THEREOF WITH MULTIFAMILY HOUSING REVENUE BONDS IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED \$19,130,000

WHEREAS, the City Council (the “City Council”) of the City of Concord, North Carolina (the “City”) met in Concord, North Carolina at 6:00pm on the 13th day of October, 2022; and

WHEREAS, pursuant to Section 160D-1311(b) of the General Statutes of North Carolina, the City is granted the power to exercise directly the powers of a housing authority organized pursuant to the North Carolina Housing Authorities Law, Article 1 of Chapter 157 of the General Statutes of North Carolina, as amended (the “Act”); and

WHEREAS, the City has tentatively agreed to issue its tax-exempt multifamily housing revenue bonds in an amount not to exceed \$19,130,000 (the “Bonds”) for the purpose of financing the acquisition of the historic Coleman Mill and the renovating and equipping therein by STC Coleman Mill, LLC, a North Carolina limited liability company, or an affiliated or related entity (the “Borrower”), of a qualified residential rental project (as defined in Section 142(d) of the Internal Revenue Code of 1986, as amended (the “Code”)) to be known as Coleman Mill Lofts (the “Development”); and

WHEREAS, the Development will consist of 150 units in two residential buildings and related facilities located at 625 Main Street SW in the City of Concord, North Carolina; and

WHEREAS, Section 147(f) of the Code requires that any bonds issued by the City for the Development may only be issued after approval of the plan of financing by the City Council of the City following a public hearing with respect to such plan; and

WHEREAS, on this day the City held a public hearing with respect to the issuance of the Bonds to finance, in part, the Development (as evidenced by the Certificate and Summary of Public Hearing attached hereto); and

WHEREAS, the City has determined that approval of the issuance of the Bonds is solely to satisfy the requirement of Section 147(f) of the Code and shall in no event constitute an endorsement of the Bonds or the Development or the creditworthiness of the Borrower, nor shall such approval in any event be construed to obligate the City for the payment of the principal of or premium or interest on the Bonds, or to constitute the Bonds an indebtedness of the City, within the meaning of any constitutional or statutory provision whatsoever;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CONCORD, NORTH CAROLINA DOES HEREBY RESOLVE, AS FOLLOWS:

1. The proposed housing development consisting of the acquisition, construction, rehabilitation and equipping of the Development described above in the City by the Borrower and the issuance of the City’s multifamily housing revenue bonds therefor in an amount not to exceed \$19,130,000 are hereby approved for purposes of Section 147(f) of the Code.
2. This resolution shall take effect immediately.

* * * * *

I, Kim Deason, City Clerk of the City of Concord, North Carolina, DO HEREBY CERTIFY that the foregoing is a true and complete copy of so much of the proceedings of the City Council for the City of Concord, North Carolina, at a regular meeting duly called and held on October 13, 2022, as it relates in any way to the resolution hereinabove set forth, and that such proceedings are recorded in the minutes of the City Council.

WITNESS my hand and the seal of the City Council of the City of Concord, North Carolina, this 13th day of October, 2022.

(SEAL)

Kim Deason, City Clerk
City of Concord, North Carolina

CERTIFICATE AND SUMMARY OF PUBLIC HEARING

The undersigned City Clerk of the City of Concord, North Carolina hereby certifies:

1. Notice of a public hearing (the “Hearing”) to be held on October 13, 2022, with respect to the issuance of bonds by the City of Concord, North Carolina for the benefit of STC Coleman Mill, LLC was published on October 5, 2022, in the *Independent Tribune*.
2. The presiding officer of the Hearing was Mayor William C. Dusch.
3. The following is a list of the names and addresses of all persons who spoke at the Hearing:
4. The following is a summary of the oral comments made at the Hearing:

WITNESS my hand and the corporate seal of the City of Concord, North Carolina this the 13th day of October, 2022.

(SEAL)

Kim Deason, City Clerk
City of Concord, North Carolina



Petition for Closure of Right-of-Way
(Type or print in black ink)

Applicant: Concord California Associates, LLC Date: 5/17/2022

Applicant's address: 48 Beechwood Ave. NW, Concord, NC 28025
Mailing Address: 11062 Winnetka Ave, Chatsworth, CA 91311

Applicant's telephone: Home: Work: 310-424-5459

Location of right-of-way proposed for closure (name, paved, unpaved, etc.):
Davidson Dr. NW, north of Beechwood Ave, partially paved as a private ingress/egress, not to public road standards,
portion entering into and ending in 48 Beechwood Ave. NW

List all adjoining property owners, other than applicant (use additional page, if necessary):
Name: Propst Properties LLC; O'Charley's Inc. Name: SouthStar Basile LLC
Address: 1389 Concord Pkwy N. Address: 1421 Concord Pkwy N. Ste 10
Concord, NC 28025 Concord, NC 28025
Name: SBBH Developments 6 LLC Name: SBBH Developments 6 LLC
Address: 1465 Concord Pkwy N. Address: 1475 Concord Pkwy N.
Concord, NC 28025 Concord, NC 28025

Reason for Petition for Closure of Right-of-Way: Davidson Dr. NW dead-ends into 48 Beechwood NW, it should not
be a public road on private property, it encroaches into our property and terminates in property bounds and goes nowhere.
The Public has never used the road as it is an ingress/egress to the property. It does not meet city standards for public ROW
and city never maintained it.

Signature(s) of applicant(s): [Signature] Date: 05/17/2022
Date:
Date:
Date:

- Required Attachments/Submittals:
1. Legal petition (boundary description)
2. Tax map with subject right-of-way delineated
3. Filing fee (check payable to City of Concord) - see the Official Fee Schedule for the applicable fee.
4. Cabarrus County Land Records print-out of names and addresses of all immediately adjacent

Please submit this application to the Planning & Neighborhood Development Department

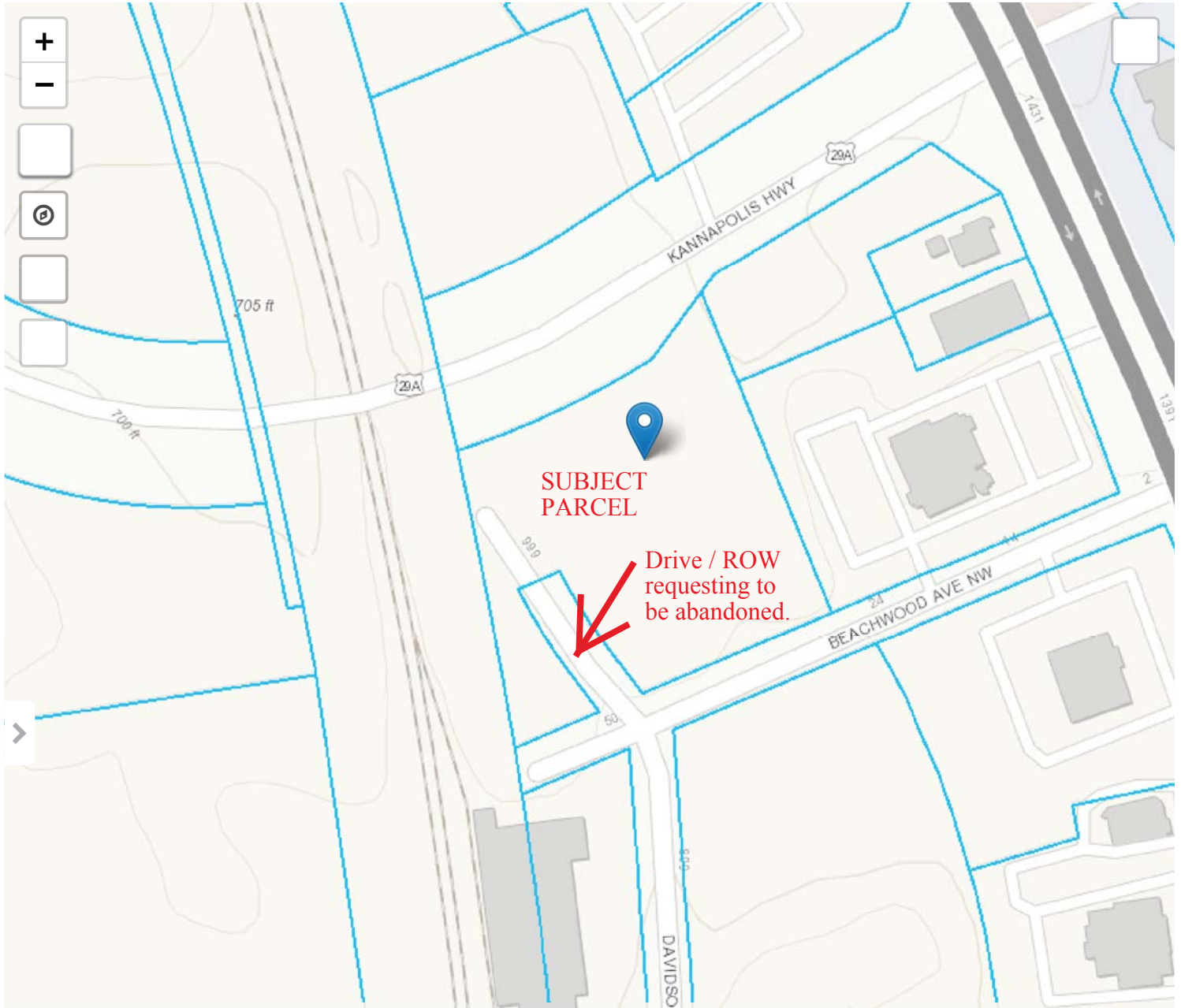
Staff Use Only:
Fee: Received by: Date:

Planning & Neighborhood Development
35 Cabarrus Avenue W • P. O. Box 308 • Concord, NC 28025
Phone (704) 920-5152 • Fax (704) 920-6962 • www.concordnc.gov

Legal description of 46-50 Beechwood Ave NW, Concord NC

Lying and being in Number 4 and 12 Township, Cabarrus County, North Carolina, on the north side of Beechwood Street, East of the right-of-way for Norfolk and Southern Railway and being more particularly described as follows:

BEGINNING at a set iron pin at the northern edge of the right-of-way for Beechwood Street, a corner of Propst Properties, LLC, now or formerly (Book 2636, page 118) and running thence with the edge of the right-of-way for Beechwood Street S. 68-10-51 W. 227.20 feet to a point, said point being N. 27-02-47 W. 26.22 feet from a pk nail in the intersection of Beechwood Street and Davidson Drive; thence with the edge of an extension of Davidson Drive five (5) calls: 1) N. 36-12-09 W. 64.60 feet to a new iron rod; thence 2) a curve with a chord bearing of N. 31-13-30 W. 97.68 feet with an arc of 97.80 feet and a radius of 565.0 feet to a new iron rod; thence 3) S. 68-10-51 W. 50.14 feet to a pk nail; thence 4) a curve with a chord bearing of S. 31-03-09 E. 110.41 feet with an arc of 110.56 feet and a radius of 615.0 feet to an iron stake; thence 5) S. 36-12-09 E. 51.58 feet; thence S. 68-10-51 W. 200.29 feet, passing an iron stake at 114.49 feet to a point in the center of the right-of-way for Norfolk and Southern Railway, such point lying between the north bound and south bound tracks; thence with the center of the right-of-way, a curved line with a chord bearing of N. 11-22-06 W. 728.89 feet, with an arc of 729.37 feet and a radius of 5807.85 feet to an iron stake, a corner of Sparks Enterprises, Inc., (Deed Book 455, page 469); thence with the line of Sparks, N. 68-47-01 E. 353.14 feet to an iron stake, said stake being S. 44-47-19 W. 389.06 feet from MCGS monument "MALL" having coordinates N.: 618,457.566 and E.: 1,521,777.996; thence with the line of Sparks, Andrew Basile (Deed Book 714, page 291) and Propst Properties, LLC, S. 21-19-09 E. 713.11 feet, passing an iron stake at 202.09 feet to the point of BEGINNING, containing 6.519 acres, more or less, as platted and surveyed by Zackie L. Moore, PLS December 2, 2004.



Lat: 35.43658786640604 Lon: -80.6063157559423

A RESOLUTION ORDERING THE CLOSING OF A PORTION OF DAVIDSON DR NW

WHEREAS, on the 8th day of September, 2022, the City Council for the City of Concord directed the City Clerk to publish the Resolution of Intent of the City Council to consider the closing a portion of an alley parallel to Hawthorne St SW in the Independent Tribune newspaper once each week for four successive weeks, such resolution advising the public that a meeting would be conducted in the City Hall at 35 Cabarrus Avenue, West, Concord, N.C., on October 13, 2022.

WHEREAS, the City Council on the 8th day of September, 2022, ordered the City Clerk to notify all persons owning property abutting on that portion of the right-of-way, as shown on the county tax records, by registered or certified mail, enclosing with such notification a copy of the Resolution of Intent; and

WHEREAS, the City Clerk has advised the City Council that she sent a letter to each of the abutting property owners advising them of the day, time and place of the meeting, enclosing a copy of the Resolution of Intent, and advising the abutting property owners that the question as to closing that portion of the alley would be acted upon, said letters having been sent by registered or certified mail; and

WHEREAS, the City Clerk has advised the City Council that adequate notices were posted on the applicable street(s) as required by G.S. 160A-299; and

WHEREAS, after full and complete consideration of the matter and after having granted full and complete opportunity for all interested persons to appear and register any objections that they might have with respect to the closing of said street in the public hearing held on the 13th day of October, 2022; and

WHEREAS, it now appears to be to the satisfaction of the City Council that the closing of said portion of street is not contrary to the public interest and that no individual owning property, either abutting the street or in the vicinity of the street, will as a result of the closing be thereby deprived of a reasonable means of ingress and egress to his property;

NOW, THEREFORE, the area described below is hereby ordered closed, and all right, title, and interest that may be vested in the public to said area for street purposes is hereby released and quitclaimed to the abutting property owner in accordance with the provisions of N.C.G.S. §160A-299;

Lying and being in the City of Concord, Cabarrus County, North Carolina and being more particularly described as follows:

Beginning at a calculated point, said point being located on the northern right-of-way of Beechwood Avenue NW (50' Public R/W), thence through the property of Concord California Associates, LLC (Deed Bk. 5722, Pg. 295) the following five (5) calls (1) N 36°12'09" W 51.58 feet to a calculated point; (2) with a curve to the right, having a radius of 615.00 feet, an arc of 110.56 feet and a chord bearing of N 31°03'09" W 110.41 feet to a calculated point; (3) N 68°10'51" E 50.14 feet to a calculated point; (4) with a curve to the left, having a radius of 565.00 feet, an arc of 98.17 feet and a chord bearing and distance of S 31°14'37" E 98.04 feet to a calculated point; (5) S 36°12'03" E 64.23 feet to a calculated point, said point being located on the northern right-of-way of Beechwood Avenue NW (50' Public R/W); thence with the northern right-of-way of Beechwood Avenue NW (50' Public R/W), S 68°10'51" W 51.62 feet to the POINT AND PLACE OF BEGINNING and containing 0.186 AC.

The Mayor and the City Clerk are hereby authorized to execute quitclaim deeds or other necessary documents in order to evidence vesting of all right, title and interest in those persons owning lots or parcels of land adjacent to the street or alley, such title, for the width of the abutting land owned by them, to extend to the centerline of the herein closed street (with provision for reservation of easements to the City of Concord for utility purposes and/or abandonment of easements or infrastructure as applicable) in accordance with the provision of G.S. 160A-299(c).

The City Clerk is hereby ordered and directed to file in the Office of the Register of Deeds of Cabarrus County a certified copy of this resolution and order.

This the 13th day of October, 2022.

CITY COUNCIL
CITY OF CONCORD
NORTH CAROLINA

William C. Dusch Mayor

ATTEST:

Kim Deason, City Clerk



DATE: September 20, 2022

REZONING CASE #: Z-13-22

ACCELA: CN-RZZ-2022-00006

DESCRIPTION: Zoning Map Amendment
I-1 (Light Industrial) to I-2 (General Industrial)

APPLICANT/OWNER: Keysteel Corporation

LOCATION: 4758 Poplar Tent Rd

PIN#s: 5601-60-1922

AREA: +/- 12.46 acres

ZONING: I-1 (Light Industrial)

PREPARED BY: George Daniels, Senior Planner

BACKGROUND

The subject property consists of one (1) parcel comprising approximately 12.46 acres On the north side of Poplar Tent Rd near the intersection of International Dr NW. The property currently contains an unoccupied single family house and several outbuildings. Approximately 1.5 acres at the front of the property was planted for different crops in the past, and the rear was vacant or used for pasture.

HISTORY

The property was annexed into the City on December 31, 1995 as part of the large western area annexation and rezoned to I-1 (Light Industrial) at that time.

SUMMARY OF REQUEST

The applicant is requesting to rezone the subject property from I-1 (Light Industrial) to I-2 (General Industrial) for a manufacturing facility. The planned facility requires outdoor material storage which is allowed in I-2 (General Industrial) but not in I-1 (Light Industrial). The outdoor storage would be screened from view in accordance with the Development Ordinance.

The north side of the property abuts the International Business Park and the Pass and Seymore/Legrand and Celgard production facilities, both of which are zoned I-2 (General

Industrial). To the east is Terra Green landscaping business and the zoning is I-1 (Light Industrial). To the south across Poplar Tent Rd the zoning is RC (Residential Compact) and there is a single family home, The Seasons Apartments and an undeveloped parcel. The properties directly adjacent to the west are also zoned I-1 (Light Industrial) however they occupied by single family homes. Also to the west there is a residential parcel with RM-1 (Residential Medium Density) zoning and the County Acres neighborhood which contains a mixture of single family and manufactured homes. The zoning in Country Acres is RV (Residential Village)

Because the request is for straight zoning of I-2 (General Industrial) and not a conditional district, all permitted uses with the I-2 (General Industrial) zoning classification would be allowed on the site.

Existing Zoning and Land Uses (Subject Parcel)					
Current Zoning of Subject Property	Zoning Within 500 Feet		Land Uses(s) of Subject Property	Land Uses within 500 Feet	
I-1 (Light Industrial)	North	I-2 (General Industrial)	Single Family/ Undeveloped	North	Industrial
	South	RC (Residential Compact)		South	Residential
	East	I-1 (Light Industrial)		East	Industrial
	West	I-1 (Light Industrial), RM-1 (Residential Medium Density), RV (Residential Village)		West	Residential & Undeveloped

COMPLIANCE WITH 2030 LAND USE PLAN

The 2030 Land Use Plan (LUP) designates the subject property as “Industrial Employment” for which I-2 (General Industrial) is listed as a corresponding zoning district.

From the 2030 Land Use Plan – “Industrial Employment” (IE):

The intent of the Industrial/Employment (IE) Future Land Use category is to identify those areas that have either already developed as industrial or are suited for additional industrial development due to the presence of infrastructure and access to transportation routes, such as major highways and railroads. These industrial areas should be preserved for employment uses to generate jobs for the community.

Industrial uses have already developed in several areas throughout the community, most of which are light industrial in function and impact. The 2030 Plan identifies the need to protect industrial lands, and to encourage additional growth in industrial/employment uses in

designated areas, particularly around Concord Regional Airport, and along I-85 between Pitts School Road and Rocky River. Additionally, some light industrial/employment uses are encouraged to locate in Mixed-Use Districts, depending upon their intensity, as identified earlier in this section.

Policy Guidance:

Objective 1.4: Protect existing and future industrial sites from encroachment of development that would limit their intended uses.

- *Adjacent Development: Ensure that adjacent development and street networks are designed to safely and compatibly accommodate planned industrial uses and resulting traffic.*
- *Site Development: Limit non-industrial uses to those that are accessory to existing uses or uses to be developed concurrently with the accessory uses.*

SUGGESTED STATEMENT OF CONSISTENCY

- The subject property is approximately +/- 12.46 acres and is zoned City of Concord I-1 (Light Industrial).
- The subject property was annexed into the City on December 31, 1995 and rezoned to I-1 (Light Industrial) at that time.
- The proposed zoning is consistent with the 2030 Land Use Plan (LUP) as I-2 (General Industrial) is a corresponding zoning classification to the Industrial Employment Land Use Category. The subject property is located adjacent to established industrial uses and zoning. The proposed I-2 (General Industrial) zoning will allow for additional industrial uses on the property. This zoning would be compatible with the adjacent industrial zoning.
- The zoning amendment is reasonable and in the public interest as it is consistent with the existing zoning surrounding the subject property and the adjacent industrial uses. The proposed zoning will allow for expanded industrial development.

SUGGESTED RECOMMENDATION AND CONDITIONS

The staff finds the zoning map amendment consistent 2030 Land Use Plan and has no objections to the petition.

PROCEDURAL CONSIDERATIONS

This particular case is a rezoning, which under the CDO, is legislative in nature. Legislative hearings do not require the swearing or affirming of witnesses prior to testimony at the public hearing. As the request is not a Conditional District no conditions may be applied.

**APPLICATIONS NOT COMPLETED BY THE PUBLISHED APPLICATION
DEADLINE WILL NOT BE CONSIDERED.**

Required Attachments / Submittals:

- 1. Typed metes and bounds description of the property (or portion of property) in a Word document format.

- 2. Cabarrus County Land Records printout of names and addresses of all immediately adjacent landowners, including any directly across the street.

- 3. **FOR CONDITIONAL DISTRICT APPLICATIONS ONLY**, a plan drawn to scale (conditional district plan), and elevations if applicable submitted digitally.

- 4. If applicable, proof of a neighborhood meeting (signature page) or receipt from certified letters mailed to adjoining property owners if project increases density or intensity (See Section 3.2.3). Staff will provide further information on this requirement during the required pre-application meeting.

- 5. Money Received by _____ Date: _____
Check # _____ Amount: \$ 800.00 (Conditional) or \$600 (Conventional)
Cash: _____

The application fee is nonrefundable.

(Please type or print)



Applicant Name, Address, Telephone Number and email address: _____

Keysteel Corp. 18900 W Industrial Pkwy.. New Caney TX 77357

nleal@keysteelwire.com (281) 572-2536

Owner Name, Address, Telephone Number: _____

Keysteel Corp. 18900 W Industrial Pkwy., New Caney TX 77357

nleal@keysteelwire.com (281) 572-2536

Project Location/Address: 4758 Poplar Tent Rd Concord NC 28025

P.I.N.: 56016019220000

Area of Subject Property (acres or square feet): 12.46 acres

Lot Width: 490' rear, 291' front Lot Depth: 1569'

Current Zoning Classification: I1

Proposed Zoning Classification: I2

Existing Land Use: farmland

Future Land Use Designation: Manufacturing of steel wire

Surrounding Land Use: North J-2 Legrand/ Pass & Seymour Inc South Poplar Tent Rd. / RC residential home across street

East I-1 Terra Green Precision Landscaping/ Landscaper

West I-2 and I-1 Polypore/ Celegard, LLC, Lithium battery separator manufacturer

Reason for request: To allow for uncovered outdoor storage which can be screened

Has a pre-application meeting been held with a staff member? Yes Starla Rogers

Staff member signature: _____ Date: 05/13/2022

THIS PAGE APPLICABLE TO CONDITIONAL DISTRICT REQUESTS ONLY

(Please type or print)

1. List the Use(s) Proposed in the Project:

2. List the Condition(s) you are offering as part of this project. Be specific with each description.

(You may attach other sheets of paper as needed to supplement the information):

I make this request for Conditional district zoning voluntariness. The uses and conditions described above are offered of my own free will. I understand and acknowledge that if the property in question is rezoned as requested to a Conditional District the property will be perpetually bound to the use(s) specifically authorized and subject to such conditions as are imposed, unless subsequently amended as provided under the City of Concord Development Ordinance (CDO). All affected property owners (or agents) must sign the application.

 Signature of Applicant Date


 Signature of Owner(s) Date

Certification

I hereby acknowledge and say that the information contained herein and herewith is true, and that this application shall not be scheduled for official consideration until all of the required contents are submitted in proper form to the City of Concord Development Services Department.

Date: 05/13/2022

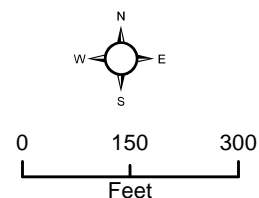
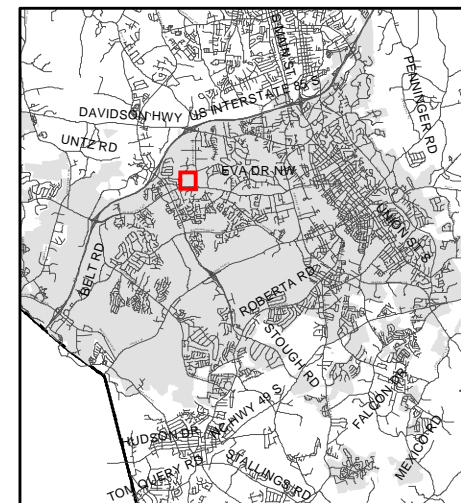
Applicant Signature:  Chad Hays

Property Owner or Agent of the Property Owner Signature:
 Nicolas Leal

**Z-13-22
AERIAL**

**Rezoning application from
I-1 (Light Industrial)
to
I-2 (General Industrial)**

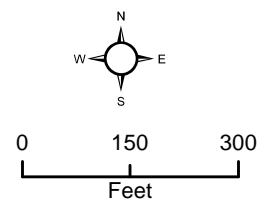
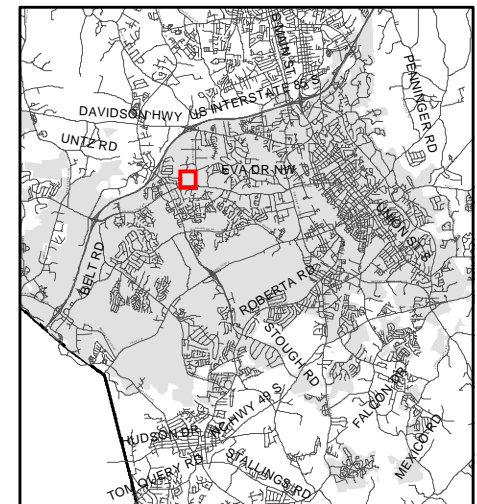
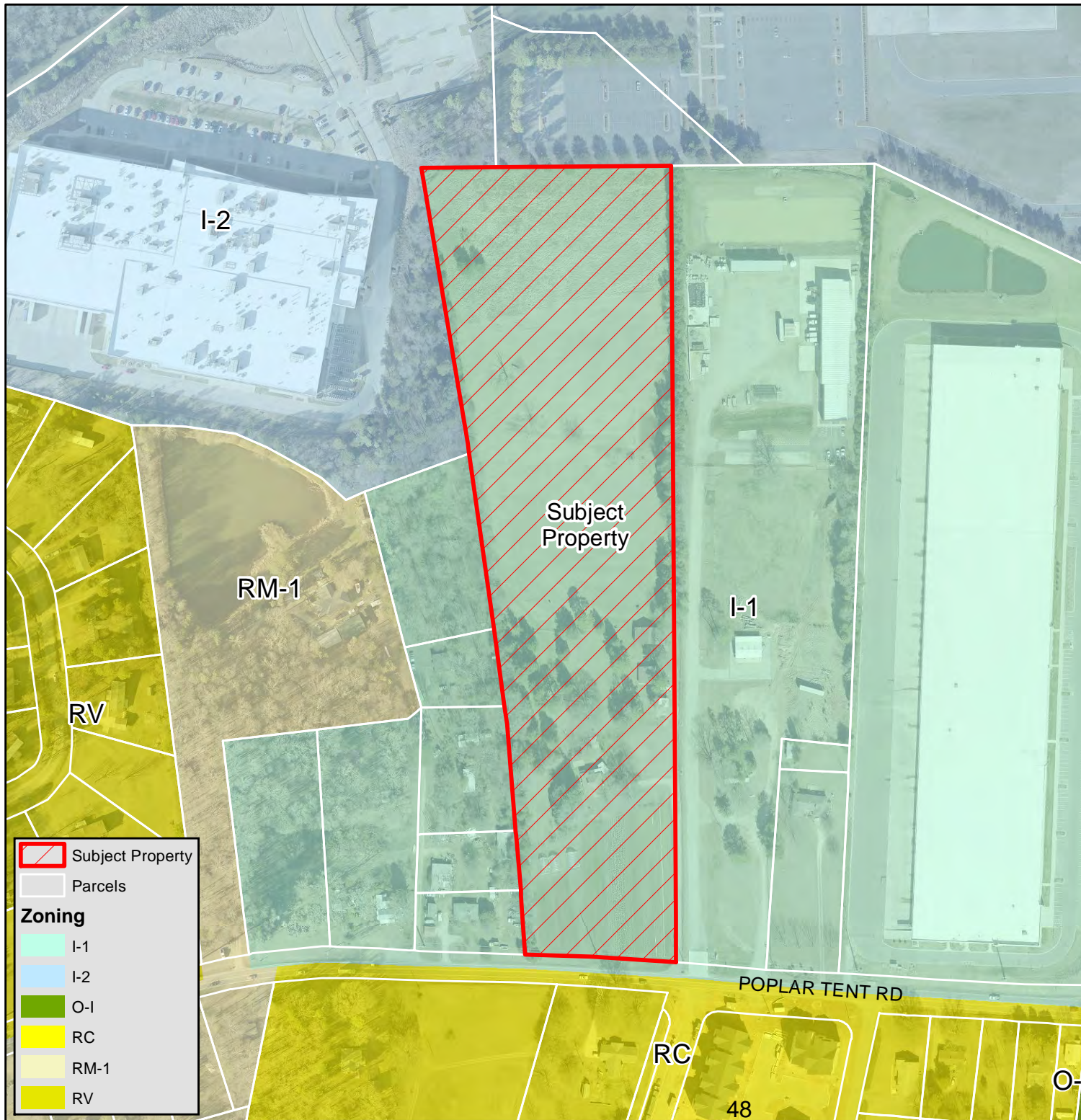
4758 Poplar Tent Rd
PIN: 5601-60-1922



Z-13-22 ZONING

Rezoning application from
I-1 (Light Industrial)
to
I-2 (General Industrial)

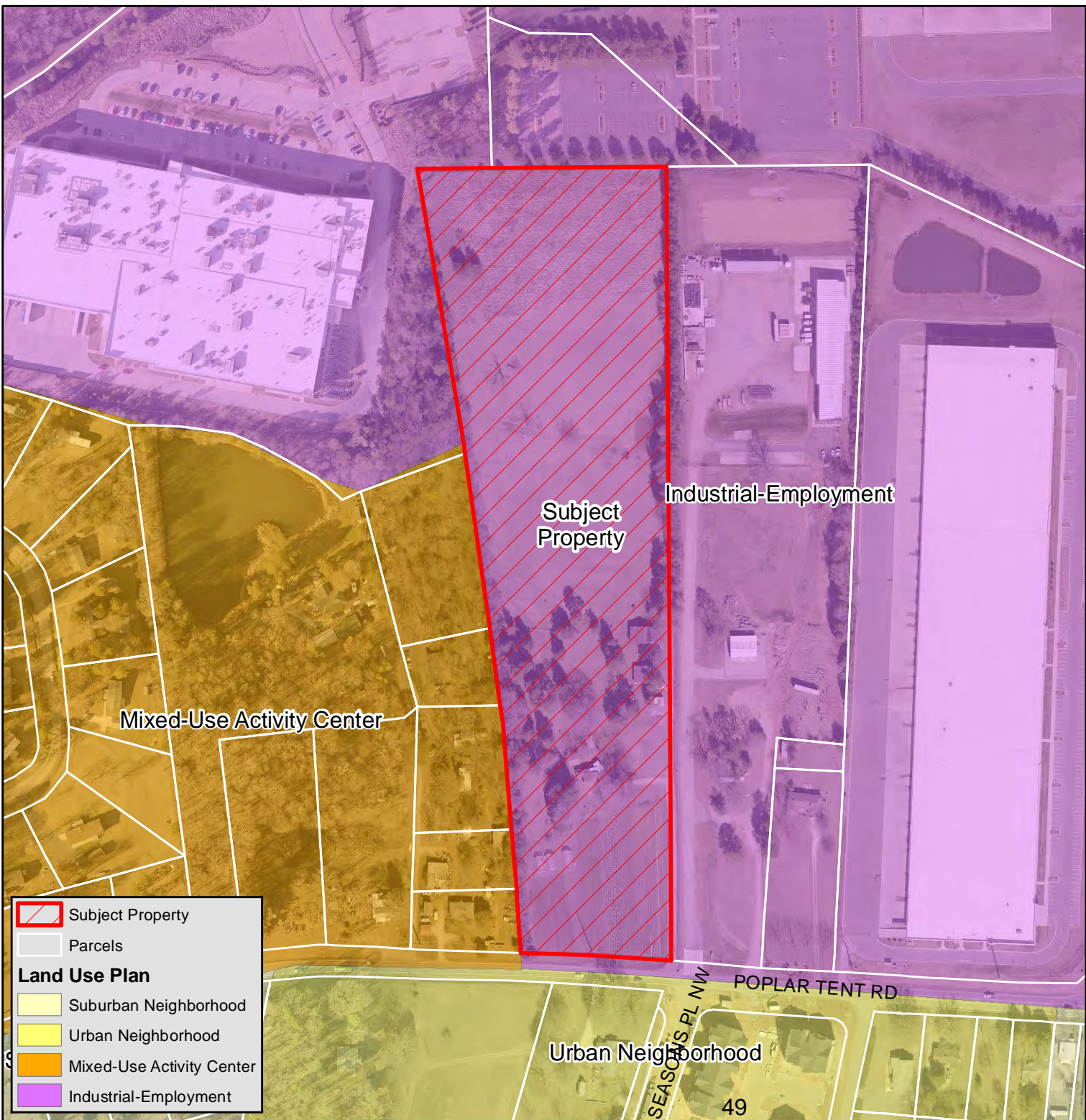
4758 Poplar Tent Rd
PIN: 5601-60-1922









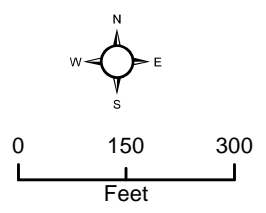
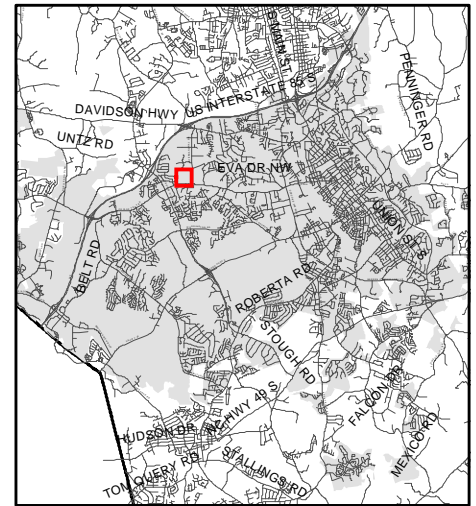
**Z-13-22
LAND USE PLAN**

**Rezoning application from
I-1 (Light Industrial)
to
I-2 (General Industrial)**

4758 Poplar Tent Rd
PIN: 5601-60-1922



	Subject Property
	Parcels
Land Use Plan	
	Suburban Neighborhood
	Urban Neighborhood
	Mixed-Use Activity Center
	Industrial-Employment





DATE: September 20, 2022

CASE #: Z-19-22

ACCELA CASE #: CN-RZZ-2022-00008

DESCRIPTION: Zoning Map Amendment from Light Industrial (I-1), General Commercial (C-2), and Public Interest District (PID) to General Commercial (C-2) and Light Industrial (I-1)

APPLICANT: Greg Hartley

OWNER: HSREI, LLC

LOCATION: 7500, 7550, and 7610 Hendrick Auto Plaza NW and 4275 and 4325 Papa Joe Hendrick Boulevard

PINs#: 4599-30-2846, 4599-20-6836, 4599-20-1889, 4599-10-9019, and 4599-19-8312

AREA: +/- 41.158 acres

ZONING: General Commercial (C-2), Public Interest District (PID), and Light Industrial (I-1)

PREPARED BY: Scott Sherrill, AICP, Planning & Development Manager

BACKGROUND

The subject property consists of five (5) parcels, comprising approximately +/-41.158 acres located at 7500, 7550, and 7610 Hendrick Auto Plaza NW and 4275 and 4325 Papa Joe Hendrick Blvd on the south side of Bruton Smith Blvd. The subject property is located in the City of Concord, and was annexed on July 13, 1990, amended on September 13, 1990, and annexed on June 27, 1996: after annexation, it was zoned Planned Unit Development (PUD) and Light Industrial (I-1). The property is owned by HSREI, LLC. The applicant seeks a rezoning to C-2 (General Commercial) and I-1 (Light Industrial) to align zoning district boundaries and property lines.

HISTORY

The property is currently owned by HSREI, LLC and used as a series of automotive businesses: Hendrick Volkswagen, Hendrick Kia, Hendrick Chrysler, Dodge, JEEP, RAM, GM Charlotte Technical Center, Hendrick Pre-Owned, and Hendrick Truck. The subdivision plat for the property was recorded on June 26, 2020, and the new lot lines did not align with the zoning district: several older property lines were dissolved with the 2020 plat. A similar subdivision plat, recorded on

November 8, 2004 modified lot lines for 4325 Papa Joe Hendrick Blvd., and resulted in a similar situation wherein zoning lines no longer aligned with lot lines.

SUMMARY OF REQUEST

The subject property under consideration is +/- 41.158 acres, and no use changes are proposed under the zoning map amendment. Parcels 4599-20-1889 (7610 Hendrick Auto Plaza NW), 4599-20-6836 (7550 Hendrick Auto Plaza NW), 4599-30-2846 (7500 Hendrick Auto Plaza NW), would have the portions of Public Interest District (PID) amended to General Commercial (C-2). Parcels 4598-19-8312 (4325 Papa Joe Hendrick Blvd.) and 4599-10-9019 (4275 Papa Joe Hendrick Blvd) would have the portion zoned Public Interest District (PID) and General Commercial (C-2) amended to Light Industrial (I-1).

Across Bruton Smith Blvd. to the north of the subject property are the Courtyard by Marriott and Homewood Suites on Scott Padgett Pkwy., across Papa Joe Hendrick Blvd to the west of the property are Hope Academy and West Cabarrus Church, to the south of the property is the Hendrick Motorsport 9/24 Shop and Jeff Gordon, Inc., and to the east of the subject property is the Rock City Campground. Property to the north and west is zoned General Commercial (C-2) and Light Industrial (I-1), property to the south is zoned Light Industrial (I-1), and property to the east is zoned Public Interest District (PID).

The applicant currently has a project nearing completion for the GM Charlotte Technical Center.

The applicant sent certified mail to adjacent property owners and neighborhoods within ½ mile of the site to notify them of the request.

Existing Zoning and Land Uses (Subject Parcel)					
Current Zoning of Subject Property	Zoning Within 500 Feet		Land Uses(s) of Subject Property	Land Uses within 500 Feet	
C-2 (General Commercial), I-1 (Light Industrial), PID (Public Interest District)	North	C-2 (General Commercial)	Automotive	North	Hotels
	South	I-1 (Light Industrial)		South	Motorsports
	East	PID (Public Interest District)		East	Campground
	West	C-2 (General Commercial) and I-1 (Light Industrial)		West	Church and School

COMPLIANCE WITH 2030 LAND USE PLAN

The 2030 Land Use Plan (LUP) designates the subject property as “Commercial,” and “Industrial Employment”: the rezoning requests are consistent with each future land use category, except the request for 4275 Papa Joe Hendrick Blvd., which has a future land use category of Commercial, with which the I-1 zoning request is inconsistent.

Applicable LUP Guidance:

From the 2030 Land Use Plan – “Commercial” (C):

The Commercial Future Land Use category includes a mix of commercial land use types. While these areas continue to support additional commercial development and redevelopment, much of the new commercial development should be concentrated within the Mixed-Use Activity Centers and Village Centers. Strip commercial development along major corridors is discouraged in the 2030 Plan. Instead, commercial development integrated into Mixed-Use Activity Centers at key intersections is desired. Areas designated as Commercial are intended to represent those that include a variety of commercial uses at different intensities, including large scale malls, lifestyle centers, and community shopping centers.

From the 2030 Land Use Plan – “Industrial/Employment” (IE):

The intent of the Industrial/Employment (IE) Future Land Use category is to identify those areas that have either already developed as industrial or are suited for additional industrial development due to the presence of infrastructure and access to transportation routes, such as major highways and railroads. These industrial areas should be preserved for employment uses to generate jobs for the community.

SUGGESTED STATEMENT OF CONSISTENCY

- The subject property is approximately +/- 41.158 acres and is currently zoned General Commercial (C-2), Light Industrial (I-1), and Public Interest District (PID).
- The subject property was annexed on July 13, 1990, amended September 13, 1990, and June 27, 1996, and is currently occupied by automotive sales, research, and related uses.
- The proposed zoning amendment is consistent with the City of Concord’s 2030 Land Use Plan, except for the request for 4275 Papa Joe Hendrick Blvd. (PIN 4599-10-9019), which would be consistent with Industrial/Employment, but not the Commercial Future Land Use Designation.
- The zoning amendment is reasonable and in the public interest as it is comparable to existing and proposed surrounding land uses and removes confusion associated with parcels with multiple zoning districts.

PROCEDURAL CONSIDERATIONS

SUGGESTED RECOMMENDATION AND CONDITIONS

The staff finds the request to be consistent 2030 Land Use Plan and staff has no objections to the petition. **A recommendation will be required for 4275 Papa Joe Hendrick Blvd. for consideration by City Council.**

This particular case is a rezoning, which under the CDO, is “legislative” in nature. Legislative hearings DO NOT require the swearing or affirming of witnesses prior to testimony at the public hearing.

**APPLICATIONS NOT COMPLETED BY THE PUBLISHED APPLICATION
DEADLINE WILL NOT BE CONSIDERED.**

Required Attachments / Submittals:

1. Typed metes and bounds description of the property (or portion of property). A recorded deed is sufficient, if the deed contains a separate description of the property to be rezoned. If the property contains multiple tracts, deeds shall be provided describing each tract or multiple tracts.
2. Cabarrus County Land Records printout of names and addresses of all immediately adjacent landowners, including any directly across the street.
3. If applicable, proof of a neighborhood meeting (signature page) or receipt from certified letters mailed to adjoining property owners if project increases density or intensity (See Section 3.2.3). Staff will provide further information on this requirement during the required pre-application meeting.
4. Money Received by _____ Date: _____
Check # _____ Amount: \$ 800.00 (Conditional) or \$600 (Conventional)
Cash: _____

The application fee is nonrefundable.



(Please type or print)

Applicant Name, Address, Telephone Number and email address: _____

Greg Hartley, 601 South Cedar Street, Suite 101, (704) 716-5680, ghartley@acro-ds.com

Owner Name, Address, Telephone Number: _____

HSREI, LLC, 4400 Papa Joe Hendrick Blvd. Charlotte, NC 28262

Project Location/Address: 7500, 7550, 7601 & 7610 Hendrick Auto Plaza NW Concord, NC 28027
7659 Bruton Smith Blvd. Concord, NC 28027 and 4325 Pap Joe Hendrick Blvd. Charlotte, NC 28262

P.I.N.: 459-9302-846, 459-9206-836, 459-9201-889, 459-9107-948, 45-9109-019 & 459-81918-312

Area of Subject Property (acres or square feet): 5.06, 19.89 & 26.01

Lot Width: Varies Lot Depth: Varies

Current Zoning Classification: I-1, C-2 & PID

Proposed Zoning Classification: P.I.N. 459-9302-846, 459-9206-836, 459-9201-889 & 459-9107-948 Zoned to C-2
P.I.N. 45-9109-019 & 459-81918-312 Zoned to I-1

Existing Land Use: Vehicular sales and Motorsport race shops

Future Land Use Designation: Vehicular sales, Motorsport race shops and warehouse

Surrounding Land Use: North Vehicular sales & temp. logging South Motorsport race shops
East CLT Motor Speedway Parking West Church

Reason for request: Clean up zoning boundaries associated with old property lines that cut through
small portions of the current property boundaries.

Has a pre-application meeting been held with a staff member? Yes

Staff member signature: _____ Date: _____

THIS PAGE APPLICABLE TO CONDITIONAL DISTRICT REQUESTS ONLY

(Please type or print)

1. List the Use(s) Proposed in the Project:

2. List the Condition(s) you are offering as part of this project. Be specific with each description.
 (You may attach other sheets of paper as needed to supplement the information):

I make this request for Conditional district zoning voluntarily. The uses and conditions described above are offered of my own free will. I understand and acknowledge that if the property in question is rezoned as requested to a Conditional District the property will be perpetually bound to the use(s) specifically authorized and subject to such conditions as are imposed, unless subsequently amended as provided under the City of Concord Development Ordinance (CDO). All affected property owners (or agents) must sign the application.

 Signature of Applicant

 Date

 Signature of Owner(s)

 Date

Certification

I hereby acknowledge and say that the information contained herein and herewith is true, and that this application shall not be scheduled for official consideration until all of the required contents are submitted in proper form to the City of Concord Development Services Department.

Date: June 27, 2022

Applicant Signature: Greg Hartley

Digitally signed by Greg Hartley
DN: cn=Greg Hartley, c=US,
o=ACRO Development Services,
PLLC, email=ghartley@acro-
ds.com
Date: 2022.06.27 17:11:20 -0400

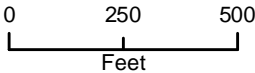
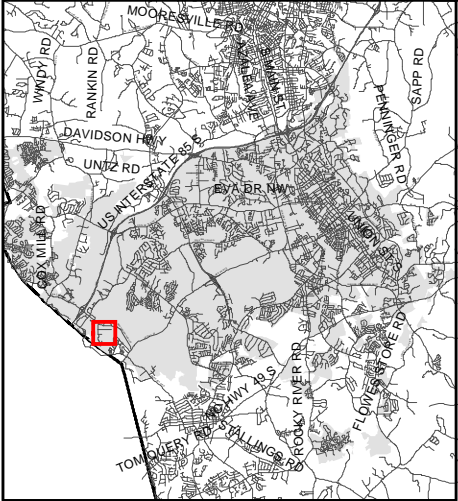
Property Owner or Agent of the Property Owner Signature:




**Z-19-22
AERIAL**

**Rezoning application from
PID (Public Interest District) &
C-2 (General Commercial)
to
I-1 (Light Industrial) &
C-2 (General Commercial)**

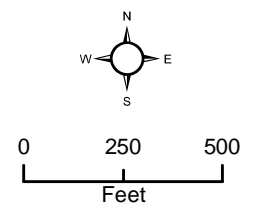
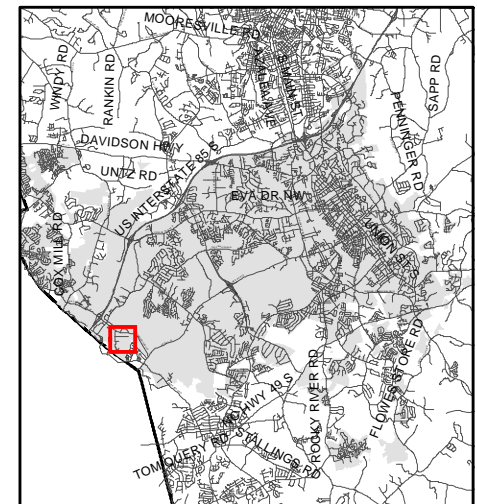
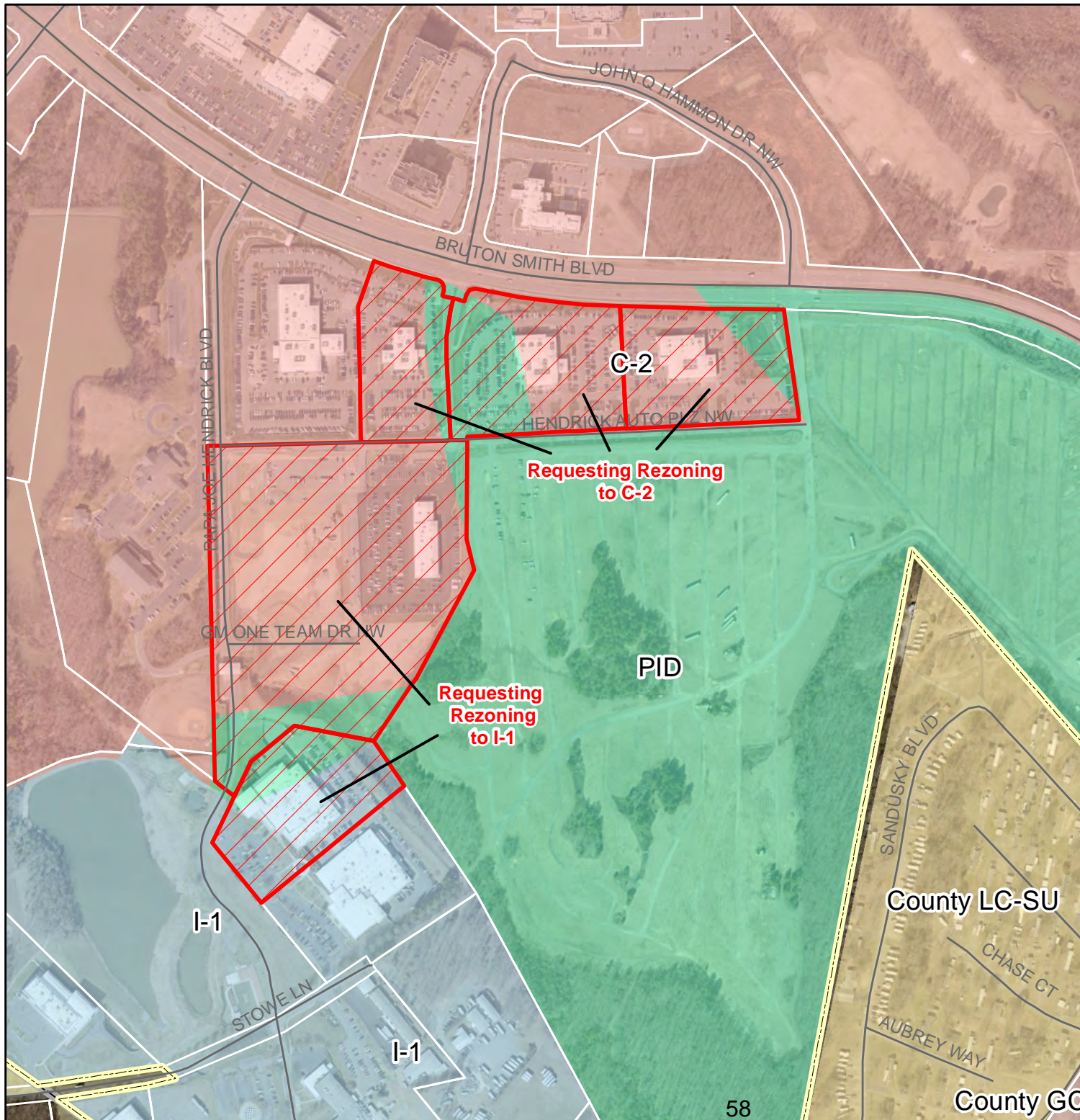
Hendrick Auto Plaza NW
PIN's: 4599-20-6836, 4599-10-9019,
4599-30-2846, 4599-19-8312,
4599-20-1889



**Z-19-22
ZONING**

**Rezoning application from
PID (Public Interest District) &
C-2 (General Commercial)
to
I-1 (Light Industrial) &
C-2 (General Commercial)**

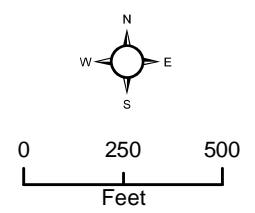
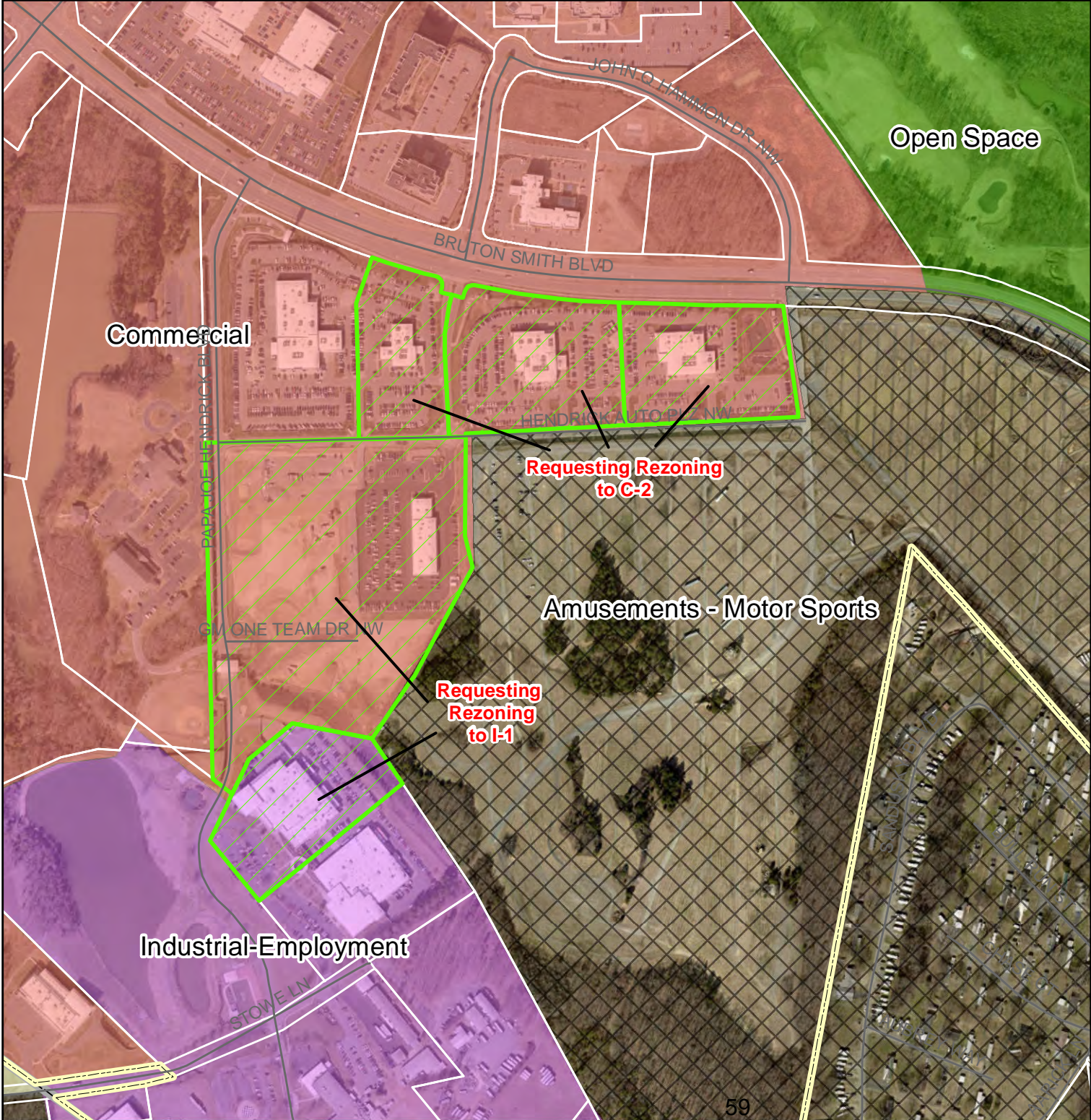
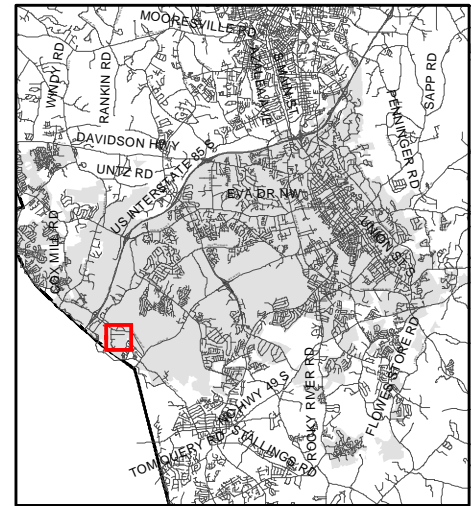
Hendrick Auto Plaza NW
PIN's: 4599-20-6836, 4599-10-9019,
4599-30-2846, 4599-19-8312,
4599-20-1889



**Z-19-22
LAND USE PLAN**

**Rezoning application from
PID (Public Interest District) &
C-2 (General Commercial)
to
I-1 (Light Industrial) &
C-2 (General Commercial)**

Hendrick Auto Plaza NW
PIN's: 4599-20-6836, 4599-10-9019,
4599-30-2846, 4599-19-8312,
4599-20-1889

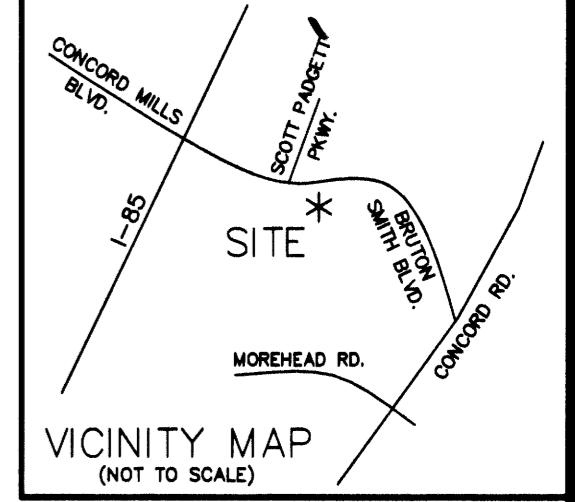


19898

Book 94 Page 82

FINAL SUBDIVISION PLAT - HENDRICK AUTO PLAZA

PIN #4599304963, 4599208893, 4599204820, & 4599108520
CITY OF CONCORD, NUMBER TWO TOWNSHIP,
CABARRUS COUNTY, NORTH CAROLINA
7500, 7550, 7630 HENDRICK AUTO PLAZA NW
CONCORD, NC 28027
&
4345 PAPA JOE HENDRICK BLVD
CHARLOTTE, NC 28262



CERTIFICATE OF OWNERSHIP AND OFFER OF DEDICATION

I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON, WHICH IS LOCATED IN THE SUBDIVISION JURISDICTION OF THE CITY OF CONCORD, AND THAT I HEREBY SUBMIT THIS PLAN OF SUBDIVISION WITH MY FREE CONSENT, ESTABLISH MINIMUM BUILDING SETBACK LINES, AND DEDICATE TO PUBLIC USE ALL AREAS SHOWN ON THIS PLAT AS STREETS, SIDEWALKS, GREENWAYS, RIGHTS OF WAY, EASEMENTS, AND/OR OPEN SPACE AND/OR PARKS, EXCEPT ANY OF THOSE USES SPECIFICALLY INDICATED AS PRIVATE, AND I FURTHER DEDICATE ALL SANITARY SEWER, STORMWATER DRAINAGE AND WATER LINES THAT ARE LOCATED IN ANY PUBLIC UTILITY EASEMENT OR RIGHT OF WAY AND CERTIFY THAT I WILL MAINTAIN ALL SUCH AREAS UNTIL ACCEPTED BY THE CITY OF CONCORD, AND FURTHER THAT I HEREBY GUARANTEE THAT I WILL CORRECT DEFECTS OR FAILURE OF IMPROVEMENTS IN SUCH AREAS FOR A PERIOD OF ONE YEAR COMMENCING AFTER FINAL ACCEPTANCE OF REQUIRED IMPROVEMENTS. ANY STREETS INDICATED AS PRIVATE SHALL BE OPEN TO PUBLIC USE, BUT SHALL BE PRIVATELY MAINTAINED. SAID DEDICATION SHALL BE IRREVOCABLE PROVIDED DEDICATIONS OF EASEMENTS FOR STORM DRAINAGE, WHETHER INDICATED AS PRIVATE OR PUBLIC, ARE NOT MADE TO THE CITY OF CONCORD BUT ARE IRREVOCABLY MADE TO THE SUBSEQUENT OWNERS OF ANY AND ALL PROPERTIES SHOWN HEREON FOR THEIR USE AND BENEFIT UNLESS SPECIFICALLY DESIGNATED A DRAINAGE EASEMENT TO THE CITY OF CONCORD.

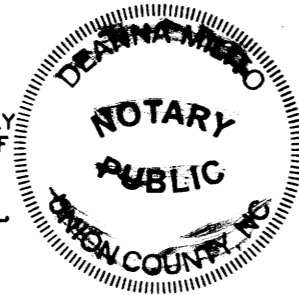
BY Scott Earls DATE 6/10/2020
OWNER - HSREI LLC, AUTHORIZED AGENT

NORTH CAROLINA
CABARRUS COUNTY

I, Deanna Milto, A NOTARY PUBLIC FOR SAID COUNTY AND STATE, DO HEREBY CERTIFY THAT SCOTT EARLS PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGED THE DUE EXECUTION OF THE FOREGOING INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL, THIS 8th DAY OF JUNE 2020

MY COMMISSION EXPIRES: MARCH 22, 2024



CERTIFICATE OF FINAL PLAT APPROVAL

I HEREBY CERTIFY THAT THIS PLAT IS IN COMPLIANCE WITH THE CITY OF CONCORD CODE OF ORDINANCES. THIS FINAL PLAT FOR THE CONCORD AUTO PLAZA SUBDIVISION WAS APPROVED BY THE CONCORD PLANNING ZONING COMMISSION /ADMINISTRATOR ON JUNE 19 2020

DATE 6/23/20 DEVELOPMENT SERVICES DIRECTOR Ken Abley

WEST CABARRUS CHURCH, INC.
PARCEL #4599102821
DEED BOOK 5815, PAGE 243

REVIEW OFFICER CERTIFICATION

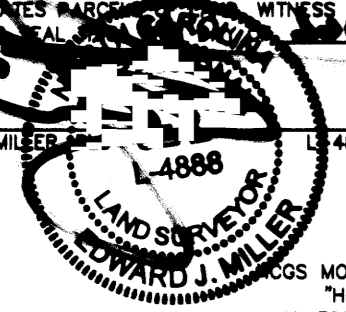
I, GREG BELK, REVIEW OFFICER OF CABARRUS COUNTY, CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS OF NORTH CAROLINA GENERAL STATUTES FOR RECORDING. THIS DOES NOT CONSTITUTE CERTIFICATION AS TO COMPLIANCE WITH ANY OF ALL LOCAL ORDINANCES OF ALL APPLICABLE JURISDICTIONS.

DATE 6/26/2020

SURVEYOR'S CERTIFICATION

I, EDWARD J. MILLER, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (PARCEL INFORMATION REFERENCED HEREON); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS BROKEN LINES DRAWN FROM INFORMATION AS REFERENCED ON THE FACE OF THIS PLAT; THAT THE RATIO OF PRECISION AS CALCULATED EXCEEDS 1:10,000 LINEAR FEET; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED; AND THAT THIS PLAT CREATES A SUBDIVISION OF LAND WITHIN AN AREA OF A COUNTY OR MUNICIPALITY THAT HAS AN ORDINANCE THAT REGULATES PARCEL SIZES. WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER 4888 DATE 6/10/2020

EDWARD J. MILLER



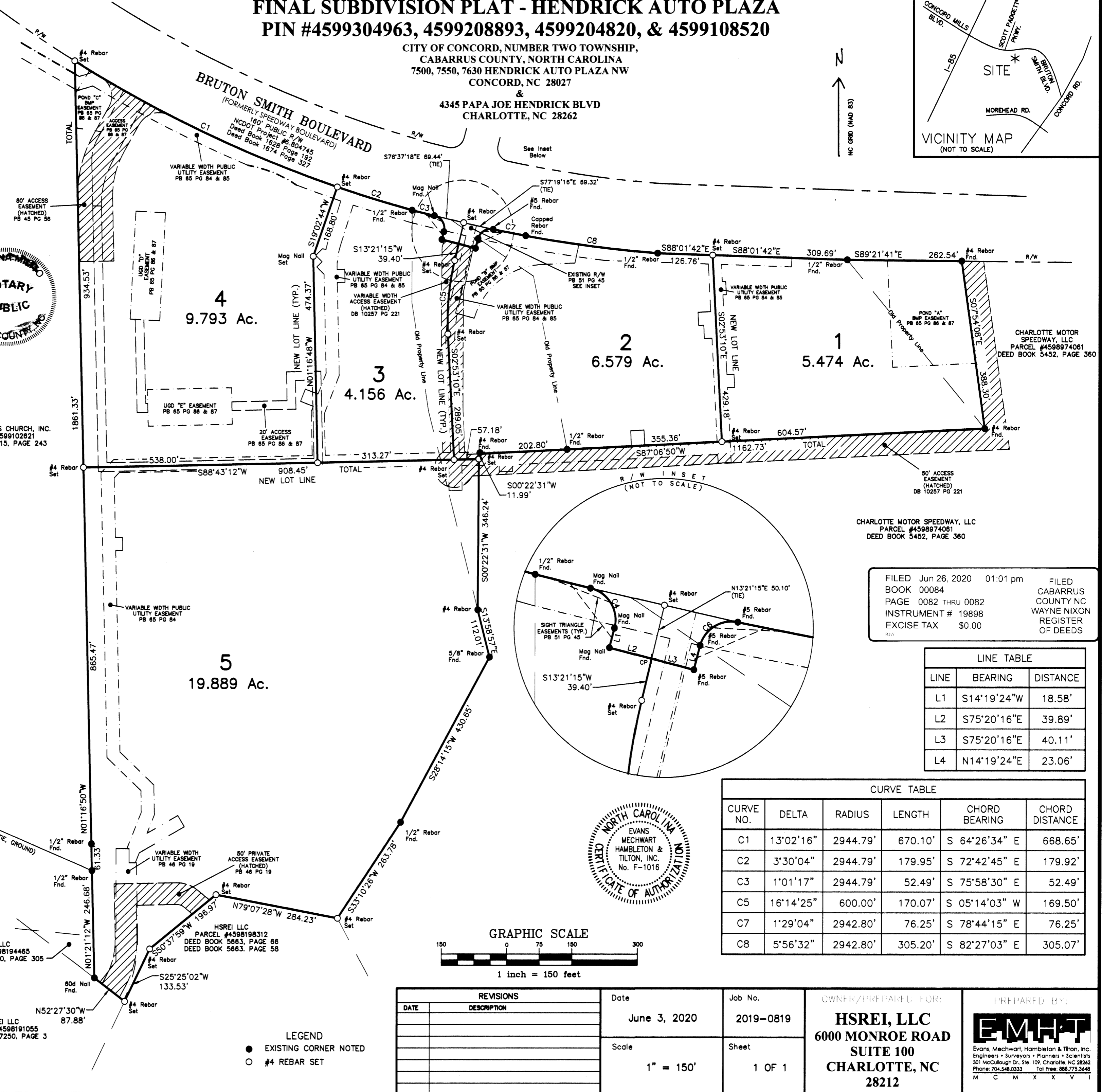
NOTES

- ALL DISTANCES ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF, UNLESS OTHERWISE NOTED.
- BOUNDARY INFORMATION FOR PIN #4599304963, 4599208893, 4599204820, & 4599108520 IS BASED ON DEED BOOK 5297 PAGE 204, DEED BOOK 5297 PAGE 209, DEED BOOK 9975 PAGE 66, DEED BOOK 9975 PAGE 73, DEED BOOK 10257 PAGE 215, DEED BOOK 10257 PAGE 221 AND PLAT BOOK 45 PAGE 56 AS RECORDED IN THE CABARRUS COUNTY REGISTER OF DEEDS.
- BASIS OF BEARINGS: THE BEARINGS SHOWN ON THIS PLAT ARE BASED ON THE NORTH CAROLINA STATE PLANE COORDINATE SYSTEM, NAD83. SAID BEARINGS ORIGINATED FROM A FIELD TRAVERSE WHICH WAS TIED (REFERENCED) TO SAID COORDINATE SYSTEM BY GPS OBSERVATIONS.
- TOTAL ACRES OF RECORDED TRACTS: 45.891 ACRES ±
- TOTAL NUMBER OF LOTS BEING RECORDED: 5
- PROPERTY IS CURRENTLY ZONED: C-2
- THE PLATTING WORK SHOWN HEREON ORIGINALLY PERFORMED ON 03/02/2015 BY T. MICHAEL GREEN JR, PLS AND REVIEWED AND REVISED BY EDWARD J. MILLER, PLS.
- ALL PROPERTIES SHOWN HEREON ARE SUBJECT TO ANY FACTS OR EASEMENTS WHICH MAY BE DISCOVERED BY A FULL AND ACCURATE TITLE SEARCH. EASEMENTS MAY EXIST ON NOTED REFERENCES WHICH ARE NOT SHOWN HEREON.

FLOOD CERTIFICATION

THIS IS TO CERTIFY THAT THE PROPERTY SHOWN ON THIS PLAT IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA PER FEMA FIRM PANELS 3710459900K, EFFECTIVE 11/16/2018 AND 3710459800L, EFFECTIVE 11/16/2018.

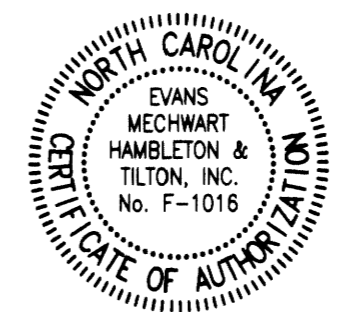
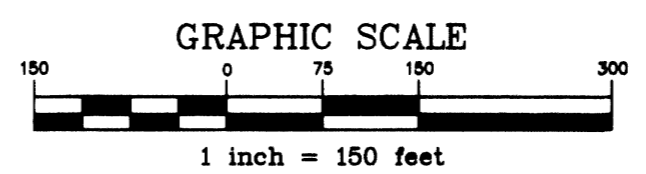
BRUTON SMITH BOULEVARD
(FORMERLY SPEEDWAY BOULEVARD)
160' PUBLIC R/W
NCDOT Project #B04745
Deed Book 1628 Page 192
Deed Book 1074 Page 327



FILED Jun 26, 2020 01:01 pm FILED
BOOK 00084 CABARRUS COUNTY NC
PAGE 0082 THRU 0082 WAYNE NIXON
INSTRUMENT # 19898 REGISTER OF DEEDS
EXCISE TAX \$0.00

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S14°19'24"W	18.58'
L2	S75°20'16"E	39.89'
L3	S75°20'16"E	40.11'
L4	N14°19'24"E	23.06'

CURVE TABLE					
CURVE NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD DISTANCE
C1	13°02'16"	2944.79'	670.10'	S 64°26'34" E	668.65'
C2	3°30'04"	2944.79'	179.95'	S 72°42'45" E	179.92'
C3	1°01'17"	2944.79'	52.49'	S 75°58'30" E	52.49'
C5	16°14'25"	600.00'	170.07'	S 05°14'03" W	169.50'
C7	1°29'04"	2942.80'	76.25'	S 78°44'15" E	76.25'
C8	5°56'32"	2942.80'	305.20'	S 82°27'03" E	305.07'



REVISIONS		Date	Job No.
DATE	DESCRIPTION	June 3, 2020	2019-0819

OWNER/PREPARED FOR:
HSREI, LLC
6000 MONROE ROAD
SUITE 100
CHARLOTTE, NC 28212

PREPARED BY:
EMHT
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
301 McCullough Dr., Ste. 109, Charlotte, NC 28262
Phone: 704.548.0333 Fax: 704.548.0333
M C M X X V I

J:\20190819\DMG\04SHETS\PLAT\20190819-VS-PLAT-01.DWG plotted by YOUSSEF, SHEHRI on 6/10/2020 8:48 AM last saved by SYOUSSEF on 6/10/2020 8:16:27 AM Xrefs: 20111398-CS-REFR-N.DWG & 20130036-CS-REFR-N.DWG & 20130036-CS-REFR-N.DWG & 11398-AS-REFR-N.DWG & 11398-AS-REFR-N.DWG

THE STATE OF NORTH CAROLINA
 JAMES T. WEST, CERTIFY THAT THIS MAP WAS DRAWN BY ME OR UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE BY ME OR UNDER MY SUPERVISION, DEED DESCRIPTION RECORDED IN BOOK AS PAGE SHOWN, THAT THE ERROR OF CLOSURE AS CALCULATED BY LATITUDES AND DEPARTURES IS 1/23,000; THAT THE BOUNDARIES NOT SURVEYED ARE SHOWN AS BROKEN LINES, PLATED FROM INFORMATION FOUND AS NOTED, THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH GENERAL STATUTE 47-38 AS AMENDED.
 WITNESS MY HAND AND SEAL THIS 20th DAY OF OCTOBER 2004.
 JAMES T. WEST
 L-3392
 REG. NO.

I, JAMES T. WEST, CERTIFY TO ONE OR MORE OF THE FOLLOWING AS INDICATED
 YES NO
 THAT THIS PLAT IS OF A SURVEY THAT CREATES A SUBDIVISION OF LAND WITHIN THE AREA OF A COUNTY OR MUNICIPALITY THAT HAS AN ORDINANCE THAT REGULATES PARCELS OF LAND.
 THAT THIS PLAT IS OF A SURVEY THAT IS LOCATED IN SUCH A PORTION OF A COUNTY OR MUNICIPALITY THAT IS UNREGULATED AS TO AN ORDINANCE THAT REGULATES PARCELS OF LAND.
 THAT THIS PLAT IS OF A SURVEY OF AN EXISTING PARCEL OR PARCELS OF LAND.
 THAT THIS PLAT IS OF A SURVEY OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT ORDERED SURVEY, OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION.
 THAT THE INFORMATION AVAILABLE TO THIS SURVEYOR IS SUCH THAT I AM UNABLE TO MAKE A DETERMINATION TO THE BEST OF MY PROFESSIONAL ABILITY AS TO PROVISIONS CONTAINED IN A. THROUGH D. ABOVE.

NOTES:
 1. PROPERTY MAY BE SUBJECT TO RECORDED OR UNRECORDED RIGHTS-OF-WAY OR EASEMENTS NOT OBSERVED.
 2. IRON PINS ARE AT ALL CORNERS UNLESS OTHERWISE NOTED.
 3. CITY OF CONCORD WATER AND SANITARY SEWER IS AVAILABLE.
 4. BOUNDARY PREDICATED BY MONUMENTS FOUND AND RECORD INFORMATION AS SHOWN.
 5. AREAS DETERMINED BY THE COGO CALCULATION METHOD.
 6. A MINIMUM SIGHT DISTANCE EASEMENT OF 10' X 70' IS DEDICATED AT THE INTERSECTION OF THE PRIVATE ACCESS EASEMENT AND STOWE LANE * SR 2839.
 Zoned: C2 & I1
 FRONT SETBACK: 30'
 SIDE & REAR SETBACKS: 0' PER ZONING
 This property is not in a 100 year flood hazard area. Ref: FIRMap # 370250110 D
 Effective date Nov.2,1994

LINE & CURVE TABLE: CENTERLINE OF THE 50' PRIVATE ACCESS EASEMENT

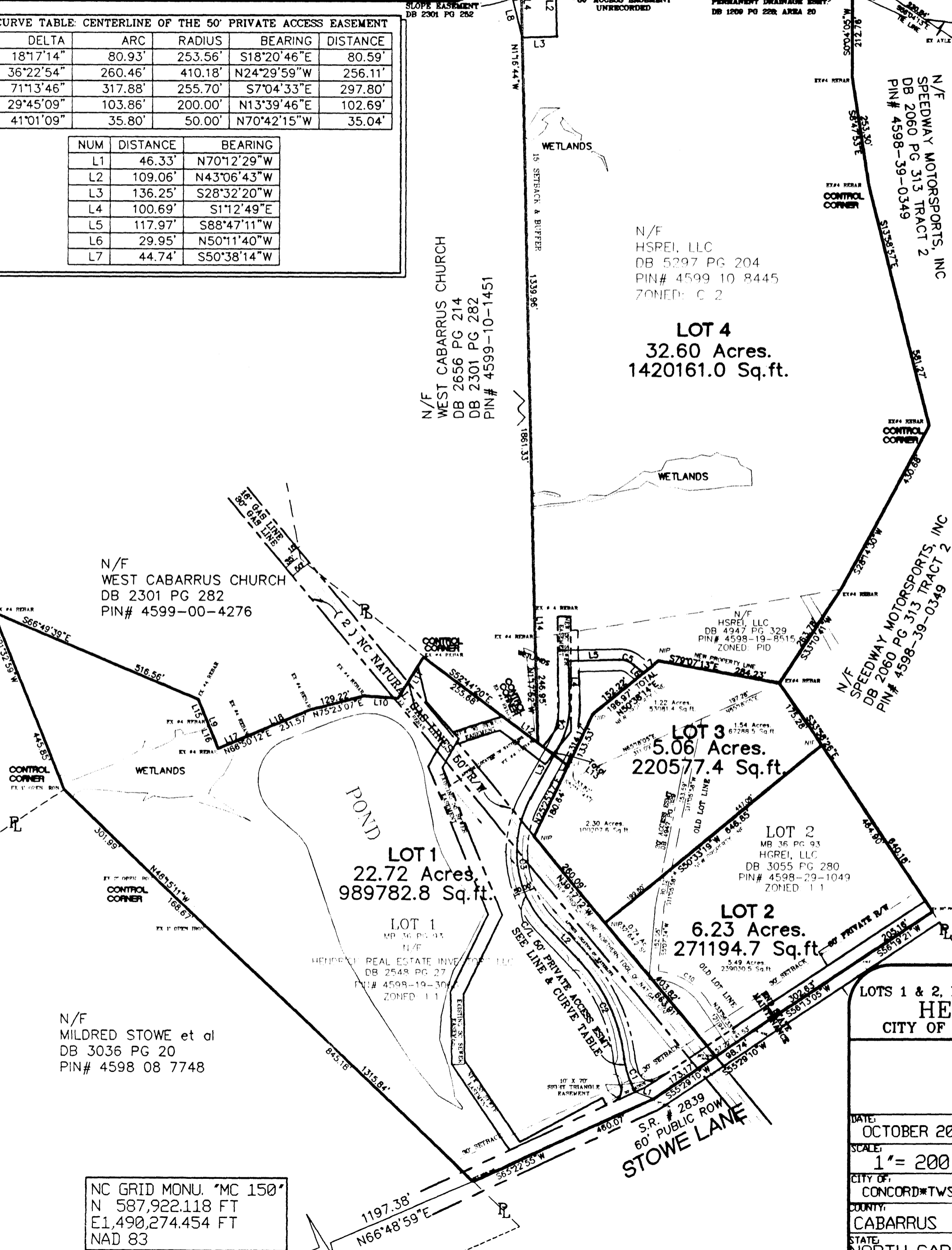
NUM	DELTA	ARC	RADIUS	BEARING	DISTANCE
C1	18°17'14"	80.93'	253.56'	S18°20'46"E	80.59'
C2	36°22'54"	260.46'	410.18'	N24°29'59"W	256.11'
C3	71°13'46"	317.88'	255.70'	S7°04'33"E	297.80'
C4	29°45'09"	103.86'	200.00'	N13°39'46"E	102.69'
C5	41°01'09"	35.80'	50.00'	N70°42'15"W	35.04'

NUM	DISTANCE	BEARING
L1	46.33'	N70°12'29"W
L2	109.06'	N43°06'43"W
L3	136.25'	S28°32'20"W
L4	100.69'	S1°12'49"E
L5	117.97'	S88°47'11"W
L6	29.95'	N50°11'40"W
L7	44.74'	S50°38'14"W

NUM	DELTA	ARC	RADIUS	BEARING	DISTANCE
C1	16°32'20"	850.05'	2944.79'	S66°11'26"E	847.10'
C2	1°45'18"	90.20'	2944.79'	S75°20'15"E	90.20'
C3	1°22'52"	70.99'	2944.79'	S58°36'42"E	70.99'
C4	3°26'39"	177.02'	2944.79'	S61°01'28"E	177.00'
C5	11°42'48"	602.03'	2944.79'	S68°36'12"E	600.99'
C6	88°17'07"	77.04'	50.00'	S73°06'39"W	69.64'
C7	30°14'51"	110.86'	210.00'	S13°50'39"W	109.58'
C8	30°14'51"	153.10'	290.00'	S13°50'39"W	151.32'
C9	88°16'12"	77.03'	50.00'	N15°10'02"W	69.64'
C10	50°56'14"	133.80'	150.50'	N59°25'36"W	129.44'

NUM	DISTANCE	BEARING
L1	73.43'	S28°58'05"W
L2	144.54'	S1°16'47"E
L3	80.00'	S88°43'13"W
L4	145.67'	N1°16'44"W
L5	73.45'	S28°58'05"W
L6	104.31'	N1°16'44"W
L7	142.21'	S8°50'50"W
L8	112.81'	S14°04'56"E
L9	123.70'	S21°21'50"E
L10	79.67'	S86°25'12"E
L11	113.91'	N31°44'02"E
L12	77.35'	S52°51'50"E
L13	88.02'	S52°37'43"E
L14	61.37'	N1°16'44"W
L15	49.15'	S21°21'50"E
L16	74.55'	S21°21'50"E
L17	75.08'	N66°50'12"E
L18	156.49'	N66°50'12"E

THE FOLLOWING EASEMENTS AND OR RIGHTS OF WAY MAY EFFECT THIS PROPERTY HOWEVER THEY ARE UNPLOTTABLE:
 RIGHT OF WAY FOR PRIOR PROPERTY OWNERS AS DESCRIBED IN DB 552 PG 344 AND DB 577 PG 487
 EASEMENT FOR A NATURAL GAS PIPELINE DB 289 PG 33, 37 & 145 DB 290 PG 97, 99 & 187
 EASEMENT TO SOUTHERN PUBLIC UTILITIES COMPANY DB 122 PG 576
 EASEMENT TO BOARD OF LIGHT & WATER COMMISSIONERS DB 134 PG 284
 EASEMENTS TO CONCORD TELEPHONE COMPANY DB 283 PG 577, DB 314 PG 473, DB 333 PG 131, DB 410 PG 182, DB 410 PG 648, DB 480 PG 679 DB 481 PG 128 & 129 AND DB 187 PG 619.
 EASEMENTS TO DUKE POWER COMPANY DB 155 PG 180, DB 224 PG 393 DB 224 PG 397, DB 269 PG 330, DB 269 PG 334, DB 283 PG 581, DB 330 PG 438, DB 480 PG 679, DB 496 PG 605 & 606, DB 145 PG 264 & 352 DB 165 PG 145 AND DB 1342 PG 193.
 THE FOLLOWING EASEMENTS OR RIGHTS OF WAY EFFECT THIS PROPERTY AND ARE SHOWN ON THIS SURVEY:
 PERMANENT 60' RIGHT OF WAY TO NC DEPT. OF TRANSPORTATION: DB 684 PG 29, 31 & 32
 TEMPORARY CONSTRUCTION EASEMENT TO N.C. DEPT. OF TRANSPORTATION DB 1209 PG 240
 PERMANENT DRAINAGE EASEMENT TO N.C. DEPT. OF TRANSPORTATION DB 1209 PG 228 : AREA # 20
 SLOPE EASEMENT BETWEEN CONCORD DEVELOPMENT GROUP AND BURROUGHS & CHAPIN: DB 2301 PG 252
 THE 80' ACCESS EASEMENT SHOWN ON THIS SURVEY WAS TAKEN FROM AN UNRECORDED SURVEY BY ESP ASSOCIATES, DONE FOR BURROUGHS & CHAPIN CO. DATED 4-8-98.



OFFICE OF REGISTER OF DEEDS
 STATE OF NORTH CAROLINA
 CABARRUS COUNTY
 FILLED FOR REGISTRATION ON THE 20th DAY
 OF November 2004 AT 3:20 O'CLOCK P.M. AND
 REGISTERED IN THE OFFICE OF REGISTER OF DEEDS, CABARRUS
 COUNTY, NORTH CAROLINA IN BOOK 45 PAGE 56
 LINDA F. McABEE, REGISTER OF DEEDS
 BY: Carol Williamson ASSISTANT/DEPUTY

I, LINDA F. McABEE, REGISTER OF DEEDS, IN AND FOR
 THE AFORESAID COUNTY AND STATE, HEREBY CERTIFY
 THIS TO BE A TRUE COPY OF DOCUMENT WHICH IS
 RECORDED IN BOOK _____ PAGE _____
 WITNESS MY HAND AND SEAL OF THIS OFFICE THIS
 _____ DAY OF _____ 20____
 BY: _____
 LINDA F. McABEE REGISTER OF DEEDS / ASSISTANT

STATE OF NORTH CAROLINA * CABARRUS COUNTY
 I, Journal Marshall, REVIEW OFFICER OF CABARRUS COUNTY
 CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED
 MEETS ALL STATUTORY REQUIREMENTS OF NORTH CAROLINA GENERAL STATUTES
 FOR RECORDING. THIS DOES NOT CONSTITUTE CERTIFICATION AS TO COMPLIANCE
 WITH ANY OR ALL LOCAL ORDINANCES OF ALL APPLICABLE LOCAL JURISDICTIONS.
 11-2-04 DATE Journal Marshall by JMW REVIEW OFFICER

I HEREBY CERTIFY THAT I AM OWNER OF THE PROPERTY SHOWN
 AND DESCRIBED HEREON, WHICH IS LOCATED IN THE SUBDIVISION
 JURISDICTION OF THE CITY OF CONCORD, AND THAT I HEREBY
 SUBMIT THIS PLAN OF SUBDIVISION WITH MY FREE CONSENT,
 ESTABLISH MINIMUM BUILDING SETBACK LINES, AND DEDICATE
 TO PUBLIC USE ALL AREAS SHOWN ON THIS PLAT AS EASEMENTS,
 EXCEPT THOSE SPECIFICALLY INDICATED AS PRIVATE, AND THAT I
 WILL MAINTAIN ALL SUCH AREAS UNTIL ACCEPTED BY THE CITY OF
 CONCORD, AND FURTHER THAT I HEREBY GUARANTEE THAT I WILL
 CORRECT DEFECTS OR FAILURE OF IMPROVEMENTS IN SUCH AREAS
 FOR A PERIOD OF ONE YEAR COMMENCING AFTER A CERTIFICATE OF
 APPROVAL HAS BEEN EXECUTED BY THE CITY, OR AFTER FINAL
 ACCEPTANCE OF REQUIRED IMPROVEMENTS, WHICHEVER OCCURS
 LATER.
HSREI by Scott Lampe Scott Lampe
 OWNER (S)

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON, TO THE BEST OF MY
 KNOWLEDGE, IS IN COMPLIANCE WITH ALL APPLICABLE PROVISIONS OF THE
 UNIFIED DEVELOPMENT ORDINANCE.
Carol Williamson 11-2-04
 ADMINISTRATOR OR DESIGNEE DATE

LEGEND:
 --- P --- PROPERTY LINE
 --- R/W --- ROAD RIGHT OF WAY
 --- --- MINIMUM BUILDING SETBACK
 --- --- OLD PROPERTY LINE
 --- --- ADJOINING PROPERTY LINE
 --- --- APPROX. LOC. WATERLINE
 --- --- OVERHEAD UTILITIES
 --- --- APPROX. LOC. SANITARY SEWER LINE
 EIP - EXISTING IRON PIN/PIPE
 NIP - NEW IRON PIN (#4 REBAR)
 CP - COMPUTED POINT
 P/P - POWER POLE
 R/V - RIGHT OF WAY
 PVMT. - PAVEMENT
 CONC. - CONCRETE
 B/C - BACK OF CURVE
 TELE - TELEPHONE
 FH - FIRE HYDRANT
 WL - WATERLINE
 UTIL - UTILITIES
 ESMT. - EASEMENT

RECOMBINATION SURVEY OF
 LOTS 1 & 2, MB 36 PG 93 AND 33.81 AC PARCEL SOUTH OF SPEEDWAY BLV
 HENDRICK MOTORSPORTS COMPLEX
 CITY OF CONCORD * TOWNSHIP # 2 * CABARRUS COUNTY * NC

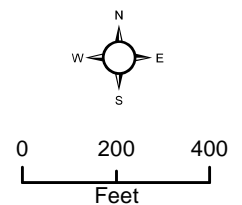
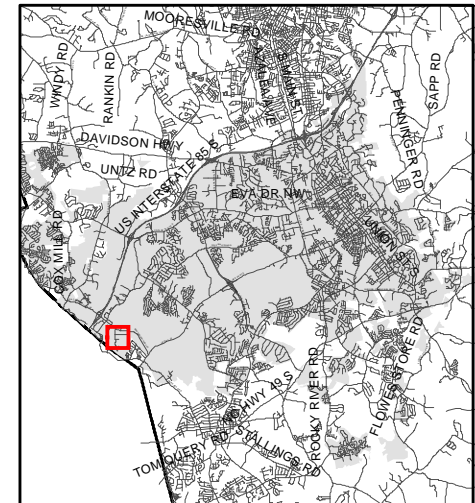
SURVEY FOR:
 HENDRICK REAL ESTATE INVESTORS
 STOWE LANE * CONCORD NC
 DATE: OCTOBER 20, 2004
 SCALE: 1" = 200'
 CITY OF CONCORD * TWP # 2
 COUNTY: CABARRUS
 STATE: NORTH CAROLINA
 DRAWN BY: SDG
 COMP BY: JTW
 REVISION: R/V - NOTES
 10/26/04 CITY COMMENT
 HARRISBURG SURVEYING
 4555 HIGHWAY 49
 HARRISBURG, N.C. 28075
 PHONE: 704-455-9553
 FAX: 704-455-9008

NC GRID MONU. *MC 150*
 N 587,922.118 FT
 E 1,490,274.454 FT
 NAD 83

**Z-19-22
AERIAL**

**Rezoning application from
PID (Public Interest District) &
C-2 (General Commercial)
to
I-1 (Light Industrial)
&
Land Use Plan Designation from
Commercial to
Industrial/Employment**

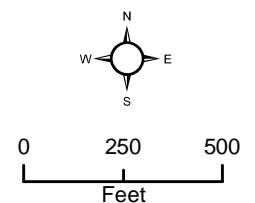
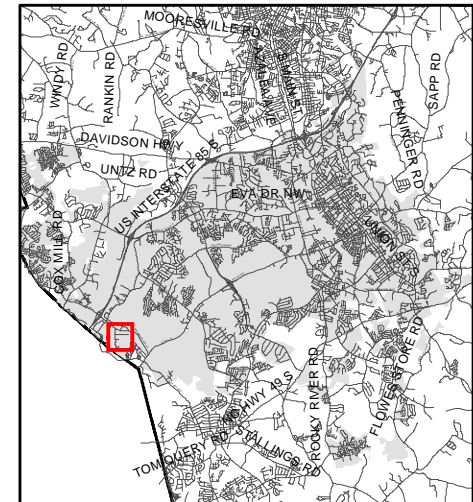
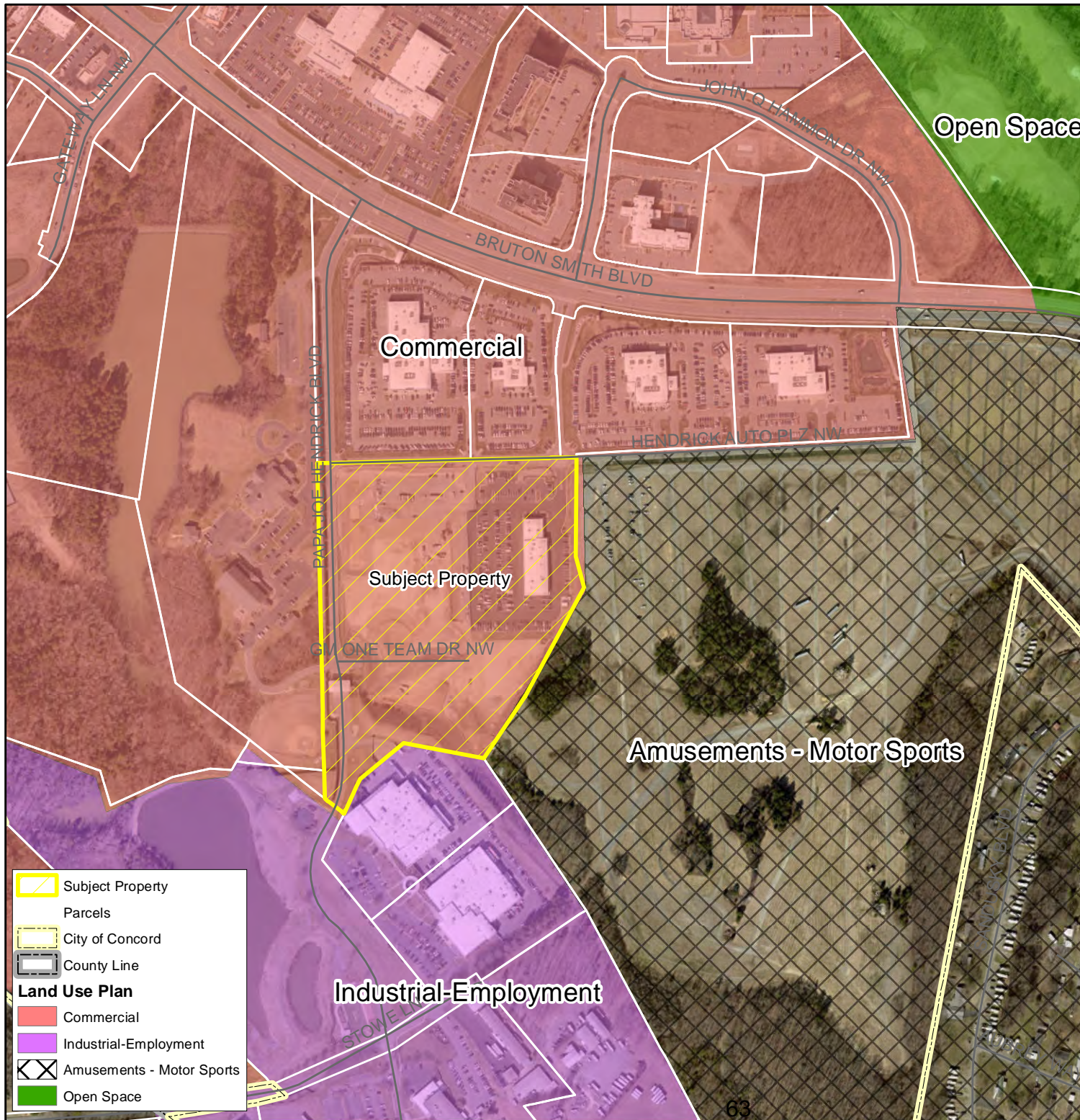
4275 Papa Joe Hendrick Blvd &
4599-10-9019



**Z-19-22
LAND USE PLAN**

**Rezoning application from
PID (Public Interest District) &
C-2 (General Commercial)
to
I-1 (Light Industrial)
&
Land Use Plan Designation from
Commercial to
Industrial/Employment**

4275 Papa Joe Hendrick Blvd &
4599-10-9019





WEDDINGTON ROAD CORRIDOR PLAN

OCTOBER 2022



Concord
NORTH CAROLINA

CITY OF CONCORD MISSION STATEMENT

THE CITY OF CONCORD PARTNERS WITH OUR COMMUNITY TO DELIVER EXCELLENT SERVICE, AND PLANS FOR THE FUTURE WHILE PRESERVING, PROTECTING, AND ENHANCING THE QUALITY OF LIFE.

CORE VALUES

CULTURE OF EXCELLENCE:

We **respect** members of the public and each other, and treat all with courtesy and dignity. We rely on **teamwork** to provide a seamless experience for all customers. We uphold high **ethical standards** in our personal, professional, and organizational conduct. We **continuously improve** by promoting innovation and flexibility to best meet the needs of customers with available resources.

ACCOUNTABILITY:

We accept responsibility for our personal and organizational decisions and actions, while delivering cost-effective and efficient services that are done right the first time.

COMMUNICATION:

We openly communicate with the public and each other by sharing information and soliciting feedback to achieve our goals.

ENVIRONMENT:

We are concerned about our natural, historic, economic, and aesthetic resources and work to preserve and enhance them for future generations.

SAFETY:

We use education, prevention, and enforcement methods to protect life and property in the community, and maintain our infrastructure and facilities to provide a safe environment in which to live, work, shop, and play.

TRUST:

We realize the perception of our organization is dependent upon the public's confidence in our commitment to our core values and to meeting the goals set collectively by the Mayor and City Council.



Concord



PLANNING & NEIGHBORHOOD DEVELOPMENT

Draft Plan - August 2022

ACKNOWLEDGMENTS

ELECTED OFFICIALS

William C. “Bill” Dusch, Mayor
Andy Langford, Council Member District 1
W. Brian King, Council Member District 2
Betty M. Stocks, Council Member District 3
JC McKenzie, Council Member District 4
Terry Crawford, Council Member District 5
Jennifer P. Hubbard, Council Member District 6
John Sweat, Jr., Council Member District 7

CITY STAFF

Lloyd Payne, City Manager
Pam Hinson, Asst. City Manager
Steve Osborne, Director
Kevin Ashley, Deputy Director
Kaylee Caton, Design Manager
Gerald Warren, Urban Planner
George Daniels, Senior Planner (GIS)

Phillip Graham, Transportation Director
Jeff Corley, Water Resources Director
Alex Burris, Electric Systems Director
Bob Dowless, Parks & Recreation Director
Shelia Lowry, Deputy Parks & Recreation Director
Sue Hyde, Engineering Director

PLANNING & ZONING COMMISSION

John Howard (Chairman)
Jean King (Vice Chair)
Maya Jones
Eric Williamson
Phillip Jones
Brittany Evans
Deanne Haney (Alternate Member)
Jim Hays (Alternate Member)

RESIDENTS OF CITY OF CONCORD

A special thanks goes out to the public who attended the virtual community input session; participated in stakeholder meetings; and provided responses to the online public input survey.

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- 1.2. Steps in the Planning Process
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- 2.2. Existing Development
- 2.3. Existing Zoning
- 2.4. 2030 Land Use Plan
- 2.5. Planned Development



Recommendations

- 3.1. Mobility
- 3.2. Connectivity
- 3.3. Beautification



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PART 1: INTRODUCTION

An aerial photograph of a road construction site. A new road with white lane markings and yellow center lines is visible, curving through a wooded area. There are construction materials, utility poles, and some workers visible on the site. The image is overlaid with a semi-transparent green header bar at the top.

1.1. EXECUTIVE SUMMARY

1.1.1. Overview

1.1.2. Established Need

1.2. STEPS IN THE PLANNING PROCESS

1.3. PUBLIC INPUT RESULTS

1.4. HOW TO USE THIS PLAN



1

1.1. EXECUTIVE SUMMARY

1.1.1. OVERVIEW

The purpose of the Weddington Road Corridor Plan is to clearly articulate the existing conditions of the corridor, define planned developments along the corridor, and provide recommendations for future improvements particularly where related to mobility, connectivity, and beautification.

The overarching goal of this plan is to enhance Weddington Road by making it a multi-modal street and provide opportunities for beautification with safety at the front-of-mind for vehicles, pedestrians, and bicyclists. In support of these recommendations, the plan outlines implementation steps from an infrastructure, policy, and regulatory perspective.

Specifically, the plan recommends the following:

Mobility

- Intersection Improvements at Pitts School Road, George W. Liles Parkway, and Rock Hill Church Road related to pedestrian movement.
- Consider constructing a new roundabout at the intersection of Weddington Road and Rock Hill Church Road to improve sightlines and provide a safer intersection for vehicles, pedestrians, and bicyclists.
- Utilize existing signalized intersections, new Rapid Flash Beacons (RFB), and/or new High-

Intensity Activated Crosswalks (HAWK) beacons as needed to allow pedestrians and bicyclists to cross Weddington Road safely.

Connectivity

- Improve walkability along the corridor, providing a continuous multi-use path along Weddington Road for both pedestrian and bicycle use.
- Connect to existing and future greenways and multi-use paths in and around Weddington Road.
- Make improvements to the Hector Henry Greenway at the Weddington Road bridge over the Rocky River by adding a cantilever sidewalk.

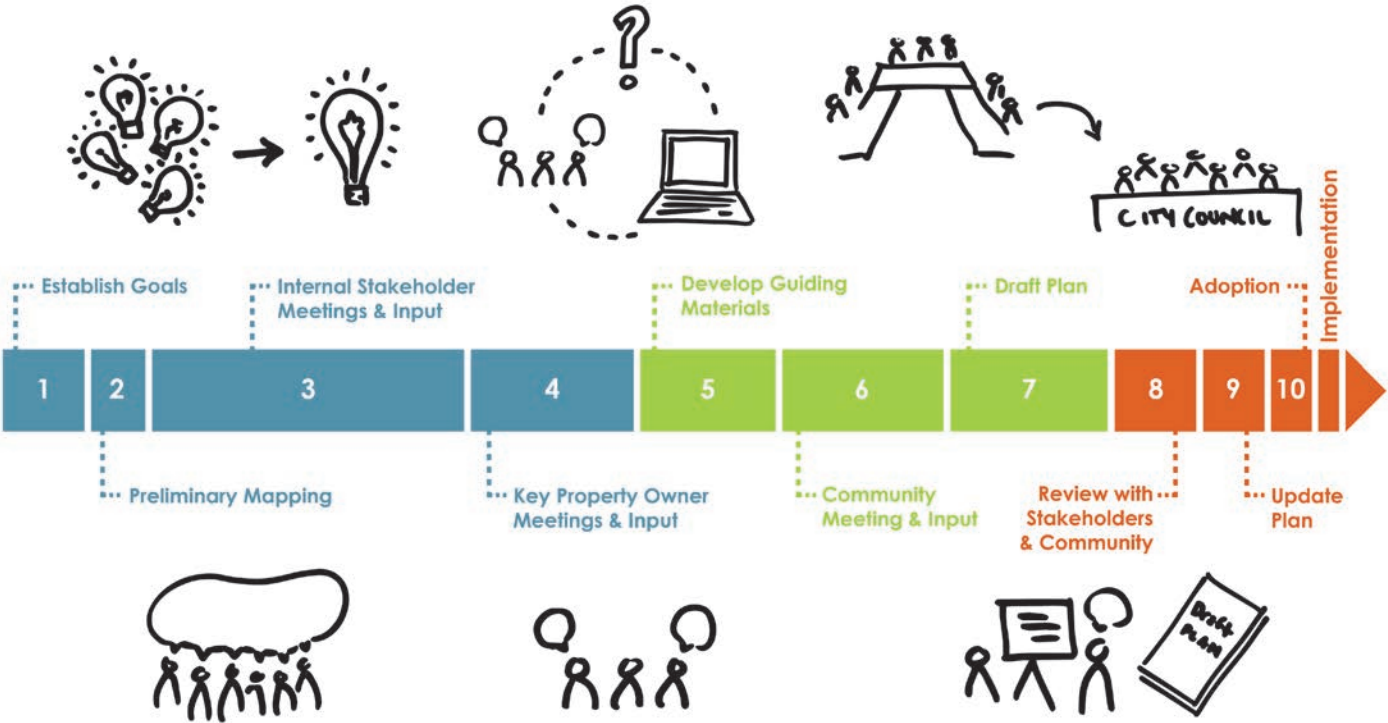
Beautification

- Identify areas along the Weddington Road Corridor for future Parks & Open Space per the Parks & Recreation Master Plan and Open Space Connectivity Analysis (OSCA) Plan.
- Add landscaping, furnishings and wayfinding signage to provide a more aesthetically pleasing experience along the corridor.
- Consider the importance of public art in Concord and identify potential sites for future sculptures, signal wraps, and other unique public art pieces.

1.1.2. ESTABLISHED NEED

The Implementation Work Plan of the 2030 Land Use Plan, approved in March 2018, calls for a Mixed-Use Corridor Plan for the Weddington Road Corridor from Rock Hill Church Road to Bruton Smith Boulevard. Considering the area is almost fully built out between existing and planned developments this Mixed-Use Corridor Plan focuses only on corridor improvements instead of future land use recommendations.

Weddington Road is one of Concord's significant east-to-west connectors traveling from the Concord Mills area to Concord Parkway/Hwy 29. Study area boundaries for the plan were identified in order to reach the surrounding neighborhoods and significant developments during the Public Input process. Part 2 | Existing Conditions goes into further detail on the study area boundary.



1.2. STEPS IN THE PLANNING PROCESS

Step One: Establish Goals

The first step in the planning process is to establish the boundaries of the Mixed-Use Corridor Plan, form the project team, and identify both the internal and external stakeholders and key property owners. During this step, City Staff establishes the overall goals for the Corridor Plan.

Step Two: Preliminary Mapping & Research

The next step in the planning process is to gain an understanding of the corridor by doing research and learning about its history and the built environment. The project team conducts data and map-based analysis for the corridor boundary, visits the site, and studies any and all existing plans for the area.

Step Three: Internal Stakeholder Meetings & Input

Once the background mapping and research are complete, the project team then puts together presentations and meets with internal stakeholders including City Department Staff (Water Resources, Electric, Transportation, Parks & Recreation, Fire, etc.), Rider Transit, and Cabarrus County to gather feedback and insight about the corridor.

Step Four: Key Property Owner Meetings & Input

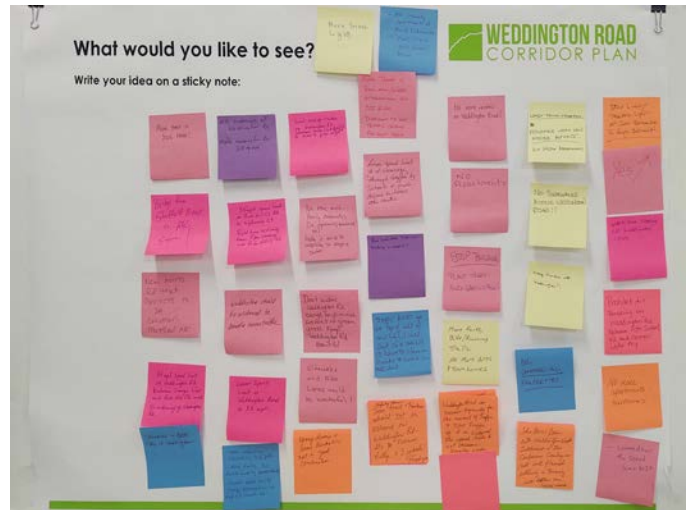
Following meetings with internal stakeholders, the project team meets individually with external stakeholders and/or key property owners identified in step one. City Staff presents and snapshot of the materials gathered up to this point and asks the stakeholders to provide their feedback and insight about the study area. City Staff may continue to meet with external stakeholders as needed throughout the planning process.

Step Five: Develop Guiding Materials

Taking all of the information gathered from step one through step four including mapping, research and various meetings with internal and external stakeholders, the project team then works on public outreach and holds a community meeting. Staff works on developing guiding materials for the Corridor Plan, taking into consideration existing conditions, infrastructure, and feedback received from stakeholders. These materials are then presented to the public during a community meeting where their feedback is requested.



August 2021 Community Meeting Open House



August 2021 Community Feedback

Step Six: Community Engagement & Outreach

The sixth step in the planning process, following the community meeting, City Staff makes available a Public Input Survey to gather all public feedback in one place. In the case of the Weddington Road Corridor Plan a community meeting was held on August 19th, 2021 and the survey was open to the public from August 19th to September 16th. Both the meeting and the survey were a success with about 50 meeting attendees, 170 survey participants, 907 question responses, and 540 comments. The following section, 1.3. Public Input Results, provides a summary of what was heard from the public. For more results see Appendix A.



April 2022 Community Meeting Presentation



April 2022 Community Feedback

Project progress and the results from the Public Input Survey were reviewed during a community meeting held on April 28th, 2022. Along with the presentation, cross section options were available to the public for their review and feedback.

Step Seven, Eight, Nine: Draft, Review & Update Plan

The next step is the task of assembling all of the data from the research, map analysis, existing conditions, planned development, and stakeholder and public input to create a draft plan. The draft is then reviewed by the public, made available for comment, and subsequently refined to create a final draft for use in the adoption process.

Step Ten: Adoption

The final step before implementation takes the draft plan through the City’s adoption process. The draft may continue to be refined as the plan advances through this process as the Planning & Zoning Commission and City Council conduct their review and provide additional input and guidance to the plan. In conducting their review, Planning & Zoning Commission and City Council evaluate the draft plan based on three criteria: consistency with the 2030 Land Use Plan, inclusive public engagement process, and long-range view.

Implementation

Plan implementation begins after the plan has been adopted, and continues indefinitely until the plan vision has been achieved, or until such time that a new plan for the area is undertaken and adopted. The task of implementing the plan is made easier by following the strategy that is outlined in the implementation chapter of the plan. This chapter identifies the relative priority for all of the recommendations in the plan.

1.3. PUBLIC INPUT RESULTS

Project Engagement

VIEWS
1,255

PARTICIPANTS
170

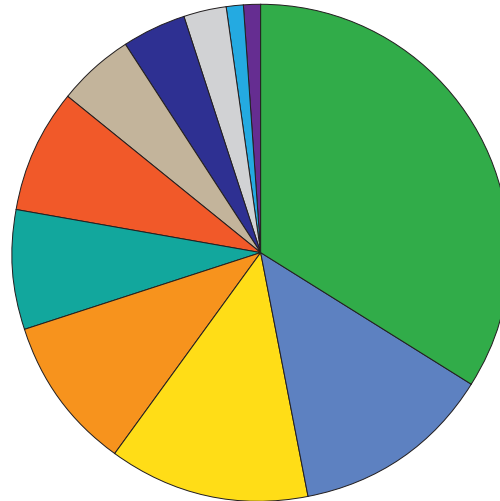
RESPONSES
907

COMMENTS
590

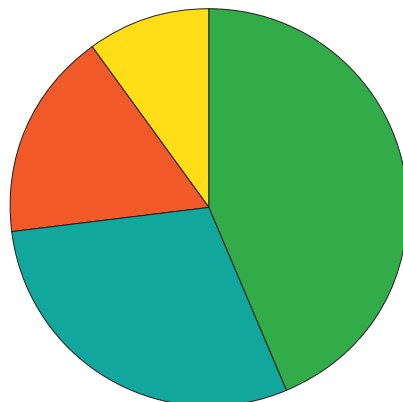


In which of the following neighborhoods do you reside?

- 34% Other Concord Neighborhood
- 13% Fairway Ridge
- 13% Sheffield Manor
- 10% Freedom Manor
- 8% Carriage Downs
- 8% Rosewood
- 5% Weddington Woods
- 4% Woodlands
- 3% Asheford Green
- 1% Laurel View
- 1% Outside of Concord



Which of the following interests you?



- 75% Sidewalks
- 50% Multi-Use Paths
- 29% Bike Lanes
- 17% Other

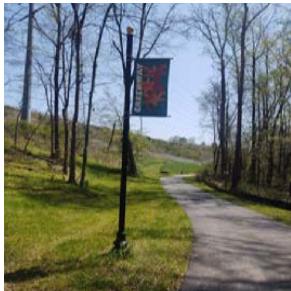
Where do you go for recreation?



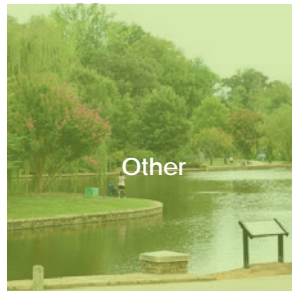
Frank Liske Park



Dorton Park



Weddington Bark Park
Hector Henry Greenway



Other

What types of land-uses would you like to see?



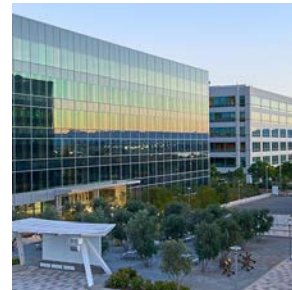
Parks & Recreation



Shopping & Dining



Residential



Commercial

Define your vision for the Weddington Road ?



Greenway/
Sidewalk Connections



Road Improvements/
Bike Lanes



Parks and Greenspaces



Land-Use

What could make Weddington Road Safer?

- Better street lighting
- More sidewalks and pedestrian crossing
- Reduce speed limit
- Roundabout
- Wider shoulders
- Less Development

*Reflects some (not all) of the comments received.



Green Space/Open Space
 Greenways
 Good access to major roadways
 Direct Route to shopping
 Close proximity to schools
 Great mix of neighborhoods and schools
 Accessibility to each end of town
 Mature Landscaping and beautification

**What do you like
 about Weddington Road?**

Increased traffic congestion
 Limited walkways, and cross walks
 Dark at night, more street lighting
 Flooding during strong storms
 Speeding vehicles
 Large trucks

What do you not like?

*Reflects some (not all) of the comments received for both Area A & B.

1.4. HOW TO USE THIS PLAN

The recommendations identified in this plan provide a guide to day-to-day decision making related to public investment, private development, and partnerships. The plan gives the flexibility needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years. The Weddington Road Corridor Plan is broken down into three main parts: Existing Conditions, Recommendations, and Implementation.

Existing Conditions

This section provides an overview of the existing conditions for the Study Area including existing development, public infrastructure, zoning districts, future land use categories, and planned developments.

Recommendations

This section summarizes area recommendations and expands into further detail how each recommendation could be achieved. The future vision of the corridor is broken down into three categories:

- Connectivity - Relating to Parks & Recreation with a focus on pedestrian and bicycle connections.
- Mobility - Relating to Transportation with a focus on vehicles and pedestrian safety.
- Beautification - Recommendations for aesthetic improvements along the corridor.

Within each category, the plan describes key recommendations. Topic sections also include maps, showing where relevant concepts could be located in the corridor.

Implementation

The implementation section describes the tools and partnerships that will be used in achieving the vision, identifies priority recommendations, and describes how implementation progress will be measured.

PART 2: EXISTING CONDITIONS



2.1. CORRIDOR PLAN BOUNDARY

2.2. EXISTING DEVELOPMENT

2.2.1. Existing Neighborhoods

2.2.2. Existing Facilities

2.3. EXISTING INFRASTRUCTURE

2.3.1. Transportation

2.3.2. Public Transit

2.4. EXISTING ZONING

2.5. 2030 LAND USE PLAN

2.6. PLANNED DEVELOPMENT



2

2.1. CORRIDOR PLAN BOUNDARY

Weddington Road Corridor is approximately 2,453.2 acres and is located between Bruton Smith Boulevard to the south and Rock Hill Church Road to the northeast, situated between I-85 and U.S. Route 29, east of the Concord Regional Airport. The corridor is well developed and is considered to be a centrally located connector road linking southwest and northeast Concord to center city Concord.

Weddington Road Corridor is composed of a variety of existing infrastructure and development patterns. The development patterns are largely influenced by established developments, neighborhoods, schools, existing parks, and open space. Major intersections are marked by commercial or industrial uses. There is a small commercial node at the intersection of Weddington Road and Rock Hill Church Road. Moving west, at George W. Liles Pkwy is a mix of undeveloped land and the Willow Oaks Shopping Center. Closer to the Concord Mills area, at Pitts School Road development shifts to industrial uses. Between these major intersections development is mostly residential.

The corridor is separated by it's largest intersection at George W. Liles Pkwy. To the east, this portion of the study area has a variety of existing developments including West Cabarrus High School, Weddington Hills Elementary, Harold E. Winkler Middle School, Performance Learning Center, Sheffield Manor, Asheford Green, Fairway Ridge, Weddington Woods, and the Cabarrus Country Club which functions as a private country club.

MAP 2.1: WEDDINGTON ROAD CORRIDOR PLAN BOUNDARY



The portion of the study area west of the George W. Liles Pkwy intersection is composed of the established residential neighborhoods of Carriage Downs, The Woodlands, Freedom Acres, and Tay-Mor; and newer neighborhoods like Wayford at Concord. At the Pitts School Road intersection is a substantial node of commercial and industrial uses. Toward the end of the plan boundary is the Martin Marietta Quarry, Weddington Road Bark Park, Fire Station 11 and the multi-family residential community of Waterlynn at Concord.

Other developments along the corridor but outside of the study boundary include commercial and hospitality towards Bruton Smith Boulevard east of I-85 and the Concord Regional Airport.

2.2. EXISTING DEVELOPMENT

The Weddington Road corridor study area is made up of multiple mature subdivision neighborhoods, multi-family dwellings, industrial employment facilities and commercial retail/ office space.

2.2.1. EXISTING NEIGHBORHOODS

Asheford Green:

Adjacent to the southwestern section of the Cabarrus County Country Club is the Asheford Green neighborhood which occupies 0.103 square miles. The neighborhood consists of detached single-family homes and community club house.

Foxlaire:

Foxlaire is an establish residential neighborhood located near the Cabarrus County Golf Club, and across from the West Cabarrus High School. Homes within the neighborhood are detached single-family homes with an eclectic mix of custom home styles.

Weddington Woods:

Weddington Woods is the 0.084 square mile detached single-family neighborhood directly across from the Cabarrus County Country Club, adjacent to the Atrium Health Clinic and in close proximity to West Cabarrus High School, Weddington Hills Elementary and Harold Winkler Middle School.

Rosewood:

The Rosewood neighborhood is a 0.035 square mile residential community that consist of established detached single-family home. The community is in close proximity to the West Cabarrus High School.

Fairway Ridge:

Fairway Ridge makes up 0.053 square mile. Fairway Ridge is a detached single-family residential community in close proximity to the Cabarrus County Country Club, Atrium Health Clinic, West Cabarrus High School, Weddington Hills Elementary and Harold Winkler Middle School.

Carriage Downs:

Carriage Downs is a 0.341 square mile low density residential community that can be characterized as a dense suburban neighborhood. This development has two entrances a Weddington Road and Poplar Tent Road. For the purposes of this plan the boundary ends at the Coddle Creek Tributary near Havencrest Ct NW. This neighborhood accommodates 550 residents and features 288 all brick homes, tennis courts, swimming pool, and a club house.

Woodlands:

Established in 1993 the Woodlands neighborhood is a community that features detached single-family homes and covers 0.126 square miles.

Freedom Acres:

Developed in the year 1979 Freedom is a residential subdivision of detached single-family homes. Homes typically have 3 to 4 bedrooms and range from approximately 2,700 to more than 6,000 square feet of interior living space.

Tay-Mor:

Tay-Mor consists of older detach single-family homes on 0.130 square mile acres. Tay-Mor is adjacent to Carriage Downs neighborhood.

Sheffield Manor:

Sheffield Manor was establish in the late 1990's. This residential neighborhood consists of 2-story detached single-family homes on ¼ to ½ acre lots. Sheffield Manor is in close proximity to George W. Liles Pkwy.

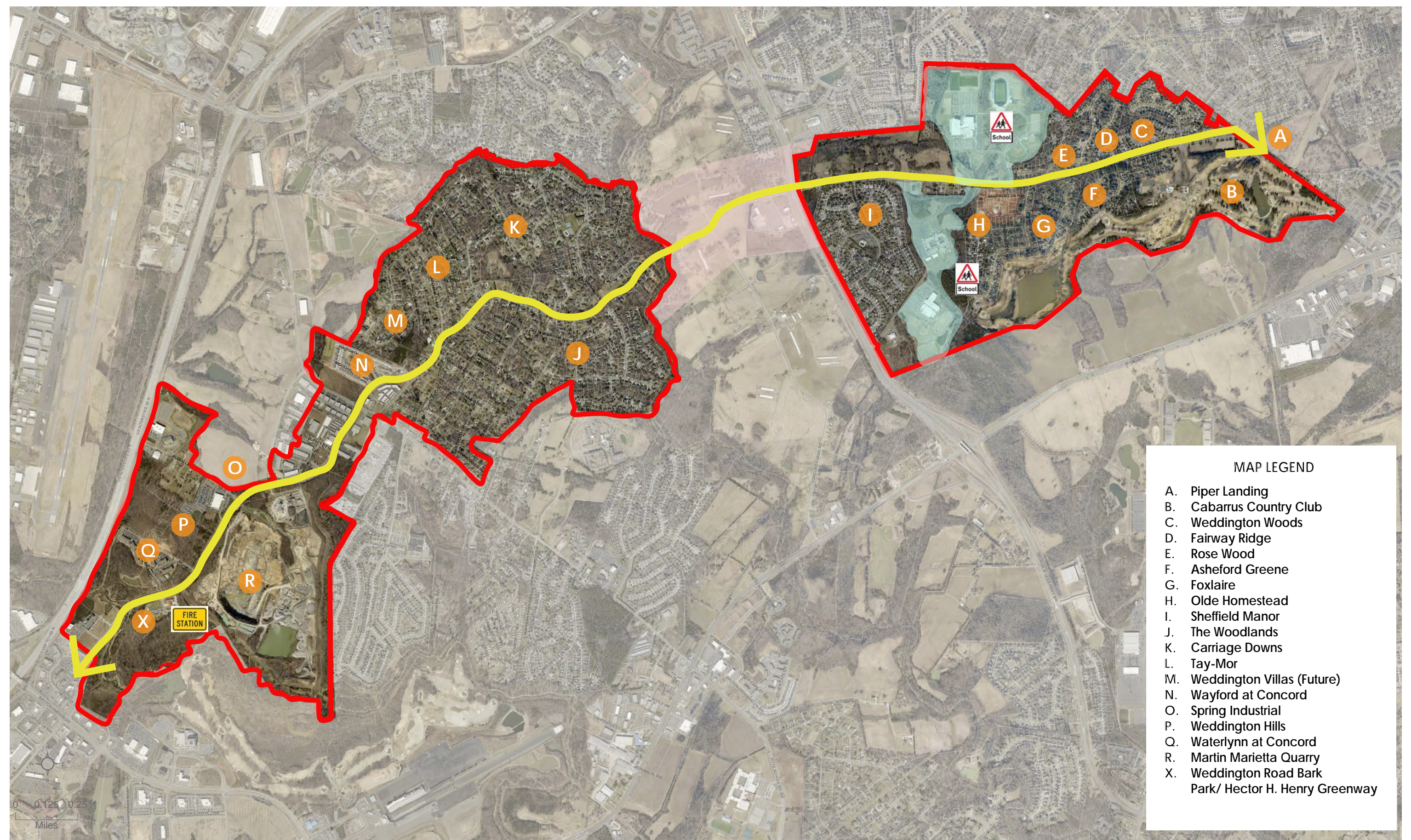
Wayford at Concord:

Features multi-use rental townhomes with attached garages north of the Weddington Road and Pitts School Road intersection.

Waterlynn at Concord:

Waterlynn located off I-85 at the Weddington Road and Weddington Road Extension intersection is the multi-family community of Waterlynn at Concord. Owned by the Lincoln Property group this multi-family dwelling unit is conveniently located across the Weddington Bark Park, Hector Henry Greenway, and Fire Station 11.

MAP 2.2: WEDDINGTON ROAD EXISTING DEVELOPMENT



MAP LEGEND	
A.	Piper Landing
B.	Cabarrus Country Club
C.	Weddington Woods
D.	Fairway Ridge
E.	Rose Wood
F.	Asheford Greene
G.	Foxlaire
H.	Olde Homestead
I.	Sheffield Manor
J.	The Woodlands
K.	Carriage Downs
L.	Tay-Mor
M.	Weddington Villas (Future)
N.	Wayford at Concord
O.	Spring Industrial
P.	Weddington Hills
Q.	Waterlynn at Concord
R.	Martin Marietta Quarry
X.	Weddington Road Bark Park/ Hector H. Henry Greenway

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Hector Henry Greenway



Weddington Bark Park and Fire Station 11

EXISTING CONDITIONS | EXISTING DEVELOPMENT

2.2.2. EXISTING FACILITIES

Public Facilities

West Cabarrus High School:

Located at 4100 Weddington Road, Concord NC 28027, West Cabarrus High School officially opened during 2020-2021 school year to both students and faculty. The school has a total of 1,207 students, 69 teachers and serves 9th through 12th grades. West Cabarrus High School is situated on 108 acres and shares the lot with a sports stadium complex. The school offers magnet programs that concentrates in construction, logistics, health science, and business marketing.

Harold E. Winkler Middle School:

Harold E. Winkler Middle School opened in August 2011, and is named for former superintendent Harold "Butch" Winkler, who led the district from the 1990s until 2009, and who still lives in the community. This school has a state of the art Performing Center, two gyms that seat approximately 1,500 and serves 6th-8th grades.

Weddington Hills Elementary School:

Weddington Hill Elementary is a public magnet school located at 4401 Weddington Road. The elementary school has a student population of an estimation of 1,006 with a student/teacher ratio of 15:5:1 and serves K through 5th grade.

Weddington Bark Park:

Is located near Bruton Smith Blvd. The park functions as a public greenspace. The Weddington Bark Park is adjacent to Fire Station 11 and a cross from the Waterlynn at Concord. The park also features the Hector Henry Greenway that connects to Embassy suites.

Hector H. Henry II Greenway (Hector Henry Greenway):

Hector Henry II Greenway is alongside the Rocky River Road and Weddington Road. This Greenway is proximately 1.5 miles of paved asphalt and includes boardwalks and observation decks. The Hector Henry Greenway is a part of the Carolina Thread Trail system to link approximately 2.3 million people in fifteen counties in North and South Carolina.



Dorton Park

Fire Department:

This area of Concord is currently served by Fire Station No. 11. Fire Station No. 11 officially opened on September 8, 2015 and is located at 8695 Weddington Road. The station is staffed with a ladder company, and engine. The facility in addition has 30 assigned people and serves the rapidly growing Concord Mills area and is adjacent to the Weddington Road Bark and the Hector Henry II Greenway.



Fire Station 11

Fire Station 11’s due area includes Concord Mills Mall, a mixture of multi-family, industrial, commercial occupancies, race shops, and the I-85 corridor.

Private Facilities

Cabarrus Country Club:

Known throughout the Carolinas for its playability, the Cabarrus Country Club is an 18-hole George Cobb designed course that measures 7116 yards.

Willow Oaks Crossing:

The Willow Oaks Crossing shopping center is nestled southwest of the George W. Liles Pkwy and Weddington Road intersection. This grocery store anchored neighborhood retail center

is home to Concord's first Publix and totals 82,167 +/- sf of commercial use.

Pitts School Road Industrial Area: This is a flex industrial property made up of a mixture of small-scale manufacturing, warehouse, office, and retail spaces.

Martin Marietta Quarry:

Established in 2000, at just under 250 acres the Martin Marietta quarry takes up a large portion of the study area boundary. Martin Marietta specialize in asphalt, cement, and other cement treated materials. The quarry is adjacent to the Weddington Road Bark Park and Hector Henry Greenway.

2.3. EXISTING INFRASTRUCTURE

2.3.1. TRANSPORTATION

Weddington Road is a two-lane roadway classified as a minor thoroughfare that collects traffic from adjoining neighborhoods and developments. As seen on Map 2.3. Weddington Road is owned and operated by the City of Concord between Bruton Smith Blvd and Pitts School Road. From Pitts School Road to Rock Hill Church Road, Weddington Road is owned and operated by NCDOT.

Rock Hill Church Road – Is a two-lane roadway that collects traffic from adjoining neighborhoods and businesses. The roadway merges with Weddington Road at the Cabarrus Country Club and Atrium Health Clinic.

George W. Liles Pkwy – George W. Liles Pkwy is mostly a four lane divide highway. The roadway intersects with Weddington Road at the Willow Oaks Crossing shopping center located at the plan's midpoint between Rock Hill Church Road and Bruton Smith Blvd.

Pitts School Road – This is a two lane roadway that intersects with Weddington Road at the Pitt School Road Industrial Area between George W. Liles Pkwy and Bruton Smith Blvd. The roadway collects traffic from adjoining industrial facilities, neighborhoods, and businesses.

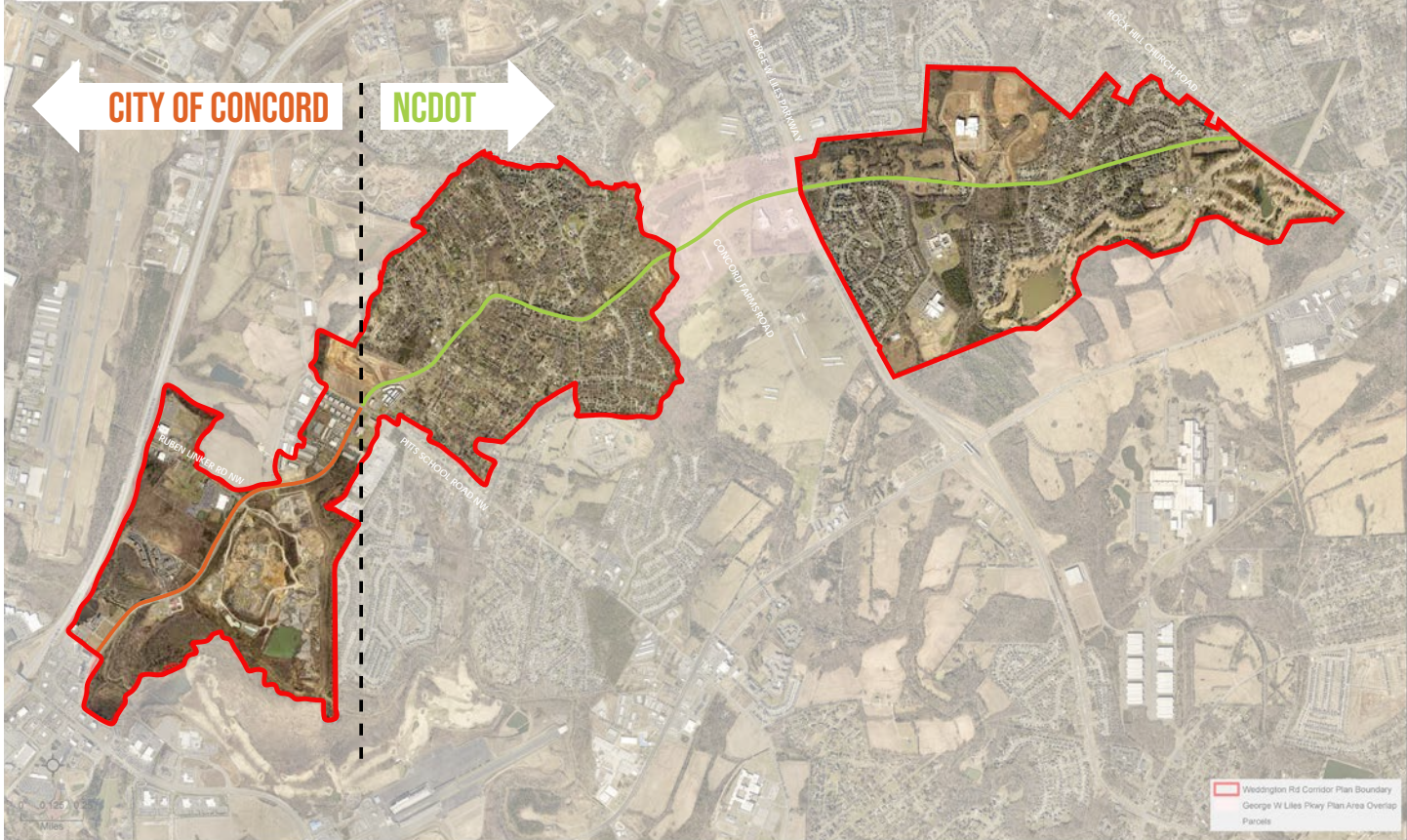
2.3.2. PUBLIC TRANSIT

Route 206 (Red) – The one existing Fixed Bus Route in the study area is Route 206 which has two stops along Weddington Road near Gateway Lane and Bruton Smith Boulevard towards Concord Mills.

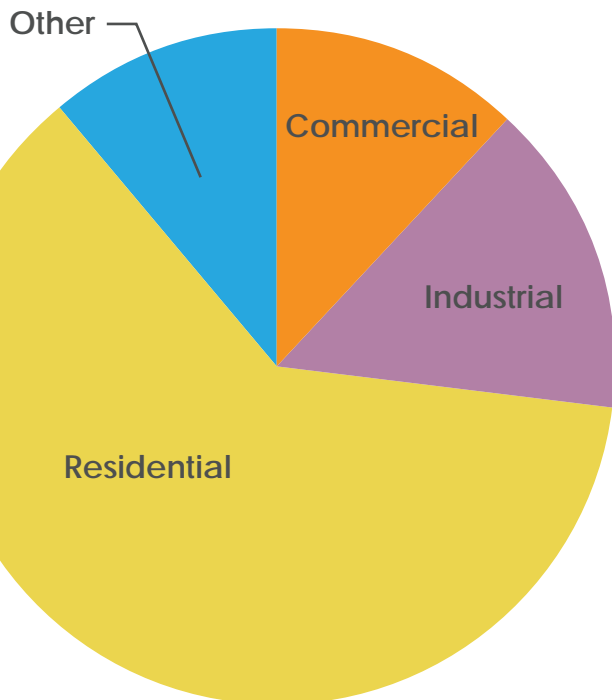
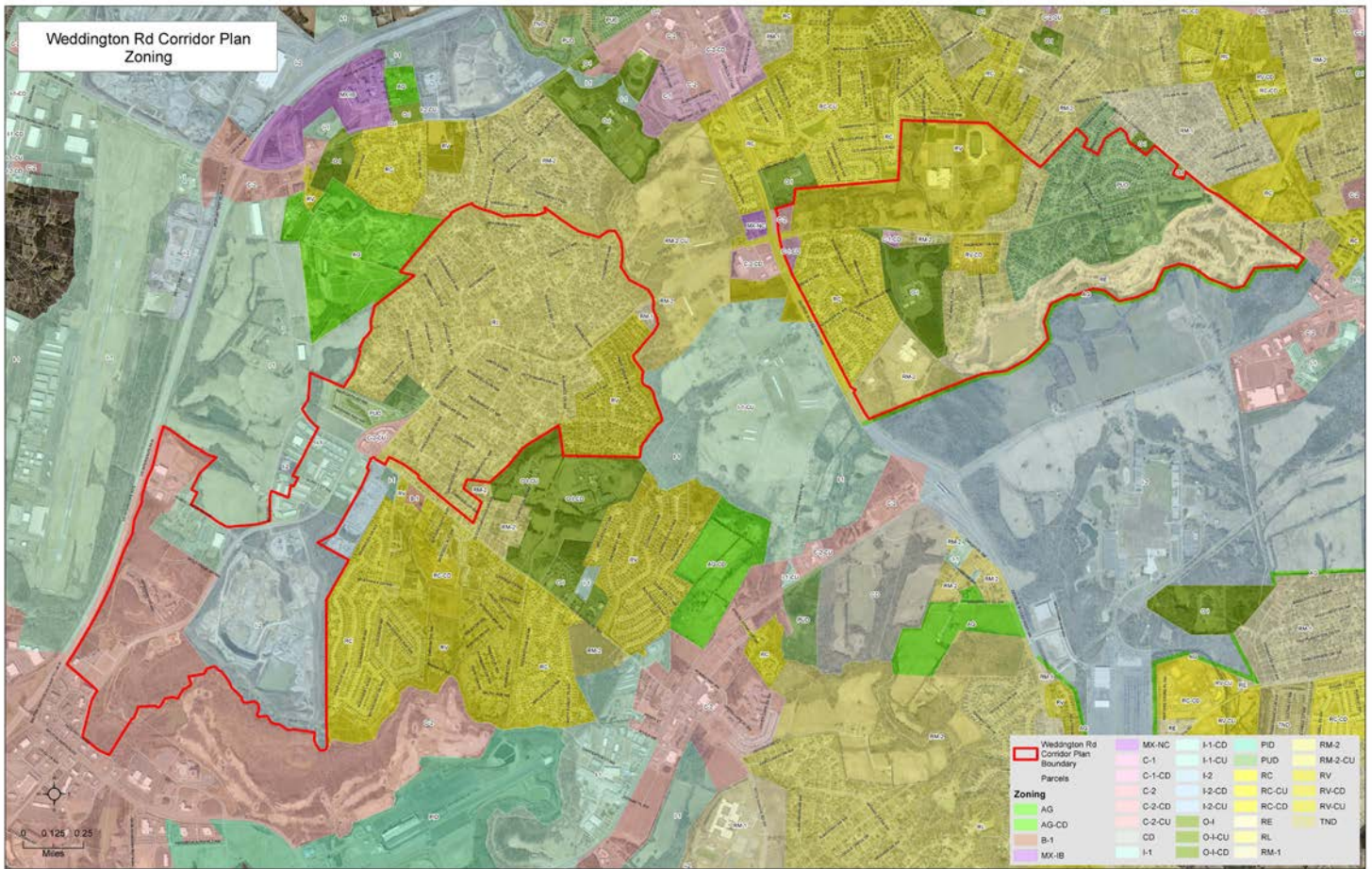
Route 206 has nine bus stations departing from Concord Mills-AMC Theaters and ending at the Rider Transit Center. The most frequent boarding's are at the Transit Rider Center and Concord Mills-AMC Theaters. Other important stops are at the Hilton at Garden Inn and The Hampton Inn & Suites Concord/Charlotte, and multiple office complexes found along the route.

For a Map of the Red Route 206 see Appendix C.

MAP 2.3: WEDDINGTON ROAD OWNERSHIP MAP



MAP 2.3: WEDDINGTON ROAD EXISTING ZONING



LAND AREA BY ZONING DISTRICT

ZONING DISTRICT	ACRES	%
C-1-CD	7.8	0.3%
C-2	247.1	10.1%
C-2-CD	17.0	0.7%
C-2-CU	11.4	0.5%
I-1	117.4	4.8%
I-2	259.2	10.6%
MX-NC	6.5	0.3%
O-1	66.8	2.7%
PUD	231.1	9.4%
RC	120.3	4.9%
RE	188.2	7.7%
RL	585.0	23.8%
RM-1	4.5	0.2%
RM-2	136.4	5.6%
RM-2-CU	123.5	5.0%
RV	308.5	12.6%
RV-CD	22.1	0.9%
TOTAL	2,453.2	100%

2.4. EXISTING ZONING

Zoning establishes a list of uses that are permissible on a particular parcel, which is driven by the Concord Development Ordinance. This study area contains Eleven of the City of Concord existing land use zones which are:

PUD – Plan Unit Development: Planned unit developments are housing developments that are not subject to standard zoning requirements, but instead work with the local government to develop criteria that will determine common areas, private areas and building guidelines.

RM-2 – Residential Medium Density: Medium density single-family; 4 dwelling units per acre max.

RV – Residential Village District: Detached and attached single-family with max of 8 dwelling units per acre.

O-I – Office and Institutional District: Established to create and provide for agencies, and offices rendering specialized services and traditional institutional functions (both public and private) including, but not limited to governmental, cultural, and recreational facilities.

RC – Residential Compact: High density residential including single-family attached and multi-family, up to 15 dwelling units per acre.

C-1-CD – Light Commercial and Office District Conditional District: Established to provide areas for indoor retail, service and office uses. To accommodate well-designed development sites that provide transportation access.

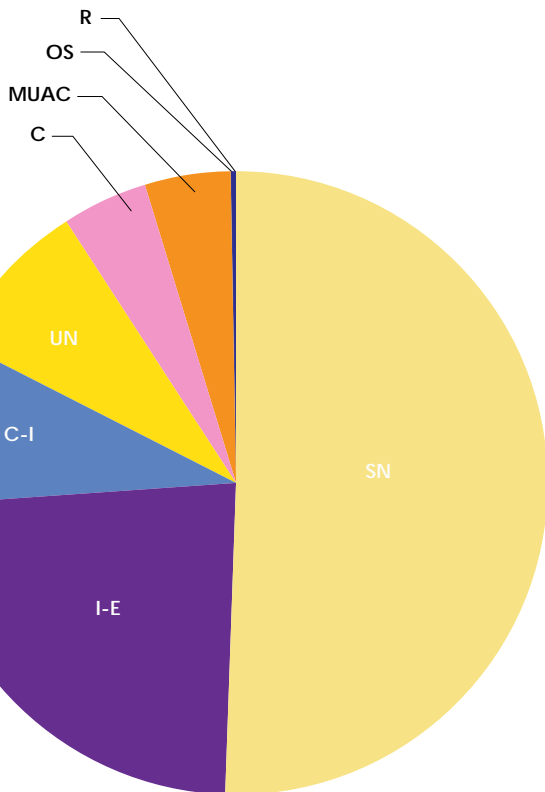
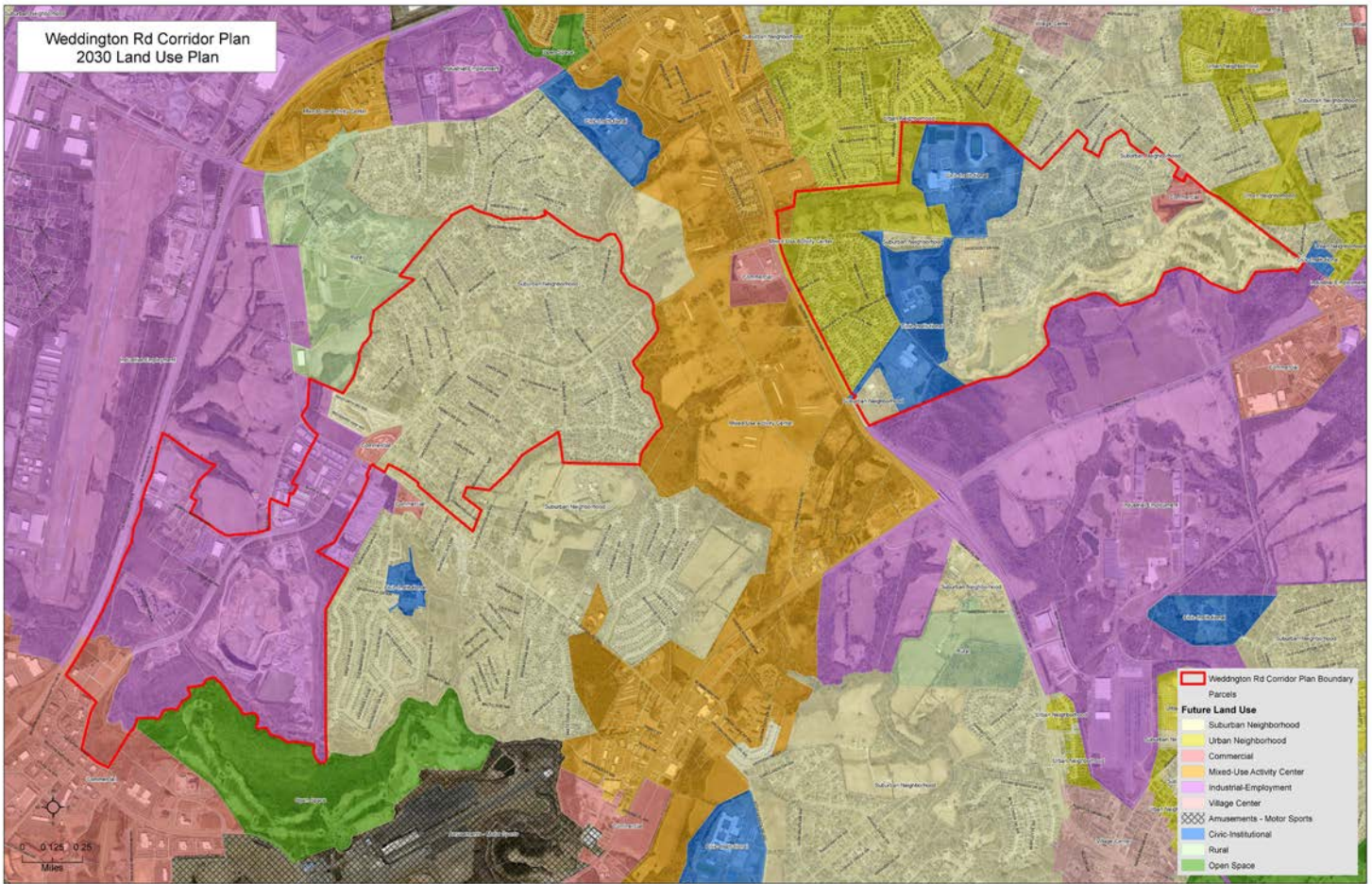
C-2 – General Commercial District: Established to provide areas for general shopping centers, repair shops, wholesale businesses, and retail sales with limited outdoor display.

RL – Residential Low-Density: Low density residential including single family uses with a max of two dwelling units per acre.

I-1 – Light Industrial: Areas that contain a mix of light manufacturing uses, office park and limited retail services.

I-2 – General Industrial: Areas of heavy concentrated fabrication, manufacturing and industrial which are suitable based upon adjacent land uses, transportation, and the availability of public services, and facilities.

MAP 2.4: WEDDINGTON ROAD 2030 LAND USE PLAN



LAND AREA BY FUTURE LAND USE CAT.

CATEGORY	ACRES	%
C-I	209.8	8.5%
C	110.5	4.5%
I- E	568.1	23.1%
MUAC	109.1	4.4%
SN	1,246.2	50.7%
UN	208.3	8.4%
TOTAL	2,453.2	100%

2.5. 2030 LAND USE PLAN

Suburban Neighborhood (SN): Is the largest land use within the Weddington Road Corridor is Suburban Neighborhood: 1,246.2 acres or 50.7% of the study area.

The Suburban Neighborhood Future Land Use category includes single-family areas that are formed as subdivisions or communities, with a relatively uniform housing type and density throughout. They may support a variety of single-family detached residential types, from low-density single-family homes to denser formats of smaller single-family homes. In areas designated Suburban Neighborhood, homes are typically buffered from surrounding development by transitional uses or landscaped areas. Single-family attached dwellings are an option for infill development within the suburban neighborhood future land use category. These neighborhoods are often found in close proximity to suburban commercial, office, and industrial centers, and help provide the consumers and employment base needed to support these centers. Lots at the intersections of collector and arterial streets within or at the edges of suburban neighborhoods may support small-scale, neighborhood serving, pedestrian-oriented commercial or service uses such as coffee shops, cafes, beauty salons and light retail. Pedestrian oriented uses exclude uses with drive-in, drive-through or automobile related services.

Urban Neighborhoods (UN): Urban Neighborhood is limited to 208.3 acres or 8.4% of the Study Area and is concentrated near the intersection of George W. Liles Pkwy.

The Urban Neighborhood Future Land Use category includes a mix of moderate to high-density housing options. These neighborhoods are relatively compact, and may contain one or more of the following housing types: small lot, single family detached, townhomes, condominiums, or apartments. The design and scale of development in an urban neighborhood encourages active living with a complete and comprehensive network of walkable streets. Cul-de-sacs are restricted to areas where topography, environment, or existing development makes other connections prohibitive. Lots of intersections of collector and arterial streets within or at the edges of urban neighborhoods may support neighborhood- and community-serving, pedestrian-oriented commercial or service uses such as coffee shops, cafes, beauty salons and light retail. Drive-through uses may be appropriate if designed and located so they access side streets and do not compromise pedestrian safety. Non-residential and multi-family uses are typically developed with minimal street setbacks in the urban neighborhood future land use category.

Industrial/Employment (IE): The second largest land use within the Weddington Road Corridor is Industrial/Employment: 568.1 acres or 23.1% of the study area.

The intent of the Industrial/Employment (IE) Future Land use category is to identify those areas that have either already developed as industrial or are suited for additional industrial development due to the presence of infrastructure and access to transportation routes, such as major highways and railroads. These industrial areas should be preserved for employment uses to generate jobs for the community.

Industrial uses have already developed in several areas throughout the community, most of which are light industrial in function and impact. The 2030 Plan identifies the need to protect industrial lands, and to encourage additional growth in industrial/employment uses in designated areas, particularly around Concord Regional Airport, and along I-85 between Pitts school Road and Rocky River. Additionally, some light industrial/employment uses are encouraged to locate in Mixed-Use Districts, depending upon their intensity, as identified earlier in this section.

Civic Institutional (C-I): The Civic Institutional area within the Weddington Road Corridor Boundary is utilized by Cabarrus County Schools for Weddington Hills Elementary, Harold E. Winkler and West Cabarrus High School. Uses in this future land use category include public facilities, public and private schools, places of worship, cemeteries, and other community gathering facilities.

Commercial (C): The Commercial area is limited to 110.5 acres, or 4.5% of the Study Area. The Commercial future Land Use category includes a mix of commercial land use types. While these areas continue to support additional commercial development and redevelopment, much of the new commercial development should be concentrated within the Mixed-Use activity Centers and Village Centers. Strip commercial development along major corridors is discouraged in the 2030 Plan. Instead commercial development integrated into Mixed-Use activity Center at key intersections is desired. Areas designated as Commercial are intended to represent those that include a variety of commercial uses at different intensities, including large scale malls, lifestyle centers, and community shopping centers.

Mixed-Use Activity Center (MUAC): In the center of the corridor plan which overlaps with the George W. Liles Pkwy Small Area Plan is designated as a Mixed-Use Activity Center. For this area please reference the George W. Liles Pkwy Small Area Plan adopted in August 2022.

2.6. PLANNED DEVELOPMENT

Piper Landing - Under Construction

Slightly outside of the Weddington Road Corridor Boundaries, Piper Land will contain 302 units total when construction is complete; which includes 221 two-story townhomes with 1- and 2-car garages, 81 detach single-family homes, and a community pool space. Piper Landing is located at the Weddington Road and Rockhill Church Road intersection. The neighborhood’s development plans include a minimum 5-foot sidewalk along Rock Hill Church Road as well as internal sidewalks connecting to Montford Avenue NW and the existing neighborhoods in that area.

Olde Homestead - Under Construction

Construction was recently completed on the Olde Homestead neighborhood containing 40 detached single-family homes. Homes range from 3 to 5 bedrooms and are 2,000 to 3,800 square feet. The development plans have sidewalk included on Weddington Road to connect with future multi-use paths and eventually to the City’s greenway network.

Weddington Road Villas - Planned

Weddington Road Villas is an 11.7-acre community that will house 82 new front loaded townhomes. Zoned as a Planned Unit Development (PUD), this planned community will be an addition to the previously constructed Wayford at Concord. The development plans include a 10-foot concrete sidewalk with an 8’ foot planting yard to be constructed along Weddington Road.



Olde Homestead Construction - Under Construction



Springs Business Park - Under Construction

Springs Business Park - Under Construction

Springs Business Park will comprise four buildings with office/warehouse/commercial spaces ranging from 2,215 square feet to 27,000 square feet, located at the intersection of Pitts School Road and Weddington Road, one mile from I-85. Phase I of the business park will consist of three buildings totaling 72,900 square feet of industrial flex space. The second phase will consist of a single, 46,500 square-foot building. Once constructed, Springs Business Park will total 119,400 square feet. Phase I is scheduled to be complete November or 2022 and Phase II will be complete November 2023. Both Phase I and Phase II include the addition of sidewalk along Weddington Road and Pitts School Road.

Bonds South Industrial Site - Planned

The Bonds South Industrial Site is planned to consist of a 414,000 square foot speculative industrial building on the 37.7 acre site at the corner of Weddington Road and Ruben Linker Road.

Weddington Ridge - Planned

The Weddington Ridge community will be located on 48.7 acres and consists of a total of 297 apartments and 137 townhomes. The community is split into three phases, the first of which includes four of the apartment buildings (132 apartments) and the amenity building. Phase two (165 apartments) and phase three (137 townhomes) are awaiting sewer allocation and are shaded yellow in the map on Page 33. Weddington Ridge's development plans show connection to Ruben Linker Road, an easement for future greenway connection, and include sidewalk along Weddington Road.

MAP 2.4: WEDDINGTON ROAD PLANNED DEVELOPMENT



MAP LEGEND

- A. Piper Landing
- B. Olde Homestead
- C. Weddington Road Villas
- D. Springs Industrial Park
- E. Bonds South Industrial Site
- F. Weddington Ridge (Phase 1)

PART 3: RECOMMENDATIONS

3.1. CONNECTIVITY

- 3.1.1. Multi-Use Path Recommendations
- 3.1.2. Greenway & Multi-Use Path Connections
- 3.1.3. Other Improvements

3.2. MOBILITY

- 3.2.1. Intersection Improvements
- 3.2.2. Rock Hill Church Road Roundabout
- 3.2.3. Other Crossings

3.3. BEAUTIFICATION

- 3.3.1. Landscaping
- 3.3.2. Green Streets
- 3.3.3. Other Recommendations

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3

3.1. CONNECTIVITY

Connectivity recommendations focus on the addition of pedestrian and bicycle-friendly infrastructure to the corridor. This category of recommendations aligns closely with the previously adopted Parks & Recreation Open Space Connectivity Analysis Plan.

Open Space Connectivity Analysis Plan

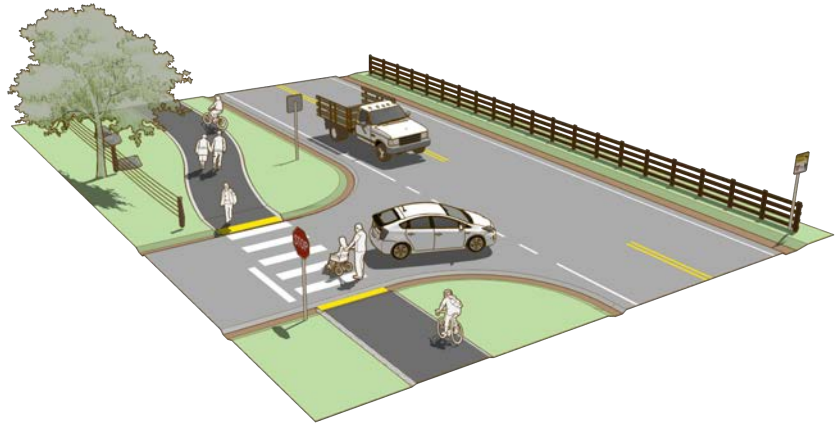
Adopted in May 2019, the purpose of the Open Space Connectivity Analysis (OSCA) Plan is to identify feasible, constructible bicycle and pedestrian routes along stream corridors, through open spaces, and along roads to create a more connected Concord. The City of Concord elected to prepare an open space connectivity analysis, expanding upon the Greenway Master Plan included in the Parks and Recreation Master Plan as adopted by City Council in January 2017. The OSCA is a tool that City staff uses as a guide to approve, plan, and ultimately build the facilities needed to connect residents and guests of Concord.

Bicycle Facilities

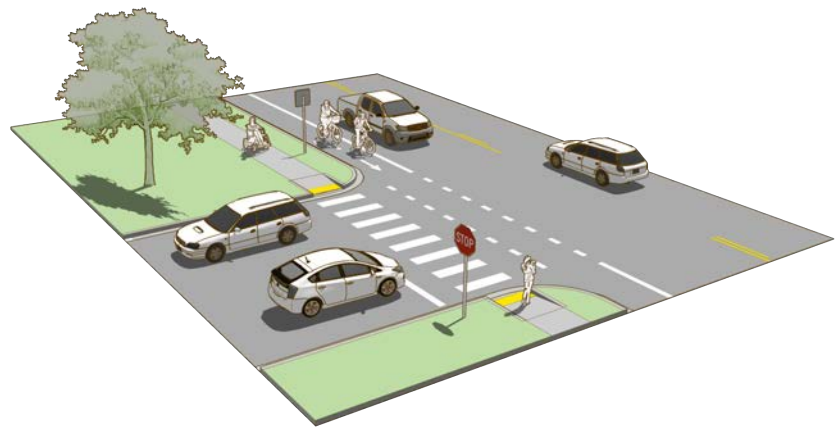
In North Carolina, the bicycle has the legal status of a vehicle. Cyclists have full rights and responsibilities when on the road and are subject to the same rules and regulations that govern the operation of a vehicle. When riding on the road, cyclists must ride on the right, and in the same direction as traffic. All traffic signs and signals must be obeyed, hand signals must be obeyed, and hand signals should be used to communicate intended movements. Bicycles must also be equipped for night riding with the appropriate front lamp and rear reflector. Thus, riding on the road and being treated with the same status as a vehicle can be intimidating for recreational riders. As such, safer more comfortable provisions should

be made with a multi-modal transportation system that caters to the bicycle.

There are various bike facilities that can be accommodated based on existing site conditions. Some are incorporated into a mixed traffic scenario, mixing bicycles with cars in the same space, while other facilities are visually or physically separated from traffic. The definitions and graphics as provided were obtained from “Small Town and Rural Design Guide – Facilities for Walking and Biking” and “NACTO Urban Bikeway Design Guide”.



Small Town & Rural Design Guide | Physically Separated - Multi-Use Path

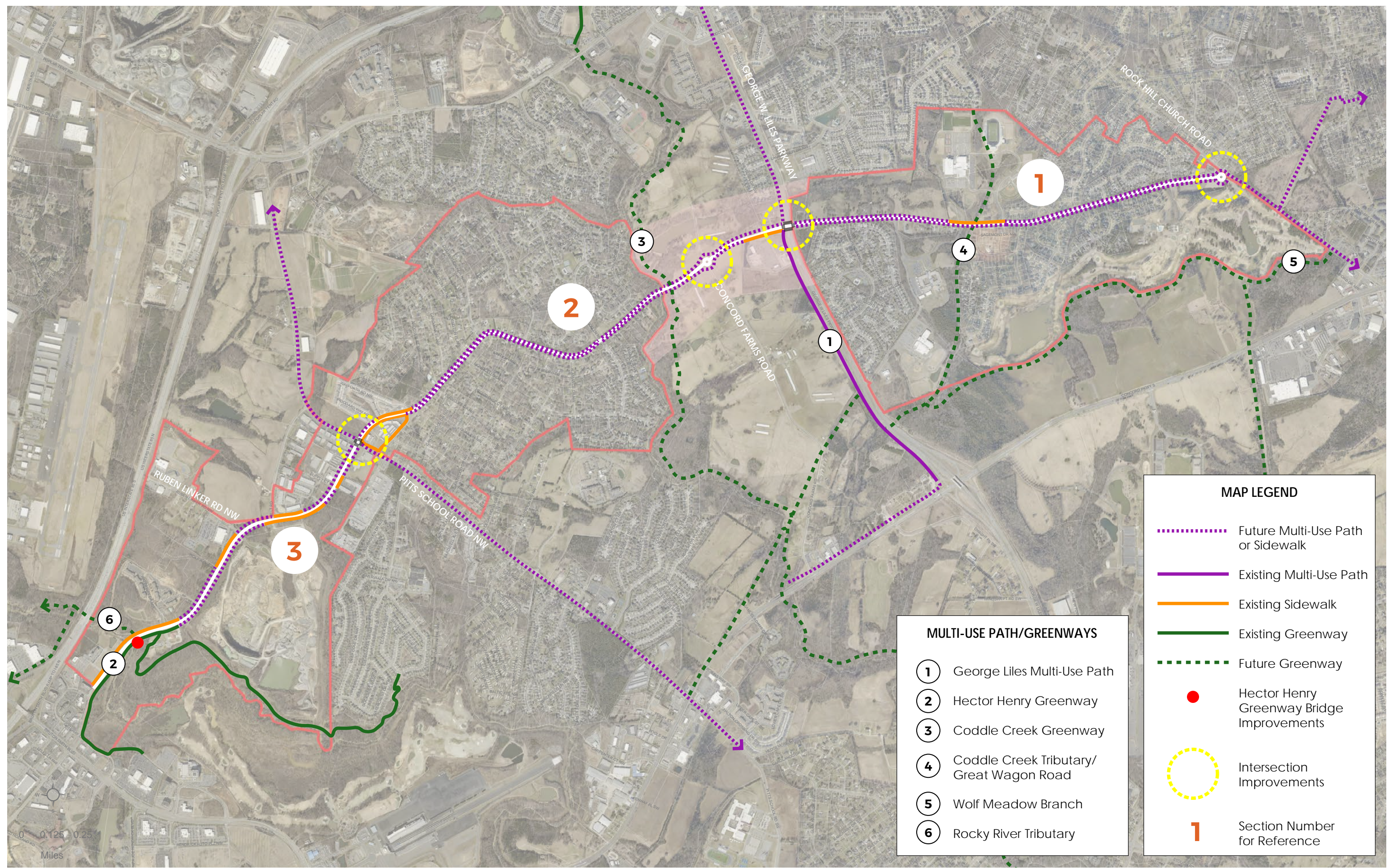


Small Town & Rural Design Guide | Physically Separated - Sidewalk

Pedestrian Sidewalks & Multi-Use Paths

Pedestrian users have a variety of needs, abilities, and potential impairments which are most often determined by the user’s age. Age can be a contributing factor in a pedestrian’s walking speed and the perception of their surrounding environment. Children walk more slowly than adults and have different environmental perceptions as they cognitively develop. Older adults may also walk slowly and may require the assistance of physical devices to walk, hear, or see. While a user’s mobility will vary significantly across all users, the pedestrian connectivity system should accommodate all users to the greatest possible extent.

Sidewalks are dedicated to and designed for use by pedestrians. They should be safe, comfortable, and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space and are paved. Like multi-use paths, sidewalks are typically parallel to a roadway and are designed for pedestrians only, not for bicycles or other recreational purposes.



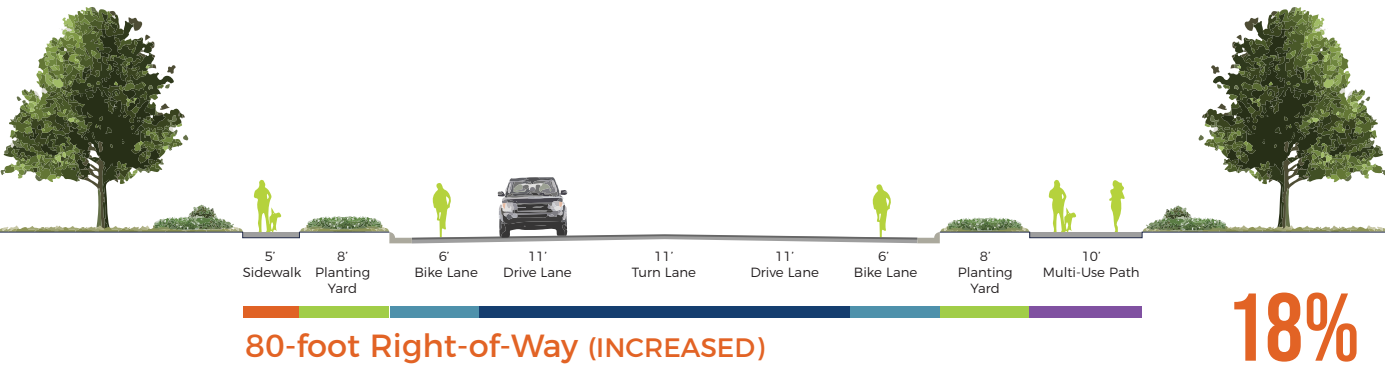
- MULTI-USE PATH/GREENWAYS**
- ① George Liles Multi-Use Path
 - ② Hector Henry Greenway
 - ③ Coddle Creek Greenway
 - ④ Coddle Creek Tributary/ Great Wagon Road
 - ⑤ Wolf Meadow Branch
 - ⑥ Rocky River Tributary

MAP LEGEND

- Future Multi-Use Path or Sidewalk
- Existing Multi-Use Path
- Existing Sidewalk
- Existing Greenway
- Future Greenway
- Hector Henry Greenway Bridge Improvements
- Intersection Improvements
- Section Number for Reference

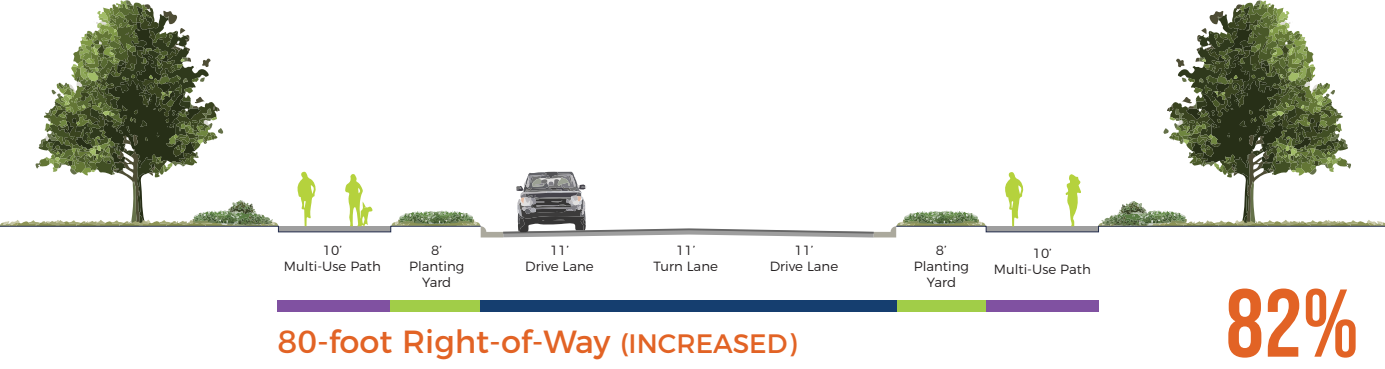
SECTION 1: GEORGE W. LILES PKWY TO ROCK HILL CHURCH ROAD (NCDOT OWNERSHIP)

Option 1A



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Option 1B



3.1.1. Multi-Use Path Recommendations

Section 1: Rock Hill Church Road to George W. Liles Pkwy

Owned and maintained by NCDOT the portion of Weddington Road from Rock Hill Church Road to George W. Liles Pkwy is surrounded by primarily residential but also includes the Cabarrus Country Club and four Cabarrus County Schools (West Cabarrus High School, Weddington Hills Elementary School, Harold E Winkler Middle School, and the Performance Learning Center). The only existing sidewalk on this portion of Weddington road is that which was constructed by Cabarrus County Schools for West Cabarrus High School and extends the length of its property.

Parks & Recreation’s OSCA Plan recommends a multi-use path on the south side of Weddington Road for this portion, however, after discussing further with internal and external stakeholders it was determined that a multi-use path on either side of the road would accommodate all of the surrounding residential neighborhoods best.

Two potential cross-section options were presented to the public at the April 28th Community Meeting held at the Cabarrus Country Club as seen on Page 38. Both options would require an increased right of way (ROW) to 80 feet. The existing ROW varies in this portion of Weddington Road from 40 feet at it’s narrowest to about 90 feet at it’s widest in a few select locations like near West Cabarrus High School. Option 1A includes 6’ Bike Lanes added to the corridor as well as a 5’ sidewalk on the north side of Weddington Road and a 10’ Multi-Use Path to the south side. Option 1B moves bicyclists from the road to 10’ Multi-Use Paths on either side of the road. Both options show a minimum of 8’ planting yards, without street trees per NCDOT. Out of the Community Meeting attendees who voted on their preferred option, 82% choose Option 1B with the multi-use paths on both sides of Weddington Road.

George W. Liles Pkwy to Coddle Creek

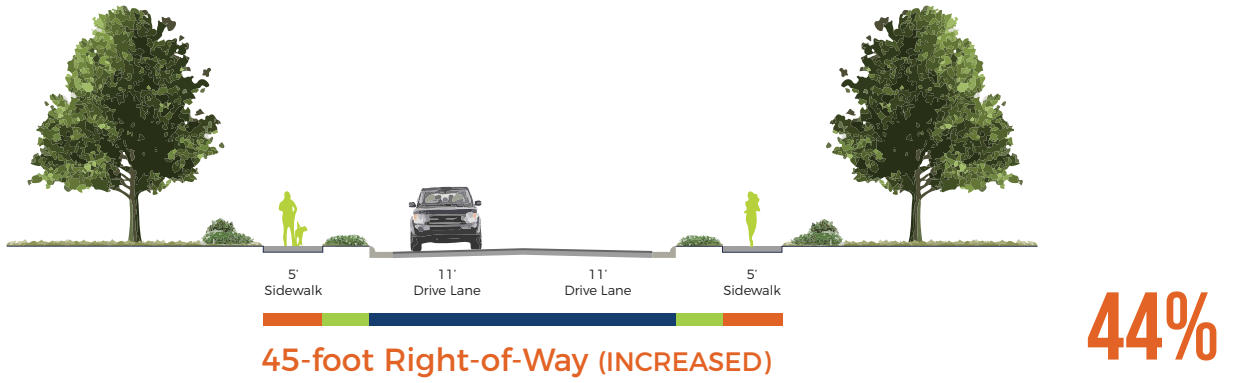
Please see the George W. Liles Pkwy Small Area Plan for recommendations pertaining to this portion of Weddington Road.

Section 2: Coddle Creek to Pitts School Road

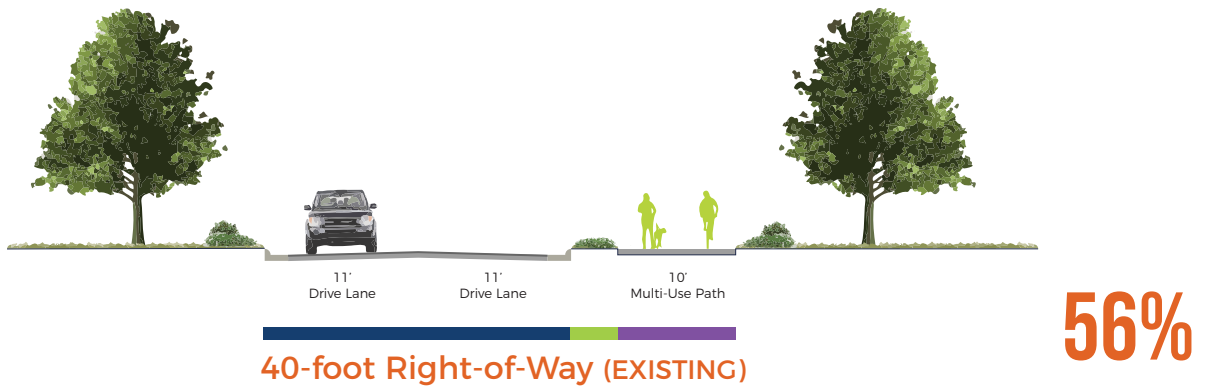
The portion of Weddington Road from Coddle Creek to Pitts School road is also owned and maintained by NCDOT. This area of Weddington Road is primarily residential but also includes commercial and industrial uses towards the Pitts School Road intersection. The existing sidewalk has already been installed from Pitts School Road moving east toward Fisher Farm Lane.

SECTION 2: CODDLE CREEK TO PITTS SCHOOL ROAD (NCDOT OWNERSHIP)

Option 2A



Option 2B



The Parks & Recreation’s OSCA Plan recommends a new multi-use path on either side of the road, however, the ROW through most of this portion of the corridor is narrow at 40 feet. While accommodations for bicycles and pedestrians on both sides of Weddington Road are preferred to provide connectivity for the residents and users on either side of the roadway it may not be feasible given existing development patterns.

Considering these ROW constraints, two options were presented at the April 28th Community Meeting to work closely within the existing 40-foot ROW. These cross sections can be seen on Page 40. Option 2A includes sidewalk on either side of the roadway and does not accommodate bicycle traffic. Option 2B includes a multi-use path that accommodates bicycles but is only on one side of the roadway. Option 2B received more votes but only slightly at 56%. This will be the most challenging part of the corridor to add multi-modal accommodations to and will likely occur last.

Section 3: Pitts School Road to Gateway Lane

The final portion of Weddington Road within the study boundary of this Corridor Plan is from Pitts School Road to Gateway Lane and is owned and maintained by the City of Concord. Most of this section of roadway has been expanded and includes a sidewalk from Gateway Lane east towards Fire Station 11 as well as the Hector Henry Greenway. As shown in Map on Page 37, the existing sidewalk starts and stops frequently along this portion of Weddington Road.

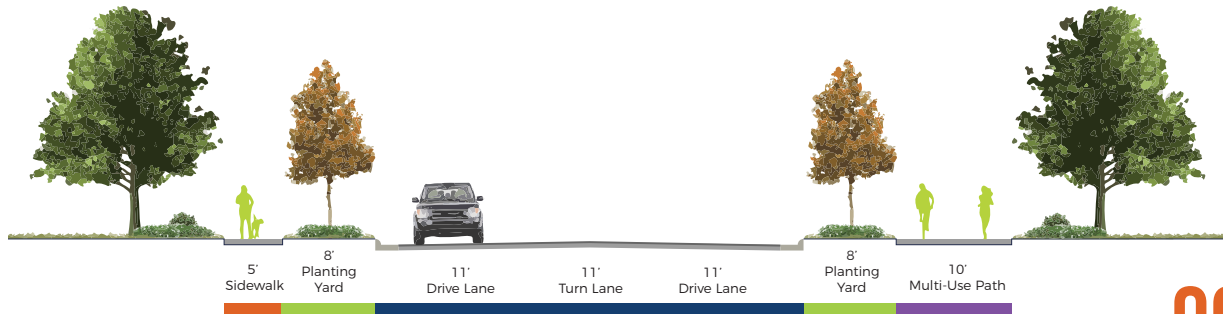
Parks and Recreation OSCA Plan recommends a multi-use path on the south side of the roadway extending the existing Hector Henry Greenway. At the April Community meeting attendees overwhelming voted for Option 3A as seen on Page 42 which shows a sidewalk on the north side of Weddington road and a multi-use path on the south side as opposed to Option 3B which has a sidewalk on both sides of the roadway. This makes sense as it is a continuation of the existing sidewalk and multi-use path cross-section which exists between Waterway Drive NW and Gateway Lane.

3.1.2. Greenway/Multi-Use Path Connections

Additional paths for pedestrians and bicyclists along Weddington Road should connect to existing and future greenway and multi-use paths of which there are many along the corridor. See the Map on Page 37 and the OSCA Connectivity Plan in the Appendices for the locations of these paths.

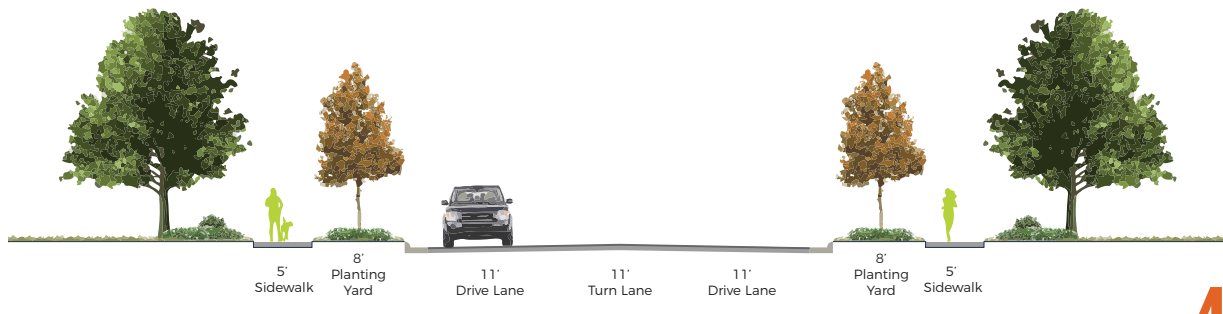
SECTION 3: RUBERN LINKER ROAD TO PITTS SCHOOL ROAD (CITY OWNERSHIP)

Option 3A



96%

Option 3B



80-foot Right-of-Way (EXISTING)

4%



Existing

George Liles Greenway

As a result of the 2005 Concord Pkwy/ Roberta Church Road Small Area Plan and NCDOT's George W. Liles Parkway extension, a 1.3-mile multi-use path was added to George W. Liles Pkwy from Weddington Road to Concord Parkway/ Hwy 29. Terminating at the intersection of George W. Liles Parkway and Weddington Road near the Willow Oaks shopping center connection to this multi-use path can be easily accommodated.



George Liles Greenway/Multi-Use Path

Hector Henry Greenway

The Hector Henry Greenway terminates at Fire Station 11. The opportunity to extend this 1.5-mile trail ending at Weddington Road is an advantage to the surrounding residents and citizens of Concord. As shown in the Cross Sections for Section 3 on Page 42, the public overwhelmingly prefers a multi-use path extension on this portion of Weddington Road. The greenway is a part of the regional Carolina Thread Trail system to link approximately 2.3 million people in fifteen counties in North and South Carolina.



Hector Henry Greenway

Future

Coddle Creek Greenway

The planned portion of the Coddle Creek Greenway starts at the Afton Village Neighborhood with the recently completed Afton Run Greenway which connects to Dorton Park. Plans for this

greenway will continue from Dorton Park towards Weddington Road. Plans call for Trailhead Parking near the Weddington Road Bridge over Coddle Creek.

Coddle Creek Tributary

The future Coddle Creek Tributary Greenway also known as the Great Wagon Road Greenway connects from the Coddle Creek Greenway towards the three Cabarrus County Schools off Weddington Road and terminates at the Laurel Park Neighborhood. This trail will cross Weddington Road at the Coddle Creek Tributary near the new West Cabarrus High School.

Wolf Meadow Branch

The future Wolf Meadow Branch Greenway connects to Rock Hill Church Road just outside of this plan's Study Area Boundary. This trail will eventually bring connectivity from Weddington Road/Rock Hill Church Road all the way to Frank Liske Park through the Grounds at Concord Development.

Rocky River Tributary

The future Rocky River Tributary Greenway connects the existing Hector Henry Greenway on Weddington Road to the Concord Mills Area terminating at Christenbury Parkway near Cox Mill Road and Derita Road. This trail would bring connectivity from the Cox Mill Area and new Northeast Park to the Weddington Road Corridor.

3.1.3. Other Improvements

Cantilevered Sidewalk

The existing trail on the Hector Henry Greenway along the Weddington Road Corridor at the Rocky River Bridge is very narrow and can be uncomfortable for pedestrians to cross. See the first image on Page 45. There is a current Capital Improvement Project (CIP) to make improvements to this portion of the trail. Design is planned for Fiscal Year (FY) 26 and construction to follow in FY27. The second image on Page 45 is an example of how a cantilevered sidewalk can be added to an existing bridge to provide a wider pedestrian pathway.

Additional Turn Lanes

Road Widening projects along the Corridor are unlikely, however, many older existing developments could be improved with the addition of turn lanes from Weddington Road. These improvements can be considered when multi-use paths/sidewalk are added to the corridor.



Hector Henry Greenway Bridge Crossing at Rocky River



Example of a Cantilevered Sidewalk Bridge Addition

3.2. MOBILITY

Mobility recommendations focus on all modes of travel along the corridor but particularly as they relate to vehicular traffic and safety. Input from the City of Concord's Transportation Department, NCDOT, and the experiences of citizens living along and utilizing the corridor have all been taken into consideration.

3.2.1. Intersection Improvements

The following intersections need improvement to accommodate pedestrians and bicyclists as well as automobiles.

Pitts School Road

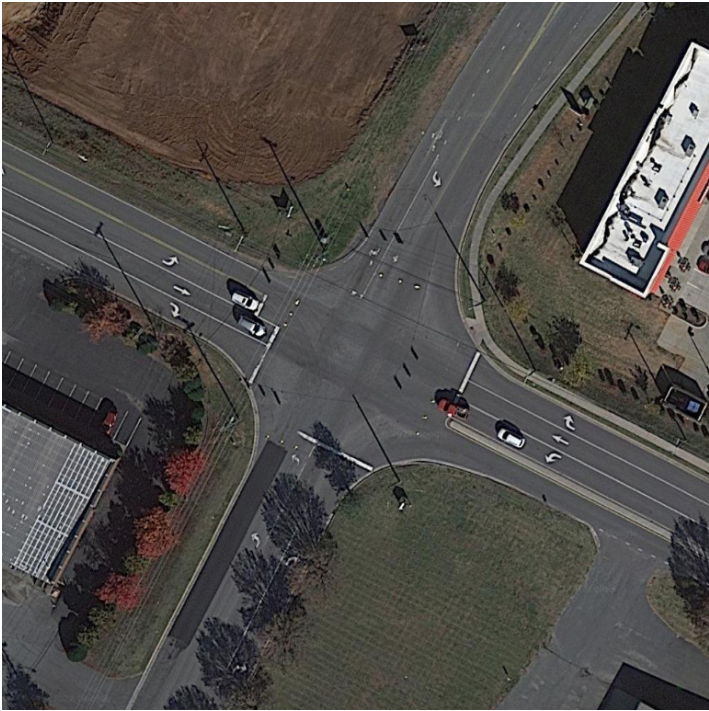
There is an existing sidewalk and curb inlet on the northeast corner of the intersection near the Citgo gas station. The other three corners of the intersection do not currently have sidewalks or multi-use paths. The recommendations of this plan are to add both to each side of Weddington which would require this signalized intersection to have improvements for pedestrian safety. Crosswalks with pedestrian control features and pedestrian signal head indications should be considered for this intersection.

Concord Farms Road

The intersection between Weddington Road and Concord Farms Road is addressed in the George W. Liles Small Area Plan. Given the proximity to the George W. Liles Pkwy intersection, the recommendation is for the addition of a roundabout at this intersection that will accommodate pedestrian and bicycle movement.

George W. Liles Pkwy

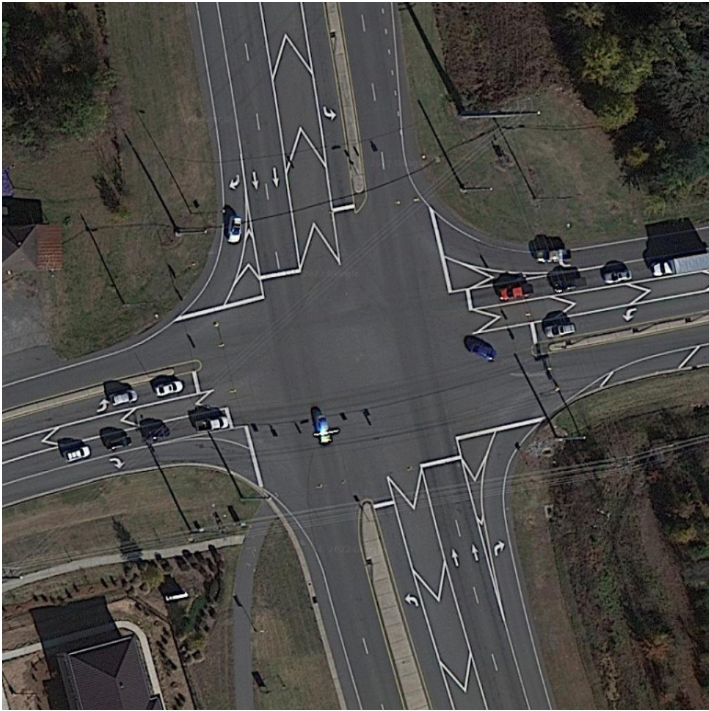
The largest intersection along Weddington Road occurs at George W. Liles Pkwy. Intersection improvements at this location are critical to providing connectivity along the corridor. This is a key intersection because it connects the commercial and civic uses to multiple neighborhoods in the area. Currently, there is a sidewalk and greenway on the southwest corner of the intersection but no pedestrian crosswalks or bicycle accommodations are included. Pedestrian refuge areas will need to be added to make this intersection work for pedestrians.



Pitts School Road Existing Conditions



Concord Farms Road Existing Conditions



George W. Liles Pkwy Existing Conditions



Rock Hill Church Road Existing Conditions

Rock Hill Church Road

Coming from the east Rock Hill Church Road forks and becomes Weddington Road to the left and continues as Rock Hill Church Road to the right. It is an awkward intersection that has some visibility issues for drivers and no existing pedestrian or bicycle accommodations.

As a solution to these issues, a roundabout has been proposed solution but is not without challenges. The following section goes into more detail.

3.2.2. Rock Hill Church Road Roundabout

Vehicle Movement

At the Rock Hill Church Road intersection, the proposed roundabout would be a single-lane roundabout with three connecting roads, one for Weddington Road and two for Rock Hill Church Road. The example from Santa Clarita, CA on Page 49 shows a similar design to a roundabout that would be appropriate for the Weddington Road and Rock Hill Church Road intersection. However, this layout would still come with some difficulties which are discussed on the next page.

Pedestrian Movement

Most roundabouts provide a median and refuge islands along the crosswalk to create a two-stage crossing for pedestrians which is safer when crossing multiple lanes. A pedestrian crossing should be as wide as the sidewalk it connects to and it should provide adequate waiting areas for pedestrians to see oncoming traffic and increase visibility for drivers by adding curb extensions for refuge islands. In addition, pedestrians should use the roundabout's marked crosswalks along the outside of the roundabout, and not walk through the middle of it.

Weddington Road Roundabout Obstacles

An important factor to consider when adding a roundabout to an existing intersection is recognizing obstacles that could impact the roundabout installation. Weddington Road Corridor is a well-developed area with a mixture of residential neighborhoods, schools, commercial buildings, and industrial facilities. The Rock Hill Church and Weddington Road intersection has existing driveways, electric poles, and street lights which are examples of existing obstacles. The biggest obstacle is the existing buildings and new neighborhood construction near the intersection. While construction of a roundabout is still possible these obstacles could make this project cost prohibitive. Key areas of concern will need to be vetted thoroughly and careful and strategic planning will be necessary in order to move forward with the installation of a roundabout.



Santa Clarita Roundabout Example - Similar Alignment to Weddington & Rock Hill Church Roads



Google Streetview - Santa Clarita Roundabout Approach

RECOMMENDATIONS | MOBILITY



Roundabout Example

3.2.3 Others Crossings

Pedestrian Crossings

Pedestrian crossings are located at intersections or mid-block where vehicle speeds are above 18 mi/h and pedestrian volumes and crossing demands are moderate to high. Pedestrians have the right of way, however, it is important that pedestrians keep an eye out for cars, trucks, and bicycles. Bicyclists generally stay in the middle of the lane in order to prevent confrontation with pedestrians. In general, pedestrians are sensitive to minor changes in detours, and the quality of the sidewalk materials. The design of pedestrian crossings has the capabilities in shaping pedestrian behavior while guiding people toward the safest possible route.

High-Intensity Activated Crosswalk (HAWK) Beacon

A HAWK beacon is a traffic control device used to allow pedestrians to cross the roadway. The signal changes to a solid red indication for drivers to stop for pedestrians in the crosswalk. HAWK beacons are typically utilized on roads with a speed limit >35 mph, with a high pedestrian volume, and in areas that do not have existing traffic signals which could be used for pedestrian crossings.

As part of the Weddington Road Corridor Plan and in coordination with the Multi-Use path recommendations a HAWK beacon could be installed to provide a pedestrian crossing between Rock Hill Church Road and West Cabarrus High School. The exact location would be determined during the design process of the future Multi-Use path.



Multi-Use Path Example

How a HAWK Beacon Works:

This pedestrian crossing system allows pedestrians to control the flow of traffic at a particular intersection. Once a pedestrian is ready to cross, by pressing the button at the side of the road a red light will be followed by a flashing amber light. The pedestrian must wait for the indication to appear before crossing. The pedestrian can see lights in front of them which tell them when it is safe to cross the road. Some crossings also have a bleeping noise that accompanies the indication, to enhance directions. Some HAWK beacons are fitted with sensors at the top of the traffic lights to automatically detect when pedestrians are present as well.



HAWK Beacon Example

School Crossings

School crossings appear near an educational institution and may be patrolled by a Patrol officer. School



HAWK Beacon Example

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Crossings will also provide drivers with reduced speed signage before entering the school zone.

In many cases, crosswalk enhancements include raised median or pedestrian refuge signals and/ or street lighting may be needed and other substantial improvements that are typically needed on high-volume multi-lane roads.

Marked Crossings with a Signal

A marked crosswalk can benefit pedestrians by directing them to cross locations where appropriate traffic control, including traffic signals or school crossing guards. This pedestrian crossing signals motor vehicles to stop to allow time for pedestrians to cross. Marked pedestrian crosswalks are helpful at signalized intersections or locations where crosswalks are typically marked. Pedestrians can make the effort to finish crossing within the timeframe initiated by the crosswalk light. Marked Crosswalks generally should be designed to minimize crossing distances and should be straight and in line with sidewalk ramps to make access for children and adults easier to navigate.

3.3. BEAUTIFICATION

Beautification recommendations focus on enhancing the aesthetics of the corridor. Any improvements along Weddington Road should take into consideration adding to the beauty of the corridor and enhancing this east-to-west connector for Concord.

3.3.1. Landscaping

The City of Concord’s Development Ordinance (CDO) establishes Landscaping requirements for new developments in Article 11 - Landscaping and Buffering. As seen in the map on Page 33, most of the property along the Weddington Road Corridor is already developed or planned, however, any future developments should consider the existing CDO requirements and potentially going above and beyond the requirements to help enhance the Weddington Road corridor. Opportunities for landscape include but are not limited to intersections, along the corridor, and at development and neighborhood entrances.



Bioretention Example w/ Landscaping

3.3.2. Green Streets

According to the EPA (Environmental Protection Agency), a green street is a stormwater management approach that incorporates vegetation (perennials, shrubs, trees), soil, and engineered systems (e.g., permeable pavements) to slow, filter, and cleanse stormwater runoff from impervious surfaces (e.g., streets, sidewalks). Green streets are designed to capture rainwater at its source, where rain falls. Whereas, a traditional street is designed to direct stormwater runoff from impervious surfaces into storm sewer



Landscaped Median

systems (gutters, drains, pipes) that discharge directly into surface waters, rivers, and streams.

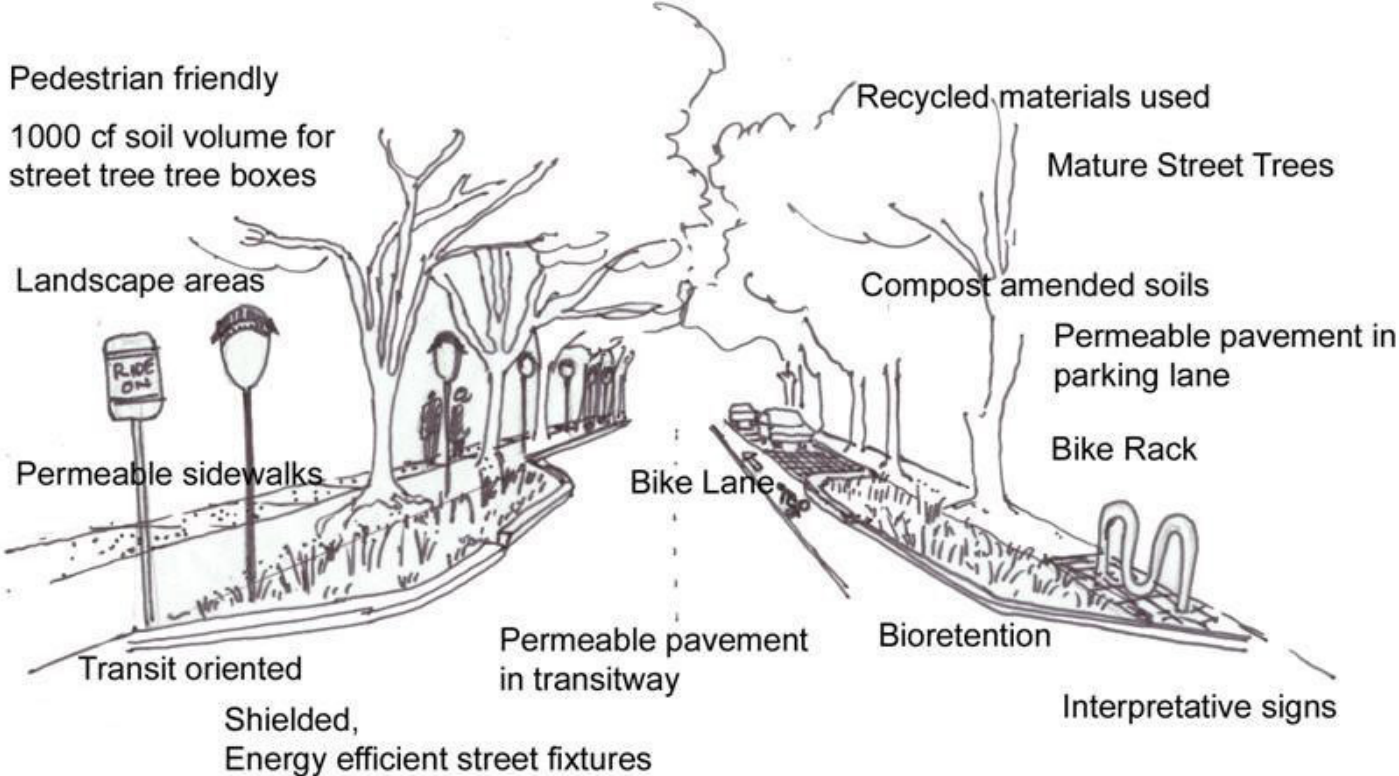
The Anatomy of a Green Street

Streets comprise a significant percentage of publicly owned land in most communities, thereby offering a unique opportunity to incorporate green street elements that will not only protect the environment, but can improve community health and prosperity.

Green streets incorporate a wide variety of design elements including street trees, permeable pavements, bioretention, and swales. Successful application of green techniques will encourage soil and vegetation contact and infiltration and retention of stormwater. Although the design and appearance of green streets will vary, the functional goals are the same:

- Provide source control of stormwater to limit the transport of pollutants to stormwater conveyance and collection systems,
- Restore pre-development hydrology to the extent possible, and
- Create roadways that help protect the environment and local water quality.

Anatomy of a Green Street

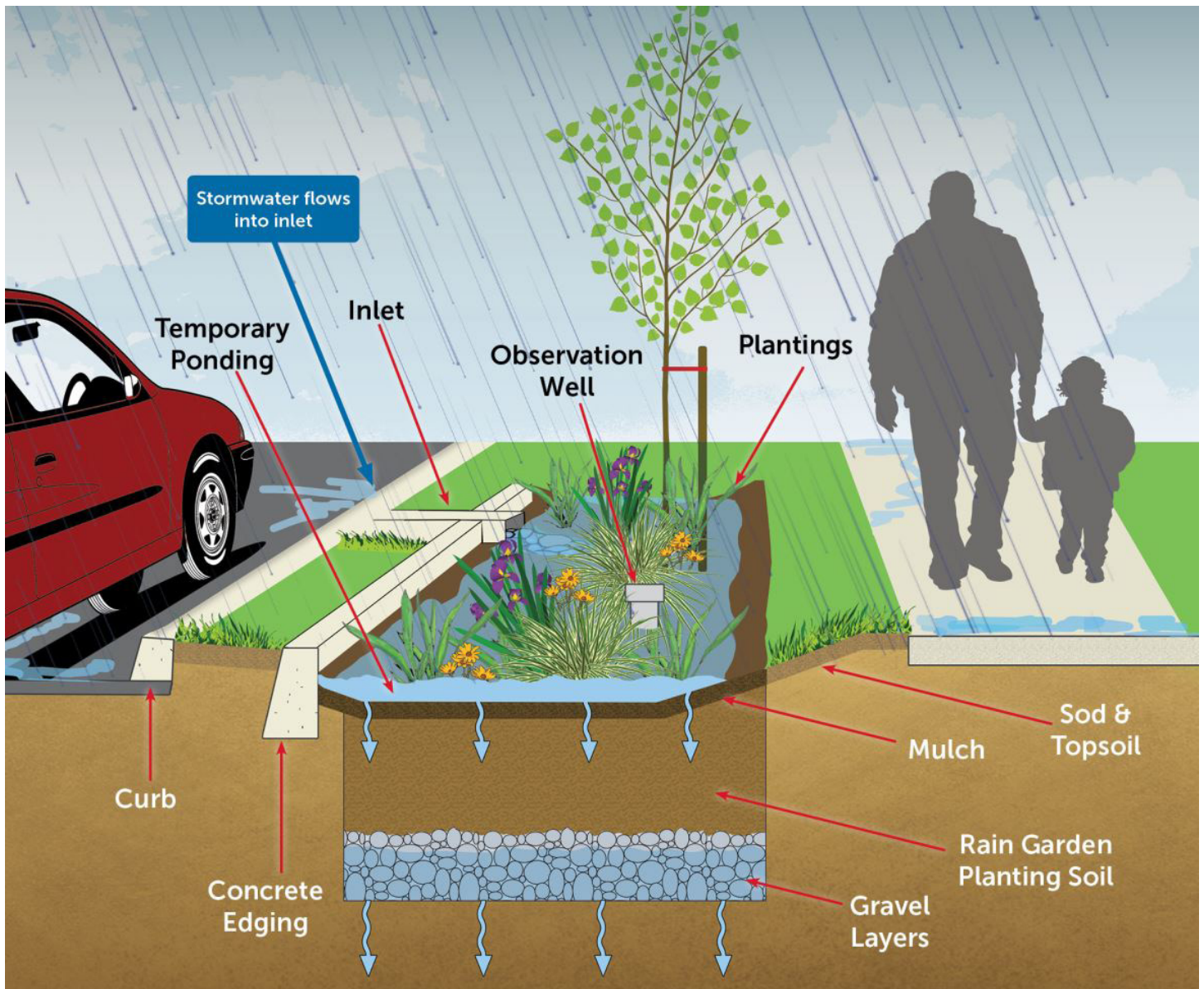


Source: <https://www.epa.gov/G3/learn-about-green-streets>

Green Streets on Weddington Road

A Green Street concept incorporated on Weddington Road could assist with minimizing stormwater impacts on the surrounding area through a natural systems approach. Green Street design concepts could be incorporated along areas prone to flooding helping to control Weddington Road’s stormwater.

If a Green Street Concept is installed along Weddington Road, Green Streets could limit the transport of pollutants into the stormwater conveyance and collection systems, assist with restoring the hydrology of the area, and help protect the environment and local water quality.



Bioretention Diagram

3.3.3. Other Recommendations

Martin Marietta Quarry

The Martin Marietta Quarry is a privately-operated gravel pit with a life span of thirty-plus years remaining. The quarry specializes in a variety of stone, asphalt, and other treated cement materials. Once operation has ended at the Quarry, redevelopment strategies and plans will be necessary to beautify and replenish the depleted resources. Here are some examples of what has been done with other quarries after the end of their life span.

Quarry Falls - Civita Park

Location: San Diego, California
Quarry Falls known as Civita Park is located in the center of San Diego and sits 200 ft below ground level. The quarry once served as a minor stone and concrete source for construction. From Quarry to pleasure ground, developers proposed a plan in 2008 to restore the site as a high-density residential district with an open green space.



Quarry Falls - Civita Park, San Diego, California



Bellwood Quarry - Westside Park, Atlanta, Georgia

Bellwood Quarry - Westside Park

Location: Atlanta, Georgia
The Bellwood Quarry site is a reservoir within the City of Atlanta. The reservoir stopped operations in 1999 and is now a proposed site for a recreational park. Westside Park will be the

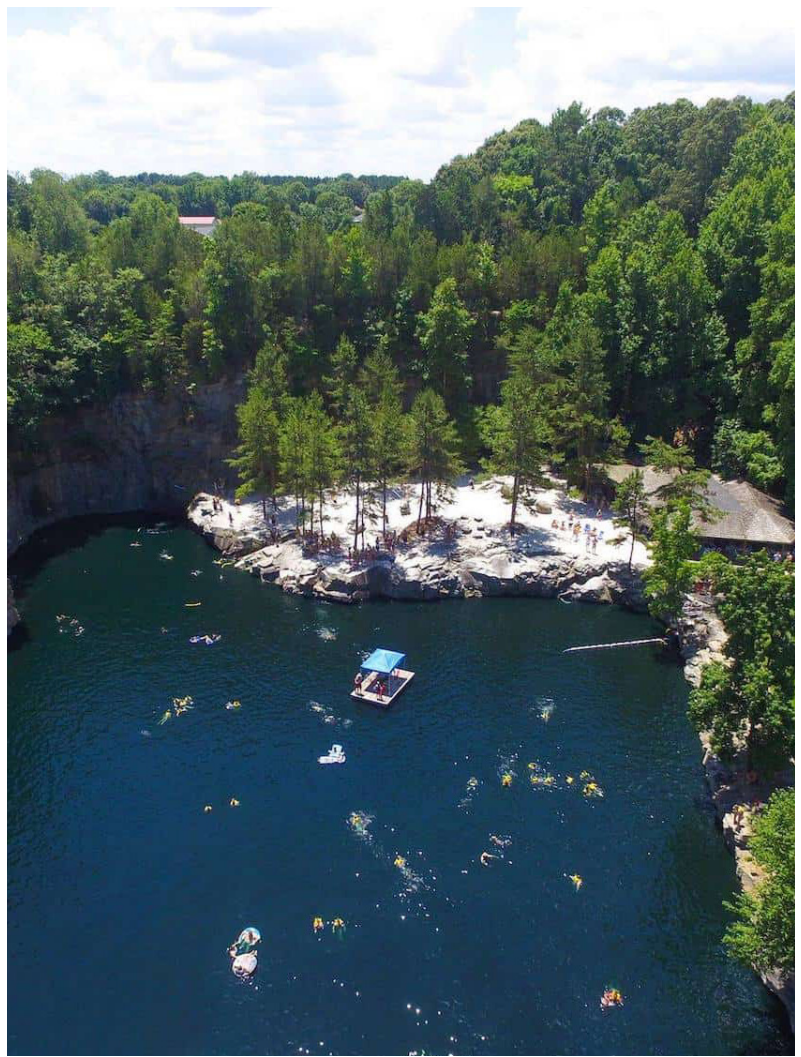


Blue Stone Dive Resort - Thomasville, North Carolina

redevelopment plan that will connect trails and greenways to the overall Atlanta BeltLine trail and surrounding neighborhoods.

Blue Stone Dive Resort

Location: Thomasville, North Carolina
Blue Stone Dive Resort has a 19-acre former quarry available for scuba diving for experienced divers and diving instruction for new divers. The quarry is fed by a natural spring and few sediments run into the man-made lake which makes visibility very good for divers. The deepest part of the quarry is 100-feet and divers can explore one airplane, a vintage car, boats and more at the bottom of the lake.



Carrigan Farms - Mooresville, North Carolina

Carrigan Farms

Location: Mooresville, North Carolina
Nestled at the center of Carrigan Farms' 275 acres is a natural quarry. What began as a working stone quarry in the 1960's was transformed in the late 1980's into a wedding venue, unlike any other in the region. Sheer granite cliffs rise to seventy foot heights about crystal blue water. The quarry is used as a wedding venue and made available for recreational swimming.



Brownstone Exploration & Discovery Park - Portland, Connecticut

Brownstone Exploration & Discovery Park

Location: Portland, Connecticut

Brownstone Exploration & Discovery Park has rock climbing, wakeboarding, swimming, kayaking, snorkeling, cliff jumping, scuba diving, 14 zip lines, water obstacles, rope swing. Everyone will have the opportunity to explore the quarry's 100-foot freshwater depths, traverse its 85-foot solid brownstone walls, navigate the water's smooth surface, or take on all the sports in the advanced challenge courses.

Public Art

The City of Concord is developing a Public Art Master Plan that is expected to be completed in November 2022. A great example of existing Public Art along the Weddington Road Corridor is the installation of three large corten steel pieces on the Hector Henry Greenway. Each piece was done by an artist at Clearwater Art Center & Studios and showcases a bird which can be found in the wetlands along the greenway. More public art pieces like this should be encouraged both from the private and public sector.



Weddington Road & Hector Henry Greenway Public Art



Weddington Road & Hector Henry Greenway Public Art



Valley of Light - Betteravia Government Center, Santa Maria, CA



Valley of Light - Betteravia Government Center, Santa Maria, CA

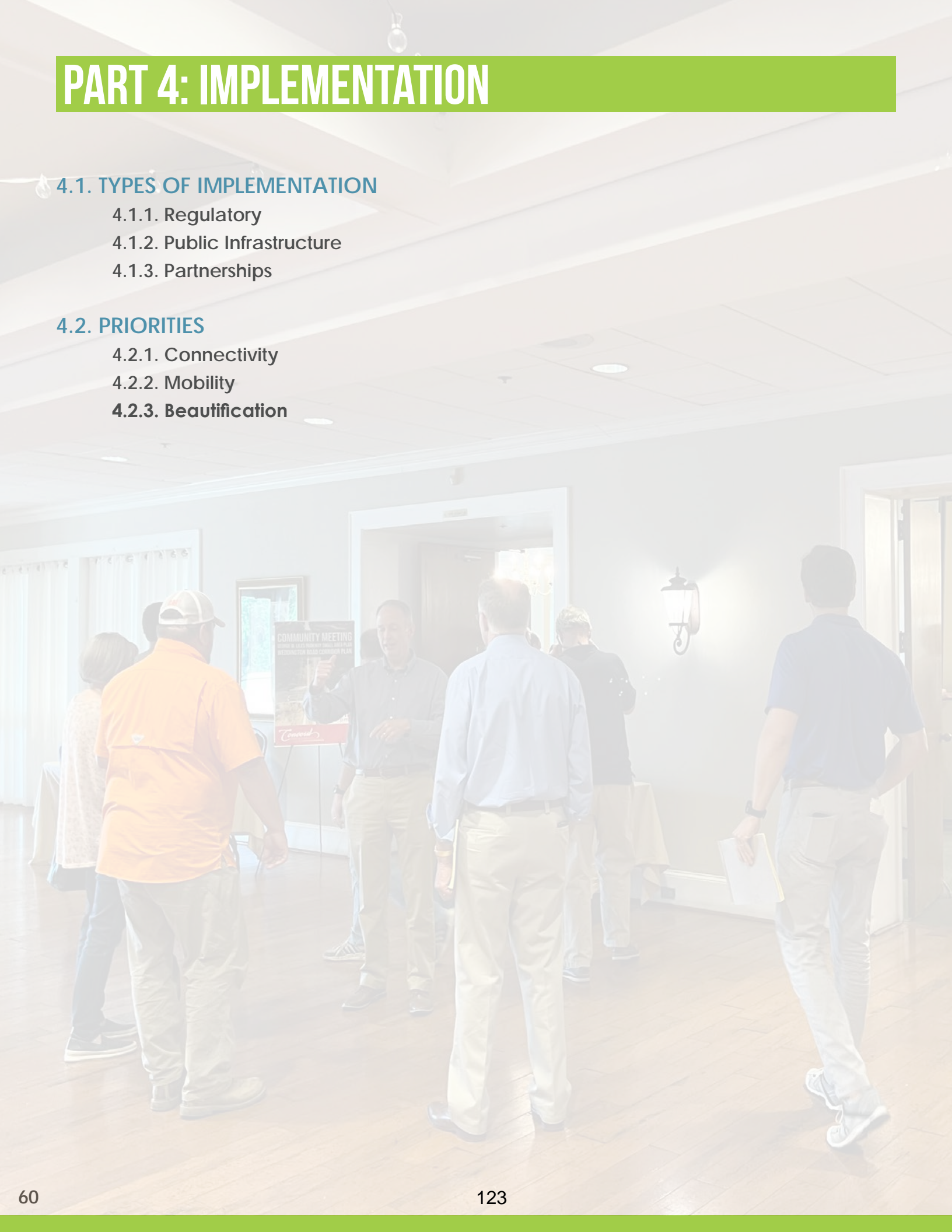
PART 4: IMPLEMENTATION

4.1. TYPES OF IMPLEMENTATION

- 4.1.1. Regulatory
- 4.1.2. Public Infrastructure
- 4.1.3. Partnerships

4.2. PRIORITIES

- 4.2.1. Connectivity
- 4.2.2. Mobility
- 4.2.3. Beautification





4

4.1. TYPES OF IMPLEMENTATION

It is important to note that funding for this plan’s recommendations is not currently allocated by either the City or NCDOT. Implementing these recommendations will take collaboration between existing development, the City of Concord, Cabarrus County, NCDOT, and others to see these projects come to fruition. This plan is to act as a starting point for many of the recommendations outlined here and is meant to be used as a guide for City Staff, the Planning and Zoning Commission, and City Council in future decisions in regards to the Weddington Road Corridor.

The Weddington Road Corridor Plan sets forth the community’s vision for the area and includes recommendations to achieve it. To make that vision reality, the plan recommendations must be implemented. This section will describe the types of implementation available and identify recommendations that are priorities for implementation. Successfully implementing this plan will require the combined efforts of the city, external organizations, and the community. Implementation generally falls into three categories: regulatory changes, public infrastructure, and partnerships. Each fills a different role, but all are necessary to successfully achieve the vision.

4.1.1. REGULATORY

Most development comes from private investment. The City can ensure private investment advances city goals by adopting or amending appropriate regulations. These regulations may include rules, requirements, procedures, fees, or laws. Typical examples include zoning

code text and map amendments and Parks and Recreation requirements regarding the provision of publicly accessible parks and open space. Developing these regulations based on the guidance of this plan will involve additional community engagement.

4.1.2. PUBLIC INFRASTRUCTURE

Public infrastructure investment is typically driven in reaction to demand. However, the City may work with property owners to pursue proactive infrastructure investments with careful consideration and involvement of City Council and City Management. In the case of this Corridor Plan the primary public infrastructure in consideration is the addition of multi-modal infrastructure to accommodate bicycles and pedestrians.

4.1.3. PARTNERSHIPS

Public-private partnerships can take several different forms. Public entities may contribute to the development in the form of acquiring land for public service provisions or occupying space in the development. The City has made public infrastructure investments (e.g. extension of sewer lines) in exchange for a portion of land sales following the investment or in place of a more typical tax-based incentive. Synthetic tax increment financing districts are another potential form of public-private partnership. Any details on partnership opportunities would be negotiated between the City and the development team.

4.2. PRIORITIES

Over the lifespan of this plan, the City will evolve, recommendations will be implemented, and circumstances will change. All of these impact which recommendations are the highest priorities for the City to focus on. Here are a list of priorities for the recommendations mentioned in Part 3 of the plan.

4.2.1. CONNECTIVITY

Connectivity recommendations focus on the addition of pedestrian and bicycle-friendly infrastructure to the corridor. This category of recommendations aligns closely with the previously adopted Parks & Recreation Open Space Connectivity Analysis Plan. The following is the list of priorities for the corridor as related to Connectivity:

1. Hector Henry Greenway Improvements at the Rocky River Bridge
2. Multi-Modal Connectivity from Coddle Creek to George W. Liles Pkwy (See the George

W. Liles Pkwy Small Area Plan for more details)

- 3. Multi-Modal Connectivity from George W. Liles Pkwy to West Cabarrus High School/12th Fairway Dr NW
- 4. Multi-Modal Connectivity from 12 Fairway Dr NW towards Rock Hill Church Rd
- 5. Multi-Modal Connectivity from the Hector Henry Greenway (Near FS11) towards Fisher Farm Ln NW (City Owned)
- 6. Multi-Modal Connectivity from Fisher Farm Ln NW to Coddle Creek

4.2.2. MOBILITY

Mobility recommendations focus on all modes of travel along the corridor but particularly as they relate to vehicular traffic and safety. The following is the list of priorities for the corridor as related to Mobility:

- 1. Improvements at George W. Liles Pkwy
- 2. Improvements at Pitts School Rd NW
- 3. Improvements at Concord Farms Rd
- 4. Improvements at Rock Hill Church Rd
- 5. Other “mid-block” crossings utilizing HAWK Beacons

4.2.3. BEAUTIFICATION

Beautification recommendations focus on enhancing the aesthetics of the corridor. Any improvements along Weddington Road should take into consideration adding to the beauty of the corridor and enhancing this east-to-west connector for Concord. The three main beautification considerations for the corridor are landscaping, green streets, and public art. There is no list of priorities for these recommendations but all should be considered in conjunction with the addition of multi-modal accommodations and intersection improvements. The last recommendation mentioned in the beautification section of Part 3 is considerations for the future of the Martin Marietta Quarry which isn’t expected to be depleted for another 30+ years and therefore is not a top priority for implementation of this plan.





APPENDICES

APPENDIX A: PUBLIC INPUT SURVEY RESULTS

APPENDIX B: OPEN SPACE CONNECTIVITY ANALYSIS MAPS

APPENDIX C: LONG RANGE TRANSIT MASTER PLAN MAPS

APPENDIX A: PUBLIC INPUT SURVEY RESULTS

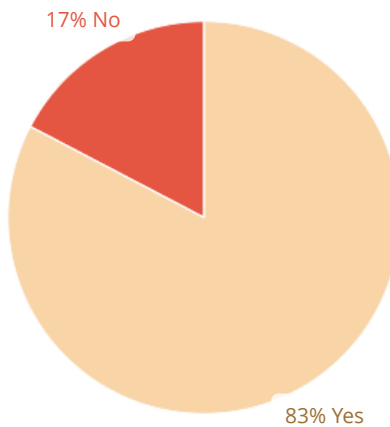
The following is a summary of the results gathered from the Public Input survey multiple option questions. The survey was available to the public for their response from August 19, 2021 through September 16, 2021.

WEDDINGTON ROAD CORRIDOR SURVEY

Project Engagement

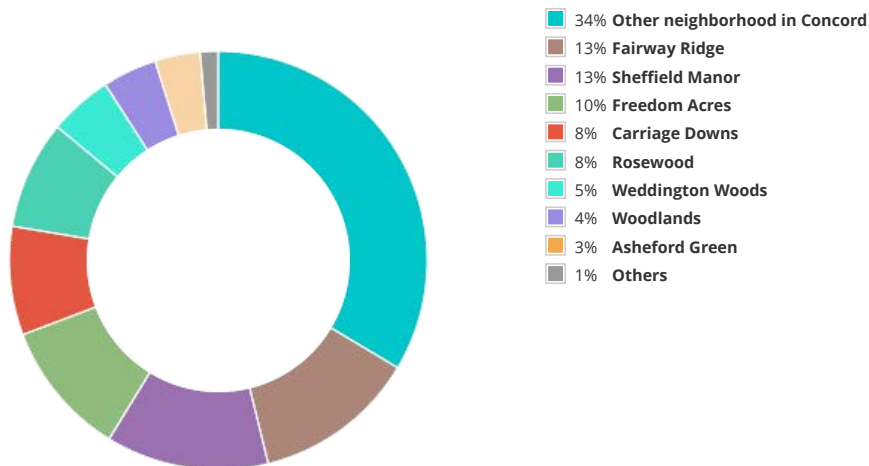
VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
1,277	170	907	540

* Is Weddington Road a part of your primary commute?



150 respondents

* In which of the following neighborhoods do you reside?



143 respondents

* Which of the following interest you?

75%	Sidewalks	100 ✓
50%	Multi-use paths	67 ✓
29%	Bike lanes	38 ✓
17%	Other	22 ✓

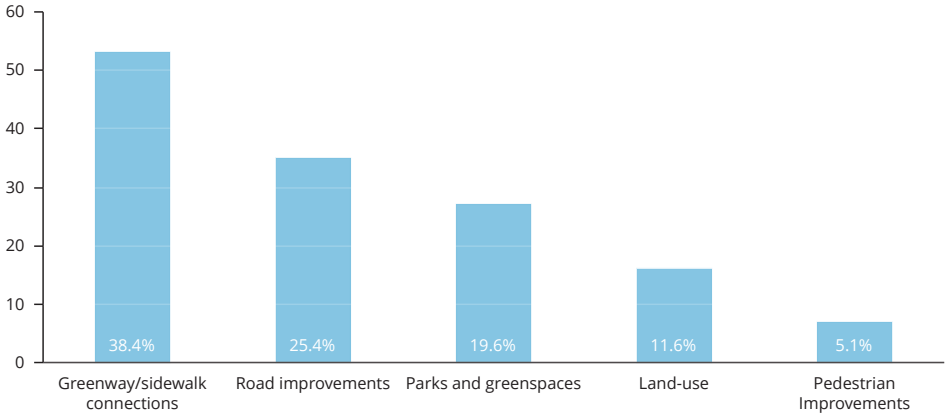
133 Respondents

* What types of land-uses would you like to see on the corridor?

85%	Parks and Recreation	116 ✓
33%	Residential	45 ✓
18%	Restaurants	24 ✓
9%	Mixed-Use Developments	13 ✓
3%	Retail	4 ✓
3%	Professional Offices	4 ✓

137 Respondents

* Please select the most important topic of importance to you:



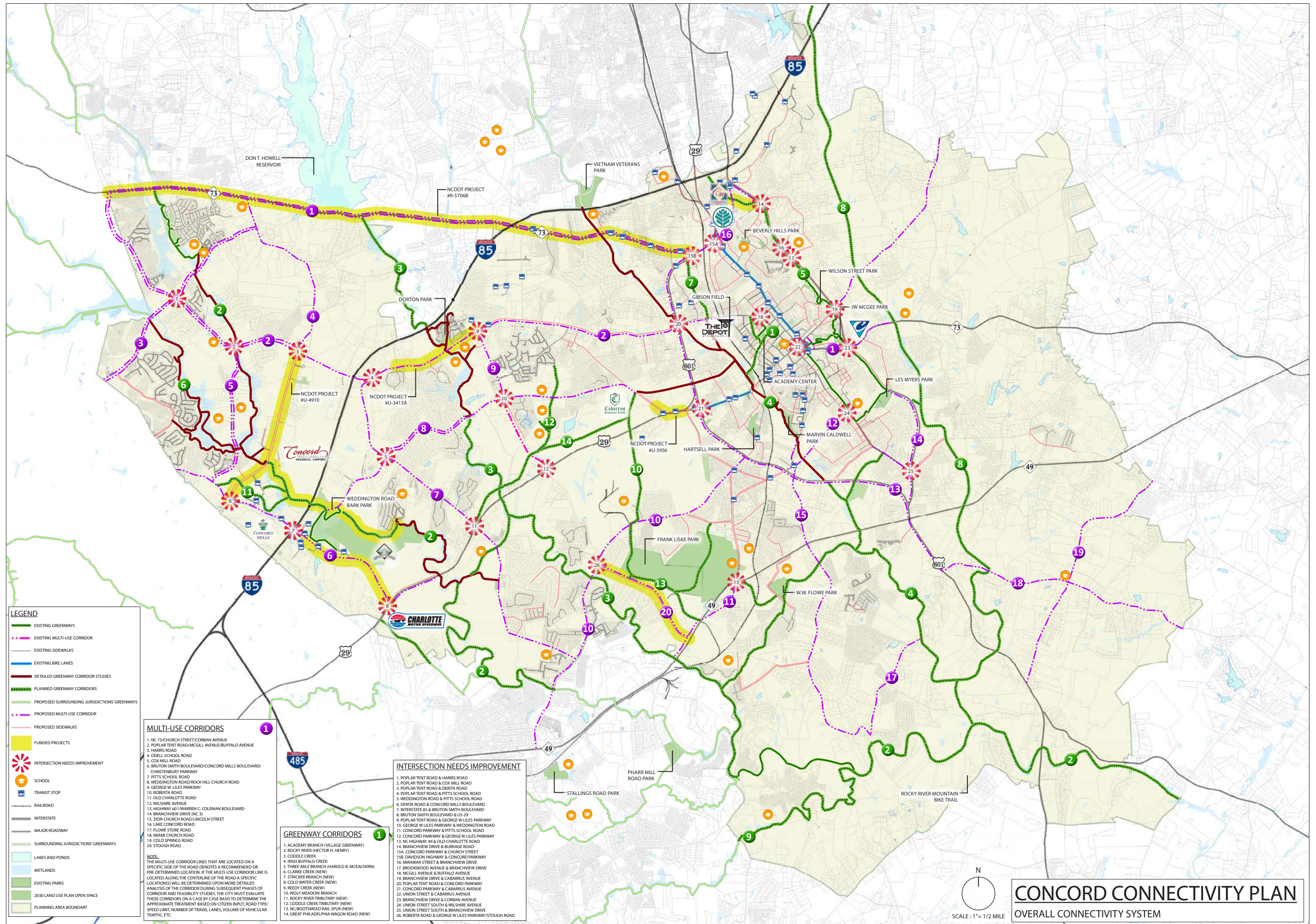
APPENDIX B: OPEN SPACE CONNECTIVITY ANALYSIS MAPS

Page 69: Concord Connectivity Plan - Overall Connectivity System Map

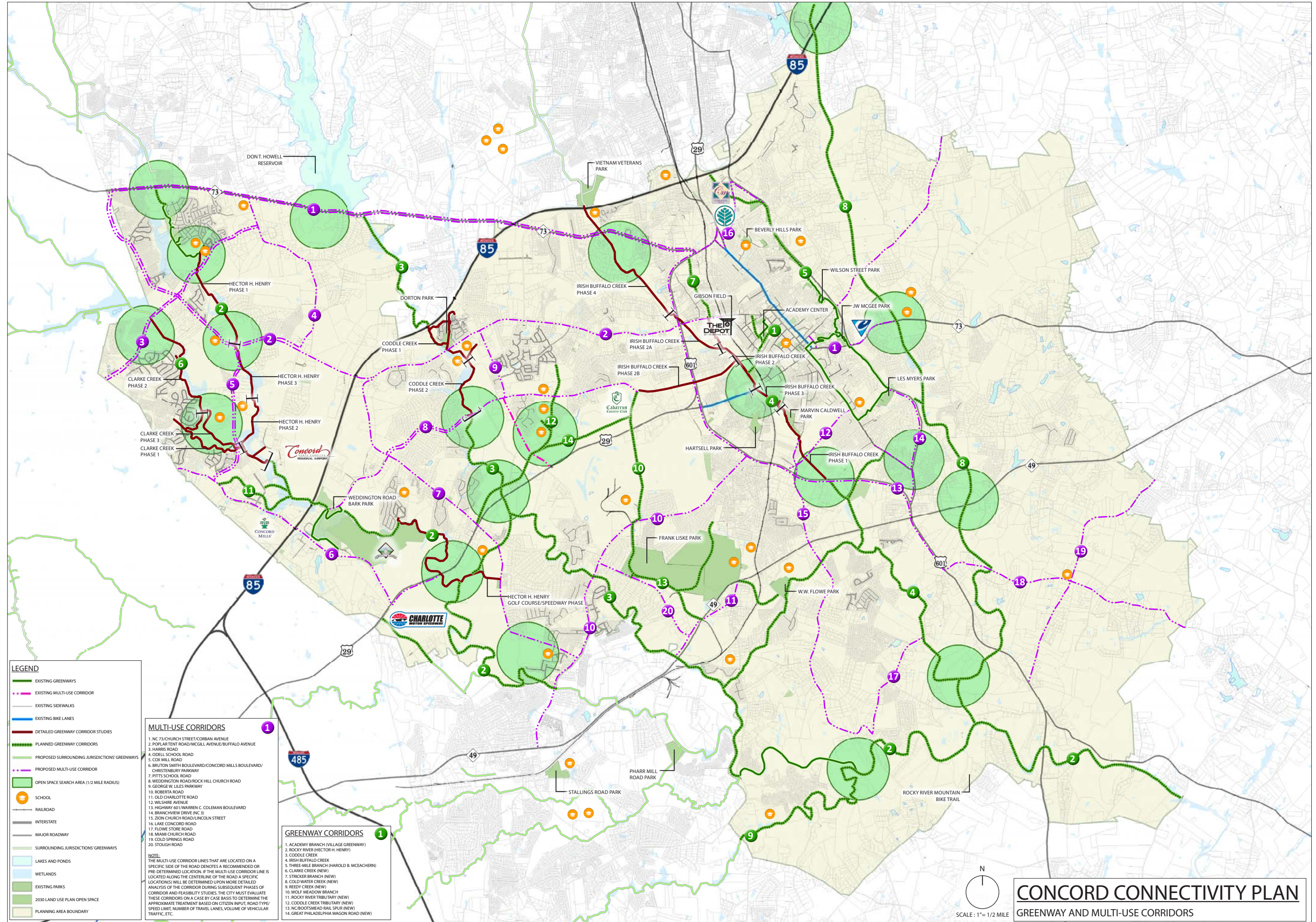
Page 71: Concord Connectivity Plan - Greenway and Multi-Use Corridors Map

Page 73: Concord Connectivity Plan - Central City Boundary Map

Page 75: Concord Connectivity Plan - Western Edge Boundary Map



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LEGEND

- EXISTING GREENWAYS
- EXISTING MULTI-USE CORRIDOR
- EXISTING SIDEWALKS
- EXISTING BIKE LANES
- DETAILED GREENWAY CORRIDOR STUDIES
- PLANNED GREENWAY CORRIDORS
- PROPOSED SURROUNDING JURISDICTIONS' GREENWAYS
- PROPOSED MULTI-USE CORRIDOR
- OPEN SPACE SEARCH AREA (1/2 MILE RADIUS)
- SCHOOL
- RAILROAD
- INTERSTATE
- MAJOR ROADWAY
- SURROUNDING JURISDICTIONS' GREENWAYS
- LAKES AND PONDS
- WETLANDS
- EXISTING PARKS
- 2030 LAND USE PLAN OPEN SPACE
- PLANNING AREA BOUNDARY

MULTI-USE CORRIDORS

1. NC 73/CHURCH STREET/CORBAN AVENUE
2. POPLAR TENT ROAD/MCGILL AVENUE/BUFFALO AVENUE
3. HARRIS ROAD
4. ODELL SCHOOL ROAD
5. COX MILL ROAD
6. BRITON SMITH BOULEVARD/CONCORD MILLS BOULEVARD/CHRISTENBURY PARKWAY
7. PITTS SCHOOL ROAD
8. WEDDINGTON ROAD/ROCK HILL CHURCH ROAD
9. GEORGE W. LILES PARKWAY
10. ROBERTA ROAD
11. OLD CHARLOTTE ROAD
12. WILSHIRE AVENUE
13. HIGHWAY 601/WARREN C. COLEMAN BOULEVARD
14. BRANCHVIEW DRIVE (NC 3)
15. ZION CHURCH ROAD/LINCOLN STREET
16. LAKE CONCORD ROAD
17. FLOWE STORE ROAD
18. MIAMI CHURCH ROAD
19. COLD SPRINGS ROAD
20. STOUGH ROAD

NOTE:
THE MULTI-USE CORRIDOR LINES THAT ARE LOCATED ON A SPECIFIC SIDE OF THE ROAD DENOTES A RECOMMENDED OR PRE-DETERMINED LOCATION. IF THE MULTI-USE CORRIDOR LINE IS LOCATED ALONG THE CENTERLINE OF THE ROAD A SPECIFIC LOCATION(S) WILL BE DETERMINED UPON MORE DETAILED ANALYSIS OF THE CORRIDOR DURING SUBSEQUENT PHASES OF CORRIDOR AND FEASIBILITY STUDIES. THE CITY MUST EVALUATE THESE CORRIDORS ON A CASE BY CASE BASIS TO DETERMINE THE APPROXIMATE TREATMENT BASED ON CITIZEN INPUT, ROAD TYPE/SPEED LIMIT, NUMBER OF TRAVEL LANES, VOLUME OF VEHICULAR TRAFFIC, ETC.

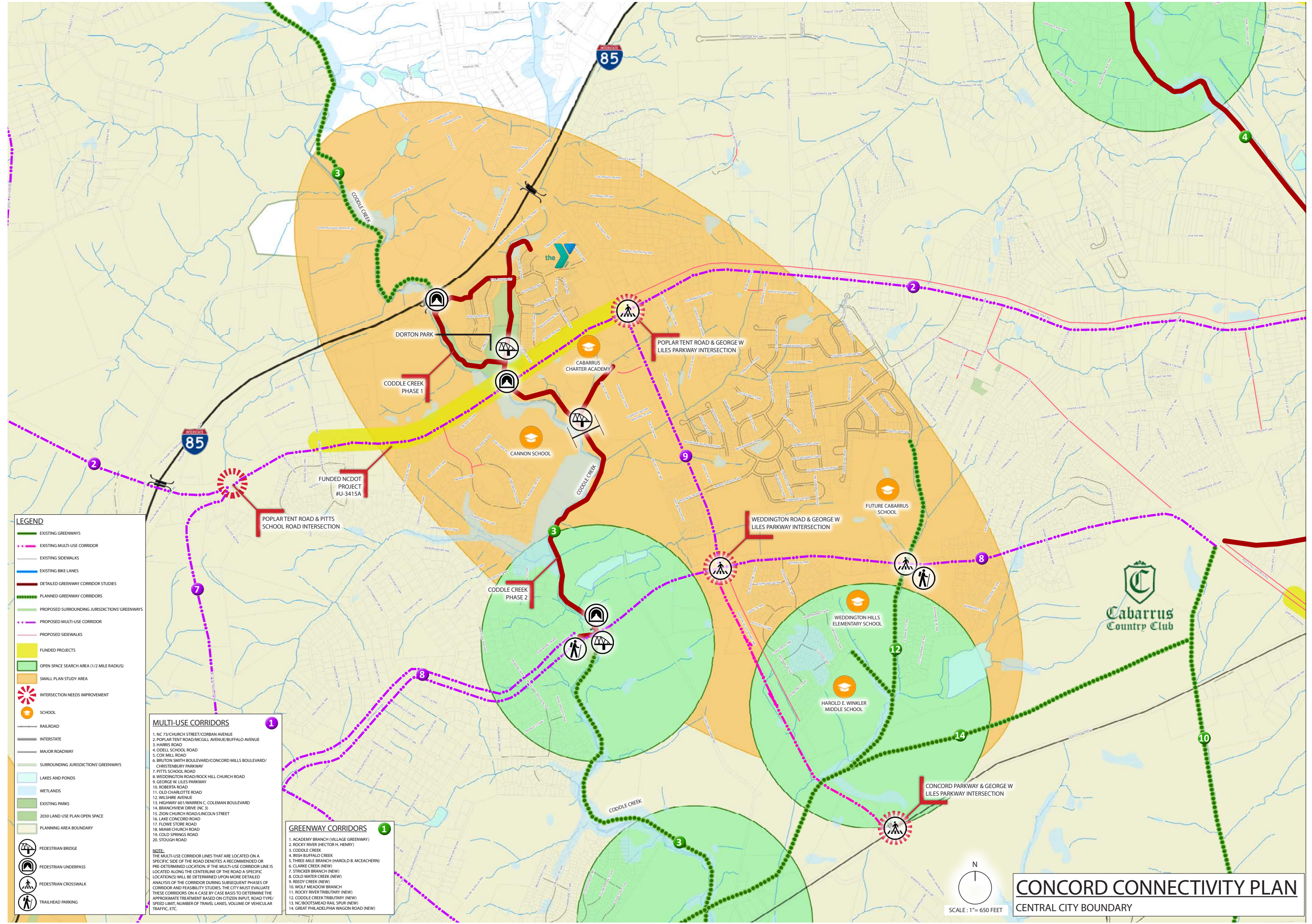
GREENWAY CORRIDORS

1. ACADEMY BRANCH (VILLAGE GREENWAY)
2. ROCKY RIVER (HECTOR H. HENRY)
3. CODDLE CREEK
4. IRISH BUFFALO CREEK
5. THREE-MILE BRANCH (HAROLD B. MCEACHERN)
6. CLARKE CREEK (NEW)
7. STROKER BRANCH (NEW)
8. COLD WATER CREEK (NEW)
9. REEDY CREEK (NEW)
10. WOLF MEADOW BRANCH
11. ROCKY RIVER TRIBUTARY (NEW)
12. CODDLE CREEK TRIBUTARY (NEW)
13. NC ROCKY RIVER TRAIL SPIR (NEW)
14. GREAT PHILADELPHIA WAGON ROAD (NEW)

CONCORD CONNECTIVITY PLAN
GREENWAY AND MULTI-USE CORRIDORS

SCALE: 1"= 1/2 MILE

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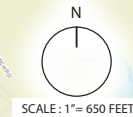
LEGEND

- EXISTING GREENWAYS
- EXISTING MULTI-USE CORRIDOR
- EXISTING SIDEWALKS
- EXISTING BIKE LANES
- DETAILED GREENWAY CORRIDOR STUDIES
- PLANNED GREENWAY CORRIDORS
- PROPOSED SURROUNDING JURISDICTIONS' GREENWAYS
- PROPOSED MULTI-USE CORRIDOR
- PROPOSED SIDEWALKS
- FUNDED PROJECTS
- OPEN SPACE SEARCH AREA (1/2 MILE RADIUS)
- SMALL PLAN STUDY AREA
- INTERSECTION NEEDS IMPROVEMENT
- SCHOOL
- RAILROAD
- INTERSTATE
- MAJOR ROADWAY
- SURROUNDING JURISDICTIONS' GREENWAYS
- LAKES AND PONDS
- WETLANDS
- EXISTING PARKS
- 2030 LAND USE PLAN OPEN SPACE
- PLANNING AREA BOUNDARY
- PEDESTRIAN BRIDGE
- PEDESTRIAN UNDERPASS
- PEDESTRIAN CROSSWALK
- TRAILHEAD PARKING

- MULTI-USE CORRIDORS**
1. NC 73/CHURCH STREET/CORBAN AVENUE
 2. POPLAR TENT ROAD/MCGILL AVENUE/BUFFALO AVENUE
 3. HARRIS ROAD
 4. ODELL SCHOOL ROAD
 5. COX MILL ROAD
 6. BRITTON SMITH BOULEVARD/CONCORD MILLS BOULEVARD/CHRISTENBURY PARKWAY
 7. PITTS SCHOOL ROAD
 8. WEDDINGTON ROAD/ROCK HILL CHURCH ROAD
 9. GEORGE W. LILES PARKWAY
 10. ROBERTA ROAD
 11. OLD CHARLOTTE ROAD
 12. WILSHIRE AVENUE
 13. HIGHWAY 601/WARREN C. COLEMAN BOULEVARD
 14. BRANCHVIEW DRIVE (INC. 3)
 15. ZION CHURCH ROAD/LINCOLN STREET
 16. LAKE CONCORD ROAD
 17. FLOWE STORE ROAD
 18. MIAMI CHURCH ROAD
 19. COLD SPRINGS ROAD
 20. STOUGH ROAD

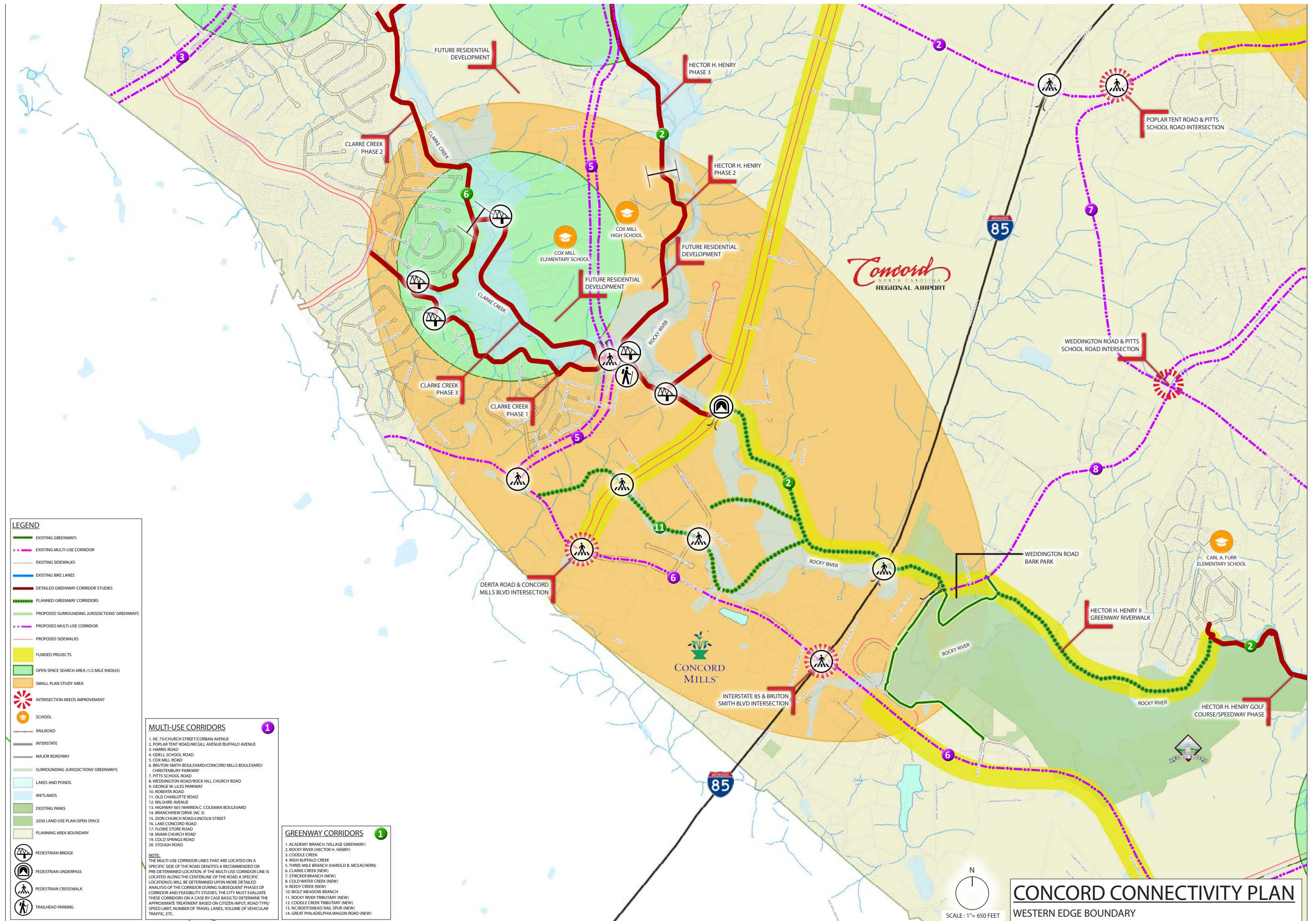
- GREENWAY CORRIDORS**
1. ACADEMY BRANCH (VILLAGE GREENWAY)
 2. ROCKY RIVER (HECTOR H. HENRY)
 3. CODDLE CREEK
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 6. CLARKE CREEK (NEW)
 7. STRICKER BRANCH (NEW)
 8. COLD WATER CREEK (NEW)
 9. REEDY CREEK (NEW)
 10. WOLF MEADOW BRANCH
 11. ROCKY RIVER TRIBUTARY (NEW)
 12. CODDLE CREEK TRIBUTARY (NEW)
 13. NC ROCKS/HEAD RAIL SPUR (NEW)
 14. GREAT PHILADELPHIA WAGON ROAD (NEW)

NOTE: THE MULTI-USE CORRIDOR LINES THAT ARE LOCATED ON A SPECIFIC SIDE OF THE ROAD DENOTES A RECOMMENDED OR PRE-DETERMINED LOCATION. IF THE MULTI-USE CORRIDOR LINE IS LOCATED ALONG THE CENTERLINE OF THE ROAD A SPECIFIC LOCATION(S) WILL BE DETERMINED UPON MORE DETAILED ANALYSIS OF THE CORRIDOR DURING SUBSEQUENT PHASES OF CORRIDOR AND FEASIBILITY STUDIES. THE CITY MUST EVALUATE THESE CORRIDORS ON A CASE BY CASE BASIS TO DETERMINE THE APPROXIMATE TREATMENT BASED ON CITIZEN INPUT, ROAD TYPE/SPEED LIMIT, NUMBER OF TRAVEL LANES, VOLUME OF VEHICULAR TRAFFIC, ETC.



CONCORD CONNECTIVITY PLAN
CENTRAL CITY BOUNDARY

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LEGEND

- EXISTING GREENWAYS
- EXISTING MULTI-USE CORRIDOR
- EXISTING SIDEWALKS
- EXISTING BIKE LANES
- DETAILED GREENWAY CORRIDOR STUDIES
- PLANNED GREENWAY CORRIDORS
- PROPOSED SURROUNDING JURISDICTIONS' GREENWAYS
- PROPOSED MULTI-USE CORRIDOR
- PROPOSED SIDEWALKS
- FUNDED PROJECTS
- OPEN SPACE SEARCH AREA (1/2 MILE RADIUS)
- SMALL PLAN STUDY AREA
- INTERSECTION NEEDS IMPROVEMENT
- SCHOOL
- RAILROAD
- INTERSTATE
- MAJOR ROADWAY
- SURROUNDING JURISDICTIONS' GREENWAYS
- LAKES AND PONDS
- WETLANDS
- EXISTING PARKS
- 2030 LAND USE PLAN OPEN SPACE
- PLANNING AREA BOUNDARY
- PEDESTRIAN BRIDGE
- PEDESTRIAN UNDERPASS
- PEDESTRIAN CROSSWALK
- TRAILHEAD PARKING

MULTI-USE CORRIDORS

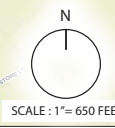
1. NC 73/CHURCH STREET/CORBAN AVENUE
2. POPLAR TENT ROAD/NC98/CLAY AVENUE/BUFFALO AVENUE
3. HARRIS ROAD
4. ODELL SCHOOL ROAD
5. COX MILL ROAD
6. BRUTON SMITH BOULEVARD/CONCORD MILLS BOULEVARD/CHRISTENBURY PARKWAY
7. PITTS SCHOOL ROAD
8. WEDDINGTON ROAD/ROCK HILL CHURCH ROAD
9. GEORGE W. LILES PARKWAY
10. ROBERTS ROAD
11. OLD CHARLOTTE ROAD

GREENWAY CORRIDORS

1. ACADEMY BRANCH (VILLAGE GREENWAY)
2. ROCKY RIVER (HECTOR H. HENRY)
3. CODDLE CREEK
4. IRISH BUFFALO CREEK
5. THREE-MILE BRANCH (HAROLD B. MCEACHERN)
6. CLARKE CREEK (NEW)
7. STROCKER BRANCH (NEW)
8. COLD WATER CREEK (NEW)
9. REEDY CREEK (NEW)
10. WOLF MEADOW BRANCH
11. ROCKY RIVER TRIBUTARY (NEW)
12. CODDLE CREEK TRIBUTARY (NEW)
13. NC/BOOTSMEAD RAIL SPUR (NEW)
14. GREAT PHILADELPHIA WAGON ROAD (NEW)

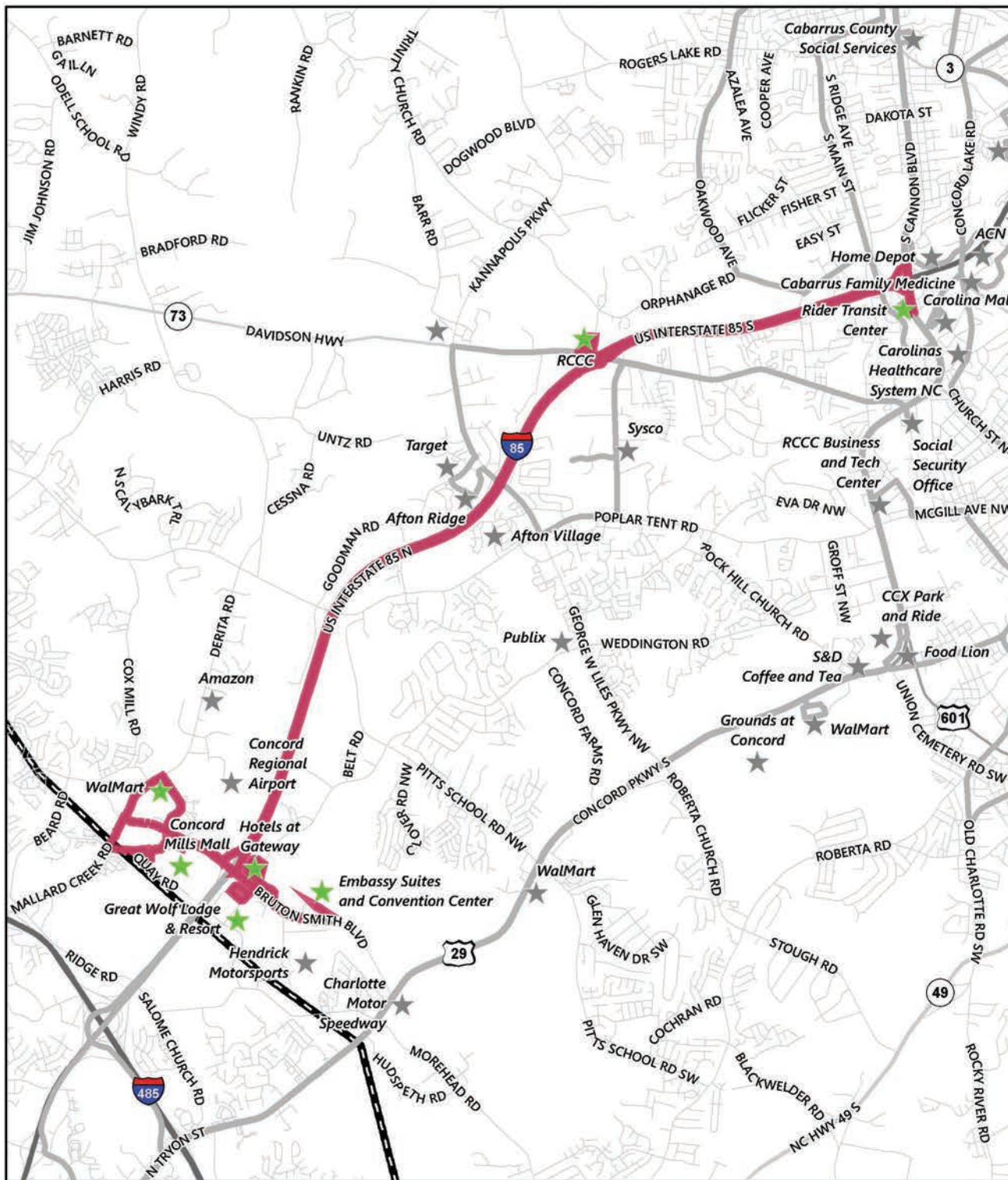
NOTE: THE MULTI-USE CORRIDOR LINES THAT ARE LOCATED ON A SPECIFIC SIDE OF THE ROAD DENOTES A RECOMMENDED OR PRE-DETERMINED LOCATION. IF THE MULTI-USE CORRIDOR LINE IS LOCATED ALONG THE CENTERLINE OF THE ROAD A SPECIFIC LOCATION(S) WILL BE DETERMINED UPON MORE DETAILED ANALYSIS OF THE CORRIDOR DURING SUBSEQUENT PHASES OF CORRIDOR AND FEASIBILITY STUDIES. THE CITY MUST EVALUATE THESE CORRIDORS ON A CASE-BY-CASE BASIS TO DETERMINE THE APPROPRIATE TREATMENT BASED ON CITIZEN INPUT, ROAD TYPE/SPEED LIMIT, NUMBER OF TRAVEL LANES, VOLUME OF VEHICULAR TRAFFIC, ETC.

CONCORD CONNECTIVITY PLAN
WESTERN EDGE BOUNDARY



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ROUTE 206 - RED ROUTE (EXISTING)



Route Red

Start Phase: 1

 Route 206

 Transit Service

 Activity Center

 County Boundary





AN ORDINANCE ADOPTING THE WEDDINGTON ROAD CORRIDOR PLAN (GLSAP)
OF THE CITY OF CONCORD, NORTH CAROLINA

WHEREAS, the City of Concord, North Carolina pursuant to the authority conferred by the North Carolina General Statute §160A-364 enacted an Official Zoning Ordinance for the City of Concord, North Carolina and the Area of Extraterritorial Jurisdiction on July 28, 1977; and

WHEREAS, the City of Concord, North Carolina pursuant to the authority conferred by North Carolina General Statute §§160D-501 shall adopt and maintain a comprehensive plan that sets forth goals, policies, and programs intended to guide the present and future physical, social, and economic development of the jurisdiction; and

WHEREAS, the City may prepare and adopt other such plans as deemed appropriate, which may include small area plans and neighborhood plans; and

WHEREAS, the adopted 2030 Land Use Plan recommends the preparation of a plan for the general area of the George W. Liles Parkway, and the City has obtained property owner and public input in the development of the plan; and

WHEREAS, the Planning and Zoning Commission has unanimously recommended approval of the plan on September 20, 2022.

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

SECTION 1: That the City Council adopted the following statement of reasonableness and consistency in support of adoption of the plan:

- The proposal is consistent with the 2030 Land Use Plan areas as the preparation of a corridor plan for Weddington Road is cited as a task in the Implementation Work Program (Item LU-23) of the 2030 Land Use Plan.
- The proposal is reasonable in that the development of the Plan has included substantial outreach to property owners, stakeholders and the general public.

SECTION 2: That the Weddington Road Corridor Plan as indicated on Attachment A is adopted.

SECTION 3: That this Ordinance be effective immediately upon adoption.

Adopted in this October 13, 2022.

CITY COUNCIL
CITY OF CONCORD
NORTH CAROLINA

ATTEST:

William C. Dusch, Mayor

Kim Deason, City Clerk

VaLerie Kolczynski, City Attorney

RESOLUTION AUTHORIZING NEGOTIATED PURCHASE
OR EMINENT DOMAIN TO ACQUIRE PROPERTY

WHEREAS, the City Council for the City of Concord, North Carolina, hereby determines that it is necessary and in the public interest to acquire two real property parcels identified and defined, as follows:

TRACT ONE (Formerly identified as Buffalo Drive SW – Anneva Terrace):

LYING AND BEING IN THE CITY OF CONCORD, WARD NO. 4, COUNTY OF CABARRUS COUNTY, NORTH CAROLINA AND BEING THE SAME PROPERTY LABELED AS BUFFALO DRIVE SW, AS SHOWN ON THE PLAT TITLED, "MAP OF ANNEVA TERRACE" RECORDED IN MAP BOOK 7 AT PAGE 65 OF THE CABARRUS COUNTY REGISTRY AND BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT NCGS MONUMENT 'NCRR CB M356 4', SAID MONUMENT HAVING NORTH CAROLINA STATE PLANE GRID COORDINATES N: 604,478.88, E: 1,526,253.42, THENCE S 47°33'38" E A DISTANCE OF 1,455.83' TO A FOUND #4 REBAR ON THE 40' PUBLIC R/W LINE OF MELROSE DRIVE SW; THENCE FOLLOWING SAID R/W LINE, S 49°34'05" E A TOTAL DISTANCE OF 147.58' (L16 +10.5.95 ') A FOUND #4 REBAR, SAID POINT BEING THE POINT AND PLACE OF BEGINNING OF BUFFALO DRIVE SW, HEREIN DESCRIBED; THENCE FOLLOWING SAID ROAD R/W THE FOLLOWING ELEVEN (11) CALLS, 1) S 49°34'05" E A DISTANCE OF 45.02' (L17) TO A FOUND #4 REBAR; THENCE 2) S 15°02'36" W A DISTANCE OF 232.56' TO A FOUND #4 REBAR(BENT); 3) S 49°28'00" E A DISTANCE OF 62.48' TO A FOUND #4 REBAR; 4) S 51°04'18" E A DISTANCE OF 51.81' TO A FOUND #4 REBAR; 5) THENCE S 51°20'53" E A DISTANCE OF 100.01' TO A FOUND #4 REBAR; 6) S 50°32'03" E A DISTANCE OF 51.44' TO A FOUND CONCRETE MONUMENT; 7) THENCE S 40°36'41" W A DISTANCE OF 30.13' (L1) TO A FOUND #4 REBAR; 8) THENCE N 50°28'01" W A DISTANCE OF 201.65' TO A FOUND 1.25" REBAR; 9) THENCE N 50°30'26" W A DISTANCE OF 25.00' (L14) TO A FOUND #4 REBAR; 10) THENCE N 50°30'26" W A DISTANCE OF 50.00' (L13) TO A FOUND #4 REBAR; 11) THENCE S 39°30'21" W A DISTANCE OF 45.57' (L12) TO A FOUND #4 REBAR IN THE CENTERLINE OF CREEK; THENCE FOLLOWING THE APPARENT CENTERLINE OF CREEK THE FOLLOWING NINE (9) CALLS, 1) N 00°46'10" W A DISTANCE OF 22.04'(L10) TO A CALCULATED POINT; 2) N 13°55'00" E A DISTANCE OF 41.85' (L9) TO A CALCULATED POINT; 3) N 31°04'26" E A DISTANCE OF 29.08' (L8) TO A CALCULATED POINT; 4) N 24°14'34" E A DISTANCE OF 31.81' (L7) TO A CALCULATED POINT; 5) N 17°10'21" E A DISTANCE OF 39.68' (L6) TO A CALCULATED POINT; 6) N 10°42'44" E A DISTANCE OF 43.26' (L5) TO A CALCULATED POINT; 7) N 14°15'28" E A DISTANCE OF 38.14' (L4) TO A CALCULATED POINT; 8) N 09°41'11" E A DISTANCE OF 36.15' (L3) TO A CALCULATED POINT; 9) N 15°15'08" E A DISTANCE OF 35.75' (L2) TO A CALCULATED POINT, SAID POINT BEING THE POINT AND PLACE OF BEGINNING CONTAINING AN AREA OF 0.423 ACRES (18,445 SQUARE FEET), MORE OR LESS AS SHOWN ON MAP TITLED, "EMINENT DOMAIN PLAT FOR THE CITY OF CONCORD," DATED SEPTEMBER 5, 2022 BY TIDEMARK LAND SERVICES AND IS ATTACHED AS EXHIBIT A FOR FURTHER REFERENCE.

TRACT TWO (Formerly identified as Ridge Crest SW – Anneva Terrace):

LYING AND BEING IN THE CITY OF CONCORD, WARD NO. 4, COUNTY OF CABARRUS COUNTY, NORTH CAROLINA AND BEING THE SAME PROPERTY LABELED AS BUFFALO DIRVE SW, AS SHOWN ON THE PLAT TITLED, "MAP OF ANNEVA TERRACE" RECORDED IN MAP BOOK 7 AT PAGE 65 OF THE CABARRUS COUNTY REGISTRY AND BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT NCGS MONUMENT 'NCRR CB M356 4', SAID MONUMENT HAVING NORTH CAROLINA STATE PLANE GRID COORDINATES N: 604,478.88, E: 1,526,253.42, THENCE S 47°33'38" E A DISTANCE OF 1,455.83' TO A FOUND #4 REBAR ON THE 40' PUBLIC R/W LINE OF MELROSE DRIVE SW, SAID POINT

BEING THE POINT AND PLACE OF BEGINNING OF RIDGE CREST DRIVE, HEREIN DESCRIBED; THENCE S 49°34'05" E A DISTANCE OF 41.64' (L16) TO A FOUND #4 REBAR, SAID POINT BEING LOCATED ON THE 40' PUBLIC R/W LINE OF MELROSE DRIVE SW; THENCE LEAVING SAID R/W LINE OF MELROSE DRIVE, S 24°18'16" W A DISTANCE OF 304.13' TO A FOUND #4 REBAR; THENCE N 46°25'29" W A DISTANCE OF 42.37'(L15) TO A FOUND #4 REBAR ON SAID R/W LINE; THENCE N 24°18'15" E A DISTANCE OF 301.71' TO THE POINT AND PLACE OF BEGINNING CONTAINING AN AREA OF 0.278 ACRES (12,117 SQUARE FEET), MORE OR LESS AS SHOWN ON MAP TITLED, "EMINENT DOMAIN PLAT FOR THE CITY OF CONCORD," DATED SEPTEMBER 5, 2022 BY TIDEMARK LAND SERVICES AND IS ATTACHED AS EXHIBIT A FOR FURTHER REFERENCE.

WHEREAS, the real property parcels are currently owned by all heirs known and unknown of W.L. Albertson and all heirs known and unknown of Irene C. Albertson and are being acquired for the construction of a public greenway along with a trail head parking lot and all related fixtures and appurtenances; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CONCORD, THAT:

The City of Concord will acquire by condemnation the property and interest described above for the purposes stated above.

The City Attorney is authorized and directed to institute the necessary proceedings under Chapter 40A of the North Carolina General Statutes, to acquire the properties described above.

Adopted this _____ day of October, 2022.

ATTEST:

CITY COUNCIL
CITY OF CONCORD
NORTH CAROLINA

By: _____
Kim J. Deason, City Clerk

By: _____
William "Bill" Dusch, Mayor

[SEAL]

EXHIBIT A - Greenway Easement

N.G.S. "NCRB M356 4"
STATE PLANE COORDINATES:
N: 604478.88
E: 1526253.42
N.A.D. 83-2011
COMBINED FACTOR: 0.99985192

CERTIFICATE OF PLAT APPROVAL

IT IS HEREBY CERTIFIED THAT THIS MAP IS EXEMPT FROM THE TOWN OF CONCORD APPROVAL AS A SUBDIVISION PLAT AND IS IN COMPLIANCE WITH THE TOWN OF CONCORD DEVELOPMENT ORDINANCE REGULATIONS.

DIRECTOR OF PLANNING AND ECONOMIC DEVELOPMENT _____ DATE _____

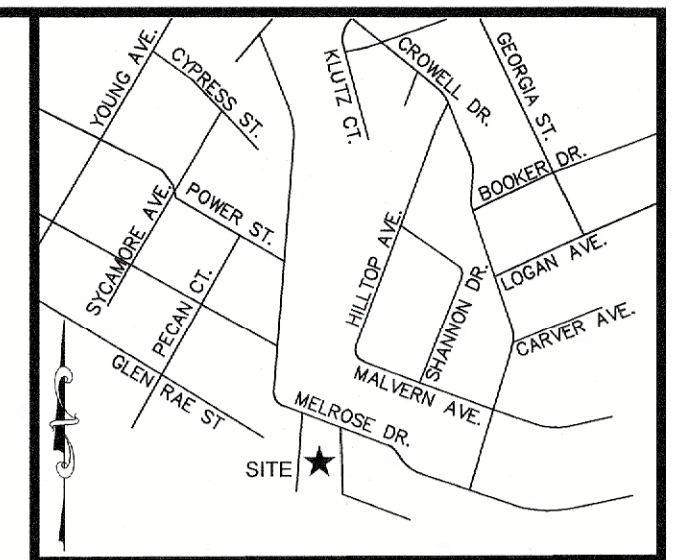
DIRECTOR OF PUBLIC WORKS AND ENGINEERING _____ DATE _____

REVIEW OFFICER CERTIFICATION

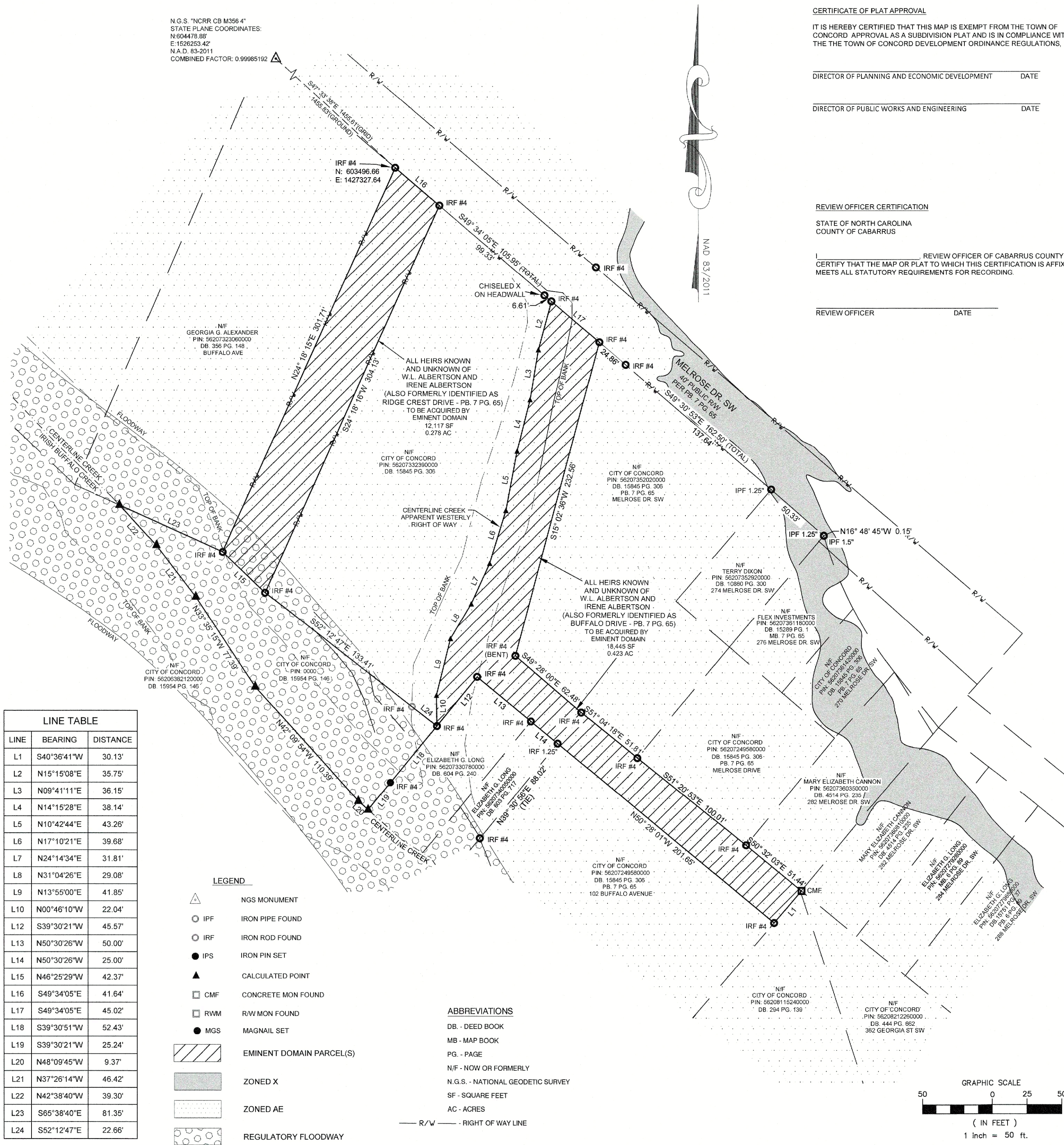
STATE OF NORTH CAROLINA
COUNTY OF CABARRUS

_____, REVIEW OFFICER OF CABARRUS COUNTY,
CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED
MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

REVIEW OFFICER _____ DATE _____



VICINITY MAP
NOT TO SCALE



NOTES

- ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES AND ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF, UNLESS OTHERWISE NOTED.
- ALL AREAS HAVE BEEN COMPUTED BY THE COORDINATE GEOMETRY METHOD.
- THIS PROPERTY MAY BE SUBJECT TO RECORDED AND UNRECORDED RIGHTS OF WAY, EASEMENT, CONDITIONS OR RESTRICTIONS NOT OBSERVED OR SHOWN HEREON.
- THIS MAP WAS COMPLETED WITHOUT THE BENEFIT OF A TITLE EXAMINATION BY AN ATTORNEY AND MAY BE SUBJECT TO EASEMENTS, COVENANTS, RESTRICTIONS, AND OTHER MATTERS EITHER RECORDED OR IMPLIED.
- PORTIONS OF THIS PLAT ARE LOCATED IN ZONE AE (AREA WITH A BASE FLOOD ELEVATION), BASED ON EXAMINATION OF FEMA PANEL #371056200K REVISED 11-16-2018.
- THE COORDINATE SYSTEM FOR THIS PROJECT IS BASED ON N.C. N.A.D. 83 (N.S.R.S. 2011) AND THE ELEVATIONS ARE BASED ON N.A.V.D. 88. THE INITIAL POSITIONS WERE DETERMINED WITH VRS GPS UNIT USING THE NORTH CAROLINA GEODETIC SURVEY REAL TIME NETWORK, AND WERE TIED TO THE FOLLOWING N.G.S. MONUMENTS: "NCRB M356 4" N: 604478.88 E: 1526253.42 ELEV: 732.12'
- THE INITIAL STATE PLANE POSITIONS FOR THIS PROJECT WERE SCALED FROM GRID TO HORIZONTAL GROUND USING THE INVERSE OF A COMBINED GRID FACTOR OF 0.99984238 AT THE LOCATION OF (N(Y): 603147.16' U.S. FT., E(X): 11527413.88' U.S. FT. AND ELEVATION OF 580.43' U.S. FT.
- MEMORANDUM OF ACTION RECORDED IN CABARRUS COUNTY REGISTRY AT DEED BOOK _____, PAGE _____
- THIS SURVEY IS INTENDED TO SHOW THE SUBJECT REAL PROPERTY PARCELS (DEED BOOK 504, AT PAGE 61 AND PLAT BOOK 7 AT PAGE 65), AS MAY BE NECESSARY TO DETERMINE COMPENSATION RELATED TO AN EMINENT DOMAIN LITIGATION CASE, AS REQUIRED BY NORTH CAROLINA GENERAL STATUTE 40A-45.

PRELIMINARY PLAT

NOT FOR SALES, RECORDATION,
CONSTRUCTION OR CONVEYANCES

I, JULIA A. McDONALD, CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION; THAT THE ERROR OF CLOSURE AS CALCULATED BY LATITUDES AND DEPARTURES IS GREATER THAN 1:10,000+. THAT THE DEEDS AND MAPS NOTED WERE USED AS REFERENCES. THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION INDICATED; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS _____ DAY OF SEPTEMBER, 2022.

I ALSO CERTIFY THAT THIS SURVEY IS OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT ORDERED SURVEY, OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION.

JULIA A. McDONALD, L-3617 _____ DATE _____



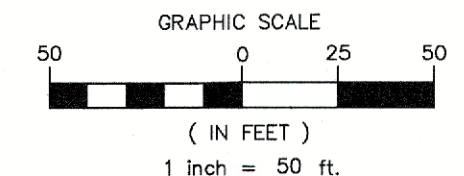
LINE	BEARING	DISTANCE
L1	S40°36'41"W	30.13'
L2	N15°15'08"E	35.75'
L3	N09°41'11"E	36.15'
L4	N14°15'28"E	38.14'
L5	N10°42'44"E	43.26'
L6	N17°10'21"E	39.68'
L7	N24°14'34"E	31.81'
L8	N31°04'26"E	29.08'
L9	N13°55'00"E	41.85'
L10	N00°46'10"W	22.04'
L11	S39°30'21"W	45.57'
L12	N50°30'26"W	50.00'
L13	N50°30'26"W	25.00'
L14	N46°25'29"W	42.37'
L15	S49°34'05"E	41.64'
L16	S49°34'05"E	45.02'
L17	S39°30'51"W	52.43'
L18	S39°30'21"W	25.24'
L19	N48°09'45"W	9.37'
L20	N37°26'14"W	46.42'
L21	N42°38'40"W	39.30'
L22	S65°38'40"E	81.35'
L23	S52°12'47"E	22.66'

LEGEND

- NGS MONUMENT
- IPF IRON PIPE FOUND
- IRF IRON ROD FOUND
- IPS IRON PIN SET
- CALCULATED POINT
- CME CONCRETE MON FOUND
- RWM R/W MON FOUND
- MGS MAGNAIL SET
- EMINENT DOMAIN PARCEL(S)
- ZONED X
- ZONED AE
- REGULATORY FLOODWAY

ABBREVIATIONS

- DB - DEED BOOK
- MB - MAP BOOK
- PG - PAGE
- N/F - NOW OR FORMERLY
- N.G.S. - NATIONAL GEODETIC SURVEY
- SF - SQUARE FEET
- AC - ACRES
- R/W - RIGHT OF WAY LINE



EMINENT DOMAIN PLAT FOR:
CITY OF CONCORD
ALL HEIRS KNOWN AND UNKNOWN OF
WILLIAM L. ALBERTSON AND IRENE ALBERTSON
BEING LOCATED IN THE CITY OF CONCORD
CABARRUS COUNTY, NORTH CAROLINA

DATE:	9/06/2022
PROJECT NO.:	1051-0008
DRAWN BY:	WSH
PROJECT SURVEYOR:	JEC
CLIENT:	BENESCH
SHEET 1 OF 1	
SCALE:	1" = 50'
REVISION:	

TIDEMARK
LAND SERVICES

3556 CENTRE CIRCLE DRIVE, SUITE A
FORT MILL, SC 29715
OFFICE: 844.865.5263
WWW.TIDEMARKLAND.COM
NC FIRM C-4291



Reinhausen Manufacturing Inc. / 2549 North 9th Avenue / Humboldt TN 38343

City of Concord
Concord North Carolina
PO Box 308
Concord NC 28026

Shipping address:

City of Concord
Concord North Carolina
850 Warren C. Coleman Blvd
Concord NC 28026

Offer	10000707-00
Contact person	Christopher Lowery
Email	C.Lowery@us.reinhausen.com
Phone	+1 731 562 4243
Your inquiry	City of Concord UTT LTX
Date of inquiry	07/21/2022
Your Cust. No.	751906
Date	07/29/2022

Dear Ladies and Gentlemen,

We thank you for your above mentioned inquiry and offer - based on the conditions stated below - as specified on the following pages.

Reinhausen Manufacturing (RM) will provide non-union labor, crew and equipment to remove existing parts from existing tap changer in an effort to install an UTT-LTX solution.

RM General Responsibilities:

1. Provide UTT-LTX Parts
2. Provide UTT-LTX Trained Technicians
3. Provide testing of transformer as described
4. Provide Test Equipment
5. Provide Beckwith Controller Model M-2001D and Installation

Scope of Work:

1. Mobilize to Sub H – 289 US Hwy 601 Bypass, Concord, NC
2. Perform Pre-Job Brief to Identify Hazards
3. Perform pre-testing of unit as listed:
 - TTR in all OLTC positions with DETC in as found
 - Winding Power Factor and Capacitance
 - Insulation Resistance (Megger)
 - Winding Resistance in all OLTC positions with DETC in as found
4. Drain OLTC existing oil into customer provided drums
 - Customer to provide disposal
5. Perform internal disconnect of OLTC leads and components
 - Internal inspection and work within main tank of unit is not included
6. Remove existing OLTC
 - Customer to provide disposal of existing OLTC
7. Install UTT-LTX Solution

Reinhausen Manufacturing Inc.
2549 North 9th Avenue
Humboldt, TN 38343

Phone +1 (731) 784-7681
Fax +1 (731) 784-7682

President: Bernhard Kurth

REINHAUSEN Group

Regions Bank

Account: 7510125407

ABA number: 062005690

Swift Code: UPNBUS44

Federal Id # 62-1413391



8. Perform internal UTT-LTX connections
9. Perform pressure check to ensure no leaks
10. Perform TTR on all OLTC taps with DETC in as found
11. Perform OLTC check-out and testing to include
 - Make/Before Break
 - Monitoring system operation (trip test)
 - Electrical limit verification
 - Mechanical limit operation
 - Contact engagement
 - Correct operation of vacuum interrupter assembly
12. Fill UTT-LTX with customer provided mineral oil - approx. 360 USG
 - Oil to be filled utilizing a filter press
13. Perform control cabinet modifications as required for new UTT-LTX
14. Install new motor drive and wire as required
15. Perform Final Testing as listed:
 - Transformer Turns Ratio (TTR)
 - DETC in as found tap position
 - OLTC all positions
 - Winding insulation power factor and capacitance
 - Bushing PF and Capacitance (C1/C2)
 - Single phase excitation current, with reduced voltage
 - Winding Resistance in as found tap position only
 - Insulation Resistance (Megger) Core Ground (if accessible)
 - Insulation Resistance (Megger)
 - Verify Controls and Alarms
 - FLIR (to be performed while transformer is energized)
 - Operational check of LTC controls
16. Provide redline mark-up of existing wiring drawings
17. Review test results with customer personnel
18. Clean-up site and prepare for demobilization
19. Demobilize from site after approval from customer

Customer's Responsibilities:

1. Provide Clear and Easy access to the transformer
 2. Provide to RM UTT-LTX Retrofit parts storage location for shipment and delivery to respective worksite as required
 3. Provide legacy Test Reports; Oil & Electrical
 4. Provide Non-PCB Reports
 5. Provide Wire Pull and/or Conduit Runs as required
 6. Provide Oil Containment (Scrap Drums for old Oil) for waste oil and any/all disposal activities thereof
 7. De Energize unit, open switches on both ends, lock out/tag out and provide visible grounds
 8. Any and All Site Safety Equipment outside of hardhat, safety shoes & safety glasses
 9. Perform any and all Safety Training/Instruction to RM Technician on site and provide RM PPE List prior to mobilization such that proper PPE can be obtained.
 10. Lock-Out/Tag-Out, FME and Confined Space Procedures as site requires
- Note: The transformer must be properly grounded, disconnected, and safe guarded against reconnection. All grounding must be visible.
11. Providing of control power
 12. Scaffolding
 13. Small crane or boom truck
 14. Oil containment for existing OLTC oil and disposal
 15. Purchase and delivery of new mineral oil for OLTC - Approx 360 USG
 16. Wiring between the transformer control cabinet and control house or any design work of new control features



Notes/Proposal Options:

1. Price based on one day mobilization to site.
2. Price does not include utilization of existing INCON Devices or similar
3. Price does not include dry-out of existing LTC nor oil
4. Price does not include repair of LTC nor any associated parts as a result of water damage, or other
5. Price does not include repair of existing damaged or worn LTC parts. This will involve additional time and additional parts
6. Price assumes existing stationary and moveable contacts are in fit-for-duty condition
7. Price does not include welding or leak repairs associated with LTC
8. Prices do not include Special Labor or Site Specific Safety Rules or Requirements for this type of work. If there are specific requirements, please forward and we can review.
9. Two Reinhausen LTC specialist and two Transformer specialist working 10 hours per day, 7 days per week for a period of 4-5 days. Extra time, such as safety training, will be billed at the appropriate crew and equipment rates.
10. Delays beyond the control of RM, including weather, will be billed at appropriate crew and equipment rates.
11. Purchaser shall provide communication and sanitation facilities
12. No Provisions have been made for Secondary Oil Containment as may be required for compliance to local site programs
13. INCO Terms (Parts): Exworks Concord, USA
14. Service dates have yet to be determined
15. Service (Travel; Work Hours and Expenses) calculated for week days work ONLY. Rates for the weekend (Saturday, Sundays and Holidays) are different from the one's on this offer – these will be applicable should work or travel occur on Sundays or Holidays.
17. Taxes, Duties and any other Customs fees are the responsibility of the customer. These charges must be paid by the customer.
18. Price is US Dollars
20. Terms and Conditions are hereby set forth by Reinhausen Manufacturing Inc.
21. Special tools are required for the installation and assembly of the UTT-LTX Load Tap Changer.
22. ***IMPORTANT*** PARTS MUST BE STORED IN CLIMATE CONTROL ENVIRONMENT TO PREVENT ANY SOURCE OF RUST AND CORROSION.

Total of items	186,461.55
Final amount (USD)	186,461.55

INCOTERMS EXW Humboldt, TN

Terms of payment: 30 days after date of invoice

Terms of delivery: The delivery and/or service is based on enclosed "REINHAUSEN MANUFACTURING, INC. STANDARD SALES TERMS AND CONDITIONS".

Validity period: 09/19/2022



Price agreement: The offer with the stipulated prices applies to orders made within the above mentioned validity period and for deliveries until 12/31/2022

Delivery time: The delivery time is approx. 18 - 20 weeks (ex works) after receipt of the order for which all technical and commercial details have been clarified.

If we can be of any further assistance, please do not hesitate to contact us.

Best regards,

Reinhausen Manufacturing Inc.

This document was computer-generated and does not require a signature.

Please refer to the attached enclosures as applicable.

Kindly note:
Please settle prospective payments only to one of the below mentioned accounts.

ETOS®. Automation of power transformers - experience digitalization for yourself

REINHAUSEN MANUFACTURING, INC.

STANDARD SALES TERMS AND CONDITIONS



Application: The predominant purpose of the transaction set forth in the Order Confirmation is for a sale of goods from Reinhausen Manufacturing, Inc. ("Seller") to Buyer and any services are merely incidental. To the extent the Order Confirmation reflects incidental or non-incidental services, the attached Reinhausen Manufacturing, Inc. Standard Service Terms and Conditions shall apply in addition to Reinhausen Manufacturing, Inc.'s Standard Sales Terms and Conditions.

General:

- a. This sale is made, and expressly conditioned on, Buyer's assent to the terms and conditions contained herein and no others. Notice of objection is hereby given to any different or additional terms and conditions whether major or minor in character. Buyer's acceptance of the product or service shall be conclusive evidence of Buyer's assent to the terms and conditions contained herein.
- b. This writing is intended as the final, complete and exclusive statement of the terms and conditions on which this sale is made. This writing supersedes all prior written agreements and correspondence and any oral agreements or representations made contemporaneously herewith.
- c. The terms and conditions contained herein will govern all future sales by Seller to Buyer unless otherwise agreed by Seller in writing.
- d. Quotations, proposals and other related documents, such as drawings, wiring diagrams, etc. and weight indications, are not binding upon Seller unless so specifically stated in writing. Seller retains exclusive ownership and copyrights of all documents. Drawings and other documents relating to quotations and/or proposals are to be returned without delay on demand if order is not placed.

Agreement Documents: The Order Confirmation and any attachments are the sole and exclusive agreement of Seller and Buyer for the products and services in the Order Confirmation, and no other document, will be part of this agreement. Terms contained in the Buyer's response to, or acknowledgment or acceptance of, this Order Confirmation, if any, that are additional to, or different from, the terms set forth herein (which terms would constitute a counter-offer by Buyer) are specifically rejected by Seller. Seller's offer to sell as provided in the Order Confirmation may not be modified by Buyer's counter-offers. Notwithstanding the foregoing, if this Order Confirmation is deemed an acceptance by Seller of a Buyer offer or counter-offer, then such acceptance is expressly made conditional on Seller's assent to all of the terms of this Order Confirmation, including those that are additional to, or different from, the terms of Buyer's offer or counter-offer. The terms and conditions of this Order Confirmation are subject to change without notice.

Prices: Prices are calculated to correspond with the cost situation at the time of the Order Confirmation. Seller reserves the right to adjust prices accordingly should the cost situation change. Prices quoted are valid for thirty (30) days unless

otherwise stated in the quotation. Changes in product specifications or deliveries shall be subject to change in prices.

Taxes: Buyer is responsible for and will pay all applicable taxes, charges, fees, levies, or other assessments imposed or collected by any governmental entity (or political subdivision thereof) worldwide on sales of products or services, or sales, use, transfer, goods, and services or value added tax or any other duties or fees related to any payment by Buyer to Seller for products and/or services provided to Buyer under or pursuant to the Order Confirmation.

Terms of Payment and Acceptance:

- a. An invoice will be issued when the products set forth in the Order Confirmation are shipped or when the services set forth in the Order Confirmation are scheduled, and terms of payment are net within thirty days from date of invoice unless different terms were stated by the seller in the quotation/order confirmation.
- b. If payments are not made in accordance with these terms, a service charge will, without prejudice to any rights of Seller, including that to immediate payment, be added to the account of Buyer in an amount equal to the lower of 1-1/2 % per month or fraction thereof or the highest legal rate on the unpaid balance.
- c. If, in the judgment of Seller, the financial condition of Buyer, at any time during the period of the contract, does not justify the terms of payment specified, Seller may require full or partial payment in advance.
- d. In the event Buyer becomes insolvent or insolvency or bankruptcy proceedings are instituted by or against Buyer under state and/or federal law, Seller may refuse to deliver products or to render services except for cash, including payment for all products previously delivered and services previously performed, may stop delivery of any products in transit or performance of any services in progress, and may, if permitted by applicable state and/or federal law, cancel this order and recover its proper cancellation charges from Buyer or Buyer's estate.

Terms of Delivery:

- a. Unless otherwise agreed in writing by Seller, all products are sold F.O.B. point of shipment, and do not include installation. Regardless of the manner of shipment, title to the goods and the risk of loss or damage thereto shall pass to Buyer upon delivery to the Buyer by Seller at the Buyer's location or upon tender to Buyer at Seller's location.
- b. Except in the case of F.O.B. destination shipments, Seller shall have no liability for concealed or other shipment damage. When shipment has been made on an F.O.B. destination basis, Buyer must unpack immediately and, if damage is discovered, must:

REINHAUSEN MANUFACTURING, INC.

STANDARD SALES TERMS AND CONDITIONS



- o Not move the product from the point of examination; retain shipping container and packing material;
 - o Notify the carrier of any apparent damage in writing on the carrier's delivery receipt and request the carrier to make an inspection;
 - o Notify the Seller's location for which the shipment originated within 72 hours of delivery; and
 - o Send Seller a copy of the carrier's inspection report.
- c. The period for delivery shall be calculated from the date on which Seller has signed a written agreement accepting Buyer's order. The delivery period can only be maintained if all necessary documents, specifications, authorizations, etc. to be provided by Buyer have been received in due time, and all commitments as well as terms of payment agreed upon have been fulfilled. Should these prerequisites not be complied in due time, the delivery period will be extended appropriately.
- d. In the event of mobilization, war or insurrection or of strike or lock-out of the relevant departments of Seller or sub-suppliers, or of a rejection of an important component or of other circumstances beyond Seller's control, thus preventing Seller from timely carrying out its obligations, the delivery period will be extended appropriately.
- e. Seller will endeavor to keep to the indicated delivery periods to the best of its ability. Seller, however, shall have no liability for damages due to delay, and Buyer shall have no right to cancel its order, unless Seller and Buyer have executed a separate written agreement in this respect.
- f. Partial deliveries are permissible.

Risk of Loss:

- a. Regardless of the manner of shipment, all risk of loss or damage will pass to Buyer upon the earlier of (1) tender to the carrier at the factory or warehouse of Seller or (2) if shipment is delayed at Buyer's request, at the time the product is ready for shipment. If requested by Buyer in writing, Seller will insure the product against shipment damage at Buyer's expense.
- b. Shipment shall not be delayed at Buyer's request except on terms that will indemnify Seller against all loss and additional expense including, but not limited to, demurrage, handling and storage charges. If requested by Buyer in writing, Seller will insure the product for the period of such delay at Buyer's expense.

Limited Warranty:

- a. Except as otherwise agreed to in writing by Seller, Seller warrants that the products manufactured by it and services performed by it will be free of defects in workmanship and material for the period of (2) year from the date of shipment or performance. This limited warranty does not cover, and Seller makes no warranty

regarding, the following: (1) parts that are not manufactured by Seller; (2) defects or failures caused by accident or improper handling or installation by persons other than Seller; (3) defects or failures caused by the failure to use or maintain the products according to Seller's recommendations; (4) products manufactured pursuant to plans, specifications, drawings or designs submitted or approved by Buyer; and (5) defects or failures caused by alteration, modification, or repair of products by persons other than Seller. This warranty extends to Buyer only and does not extend to any transferee, assignee or successor of Buyer.

- b. THIS SALE IS MADE WITHOUT ANY WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, AS TO THE DESIGN, FITNESS, CAPACITY, QUALITY OR ANY OTHER MATTER CONCERNING THE PRODUCTS EXCEPT AS SET FORTH IN THE PRECEDING PARAGRAPH WITHOUT LIMITING THE FOREGOING, THIS SALE IS MADE WITHOUT ANY WARRANTY OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR NON-INFRINGEMENT, ALL OF WHICH ARE HEREBY EXPRESSLY DISCLAIMED.

Exclusive Remedy; No Consequential Damages

- a. In the event any product or service supplied hereunder fails to comply with the limited warranty set forth in the preceding section and Buyer provides written notice to Seller within two years from the date of shipment or performance, Seller will correct such nonconformity by repair or, at its option, by replacement of the defective part, parts or service F.O.B. its factory or repair facility. In no event shall Seller be responsible for gaining access to the product, disassembly, reassembly and transportation of the product or parts from and to the place of installation. If Seller is unable to remedy the defect within a reasonable time, Seller shall, at its election and in its discretion, either replace the product or refund the purchase price.
- b. THE REMEDIES PROVIDED FOR IN THIS SECTION SHALL BE THE SOLE AND EXCLUSIVE REMEDIES FOR SELLER'S BREACH OF THE LIMITED WARRANTY SET FORTH HEREIN.

Limitation of Liability:

- a. TO THE EXTENT PERMITTED BY APPLICABLE LAW, UNDER NO CIRCUMSTANCES SHALL SELLER ITS AFFILIATES ITS CONTRACTORS AND SUPPLIERS OF ANY TIER, BE LIABLE IN CONTRACT, IN TORT (INCLUDING NEGLIGENCE OR STRICT LIABILITY) OR OTHERWISE FOR DAMAGE OR LOSS OF OTHER PROPERTY OR EQUIPMENT, LOSS OF PROFITS OR REVENUE, LOSS OF USE OF EQUIPMENT OR POWER SYSTEM, COST OF CAPITAL, COST OF PURCHASED OR REPLACEMENT POWER OR TEMPORARY EQUIPMENT (INCLUDING ADDITIONAL EXPENSES INCURRED IN USING EXISTING FACILITIES), CLAIMS OF CUSTOMERS OF SELLER, OR FOR ANY SPECIAL, PUNITIVE,

REINHAUSEN MANUFACTURING, INC.

STANDARD SALES TERMS AND CONDITIONS



INCIDENTAL, OR CONSEQUENTIAL DAMAGES WHATSOEVER.

- b. THE TOTAL CUMULATIVE LIABILITY OF SELLER WITH RESPECT TO THIS CONTRACT OR ANYTHING DONE IN CONNECTION THEREWITH SUCH AS THE PERFORMANCE OR BREACH THEREOF, OR FROM THE MANUFACTURE, SALE, DELIVERY, RESALE, OR USE OF ANY PRODUCT COVERED BY OR FURNISHED UNDER THIS CONTRACT, WHETHER IN CONTRACT, IN TORT (INCLUDING NEGLIGENCE OR STRICT LIABILITY) OR OTHERWISE, SHALL NOT EXCEED THE PRICE OF THE PRODUCT, PART OR SERVICE ON WHICH SUCH LIABILITY IS BASED.

Termination: Any order or contract may be terminated by Buyer only by written notice and upon payment of reasonable and proper termination charges, including but not limited to all costs identified to the order or contract which have been incurred up to the date of notice of termination. All additional costs resulting from the termination and 10% of the final net price will be included in the termination charges to compensate for disruptions in scheduling, planned production and other direct costs. Payment shall be made within 30 days from date of invoice.

Force Majeure: Notwithstanding anything contained in these terms and conditions to the contrary, neither Seller nor Buyer shall be liable for failure of performance hereunder if occasioned by war, declared or undeclared, acts of terrorism, civil unrest, epidemic, pandemic, riots, strikes, labor disputes, work stoppages, international or malicious acts of organized opposition, governmental actions including without limitation shelter-in-place orders, orders, restrictions or regulations, interruption of transportation, delays, prohibition of import or export of goods, embargo, closure of public highways, railways, airways or ports, seizure under legal process, acts of God, including without limitation, tornado, hurricane, cyclone, windstorm, tidal wave, earthquake, flood, fire, power failure, water sprinkler leakage, insect, explosion or any other cause beyond the control of Seller or Buyer. Any suspension of performance by reason of force majeure shall be limited to the period during which the cause of failure exists. The party claiming Force Majeure shall give prompt written notice to the other of any such event or circumstance, and the notifying party shall cooperate in good faith with the other to minimize and mitigate the impact of any such event or occurrence and do all things commercially reasonable under the circumstances to achieve such goal. No adjustments to pricing and schedule shall be made to account for a Force Majeure event and its resulting impact on the work, without prior written approval of Seller and Buyer.

Held Orders: Any orders held or delayed or rescheduled at the request of Buyer will be subject to the prices and conditions of sale in effect at the time of the release of the hold or the reschedule. Any such order held, delayed or rescheduled beyond a reasonable period of time will be treated as a Buyer termination. When a product is ready for shipment and shipment cannot be made because of reasons beyond Seller's control, Seller shall submit an invoice for such product payable upon receipt thereof and shall, upon

written notice to Buyer, store such product. In such event, the following conditions shall apply:

- a. Risk of loss of the product shall pass to Buyer upon moving such product to storage; and
- b. All expenses, incurred by Seller in connection with the storage of the product including demurrage, the cost of preparation for storage, storage charges, insurance if placed, and handling charges shall be payable by Buyer upon submission of invoices by Seller.

Cancellation by Seller: Seller shall have the right to cancel the contract at any time by written notice for any breach of the contract by Buyer.

Procedure for Returning Products: Authorization and shipping instructions for the return of any product must be obtained by Buyer from Seller before returning the product. The product must be returned with complete identification in accordance with Seller's instructions or it will not be accepted. Where Buyer requests authorization to return a product for reasons other than breach of warranty by Seller, Buyer will be charged for placing the returned goods in salable condition (restocking charge) and for any outgoing and incoming transportation paid by Seller. In no event will Seller be responsible for a product returned without proper authorization and identification and payment of costs related thereto.

Export Packaging: Prices include products having standard domestic packing only. Any request by Buyer for packing for overseas shipment shall result in addition to the contract price.

Minimum Billing: The minimum billing charge shall be \$50 plus transportation charges as indicated in the "Terms of Delivery" section above.

Product Notices: Buyer shall provide the user (including its employees) of the product with all Seller's supplied product notices, warnings, instructions, recommendations and similar materials.

Additional Conditions Applicable to Nuclear Applications:

- a. In the event that Buyer or third parties use the product or any part thereof in connection with any activity or process involving nuclear fission or fusion or any use or handling of any source, special nuclear or byproduct material as those materials are defined in the U.S. Atomic Energy Act of 1954 as amended, Buyer, at no expense to Seller, shall have arranged for insurance coverage, indemnities, waivers of liability, recourse and subrogation in such amounts and under such terms and conditions as may be acceptable to Seller, and fully adequate in the opinion of Seller to protect Seller (and its subcontractors or suppliers of any tier) against any and all loss, costs, damage or expenses and claims and demands therefore, in contract, in tort or otherwise, including the cost of investigating, litigating and/or settling any such claims or demands, on account of bodily injury, sickness, disease or death to any person or the loss of, loss of use of or damage to the property of any person whether located on or off the site of a nuclear installation, arising out of or resulting from the

REINHAUSEN MANUFACTURING, INC.

STANDARD SALES TERMS AND CONDITIONS



radioactive, toxic, explosive or other hazardous properties of source, special nuclear or byproduct materials, as those materials are defined in the U.S. Atomic Energy Act of 1954 as amended.

- b. In the event that Buyer resells, distributes or in any way relinquishes control of the product or services to a third party, Buyer shall require from such third party compliance with all requirements under this Section, and (2) assurance that any subsequent buyer of the product or services shall comply with all requirements under this Section.
- c. Seller shall not be obliged to deliver the product until such insurance, indemnities and waivers have been produced by Buyer and are legally operative in Seller's favor, and upon Buyer's failure to do so, Seller may rescind the sale without liability for damages of any nature.

Governing Law: The terms and conditions of this contract shall be governed by and construed and enforced in accordance with the laws of the state of Tennessee without giving effect to the principles of conflicts of law.

Assignment: The rights and obligations under this contract shall not be assigned or delegated by Buyer without prior written consent of Seller. Any attempted assignment or delegation in contravention of this Section shall be void.

Remedies: The warranties and remedies available to Seller under the terms of this contract shall be cumulative in addition to those implied or available at law. No waiver of any breach of this contract shall be construed to constitute a waiver of any other breach or of any provisions hereof.

Consent to Jurisdiction: Buyer hereby irrevocably submits to the jurisdiction of any Tennessee court sitting in Gibson County, Tennessee and the United States District Court for the Western District of Tennessee over any action or proceeding arising out of or relating to this contract or the products and agrees that all claims in respect of such action or proceeding may be heard and determined in any such court. Buyer further agrees that venue for any such action shall lie exclusively with courts sitting in Gibson County, Tennessee and the United States District Court for the Western District of Tennessee, unless Seller agrees to the contrary in writing. Seller agrees that a final judgment in any such action or proceeding shall be conclusive and may be enforced in other jurisdictions by suit on the judgment or in any other manner provided by law.

Expenses and Attorneys' Fees: Buyer agrees to pay any and all costs and expenses (including without limitation, reasonable attorneys' fees and litigation expenses) incurred by Seller and arising out of or relating to Buyer's breach of any covenant or agreement or the incorrectness or inaccuracy of any representation and warranty made by Buyer.

Amendment and Waiver: This contract cannot be amended, changed or modified, except by a writing signed by both parties. No acceptance of less than full, conforming performance by either party shall be deemed a waiver of that party's right to full, conforming performance at a subsequent time. Parole or extrinsic evidence and evidence of course of

dealing, usage of trade or course of performance shall be inadmissible to contradict the express terms of this contract or to supply any additional terms.

Severability: In the event that any one or more terms or provisions hereof shall be held void or unenforceable by any court, all remaining terms and provisions hereof shall remain in full force and effect.

Writings: If the terms hereof require that any consent, agreement or other item be provided in "writing," then such consent, agreement or other item must include a hand-written signature. Emails, voice mails and other forms of records that do not require handwritten signatures shall not qualify as a "writing" for the purpose hereof.

Intellectual Property: Buyer grants Seller all rights and licenses necessary for Seller and its affiliates to use, transfer, pass-through, and sell the products and services and to exercise the rights granted under this contract. Buyer shall not use the name or trademarks of Seller or its affiliates or refer to or identify Seller or its affiliates in any marketing materials (including without limitation testimonials or customer listings) or press releases without the prior written consent of Seller.

Ownership of Products: All work products developed by Seller and provided to Buyer under this contract are and shall remain the personal property of Seller.

Indemnification: Buyer agrees to defend, hold harmless, and indemnify Seller and its affiliates from any claim (including without limitation costs, expenses and attorney's fees) arising from (1) claims that any of Buyer's specifications infringe on any intellectual property rights, and (2) the failure of Buyer to comply with its warranties and obligations under this contract.

Insurance: Buyer shall obtain and maintain all applicable and appropriate insurance, (including, without limitation, business, workers' compensation, auto, errors and omissions, professional and commercial general and liability insurance) in an amount consistent with Buyer's industry practice.

REINHAUSEN MANUFACTURING, INC.

STANDARD SERVICE TERMS AND CONDITIONS



Application: The predominant purpose of the transaction set forth in the Order Confirmation is for Technical Service from Reinhausen Manufacturing, Inc. ("Seller") to Buyer and any services are merely incidental. To the extent the Order Confirmation reflects incidental or non-incidental services, Reinhausen Manufacturing, Inc.'s Standard Service Terms and Conditions shall apply in addition to the attached Reinhausen Manufacturing, Inc. Standard Sales Terms and Conditions.

Workplace Safety: Prior to performance of any of the services set forth in the Order Confirmation, Buyer shall conduct a workplace hazard assessment for the site where the services set forth in the Order Confirmation are to be performed. This assessment shall identify all site hazards and inform Seller's technicians of accident procedures and evacuation plans. Buyer shall also prepare a written certification labeled "Certification of Hazard Assessment" certifying that the workplace hazard assessment was completed for the services set forth in the order confirmation. In addition to the workplace hazard assessment, Buyer shall ensure that a pre-job meeting and/or pre-job brief is provided to Seller's technicians to perform the services set forth in the Order Confirmation. Buyer shall document that a pre-job meeting occurred and/or document that Seller's technicians received a copy of the pre-job brief. Buyer shall also ensure that upstream and downstream isolation switches are open, grounds have been placed on all windings (HV, LV & TV), and that appropriate lock-out/tag-out procedures have been followed. In the event that the services set forth in the Order Confirmation must be performed when equipment is energized, the tap changer must be locked on a fixed tap. If an unsafe condition arises, Seller's technicians reserve the right to stop work until the unsafe condition is corrected.

Authority: Seller's technicians are expressly without authority to bind Seller or REINHAUSEN to any contract, agreement or acknowledgment of liability.

Staffing: Seller reserves the right to assign which of its technicians will carry out the services set forth in the Order Confirmation. The assignment of Seller's technicians is dependent on the services set forth in the Order Confirmation, the site where the services are to be performed, and the availability of Seller's technicians. Buyer must make requests for specific service dates at least three weeks before services are to be performed so that attempts can be made to honor the requested service date. Any preliminary work to take place at the Seller's Humboldt, Tennessee facility will be billed at flat rate equal to the hourly service rate set forth in the Order Confirmation multiplied by the sum of total number of work days and total number of Seller's technicians used to perform the services set forth in the Order Confirmation.

REINHAUSEN Specialists: If it is necessary that an REINHAUSEN Specialist performs any of the services set forth in the Order Confirmation, Buyer shall obtain and provide the REINHAUSEN Specialist with the necessary entry visas and work permits prior to departure of the REINHAUSEN Specialist. All terms and conditions referring to Seller's technician shall apply equally to an REINHAUSEN Specialist.

Auxiliary Equipment and Personnel: Buyer shall supply all necessary auxiliary equipment (e.g., lifting devices, oil containers, oil pumps, scaffolding, etc.) and personnel. Buyer is also responsible for obtaining auxiliary personnel to drain tap changer oil, handle tap changer oil, vacuum fill tap changer oil and dispose of waste tap changer oil.

- a. Buyer agrees to defend and indemnify seller for any and all liability arising from delays in obtaining necessary auxiliary equipment and/or personnel, but for liability arising out of Seller's own negligence.
- b. Buyer agrees to defend and indemnify seller for any and all liability arising out of Buyer's procurement, installation and/or operation of necessary equipment, but for liability arising out of Seller's own negligence.
- c. Buyer agrees to defend and indemnify Seller for any and all liability arising out of auxiliary personnel's work, but for liability arising out of Seller's own negligence.

Cancellation: Buyer shall pay a twenty percent cancellation fee services set forth in the Order Confirmation that Buyer cancels within ten days of the mobilization date for such services.

Re-Stocking: Buyer shall pay a twenty percent restocking fee for parts ordered and shipped to Buyer or the site where services are to be performed that Buyer subsequently returns.

Delay: Buyer is responsible for all costs arising from delays in the performance of the services set forth in the Order Confirmation other than delays attributable to Seller.



Johnson Controls Security Solutions, LLC
Government Technologies



*For Billing/Invoice questions - 1-800-428-7124
option 5
For Service/Technical questions - 1-800-428-7124
option 3*

City of Concord dba Concord Regional Airport
9000 Aviation Blvd NW
Concord, NC 28027
Sourcewell Member #19692

Sourcewell Schedule Price Quote
CONTRACT #030421-TIS
Contract Modification 4.1.22

*Return Purchase Order & Proposal to the
Local Account Manager listed below.
Thank you!*

Local Account Mgr: **Justin Stephens**
Local Account Mgr Phone: **910.508.6344**
Local Account Mgr Email: justin.stephens@jci.com

Proposal Prepared by:
Victoria Privette
SLG Sales Support

Proposal Date: **10/03/22**
**CRA FBO terminal camera and
network Sourcewell**
Proposal Name:
Compass Estimate #: **1-72XPWS2**
Proposal Expires: **11/02/22**

Installation Charges:

Sourcewell Schedule Products	\$72,454.17
Sourcewell Installation Labor	\$60,366.36
Sourced or "Open Market" Goods	\$236,271.08

Installation Charge Summary: \$369,091.61

Additional Notes:

- Note #1: Rates assume that neither the Davis Bacon Act ("DBA"), nor any other Prevailing Wage Act ("PWR") applies. If this is incorrect, please advise in writing before submittal of a purchase order and provide the applicable prevailing wage determination and we will provide a revised quote.*
- Note #2: This proposal DOES NOT include any applicable Local, State, or Federal taxes.*
- Note #3: Customer to provide Power and Telco Communications.*
- Note #4: Price includes a One Year Warranty on Material and Labor.*
- Note #5: Any award resulting from this proposal that is over \$10,000 or over 30 days from start to completion will be eligible for progress billing.*
- Note #6: Please include Sourcewell Contract Number 030421-TIS on your Purchase Order.*



**City of Concord dba Concord Regional Airport
Concord, NC 28027**

Qty.	Model	Description	Sourcewell Net Price	
			Each	Extended
2	IP08-36T-2ZL-2E	NVR, 2U, 128 IP CAMERA, 400 MBPS WINDOWS/800 MBPS, 120/240V AC, 250 W	\$16,509.47	\$33,018.95
2	5000-20070	26" RACKMOUNT SLIDING RAIL KIT FOR EXACQVISION Z-SER CHASSIS & EL-1U	\$127.31	\$254.63
1	EVEF-01-PROMO	PROMO ENTERPRISE LIC. FOR 1 SPARE FAILOVER RECORDR INSTALL ON ANY A/Z SERIES	\$3,161.64	\$3,161.64
25	IFS08-B22-OI03	Illustra Flex 8MP Gen3 Bullet, 4.17-9.48mm, Outdoor, IP66/67 IK10, TDN w/IR, WDR	\$797.26	\$19,931.46
5	IFS08-D13-OIA4	Illustra Flex Gen4 8MP MiniDome, 3.6-11mm, Outdoor, IP67, IK10, TDN w/IR, TWDR	\$744.64	\$3,723.20
13	RHOLW	WALL MOUNT, 1 1/2" NPT, LONG (23") FOR ALL ILLUSTRAS/SDU PTZ'S	\$155.91	\$2,026.81
13	RHOWCA	CORNER ADAPTER FOR USE W/RHOXW	\$90.36	\$1,174.63
1	RHOWPA	POLE ADAPTER FOR USE W/RHOXW	\$141.73	\$141.73
3	01162-001	Q1786-LE FIXED BULLET 4 MP CAM HDTV, 32X OP, DAY/NIGHT, POE WDR,OPTIMIZEDIR,IP	\$1,661.69	\$4,985.08
1	02148-004	UHD 4K WITH 20X OPTICAL ZOOM AXIS OBJECT ANALYTICS ZIPSTREAM SUPPORT	\$3,799.67	\$3,799.67
1	5506-951	T91G61 WALL MOUNT	\$236.37	\$236.37

SOURCEWELL CONTRACT ITEMS - AFTER WARRANTY - EXEMPT FROM MAINTENANCE:

45	EVENIP01PR100	PROMO - ENTERPRISE IP CAMERA LICENSE, PER CAMERA	\$0.00	\$0.00
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Sourced OR "Open Market" Goods

7	IPR20-M12-OIA4	Illustra Pro Gen4 20MP Multisensor, 2.7-13.5mm, AI, TDN w/IR, TWDR, PTRZ, IP66,	\$3,026.60	\$21,186.20
8	IPR32-M13-OIA4	Illustra Pro Gen4 32MP Multisensor, 3.6-11mm, AI, TDN w/IR, TWDR, PTRZ, IP66, IK	\$3,363.90	\$26,911.20
15	IBPN-M-IS12-A	Illustra Pro Gen4 Multisensor Pendant Cap	\$162.27	\$2,434.05
1	AMG560-24GAT-4S-P300	Industrial 28 Port Managed Switch, 24 x 10/100/1000Base-T(x) RJ45 Ports with 802.3at 30W PoE	\$4,364.80	\$4,364.80
2	AMG510-16GAT-2C-P290	Commercial 18 Port Managed Switch, 16 x 10/100/1000Base-T(x) RJ45 Ports with 802.3at 30W PoE	\$1,812.80	\$3,625.60
9	AMG570-8GAT-3S-P240	Industrial 11 Port Managed Switch, 8x 10/100/1000Base-T(x) RJ45 Ports with 802.3at 30W PoE	\$1,879.90	\$16,919.10
9	AMGPSU-I48-P240	48 VDC, 240W (5A) Industrial Power Supply, DIN-Rail	\$224.40	\$2,019.60



**City of Concord dba Concord Regional Airport
Concord, NC 28027**

Qty.	Model	Description	Sourcewell Net Price	
			Each	Extended
17	AMG150-2GBTP180	Industrial 2 Port PoE Injector, 2 x10/100/1000Base-T(x) RJ45 Ports With 802.3bt 60/90W PoE	\$493.90	\$8,396.30
17	AMGPSU-I48-P240	48 VDC, 240W (5A) Industrial Power Supply, DIN-Rail	\$224.40	\$3,814.80
18	FM1200VHW/FLUIDMESH NETW.	1200 VOLO, SINGLE RADIO MIMO DEVICE INTEGRATED ANTENNA 2- PORT ETHERNET	\$725.02	\$13,050.36
8	FM1200V-60/FLUIDMESH NETW.	ENABLE 60 MBPS ETHERNET THROUGHPUT IN FM1200V DEVICES	\$1,734.90	\$13,879.20
14	FM1200VUN/FLUIDMESH NETW.	ENABLE UNLIMITED ETHERNET THROUGHPUT (100 MBPS) IN FM1200V DEVICES	\$2,252.78	\$31,538.92
18	FM1200-VGBE/FLUIDMESH NETW.	Activate Virtual Gigabit Feature on FM1200 VOLO Radios	\$582.62	\$10,487.16
18	FMBRKT/FLUIDMESH NETW.	POLE/WALL MOUNTING BRACKET FOR PONTE/VOLO RADIOS	\$64.74	\$1,165.32
6	FM3500EHW/FLUIDMESH NETW.	Fluidmesh 3500 ENDO, single-radio 2x2 MIMO wireless router operating at 4.9-5.8 GHz. Up to 15 Mbps	\$1,877.29	\$11,263.74
6	FM3500-UN/FLUIDMESH NETW.	Enable Ethernet throughput UNLIMITED (up to 500 Mbit/s) in FM3500 for fixed backhaul	\$2,524.67	\$15,148.02
6	FMSECTOR90-16HV/FLUIDMESH NETW.	16dBi, 90° Sector Panel Antenna with Dual-Slant 0/90 Polarity with adjustable pipe bracket. N-female	\$1,099.20	\$6,595.20
6	FM-LMR240-RPSMA2N 6FT	N-male to RP-SMA-male LMR240 coax cable 6 ft	\$97.10	\$582.60
6	FM-BRKTSLIDING/	Sliding bracket for FM3200/4200/3500/4500 product series.	\$64.74	\$388.44
6	FM-POE-LOW-48	LOW VOLTAGE GBIT POE INJECTOR 9 VDC - 36 VDC IN, 48 VDC OUT FM1300 FM3200 FM42	\$200.67	\$1,204.02
1	602705	FLUIDMESH FM-PONTE-50 P2P WIRELESS KIT, 4.9-5.9GHZ 50 MBPS THRUPUT, 2X2 MIMO ANT POE, 2 FM1200	\$1,270.51	\$1,270.51
2	725712	HOFFMAN WF3LP TYPE 3R DRIVE ENCL W 4IN FAN STEEL	\$2,169.41	\$4,338.82
2	437663	HOFFMAN A24P24 PANEL NEMA 12 / 21.00X21.00 FITS 24X24 STEEL WHITE	\$195.94	\$391.88
1	UPMGB	UNIVERSAL ALL PURPOSE GANG BOX 10"W X 10	\$157.03	\$157.03
1	UPM1L	UPM1L UNIVERSAL PEDESTAL MOUNT 8X8 INCH MOUNT	\$172.91	\$172.91
1	ESTAR001/TSP.SENSOR MATIC	iSTAR Edge, 1 rdrs, w/ enclosure	\$863.49	\$863.49



**City of Concord dba Concord Regional Airport
Concord, NC 28027**

Qty.	Model	Description	Sourcewell Net Price	
			Each	Extended
1	MTK15/INGERSOLL RAND.	MULTI-TECHNOLOGY READER WITH KEYPAD - SINGLE GANG, BLACK	\$436.23	\$436.23
<u>OPEN MARKET ITEMS - AFTER WARRANTY - EXEMPT FROM MAINTENANCE:</u>				
3000	710636YW	CAT 6 23/4pr, SOL, Unshielded, CMP, Plenum, Yellow, 1000' Box	\$0.43	\$1,290.00
1	Lift Rental (Production Only)	Lift Rental	\$3,542.86	\$3,542.86
1	Misc	Miscellaneous Materials (EMT/Flex,Box Fittings, Box Tampers,Processing Fee)	\$28,832.72	\$28,832.72
SOURCEWELL Installation Labor				
		Installation Labor, Programming and Testing		\$60,366.36
		Total		\$369,091.61

ORD. #

AN ORDINANCE TO AMEND FY 2022-2023 BUDGET ORDINANCE

WHEREAS, the City Council of the City of Concord, North Carolina did on the 9th day of June, 2022, adopt a City budget for the fiscal year beginning July 1, 2022 and ending on June 30, 2023, as amended; and

WHEREAS, it is appropriate to amend the expense/expenditures and the revenue accounts in the funds listed for the reason stated;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Concord that in accordance with the authority contained in G.S. 159-15, the following accounts are hereby amended as follows:

Account	Title	<u>Revenues</u>		(Decrease) Increase
		Current Budget	Amended Budget	
100-4603200	Police Grants	\$380,313.00	\$ 386,354.00	\$6,041.00
Total				<u>\$6,040.76</u>

Account	Title	<u>Expenses/Expenditures</u>		(Decrease) Increase
		Current Budget	Amended Budget	
4310-5212000	Uniforms	\$200,263.75	\$206,304.75	\$ 6,041.00
Total				<u>\$6,041.00</u>

Reason: To appropriate the 2022 Patrick Leahy Bulletproof Vest Partnership award.

Adopted this 13th day of October, 2022.

CITY COUNCIL
CITY OF CONCORD
NORTH CAROLINA

William C. Dusch, Mayor

ATTEST: _____
Kim Deason, City Clerk

VaLerie Kolczynski, City Attorney

ORD. #

AN ORDINANCE TO AMEND FY 2022-2023 BUDGET ORDINANCE

WHEREAS, the City Council of the City of Concord, North Carolina did on the 9th day of June, 2022, adopt a City budget for the fiscal year beginning July 1, 2022 and ending on June 30, 2023, as amended; and

WHEREAS, it is appropriate to amend the expense/expenditures and the revenue accounts in the funds listed for the reason stated;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Concord that in accordance with the authority contained in G.S. 159-15, the following accounts are hereby amended as follows:

Account	Title	<u>Revenues</u>		(Decrease) Increase
		Current Budget	Amended Budget	
100-4603200	Police Grants	\$380,313	\$401,510	\$21,510
Total				\$21,510

Account	Title	<u>Expenses/Expenditures</u>		(Decrease) Increase
		Current Budget	Amended Budget	
4310-5800429	Grant Expenditures	\$0	\$21,510	\$21,510
Total				\$21,510

Reason: To appropriate the 2022 JAG Grant award.

Adopted this 13th day of October, 2022.

CITY COUNCIL
CITY OF CONCORD
NORTH CAROLINA

William C. Dusch, Mayor

ATTEST: _____
Kim Deason, City Clerk

VaLerie Kolczynski, City Attorney



MEMORADUM

DATE: Wednesday, August 31, 2022
 TO: Sue Hyde, Director of Engineering
 FROM: Gary Stansbury, Construction Manager
 SUBJECT: Infrastructure Acceptance
 PROJECT NAME: Harris Teeter Fuel- Store #68 Poplar Tent
 PROJECT NUMBER: 2021-084
 DEVELOPER: Harris Teeter, LLC.
 FINAL CERTIFICATION - LOT NUMBERS: Commercial Site
 INFRASTRUCTURE TYPE: Sewer
 COUNCIL ACCEPTANCE DATE: Thursday, October 13, 2022
 ONE-YEAR WARRANTY DATE: Friday, October 13, 2023

Sanitary Sewer Infrastructure	Quantity
8-inch in LF	255.00
Manholes as EA	4



MEMORADUM

DATE: Tuesday, August 30, 2022
 TO: Sue Hyde, Director of Engineering
 FROM: Gary Stansbury, Construction Manager
 SUBJECT: Infrastructure Acceptance
 PROJECT NAME: Fire Station 10
 PROJECT NUMBER: 2009-021
 DEVELOPER: City of Concord - Fire
 FINAL CERTIFICATION - LOT NUMBERS: Fire Station 10
 INFRASTRUCTURE TYPE: Water and Sewer
 COUNCIL ACCEPTANCE DATE: Thursday, October 13, 2022
 ONE-YEAR WARRANTY DATE: Friday, October 13, 2023

Water Infrastructure	Quantity
6-inch in LF	118.00
6-inch Valves	2
Hydrants	1



MEMORADUM

DATE: Monday, September 26, 2022
 TO: Sue Hyde, Director of Engineering
 FROM: Gary Stansbury, Construction Manager
 SUBJECT: Infrastructure Acceptance
 PROJECT NAME: Fryling Subdivision - Slyvan Sewer
 PROJECT NUMBER: 2018-022
 DEVELOPER: Pres Pro, LLC
 FINAL CERTIFICATION - LOT NUMBERS: 3,4,6,7,8,9,10, and 11
 INFRASTRUCTURE TYPE: Sewer
 COUNCIL ACCEPTANCE DATE: Thursday, October 13, 2022
 ONE-YEAR WARRANTY DATE: Friday, October 13, 2023

Sanitary Sewer Infrastructure	Quantity
8-inch in LF	596.00
Manholes as EA	6

CAPITAL PROJECT ORDINANCE AMENDMENT

BE IT ORDAINED by the City Council of the City of Concord, North Carolina that pursuant to Section 13.2 Chapter 159 of the General Statutes of North Carolina, the following grant project ordinance is hereby amended:

SECTION 1. The projects authorized and amended are the projects included for CK Rider Transit System.

SECTION 2. The City Manager is hereby authorized to proceed with the implementation and amendments of the projects within the terms of the plans and specifications for the projects.

SECTION 3. The following revenues are anticipated to be available to the City of Concord for the completion of the projects:

Revenues Account	Title	Current Budget	Amended Budget	(Decrease) Increase
630-4357300				
630-4357300	Federal Aid	20,690,163	21,403,976	713,813
630-4337000				
630-4337000	Local Shared Revenue	6,380,631	6,465,191	84,560
630-4501100				
630-4501100	Transfer from General Fund	4,888,873	4,973,433	84,560
				882,933

SECTION 4. The following amounts are appropriated for the project:

Exp. Account	Title	Current Budget	Amended Budget	(Decrease) Increase
7690-5540000				
7690-5540000	Vehicles – Capital	6,416,399	7,299,332	882,933
				882,933

SECTION 5. Accounting records are to be maintained by the Finance Department of the City of Concord in such manner as (1) to provide all information required by the project agreement and other agreements executed or to be executed with the various parties involved with the project; and (2) to comply with the Local Government Budget and Fiscal Control Act of the State of North Carolina.

SECTION 6. Within five (5) days after adoption, copies of this capital projects ordinance shall be filed with the City Manager, Finance Director, and City Clerk for direction in carrying out this project.

SECTION 7. The Finance Director is directed to report on the financial status of this project in accordance with the existing City policy. She shall also report to the City Manager any unusual occurrences.

Duly adopted by the City Council of the City of Concord, North Carolina this 13th day of October, 2022.

CITY COUNCIL
CITY OF CONCORD
NORTH CAROLINA

William C. Dusch, Mayor

ATTEST: _____
Kim Deason, City Clerk

Valerie Kolczynski, City Attorney

AN ORDINANCE TO AMEND FY 2022-2023 BUDGET ORDINANCE

WHEREAS, the City Council of the City of Concord, North Carolina did on the 9th day of June, 2022, adopt a City budget for the fiscal year beginning July 1, 2022 and ending on June 30, 2023, as amended; and

WHEREAS, it is appropriate to amend the expense/expenditures and the revenue accounts in the funds listed for the reason stated;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Concord that in accordance with the authority contained in G.S. 159-15, the following accounts are hereby amended as follows:

Account	Title	<u>Revenues</u>		(Decrease) Increase
		Current Budget	Amended Budget	
100-4351000	Sale of Fixed Assets	0	21,000	21,000
Total				21,000

Account	Title	<u>Expenses/Expenditures</u>		(Decrease) Increase
		Current Budget	Amended Budget	
6120-5194000	Contract Services	405,603	426,603	21,000
Total				21,000

Reason: To appropriate proceeds from the sale of fixed assets to provide funding for contract labor to cover the Pottery Center if unable to identify volunteers for daily operations.

Adopted this 13th day of October, 2022.

CITY COUNCIL
CITY OF CONCORD
NORTH CAROLINA

William C. Dusch, Mayor

ATTEST: _____
Kim Deason, City Clerk

VaLerie Kolczynski, City Attorney

CAPITAL PROJECT ORDINANCE

Cedar/Crowell Sidewalk

BE IT ORDAINED by the City Council of the City of Concord, North Carolina that pursuant to Section 13.2 Chapter 159 of the General Statutes of North Carolina, the following project ordinance is hereby ordained:

SECTION 1. The project authorized is the Cedar/Crowell Sidewalk.

SECTION 2. The City Manager is hereby authorized to proceed with the implementation and amendments of the projects within the terms of the plans and specifications for the projects.

SECTION 3. The following revenues are anticipated to be available to the City of Concord for the project:

<u>Revenues</u>				
Account	Title	Current Budget	Amended Budget	(Decrease) Increase

SECTION 4. The following amounts are appropriated for the project:

<u>Expenses/Expenditures</u>				
Account	Title	Current Budget	Amended Budget	(Decrease) Increase
8600-5811502				
8600-5811502	Cedar/Crowell Sidewalk	698,703	705,003	6,300
8600-5585000				
8600-5585000	PIP Infrastructure	582,817	576,517	(6,300)
				<u>0</u>

SECTION 5. Accounting records are to be maintained by the Finance Department of the City of Concord in such manner as (1) to provide all information required by the grant agreement and other agreements executed or to be executed with the various parties involved with the project; and (2) to comply with the Local Government Budget and Fiscal Control Act of the State of North Carolina.

SECTION 6. Within five (5) days after adopted, copies of this grant project amendment shall be filed with the City Manager, Finance Director, and City Clerk for direction in carrying out this project.

SECTION 7. The Finance Director is directed to report on the financial status of this project in accordance with the existing City policy. She shall also report to the City Manager any unusual occurrences.

Duly adopted by the City Council of the City of Concord, North Carolina this 13th day of October, 2022.

CITY COUNCIL
CITY OF CONCORD
NORTH CAROLINA

William C. Dusch, Mayor

ATTEST: _____
Kim Deason, City Clerk

VaLerie Kolczynski, City Attorney

Tax Report for Fiscal Year 2022-2023

FINAL REPORT

August

Property Tax Receipts- Munis

2022 BUDGET YEAR	5,860,014.39
2021	59,663.79
2020	32,437.67
2019	691.04
2018	54.18
2017	65.58
2016	31.20
2015	31.20
2014	97.93
2013	84.21
Prior Years	192.87
Interest	11,529.29
Refunds	
	<u>5,964,893.35</u>

Vehicle Tax Receipts- County

2022 BUDGET YEAR	569,498.75
2021	
2020	
2019	
2018	
2017	
2016	
Prior Years	92.88
Penalty & Interest	6,509.44
Refunds	
	<u>576,101.07</u>

Fire District Tax - County

2021 BUDGET YEAR	23,063.00
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Less: Collection Fee from County

Net Ad Valorem Collections	<u>6,564,057.42</u>
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423:Vehicle Tag Fee-Transportation Impr Fund	41,597.38
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100:Vehicle Tag Fee	168,895.25
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292:Vehicle Tag Fee-Transportation Fund	41,597.37
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Less Collection Fee - Transit

Net Vehicle Tag Collection	<u>252,090.00</u>
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Privilege License	-
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Prepaid Privilege Licenses	
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Privilege License interest	
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Total Privilege License	<u>-</u>
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Oakwood Cemetery current	525.00
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Oakwood Cemetery endowment	-
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Rutherford Cemetery current	875.00
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Rutherford Cemetery endowment	-
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West Concord Cemetery current	2,550.00
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West Concord Cemetery endowment	-
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Total Cemetery Collections	<u>3,950.00</u>
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Total Collections	<u>\$ 6,820,097.42</u>
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Current Year	
Original Scroll	
Levy	
Penalty	
Adjustments	
Public Service	
Levy	
Penalty	
Discoveries/Annex	74,837.07
Discovery Penalty	5,885.97
Total Amount Invoiced - Monthly	<u>80,723.04</u>
Total Amount Invoiced - YTD	67,275,039.10

Current Year	
Less Abatements (Releases)	
Real	24,417.25
Personal	
Discovery	
Penalty - all	
Total Abatements	<u>24,417.25</u>

Adjusted Amount Invoiced - monthly	56,305.79
Adjusted Amount Invoiced - YTD	67,239,020.61

Current Levy Collected	5,860,014.39
Levy Collected from previous years	93,349.67
Penalties & Interest Collected	11,529.29
Current Month Write Off - Debit/Credit	-
Total Monthly Collected	<u>5,964,893.35</u>
Total Collected - YTD	7,233,211.31

Total Collected - net current levy -YTD 7,059,621.04

Percentage of Collected -current levy 10.50%

Amount Uncollected - current year levy 60,179,399.57

Percentage of Uncollected - current levy 89.50%

100.00%

CITY OF CONCORD

Summary of Releases, Refunds and Discoveries for the Month of August 2022

RELEASES		
CITY OF CONCORD	\$	24,417.25
CONCORD DOWNTOWN	\$	28.44

REFUNDS		
CITY OF CONCORD	\$	7.52
CONCORD DOWNTOWN	\$	-

DISCOVERIES							
CITY OF CONCORD							
TaxYear	Real	Personal	Total	Rate	Calculated	Penalties	
2016	0	0	0	0.0048	0.00	0.00	
2017	0	67,924	67,924	0.0048	326.04	195.63	
2018	0	102,259	102,259	0.0048	490.84	245.43	
2019	700,690	102,563	803,253	0.0048	3,855.61	196.91	
2020	1,475,530	167,848	1,643,378	0.0048	7,888.21	241.71	
2021	1,466,810	389,204	1,856,014	0.0048	8,908.87	373.62	
2022	1,466,810	9,651,418	11,118,228	0.0048	53,367.49	4,632.67	
Total	5,109,840	10,481,216	15,591,056		\$ 74,837.07	\$ 5,885.97	
DOWNTOWN							
TaxYear	Real	Personal	Total	Rate	Calculated	Penalties	
2017	0	0	0	0.0023	0.00	0.00	
2018	0	0	0	0.0023	0.00	0.00	
2019	0	0	0	0.0023	0.00	0.00	
2020	0	0	0	0.0023	0.00	0.00	
2021	0	0	0	0.0023	0.00	0.00	
2022	0	0	0	0.0023	0.00	0.00	
Total	0	0	0		\$ -	\$ -	

City of Concord
Portfolio Holdings
Monthly Investments to Council
Report Format: By CUSIP / Ticker
Group By: Security Type
Average By: Cost Value
Portfolio / Report Group: All Portfolios
As of 8/31/2022

Description	CUSIP/Ticker	Face Amount/Shares	Cost Value	Maturity Date	YTM @ Cost	% of Portfolio	Settlement Date	Cost Price	Days To Maturity
Commercial Paper									
CP SALVATION ARMY 0 9/2/2022	79583TJ22	5,000,000.00	4,990,286.11	9/2/2022	0.261	1.35	N/A	99.805722	2
CP ING US FUNDING LLC 0 9/21/2022	4497W1JM9	5,000,000.00	4,981,743.06	9/21/2022	0.552	1.35	N/A	99.634861	21
CP COLLATERIALIZED COML PAPER 0 9/23/2022	19423KJP0	5,000,000.00	4,971,341.67	9/23/2022	1.820	1.34	N/A	99.426833	23
CP CREDIT AGRICOLE CIB NY 0 10/13/2022	22533UKD4	5,000,000.00	4,968,175.00	10/13/2022	1.721	1.34	N/A	99.3635	43
CP MUFG BANK LTD 0 10/24/2022	62479MKQ5	5,000,000.00	4,963,658.33	10/24/2022	2.690	1.34	N/A	99.273167	54
CP JP MORGAN SECURITIES 0 10/25/2022	46640QKR1	5,000,000.00	4,965,912.50	10/25/2022	1.017	1.34	N/A	99.31825	55
CP TOYOTA MTR CR CORP 0 11/10/2022	89233HLA0	5,000,000.00	4,959,950.00	11/10/2022	1.089	1.34	N/A	99.199	71
CP CREDIT SUISSE FBNY 0 11/18/2022	2254EBLJ8	5,000,000.00	4,949,505.56	11/18/2022	3.010	1.34	N/A	98.990111	79
CP MOUNTCLIFF FDG 0 1/31/2023	62455BNX9	5,000,000.00	4,915,000.00	1/31/2023	3.459	1.33	N/A	98.3	153
Sub Total / Average Commercial Paper		45,000,000.00	44,665,572.23		1.732	12.07		99.258482	55
FFCB Bond									
FFCB 0.14 5/18/2023-21	3133EMZP0	5,000,000.00	4,997,000.00	5/18/2023	0.170	1.35	N/A	99.94	260
FFCB 0.32 8/10/2023-21	3133EL3E2	5,000,000.00	5,000,000.00	8/10/2023	0.320	1.35	N/A	100	344
FFCB 0.19 9/22/2023-21	3133EMLE0	5,000,000.00	5,000,000.00	9/22/2023	0.190	1.35	N/A	100	387
FFCB 0.31 11/30/2023-21	3133EMHL9	5,000,000.00	5,000,000.00	11/30/2023	0.310	1.35	N/A	100	456
FFCB 0.23 1/19/2024	3133EMNG3	5,000,000.00	4,997,850.00	1/19/2024	0.244	1.35	N/A	99.957	506
FFCB 0.25 3/1/2024-21	3133EMSD5	5,000,000.00	4,990,000.00	3/1/2024	0.317	1.35	N/A	99.8	548
FFCB 0.33 4/5/2024-22	3133EMVD1	3,470,000.00	3,467,918.00	4/5/2024	0.354	0.94	N/A	99.94	583
FFCB 0.46 8/19/2024-21	3133EM2U5	5,000,000.00	5,000,000.00	8/19/2024	0.460	1.35	N/A	100	719
FFCB 0.43 9/10/2024-20	3133EL6V1	5,000,000.00	5,000,000.00	9/10/2024	0.430	1.35	N/A	100	741
FFCB 0.63 10/21/2024-22	3133ENBM1	4,189,000.00	4,172,244.00	10/21/2024	0.768	1.13	N/A	99.6	782
FFCB 0.97 12/9/2024-22	3133ENGN4	5,000,000.00	5,000,000.00	12/9/2024	0.970	1.35	N/A	100	831
FFCB 0.71 4/21/2025-22	3133EMWH1	5,000,000.00	5,000,000.00	4/21/2025	0.710	1.35	N/A	100	964
FFCB 0.53 9/29/2025-21	3133EMBH4	5,000,000.00	5,000,000.00	9/29/2025	0.530	1.35	N/A	100	1,125
FFCB 1.21 12/22/2025-22	3133ENHU7	5,000,000.00	5,000,000.00	12/22/2025	1.210	1.35	N/A	100	1,209
FFCB 0.625 6/16/2026-21	3133EMKV3	5,000,000.00	5,000,000.00	6/16/2026	0.625	1.35	N/A	100	1,385
FFCB 0.94 9/28/2026-22	3133EM6E7	5,000,000.00	5,000,000.00	9/28/2026	0.940	1.35	N/A	100	1,489
FFCB 1.55 3/30/2027-23	3133ELUN2	5,000,000.00	5,000,000.00	3/30/2027	1.550	1.35	N/A	100	1,672
FFCB 1.4 3/10/2028-22	3133EMSW3	5,000,000.00	5,000,000.00	3/10/2028	1.400	1.35	N/A	100	2,018
FFCB 1.5 3/23/2028-22	3133EMUB6	5,000,000.00	5,000,000.00	3/23/2028	1.500	1.35	N/A	100	2,031
FFCB 1.04 1/25/2029-22	3133EMNL2	5,000,000.00	4,986,250.00	1/25/2029	1.076	1.35	N/A	99.725	2,339
FFCB 1.55 3/15/2029-22	3133EMSX1	5,000,000.00	4,960,000.00	3/15/2029	1.658	1.34	N/A	99.2	2,388
Sub Total / Average FFCB Bond		102,659,000.00	102,571,262.00		0.755	27.72		99.914899	1,094
FHLB Bond									
FHLB 0.3 9/29/2023-21	3130AK3S3	5,000,000.00	5,000,000.00	9/29/2023	0.300	1.35	N/A	100	394
FHLB 0.22 10/5/2023-21	3130AKAF3	5,000,000.00	4,992,500.00	10/5/2023	0.270	1.35	N/A	99.85	400
FHLB 0.3 11/27/2023-21	3130AKGL4	5,000,000.00	5,000,000.00	11/27/2023	0.300	1.35	N/A	100	453
FHLB 0.3 2/9/2024-21	3130AMHP0	5,000,000.00	5,000,000.00	2/9/2024	0.300	1.35	N/A	100	527
FHLB 2.5 2/13/2024	3130AFW94	520,000.00	554,662.30	2/13/2024	0.225	0.15	N/A	106.665827	531
FHLB 0.45 4/29/2024-21	3130ALYE8	5,000,000.00	5,000,000.00	4/29/2024	0.450	1.35	N/A	100	607
FHLB 0.375 5/24/2024-21	3130AMPB2	5,000,000.00	5,000,000.00	5/24/2024	0.375	1.35	N/A	100	632
FHLB 0.4 5/24/2024-21	3130AMEP3	5,000,000.00	5,000,000.00	5/24/2024	0.400	1.35	N/A	100	632
FHLB 0.4 6/7/2024-21	3130AMKX9	5,000,000.00	5,000,000.00	6/7/2024	0.400	1.35	N/A	100	646
FHLB 0.5 7/15/2024-21	3130AMXL1	5,000,000.00	5,000,000.00	7/15/2024	0.500	1.35	N/A	100	684
FHLB 0.5 7/29/2024-21	3130ANCU2	5,000,000.00	5,000,000.00	7/29/2024	0.500	1.35	N/A	100	698
FHLB 0.45 8/27/2024-20	3130AJZH5	5,000,000.00	5,000,000.00	8/27/2024	0.450	1.35	N/A	100	727

FHLB 1.27 1/27/2025-23	3130AQMJ9	5,000,000.00	5,000,000.00	1/27/2025	1.270	1.35	N/A	100	880
FHLB 0.4 7/15/2025-21	3130AKM29	5,000,000.00	4,999,000.00	7/15/2025	0.405	1.35	N/A	99.98	1,049
FHLB 0.5 10/20/2025-21	3130AKNK8	5,000,000.00	4,999,000.00	10/20/2025	0.504	1.35	N/A	99.98	1,146
FHLB Step 12/30/2025-21	3130AKLH7	5,000,000.00	5,000,000.00	12/30/2025	0.636	1.35	N/A	100	1,217
FHLB Step 1/29/2026-21	3130AKRA6	5,000,000.00	5,000,000.00	1/29/2026	1.002	1.35	N/A	100	1,247
FHLB 0.53 2/17/2026-21	3130AKWS1	5,000,000.00	4,995,000.00	2/17/2026	0.550	1.35	N/A	99.9	1,266
FHLB 0.8 3/10/2026-21	3130ALF58	5,000,000.00	5,000,000.00	3/10/2026	0.800	1.35	N/A	100	1,287
FHLB Step 4/29/2026-21	3130ALZA5	5,000,000.00	5,000,000.00	4/29/2026	1.432	1.35	N/A	100	1,337
FHLB 0.825 8/17/2027-21	3130AJXH7	5,000,000.00	4,986,250.00	8/17/2027	0.866	1.35	N/A	99.725	1,812
FHLB 2.32 11/1/2029-22	3130AHEU3	5,000,000.00	5,000,000.00	11/1/2029	2.320	1.35	N/A	100	2,619
Sub Total / Average FHLB Bond		105,520,000.00	105,526,412.30		0.666	28.52		100.008318	962
FHLMC Bond									
FHLMC 0.25 6/26/2023	3137EAES4	3,220,000.00	3,219,567.60	6/26/2023	0.254	0.87	N/A	99.986726	299
FHLMC 0.25 9/8/2023	3137EAEW5	2,120,000.00	2,120,844.05	9/8/2023	0.236	0.57	N/A	100.039854	373
FHLMC 0.3 12/14/2023-21	3134GXEW0	5,000,000.00	5,000,000.00	12/14/2023	0.300	1.35	N/A	100	470
FHLMC 3 6/28/2024-22	3134GXWZ3	5,000,000.00	5,000,000.00	6/28/2024	3.000	1.35	N/A	100	667
FHLMC 0.45 7/29/2024-22	3134GWFS0	2,250,000.00	2,250,000.00	7/29/2024	0.450	0.61	N/A	100	698
FHLMC 1.5 2/12/2025	3137EAEP0	1,305,000.00	1,296,987.51	2/12/2025	1.715	0.35	N/A	99.386016	896
FHLMC Step 6/30/2025-22	3134GXVT8	5,000,000.00	5,000,000.00	6/30/2025	3.676	1.35	N/A	100	1,034
FHLMC 0.375 7/21/2025	3137EAEU9	1,315,000.00	1,215,559.70	7/21/2025	3.063	0.33	N/A	92.438	1,055
FHLMC 0.8 7/14/2026-21	3134GV5T1	5,000,000.00	5,000,000.00	7/14/2026	0.800	1.35	N/A	100	1,413
Sub Total / Average FHLMC Bond		30,210,000.00	30,102,958.86		1.567	8.14		99.669581	787
FNMA Bond									
FNMA 0.3 8/10/2023-22	3135G05R0	4,000,000.00	3,973,000.00	8/10/2023	0.731	1.07	N/A	99.325	344
FNMA 0.31 8/17/2023-22	3136G4K51	5,000,000.00	5,000,000.00	8/17/2023	0.310	1.35	N/A	100	351
FNMA 2.875 9/12/2023	3135G0U43	1,170,000.00	1,263,483.00	9/12/2023	0.221	0.34	N/A	107.99	377
FNMA 0.3 10/27/2023-21	3136G46A6	5,000,000.00	5,000,000.00	10/27/2023	0.300	1.35	N/A	100	422
FNMA 0.25 11/27/2023	3135G06H1	3,705,000.00	3,707,833.90	11/27/2023	0.223	1.00	N/A	100.076557	453
FNMA 0.28 12/29/2023-21	3135GABN0	5,000,000.00	5,000,000.00	12/29/2023	0.280	1.35	N/A	100	485
FNMA 2.5 2/5/2024	3135G0V34	1,500,000.00	1,590,870.00	2/5/2024	0.225	0.43	N/A	106.058	523
FNMA 1.75 7/2/2024	3135G0V75	1,510,000.00	1,571,618.47	7/2/2024	0.361	0.42	N/A	104.080727	671
FNMA 0.455 8/27/2024-21	3136G4Y72	5,000,000.00	5,000,000.00	8/27/2024	0.455	1.35	N/A	100	727
FNMA 1.625 10/15/2024	3135G0W66	2,380,000.00	2,454,218.36	10/15/2024	0.577	0.66	N/A	103.119202	776
FNMA 0.5 12/16/2024-21	3135G06M0	5,000,000.00	4,989,850.00	12/16/2024	0.560	1.35	N/A	99.797	838
FNMA 1.625 1/7/2025	3135G0X24	1,055,000.00	1,072,574.78	1/7/2025	1.060	0.29	N/A	101.665856	860
FNMA 0.625 4/22/2025	3135G03U5	1,360,000.00	1,268,407.71	4/22/2025	3.017	0.34	N/A	93.265273	965
FNMA 0.5 6/17/2025	3135G04Z3	2,290,000.00	2,132,848.52	6/17/2025	2.922	0.58	N/A	93.137496	1,021
FNMA 0.7 7/14/2025-21	3136G4YH0	5,000,000.00	5,000,000.00	7/14/2025	0.700	1.35	N/A	100	1,048
FNMA 0.55 8/19/2025-22	3136G4H63	5,000,000.00	5,000,000.00	8/19/2025	0.550	1.35	N/A	100	1,084
FNMA 0.58 8/25/2025-22	3136G4J20	5,000,000.00	5,000,000.00	8/25/2025	0.580	1.35	N/A	100	1,090
FNMA 0.73 10/29/2026-21	3136G46F5	5,000,000.00	5,000,000.00	10/29/2026	0.730	1.35	N/A	100	1,520
FNMA 0.8 11/4/2027-22	3135GA2L4	5,000,000.00	5,000,000.00	11/4/2027	0.800	1.35	N/A	100	1,891
Sub Total / Average FNMA Bond		68,970,000.00	69,024,704.74		0.636	18.66		100.130361	853
Local Government Investment Pool									
NCCMT LGIP	NCCMT599	90,290.64	90,290.64	N/A	?	0.02	N/A	100	1
NCCMT LGIP	NCCMT481	17,634,208.64	17,634,208.64	N/A	?	4.77	N/A	100	1
NCCMT LGIP	NCCMT271	155,245.36	155,245.36	N/A	?	0.04	N/A	100	1
Sub Total / Average Local Government Investment Pool		17,879,744.64	17,879,744.64		?	4.83		100	1
Money Market									
PINNACLE BANK MM	PINNACLE	214,894.07	214,894.07	N/A	?	0.06	N/A	100	1
Sub Total / Average Money Market		214,894.07	214,894.07		?	0.06		100	1
Total / Average		370,453,638.71	369,985,548.84		?	100		99.886698	808