

**TOWN OF MCADENVILLE COUNCIL AGENDA  
TUESDAY, JANUARY 11, 2022 @ 6:00 PM  
163 MAIN STREET, MCADENVILLE, NC**

- 1. CALL TO ORDER, PLEDGE OF ALLEGIANCE & INVOCATION**
- 2. OATH OF OFFICE:** The Honorable Jim Robinette, Mayor, Town of McAdenville will administer the oath of office for reelected Board member Greg Richardson.
- 3. ADJUSTMENT & APPROVAL OF JANUARY AGENDA:** Items will only be added or removed upon approval of the Mayor and Town Council.
- 4. APPROVAL OF MINUTES:** Regular meeting of December 14, 2021.
- 5. PRESENTATION OF AUDIT FOR FISCAL YEAR ENDING JUNE 30, 2021:** Mr. Robert W. Adams, CPA with Butler and Stowe, will present the Town of McAdenville's Audit Report for Fiscal Year ending June 30, 2021.
- 6. REQUEST TO SPEAK:** Eric Clay, CBC MECCA, will present renderings of the proposed signage for the Dynamo 31 building upfit project at 102 Main Street. Consideration is being requested for a dimension variance on the signage located in the rear of the facility that faces the McAdenville Lake.
- 7. SOUTH FORK RIVER HEALTH COMMITTEE (SFRHC):** Greg Richardson will present a Memorandum of Understanding (MOU) for Council's consideration which formalizes the participating stakeholder's collaboration on implementing the SFRHC's action plan.
- 8. POLICE DEPARTMENT REPORT:** Chief Adams, Cramerton Police Department, will be present to report on police activity for the month of December and address any concerns of Council.
- 9. STAFF REPORT:** Lesley Dellinger will provide updates on the following items.
  - a. Water System – (1) upgrades at Complex 46 (2) PRV replacement
  - b. LYNX Silver Line – Next Steps
- 10. OPPORTUNITY FOR PUBLIC COMMENT:** This is an opportunity for members of the public to address items to the Mayor and Council. Speakers are asked to stand, state their name and address for the record, and limit comments to no more than five minutes.
- 11. COUNCIL GENERAL DISCUSSION:** This is an opportunity for the Mayor and Council to ask questions for clarification, provide information to staff, or place a matter on a future agenda.
- 12. CLOSED SESSION:** Discussion of a Personnel Matter as permitted under **GS143-318.11(a)(6)**.

**ADJOURN**

## **TOWN OF MCADENVILLE MINUTES DECEMBER 14, 2021**

The McAdenville Town Council met in regular session on Tuesday, December 14, 2021, at 5:00 PM in the Council Chambers of Town Hall located at 163 Main Street, McAdenville N.C.

### **PRESENT:**

Mayor Jim Robinette and Mayor Pro-tem Jay McCosh; Council Members: Reid Washam, Carrie Bailey, and Joe Rankin. Also in attendance: Attorney Chris Welchel, Police Captain Debbold, and Town Administrator/Clerk Lesley Dellinger. Council Member Greg Richardson was absent.

### **CALL TO ORDER:**

Mayor Robinette called the meeting to order at 5:00 PM and led in the Pledge of Allegiance. Carrie Bailey opened the meeting with prayer.

### **OATH OF OFFICE:**

The Honorable Jim Robinette, Mayor of McAdenville, administered the Oath of Office for recently reelected Council Members Carrie Bailey and Jay McCosh. The Oath of Office for Greg Richardson was continued to the January 11<sup>th</sup> meeting. Richardson was absent due to a death in the family.

### **ADJUSTMENT & APPROVAL OF AGENDA:**

The December Agenda was approved by motion of Mayor Pro-tem McCosh, second by Reid Washam with the following changes: Items 7. Request to Speak and 8. South Fork River Health Committee were removed from the agenda; and Item 10. Police Department Report was moved to follow the consent agenda so Captain Debbold could leave to manage the Christmas lights.

### **APPOINTMENT OF MAYOR PRO TEMPORE:**

The General Statutes direct that the Town Council, at its organizational meeting, elect a Mayor Pro Tempore, who is to serve at its pleasure. The direct role of the pro tem is to preside over council meetings and attend meetings in the Mayor's absence. Jay McCosh stated that he has been honored to serve as Mayor Pro-tem but felt that a member of Council that was retired and had more availability to attend functions during normal business should be considered. He motioned that Councilman Reid Washam be appointed to serve as Mayor Pro-tem. This motion was seconded by Joe Rankin with unanimous vote.

### **CONSENT AGENDA:**

Upon motion of Joe Rankin, second of Carrie Bailey and unanimous vote, the following items were approved on the December Consent Agenda.

- a) Approved the Regular Meeting Minutes of November 9, 2021.
- b) Approved Council's 2022 meeting schedule. Meetings will continue to be held on the second Tuesday of each month beginning at 6:00 PM except for the December meeting which will begin at 5:00 PM.
- c) Approved the reappointment of Jay McCosh as McAdenville's Centralina Regional Council Delegate for 2022.

**POLICE DEPARTMENT REPORT:**

Captain Debbold stated that traffic control for the Christmas Town event was running smoothly and that very few complaints have been received. Town Staff agreed that complaint calls/emails submitted to Town Hall have been minimal. Captain Debbold added that one slip and fall incident had occurred near the pond in which EMS was called. Fortunately the person involved in the incident was treated onsite and did not require transport to the hospital.

Carrie Bailey questioned the damaged guardrail on Lakeview Drive near rainbow bridge. Captain Debbold was unaware of an accident report in that area and stated that he would have to follow up. Carrie then added that she had registered one call for service during the Christmas lights and that the CPD was quick to respond.

**SITE PLAN REVIEW – GREENWAY ENTRANCE IMPROVEMENTS:**

David Ledford, owner of J. David Ledford Design, was in attendance to present the proposed development plan for the McAdenville Greenway entrance and parking. The plans include expanding the existing parking lot with entry/exit to Lakeview Drive, adding a picnic area and canoe/kayak storage, along with lighting and landscaping recommendations. Mr. Ledford provided an overview of the various design elements and answered questions from Council. Following discussion, Carrie Bailey motioned to accept the site plan for improvements to the McAdenville Greenway submitted by J. David Ledford Design. The motion was seconded by Joe Rankin and approved with unanimous vote.

**CRAMERTON ANNEXATION AGREEMENT:**

An Interlocal Cooperation Agreement was signed in July of 2007 allowing Cramerton to annex 22.656 acres located in the city limits of McAdenville for a large residential and commercial development called “The Village at South Fork”. Under this agreement, Cramerton agreed to make annual payments to McAdenville in an amount equal to the current assessed value of the 22.656 acres of the Project, times the current ad valorem tax rate for 25 years. Cramerton’s Finance Director has realized an error in the annual payment calculations which presumably resulted in an overpayment and their Board would like to terminate the agreement. Chris Whelchel stated that he has reviewed the Interlocal Agreement and discussed the proposed overpayments with Cramerton’s Attorney. He has requested that the formulas used to determine the proposed overpayment be provided to McAdenville for independent evaluation. He stated that additional investigation and review is needed, but his current advice to Council is not to terminate the agreement, but rather to amend the agreement to include a true-up at the end. He added that moving forward, payment calculation formulas need to be agreed upon by both parties.

**OPPORTUNITY FOR PUBLIC COMMENT:**

Wayne Wright, 305 Church Street, submitted a written comment that was read by the Town Clerk. Mr. Wright stated that if the Christmas lights were scheduled to turn on at 5:30 PM then traffic control should be in place by 5:00 PM to prevent non-residents from entering the restricted areas of the Village neighborhood. Council agreed this was a problem, but budget constraints prevent extending coverage hours this year.

**COUNCIL GENERAL DISCUSSION:**

Mayor Robinette stated that Fire Chief Lance Foulk and his staff were doing approximately \$3,000 in improvements to the lower-level bathroom at the McAdenville Fire Station and were requesting Council's consideration for a monetary contribution to purchase supplies. Following discussion, Council agreed to contribute \$1,500 toward the renovations and asked that Chief Foulk attend a 2022 budget workshop to discuss additional repairs and improvements needed at the Fire Station facility.

Reid Washam stated that he had attended the Carolina Thread Trail press conference on December 13<sup>th</sup> at the Little Sugar Creek Greenway in Charlotte which officially launched their \$13 million capital campaign. He added that the CTT plans to open two hundred new miles of trail over the next five years and that the event was well attended.

Mayor Robinette said the Gaston Business Association was hosting a newly elected officials' event at Caromont Park on January 12, 2022. He asked staff to forward the invitation and handle reservations for members interested in attending.

Lesley Dellinger thanked the following people for their help with decorating Town Hall for the 2021 Christmas Season: Todd Dickerson & Kalis Egolf for donating the Toy Soldiers for the front columns and assisting Councilman Washam and his wife Suzanne with installing the garland, bows and outdoor lighting; and Betty Robinette for loaning items from her Christmas shop for display in the reception area.

**ADJOURN:**

There being no further business to come before the board, the meeting adjourned at 6:10 PM upon motion of Reid Washam, second by Carrie Bailey and unanimous vote.

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Jim Robinette, Mayor

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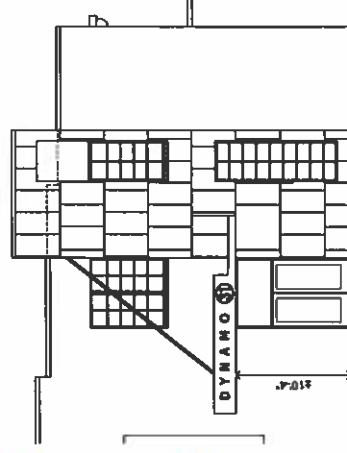
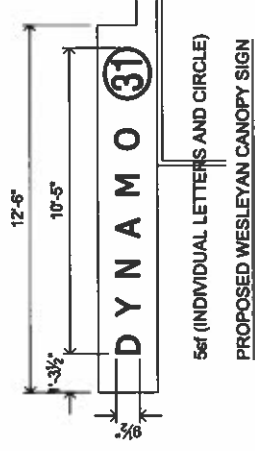
Lesley Dellinger, Town Clerk



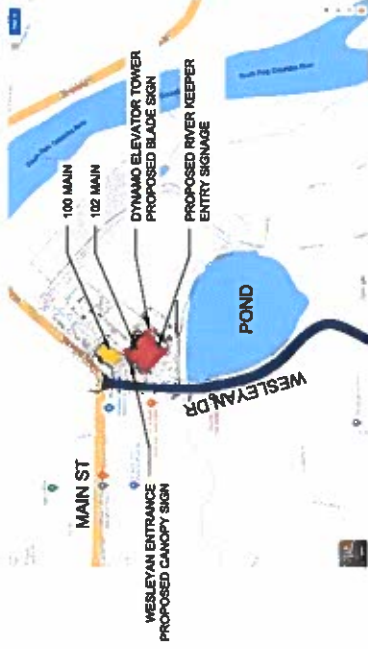
PROPOSED WESLEYAN CANOPY SIGNAGE RENDERING



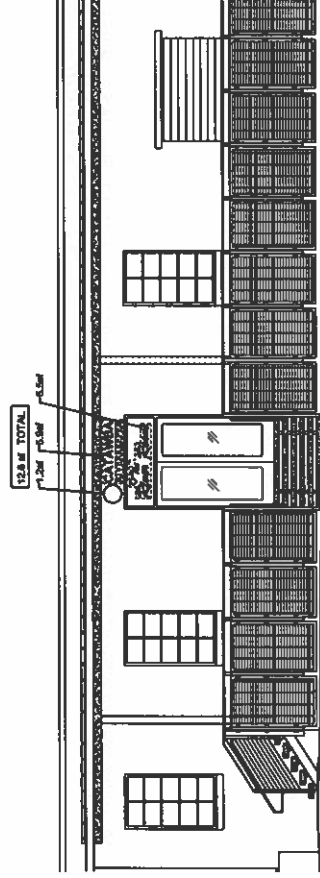
PROPOSED BLADE SIGN RENDERING



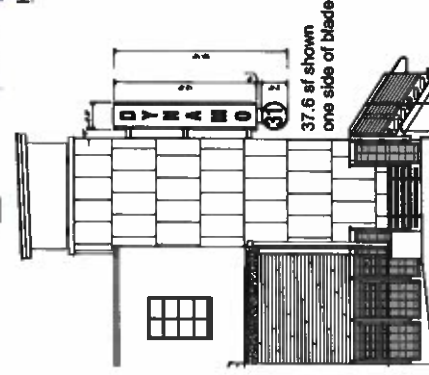
PROPOSED WESLEYAN CANOPY SIGNAGE ELEVATION



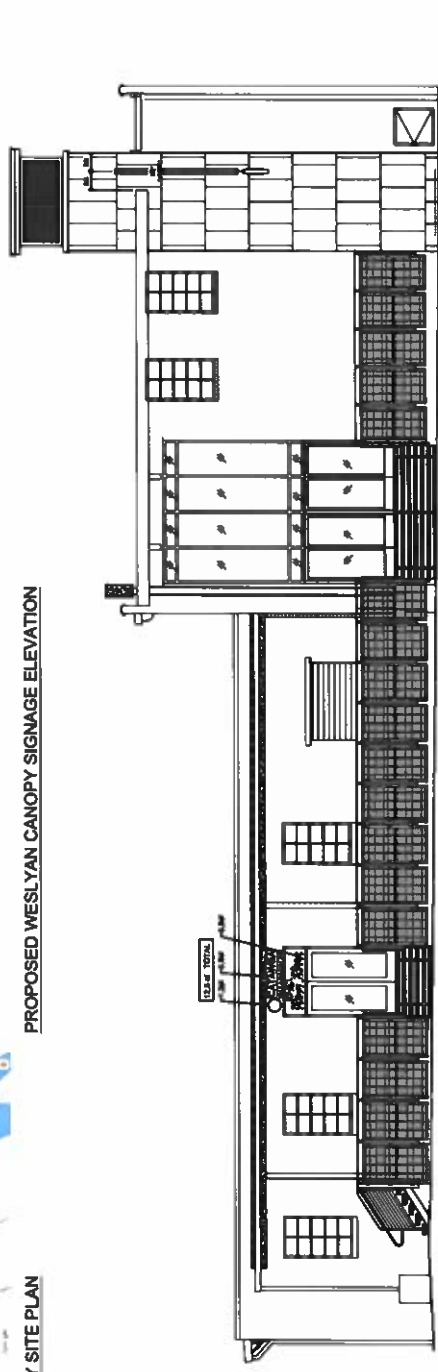
KEY SITE PLAN



CATAWBA RIVERKEEPER PROPOSED SIGNAGE



PROPOSED BLADE SIGN LEFT ELEVATION



ELEVATION



CL HELLT ARCHITECT  
WWW.CLHELLT.COM

# 102 MAIN STREET, McAdenville, NC

1208/21

## **MEMORANDUM OF UNDERSTANDING**

### **FOR SOUTH FORK RIVER HEALTH COMMITTEE ACTION PLAN IMPLEMENTATION**

This Memorandum of Understanding (“MOU”) by and between the undersigned organizations (“Participating Stakeholders”) establishes the intention of the parties to cooperate on implementing the goals and activities outlined in the South Fork River Health Committee (SFRHC) Action Plan.

#### **I. PURPOSE AND SCOPE**

The purpose of the MOU is to specify the agreements and respective responsibilities necessary for implementing the SFRHC Action Plan developed to address the challenges impacting the health of the South Fork River. The SFRHC is comprised of representatives from local governments, area nonprofit organizations, and companies located in the southern Gaston County area of the South Fork River basin, as well as staff from state and federal legislative offices. This voluntary group has engaged in a nine-month long planning process to develop the Action Plan. During the process, the group examined the river’s current state, participated in vision and goal setting exercises, and drafted recommendations for further collaboration.

The Action Plan is organized around two sets of themes that emerged during the planning process and reflect the SFRHC’s collective vision for the river’s future: Connected-Active and Healthy-Resilient. The planning document outlines a set of recommended strategies and associated actions to realize that vision.

#### **II. PARTICIPATING STAKEHOLDER RESPONSIBILITIES**

Each Participating Stakeholder agrees to the following tasks for this MOU:

- Designating an individual to serve as its official representative who will act on behalf of the organization in implementing the Action Plan
- Attending quarterly SFRHC meetings
- Participating in SFRHC subcommittees to coordinate on specific items within the Action Plan
- Providing regular updates to the Participating Stakeholder’s governing body and staff leadership

Several Participating Stakeholders have made financial contributions to help fund this effort. All parties agree to collaborate on identifying funding for local matches required for future grant applications to support Action Plan implementation. The collaboration outlined in this MOU does not obligate any Participating Stakeholders to future financial commitments. All local government financial contributions are subject to the consideration and approval of the entity’s governing body.

The parties agree that additional local governments, nonprofit organizations, and other entities in the South Fork River basin may become a party to this MOU.

The parties also agree that Centralina Regional Council shall provide administrative support to the SFRHC as part of its mission to serve the Centralina region and promote cross-jurisdictional collaboration.

#### **III. TERMS OF UNDERSTANDING**

This MOU shall be effective for each Participating Stakeholder on the date of their signing and be valid for a period of three years after January 1, 2022, upon which the MOU becomes eligible for renewal.

Participating Stakeholders may terminate their individual participation upon 30 days written notice.



**CRAMERTON POLICE DEPARTMENT**  
**MONTHLY REPORT: December, 2021**

**McADENVILLE CONTRACT**

**ARREST TOTALS**

Adult

Juvenile

Felony

Misdemeanor

Traffic

**DWI ARRESTS**

**CALLS FOR SERVICE**

**CASE TOTALS**

Felony

Misdemeanor

Traffic

**DRUG INVESTIGATIONS**

**TRAFFIC CITATIONS**

License Vios.

Registration Vios.

Restraint Vios.

Speeding Vios.

Sign/Signal Vios.

Other Traffic

**TRAFFIC CRASHES**

Damage

Injury

|     | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC  | TOTALS |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|--------|
| 0   | 4   | 4   | 1   | 0   | 1   | 3   | 3   | 6   | 3   | 1   | 2   | 1    | 25     |
| 0   | 4   | 4   | 1   | 0   | 1   | 3   | 3   | 6   | 2   | 1   | 2   | 1    | 24     |
| 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0    | 1      |
| 0   | 0   | 0   | 1   | 0   | 1   | 2   | 2   | 2   | 3   | 1   | 0   | 0    | 12     |
| 0   | 1   | 0   | 0   | 0   | 0   | 1   | 1   | 3   | 0   | 0   | 2   | 1    | 9      |
| 0   | 3   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0    | 4      |
| 0   | 2   | 0   | 0   | 0   | 0   | 0   | 1   | 1   | 0   | 1   | 0   | 0    | 5      |
| 122 | 151 | 182 | 176 | 217 | 158 | 203 | 205 | 199 | 229 | 245 | 236 | 2323 |        |
| 4   | 4   | 1   | 1   | 3   | 3   | 3   | 4   | 2   | 2   | 5   | 1   | 2    | 33     |
| 2   | 1   | 1   | 1   | 3   | 2   | 3   | 2   | 1   | 1   | 1   | 0   | 0    | 17     |
| 2   | 3   | 0   | 0   | 0   | 0   | 0   | 2   | 1   | 1   | 3   | 1   | 2    | 14     |
| 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0    | 1      |
| 0   | 1   | 1   | 0   | 1   | 0   | 2   | 2   | 2   | 1   | 0   | 0   | 0    | 8      |
| 7   | 25  | 10  | 5   | 10  | 6   | 11  | 2   | 1   | 1   | 2   | 24  | 8    | 111    |
| 5   | 9   | 4   | 1   | 3   | 1   | 3   | 1   | 0   | 0   | 2   | 5   | 2    | 36     |
| 1   | 8   | 5   | 4   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 6   | 5    | 30     |
| 0   | 0   | 0   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 1      |
| 1   | 6   | 1   | 0   | 7   | 2   | 6   | 0   | 1   | 1   | 0   | 10  | 1    | 35     |
| 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0      |
| 0   | 2   | 0   | 0   | 0   | 2   | 1   | 1   | 1   | 0   | 0   | 3   | 0    | 9      |
| 2   | 4   | 0   | 1   | 2   | 5   | 4   | 2   | 1   | 1   | 1   | 4   | 0    | 26     |
| 2   | 2   | 0   | 1   | 2   | 2   | 3   | 2   | 0   | 0   | 1   | 3   | 0    | 18     |
| 0   | 2   | 0   | 0   | 0   | 3   | 1   | 0   | 1   | 1   | 0   | 1   | 0    | 8      |

# Gaston County Managers Meeting

November 12, 2021

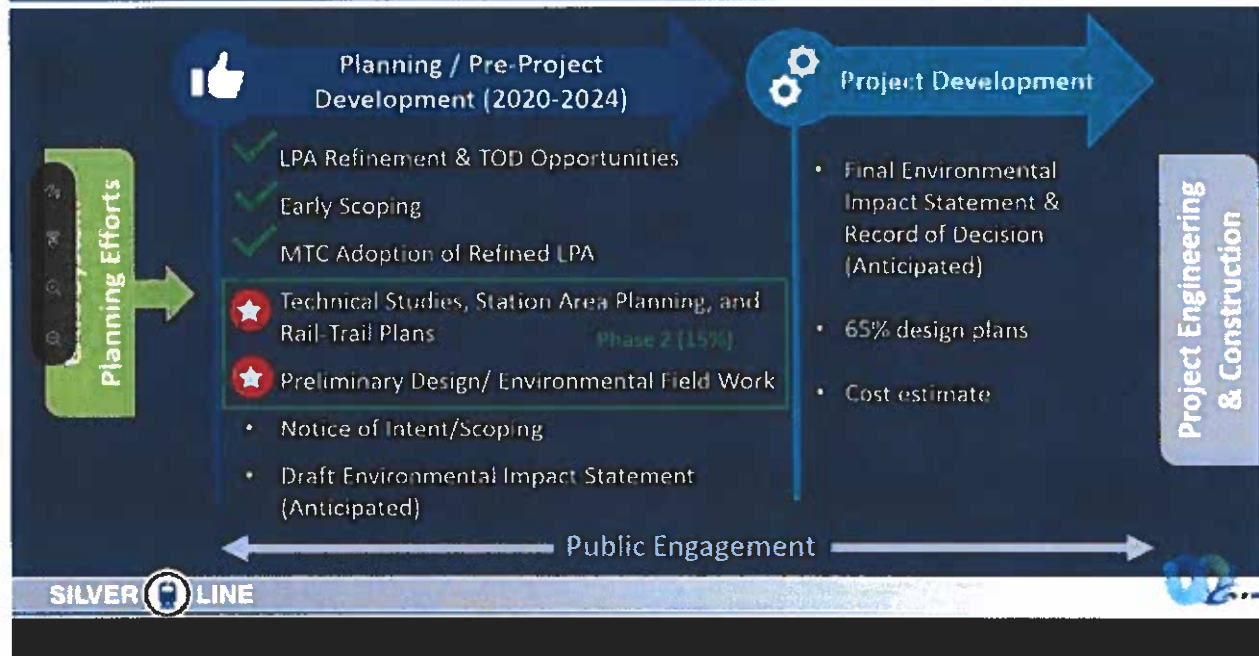
## LYNX Silver Line – Next Steps

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- **Phasing:** CATS staff is recommending a phasing plan as the project moves into 15% design.
    - Why phase?
      - Limited New Starts funding for any particular project phase. Federal funding is extremely competitive.
      - Long Implementation Schedule
      - Local / Regional Financial Commitments needed. There is currently not a governance structure to allow the project to cross county lines. There are funding limitations to Mecklenburg County tax \$\$.
    - Phase A – Gateway Station (Center City) east to Matthews (CPCC Levine)
    - Phase B – Gateway Station west to I-485
  - **15% Engineering and Environmental Field Work**
    - Proceed with Baseline Phasing Scenario (Phase A & B)
    - Continue regional discussions regarding 15% design - - this would include Gaston and Union Counties
    - Rail-Trail incorporation into Silver Line Design contract
    - Safety and Security Coordination
  - **30% Engineering and EIA – would focus on Phase A segment only**
  - **What does this mean for Gaston County?**
    - The project west of I-485 is not included in the 15% design.
  - **What are the benefits of Gaston County moving ahead with 15% design now?**
    - Better definition of the Catawba River Bridge crossing and continued engagement with NCDOT.
    - Continued engagement in the project.
    - Our participation now would push Charlotte to extend the 15% design from I-485 west to the Catawba River (something that is not in their current scope).
    - Will further define the footprint of the project, solidifying the concept of the project. This would allow for ROW reservation along the corridor. It would also allow us to think about future development just off of the corridor, as well as planning for a rail trail.
    - This will provide better definition on station access and what the station in Belmont could look like – visualizations, etc.
    - Continued engagement with Belmont Abbey College for station location.
    - Updated cost estimate for future phases of design and construction.
    - Moving ahead with 15% design would also push Charlotte to re-evaluate their “Phase B”, which currently stops at I-485.
  - **What would this look like for Gaston County with regards to the current design contract that CATS has with WSP for the 15% design?**
    - The funders on the Gaston side would enter into an interlocal agreement with the City of Charlotte.
    - The City of Charlotte would process an amendment to their current contract with WSP.

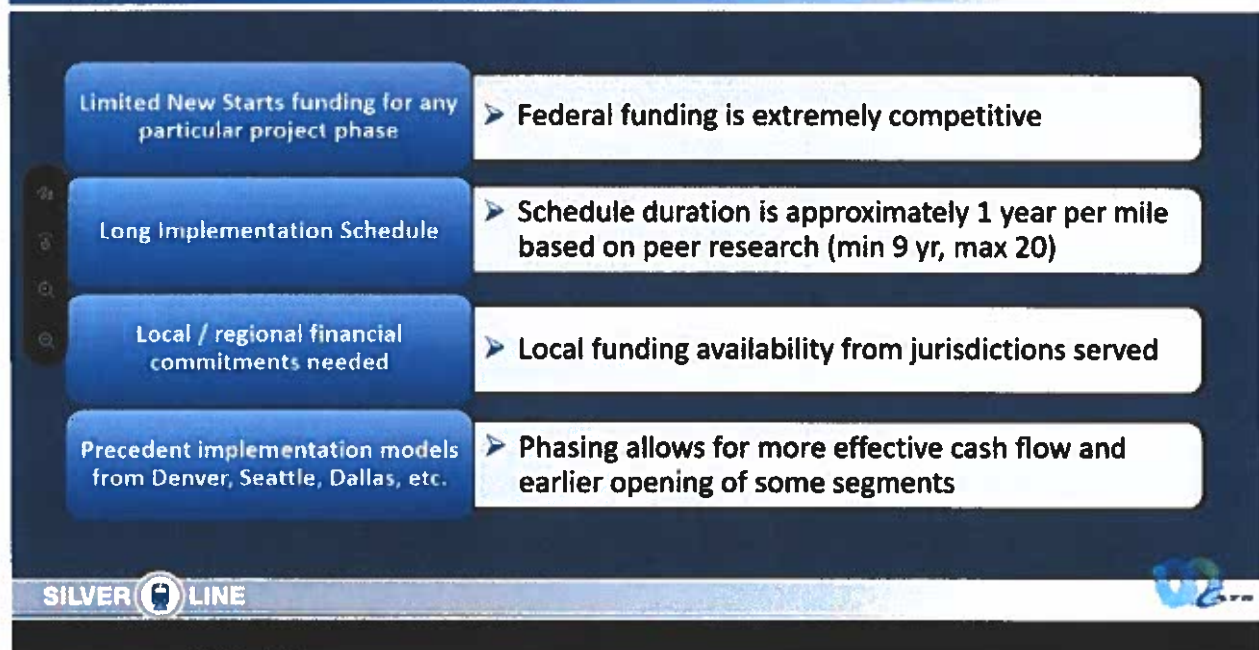
- The City of Charlotte would also process an amendment to include the portion of the corridor from I-485 to the Catawba River. Charlotte would pay for this segment.
  - The additional 15% design work would be on a separate schedule from what is currently underway for I-485 to CPCC in Matthews.
- **Next Steps:**
    - Gaston County and towns/cities need to decide if this is something we want to push forward with. High level cost estimate for 15% design from the middle of the Catawba River to the Belmont proposed station is roughly \$690,000-\$750,000.
    - If we do decide to move forward, we will need to meet with CATS to define the scope. We could use the scope that CATS has right now, but this would probably be tweaked for Gaston.
    - Meet with design consultant to finalize scope and negotiate fee.
    - Work with CATS/City of Charlotte to process a contract amendment.
    - Work with CATS/City of Charlotte to process an interlocal agreement.

This is a window of opportunity that we want to take full advantage of. It is so hard to get momentum back once it is gone, and the prices for the 15% are only going to go up. CATS is presenting the phasing information to the MTC in November, with potential approval by the MTC in December. The current phasing includes 15% design for Phase A and B (I-485 to CPCC) and 30% design for Phase A, which is Gateway Station (Center City) east to Matthews. They noted that it would be great to be able to make a statement regarding Gaston County's desire to push ahead with 15%, even if it is just a statement that Gaston County is having discussions.

## Silver Line Design: Where Are We?



## Why Do We Need to Phase the Silver Line?



# Phasing Considerations

## Logical termini

- Phased segment options must be able to stand on their own and serve a clear purpose prior to future extensions

## Cost Effectiveness: Ridership and Cost estimates

- Segments serving key destinations are likely to have higher ridership
- Segments that are more cost-effective are more likely to obtain federal funding

## Project Length/ Schedule

- Longer segments require longer implementation, delaying public access to the service

## Real Estate Impacts (relocations)

- Segment options have varying real estate impacts in terms of number of residences and businesses affected

## Project Risks

- Segments have varying risks in terms of type, severity, and likelihood of occurring

## Maintenance Facility and Storage Yard

- A new facility is required for daily operations and must be part of the first phase

SILVER LINE



# Capital Cost Estimate Comparisons



## LYNX System Update (2018)

- 2030 Opening = \$6.2B
- Charlotte Moves Analysis 50/50 Phasing = \$3.1B

*\*System plan did not assumed phasing*

## Silver Line 5% Design (2021)

- Phased estimate Phase A & B = \$8.1B (YOE 2039)
- Phasing will extend overall completion date and cost

*\*West cost escalated based on phasing*

*\*Phases outside Mecklenburg County not included at this time*

SILVER LINE



## Reasons for Cost Variance



- More structure (increase from 2 miles to 7 miles)
  - 2 bridges over Wilkinson west of I-485
  - Bridge over I-485
  - Bridge over Billy Graham Pkwy
  - Bridge along entirety of 11<sup>th</sup> Street
- Phasing Silver Line
- Increased escalation rate from 3% to 3.5%

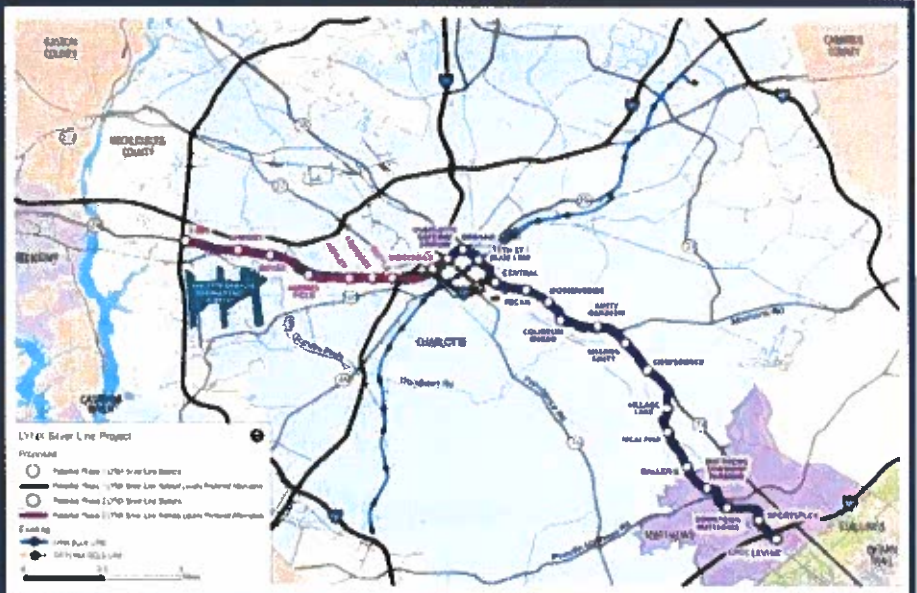
SILVER LINE



## Baseline Phasing Scenario

|                                        | Phase A<br>Southeast<br>CGS to CPCC  | Phase B<br>West<br>CGS to I-485 |
|----------------------------------------|--------------------------------------|---------------------------------|
| Length (mi)                            | 15.1                                 | 7.3                             |
| Capital Cost Estimate (YOE)            | \$5.18                               | \$3.08                          |
| Weekday Ridership (2050) (in progress) | Approx. 19,000                       | Approx. 10,000                  |
| Key Destinations Served                | Blue Line<br>CGS<br>Matthews<br>CPCC | CGS<br>Airport<br>I-485         |
| Completion Date**                      | 2036                                 | 2039                            |

\* Completion date is based on current Silver Line design durations which are different than Infrastrategies system plan  
 \*\* Estimates shown in table are based on initial evaluation using 5% design & pre-NEPA environmental screening



SILVER LINE



# Next Steps

## Public Engagement

- Focused neighborhood public engagement (August – October 2021)
- Public Meetings (October 2021)
- MTC Information (November 2021)
- MTC Action (December 2021/January 2022)



## 5% Engineering and Environmental Field Work

- Proceed with Baseline Phasing Scenario (Phase A & B)
- Continue regional discussion regarding 15% design
- Rail-Trail incorporation into Silver Line Design contract
- Safety and Security Coordination

## 30% Engineering and Environmental Impact Analysis

- Focus on Phase A segment only