TOWN COUNCIL WORK SESSION

TOWN HALL COUNCIL CHAMBERS

MONDAY, MAY 22, 2023 AT 6:00 PM

JOIN ZOOM MEETING:

HTTPS://US02WEB.ZOOM.US/J/83568526929

AGENDA

CALL TO ORDER

DISCUSSION ITEMS

1. Main Street Gross Project (*Travis Morgan*)
2. Lowry Street Project Approval (*Ryan Spitzer*) (***ACTION ITEM***)
3. Budget Discussion (*Ryan Spitzer*)

Closed Session pursuant to NCGS 143.318.1 (4) - economic development

ADJOURN

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

Workshop

Pineville
PLANNING & ZONING

To: Town Council

From: Travis Morgan

Date: 5/22/2023

Re: **404 Main (***Informational Item***)**

REQUEST:

Blue Heron (BH4 LLC) seeks your consideration for a conditional zoning proposal to allow for 294 apartments and 8,500 square feet of commercial space within a 5 story structure on the Northeast corner of Cranford Drive and Main Street.

DEVELOPMENT SUMMARY:

Location:	404 Main Street
Zoning:	**Existing**: DC **Proposed:** DC(CD)
Parcel Size:	**4.8**± acres
TOTAL UNITS:	**294 (not to exceed)** **159 - 1 bedroom** **119 – 2 bedroom** **16 – 3 bed room**
Commercial	**8,500 square feet (minimum?)**

PARKING PER CURRENT ORDINACE:

Downtown zoning (DC) does have a provision to modify or waive parking for mixed-use development consisting of "*majority ground floor commercial office/retail with residential dwelling units above."*

Majority of the ground floor for the total site does not appear to be commercial. Below is the current ordinance standard parking calculation based off bedroom count:

159*3 = 477
119*3 = 357
16*3.25 = 52
Total per residential units = 886
Calculation for general commercial: 1/500
Total per commercial = 19

TOTAL DEVELOPMENT REQUIRED = 905 parking spaces

TOTAL DEVELOPMENT PROVIDED: 514 parking spaces

11 on street parking
43 spaces for retail/commercial
460 spaces for residents

TRAFFIC STUDY:

Traffic study has been provided. The study still needs NCDOT review and approval. Study appears to remove one of the original access points onto Main Street. I do not support any vehicular access point onto Main Street. The architectural elevations and graphics in the study still show residual aspects of that proposed access. Please review the before levels (Table 3 p8) and after (Table 5 p13). As expected, left turn level of service go down. Left turns out of Jack Hughes and Cranford were not at best service level prior to the proposal. Post proposed development Cranford left turn goes down to level F in the evening, level D in the morning, but also Franklin left turn in the evening goes to level D and evening approach to Cranford goes to level E.

STAFF COMMENT:

Traffic:

There is not much outside of a signalized intersection to improve left hand turns. A right turn deceleration lane might help into the site entrance on Cranford but right turn lane from Main Street does not seem to be a problem. In my opinion, some improvement to stacking seems warranted on Franklin. Alignment of the proposed development entrance off of Cranford to align with the adjacent townhome Cannamela Drive seems warranted as well. Due to level of service delays I would anticipate more than 5% of traffic to use Cranford Drive as shown. A development of this scale might help toward getting a signal and/or pedestrian crossing approval from NCDOT.

Elevations:

The commercial component, ground floor Main Street storefront design is appreciated. Development will sit directly adjacent to Town Hall and should reflect that with much more significant if not all brick design and upper divided glass windows. Uppermost cornice detail needs more. Note transition point at site entrance on Cranford for the commercial/residential divide. Anticipated resident comment that commercial is not wanted further back on Cranford. Ground floor residential units we usually ask for elevated entrances to individual units. The building height along Main Street would help frame and anchor the adjacent Town Hall park. Recommend transitioning to a lower height back of property Northbound on Cranford Drive.

Parking:

Parking count is short. Parking shown in the railroad right of way has not been confirmed approval to my knowledge. There are no adjacent overflow or shared use parking lots for consideration.

Plans:

Comprehensive plan shows the site being the transition between Downtown and Neighborhood Residential and within the connector corridor that transitions between zones. Infill development, mixed-use, proximity to residences, Townhall, and the railroad are considerations.

PROCEDURE:

It is my understanding the applicant will be holding an independent neighborhood meeting. This meeting is to familiarize you with the applicant's request. The process is legislative with the standard conditional zoning process. This is a workshop meeting intended to refine the development proposal and to get your feedback.

Pineville
PLANNING & ZONING

Submit to Planning Department, 200 Dover St, Pineville, NC 28134
Phone (704) 889-2291 Fax (704) 889-2293

Office Use Only: Application #:

Payment Method: Cash___ Check___ Credit Card___ Amount $_____ Date Paid_____

Zoning Application

Note: Application will not be considered until all required submittal components listed have been completed

Applicant's Name: BH4 – Acquisitions, LLC Phone: 919-270-2516

Applicant's Mailing Address: 1111 Haynes Street, Suite 203, Raleigh, NC 27604-1454

Property Information:

Property Location: 404 Main Street, Pineville, NC 28134

Property Owner's Mailing Address: 104 Cranford Dr., Pineville NC 28134, P.O. Box 728, Pineville, NC 28134, and 404 Main Street, Pineville, NC 28134

Property Owner Name: Michael and Paul Brock Gross Phone: _____

Tax Map and Parcel Number: 20501103, 20501105, 20501104, 20501106, and 20501102 Existing Zoning: _____

Which are you applying (Check all that apply):

Rezoning by Right _____ Conditional Zoning X Conditional Rezoning _____ Text Amendment _____

Fill out section(s) that apply:

Rezoning by Right:

Proposed Rezoning Designation _____

Conditional Zoning:

Proposed Conditional Use DC-CD (Downtown Core District with Downtown Overlay - Conditional Zoning)

Acreage 4.821 AC. Square Feet 8,500 (commercial) Approximate Height 5 Stories # of ~~Rooms~~ Units 294

Parking Spaces Required _____ Parking Spaces Provided _____ **Please Attach Site Specific Conditional Plan

Conditional Rezoning:

Proposed Conditional Rezoning Designation _____

Text Amendment:

Section _____ Reason _____

Proposed Text Change (Attach if needed) _____

I do hereby certify that all information which I have provided for this application is, to the best of my knowledge, correct.

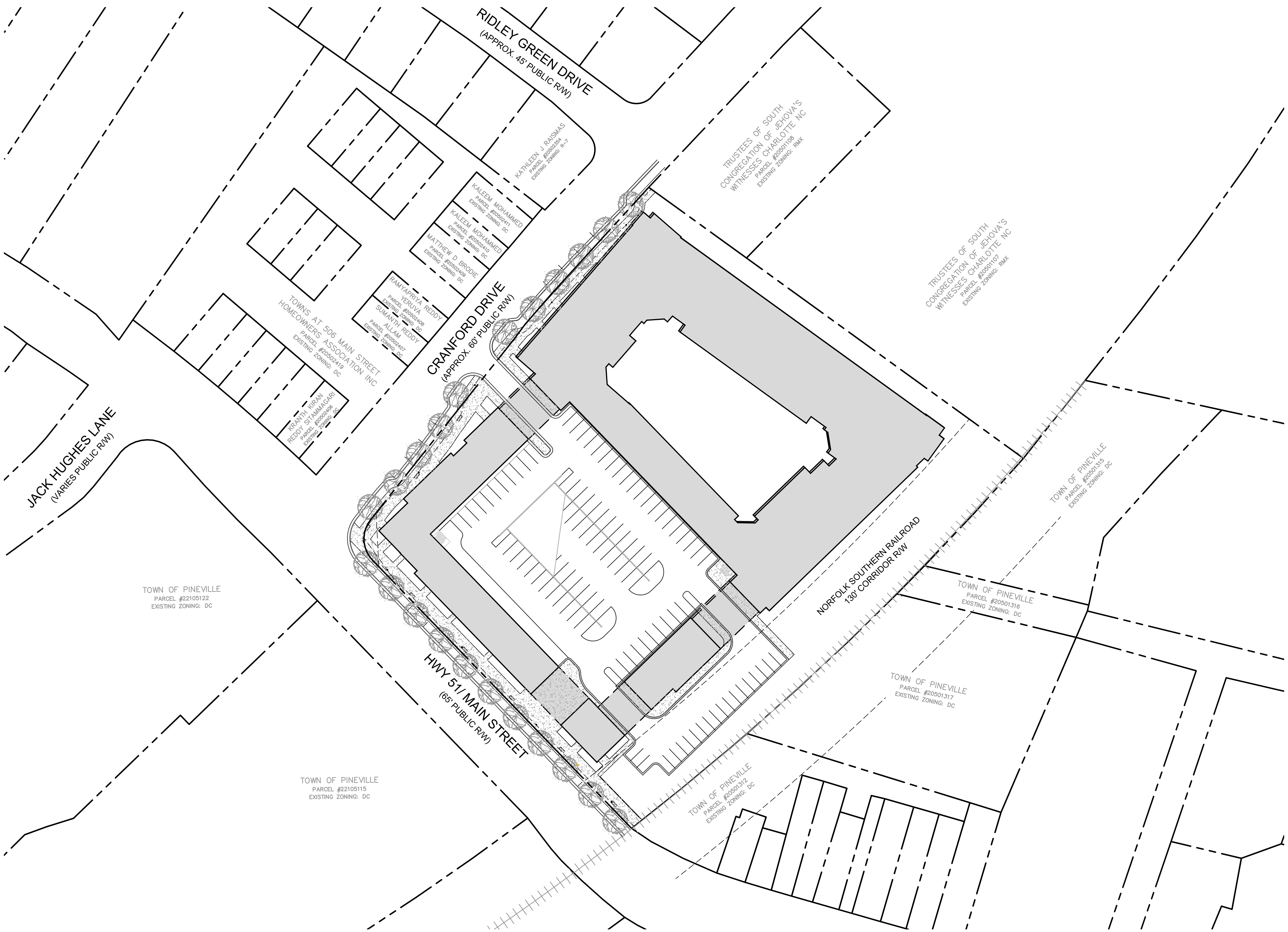
Signature of Applicant , Manager Blue Heron Asset Management, LLC, Manager, BH4 - Acquisitions Date 2/22/23

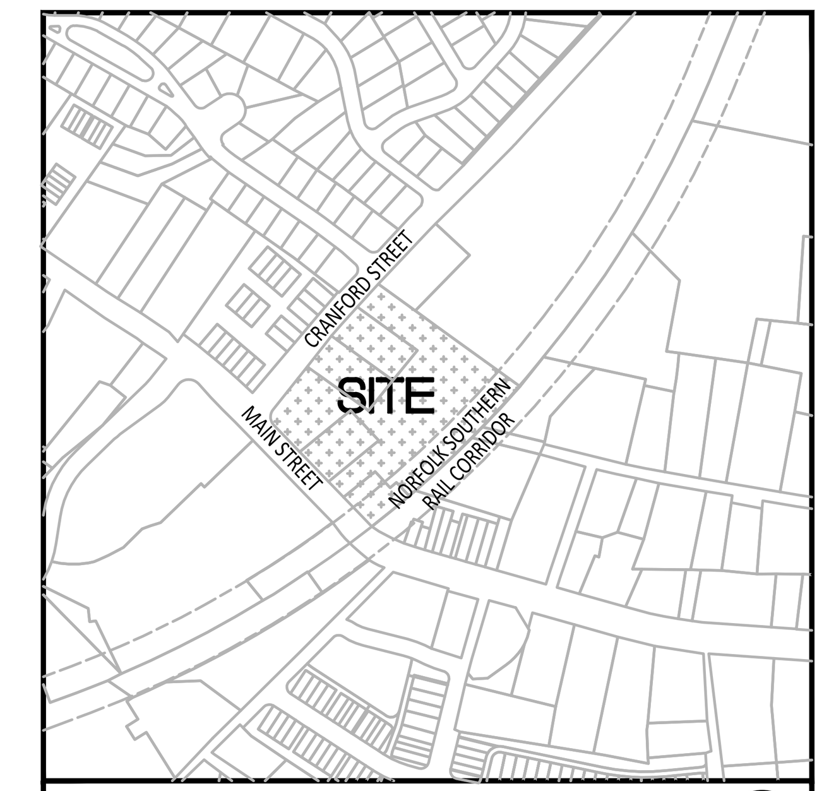
Signature of Property Owner (If not Applicant) Date 2.22.23

Signature of Town Official Date

404 MAIN CONDITIONAL REZONING

TOWN OF PINEVILLE, MECKLENBURG COUNTY
PINEVILLE, NORTH CAROLINA





VICINITY MAP N.T.S.

SURVEY DISCLAIMER
SURVEY ISSUE DATE DECEMBER 23, 2022. PROVIDED BY CAROLINA SURVEYORS, P.A. P.O BOX 267, PINEVILLE, NC 28134, (704) 889-7601

REZONING PLAN SHEETS

RZ-000	COVER SHEET
RZ-100	EXISTING CONDITIONS
RZ-200	REZONING PLAN
RZ-201	STREETSCAPE PLAN
RZ-300	DEVELOPMENT NOTES
V-100	SURVEY

REZONING SUMMARY:

PETITIONER:	BH4 ACQUISITIONS LLC
PROPERTY OWNER:	PAUL BROCK GROSS AND MICHAEL GROSS
REZONING SITE AREA:	4.80 ± AC
TAX PARCEL#:	20501102, 20501103, 20501104, 20501105, 20501106
EXISTING ZONING:	DC (DOWNTOWN CORE DISTRICT – DOWNTOWN OVERLAY DISTRICT)
PROPOSED ZONING:	DC–C (DOWNTOWN CORE DISTRICT – DOWNTOWN OVERLAY DISTRICT)
EXISTING USE:	RESIDENTIAL

PROJECT TEAM:

APPLICANT:	BH4 ACQUISITIONS LLC 1111 HAYNES STREET, SUITE 203 RALEIGH, NC 27604–1454
APPLICANT CONTACT:	PATRICK WADE 919–270–2516 PATRICK.WADE@BLUEHERONFUND.COM
ARCHITECT:	FINLEY DESIGN PA ARCHITECTURE + INTERIORS 7806 NC HWY 751, SUITE 110 DURHAM, NC 27713
ARCHITECT CONTACT:	KERRY FINLEY, AIA 919–425–5467 KERRY@FINLEYDESIGNARCH.COM
LAND PLANNER:	BOLTON & MENK, INC dba COLEJENEST & STONE 200 S. TRYON STREET, SUITE 1400 CHARLOTTE, NC 28202
ARCHITECT CONTACT:	SEAN PAONE, PLA 704–376–1555 SEAN.PAONE@BOLTON–MENK.COM

TOWN OF PINEVILLE:

PLANNING DIRECTOR:	TRAVIS MORGAN 505 MAIN STREET PINEVILLE, NC 28134 704–889–2202 TMORGAN@PINEVILLENC.GOV

North Carolina 811 www.nc811.org

1. CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR PLACING BARRICADES USING FLAG MEN, ETC. AS NECESSARY TO INSURE SAFETY TO THE PUBLIC.
3. ALL PAVEMENT CUTS, CONCRETE OR ASPHALT, ARE TO BE REPLACED ACCORDING TO STANDARDS OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, TOWN OF HUNTERSVILLE AND CHARLOTTE–MECKLENBURG UTILITIES SPECIFICATIONS.
4. SHORING WILL BE ACCORDING TO OSHA TRENCHING STANDARDS PART 1926 SUBPART P, OR AS AMENDED.

ColeJenest&Stone
BOLTON & MENK, INC.
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CHARLOTTE, NORTH CAROLINA 28202
Phone: (704) 376-1555
Email: info@colejeneststone.com
www.bolton-menk.com

BH4 ACQUISITIONS LLC
1111 HAYNES STREET
SUITE 203
RALEIGH, NC 27604

404 MAIN CONDITIONAL REZONING
404 MAIN STREET
PINEVILLE, NC 28134

COVER SHEET

PROJECT NO: 4909.01

REVISIONS:

BOLTON & MENK, INC. CORPORATE SEAL F-1409 C-196 dba ColeJenest & Stone

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 1494 SEAN PATRICK PAONE 04/19/23

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SCALE: 1"=50'
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DRAWN BY:	
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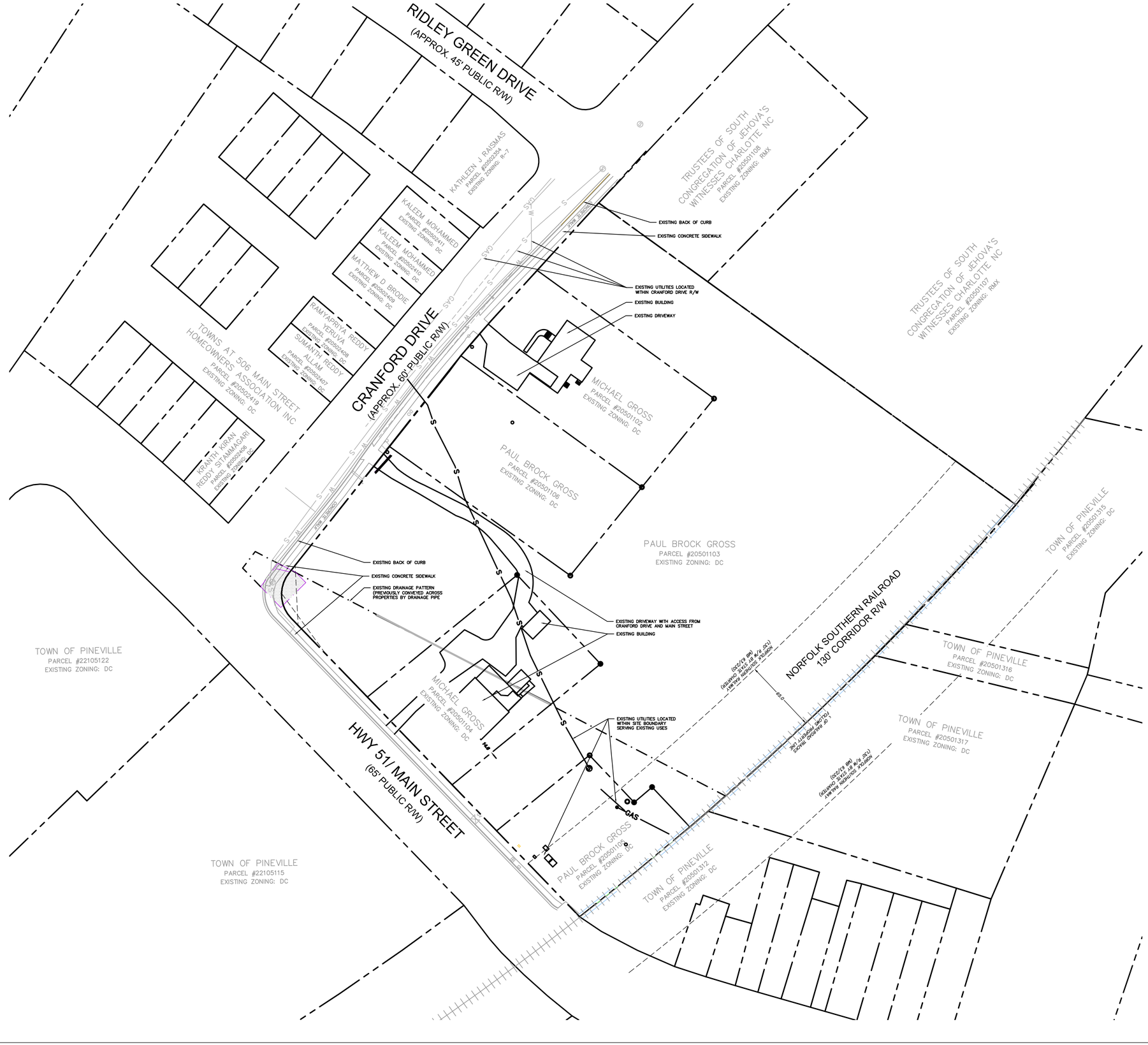

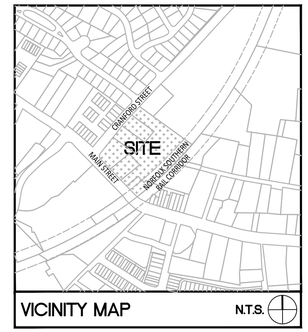

VICINITY MAP N.T.S.

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LEGEND

SYMBOL

- PROPERTY LINE/RIGHT-OF-WAY
- INTERIOR PROPERTY LINES
- NORFOLK SOUTHERN RAILROAD RIGHT-OF-WAY
- EXISTING BUILDING

REZONING SUMMARY:

PETITIONER:	BH4 ACQUISITIONS LLC
PROPERTY OWNER:	PAUL BROCK GROSS AND MICHAEL GROSS
REZONING SITE AREA:	4.80 ± AC
TAX PARCEL#:	20501102, 20501103, 20501104, 20501105, 20501106
EXISTING ZONING:	DC (DOWNTOWN CORE DISTRICT – DOWNTOWN OVERLAY DISTRICT)
EXISTING USE:	RESIDENTIAL

1. CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
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4. SHORING WILL BE ACCORDING TO OSHA TRENCHING STANDARDS PART 1926 SUBPART P, OR AS AMENDED.

ColeJenest&Stone
BOLTON & MENK, INC.

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CHARLOTTE, NORTH CAROLINA 28202
Phone: (704) 376-1555
Email: info@colejenestone.com
www.bolton-menk.com

BH4
ACQUISITIONS LLC

1111 HAYNES STREET
SUITE 203
RALEIGH, NC 27604

404 MAIN STREET
CONDITIONAL
REZONING

404 MAIN STREET
PINEVILLE, NC 28134

EXISTING CONDITIONS

PROJECT NO:
4909.01

REVISIONS:

BOLTON & MENK, INC. CORPORATE SEAL F-1309 ENGINEERING SURVEYING LANDSCAPE ARCHITECTURE & PLANNING

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 049284 SEAN PATRICK PAINE

03/03/23

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SCALE: 1"=40'
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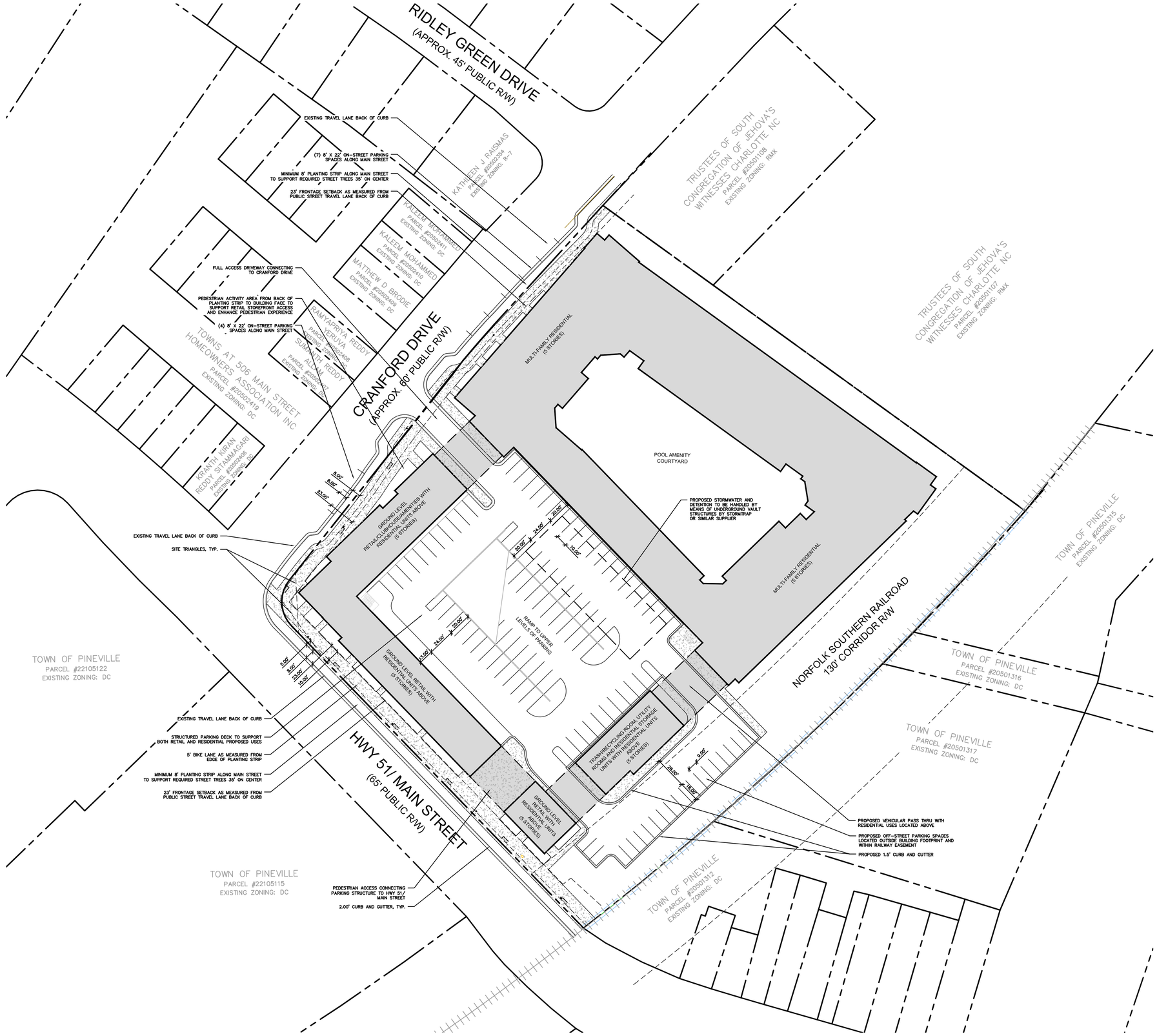

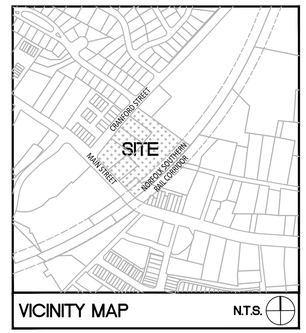

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LEGEND

SYMBOL

- PROPERTY LINE/RIGHT-OF-WAY
- NORFOLK SOUTHERN RAILROAD RIGHT-OF-WAY/ SETBACK
- PROPOSED BUILDING

REZONING SUMMARY:

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PROPERTY OWNER:	PAUL BROCK GROSS AND MICHAEL GROSS
REZONING SITE AREA:	4.80 ± AC
TAX PARCEL#:	20501102, 20501103, 20501104, 20501105, 20501106
EXISTING ZONING:	DC (DOWNTOWN CORE DISTRICT – DOWNTOWN OVERLAY DISTRICT)
EXISTING USE:	RESIDENTIAL
PROPOSED ZONING:	DC-C (DOWNTOWN CORE DISTRICT CONDITIONAL – DOWNTOWN OVERLAY DISTRICT)
PROPOSED USE:	MULTI-FAMILY, RETAIL, ACCESSORY AMENITY, PARKING FACILITY AND UTILITY USES
MAXIMUM DEVELOPMENT:	294 MULTI-FAMILY RESIDENTIAL UNITS, 8,500 SQUARE FEET OF RETAIL/ COMMERCIAL
BUILDING SETBACK:	23 FEET MINIMUM FROM BACK OF CURB
MULTIFAMILY BEDROOMS:	159 – 1 BEDROOM UNITS 119 – 2 BEDROOM UNITS 16 – 3 BEDROOM UNITS
MIN. SIDE YARD:	NONE
MIN. REAR YARD:	NONE
MAX. HEIGHT:	5 STORIES
PROPOSED PARKING:	514 SPACES 503 OFF-STREET/STRUCTURED PARKING 11 ON-STREET PARKING
PROPOSED PARKING RATIOS:	RESIDENTIAL = 460 SPACES 1 SPACE/ BEDROOM OR 1.56 SPACES/ DWELLING UNIT RETAIL/COMMERCIAL = 43 SPACES OR 1 SPACE/200 SF ON-STREET = 11 SPACES (NOT APPLIED TO A USE)
OPEN SPACE REQUIRED:	AS REQUIRED BY CODE
•REQUIRED OPEN SPACE MAY BE LOCATED WITHIN INTERIOR COURTYARDS	
LANDSCAPING REQUIRED:	35' O.C. STREET TREES ALONG HWY 51/MAIN STREET AND CRANFORD DRIVE PARKING LOT SCREENING FROM ADJACENT PROPERTIES AND PUBLIC RIGHT OF WAYS

1. CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
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BH4
ACQUISITIONS LLC

1111 HAYNES STREET
SUITE 203
RALEIGH, NC 27604

404 MAIN
CONDITIONAL
REZONING

404 MAIN STREET
PINEVILLE, NC 28134

REZONING SKETCH PLAN

PROJECT NO:
4909.01

REVISIONS:

BOLTON & MENK, INC. CORPORATE SEAL P-1409 C-595 NORTH CAROLINA GIVE CONFIDENCE & STRIVE

NORTH CAROLINA LICENSED LANDSCAPE ARCHITECT 1984 SEAN PATRICK PAONE
04/19/23

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SCALE: 1"=40'
0 20' 40' 80'

811 North Carolina www.nc811.org

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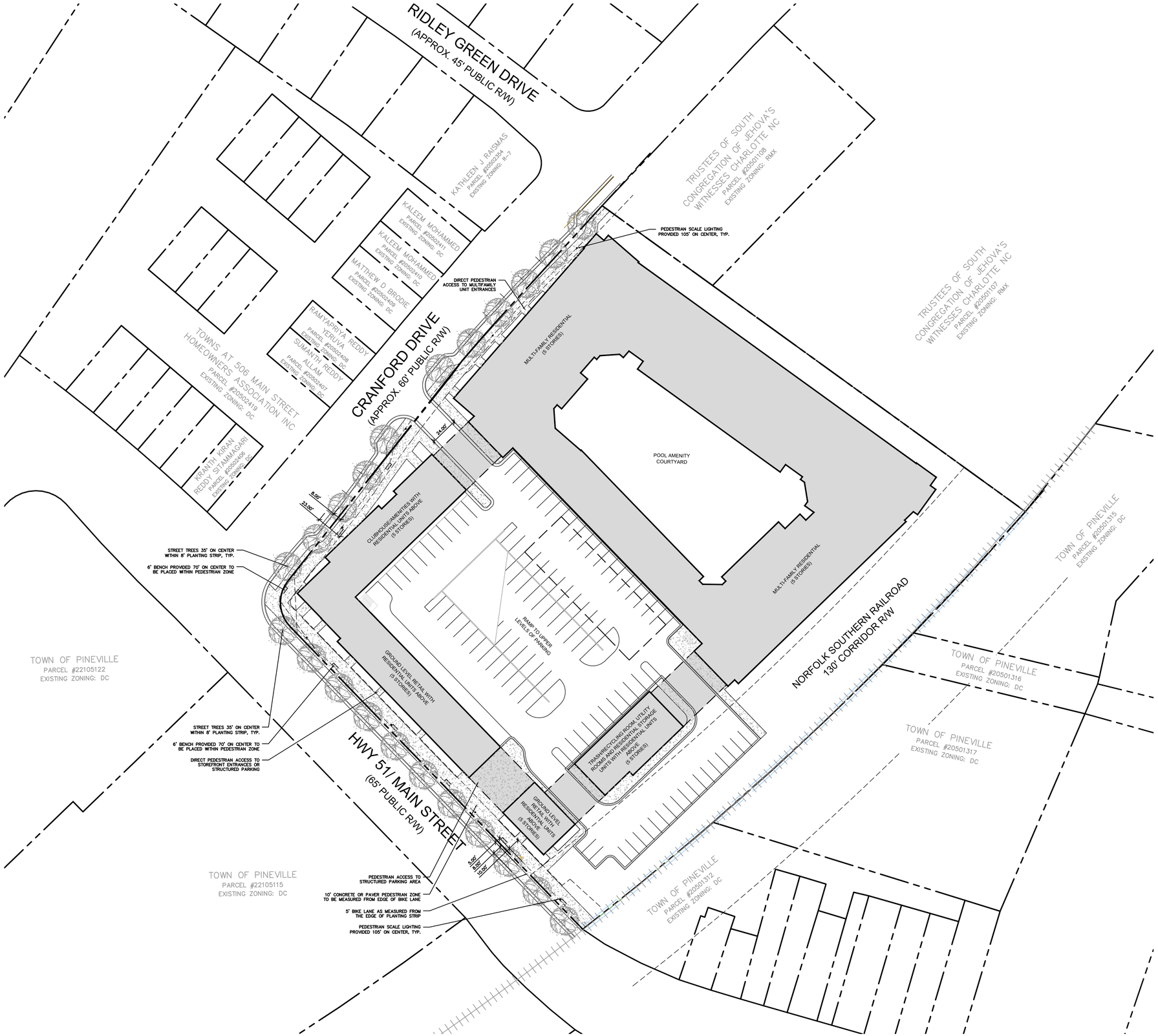

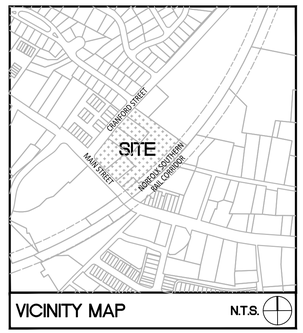

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LEGEND

SYMBOL

- PROPERTY LINE/RIGHT-OF-WAY
- PROPOSED BUILDING
- PROPOSED STREET TREE
- PROPOSED SITE FURNISHING
- PROPOSED SITE LIGHTING

DOWNTOWN OVERLAY STREETSCAPE:

PETITIONER:	BH4 ACQUISITIONS LLC
PROPERTY OWNER:	PAUL BROCK GROSS AND MICHAEL GROSS
REZONING SITE AREA:	4.80 ± AC
TAX PARCEL#:	20501102, 20501103, 20501104, 20501105, 20501106
PROPOSED ZONING:	DC-C (DOWNTOWN CORE DISTRICT CONDITIONAL – DOWNTOWN OVERLAY DISTRICT)
PROPOSED USE:	MULTI-FAMILY, RETAIL, ACCESSORY AMENITY, PARKING FACILITY AND UTILITY USES
STREETSCAPE COMPONENTS:	
MAIN STREET	8' PLANTING STRIP AS MEASURED FROM THE BACK OF CURB 5' BIKE LANE AS MEASURED FROM EDGE OF PLANTING STRIP 10' PEDESTRIAN ZONE TO INCLUDE SITE LIGHTING AND SITE FURNISHINGS PER BELOW
CRANFORD DRIVE	8' PLANTING STRIP AS MEASURED FROM THE BACK OF CURB 5' BIKE LANE AS MEASURED FROM EDGE OF PLANTING STRIP 5' PEDESTRIAN ZONE TO INCLUDE SITE LIGHTING
SITE LIGHTING:	PEDESTRIAN SCALE LIGHTING TO BE PROVIDED EVERY 105' ON CENTER
SITE LIGHTING PROVIDED:	4 LIGHTS (MAIN STREET) 4 LIGHTS (CRANFORD DRIVE)
LANDSCAPING:	STREET TREES TO BE PROVIDED 35' ON CENTER
LANDSCAPING PROVIDED:	11 STREET TREES (VARIETY TO BE CONSISTENT WITH ADJACENT STREET TREES ALONG MAIN STREET) 10 STREET TREES (VARIETY TO BE CONSISTENT WITH ADJACENT STREET TREES ALONG CRANFORD DRIVE)
SITE FURNISHINGS:	6' MIN. BENCH TO BE PROVIDED EVERY 70' ON CENTER
SITE FURNISHING PROVIDED:	5 BENCHES (MAIN STREET) 3 BENCHES (CRANFORD DRIVE)
SITE ACCESS:	STOREFRONT ENTRANCES OR UNITS FACING A PUBLIC RIGHT-OF-WAY TO PROVIDE DIRECT ACCESS TO THE REQUIRED STREETSCAPE

North Carolina 811 www.nc811.org

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BH4
ACQUISITIONS LLC

1111 HAYNES STREET
SUITE 203
RALEIGH, NC 27604

404 MAIN
CONDITIONAL
REZONING

404 MAIN STREET
PINEVILLE, NC 28134

STREETSCAPE PLAN

PROJECT NO:
4909.01

REVISIONS:

BOLTON & MENK, INC. CORPORATE SEAL P-0409 CAROLINA 2008 DAVID LOUIS JENEST & STONE

NORTH CAROLINA LANDSCAPE ARCHITECT 1984 SEAL JEAN PATRICK PAONE
04/19/23

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SCALE: 1"=40'
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SCALE:
DATE: 03/03/23
DESIGNED BY:
DRAWN BY:
CHECKED BY:

RZ - 200

FILE NO.:

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404 MAIN STREET
DEVELOPMENT STANDARDS
Petitioner: BH4 Acquisitions LLC
Rezoning Petition No. 2023-xxx
04/20/2023

Site Development Data:

--**Acreage:** ± 4.80 acres
--**Tax Parcels:** 20501102, 20501103, 20501104, 20501105, 20501106
--**Existing Zoning:** DC - Downtown Core District within the Downtown Overlay District
--**Proposed Zoning:** DC-C
--**Existing Uses:** Residential/Vacant
--**Proposed Uses:** Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the DC zoning district within the Downtown Overlay District not otherwise limited in the Rezoning Plan.
--**Maximum Development:** 294 multi-family residential units and 8,500 square feet retail/commercial uses
--**Maximum Building Height:** 5 Stories, as measured per the Ordinance, as further restricted below
--**Parking:** Residential (Min. 1.5 spaces per unit) and Retail/Commercial (1 spaces per 200 SF)

I. General Provisions:

a. **Site Description.** These Development Standards and the Rezoning Sketch Plan form the rezoning plan (hereafter collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by BH4 Acquisitions LLC ("Petitioner") to accommodate development of a new mixed-use development on the approximately 4.80-acre site located at 404 Main Street, more particularly described as Mecklenburg County Tax Parcel Numbers 20501102, 20501103, 20501104, 20501105, 20501106 (the "Site").

b. **Zoning Districts/Ordinance.** Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the Town of Pineville Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, or as otherwise provided in the optional provisions below, the regulations established under the Ordinance for the DC zoning district shall govern all development taking place on the Site.

II. Conditional Provisions:

The following Conditional Provisions are provided to accommodate deviations from the DC - Downtown Overlay District standards:

a. The Site shall be developed to a maximum height of five stories as measured from the front grade to top floor structural roof per the Ordinance requirements.

b. Parking ratios will required per the Rezoning Plan which illustrates a reduction in the parking requirements as identified in the Ordinance to Residential Uses shall be parked at a min. of 1 space per bedroom or 1.5 spaces per unit and Retail/Commercial Uses shall be parked at 1 space per 200 SF.

III. Permitted Uses, Maximum Development, and Conversion Rights:

a. The principal building(s) constructed on the Site may be developed with a maximum of two hundred ninety-four (294) multi-family residential units, up to 8,500 square feet of retail/commercial uses, along with any accessory uses allowed in the DC - Downtown Overlay zoning district.

IV. Transportation:

a. Vehicular access will be as generally depicted on the Rezoning Plan. The placements and configurations of the vehicular access point(s) shown on the Rezoning Plan are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required by Town of Pineville/NCDOT for approval, as applicable.

b. Where necessary, the Petitioner shall dedicate and convey in fee simple all rights-of-way to the Town of Pineville before the Site's first building certificate of occupancy is issued. Right-of-way or sidewalk utility easement may be utilized to accommodate deviations from the standard street cross-section.

c. All transportation improvements shall be substantially completed before the Site's first building certificate of occupancy is issued.

1. Reference to "substantially complete" shall mean completion of the roadway improvements in accordance with the Technical Data Sheet provided, however, in the event certain non-essential roadway improvements (as reasonably determined by NCDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site, then NCDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or bond for any improvements not in place at the time such certificate of occupancy is issued to secure completion of the applicable improvements.

V. Design Guidelines:

a. Prohibited Exterior Building Materials:

1. Vinyl siding (but not vinyl hand rails, windows or door trim); and

2. Concrete Masonry Units not architecturally finished

b. Building height shall be a maximum of five (5) stories. The minimum ground floor height (floor to floor) along Hwy 51/Main Street shall be eighteen (18) feet (at least 70% of the total ground floor height shall meet the minimum ground floor height requirement).

c. All ground floor entrances shall include direct pedestrian connections between street facing doors and adjacent sidewalks.

d. All dumpster enclosure areas shall be internal to the building/parking deck or screened from network required public or private streets with materials complimentary to the principal structure.

e. Structured parking, if provided, shall be designed so that vehicles parked on all levels of the structure and associated lighting are screened by a wall or panel measuring a minimum of 48 inches in height when fronting a public street. Screening along public street frontages shall include both vertical and horizontal treatment that resembles patterns and architecture of the occupied portions of the building, including use of similar materials and a similar rhythm of window openings on frontages. If structured parking is visible at the rear of the building (fronting the railroad right-of-way), decorative elements such as but not limited to decorative panels, artwork, color changes, green screening, or other architectural treatment shall be provided.

f. Building Placement and Site Design shall focus on and enhance the pedestrian environment through the following

1. Buildings shall be placed so as to present a front or side façade to all network required streets (public or private); Buildings shall front a minimum of 75% of the total network required street frontage on the site (exclusive of driveways, pedestrian access, points, accessible open space, tree replanting areas and storm water facilities);

2. Parking lots shall not be located between any building and any network required public or private street; Driveways intended to serve single units shall be prohibited on all network required streets.

g. Architectural Elevation Design - see attached architectural elevations and associated guidelines as listed.

h. Roof form and lines shall be designed to avoid the appearance of a large monolithic roof structure as follows:

1. Long pitched or flat roof lines shall avoid continuous expanses without variation by including changes in height and/or roof form, to include but not be limited to gables, hips, dormers or parapets.

2. Mechanical equipment may be located at finished grade in the side or rear yard and will be screened from public street view. Roof top HVAC and related mechanical equipment will be screened from public view at grade from the nearest street.

VI. Environmental Features:

a. The Petitioner shall comply with the requirements of the Post Construction Stormwater Ordinance.

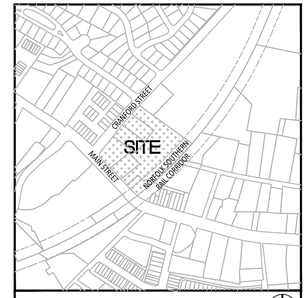
b. The Petitioner reserves the right to pursue any level of National Green Building Standards (NGBS) Certification for this property.

VII. Amendments to the Rezoning Plan:

Future amendments to the Rezoning Plan may be applied for by the then Owner or Owners of the applicable lots of the Site affected by such amendment in accordance with the provisions herein and of the Ordinance.

VIII. Binding Effect of the Rezoning Application:

If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.



VICINITY MAP N.T.S.

SURVEY DISCLAIMER
SURVEY ISSUE DATE DECEMBER 23, 2022. PROVIDED BY CAROLINA SURVEYORS, P.A. P.O BOX 257, PINEVILLE, NC 28134, (704) 889-7601

1. CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR PLACING BARRICADES USING FLAG MEN, ETC. AS NECESSARY TO INSURE SAFETY TO THE PUBLIC.
3. ALL PAVEMENT CUTS, CONCRETE OR ASPHALT, ARE TO BE REPLACED ACCORDING TO STANDARDS OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, TOWN OF HUNTERSVILLE AND CHARLOTTE-MECKLENBURG UTILITIES SPECIFICATIONS.
4. SHORING WILL BE ACCORDING TO OSHA TRENCHING STANDARDS PART 1926 SUBPART P, OR AS AMENDED.

ColeJenest&Stone
BOLTON & MENK, INC.

200 SOUTH TRYON STREET, SUITE 1400
CHARLOTTE, NORTH CAROLINA 28202
Phone: (704) 376-1555
Email: info@colejenestone.com
www.bolton-menk.com

BH4
ACQUISITIONS LLC

1111 HAYNES STREET
SUITE 203
RALEIGH, NC 27604

404 MAIN
CONDITIONAL
REZONING

404 MAIN STREET
PINEVILLE, NC 28134

DEVELOPMENT NOTES

PROJECT NO:
4909.01

REVISIONS:

BOLTON & MENK, INC.
CORPORATE SEAL F-1409 C-596 NORTH CAROLINA
d/b/a Colejenest & Stone

NORTH CAROLINA LANDSCAPE ARCHITECT SEAL 1454 JENNY PATRICK PAONE
04/19/23

SCALE:
DATE: 03/03/23
DESIGNED BY:
DRAWN BY:
CHECKED BY:

RZ - 300

FILE NO.:

2 CRANFORD DRIVE ELEVATION
1/16" = 1'-0"

1 MAIN STREET ELEVATION
1/16" = 1'-0"

Downtown Overlay District

10.1.1 Facade Materials
The building is primarily masonry at the pedestrian level. Brick mortar will be light gray. Brick patterns are running bond with accents of stack and soldier courses. Upper floors include fibercement siding and panels as the primary materials for residential levels with accents of masonry.

10.1.2 Trim
Trim is the primary facade material or fibercement typical.

10.2.1 General Form
The design of architectural facades take inspiration from the downtown district and the existing character of downtown.

10.2.3 Colors
Colors have been selected that are generally present or complementary to existing buildings on Main Street, and no garish or otherwise inappropriate colors have included.

10.2.4 Corporate Architecture
No corporate architecture has been included.

10.2.5 Facade Length
With the street facades being longer than 120 feet, the building has been designed to appear as a collection of smaller buildings, including varying parapet details and heights.

10.2.6 Minimum Window Area
Each floor has been designed to comply with the minimum requirement for transparent windows.

10.2.7 Street Level Windows
All windows at the street level are transparent to allow views into them.

10.2.8 Recessed Window Depth
All first floor commercial (non-residential) windows include glass recessed 2 inches from the facade.

10.2.9 Blank Wall Area on Primary Facades
Blank areas wider than 10 feet have not been included.

10.2.10 General Materials and Detail
All building elements are proportionate, sturdy, and well detailed.

10.2.11 Elevations Etc. Required
These elevations have been provided. Additional drawings may be provided if required.

10.2.12 Wood
Any external wood will be painted or stained.

10.2.13 Shutters
No shutters are included.

10.2.14 Front Doors
Functional front doors have been provided for all commercial spaces and exterior entrances.

10.2.15 Canopy and Awnings
All awnings and canopies are placed at the top of windows. Awnings will be fire resistant fabric and canopies will be metal. All awnings are self supporting as mounted to the building with no supports resting on sidewalks.

10.2.16 Roofing Material
No roofing material is visible by pedestrians.

10.2.17 Mechanical and Service Equipment
Mechanical equipment will be rooftop mounted and screened by parapets.

10.2.18 External Access
No external access to upper floors is provided, other than individual balconies which are allowed.

10.2.19 Chimneys
No chimneys are included.

10.2.20 Balconies, Balustrades, and Railings
All balconies and railings have been attractively detailed to complement the style of the building.

10.2.21 Columns and Pilasters
All columns have been designed to be attractive and complement the style of the building.

10.2.22 Edge Detailing
Building corners have been designed to be attractively detailed with accent courses and projecting canopies.

10.4.1 Foundation Detail
Accent courses and details have been provided of at least 2 feet at the base of the building.

10.4.2 Minimum Windows and Glass
First floor windows and glass have been designed with floor to ceiling display to comply.

10.4.3 Residential Uses
First floor units are at grade to match the commercial uses and residential lobby entrances and amenity spaces of the building.

10.5 Middle Detailing
Elevations have been composed to have a blend of symmetric and asymmetric features to match the context of existing buildings in downtown. Windows have transparent glass with vertical orientation. Window tops include header details, with window bases using similar trim. Balconies have been provided for all residential units. All windows are orthogonal in shape.

10.6 Top Detailing
Cornices have been provided throughout on the elevations. All cornices have three dimensional depth, with designs that complement the architectural style. Parapets have been provided with cornices. No pitched roofs are included.

Finley Design PA
7806 NC Hwy 751
Suite 110
Durham, NC 27713
919-493-8200

FINLEYDESIGNARCH.COM

PROGRESS DRAWING

404 MAIN STREET
PINEVILLE, NC

REVISIONS

Project: 2256
Date: 4/19/23

EXTERIOR ELEVATIONS

A1.0

ColeJenest&Stone
BOLTON & MENK, INC.

Traffic Impact Study

Pineville Mixed Use

Pineville, NC

Submitted by:
ColeJenest & Stone | Bolton & Menk, Inc.
200 S Tryon Street, Suite 1400
Charlotte, NC 28202
P: 704-376-1555

Certification

Traffic Impact Study

for

Pineville Mixed Use

Pineville, NC
CJS Project No. – 4909

May 2023

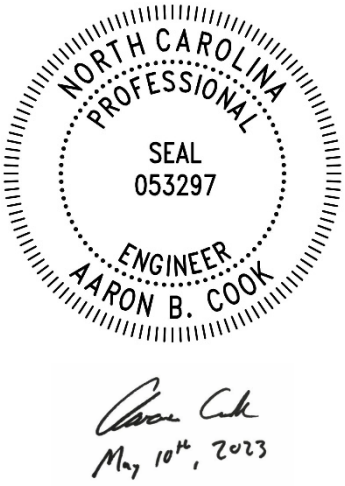


Table of Contents

List of Tables

Appendix

I. Executive Summary

Blue Heron Asset Management, LLC plans to develop the Pineville Mixed Use development located on the northeast corner of Cranford Drive and NC 51 in Pineville, North Carolina. The site is currently undeveloped, and the development is proposed to include 294 multifamily units and 8,596 SF of retail. The development is proposed to have one access on Cranford Drive. The site is expected to be constructed by 2025.

The purpose of this traffic impact study is to evaluate the impacts on the surrounding transportation infrastructure as a result of the proposed Pineville Mixed Use development.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2023 Existing Conditions
- 2025 Build Conditions

Through coordination with NCDOT and Town of Pineville staff, the study was determined to consist of the following intersections:

1. Main Street (NC-51) & Cranford Drive
2. Main Street (NC-51) & Jack Hughes Lane
3. Main Street (NC-51) & Franklin Street
4. Cranford Drive & Site Access A

The traffic generation potential of the proposed development was determined using the ITE Trip Generation Manual (Institute of Transportation Engineers, 11th Edition). The estimated trip generation for the proposed development during the AM and PM peak hours as well as during an average weekday is summarized in Table E-1.

Table E-1: Trip Generation

LUC	Proposed Land Use	Size	Unit	Total Generated Trips						
				Daily Trips	AM Hour			PM Hour		
					In	Out	Total	In	Out	Total
822	Retail (<40K SF)	8.6	KSF	893	16	10	26	35	35	70
221	Multifamily (Mid-Rise)	294	Dwellings	1356	27	91	118	70	45	115
ITE Subtotal				2249	43	101	144	105	80	185
Internal Capture					2	2	4	11	11	22
Pass By Trips (31% AM, 40% PM)					3	3	6	10	10	20
Net External Trips					38	96	134	84	59	143

The traffic impact analysis concluded that the addition of site traffic will have minimal impact on the transportation network during the AM and PM peak hours. The site access is to be constructed as a full movement driveway and no additional off-site improvements are recommended.

II. Introduction

Blue Heron Asset Management, LLC plans to develop the Pineville Mixed Use development located on the northeast corner of Cranford Drive and NC 51 in Pineville, North Carolina. The site is currently undeveloped, and the development is proposed to include 294 multifamily units and 8,596 SF of retail. The development is proposed to have one access on Cranford Drive. The site is expected to be constructed by 2025. The conceptual site plan can be found on page 4. The site location and study intersections are displayed on **Figure 1**. For purposes of the analysis, the build-out year is assumed to be 2025.

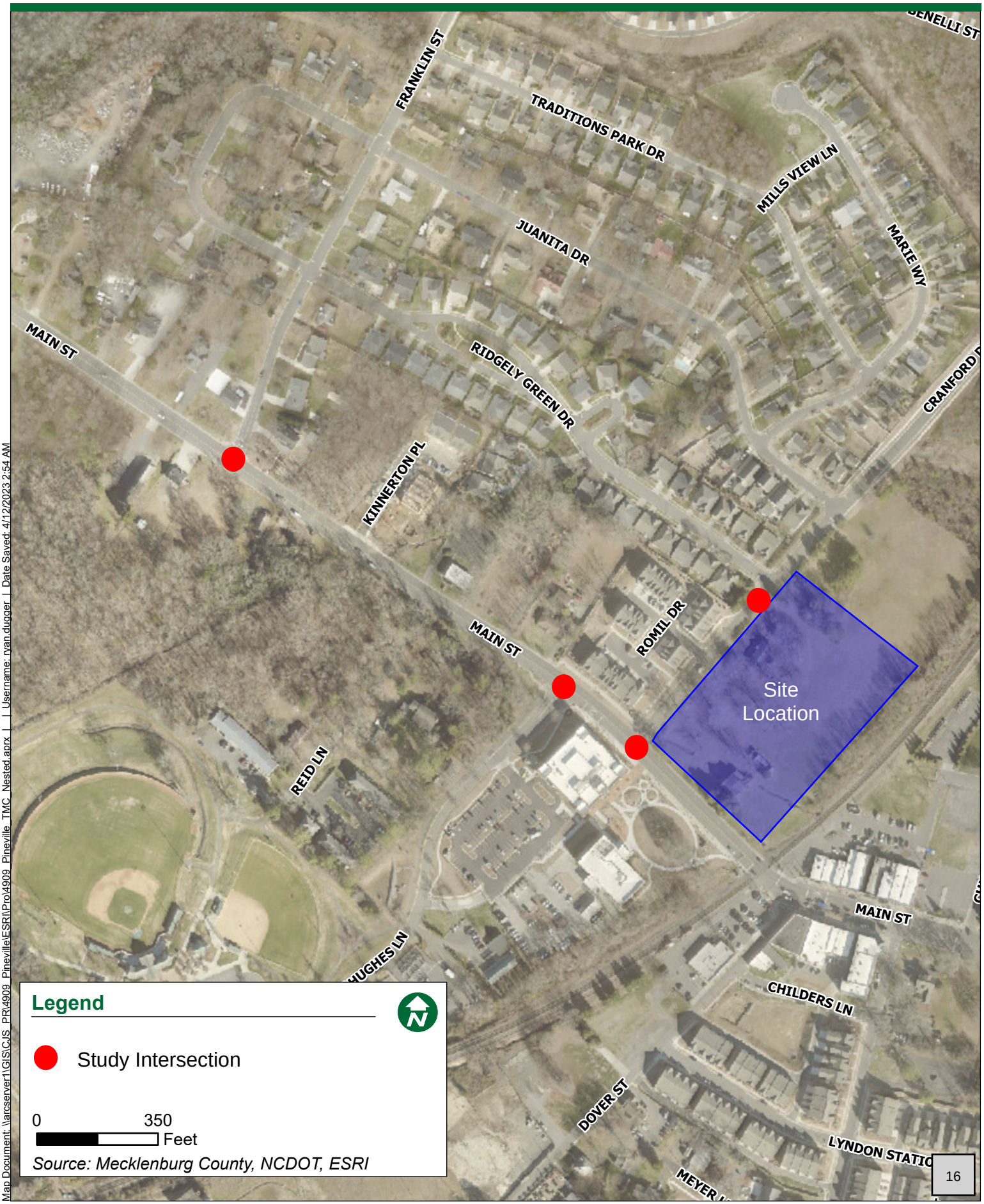
The purpose of this traffic impact study is to evaluate the impacts on the surrounding transportation infrastructure as a result of the proposed Pineville Mixed Use development. The project scoping document was submitted to the Town of Pineville and NCDOT on March 16th and is provided in **Appendix A**.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2023 Existing Conditions
- 2025 Build Conditions

Pineville Mixed Use
Pineville, NC

Figure 1 – Site Location
April 2023



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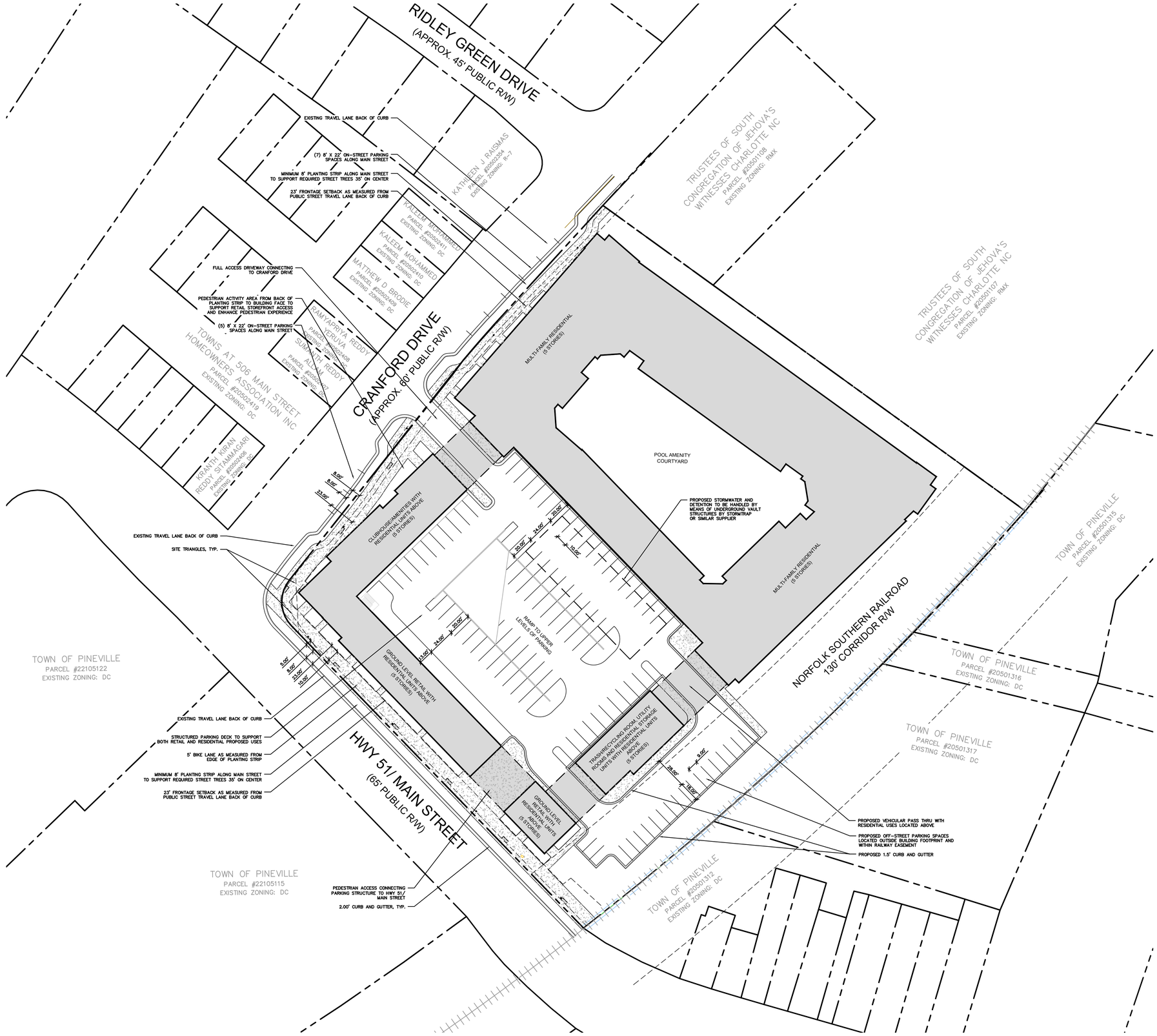

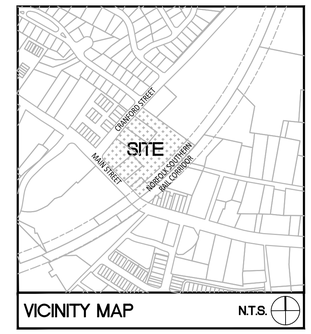

VICINITY MAP N.T.S.

SURVEY DISCLAIMER
SURVEY ISSUE DATE DECEMBER 23, 2022. PROVIDED BY CAROLINA SURVEYORS, P.A. P.O BOX 257, PINEVILLE, NC 28134, (704) 889-7601

LEGEND

SYMBOL

- PROPERTY LINE/RIGHT-OF-WAY
- NORFOLK SOUTHERN RAILROAD RIGHT-OF-WAY/ SETBACK
- PROPOSED BUILDING

REZONING SUMMARY:

PETITIONER:	BH4 ACQUISITIONS LLC
PROPERTY OWNER:	PAUL BROCK GROSS AND MICHAEL GROSS
REZONING SITE AREA:	4.80 ± AC
TAX PARCEL#:	20501102, 20501103, 20501104, 20501105, 20501106
EXISTING ZONING:	DC (DOWNTOWN CORE DISTRICT – DOWNTOWN OVERLAY DISTRICT)
EXISTING USE:	RESIDENTIAL
PROPOSED ZONING:	DC-C (DOWNTOWN CORE DISTRICT CONDITIONAL – DOWNTOWN OVERLAY DISTRICT)
PROPOSED USE:	MULTI-FAMILY, RETAIL, ACCESSORY AMENITY, PARKING FACILITY AND UTILITY USES
MAXIMUM DEVELOPMENT:	294 MULTI-FAMILY RESIDENTIAL UNITS, 8,500 SQUARE FEET OF RETAIL/ EDEE/ PERSONAL SERVICE USES
BUILDING SETBACK:	23 FEET MINIMUM FROM BACK OF CURB
MULTIFAMILY BEDROOMS:	159 – 1 BEDROOM UNITS 119 – 2 BEDROOM UNITS 16 – 3 BEDROOM UNITS
MIN. SIDE YARD:	NONE
MIN. REAR YARD:	NONE
MAX. HEIGHT:	5 STORIES
PROPOSED PARKING:	526 SPACES 424 STRUCTURED PARKING 102 ON AND OFF-STREET PARKING
PROPOSED PARKING RATIOS:	RESIDENTIAL = 424 SPACES 1.5 SPACES PER UNIT NON-RESIDENTIAL = 67 SPACES OR 5 SPACES PER 1,000 SF
OPEN SPACE REQUIRED:	AS REQUIRED BY CODE
•REQUIRED OPEN SPACE MAY BE LOCATED WITHIN INTERIOR COURTYARDS	
LANDSCAPING REQUIRED:	35' O.C. STREET TREES ALONG HWY 51/MAIN STREET AND CRANFORD DRIVE PARKING LOT SCREENING FROM ADJACENT PROPERTIES AND PUBLIC RIGHT OF WAYS

North Carolina 811 www.nc811.org

1. CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
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4. SHORING WILL BE ACCORDING TO OSHA TRENCHING STANDARDS PART 1926 SUBPART P, OR AS AMENDED.

ColeJenest&Stone
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200 SOUTH TRYON STREET, SUITE 1400
CHARLOTTE, NORTH CAROLINA 28202
Phone: (704) 376-1555
Email: info@colejenestone.com
www.bolton-menk.com

BH4
ACQUISITIONS LLC

1111 HAYNES STREET
SUITE 203
RALEIGH, NC 27604

404 MAIN
CONDITIONAL
REZONING

404 MAIN STREET
PINEVILLE, NC 28134

REZONING SKETCH PLAN

PROJECT NO:
4909.01

REVISIONS:

BOLTON & MENK, INC. CORPORATE SEAL P-1409 C-595 NORTH CAROLINA

NORTH CAROLINA LICENSED LANDSCAPE ARCHITECT SEAN PATRICK PAONE
04/19/23

N

SCALE: 1"=40'
0 20' 40' 80'

SCALE:	
DATE:	03/03/23
DESIGNED BY:	
DRAWN BY:	
CHECKED BY:	

RZ - 200

FILE NO.:

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III. Analysis of Existing Conditions

Through coordination with NCDOT and the Town of Pineville staff, the study was determined to consist of the following intersections:

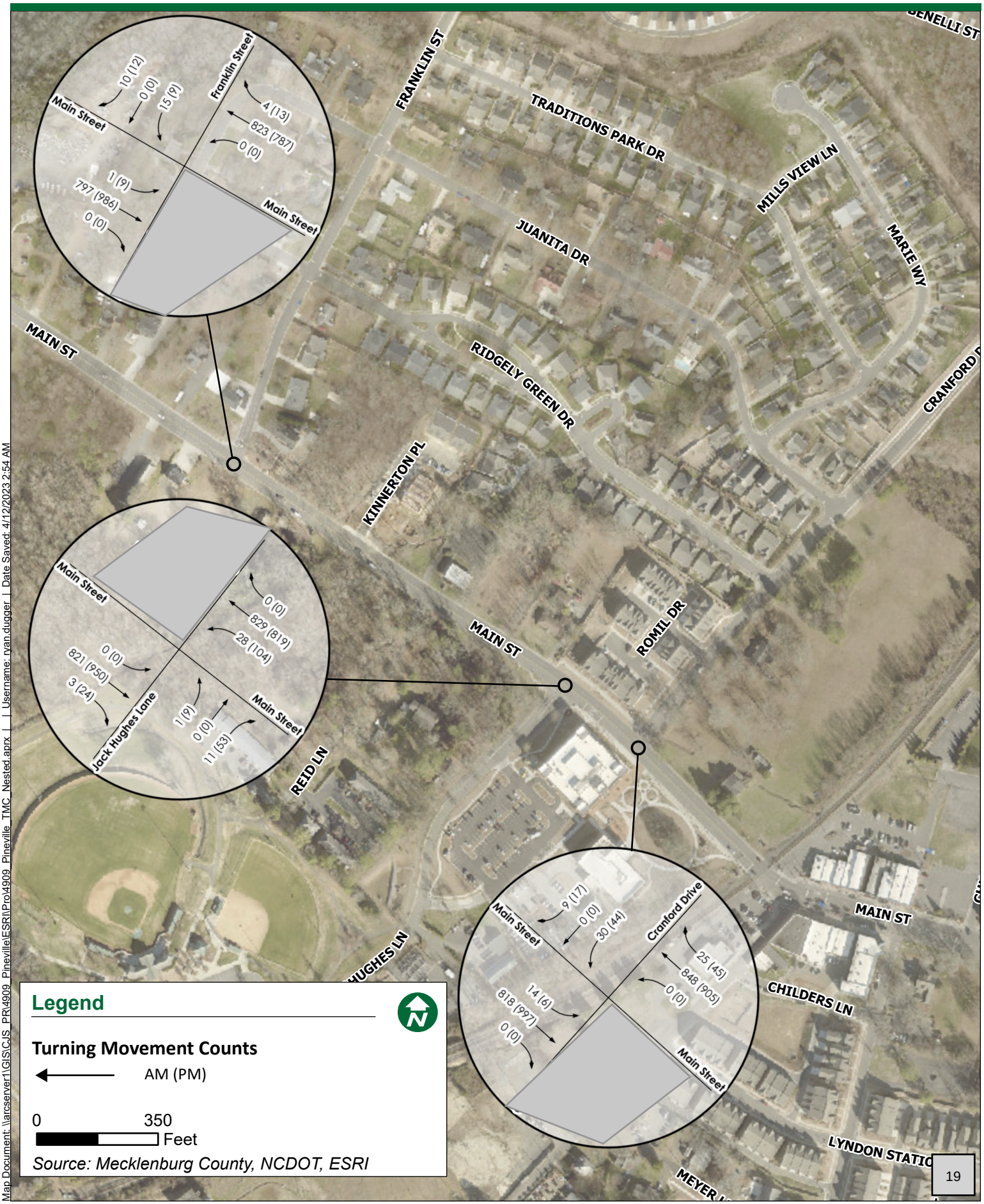
1. Main Street (NC-51) & Cranford Drive
2. Main Street (NC-51) & Jack Hughes Lane
3. Main Street (NC-51) & Franklin Street
4. Cranford Drive & Site Access A

See **Appendix A** for the approved scoping document. The characteristics of the existing roadways within the study area are summarized in **Table 1**.

Table 1: Existing Roadway Inventory

Road Name	Route Number	Typical Cross Section	Functional Classification	Speed limit	Maintained By	2021 AADT
Main Street	NC-51	4-lane undivided	Minor Arterial	35 mph	NCDOT	12,500
Cranford Drive	N/A	2-3 lane undivided	Local	Unposted	Pineville	-
Jack Hughes Lanes	N/A	2-3 lane undivided	Local	Unposted	Pineville	-
Franklin Street	N/A	2-3 lane undivided	Local	20 mph	Pineville	-

AM (7:00-9:00) and PM (4:00-6:00) peak hour turning movement counts for the study intersections were performed on Thursday, March 23, 2023. The 2023 Existing peak hour traffic volumes are displayed on **Figure 2**. See **Appendix B** for peak hour count information.



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The traffic operations analysis for the intersections considers control delay and Level of Service (LOS) to determine the adequacy of the intersection design to meet acceptable operations. An explanation of each of these measures is provided below.

The operational analysis results are described as a Level of Service (LOS) ranging from A to F. These letters serve to describe a range of operating conditions for different types of facilities. Levels of Service are calculated based on the Highway Capacity Manual 6th edition, which defines the level of service, based on control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection, and the time for the vehicle to speed up through the intersection and enter the traffic stream. The average intersection control delay is a volume-weighted average of delay experienced by all motorists entering the intersection on all intersection approaches. The control delay is modeled within the analysis software, Trafficware Synchro. Level of Service D or higher is commonly taken as acceptable design year LOS. The level of service and its associated intersection delay for a signalized and unsignalized intersection is presented below. The delay threshold for unsignalized intersections is lower for each LOS compared to signalized intersections, which accounts for the fact that people expect a higher quality of service when at a stop-controlled intersection.

Table 2: Level of Service Criteria

	Signalized Intersection	Unsignalized Intersection
LOS	**Control Delay per Vehicle (sec.)**	**Control Delay per Vehicle (sec.)**
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

Assumptions for the capacity analysis include the following:

- A peak hour factor (PHF) of .9 was applied for all movements.
- 2% heavy vehicles were used for all movements for each scenario.

The capacity analysis results for the 2023 Existing conditions can be found in **Table 3**. The Main Street left turn movements operate at an acceptable LOS B or better during both peak hours at all three study intersections. The stop-controlled approaches at each intersection operate at an acceptable LOS C or better during both peak hours.

Table 3: 2023 Existing Conditions Operations Results

		AM Peak				PM Peak			
		Traffic Delay (sec/veh)				Traffic Delay (sec/veh)			
Intersection	Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)
		L	T	R		L	T	R	
Main Street & Cranford Drive	EB	7 - A	0 - A	-	**1 - A**	11 - B	0 - A	-	**1 - A**
	WB	-	1 - A	0 - A	**1 - A**	-	1 - A	0 - A	**1 - A**
	SB	18 - C	-	4 - A	**15 - C**	28 - D	-	4 - A	**21 - C**
Jack Hughes Lane & Main Street	EB	-	1 - A	0 - A	**1 - A**	-	1 - A	0 - A	**1 - A**
	WB	6 - A	1 - A	-	**2 - A**	8 - A	2 - A	-	**3 - A**
	NB	-	-	4 - A	**4 - A**	43 - E	-	5 - A	**11 - B**
Main Street & Franklin Street	EB	8 - A	0 - A	-	**1 - A**	7 - A	1 - A	-	**2 - A**
	WB	-	1 - A	0 - A	**1 - A**	-	1 - A	0 - A	**1 - A**
	SB	17 - C	-	4 - A	**12 - B**	23 - C	-	4 - A	**14 - B**

IV. Proposed Development

A. Background Traffic

The annual average daily traffic (AADT) volumes were reviewed along Main Street to determine a background growth rate. The AADT along the corridor has decreased over the past 5 years; therefore, no growth rate was applied to the existing 2023 traffic volumes to determine the future traffic volumes. This was documented in the TIA scoping checklist submitted to the Town and NCDOT on March 16th, 2023. Since no growth was identified, the 2025 Build conditions were compared with the 2023 Existing conditions to determine the impact of the proposed development.

B. Pineville Mixed Use Development

The trip generation summary for the Pineville Mixed Use development is presented in **Table 4**. The trip generation was completed using the Trip Generation Manual, 11th Edition, Institute of Transportation Engineers. The site is expected to generate 2,249 trips per day, 134 new trips during the AM peak hour, and 143 new trips during the PM peak hour.

Table 4: Trip Generation Summary

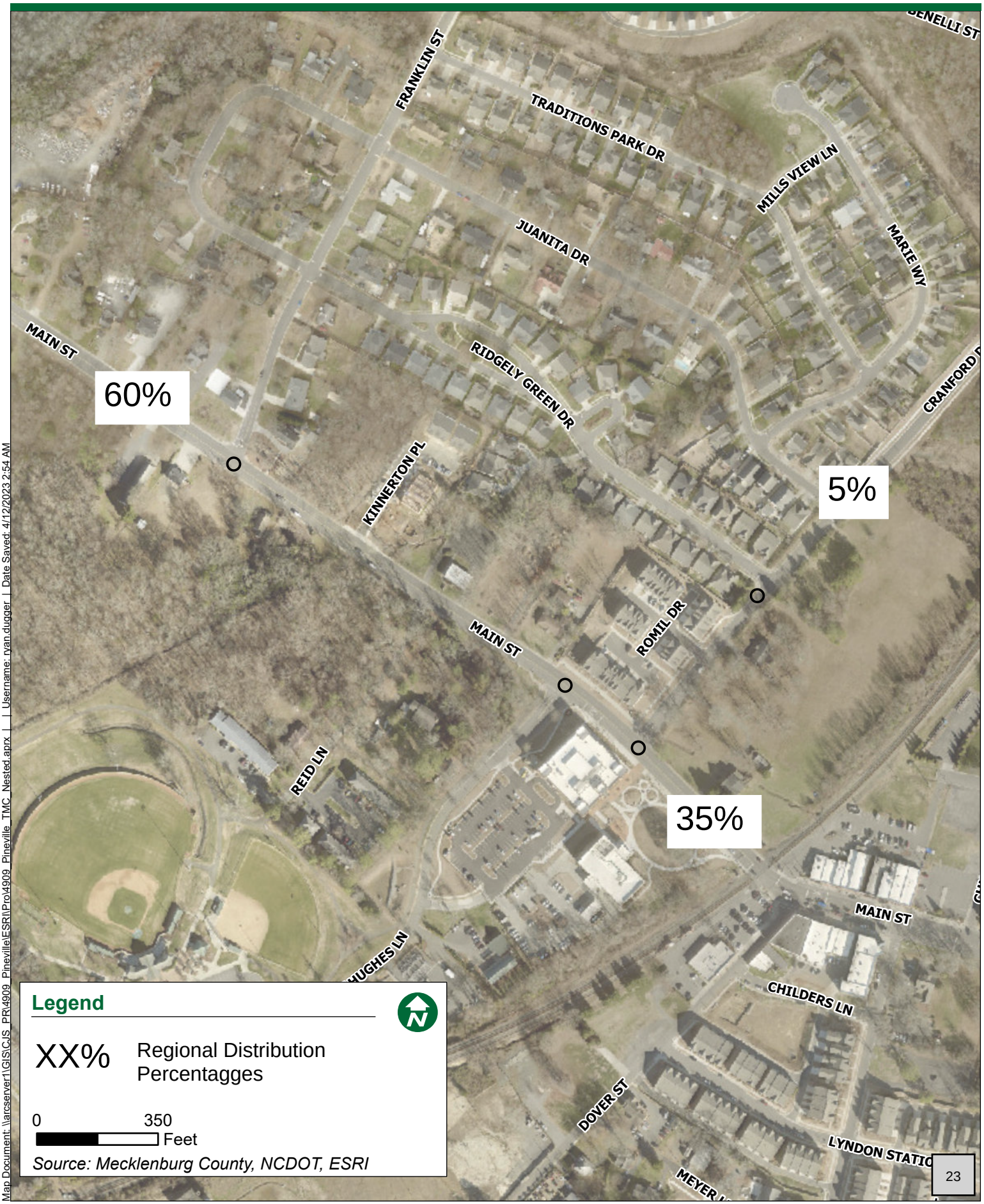
LUC	Proposed Land Use	Size	Unit	Total Generated Trips					
				Daily Trips	AM Hour			PM Hour	
					In	Out	Total	In	Out	Total
822	Retail (<40K SF)	8.6	KSF	893	16	10	26	35	35	70
221	Multifamily (Mid-Rise)	294	Dwellings	1356	27	91	118	70	45	115
ITE Subtotal				2249	43	101	144	105	80	185
Internal Capture					2	2	4	11	11	22
Pass By Trips (31% AM, 40% PM)					3	3	6	10	10	20
Net External Trips					38	96	134	84	59	143

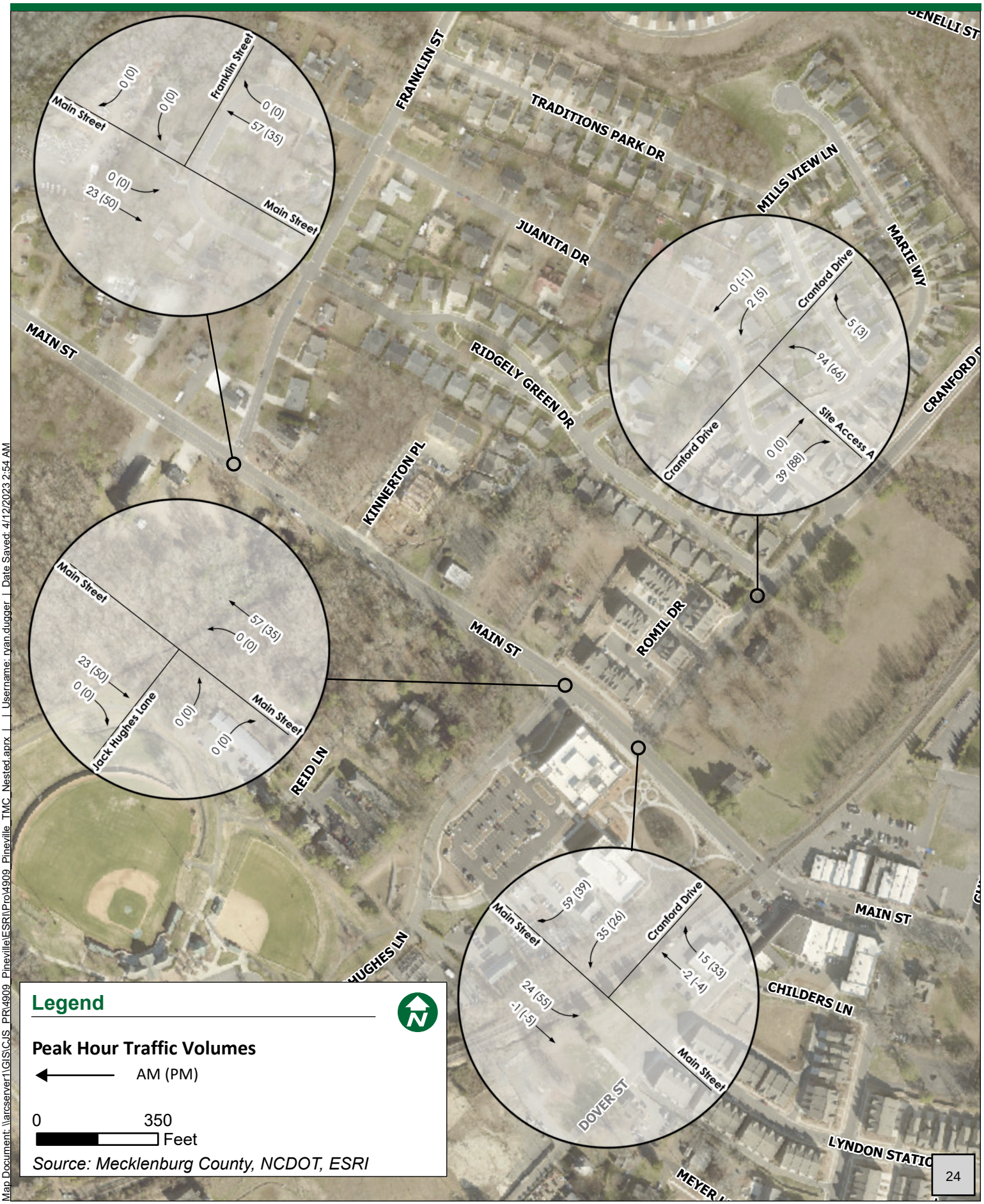
Trip distribution percentages used in assigning site traffic for the proposed development were estimated based on existing traffic patterns, population centers, and engineering judgement. The following regional distribution percentages were used and are displayed in **Figure 3**:

- 5% to/from the north on Cranford Road
- 35% to/from the east on Main Street
- 60% to/from the west on Main Street

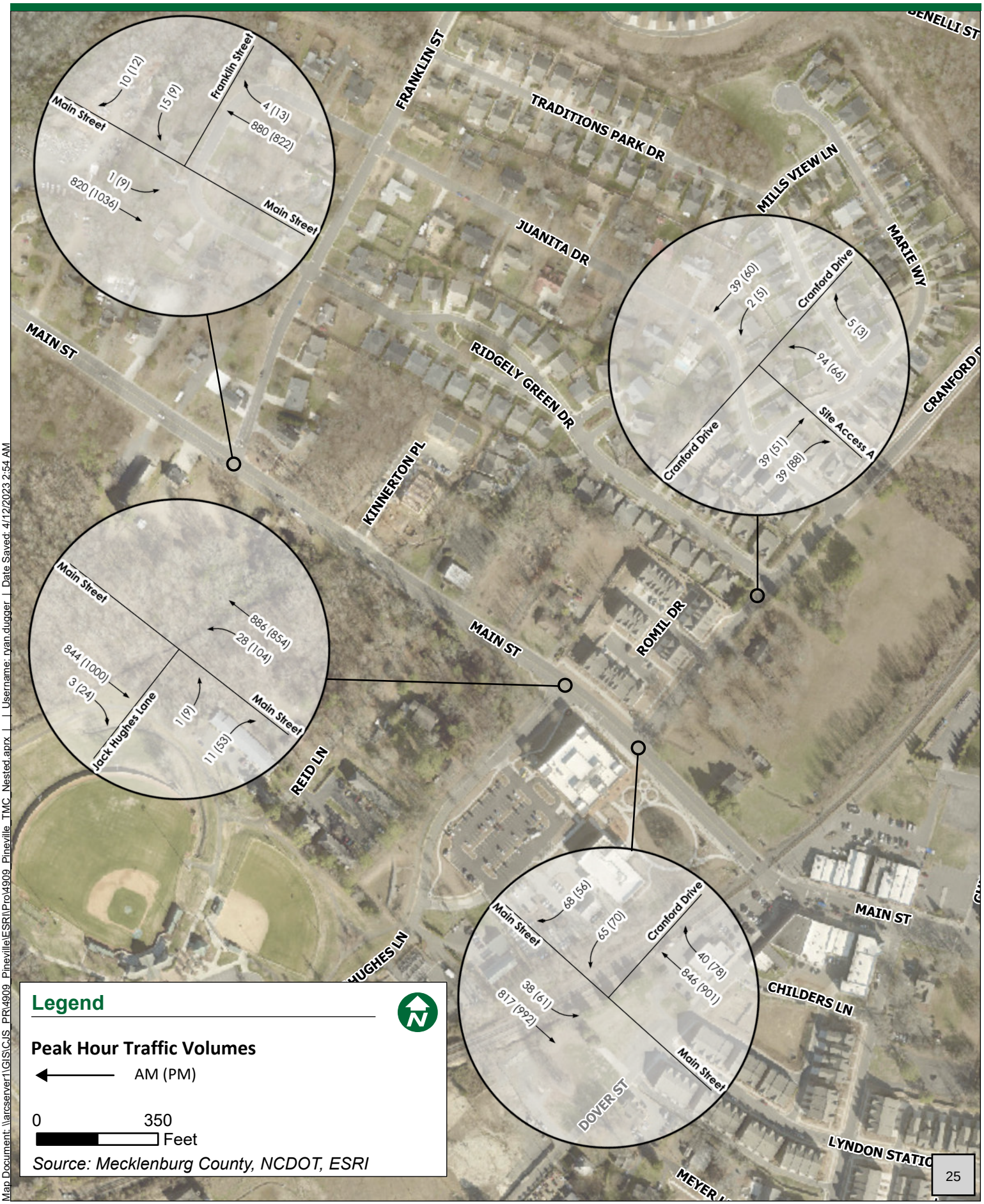
The approved distribution percentages were applied to the trip generation in Table 4 to determine the AM and PM peak hour trip assignments. The trip assignments were then added to the 2025 No-Build peak hour traffic volumes, which were the same as the 2023 existing peak hour traffic volumes due to the 0% growth rate, to determine the 2025 Build peak hour traffic volumes.

The trip assignment is displayed in **Figure 4** and 2025 Build peak hour traffic volumes are displayed in **Figure 5**.





Map Document: \\arcserver1\GIS\CJS_PR\4909_Pineville\ESRI\Pro\4909_Pineville_TMC_Nested.aprx | | Username: ryan.dugger | Date Saved: 4/12/2023 2:54 AM



Legend

Peak Hour Traffic Volumes

AM (PM)

0 350 Feet

Source: Mecklenburg County, NCDOT, ESRI

V. Analysis of Future Conditions

Capacity analysis was conducted 2025 Build scenario, and the results were compared to the existing operations in **Table 3** to determine the impact that could be anticipated by the Pineville Mixed Use development traffic.

The capacity results are summarized in **Table 5**.

Table 5: 2025 Build Conditions Operations Results

		AM Peak				PM Peak			
		Traffic Delay (sec/veh)				Traffic Delay (sec/veh)			
Intersection	Approach	Movement (Delay - LOS)			Approach (Delay - LOS)	Movement (Delay - LOS)			Approach (Delay - LOS)
		L	T	R		L	T	R	
Main Street & Cranford Drive	EB	7 - A	0 - A	-	1 - A	9 - A	1 - A	-	2 - A
	WB	-	1 - A	0 - A	1 - A	-	1 - A	1 - A	1 - A
	SB	28 - D	0 - A	5 - A	16 - C	70 - F	-	6 - A	44 - E
Jack Hughes Lane & Main Street	EB	-	1 - A	0 - A	1 - A	-	1 - A	1 - A	1 - A
	WB	8 - A	1 - A	-	2 - A	10 - B	2 - A	-	3 - A
	NB	34 - D	-	4 - A	7 - A	46 - E	-	5 - A	13 - B
Main Street & Franklin Street	EB	-	0 - A	-	0 - A	7 - A	1 - A	-	2 - A
	WB	-	1 - A	0 - A	1 - A	-	1 - A	0 - A	1 - A
	SB	23 - C	-	4 - A	15 - C	31 - D	-	4 - A	15 - C
Cranford Drive & Site Access A	WB	4 - A	-	3 - A	4 - A	5 - A	-	3 - A	5 - A
	NB	-	0 - A	0 - A	0 - A	-	1 - A	0 - A	1 - A
	SB	2 - A	0 - A	-	1 - A	2 - A	0 - A	-	1 - A

Main Street & Cranford Drive

Under 2025 Build conditions the southbound stop-controlled approach at the intersection of Main Street and Cranford Drive operates at an acceptable LOS C during the AM peak and LOS E during the PM peak hour. The eastbound left turn movement on Main Street operates at LOS A during both peak hours. It is common for side street approaches at unsignalized intersections to experience higher delays when there is a heavy main street movement. The exclusive southbound right turn lane allows right turning vehicles to experience minimal delay and not be blocked by the left turn queue.

The future traffic volumes at the intersection are not expected to warrant a traffic signal. An installation of a traffic signal could enhance safety; however, it would increase the delay for all vehicles that traverse the intersection.

Although the addition of site traffic is expected to increase the delay for the southbound approach, no improvements are recommended.

Main Street & Jack Hughes Lane

Under 2025 Build conditions the northbound stop-controlled approach at the intersection of Main Street and Jack Hughes Lane operates at an acceptable LOS B or better during both peak hours. The westbound left turn movement on Main Street operates at LOS A during both peak hours.

The addition of site traffic is expected to have minimal impact on the operations of the intersection; therefore, no improvements are recommended.

Main Street & Franklin Street

Under 2025 Build conditions the southbound stop-controlled approach at the intersection of Main Street and Franklin Street operates at an acceptable LOS C during both peak hours. The eastbound left turn movement on Main Street operates at LOS A during both peak hours.

The addition of site traffic is expected to have minimal impact on the operations of the intersection; therefore, no improvements are recommended. As development increases on Jack Hughes Lane, this intersection shall be monitored for signalization. A traffic signal at this intersection would provide a network benefit and is a less circuitous route to Industrial Drive than Cranford Drive.

Cranford Drive & Site Access

Under 2025 Build conditions the westbound stop-controlled approach at the intersection of Cranford Drive and the Site Access operates at an acceptable LOS A during both peak hours. It is recommended to construct the driveway with one ingress lane and one egress lane.

Main Street (NC-51)

As reported on NCDOT's Traffic Volume Map, the existing AADT on Main Street from Cranford Drive to Jack Hughes Lane is 12,500 vehicles per day. The existing four-lane cross section of the roadway provides more than enough capacity for that number of vehicles but at the detriment of vehicular, pedestrian, and bicycle safety.

The Federal Highway Administration (FHWA) advises that four-lane roadways with less than 20,000 vehicles per day may be good candidates for a road diet. A road diet is a term used to change a four-lane roadway to a 3-lane roadway with a center two-way left turn lane with the potential addition of separated bike lanes.

Proven benefits of road diets include slower speeds, better sight distance, reduced conflict points, and an almost 50% reduction in crashes. More information regarding road diets is provided in **Appendix D.** It is recommended that the Town of Pineville and NCDOT evaluate Main Street, from the railroad crossing downtown to Downs Road, for a road diet to enhance the safety and walkability of the facility.

VI. Conclusions & Recommendations

Blue Heron Asset Management, LLC plans to develop the Pineville Mixed Use development located on the northeast corner of Cranford Drive and NC 51 in Pineville, North Carolina. The site is currently undeveloped, and the development is proposed to include 294 multifamily units and 8,596 SF of retail. The development is proposed to have one access on Cranford Drive. The site is expected to be constructed by 2025.

The purpose of this traffic impact study was to evaluate the impacts on the surrounding transportation infrastructure as a result of the proposed Pineville Mixed Use development.

The study analyzed traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2023 Existing Conditions
- 2025 Build Conditions

Through coordination with NCDOT and Town of Pineville staff, the study was determined to consist of the following intersections:

5. Main Street (NC-51) & Cranford Drive
6. Main Street (NC-51) & Jack Hughes Lane
7. Main Street (NC-51) & Franklin Street
8. Cranford Drive & Site Access A

The traffic impact analysis concluded that the addition of site traffic will have minimal impact on the transportation network during the AM and PM peak hours. The site access is to be constructed as full movement driveway and no additional off-site improvements are recommended.

It is also recommended for the Town and NCDOT to evaluate the benefits and feasibility of a road diet along Main Street (NC-51).

Appendix A: Approved Scoping Document

NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need Screening → TIA Scoping → TIA Submittal

A Traffic Impact Analysis (TIA) may be required for developments based on the site trip generation estimates, site context, or at the discretion of the NCDOT District Engineer. The Applicant or the TIA Consultant shall submit this form along with the site plan to the District Engineer to determine the TIA need and, if a TIA is required, initiate the TIA scoping process. Without an approved scope, the TIA is incomplete and will be rejected until the study is revised to conform to NCDOT's TIA requirements.

Project Name: Blue Heron Pineville Mixed Use **Previous Name:** If Applicable

Location: 404 Main St, Pineville, NC 28134 **County:** Mecklenburg **Municipality:** Pineville

Project Description: Mixed-Use development

Project Contact:	Applicant	TIA Consultant
Company Name	Blue Heron Asset Management LLC	Bolton & Menk, Inc.
Contact Person		Aaron Cook, PE
Phone Number		(704)376-1555 ext. 3938
Email		aaron.cook@bolton-menk.com
Mailing Address	1111 Haynes St Raleigh, NC 27604	200 South Tryon St Ste 1400 Charlotte, NC 28202

Site Plan Prepared By: Finley Design **Site Plan Date:** 02/10/2023

See site plan/vicinity map requirements on page 2.

Parcel Size: 4.75 Acre(s) **Anticipated Build-Out Year:** 2025

Weekday Site Trip Generation - Do NOT adjust for mode split, pass-by, internal capture, or diverted trips.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
221	Multifamily	294	DU	1356	Adj. Street	27	91	118	70	45	115	ITE Equation
822	Retail	8596	SF	893	Adj. Street	16	10	26	35	35	70	ITE Equation
Total				2249		43	101	144	105	80	185	

Refer to the current *NCDOT Congestion Management Capacity Analysis Guidelines* for acceptable trip calculation methods and data sources.

**Explain local or other data sources, if used:

☐ The estimated site trips meet NCDOT's TIA trip threshold of 3,000 daily trips.

☒ The estimated site trips meet the municipal TIA trip threshold of

☐ This project is located in a known STIP and/ or local CIP project #

☒ This project includes a rezoning request.

NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need Screening → TIA Scoping → TIA Submittal

☐ The proposed site access is located within 1,000 feet of an interchange.

☐ The Applicant requests for a new or modified control-of-access break.

☐ The Applicant requests for a new or modified median break.

Applicant's Signature	Blue Heron Multifamily Print Name	Date

Site Plan/Vicinity Map Requirement for TIA Need Screening: While the site plan may not be finalized during the TIA scoping stage, the graphic representation of the proposed development shall provide adequate details on the development scope and context. More specifically, the site plan/map shall clearly show the location and type of each access point, spacing to adjacent and opposing driveways or intersections, internal street network, proposed buildings/parcels with their anticipated uses and sizes at full build-out and, if applicable, any nearby interstate, US, NC or Secondary Roads (SR).

Project Name: _____ **Project Reference Number:** _____

☐ **A TIA is Required by the Local Government.** In addition, the study area is expected to include NCDOT maintained transportation facilities.

☐ **A TIA is Required by NCDOT,** per the *Policy on Street and Driveway Access to North Carolina Highways*.

If either or both of the boxes above are checked, the Applicant/TIA Consultant is hereby requested to fill out as much as possible of the following TIA scoping checklist, and return it along with the supporting documents to NCDOT prior to the scoping meeting.

☐ **A TIA is NOT required**. This decision is based on the development information presented above. Changes in the development plan will require re-evaluation of the TIA need, and may necessitate a TIA. The Applicant should inform the District Engineer of any significant changes in a timely fashion to avoid delays or rejections of the driveway permit / encroachment agreement applications.

Additional Comments:

The TIA need decision is made by the NCDOT Division ____ District____ on _____.

_____ _____

NCDOT District Representative's Signature | Print Name

Email concurrence may be used in lieu of the signature.

NCDOT TIA Scoping Checklist

TIA Need Screening → TIA Scoping → TIA Submittal

Project Name: Blue Heron Pineville Mixed Use **TIA Scoping Date:** 3/10/23

☒ **TIA Need Screening Forms are Attached.** Project Reference #: _____ Decision Date: _____

☒ **Site Plan and Access**

☒ Provide a site plan illustrating site access, internal and external roadways, buildings and land uses.
Refer to NCDOT's *Policy on Street and Driveway Access to North Carolina Highways* pages 14 and 15 for site plan requirements.

☒ Identify site access.

New Access	On Road	Access Type		Driveway Spacing		
	Road Name	Permitted Movements	Traffic Control	Distance (ft)	Direction	Nearest Intersection / Access
Access A	Main Street	Conventional Full-Mvmt	2-Way Stop	140	East	RR
Access B	Cranford Drive	Conventional Full-Mvmt	2-Way Stop	30	North	Cannamela Dr
Access C						
Access D						
Access E						
Access F						
Access G						
Access H						

Existing Access	Existing Intersection of		Access Modification	**Proposed Interconnectivity** (If Applicable)		
	Road A	Road B		Connector #	Road Connected	Adjacent Development
Access 1			Please Select	Connector 1		
Access 2				Connector 2		
Access 3				Connector 3		
Access 4				Connector 4		

☐ Additional access clarifications and provisions (e.g., proposed control-of-access or median breaks, modifications of existing access, loading/unloading area access, bike/pedestrian accommodation).

☐

Proposed K-12 School Site

☐ NCDOT MSTA School Traffic Calculator for Select School Type shall be used.

☐ Peak Hour Factors (PHFs) shall be adjusted/weighted for new school trips (0.5 PHF by default).

☐ Internal school circulation analysis is required, and should be submitted in advance or concurrent with the TIA submittal.

☐ Clarify traffic operation plans (e.g. traffic circulation pattern, pedestrian access, drop-off/pick-up zone location and configuration, queue storage area and, if applicable, staggered start times).

☒ Trip Generation

The TIA Consultant shall prepare trip generation estimates following the current *NCDOT Congestion Management Capacity Analysis Guidelines*, and submit the calculation sheets and supporting information to the District Engineer for approval prior to capacity analysis.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
822	Retail	8596	SF	893	Adj. Street	16	10	26	35	35	70	ITE Equation
221	Multifamily	294	Dwellings	1356	Adj. Street	27	91	118	70	45	115	ITE Equation
Unadjusted Site Trips				2249		43	101	144	105	80	185	
Internal Capture Trips (Attach Calculation Sheets)				26		2	2	2	11	11	22	NCHRP 684
Internal Capture % of Unadjusted Site Trips				%		2 %			12 %			
LUC	Proposed Land Use	Any Internal Trips?		Pass-By % of External Trips								
822	Retail	Yes - Adjust External Trips		%		31 %			40 %			ITE Rate
				%		%			%			
				%		%			%			
				%		%			%			
				%		%			%			
Pass-By Trips (Attach Calculation Sheets)				58		3	3	6	10	10	20	
Adjacent Street Volumes				12500								Local Data**
Non-Pass-By Primary Trips				2165		38	96	134	84	59	143	
Diverted Trips, if Applicable and Justifiable												Please Select

**Explain local or other data sources, if used:

NCDOT AADT map

☐ Existing Site Trip Information for Redevelopment Projects (Attach separate sheets as needed)

ITE LUC	Existing Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
					Please Select							Please Select
Total Existing Site Trips												

☒ **Trip Distribution**

☒ Trip distribution diagrams are submitted concurrently with this document (attach separate sheets).

☐ Trip distribution diagrams will be submitted separately, along with supporting information, to the District Engineer for review and approval prior to capacity analysis. The trip distribution shall be based on the current and anticipated traffic patterns, as well as instructions noted below.

If required by the District Engineer, the following additional diagrams shall also be submitted:

☐ Mixed-Use Developments (separate diagrams for residential, commercial, and office trips)

☐ Inter-Development Trips (if 'internal" trips cross public streets)

☐ Pass-By Trips

☐ Diverted Trips

☐ Each Analysis Period

☐ **Mode Split**

☐ Provide Data Source and Justification

Mode / Period	Auto		
AM Peak	%	%	%
PM Peak	%	%	%
Daily	%	%	%
	%	%	%

☐ Identify proper infrastructure and accommodation for other modes of travel.

☒ **Analysis Peak Periods:**

☒ Weekday AM Peak _____

☒ Weekday PM Peak _____

☐ Weekday Midday Peak _____

☐ Weekday PM School Peak _____

☐ Weekend _____ Peak _____

☐ Other _____

☒ Study Area Intersections and Data Collection

The study area shall include the site access intersections (both new and existing) identified under "Site Plan and Access" on page 1, as well as the following external and, if applicable, internal intersections.

External Intersection	Intersection of		Traffic Control	Intersection Turning Movement Counts			Notes
	Road A	Road B		New / Existing	Date of Counts	Growth Adjustment	
#1	Main St	Cranford Dr	2-Way Stop	Require New Counts			
#2							
#3							
#4							
#5							
#6							
#7							
#8							
#9							
#10							
#11							
#12							

Internal Intersection	Intersection of		Access Type		Intersection Spacing		
	Road A	Road B	Traffic Control	Permitted Movements	Distance (ft)	Direction	Nearest Intersection
#101			Please Select	Please Select		Please Select	
#102							
#103							
#104							
#105							

The following data will be collected:

☒ New traffic turning movement counts in ☒ 15-min intervals ☐ 5-min intervals (near schools)
Unless otherwise noted above, new traffic counts shall be collected at the existing study intersections during the analysis periods. Weekday counts shall avoid Mondays, Fridays, holidays, school breaks, road closures, and major weather events.

☐ To account for the impact of existing and/or proposed school traffic, PHFs will be adjusted for:

intersections numbered: _____

and access points numbered: _____

☐ Traffic Forecast Data for TIP: _____

☒ Roadway/Intersection Configuration & Traffic Control

☒ Traffic Signal Phasing & Timing Data

☐ Crash Data: _____ Period: _____

☐ Other:

☒ Future Year Conditions

☒ Project Build-Out Year: 2025

☒ Future Analysis Year(s): 2025

☐ Identify below any funded/committed future transportation improvements, as well as any approved but incomplete developments near the site.

Funded STIP / Local CIP Project	Project Description	Year Complete
HS-2010G	NC 51 and Polk St. Install Pedestrian Signals	2024

Nearby Approved Development	Location	Future Land Use (exclude any completed phases)	Committed Improvements
Please Advise			

☐ Annual Growth Factor: 0 %

Justification/Data Source: AADT on corridor shows -6% growth, Engineering Judgment

☐ Local Comprehensive Transportation Plan Compliance

☐ Identify Applicable Local Transportation Planning Documents

☐ Identify Applicable Roadways inside the Study Area

Road Name	Classification	Speed Limit	Proposed Cross-Section	Proposed Right-of-Way	Compliance Requirements	Affect Study Intersection #
Main St	Minor Arterial	35	4 lane undivided + sidewalk	80'		1&2
Cranford Dr	Local	25	2 lane undivided + sidewalk	50'		1&3

☒ Study Method

The traffic analysis shall follow the current *NCDOT Congestion Management Capacity Analysis Guidelines*, *Policy on Street and Driveway Access to North Carolina Highways*, and use the current approved version of analysis software (e.g. Synchro/SimTraffic, HCS, Sidra Intersection, TransModeler).

The study shall include the following analysis scenarios for each analysis period.

1. Existing Conditions
2. Future No-Build Conditions (existing + background growth + approved developments + committed or funded improvements)
3. Future Build Conditions (future no-build + site trips)
4. Future Build with Improvements Conditions (future build traffic with improvements to mitigate the proposed development's impacts) and, if applicable:

☐ 5. TIP Design Year Analysis _____

☐ 6. Alternative Access Scenario (without proposed control-of-access or median break / modification)

The following additional analysis/outputs should be provided as warranted:

☐ Signal Warrant Analysis for accesses/intersections _____

☐ Multi-Modal Level of Service Analysis

☐ School Loading Zone Traffic Simulation

☐ Phasing Analysis (scope separately as needed)

☐ Safety/Crash Analysis

☐ Control-of-Access Modification Justification

☐ Median Break / Modification Justification

☐ Other _____

☒ Submittals

In addition to the hardcopies required below, the TIA Consultant shall provide the District Engineer and, if required, the local government an electronic copy of the study documents, including the latest site plan, figures and appendices, in searchable PDF files and the original traffic analysis files (e.g., Synchro, HCS). To expedite review, the NCDOT electronic submittals shall also be delivered concurrently to:

☐ Div. Traffic Engr ☐ Regional Traffic Engr ☐ Congestion Management ☐ Other _____

Submittals	NCDOT		Local Government	
	Electronic	Hardcopy	Electronic	Hardcopy
Trip Generation & Distribution	Required		Please Select	
Draft TIA Report	Required			
Final Sealed TIA Report	Required			

☐ **Additional Comments** (municipal TIA requirements, approved variations from NCDOT guidelines)

Agreement by All Parties

The undersigned agree to the contents and methodology described above for completing the required traffic impact analysis for the proposed development identified herein. Any changes to the above methodology contemplated by the Applicant or the TIA Consultant must be submitted to the District Engineer in writing. If approved by NCDOT, then such changes may be accepted for the TIA report. Subsequent revisions to the development plan (e.g. land use, density, site access, or schedule) may require additional scoping and analysis, and may modify the TIA requirements.

This agreement shall become effective on the date approved by NCDOT, and shall expire____ months after the effective date or upon significant changes to the roadway network and/or development assumptions, whichever occurs first. Once expired, renewal or re-scoping will be required for subsequent TIA submittals.

APPLICANT

Signature	Print Name	Date

TIA CONSULTANT

Signature	Print Name	Date
	Aaron Cook, PE	

LOCAL GOVERNMENT REPRESENTATIVE (If Applicable)

Signature	Print Name	Date

Email concurrence may be used in lieu of the signature.

NCDOT DISTRICT REPRESENTATIVE

Reviewed and approved by the NCDOT Division 9 District____ on _____.

Signature	Print Name

Email concurrence may be used in lieu of the signature.

NCDOT TIA Submittal Checklist

TIA Need Screening → TIA Scoping → TIA Submittal

Submittal: Trip Generation & Distribution **Document Date:** 03/02/2023

Project Name: Blue Heron Pineville Mixed Use **Previous Name:** If Applicable

NCDOT Division: 10 **District:** **County:** Mecklenburg **Municipality:** Pineville

TIA Consultant: Bolton & Menk, Inc Submitted By: Aaron Cook, PE

Phone Number: (704)376-1555 Ext. 3938 Email: Aaron.Cook@Bolton-Menk.Com

TIA Scoping Checklist Approval Date: **Unadjusted Daily Site Trips:** 2249

☒ The approved TIA Scoping Checklist is included in this submittal.

☒ LOS D or better is expected at all study intersections after proposed mitigations.

☒ The study report is sealed by a NC Professional Engineer with expertise in traffic engineering.

☒ This study has identified all known deficiencies with and without the proposed development.

☒ This study has identified mitigation measures to adequately accommodate the site trips.

Explain here if any of the boxes above are unchecked:

The undersigned affirms that, except for the deviations noted below, the TIA submittal conforms to the current *NCDOT Congestion Management Capacity Analysis Guidelines*, *Policy on Street and Driveway Access to North Carolina Highways*, and the TIA Scoping Checklist approved by the NCDOT District Office. The undersigned also acknowledges that the TIA will be rejected if the deviations and justifications are not properly documented and approved by NCDOT.

Deviations and Justifications (e.g., changes in site plan, development schedule, site trip and off-site trip estimates, study area, data collection, analysis period and method. Attached separate sheets if needed.)

TIA Consultant's Signature	Print Name	Date
(Professional Engineer of TIA Record)		

Blue Heron
Asset Management LLC

Pineville Mixed Use

SITE PLAN CONCEPT 4
FIRST FLOOR LAYOUT PLAN

Site Plan Summary

Building Total
5 Stories

Retail: 8,596 sf
Residential: 384,016

Apartments: **294 units**
Studio: 18 units
1 Bedroom: 141 units
2 Bedroom: 119 units
3 Bedroom: 16 units

Parking
Surface Parking: 102 spaces
Parking Deck: 424 spaces
Total Parking: **526 spaces**
Parking at 1.5 spaces per unit: **441**
Retail parking spaces: **73**
(5 per 1,000 sf)
Excess Parking: 42 spaces

N
0 25 50 75 100 FT
100'-0"

FEBRUARY 13, 2022 PAGE 1

FINLEY DESIGN
7806 NC Hwy 751
Suite 110
Durham, NC 27713
919-493-8200
info@finleydesignarch.com
www.finleydesignarch.com

Blue Heron
Asset Management LLC

Pineville Mixed Use

SITE PLAN CONCEPT 4
THIRD FLOOR LAYOUT PLAN

Site Plan Summary

Building Total
5 Stories

Retail: 8,596 sf
Residential: 384,016

Apartments: **294 units**
- Studio: 18 units
- 1 Bedroom: 141 units
- 2 Bedroom: 119 units
- 3 Bedroom: 16 units

Parking
Surface Parking: 102 spaces
Parking Deck: 424 spaces
Total Parking: **526 spaces**
Parking at 1.5 spaces per unit: **441**
Retail parking spaces: **73**
(5 per 1,000 sf)
Excess Parking: 42 spaces

N 0 25 50 75 100 FT

FEBRUARY 13, 2022 PAGE 2

FINLEY DESIGN
7806 NC Hwy 751
Suite 110
Durham, NC 27713
919-493-8200
info@finleydesignarch.com
www.finleydesignarch.com

LUC	Proposed Land Use	Size	Unit	Total Generated Trips						Peak Hour Type	Data Source
				Daily Trips	AM Hour			PM Hour			
					In	Out	Total	In	Out	Total	
822	Retail (<40K SF)	8.6	KSF	893	16	10	26	35	35	70	Adjacent	EQN
221	Multifamily (Mid-Rise)	294	Dwellings	1356	27	91	118	70	45	115	Adjacent	EQN
ITE Subtotal				2249	43	101	144	105	80	185		
Internal Capture					2	2	4	11	11	22		
Pass By Trips (31% AM, 40% PM)					3	3	6	10	10	20		
Net External Trips					38	96	134	84	59	143		

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Blue Heron Pineville Mixed Use	**Organization:**	Blue Heron Asset Management LLC
Project Location:	Pineville	**Performed By:**	Bolton & Menk, Inc.
Scenario Description:	Build	**Date:**	3/1/2023
Analysis Year:	2025	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	9	KSF	26	16	10
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	294	DU	118	27	91
Hotel				0		
All Other Land Uses[2]				0		
				144	43	101

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.10	0%	0%	1.10	0%	0%
Restaurant	1.10	0%	0%	1.10	0%	0%
Cinema/Entertainment	1.10	0%	0%	1.10	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.10	0%	0%	1.10	0%	0%
All Other Land Uses[2]	1.10	0%	0%	1.10	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	159	48	111
Internal Capture Percentage	3%	4%	2%
External Vehicle-Trips[5]	140	41	99
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	6%	9%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	3%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Blue Heron Pineville Mixed Use
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.10	0	0	1.10	0	0
Retail	1.10	16	18	1.10	10	11
Restaurant	1.10	0	0	1.10	0	0
Cinema/Entertainment	1.10	0	0	1.10	0	0
Residential	1.10	27	30	1.10	91	100
Hotel	1.10	0	0	1.10	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	3		1	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	20	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		6	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	1	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	17	18	15	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	29	30	26	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	10	11	9	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	99	100	90	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Blue Heron Pineville Mixed Use	**Organization:**	Blue Heron Asset Management LLC
Project Location:	Pineville	**Performed By:**	Bolton & Menk, Inc. - APW
Scenario Description:	Build	**Date:**	3/1/2023
Analysis Year:	2025	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				70	35	35
Restaurant				0		
Cinema/Entertainment				0		
Residential				115	70	45
Hotel				0		
All Other Land Uses[2]				0		
				185	105	80

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.10	0%	0%	1.10	0%	0%
Restaurant	1.10	0%	0%	1.10	0%	0%
Cinema/Entertainment	1.10	0%	0%	1.10	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.10	0%	0%	1.10	0%	0%
All Other Land Uses[2]	1.10	0%	0%	1.10	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					550	
Restaurant						
Cinema/Entertainment						
Residential		550				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	10	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	205	116	89
Internal Capture Percentage	13%	11%	15%
External Vehicle-Trips[5]	163	94	69
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	8%	26%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	13%	6%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Blue Heron Pineville Mixed Use
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.10	0	0	1.10	0	0
Retail	1.10	35	39	1.10	35	39
Restaurant	1.10	0	0	1.10	0	0
Cinema/Entertainment	1.10	0	0	1.10	0	0
Residential	1.10	70	77	1.10	45	50
Hotel	1.10	0	0	1.10	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		11	2	10	2
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	19	11	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	0	0	3	0
Retail	0		0	0	35	0
Restaurant	0	20		0	12	0
Cinema/Entertainment	0	2	0		3	0
Residential	0	3	0	0		0
Hotel	0	1	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	3	36	39	33	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	67	77	61	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	10	29	39	26	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	47	50	43	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

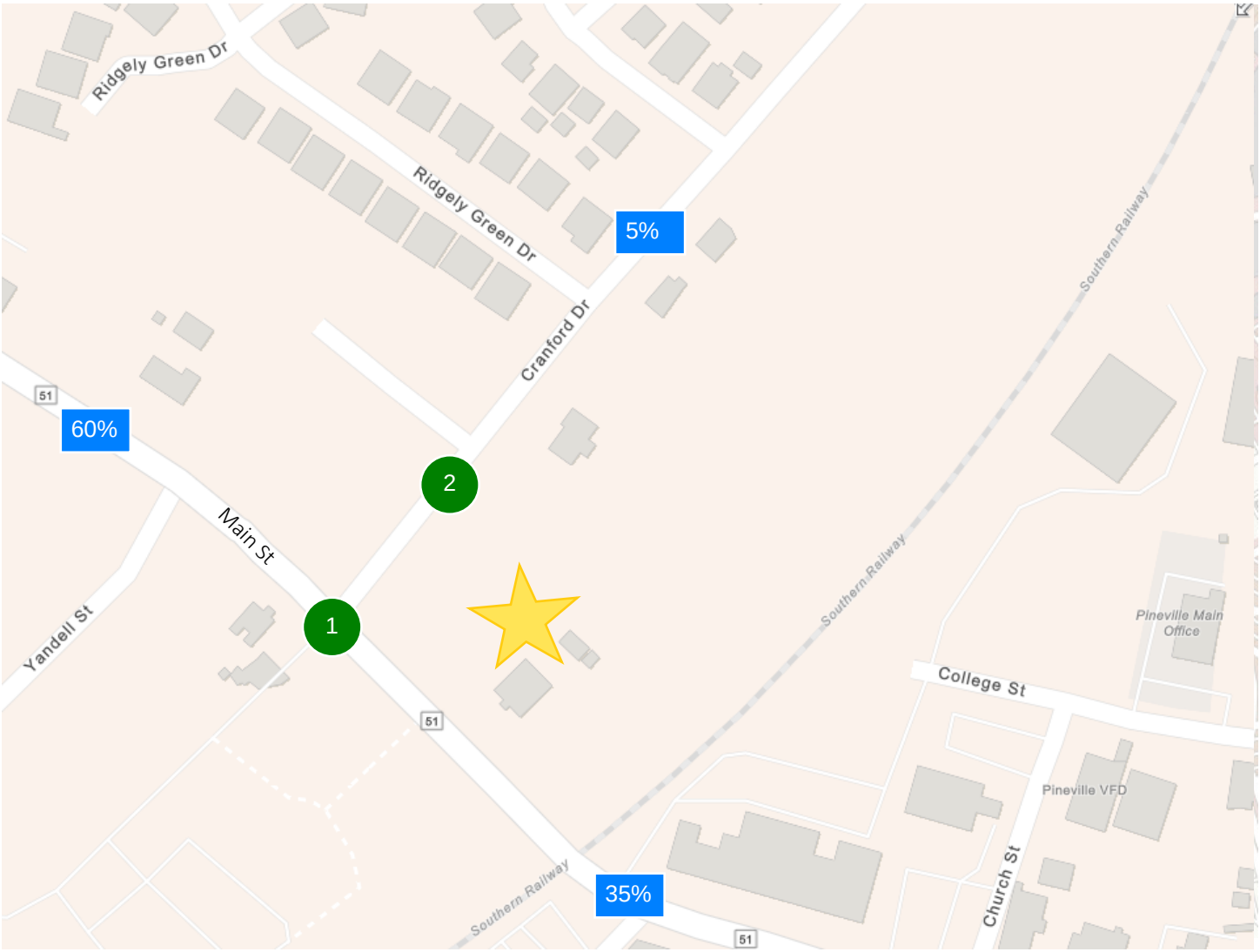
[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Blue Heron Pineville Mixed-Use Development -- Trip Distribution



Legend

1 Main St & Cranford Dr

2 Cranford Drive & Site Access

Site Location

X % Trip Distribution

Appendix B: Peak Hour Count Information

Prepared by National Data & Surveying Services

Cranford Dr & Main St/NC 51

Peak Hour Turning Movement Count

ID: 23-170010-001
City: Pineville

Day: Thursday
Date: 3/23/2023

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND – Cranford Dr

	Right	Thru	Left	U-Turn	Departing
AM	9	0	30	0	39
NOON	0	0	0	0	0
PM	17	0	44	0	50
Lanes	1	0	1	0	

EASTBOUND – Main St/NC 51

Movement	Lanes	AM	NOON	PM
Departing		857	0	923
U-Turn	0	0	0	1
Left	0	14	0	5
Thru	2	818	0	997
Right	0	0	0	0

WESTBOUND – Main St/NC 51

Movement	Lanes	PM	NOON	AM
Right	0	45	0	25
Thru	2	905	0	848
Left	0	0	0	0
U-Turn	0	0	0	0
Departing		1041	0	848

NORTHBOUND – Cranford Dr

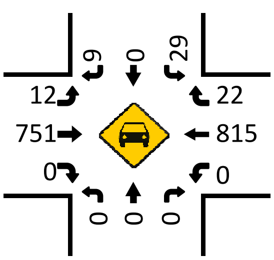
	Departing	U-Turn	Left	Thru	Right
Lanes		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	0	0	0	0	0

CONTROL

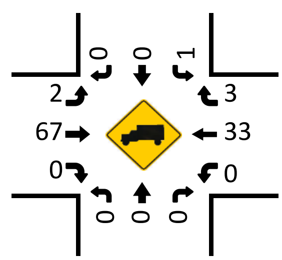
1-Way Stop (SB)

	AM	NOON	PM
TEV	1744	0	2014
PHF	0.94		0.99

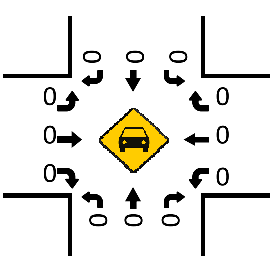
Cars (AM)



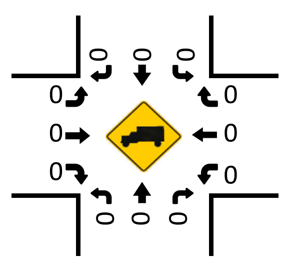
HT (AM)



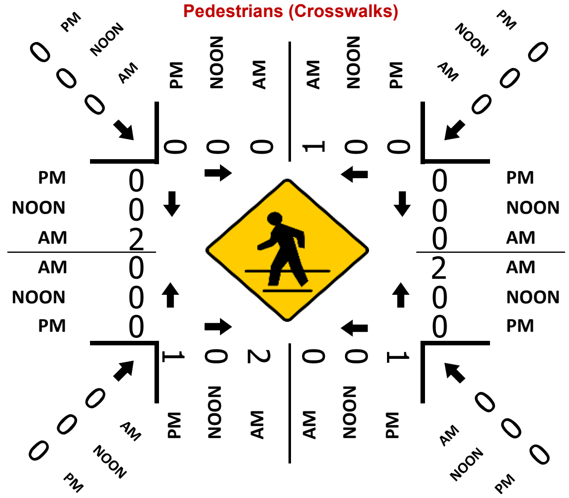
Cars (NOON)



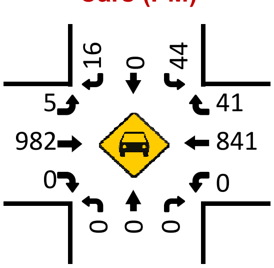
HT (NOON)



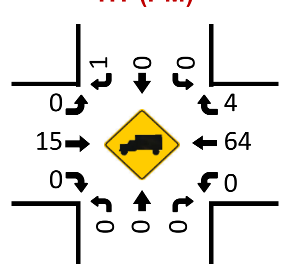
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Prepared by National Data & Surveying Services

Jack Hughes Ln/Lew Dr & Main St/NC 51

Peak Hour Turning Movement Count

ID: 23-170010-002
City: Pineville

Day: Thursday
Date: 3/23/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Jack Hughes Ln/Lew Dr)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Main St/NC 51)

AM	NOON	PM	
830	0	828	
0	0	0	0
0	0	0	0
821	0	950	2
3	0	24	0
AM	NOON	PM	

WESTBOUND (Main St/NC 51)

PM	NOON	AM	
0	0	0	0
819	0	829	2
104	0	28	0
0	0	0	0
1003	0	832	
PM	NOON	AM	

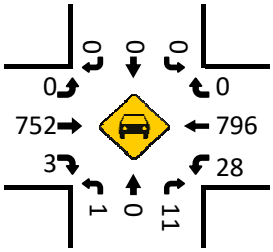
CONTROL: 1-Way Stop(NB)

TEV	1693 AM	0 NOON	1959 PM
PHF	0.96		0.98

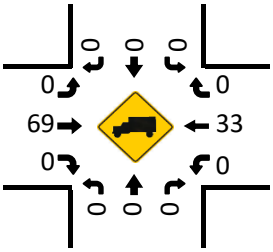
NORTHBOUND (Jack Hughes Ln/Lew Dr)

PM	128	0	9	0	53	PM
NOON	0	0	0	0	0	NOON
AM	31	0	1	0	11	AM

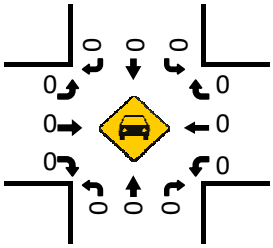
Cars (AM)



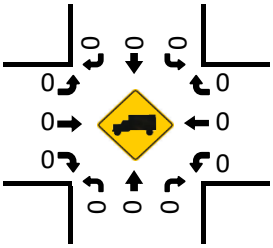
HT (AM)



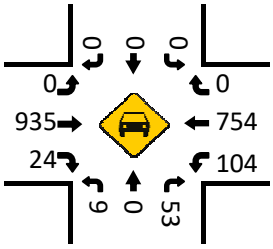
Cars (NOON)



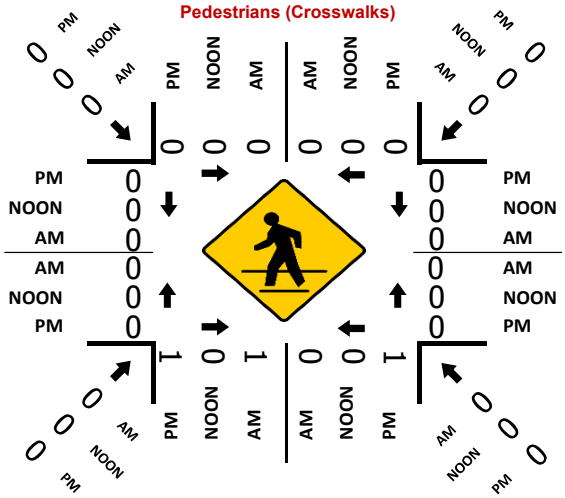
HT (NOON)



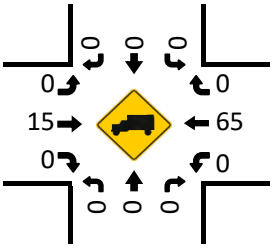
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Prepared by National Data & Surveying Services

Franklin St & Main St/NC 51

Peak Hour Turning Movement Count

ID: 23-170010-003
City: Pineville

Day: Thursday
Date: 3/23/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Franklin St)

AM	10	0	15	0	5	AM
NOON	0	0	0	0	0	NOON
PM	12	0	9	0	22	PM

EASTBOUND (Main St/NC 51)

AM	NOON	PM	
833	0	799	
0	0	0	0
1	0	9	0
797	0	986	2
0	0	0	0
AM	NOON	PM	

WESTBOUND (Main St/NC 51)

PM	NOON	AM	
13	0	4	0
787	0	823	2
0	0	0	0
0	0	0	0
995	0	812	
PM	NOON	AM	

NORTHBOUND (Franklin St)

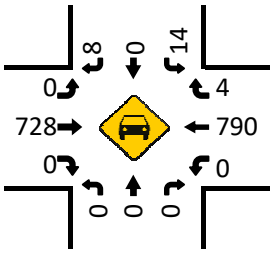
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

Turning movements: 1 0 1 0 | 0 0 0 0

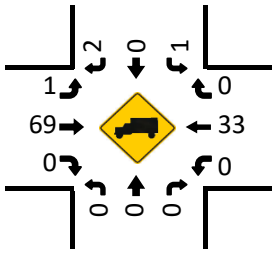
CONTROL
1-Way Stop(SB)

TEV	1650 AM	0 NOON	1816 PM
PHF	0.95		0.96

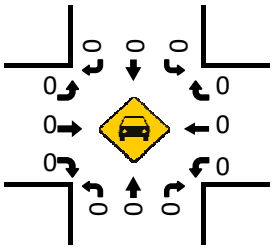
Cars (AM)



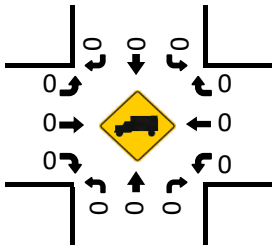
HT (AM)



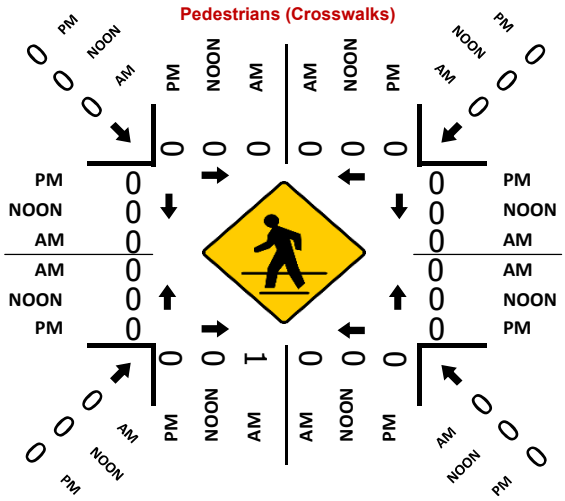
Cars (NOON)



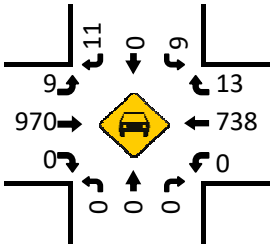
HT (NOON)



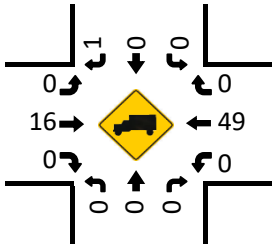
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Appendix C: Capacity Analysis and SimTraffic Reports

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:40	6:40	6:40	6:40	6:40	6:40
End Time	7:50	7:50	7:50	7:50	7:50	7:50
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1778	1859	1728	1649	1724	1747
Vehs Exited	1802	1847	1736	1645	1732	1752
Starting Vehs	40	20	29	33	34	30
Ending Vehs	16	32	21	37	26	26
Travel Distance (mi)	955	999	926	884	927	938
Travel Time (hr)	30.0	30.9	28.7	27.3	28.9	29.2
Total Delay (hr)	1.8	1.7	1.6	1.3	1.5	1.6
Total Stops	148	123	131	101	126	127
Fuel Used (gal)	27.9	28.9	26.9	25.2	26.6	27.1

Interval #0 Information Seeding

Start Time	6:40
End Time	6:50
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	6:50
End Time	7:50
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1778	1859	1728	1649	1724	1747
Vehs Exited	1802	1847	1736	1645	1732	1752
Starting Vehs	40	20	29	33	34	30
Ending Vehs	16	32	21	37	26	26
Travel Distance (mi)	955	999	926	884	927	938
Travel Time (hr)	30.0	30.9	28.7	27.3	28.9	29.2
Total Delay (hr)	1.8	1.7	1.6	1.3	1.5	1.6
Total Stops	148	123	131	101	126	127
Fuel Used (gal)	27.9	28.9	26.9	25.2	26.6	27.1

1: Main Street & Cranford Drive Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.1	0.0	0.1	0.0	0.4
Total Del/Veh (s)	6.8	0.4	0.6	0.3	18.2	4.3	0.8
Vehicles Entered	15	806	848	26	29	11	1735
Vehicles Exited	15	806	848	26	29	11	1735
Hourly Exit Rate	15	806	848	26	29	11	1735
Input Volume	14	818	848	25	30	9	1744
% of Volume	107	99	100	104	97	122	99

2: Jack Hughes Lane & Main Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		4.3	0.0
Total Delay (hr)	0.2	0.0	0.0	0.1	0.0	0.0	0.4
Total Del/Veh (s)	0.8	0.3	6.3	0.6		3.9	0.8
Vehicles Entered	807	2	27	833	0	12	1681
Vehicles Exited	808	2	27	834	0	13	1684
Hourly Exit Rate	808	2	27	834	0	13	1684
Input Volume	821	3	28	830	1	11	1694
% of Volume	98	67	96	100	0	118	99

3: Main Street & Franklin Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.1	0.0	0.0	0.1	3.9	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.1	0.0	0.4
Total Del/Veh (s)	8.4	0.5	0.8	0.4	16.7	4.3	0.8
Vehicles Entered	1	779	828	5	16	10	1639
Vehicles Exited	1	779	829	5	16	10	1640
Hourly Exit Rate	1	779	829	5	16	10	1640
Input Volume	1	797	826	4	15	10	1653
% of Volume	100	98	100	125	107	100	99

4: Cranford Drive & Site Access A Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.0	0.2
Vehicles Entered	41	40	81
Vehicles Exited	41	40	81
Hourly Exit Rate	41	40	81
Input Volume	39	39	78
% of Volume	105	103	104

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.5
Total Del/Veh (s)	3.0
Vehicles Entered	1747
Vehicles Exited	1752
Hourly Exit Rate	1752
Input Volume	6925
% of Volume	25

Intersection: 1: Main Street & Cranford Drive

Movement	EB	EB	WB	SB	SB
Directions Served	LT	T	T	L	R
Maximum Queue (ft)	74	44	24	56	31
Average Queue (ft)	12	2	1	22	10
95th Queue (ft)	44	27	12	51	33
Link Distance (ft)	154	154	727	168	
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)					100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Jack Hughes Lane & Main Street

Movement	WB	WB	NB	NB
Directions Served	LT	T	L	R
Maximum Queue (ft)	115	42	6	30
Average Queue (ft)	25	3	0	8
95th Queue (ft)	80	28	5	28
Link Distance (ft)	154	154	426	
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Main Street & Franklin Street

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	26	27	33
Average Queue (ft)	1	10	8
95th Queue (ft)	16	28	30
Link Distance (ft)	952	725	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Cranford Drive & Site Access A

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:40	6:40	6:40	6:40	6:40	6:40
End Time	7:50	7:50	7:50	7:50	7:50	7:50
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2082	2165	2019	1998	1964	2048
Vehs Exited	2093	2154	2033	1994	1972	2049
Starting Vehs	43	37	40	33	39	39
Ending Vehs	32	48	26	37	31	34
Travel Distance (mi)	1073	1116	1034	1024	1008	1051
Travel Time (hr)	35.0	36.4	33.9	33.4	32.8	34.3
Total Delay (hr)	3.0	3.2	3.1	2.7	2.6	2.9
Total Stops	304	306	336	269	274	297
Fuel Used (gal)	32.4	33.6	31.3	30.7	30.1	31.6

Interval #0 Information Seeding

Start Time	6:40
End Time	6:50
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	6:50
End Time	7:50
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2082	2165	2019	1998	1964	2048
Vehs Exited	2093	2154	2033	1994	1972	2049
Starting Vehs	43	37	40	33	39	39
Ending Vehs	32	48	26	37	31	34
Travel Distance (mi)	1073	1116	1034	1024	1008	1051
Travel Time (hr)	35.0	36.4	33.9	33.4	32.8	34.3
Total Delay (hr)	3.0	3.2	3.1	2.7	2.6	2.9
Total Stops	304	306	336	269	274	297
Fuel Used (gal)	32.4	33.6	31.3	30.7	30.1	31.6

1: Main Street & Cranford Drive Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.3	0.0	0.3	0.0	0.7
Total Del/Veh (s)	10.6	0.3	1.1	0.4	28.0	4.2	1.3
Vehicles Entered	6	975	891	46	41	18	1977
Vehicles Exited	6	974	891	46	42	18	1977
Hourly Exit Rate	6	974	891	46	42	18	1977
Input Volume	6	997	905	45	44	17	2014
% of Volume	100	98	98	102	95	106	98

2: Jack Hughes Lane & Main Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	4.1	0.1
Total Delay (hr)	0.3	0.0	0.2	0.4	0.1	0.1	1.1
Total Del/Veh (s)	1.0	0.4	8.4	1.9	43.1	4.7	2.1
Vehicles Entered	948	20	100	809	10	54	1941
Vehicles Exited	949	21	101	810	10	54	1945
Hourly Exit Rate	949	21	101	810	10	54	1945
Input Volume	971	24	104	819	9	53	1980
% of Volume	98	88	97	99	111	102	98

3: Main Street & Franklin Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.1	4.0	0.1
Total Delay (hr)	0.0	0.2	0.2	0.0	0.1	0.0	0.5
Total Del/Veh (s)	6.6	0.7	1.0	0.5	23.0	4.2	1.0
Vehicles Entered	10	956	805	15	10	11	1807
Vehicles Exited	10	957	804	15	11	11	1808
Hourly Exit Rate	10	957	804	15	11	11	1808
Input Volume	9	986	815	13	9	12	1844
% of Volume	111	97	99	115	122	92	98

4: Cranford Drive & Site Access A Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.2	0.1	0.1
Vehicles Entered	52	59	111
Vehicles Exited	52	59	111
Hourly Exit Rate	52	59	111
Input Volume	51	61	112
% of Volume	102	97	99

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	2.7
Total Del/Veh (s)	4.7
Vehicles Entered	2048
Vehicles Exited	2049
Hourly Exit Rate	2049
Input Volume	7991
% of Volume	26

Intersection: 1: Main Street & Cranford Drive

Movement	EB	WB	WB	SB	SB
Directions Served	LT	T	TR	L	R
Maximum Queue (ft)	53	50	8	77	31
Average Queue (ft)	6	3	0	32	15
95th Queue (ft)	32	23	4	65	40
Link Distance (ft)	154	727	727	168	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					100
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 2: Jack Hughes Lane & Main Street

Movement	EB	WB	WB	NB	NB
Directions Served	TR	LT	T	L	R
Maximum Queue (ft)	8	161	106	49	49
Average Queue (ft)	0	67	17	9	23
95th Queue (ft)	4	139	83	34	42
Link Distance (ft)	879	154	154	426	
Upstream Blk Time (%)		0	0		
Queuing Penalty (veh)		2	0		
Storage Bay Dist (ft)					100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Main Street & Franklin Street

Movement	EB	EB	WB	SB	SB
Directions Served	LT	T	TR	L	R
Maximum Queue (ft)	104	27	4	32	28
Average Queue (ft)	10	1	0	8	8
95th Queue (ft)	51	19	3	26	29
Link Distance (ft)	952	952	879	725	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					75
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Cranford Drive & Site Access A

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:40	6:40	6:40	6:40	6:40	6:40
End Time	7:50	7:50	7:50	7:50	7:50	7:50
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1893	1945	1820	1856	1860	1873
Vehs Exited	1896	1945	1839	1857	1854	1878
Starting Vehs	29	27	52	28	32	33
Ending Vehs	26	27	33	27	38	30
Travel Distance (mi)	1000	1022	957	976	980	987
Travel Time (hr)	32.2	33.6	30.7	31.1	31.2	31.7
Total Delay (hr)	2.3	3.0	2.1	2.0	2.1	2.3
Total Stops	323	370	366	323	311	338
Fuel Used (gal)	29.8	31.0	28.5	28.7	28.8	29.4

Interval #0 Information Seeding

Start Time	6:40
End Time	6:50
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	6:50
End Time	7:50
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1893	1945	1820	1856	1860	1873
Vehs Exited	1896	1945	1839	1857	1854	1878
Starting Vehs	29	27	52	28	32	33
Ending Vehs	26	27	33	27	38	30
Travel Distance (mi)	1000	1022	957	976	980	987
Travel Time (hr)	32.2	33.6	30.7	31.1	31.2	31.7
Total Delay (hr)	2.3	3.0	2.1	2.0	2.1	2.3
Total Stops	323	370	366	323	311	338
Fuel Used (gal)	29.8	31.0	28.5	28.7	28.8	29.4

1: Main Street & Cranford Drive Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.2	0.0	0.5	0.0	0.1	0.9
Total Del/Veh (s)	6.7	0.5	0.7	0.4	27.6	0.5	4.6	1.7
Vehicles Entered	36	800	841	40	60	1	75	1853
Vehicles Exited	36	801	843	40	60	1	75	1856
Hourly Exit Rate	36	801	843	40	60	1	75	1856
Input Volume	38	817	846	40	65	1	68	1875
% of Volume	95	98	100	100	92	100	110	99

2: Jack Hughes Lane & Main Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	4.2	0.0
Total Delay (hr)	0.2	0.0	0.1	0.2	0.0	0.0	0.4
Total Del/Veh (s)	0.8	0.1	7.7	0.6	34.1	3.6	0.9
Vehicles Entered	825	3	26	892	1	9	1756
Vehicles Exited	827	3	26	892	1	9	1758
Hourly Exit Rate	827	3	26	892	1	9	1758
Input Volume	844	3	28	887	1	11	1774
% of Volume	98	100	93	101	100	82	99

3: Main Street & Franklin Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.2	3.3	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.1	0.0	0.4
Total Del/Veh (s)		0.5	0.8	0.2	23.1	4.4	0.8
Vehicles Entered	0	800	888	4	14	11	1717
Vehicles Exited	0	801	887	4	14	11	1717
Hourly Exit Rate	0	801	887	4	14	11	1717
Input Volume	1	820	883	4	15	10	1733
% of Volume	0	98	100	100	93	110	99

4: Cranford Drive & Site Access A Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.5	3.1	0.4	0.3	1.5	0.1	2.2
Vehicles Entered	93	7	42	34	2	42	220
Vehicles Exited	93	7	41	34	2	42	219
Hourly Exit Rate	93	7	41	34	2	42	219
Input Volume	94	5	39	39	2	39	218
% of Volume	99	140	105	87	100	108	100

Total Network Performance

Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	2.2
Total Del/Veh (s)	4.2
Vehicles Entered	1873
Vehicles Exited	1878
Hourly Exit Rate	1878
Input Volume	7493
% of Volume	25

Intersection: 1: Main Street & Cranford Drive

Movement	EB	EB	WB	SB	SB
Directions Served	LT	T	T	L	R
Maximum Queue (ft)	75	15	46	94	80
Average Queue (ft)	21	1	2	37	32
95th Queue (ft)	58	15	20	81	59
Link Distance (ft)	154	154	727	168	
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				0	0
Storage Bay Dist (ft)					100
Storage Blk Time (%)				2	
Queuing Penalty (veh)				1	

Intersection: 2: Jack Hughes Lane & Main Street

Movement	EB	WB	WB	NB	NB
Directions Served	T	LT	T	L	R
Maximum Queue (ft)	4	146	114	21	26
Average Queue (ft)	0	24	4	1	7
95th Queue (ft)	3	82	39	10	25
Link Distance (ft)	879	154	154	426	
Upstream Blk Time (%)		0	0		
Queuing Penalty (veh)		1	0		
Storage Bay Dist (ft)					100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Main Street & Franklin Street

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	12	35	33
Average Queue (ft)	0	10	9
95th Queue (ft)	6	31	30
Link Distance (ft)	952	725	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Cranford Drive & Site Access A

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	56	6
Average Queue (ft)	35	0
95th Queue (ft)	52	4
Link Distance (ft)	196	849
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:40	6:40	6:40	6:40	6:40	6:40
End Time	7:50	7:50	7:50	7:50	7:50	7:50
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2208	2269	2242	2229	2207	2231
Vehs Exited	2219	2268	2253	2238	2207	2238
Starting Vehs	42	41	39	43	32	37
Ending Vehs	31	42	28	34	32	33
Travel Distance (mi)	1120	1140	1126	1126	1121	1127
Travel Time (hr)	38.0	39.4	38.2	39.5	39.5	38.9
Total Delay (hr)	4.1	4.9	4.2	5.5	5.6	4.9
Total Stops	452	570	509	493	506	507
Fuel Used (gal)	34.7	36.0	35.3	35.4	34.7	35.2

Interval #0 Information Seeding

Start Time	6:40
End Time	6:50
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	6:50
End Time	7:50
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2208	2269	2242	2229	2207	2231
Vehs Exited	2219	2268	2253	2238	2207	2238
Starting Vehs	42	41	39	43	32	37
Ending Vehs	31	42	28	34	32	33
Travel Distance (mi)	1120	1140	1126	1126	1121	1127
Travel Time (hr)	38.0	39.4	38.2	39.5	39.5	38.9
Total Delay (hr)	4.1	4.9	4.2	5.5	5.6	4.9
Total Stops	452	570	509	493	506	507
Fuel Used (gal)	34.7	36.0	35.3	35.4	34.7	35.2

1: Main Street & Cranford Drive Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.3	0.4	0.0	1.4	0.1	2.2
Total Del/Veh (s)	9.2	1.0	1.4	0.6	70.2	6.2	3.7
Vehicles Entered	57	974	921	77	69	50	2148
Vehicles Exited	57	975	921	77	70	50	2150
Hourly Exit Rate	57	975	921	77	70	50	2150
Input Volume	61	992	901	78	70	56	2158
% of Volume	93	98	102	99	100	89	100

2: Jack Hughes Lane & Main Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	4.1	0.1
Total Delay (hr)	0.4	0.0	0.3	0.5	0.1	0.1	1.4
Total Del/Veh (s)	1.3	0.7	9.7	2.1	45.8	5.4	2.4
Vehicles Entered	1000	24	104	868	10	48	2054
Vehicles Exited	1003	24	104	867	10	48	2056
Hourly Exit Rate	1003	24	104	867	10	48	2056
Input Volume	1021	24	104	854	9	53	2065
% of Volume	98	100	100	102	111	91	100

3: Main Street & Franklin Street Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.4	0.2	0.0	0.0	0.1	3.8	0.1
Total Delay (hr)	0.0	0.2	0.2	0.0	0.1	0.0	0.6
Total Del/Veh (s)	7.2	0.8	1.0	0.5	30.7	4.1	1.1
Vehicles Entered	9	1014	863	14	9	14	1923
Vehicles Exited	9	1015	864	14	9	14	1925
Hourly Exit Rate	9	1015	864	14	9	14	1925
Input Volume	9	1036	850	13	9	12	1929
% of Volume	100	98	102	108	100	117	100

4: Cranford Drive & Site Access A Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.0	2.9	0.6	0.4	2.3	0.4	1.5
Vehicles Entered	58	4	52	82	5	61	262
Vehicles Exited	58	4	52	82	5	61	262
Hourly Exit Rate	58	4	52	82	5	61	262
Input Volume	66	3	51	88	5	60	273
% of Volume	88	133	102	93	100	102	96

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	4.7
Total Del/Veh (s)	7.4
Vehicles Entered	2231
Vehicles Exited	2238
Hourly Exit Rate	2238
Input Volume	8618
% of Volume	26

Intersection: 1: Main Street & Cranford Drive

Movement	EB	EB	WB	WB	SB	SB
Directions Served	LT	T	T	TR	L	R
Maximum Queue (ft)	96	78	74	45	155	121
Average Queue (ft)	39	6	8	2	63	37
95th Queue (ft)	84	44	46	24	132	93
Link Distance (ft)	154	154	727	727	168	
Upstream Blk Time (%)		0			1	0
Queuing Penalty (veh)		0			1	0
Storage Bay Dist (ft)						100
Storage Blk Time (%)					10	0
Queuing Penalty (veh)					6	0

Intersection: 2: Jack Hughes Lane & Main Street

Movement	EB	WB	WB	NB	NB
Directions Served	TR	LT	T	L	R
Maximum Queue (ft)	9	163	145	41	57
Average Queue (ft)	0	73	22	9	23
95th Queue (ft)	6	150	102	32	47
Link Distance (ft)	879	154	154	426	
Upstream Blk Time (%)		1	0		
Queuing Penalty (veh)		4	0		
Storage Bay Dist (ft)					100
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Main Street & Franklin Street

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	97	31	28
Average Queue (ft)	11	7	11
95th Queue (ft)	53	25	33
Link Distance (ft)	952	725	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			75
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Cranford Drive & Site Access A

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	62	4	28
Average Queue (ft)	30	0	2
95th Queue (ft)	54	3	15
Link Distance (ft)	196	168	849
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 12

Appendix D: Road Diet Information

How We Approach a Road Diet to Create Safer Communities

What is a Road Diet?

- The change from a 4-lane undivided roadway to a 3-lane roadway with a center turn lane, which allows communities to repurpose their limited right-of-way to better serve all users.

Why is it Important?

- The Federal Highway Administration (FHWA) lists a 4- to 3-lane conversion as a proven safety countermeasure.
- Road diets, also known as 4- to 3-lane conversions, are installed on existing pavement within the right-of-way and offer a low cost solution with big safety benefits as listed by the FHWA.

Road Diet Benefits

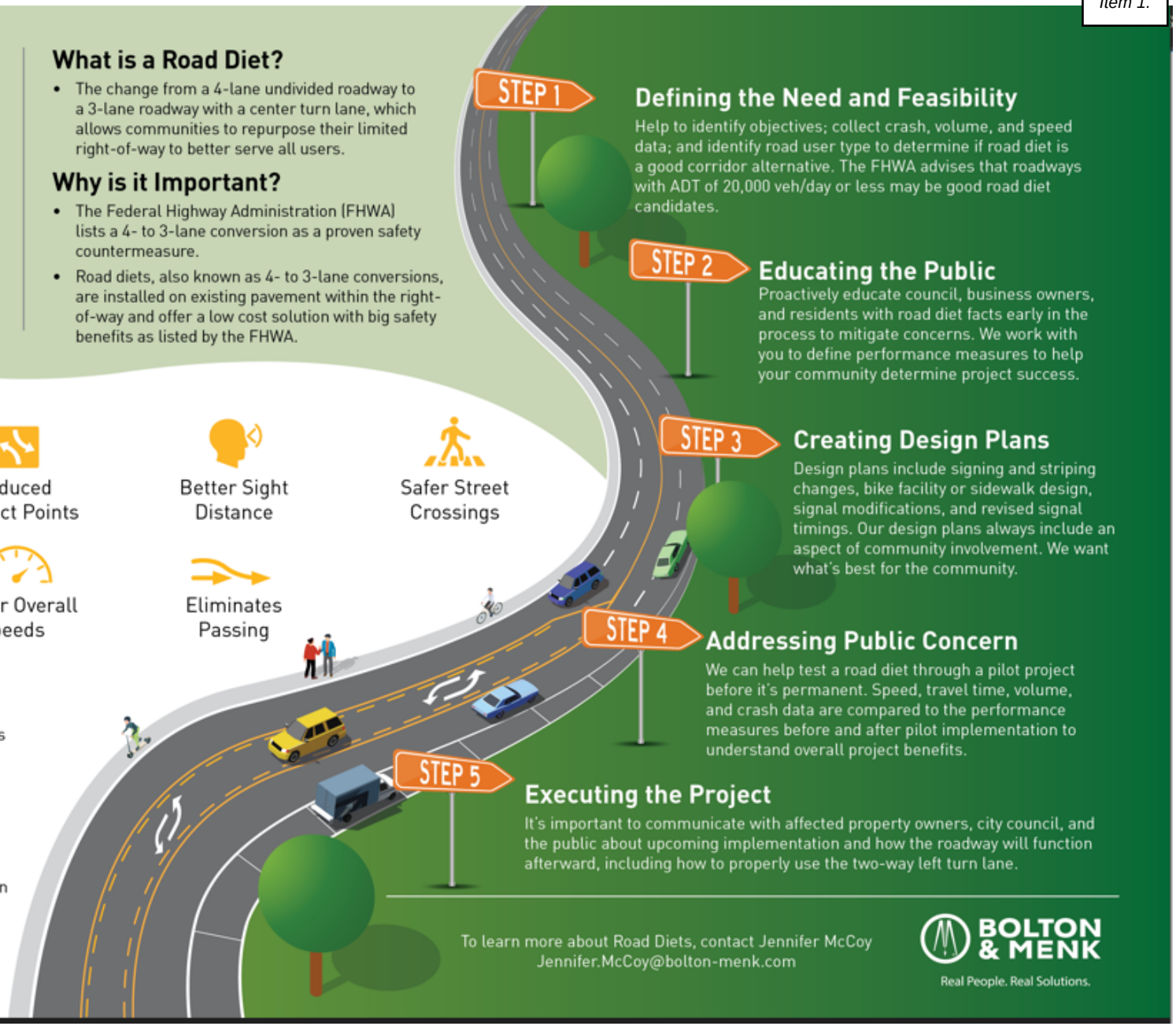
- 19-47% Reduction in Crashes
- Reduced Conflict Points
- Better Sight Distance
- Safer Street Crossings
- Fewer Lanes to Cross
- Slower Overall Speeds
- Eliminates Passing

History of Road Design

1970s – First widening of roadways from 2- to 3-lanes

1990s – First 4- to 3-lane conversion of roadways

2020s – Road diets continue to gain momentum as a proven safety measure



STEP 1 – Defining the Need and Feasibility

Help to identify objectives; collect crash, volume, and speed data; and identify road user type to determine if road diet is a good corridor alternative. The FHWA advises that roadways with ADT of 20,000 veh/day or less may be good road diet candidates.

STEP 2 – Educating the Public

Proactively educate council, business owners, and residents with road diet facts early in the process to mitigate concerns. We work with you to define performance measures to help your community determine project success.

STEP 3 – Creating Design Plans

Design plans include signing and striping changes, bike facility or sidewalk design, signal modifications, and revised signal timings. Our design plans always include an aspect of community involvement. We want what's best for the community.

STEP 4 – Addressing Public Concern

We can help test a road diet through a pilot project before it's permanent. Speed, travel time, volume, and crash data are compared to the performance measures before and after pilot implementation to understand overall project benefits.

STEP 5 – Executing the Project

It's important to communicate with affected property owners, city council, and the public about upcoming implementation and how the roadway will function afterward, including how to properly use the two-way left turn lane.

To learn more about Road Diets, contact Jennifer McCoy
Jennifer.McCoy@bolton-menk.com

BOLTON & MENK
Real People. Real Solutions.

Memorandum

To: Mayor and Town Council

From: Ryan Spitzer

Date: 5/18/2023

Re: **Lowry Street Turn Lane Project**

Overview:

Town Staff received bids for the Lowry Street turn lane project that will widen the road from S. Polk St. to Marine Dr. The project will improve the flow of traffic in both the mornings and afternoons by creating a dedicated right turn lane on to S. Polk St., as well as a dedicated through lane on Lowry at the intersection of Marine Dr.

There is one correction to be made on the attached plan. The left turn lane from Lowry on to Marine Dr. will have the straight arrow. The right turn lane at this intersection will only be dedicated for right turns in to the school property.

The Town has appropriated $600,000 for this project in a project budget previously. There will probably be a need to appropriate additional funds out of the Powell Bill Reserves to complete this project when testing and inspections are included. To date, we have spent approximately $88,000 on engineering.

The project is scheduled to start June 15, 2023, and be completed by school opening in August. There are liquidated damages in the contract if the project does not get complete within schedule to give the contractor an extra incentive to complete it ahead of schedule.

The reason for approving the contract at this Work Session is due to the timeline. Before the anticipated June 15, 2023, start date Council must approve the contract, they contractor has to sign the contract and the town attorney has to approve the contract.

Attachments:

Bid Tabulations
Turn Lane Diagram
Site Plan

Recommendation:

Approve awarding the project to United of Carolinas Inc. for $541,653.82.

RESOLUTION NO. 2023-06
RESOLUTION OF TOWN OF PINEVILLE
AWARDING CONTRACT TO UNITED OF CAROLINAS

WHEREAS, the Town Council has determined that it is in the best interest of the Town of Pineville to accept a contract to construct a turn-lane on Lowry Street; and

WHEREAS, the Lowry Street Turn-Lane Project will relieve traffic congestion during early morning and afternoon school rush-hours and improve traffic movement during these times; and

WHEREAS, the Council has determined that it is in the best interest of the Town to enter into an Agreement with United of the Carolinas, LLC, for a price of $541,653.82; and

NOW, THEREFORE, IT IS RESOLVED BY THE COUNCIL, that Ryan Spitzer, acting in his capacity as Town Manager, is hereby authorized to execute and approve the Contract and any and all documentation on behalf of the Town as may be required in connection with and to effectuate the transaction contemplated in the Contract; and

BE IT RESOLVED, all actions heretofore taken by the Town Manager on behalf of and in the name of Town in connection with the Contract and the transactions contemplated therein are, in all respects hereby authorized, ratified, confirmed, approved and adopted; and

APPROVED this _____day of May 2023.

_____
Mayor Jack Edwards

_____
Town Clerk Lisa Snyder

May 10, 2023

Mr. Ryan Spitzer, Town Manager
Town of Pineville
505 Main Street
Pineville, NC 28134

Subject: Recommendation of Award
Lowry Street Turning Lane Improvements
LaBella Project No. 2221126

Dear Mr. Spitzer:

Bids were received for the Lowry Street Turning Lane Improvements on May 5, 2023. A total of three (3) bids were received, shown below:

Bidder	Total Bid
Sealand Contractors Corp.	$568,026.25
United of Carolinas Inc.	$541,635.82
Efficient Developments LLC	$547,308.30

We have reviewed the bids and qualifications of the low bidder. As a satisfactory result, we recommend the project be awarded to the lowest responsive bidder, United of Carolinas, Inc. This contractor has recently performed similar projects in the surrounding areas and the references contacted indicate the quality of work and responsiveness of the contractor are satisfactory.

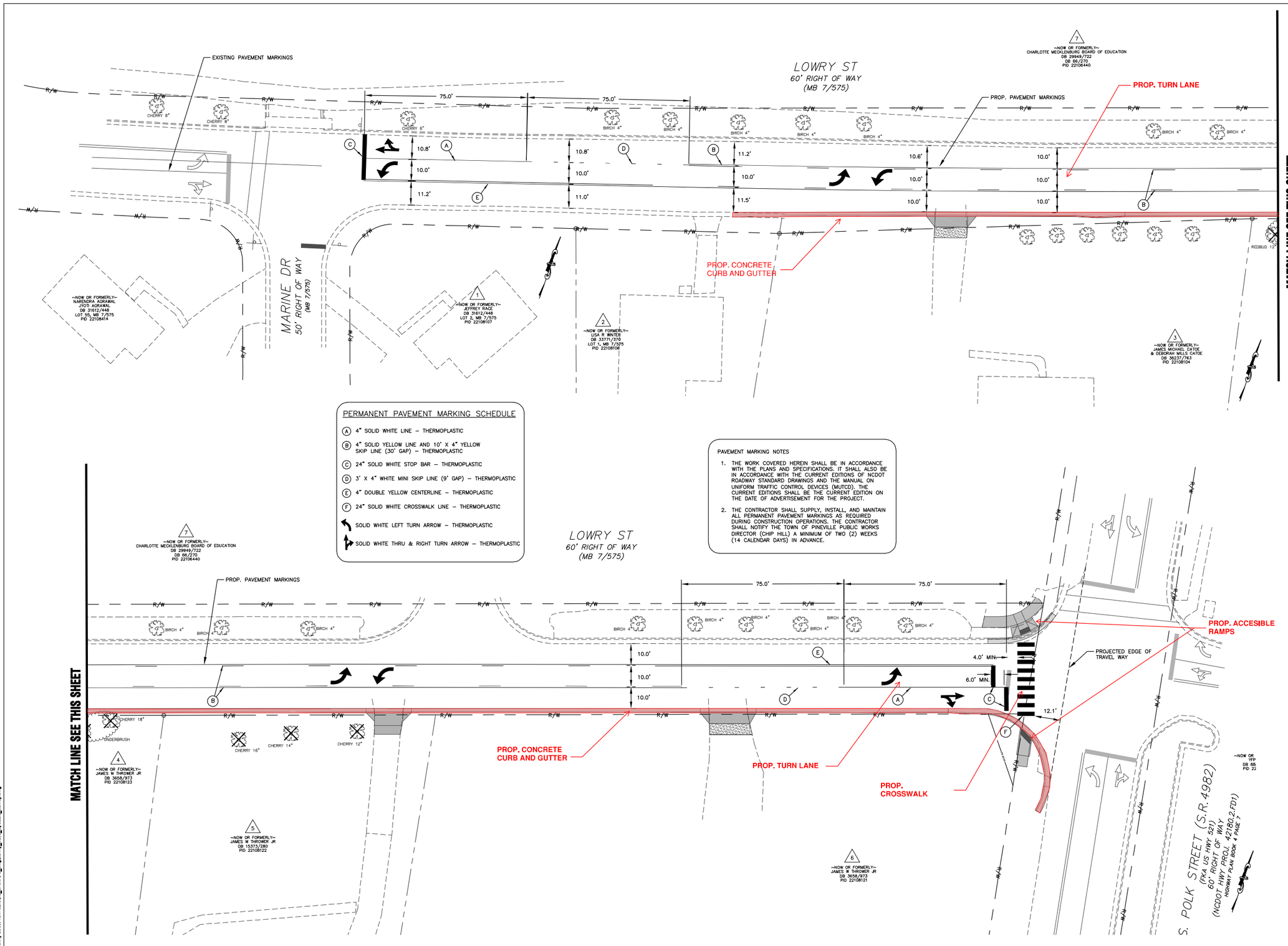
Please contact us if you have any questions concerning the bids or the project in general.

Sincerely,

LaBella Associates, P.C.

Robby Wayne, PE
Design/Construction Project Manager

Attachment: Bid Tabulation
Bid Opening Summary



PERMANENT PAVEMENT MARKING SCHEDULE

- (A) 4" SOLID WHITE LINE – THERMOPLASTIC
- (B) 4" SOLID YELLOW LINE AND 10' X 4" YELLOW SKIP LINE (30' GAP) – THERMOPLASTIC
- (C) 24" SOLID WHITE STOP BAR – THERMOPLASTIC
- (D) 3' X 4" WHITE MINI SKIP LINE (9' GAP) – THERMOPLASTIC
- (E) 4" DOUBLE YELLOW CENTERLINE – THERMOPLASTIC
- (F) 24" SOLID WHITE CROSSWALK LINE – THERMOPLASTIC
- SOLID WHITE LEFT TURN ARROW – THERMOPLASTIC
- SOLID WHITE THRU & RIGHT TURN ARROW – THERMOPLASTIC

PAVEMENT MARKING NOTES

1. THE WORK COVERED HEREIN SHALL BE IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. IT SHALL ALSO BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF NCDOT ROADWAY STANDARD DRAWINGS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE CURRENT EDITIONS SHALL BE THE CURRENT EDITION ON THE DATE OF ADVERTISEMENT FOR THE PROJECT.
2. THE CONTRACTOR SHALL SUPPLY, INSTALL, AND MAINTAIN ALL PERMANENT PAVEMENT MARKINGS AS REQUIRED DURING CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL NOTIFY THE TOWN OF PINEVILLE PUBLIC WORKS DIRECTOR (CHIP HILL) A MINIMUM OF TWO (2) WEEKS (14 CALENDAR DAYS) IN ADVANCE.

LaBella
Powered by partnership.
400 S. Tryon Street
Suite 1300
Charlotte, NC 28285
704-376-6423
N.C. License # C-0430
labellapc.com

NORTH CAROLINA PROFESSIONAL SEAL 35126 ENGINEER RUBBY J. NAPPIER

EXHIBIT MAP
DO NOT USE FOR CONSTRUCTION
04-12-2023

Pineville
NORTH CAROLINA

LOWRY STREET TURNING LANE IMPROVEMENTS

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

NO.	DATE:	DESCRIPTION:
REVISIONS		

PROJECT NUMBER: 2221126
DRAWN BY: CL
REVIEWED BY: RW
ISSUED FOR: FINAL PLANS
DATE: 4/12/23
DRAWING NAME:

PAVEMENT MARKING PLAN

DRAWING NUMBER: PM1

Date & Time: 4/12/2023 9:04 AM By: Larson, Cade
Path: J:\2221126_Lowry Street Turn Lane\90_CADD\10_Awp\Lowry_Base_Updated_Survey.dwg

FY 2023-2024 Budget Message

Over the last six months, Pineville staff members have worked to finalize the proposed 2019-2020 Fiscal Year Budget. This year's total budget of $37,411,892 for General Fund, Restricted Fund, Telephone, Electric Fund, and Capital Improvement Plan is presented in a balanced format, with careful consideration in mind to the continuing the high service level standards the Town of Pineville wishes to provide.

This year was a reevaluation year for Mecklenburg County and subsequently the Town of Pineville. Mecklenburg does a revaluation every 4 years to try to combat large swings in tax values for homes. The new valuation of real estate within the town increased by an average of 34%. Unlike at the previous revaluation residential properties had the largest increase averaging around 53% per parcel. The increase in valuation of real estate accounted for most of the increases within the General Fund. The increase in revenue was used to invest in the town's employees who play a vital role in the high quality of services provided by the town. Town Departments' operating expenses held flat from last year.

The proposed budget, because of the increase in reevaluation, decreases the tax rate to $0.285 ($0.045) while still funding critical infrastructure projects and projects to increase the quality of life of residents in Pineville. Due to the increase in home prices the revenue neutral rate is $0.245 per $100, which is a decrease of $0.085 from the current tax rate of $0.33. All $0.04 in the proposed budget above revenue neutral is slated to go employees for salary increases so the town can stay competitive and reward team members for making Pineville a great place to live. Each penny, due to the revaluation, generates about $365,000 in revenue. At the proposed tax rate 321 homes valued at $400,000 would have to be constructed to generate a penny.

Below is a synopsis of the General Fund, Electric Fund and Telecommunications Fund as well as major investments in the Capital Improvement Plan (CIP).

General Fund

The General Fund, which supports all forward-facing services, equates for 51% of the total budget. The departments that make up the General Fund are Administration, Council, Police, Fire, Public Works, and Parks and Recreation.

Revenues

The State of North Carolina only allows municipalities to generate revenue through a few methods. This extremely hampers how a municipality can fund services and does not allow for out of the box thinking. In fact, several years ago the State took away a funding source, Business License Taxes, which cost the town several millions of dollars in funding sources. This put an even bigger burden on the few funding sources available.

The proposed tax rate will generate $10.5 million in revenue for the town in Ad Valorem Taxes (Real Estate and Property Tax). Ad Valorem taxes make up 57% of our budget. This along with Sales Tax equates to 71% of the budget or just over $14 million. Franchise and Miscellaneous Taxes make up the the next largest revenue generators.

Pineville relies on businesses to make up 70% of our Ad Valorem Taxes. This is beneficial for residents when the economy is strong because it lowers the tax burden for residential properties, but an imbalance can cause problems during economic downturns. This is why having a better mix of businesses to residential units is better for the town and all citizens.

The proposed budget does not institute any new fees or increase fees to residents. Unlike many localities the town does not have a residential trash fee. Instead, Pineville pays for this out of the taxes we generate which spreads the burden to commercial properties as well. Trash service for residential units costs $735,000 which equates to $0.02 of the proposed tax rate.

Expenses

The backbone of any good organization is good employees. As with any organization, personnel expenses make up a large portion of expenses. In order to have a great community the Town must invest in our most important resource, which is our team members. Personnel expenses are 50% of the costs to operate the Town. Due to the area in which Pineville is located and the competitive market the proposed budget invests heavily in our team members. The proposed budget has an 8% COLA and up to a 3% merit-based increase for each employee. This investment is $2.3 million more than last year. The increase in salaries equates to $0.065 and personnel costs in general equates to $0.1425 of the $0.285 tax rate. Investing in employees is important and is the most valuable resource the town has.

Public Safety (Police and Fire) make up 48% of expenses. Public Works is next at 12% and debt for the new Town Hall and Library comes in third at 8%.

With the Town's investment in people other expenses in operations and capital have remained flat from last year. However, the Town is still able to meet goals and objectives set out by the Council as their Pillars.

Pineville receives about $200,000 a year from the State of North Carolina to do street surface repair. Oftentimes this is not enough money to do all of the repairs that are needed so we have to prioritize projects as well as augment this money with general fund dollars. This year we have committed $500,000 to improve Industrial Drive. Over the last 5 years the Town has made an effort to improve and pave all town owned streets identified as needed repairs in a study commissioned and we are glad to say that this will be the last street on the list.

This budget also is investing in a mobility plan that will provide the town with a blueprint of where to improve or build new sidewalks, where to create bike lanes, and investments in other multi-modal transportation that will enhance opportunities to connect all neighborhoods with economic centers and other attractions in town. The budget proposes to spend $100,000 in FY24.

Besides public safety, providing great amenities for residents is probably the most significant investment a locality can make for citizens. The Town has a great Parks and Recreation program. Over the last two years the town has pushed for more programmed sports activities at our two parks. This initiative has been widely successful as spaces are used every day for some sort of activity. In fact, it has been so successful that the town is beginning to run out of space for activities. This past year we had to convert open space behind the baseball stadium into ad hoc soccer fields because of the growth. So, in this proposed budget there is $60,000 to design an expansion of Jack Hughes Park to prepare for the future.

Town Council has been committed to the Arts scene for many years. This year is no different. Included is funding for the ASC, additional funding for Pineville Players, and increased involvement in bringing arts and cultural activities to the town throughout the year. These investments provide Pineville citizens with a wide array of quality-of-life activities that are necessary for a top-class municipality to provide.

Budget Pressures

Pineville has the benefit of being situated in a county that is seeing tremendous growth and opportunity. There are pressures in the current year and future years that the community will experience. Retention and pay are probably the largest pressures on the town's budget currently. Other pressures over the next 5 years are funding a new radio system for the Police Department ($5 million), construction of a Fire Station ($16 million), expanding parks and recreation facilities, and improving pedestrian safety on roadways. Staff will work with the Town Council to find appropriate ways to meet these budget pressures.

Given these pressures, the proposed budget has money allocated to engage a municipal fund advisor to provide guidance on how to leverage our fund balance over the next five (5) years to relieve pressure on ad valorem and other taxes.

Enterprise Funds

The Enterprise Funds of the Town of Pineville consists of the Electric Fund and the ILEC and CLEC Funds for the operation of Pineville Communication System (PCS). PCS is a locally owned internet and telephone company that serves areas of Pineville. These funds are self-sustaining meaning that no General Fund dollars are used to augment their operation. Revenues received through services are used to fund expenditures. The Electric Utility Fund equates to 39% ($14,680,000) of the budget while PCS equates to 9% ($3,289,892) of the budget.

Revenues

Electric. The Town owns and operates an electric distribution system, provides electric services to a portion of Pineville, and contracts with Electricities of NC to manage its daily operations. Participation in the North Carolina Municipal Power Agency #1 for decades has provided a consistent power source for our customers that is majority from nuclear power. Revenues for the Electric Fund are wholly generated by service to customers. Rates for the proposed FY24 Budget are not increased.

PCS. Revenues for PCS are derived from wired telephone service and internet. Currently PCS has 1150 residential and commercial customers with 93% of those customers being residential. The saturation of other internet providers in Pineville (5 other providers) makes it difficult to build revenue over the long term from new customers. Due to this PCS has been focusing on upgrading speed levels that customers choose to increase revenue, which has been working. This focus has increased the revenue line item by $155,000.

The proposed budget does not have any fee increases for customers.

Expenses

Electric. The largest expense in the Electric Fund is the cost of power that we purchase from the Catawba Nuclear Power Plant. This expense is just over $8 million dollars. The Town is working with NCMPA1 on a plan that could significantly reduce our cost of power over the next ten (10) years.

Capital Improvements are the second leading expense in the Electric Fund and play a large role. This year we are proposing to spend $3.1 on CIP-related expenses. These investments are for the new growth in neighborhoods that have been approved as well as undergrounding some electric lines for beautification and reliability.

The third leading expense in this fund is personnel costs. Just as in the General Fund these costs have seen a dramatic increase over the last several years as we try to compete with private companies such as Duke for qualified staff as well as local contractors. The cost for personnel services is $1.7 million.

PCS. The leading expense for PCS is capital projects. This is due to the new developments going in as well as trying to convert our copper infrastructure to fiber to become more competitive. The fund is anticipating spending $669,000 on capital projects.

The second leading expense is personnel related. The team members who work for PCS are a critical part of the operation. They provide excellent customer service to customers and are the reason why this enterprise fund has done as well as they have. Investments in these employees through an 8% COLA and up to a 3% merit increase is worth the expense and they deserve this for their hard work.

PCS generates enough revenue to pay for operational and maintenance costs. However, when you factor in capital costs the enterprise must routinely pull from fund balances. This is not a sustainable long-term strategy for PCS.

Budget Pressures

Electric. Due to the growth of Pineville and the energy requirements of industries going into the Carolina Logistics Park a new substation will need to be built that will cost about $5.5 million. The town will also have to secure land for the substation. Another capital project will be the construction of a new building that is estimated to cost around $11.5 million. This will allow the town to consolidate a lot of the different storage areas that Electric currently uses into one space.

To create a plan and map out how to pay for these future projects the proposed budget has a rate study planned for the upcoming fiscal year. Much like the study planned for the General Fund this will allow the town to determine how to best leverage fund balances and costs for services moving forward in a coherent and thoughtful manner.

PCS. As stated previously the largest pressure for PCS comes from the saturation of this area with competition. Most customers view internet service as a commodity and look for the cheapest option. This makes it hard for PCS to compete with national carriers and is why customer service plays such a key role in the operation.

Building out the infrastructure is also a pressure because of the cost. If PCS did not have to build out infrastructure into new neighborhoods revenues would cover operational and maintenance expenses.

Closing Remarks

In 2022 Town Council set six Pillars to guide them and the town's spending over the next two years. For the FY24 Budget staff have worked hard to craft the budget around these Pillars. Each one of these Pillars is reflected in the proposed FY24 Budget. Those Pillars are:

1. Arts and Cultural Resources
2. Economic Development and Innovation
3. Growth and Natural Resources
4. Organizational Excellence
5. Safe, Vibrant, and Healthy Community
6. Transportation and Transit

Finally, I would like to thank each of the Department Managers, as they have been an integral part of the budget development process. Each department manager really looked at their respective budgets and presented to me items that were necessary for the daily operation of their department. I would also like to thank our Finance Director, Mr. Christopher Tucker, for his assistance with the creation of the proposed budget. Christopher works hard on putting the information together and getting all of the changes positioned into the document and took a very active role this year in production of the FY24 Budget.

I would also like to thank each of the Town Council members for their direction and insight into how they envision both the short and long-term future of the Town. Your knowledge and input has been a tremendous resource for us as we worked through the development of the proposed budget. We are excited about the new details provided in this budget, and we feel confident that the Town is taking steps forward and improving upon what is truly a great place to live, work, and play.

Respectfully,

Ryan Spitzer
Town Manager
Town of Pineville

ADMINISTRATION

Notary – $3
~~Copies (8.5 x 11) – $.15 per page~~
Audio/Information on available media – ~~$10~~ $5
Returned Check –$35

PLANNING AND LAND DEVELOPMENT

Sign Permit – ~~$25~~ $40
Zoning Verification – ~~$30~~ $100
~~Copies (8.5 x 11) – $.15 per page~~
Plotted Maps – ~~$10~~ $40
Standard Maps (printed from regular printer) – $3
~~Large Format Scans – $20/page~~
Subdivision Ordinance – 50 pages, $7.50
Zoning Ordinance – 234 pages, ~~$35~~ $38
Overlay District (color) – 60 pages, $30
~~Audio/Information on available media – $10~~
Returned Check- $35

Subdivisions:
Preliminary Plan Residential (Major) – $500 ~~plus $5 per lot/unit~~
Preliminary Plan Residential (Minor) – $150 ~~plus $5 per lot~~
Preliminary Plan Commercial, Mixed-Use, and All Other – ~~$800 plus $5 per lot~~ $500
Lot Recombination – $50

Final Plats:
Final Residential Subdivision Plat ~~(Major)~~- $250
~~Final Residential Subdivision Plat (Minor) – $200~~
Final Plat All Others – ~~$200~~ $250
Revisions to Final Plats – $100

Variances and Appeals:
~~Subdivision Variance or Appeal – $350~~
~~Residential Variance or Appeal (Individual Homeowner) – $200~~
~~Commercial, Mixed-Use, and All Other Variance or Appeals – $400~~
Variance or Appeals – $500

Rezoning and Conditional Uses:
~~Rezoning - $1,000~~
~~Conditional Site Specific Zoning and Rezonings - $1,000~~
Rezoning, Conditional Zoning Plans, and Conditional Plan Amendments - $1,000

Text Amendments:
Text Amendments to Town Ordinances - ~~$400~~ $500

Site Plan Review:
Sketch Plan Review - $0
Class I All Individual Residential Permits (where required) such as accessory structures, additions, etc. – $30
Class II Accessory Non-Residential Permits (where required) such as ATM's, dumpsters, walls, fences, etc. - $75
Class III parking lots, façade modifications, canopies, change of uses, and expansions up to 5,000 sq ft. - $100
Class IV Construction and Expansion from 5,000 to 30,000 sq ft. - $200
Class V Construction, Expansion, and Similar over 30,000 sq ft. - $500
Re-Review Fee (3rd and subsequent reviews) – $50/hour

UTILITIES

Deposits:

Residential (Rental only) -	Electric: $125 / Telephone: $60 per line
Commercial -	Electric: $400 / Telephone: $60 per line
Restaurant/Lounge -	Electric: $1,000 / Telephone: $60 per line

Reconnect Fees:

Residential -	Electric: $50 / Telephone: $10 / Internet: $50
Commercial -	Electric: $200 / Telephone: $10 / Internet: $50

Meter Tampering- $150
Returned Check- $35
~~Copies (8.5 x 11) – $.15 per page~~

Pineville Communication Systems:
Residential Phone Line – ~~$27.00~~ $28.06 (does not include tax, toll, features or long distance)
Commercial Line Rates – ~~$37.00~~ $38.53 (Single - not including tax, toll, features or long distance)

Residential Broadband Packages –
50 MBps - $45.95
100 MBps - $55.95
200 MBps - $75.95
300 MBps - $92.95
1 GBps - $105.95

Commercial Broadband Packages –
50 MBps - $100.95
100 MBps - $125.95
200 MBps - $165.95
300 MBps - $200.95
1 GBps - $299.95

POLICE

~~Police Report Copies – $2~~
Audio/Information on available media – $5
Fingerprinting – $15 per card
Commercial Vehicle Permit - $25 per day Monday-Friday / $50 Saturday
Golf Cart Permit - $25
Returned Check- $35
Gold Exchange Permit: Fingerprinting per Employee - $40
False Alarms - 1st & 2nd – No Charge 3rd & 4th - $50 per
5th and up - $100 per

PARKS AND RECREATION

The Hut Rental Fees (All rentals require a $100 refundable deposit):

Wedding Package -	Resident - $1000		With Backyard - $1100
	Non-Resident - $1200		With Backyard - $1400
Weekday Rentals -	Resident - $350		
	Non-Resident - $550		
Weekend Rentals -	Resident –	5 Hrs - $450	8 Hrs - $600
		Extra Hour - $50	Backyard - $150
	Non-Resident-	5 Hrs - $650	8 Hrs - $800
		Extra Hour - $75	Backyard - $250

Audio / Video Rentals:
Screen Only - $50
Microphone Only - $50
All A/V Equipment - $250

Belle Johnson Community Center Rental Fees (All rentals require a $50 refundable deposit):
Dining Room (Monday-Thursday) (Residents Only) - $15 per hour
Dining Room & Kitchen – Resident - $25 per hour Non-Resident - $50 per hour
Gym Rentals:
Resident - $25 per hour Non-Resident - $35 per hour For-Profit: $50 per hour
Guest Fee Open Gym - $5 per day

Shelter Rentals:
Small Shelters (Jack Hughes Park and Lake Park)

Weekday Rental (M-TH) –	Resident –	Half Day - $10	All Day - $20
	Non-Resident –	Half Day - $40	All Day - $80
Weekend Rental (F-Sun) –	Resident –	Half Day - $25	All Day - $50
	Non-Resident –	Half Day - $60	All Day - $120

Medium Shelter (Lake Park)

Weekday Rental (M-TH) –	Resident –	Half Day - $15	All Day - $30
	Non-Resident –	Half Day - $55	All Day - $110
Weekend Rental (F-Sun) –	Resident –	Half Day - $25	All Day - $50
	Non-Resident –	Half Day - $75	All Day - $125

Large Shelter (Lake Park)

Weekday Rental (M-TH) –	Resident –	Half Day - $25	All Day - $50
	Non-Resident –	Half Day - $75	All Day - $150
Weekend Rental (F-Sun) –	Resident –	Half Day - $40	All Day - $60
	Non-Resident –	Half Day - $100	All Day - $175

Outdoor Stage (Lake Park) $50 per hour

Summer Camp Fees:

First Child	Resident - $80 per week	Non-Resident - $100 per week
Second Child	Resident - $70 per week	Non-Resident - $90 per week

After Camp Fees:

Any Child	Resident - $30 per week	Non-Resident - $40 per week

Other Recreation Programs not listed:
Some program fees are based on the number of participants or set by the outside instructor.

Fall Fest:

Arts and Crafts	(10 X 10) -	Resident - $50	Non-Resident - $100
	(10 X 20) -	Resident - $100	Non-Resident - $175
Business Vendors	(10 X 10) - $150		
	(10 X 20) - $300		
Non-Profit	(10 X 10) -	Resident - $50	Non-Resident - $100
	(10 X 20) -	Resident - $100	Non-Resident - $125

Food Tent / Cart -	(10 X 10) -	Resident - $150	Non-Resident - $300
	(10 X 20) -	Resident - $175	Non-Resident - $350
Food Truck / Trailer -		Resident - $350	Non-Resident - $375

Arts in the Park:

Arts and Crafts (10 X 10) -	Resident - $25	Non-Resident - $50
Food Truck / Trailer -	Resident - $100	Non-Resident - $100

Jack Hughes Park Fields:

Field Rentals

Fields 1-4 –	Resident –	~~$12 / Hr.~~ $16 / Hr.
	Non-Resident –	~~$20 / Hr.~~ $24 / Hr.
Stadium –	Resident –	~~$15 / Hr.~~ $25 / Hr.
	Non-Resident –	~~$35 / Hr.~~ $45 / Hr.
Field 3 / Multipurpose –	Resident –	~~$15 / Hr.~~ $20 / Hr.
	Non-Resident –	~~$30 / Hr.~~ $35 / Hr.
Lights –	Resident –	~~$10 / Hr.~~ $20 / Hr.
	Non-Resident –	~~$20 / Hr.~~ $30 / Hr.
Field Preps –	Baseball Field Prep	~~$30~~ $40
	Multipurpose field Prep	~~$35 / Half $50 / Full.~~ $45 / Half $60 / Full
Gate / Parking Fees	~~24% of collected parking gate fees~~	Flat Rate $250 / Weekend

Race Permit - $200

ORDINANCE NO. _____

TOWN OF PINEVILLE, NORTH CAROLINA
FISCAL YEAR 2023-2024 BUDGET ORDINANCE

BE IT ORDAINED by the Town Board of Pineville, North Carolina:

Section One. The following amounts are hereby appropriated in the General Fund at the function level for the operation of the town government and its activities for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

General Government	$	2,800,974
Public Safety		9,518,307
Public Works - Transportation		1,752,080
Public Works - Environmental Protection		1,036,752
Recreation - Admin / Parks		670,117
Recreation - Tourism		1,421,735
Debt Service		1,842,035
Contingency		200,000
TOTAL GENERAL FUND APPROPRIATIONS	$	19,242,000

Section Two. It is estimated that the following revenues will be available in the General Fund for fiscal year beginning July 1, 2023 and ending June 30, 2024:

Ad Valorem Taxes - Property	$10,527,000
Ad Valorem Taxes - DMV	365,000
Payment in Lieu of Taxes	40,000
Powell Bill	260,000
Franchise Taxes	1,000,000
Local Option Sales Tax	3,071,000
Stormwater Fees	450,000
Occupancy Tax	300,000
Prepared Food and Beverage Tax	800,000
U Drive It Tax	300,000
Miscellaneous Revenue	2,029,000
Transfers from Other Funds	-
Investment Earnings	100,000
Fund Balance Appropriated	-
TOTAL GENERAL FUND REVENUES	$19,242,000

Section Three. The following amounts are hereby appropriated at the fund level in the Emergency Telephone System Fund for the operation of the emergency telephone operations for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

Emergency System Operations and Capital Outlay	$	200,000

Section Four. It is estimated that the following revenues will be available in the Emergency Telephone System Fund for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

Fund Balance Appropriated	$	200,000
Investment Earnings		-
	$	200,000

Section Five. The following amounts are hereby appropriated at the fund level in the Electric Fund for the operation of the electric utility for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

Electric Operations and Capital Outlay	$	14,680,000

Section Six. It is estimated that the following revenues will be available in the Electric Fund for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

Electric Usage Charges	$	14,552,000
Investment Earnings		92,000
Other Revenues		36,000
Fund Balance Appropriated		-
TOTAL ELECTRIC FUND REVENUES	$	14,680,000

Section Seven. The following amounts are hereby appropriated in the ILEC Telephone Fund for the operation of the telephone utility for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

ILEC Telephone Operations and Capital Outlay	$	1,219,640
Transfer to Other Funds		438,626
	$	1,658,266

Section Eight. It is estimated that the following revenues will be available in the ILEC Telephone Fund for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

ILEC Charges	$	1,157,100
Investment Earnings		-
Fund Balance Appropriated		501,166
TOTAL ILEC TELEPHONE FUND REVENUES	$	1,658,266

Section Nine. The following amounts are hereby appropriated in the CLEC Telephone Fund for the operation of the telephone utility for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

CLEC Telephone Operations and Capital Outlay	$	1,631,626

Section Ten. It is estimated that the following revenues will be available in the CLEC Telephone Fund for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

CLEC Charges	$	1,193,000
Transfer from Other Funds		438,626
TOTAL CLEC TELEPHONE FUND REVENUES	$	1,631,626

Section Eleven. The following amounts are hereby appropriated in the Rate Stabilization Fund for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

Rate Stabilization	$	-

Section Twelve. It is estimated that the following revenues will be available in the Rate Stablization Fund for the fiscal year beginning July 1, 2023 and ending June 30, 2024:

Fund Balance Appropriated	$	-
Investment Earnings		-
	$	-

Section Thirteen. There is hereby levied a tax at the rate of twenty eight and 1/2 cents ($0.285) per one hundred dollars ($100) valuation of property as listed for taxes as of January 1, 2023 for the purpose of raising the Ad Valorem Tax revenue listed in the General Fund in Section 2 of this ordinance. This revenue is based on a total valuation of property for the purposes of taxation of $3,731,036,967 and an estimated rate of collection of 99.0%.

TOTAL TAX RATE PER ONE HUNDRED DOLLARS ($100) APPRAISED VALUATION FOR GENERAL FUND	$	0.2850

Revenue Neutral: In property reevaluation years, North Carolina General Statute 159-11 requires each taxing unit to publish the tax rate that would bring forth the same revenues from the newly valued tax base.
The revenue-neutral tax rate would be:

REVENUE-NEUTRAL TAX RATE PER ONE HUNDRED DOLLARS ($100) APPRAISED VALUATION FOR GENERAL FUND	$	0.2450

Section Fourteen. The fees, rates and charges as shown in Attachment A are amended effective as of July 1, 2023 for the purpose of billing and raising revenues as set forth in the foregoing estimates of revenues, and in order to finance the foregoing appropriations.

Section Fifteen. The Budget Officer and/or Finance Director are hereby authorized to transfer appropriations as contained herein under the following conditions:

a. Amounts may be transferred between line-item expenditures within a function without limitation or notification. These changes should not result in increases in recurring obligations such as salaries.

b. Amounts up to $50,000 may be transferred between functions, including contingency appropriations, within the same fund. An official report on such transfers must be made at the next regular meeting of the Governing Board.

c. Amounts may not be transferred between funds, except as approved by the Governing Board in the Budget Ordinance as amended

Section Sixteen. Copies of this Budget Ordinance shall be furnished to the Clerk to the Governing Board and to the Budget Officer and Finance Officer to be kept on file by them for their direction in the disbursement of funds.

Adopted this 13th day of June, 2023.

Mayor John Edwards

Attest:

Town Clerk Lisa Snyder

Town of Pineville

FY24 Electric Rate Recommendations Summary

Recommended By: David Lucore, Electric Systems Manager

Date: April 21, 2023

Schedule 11 – Residential Service: No Change

Schedule 12 – Residential Service – All Electric: No Change

Schedule 13 – Small Commercial Service: No Change

Schedule 14 – Medium Commercial Service: No Change

Schedule 15 – Large Commercial Service: No Change

Schedule 16 – Very Large Commercial Service: No Change

Schedule 17 – 3,000 kW+ Commercial Service: No Change

Schedule 18 – Outdoor Lighting Service: No Change

Schedule LM – Load Management Rider: No Change

Schedule REPS – Renewable Energy Portfolio Standards (REPS) Charge:

	FY23	FY24
Residential	$0.85	$0.84
Commercial	$4.65	$4.58
Industrial	$47.92	$47.20

Electric Rate Rider RECR-1 – Renewable Energy Credit Rider:

	FY23	FY24
On-Peak Energy	$0.0321	$0.04041
Off-Peak Energy	$0.0110	$0.01366

Add Economic Development Rider - EDR1:

The Economic Development Rider will provide discounted electric rates to new electric customers who meet the qualifications of the Rider. The Rider is attached to the next page.

Town of Pineville

ECONOMIC DEVELOPMENT RIDER

Electric Rate Rider-EDR1

AVAILABILITY

This rider is available only to new commercial or industrial loads which begin receiving service after July 1, 2019 and is available in conjunction with service under any of the Town's commercial or industrial electric rate schedules. The demand of the new load must equal or exceed 300 kW during at least three months of a twelve-month period, and the energy usage shall equal at least a 50% load factor during one month each calendar year.

Any customer desiring to receive service under this rider shall provide written notification to the Town of such desire. Such notice shall provide the Town with information concerning the load to be served and the Customer's facilities and shall provide the basis that the characteristics of the load will meet the minimum eligibility requirements of the electric rate schedule to which this rider applies.

All terms and conditions of the electric rate schedule applicable to the Customer shall apply to service supplied to the Customer except as modified by this Rider.

MONTHLY CREDIT

The Customer will receive a Monthly Credit on the bill calculated on the then-effective electric rate, whichever is applicable to the Customer. The schedule of Monthly Credits will be calculated as described below under the heading "Application of Credit".

APPLICATION OF CREDIT

Beginning with the date of which service under the then-effective electric rate is to commence for the eligible load, a Monthly Credit based on the following schedule will be applied to the total bill, including Basic Facilities Charge, Demand Charges, Energy Charges, Purchased Power Adjustment, or Minimum Bill, excluding other applicable riders and special charges, if any.

PERIOD	DISCOUNT
Months 1-12	30%
Months 13-24	20%
Months 25-36	10%
Months 37-48	5%

CONTRACT PERIOD

Prior to receiving service under this rider, the Customer must complete a service agreement to purchase electricity from the Town. The contract will terminate at the end of 48 months after commencing.

EFFECTIVE DATE

The rider shall be effective for qualifying customers receiving permanent electrical service after July 1, 2019.

Memorandum

To: Mayor and Town Council

From: Linda Gaddy

Date: 5/18/2023

Re: FY24 Pay Plans

Please find the following presentation and supporting documents (pay plans) for discussion as part of the budget discussion. These have been updated to include the proposed 8% COLA across the board, and are planned to be implemented effective July 5, 2023, if approved.

Linda Gaddy

Town of Pineville Compensation Plan FY24

May 22, 2023

Linda Gaddy, HR Director

DeLane Huneycutt, HR Consultant

Goals

- To plan for implementing the 8% Cost of Living Increase across the board for FY24, and
- Realign the Grades on the Police Sworn Officers Step Pay Plan to assure even spreads, and appropriate promotional increases.

Why?

- Difficult to hire and retain quality staff given the competitive labor market
- Rising labor pay rates in general due to the steep rise of the Cost of Living in the last year.
- The spreads between some grades in the Police Step pay Plan were not evenly distributed.

Classification & Pay Plan FY24

Town of Pineville Classification & Pay Plan

2023-2024

Salary Grade	Job Title	FLSA Status	Min. 80% MP	Midpoint	Max 120% MP
11	Recreation Assistant	NE	$29,881	$37,352	$44,822
12	Receptionist	NE	$31,375	$39,219	$47,063
13	Customer Service Representative	NE	$32,944	$41,180	$49,416
	Maintenance Technician	NE	$32,944	$41,180	$49,416
	Parks Maintenance Technician	NE	$32,944	$41,180	$49,416
	Storm Water Technician	NE	$32,944	$41,180	$49,416
14	Senior Customer Service Representat	NE	$34,591	$43,239	$51,887
	Senior Storm Water Technician	NE	$34,591	$43,239	$51,887
	Apprentice Systems Technician	NE	$34,591	$43,239	$51,887
15	Billing & Collection Coordinator	NE	$36,320	$45,400	$54,480
	Administrative Assistant	NE	$36,320	$45,400	$54,480
	Police Records Clerk	NE	$36,320	$45,400	$54,480
	Accounting Technician	NE	$36,320	$45,400	$54,480
16	Property & Evidence Technician	NE	$38,136	$47,670	$57,204
	Telecommunicator	NE	$38,136	$47,670	$57,204
17	Senior Accounting Technician	NE	$40,044	$50,055	$60,066
	Systems Technician	NE	$40,044	$50,055	$60,066
	Code Enforcement Officer	NE	$40,044	$50,055	$60,066
	Records & Accrediation Manager	NE	$40,044	$50,055	$60,066

Salary Grade	Job Title	FLSA Status	Min. 80% MP	Midpoint	Max 120% MP
18	Building Maintenance Technician	NE	$42,045	$52,556	$63,067
	Fleet Manager	NE	$42,045	$52,556	$63,067
	Assistant Telecommunications Superv	NE	$42,045	$52,556	$63,067
19	Athletic Coordinator	NE	$44,148	$55,185	$66,222
	Marketing & Sales Manager	NE	$44,148	$55,185	$66,222
	Planning Technician	NE	$44,148	$55,185	$66,222
	Program Events Coordinator	NE	$44,148	$55,185	$66,222
	Special Events Coordinator	NE	$44,148	$55,185	$66,222
	Human Resource Assistant	NE	$44,148	$55,185	$66,222
20	Planner	NE	$46,354	$57,943	$69,532
	Public Works Crew Leader	NE	$46,354	$57,943	$69,532
	Parks Maintenance Crew Leader	NE	$46,354	$57,943	$69,532
	Telecommunications Supervisor	Exempt	$46,354	$57,943	$69,532
	Sr. System Tech/Assistant Tech Superv	NE	$46,354	$57,943	$69,532
21	Crime Analyst	NE	$48,673	$60,841	$73,009
	Accountant	Exempt	$48,673	$60,841	$73,009
22			$51,106	$63,883	$76,660
23			$53,661	$67,077	$80,492
24	Town Clerk	Exempt	$56,345	$70,431	$84,517
	Central Office Database Technician	NE	$56,345	$70,431	$84,517

Salary Grade	Job Title	FLSA Status	Min. 80% MP	Midpoint	Max 120% MP
25	Network Database Technician	NE	$59,162	$73,952	$88,742
	Systems Tech Supervisor	NE	$59,162	$73,952	$88,742
26			$62,119	$77,649	$93,179
27			$65,225	$81,531	$97,838
28			$68,487	$85,608	$102,730
29	Human Resources Director	Exempt	$71,911	$89,888	$107,866
30	Parks & Recreation Director	Exempt	$75,507	$94,383	$113,260
	Public Works Director	Exempt	$75,507	$94,383	$113,260
31	Planning Director	Exempt	$79,282	$99,102	$118,922
32	Telecommunications Director	Exempt	$83,246	$104,057	$124,868
33		Exempt	$87,408	$109,260	$131,112
34	Finance Director	Exempt	$91,779	$114,724	$137,669
35		Exempt	$96,368	$120,460	$144,552
36		Exempt	101186.5	$126,483	$151,780
	Town Manager	Exempt	$122,715	$153,393	$184,072

Classification & Pay Plan FY24

Temporary category staff

- There are 12 Temporary status long-term employees who work from 200 to 900 hours per year each
- They will receive an 8% increase as well at a cost of $4075 based on their current hours

Police Step Pay Plan

Town of Pineville Police Classification & Pay Plan
2023-2024

Positions	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17	Step 18	Step 19
Police Officer	18	$49,557	$50,796	$52,066	$53,368	$54,702	$56,070	$57,471	$58,908	$60,381	$61,890	$63,438	$65,024	$66,649	$68,315	$70,023	$71,774	$73,568	$75,407	$77,293
Administrative Officer / Detectiv	19	$52,035	$53,336	$54,670	$56,036	$57,437	$58,873	$60,345	$61,854	$63,400	$64,985	$66,610	$68,275	$69,982	$71,731	$73,524	$75,363	$77,247	$79,178	$81,157
Corporal	20	$54,637	$56,003	$57,403	$58,838	$60,309	$61,817	$63,362	$64,946	$66,570	$68,234	$69,940	$71,689	$73,481	$75,318	$77,201	$79,131	$81,109	$83,137	$85,215
Sergeant	22	$60,101	$61,603	$63,143	$64,722	$66,340	$67,998	$69,698	$71,441	$73,227	$75,058	$76,934	$78,857	$80,829	$82,850	$84,921	$87,044	$89,220	$91,450	$93,737
Lieutenant	24	$66,111	$67,764	$69,458	$71,194	$72,974	$74,798	$76,668	$78,585	$80,550	$82,563	$84,627	$86,743	$88,912	$91,134	$93,413	$95,748	$98,142	$100,595	$103,110
Police Major / Captain	26	$72,722	$74,540	$76,403	$78,314	$80,271	$82,278	$84,335	$86,443	$88,605	$90,820	$93,090	$95,417	$97,803	$100,248	$102,754	$105,323	$107,956	$110,655	$113,421
Police Chief	34	$101,811	$104,356	$106,965	$109,639	$112,380	$115,189	$118,069	$121,021	$124,046	$127,148	$130,326	$133,584	$136,924	$140,347	$143,856	$147,452	$151,138	$154,917	$158,790

New Hire Guidelines (Effective 4/1/2015)

Step 1	No experience &/or no Degree
Step 3	Two (2) years of experience &/or Associate Degree
Step 5	Four (4) years of experience &/or Bachelor's Degree
Step 6	Five (5)+ years of experience

Introductory Period

Effective 4/1/2015, upon successful completion of a six (6) month introductory period, incumbents will be eligible to receive a one (1) step increase.

Promotional Guidelines

Effective 4/1/2015, when an incumbent is promoted to a higher grade, he/she will receive the equivalent of a 7.5% increase and placed into the corresponding step of the new grade. If the 7.5% increase is less than the minimum salary for the new position, the incumbent will move to Step 1 of the new grade. At the completion of the introductory period in the new position, he/she is eligible for another one step increase (for a total max increase of 10% at the conclusion of the introductory process).

*Police Officer to Detective and Detective to Police Officer considered Lateral Move and will move to the corresponding step to keep the same pay.

Police Step Pay Plan

Realigning percentages between grades to avoid leapfrogging and compression:

From Rank	To Rank	Percent Between Ranks
Police Officer	Administrative Officer / Detective	5%
Administrative Officer / Detectiv	Police Corporal	5%
Police Corporal	Police Sergeant	10%
Police Sergeant	Police Lieutenant	10%
Police Lieutenant	Police Major / Captain	10%
Police Major / Captain	Police Chief	40%

Rank	Average Scale Increase Percent
Police Officer	8.0%
Administrative Officer / Detectiv	8.1%
Police Corporal *	7.0%
Police Sergeant	8.1%
Police Lieutenant	13.2%
Police Major / Captain	7.7%
Police Chief	8.1%

* Additonal Lump Sum to 8%

Fire Step Pay Plan

Town of Pineville Fire Classification & Pay Plan

2023-2024

Position	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17	Step 18	Step 19	Step 20
Firefighter Driver	20	$49,561	$50,800	$52,070	$53,372	$54,707	$56,074	$57,476	$58,913	$60,386	$61,895	$63,443	$65,029	$66,655	$68,321	$70,029	$71,780	$73,574	$75,414	$77,299	$79,231

Introductory Period

Upon successful completion of a six (6) month introductory period, incumbents will be eligible to receive a one (1) step increase

Questions?

Town of Pineville Classification & Pay Plan

2023-2024

Salary Grade	Job Title	FLSA Status	Min. 80% MP	Midpoint	Max 120% MP
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13	Customer Service Representative	NE	$32,944	$41,180	$49,416
	Maintenance Technician	NE	$32,944	$41,180	$49,416
	Parks Maintenance Technician	NE	$32,944	$41,180	$49,416
	Storm Water Technician	NE	$32,944	$41,180	$49,416
14	Senior Customer Service Representative	NE	$34,591	$43,239	$51,887
	Senior Storm Water Technician	NE	$34,591	$43,239	$51,887
	Apprentice Systems Technician	NE	$34,591	$43,239	$51,887
15	Billing & Collection Coordinator	NE	$36,320	$45,400	$54,480
	Administrative Assistant	NE	$36,320	$45,400	$54,480
	Police Records Clerk	NE	$36,320	$45,400	$54,480
	Accounting Technician	NE	$36,320	$45,400	$54,480
16	Property & Evidence Technician	NE	$38,136	$47,670	$57,204
	Telecommunicator	NE	$38,136	$47,670	$57,204
17	Senior Accounting Technician	NE	$40,044	$50,055	$60,066
	Systems Technician	NE	$40,044	$50,055	$60,066
	Code Enforcement Officer	NE	$40,044	$50,055	$60,066
	Records & Accrediation Manager	NE	$40,044	$50,055	$60,066
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	Fleet Manager	NE	$42,045	$52,556	$63,067
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	Planning Technician	NE	$44,148	$55,185	$66,222
	Program Events Coordinator	NE	$44,148	$55,185	$66,222
	Special Events Coordinator	NE	$44,148	$55,185	$66,222
	Human Resource Assistant	NE	$44,148	$55,185	$66,222
20	Planner	NE	$46,354	$57,943	$69,532
	Public Works Crew Leader	NE	$46,354	$57,943	$69,532
	Parks Maintenance Crew Leader	NE	$46,354	$57,943	$69,532
	Telecommunications Supervisor	Exempt	$46,354	$57,943	$69,532

	Sr. System Tech/Assistant Tech Supervisor	NE	$46,354	$57,943	$69,532
21	Crime Analyst	NE	$48,673	$60,841	$73,009
	Accountant	Exempt	$48,673	$60,841	$73,009
22			$51,106	$63,883	$76,660
23			$53,661	$67,077	$80,492
24	Town Clerk	Exempt	$56,345	$70,431	$84,517
	Central Office Database Technician	NE	$56,345	$70,431	$84,517
25	Network Database Technician	NE	$59,162	$73,952	$88,742
	Systems Tech Supervisor	NE	$59,162	$73,952	$88,742
26			$62,119	$77,649	$93,179
27			$65,225	$81,531	$97,838
28			$68,487	$85,608	$102,730
29	Human Resources Director	Exempt	$71,911	$89,888	$107,866
30	Parks & Recreation Director	Exempt	$75,507	$94,383	$113,260
	Public Works Director	Exempt	$75,507	$94,383	$113,260
31	Planning Director	Exempt	$79,282	$99,102	$118,922
32	Telecommunications Director	Exempt	$83,246	$104,057	$124,868
33		Exempt	$87,408	$109,260	$131,112
34	Finance Director	Exempt	$91,779	$114,724	$137,669
35		Exempt	$96,368	$120,460	$144,552
36		Exempt	101186.5	$126,483	$151,780
	Town Manager	Exempt	$122,715	$153,393	$184,072

Realigning percentages between grades to avoid leapfrogging and compression:

From Rank	To Rank	Percent Between Ranks
Police Officer	Administrative Officer / Detective *	5%
Administrative Officer / Detective	Police Corporal	5%
Police Corporal	Police Sergeant	10%
Police Sergeant	Police Lieutenant	10%
Police Lieutenant	Police Major / Captain	10%
Police Major / Captain	Police Chief	40%

Rank	Average Scale Increase Percent
Police Officer	8.0%
Administrative Officer / Detective	8.1%
Police Corporal *	7.0%
Police Sergeant	8.1%
Police Lieutenant	13.2%
Police Major / Captain	7.7%
Police Chief	8.1%

* Additonal Lump Sum to 8%

Town of Pineville Fire Classification & Pay Plan
2023-2024

Position	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17	Step 18	Step 19	Step 20
Firefighter Driver	20	$49,561	$50,800	$52,070	$53,372	$54,707	$56,074	$57,476	$58,913	$60,386	$61,895	$63,443	$65,029	$66,655	$68,321	$70,029	$71,780	$73,574	$75,414	$77,299	$79,231

Introductory Period

Upon successful completion of a six (6) month introductory period, incumbents will be eligible to receive a one (1) step increase

Town of Pineville Police Classification & Pay Plan
2023-2024

Positions	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10	Step 11	Step 12	Step 13	Step 14	Step 15	Step 16	Step 17	Step 18	Step 19
Police Officer	18	$49,557	$50,796	$52,066	$53,368	$54,702	$56,070	$57,471	$58,908	$60,381	$61,890	$63,438	$65,024	$66,649	$68,315	$70,023	$71,774	$73,568	$75,407	$77,293
Administrative Officer / Detective	19	$52,035	$53,336	$54,670	$56,036	$57,437	$58,873	$60,345	$61,854	$63,400	$64,985	$66,610	$68,275	$69,982	$71,731	$73,524	$75,363	$77,247	$79,178	$81,157
Corporal	20	$54,637	$56,003	$57,403	$58,838	$60,309	$61,817	$63,362	$64,946	$66,570	$68,234	$69,940	$71,689	$73,481	$75,318	$77,201	$79,131	$81,109	$83,137	$85,215
Sergeant	22	$60,101	$61,603	$63,143	$64,722	$66,340	$67,998	$69,698	$71,441	$73,227	$75,058	$76,934	$78,857	$80,829	$82,850	$84,921	$87,044	$89,220	$91,450	$93,737
Lieutenant	24	$66,111	$67,764	$69,458	$71,194	$72,974	$74,798	$76,668	$78,585	$80,550	$82,563	$84,627	$86,743	$88,912	$91,134	$93,413	$95,748	$98,142	$100,595	$103,110
Police Major / Captain	26	$72,722	$74,540	$76,403	$78,314	$80,271	$82,278	$84,335	$86,443	$88,605	$90,820	$93,090	$95,417	$97,803	$100,248	$102,754	$105,323	$107,956	$110,655	$113,421
Police Chief	34	$101,811	$104,356	$106,965	$109,639	$112,380	$115,189	$118,069	$121,021	$124,046	$127,148	$130,326	$133,584	$136,924	$140,347	$143,856	$147,452	$151,138	$154,917	$158,790

New Hire Guidelines (Effective 4/1/2015)

Step 1	No experience &/or no Degree
Step 3	Two (2) years of experience &/or Associate Degree
Step 5	Four (4) years of experience &/or Bachelor's Degree
Step 6	Five (5)+ years of experience

Introductory Period

Effective 4/1/2015, upon successful completion of a six (6) month introductory period, incumbents will be eligible to receive a one (1) step increase.

Promotional Guidelines

Effective 4/1/2015, when an incumbent is promoted to a higher grade, he/she will receive the equivalent of a 7.5% increase and placed into the corresponding step of the new grade. If the 7.5% increase is less than the minimum salary for the new position, the incumbent will move to Step 1 of the new grade. At the completion of the introductory period in the new position, he/she is eligible for another one step increase (for a total max increase of 10% at the conclusion of the introductory process).

*Police Officer to Detective and Detective to Police Officer considered Lateral Move and will move to the corresponding step to keep the same pay.