



Town of Angier

www.angier.org

Robert K. Smith
Mayor

Richard Hicks
Interim Town Manager

Veronica Hardaway
Town Clerk

BOARD OF COMMISSIONERS WORKSHOP

April 18, 2023

6:30pm

Pledge of Allegiance

Invocation

Approval of Agenda

Presentation

1. **Presentation on Design Build Option**
 - Southeastern Interiors – Jerry Milton
 - Farrior & Sons – Bobby Evans

Business Items:

1. **Ordinance to Demolish Dwelling Located at 272 W. Church St.**
 - a. Consideration and approval to authorize the Code Enforcement Officer to facilitate the demolition of a dwelling located at 272 W. Church St.
2. **Resolution #R007-2023 Endorsing the Multimodal Planning Grant Program**
 - a. Consideration and approval to apply for DOT funding to update Angier's Comprehensive Pedestrian Plan that was adopted in 2014.
3. **Voluntary Annexation Petition submitted by Chris McKinney**
 - a. Consideration and approval of Resolution #R008-2023 to Direct the Clerk to Investigate the Sufficiency of the Petition submitted by Chris McKinney for approximately 40 acres located off Matthew Mills Pond Road (**Harnett** County PIN#: 0673-23-1894).

Closed Session pursuant to NCGS 143-318.11 (a)(6) – to discuss a personnel matter

BUSINESS ITEM #1



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AN ORDINANCE DIRECTING THE CODE ENFORCEMENT OFFICER TO DEMOLISH THE DWELLING ON THE PROPERTY HEREIN DESCRIBED AS UNFIT FOR HUMAN HABITATION

File No. 22-086

Dwelling in Question: 272 West Church Street, Angier, NC 27501

(Harnett PIN: 0673-69-1008.000)

WHEREAS, the Board of Commissioners of the Town of Angier finds that the dwelling described herein is unfit for human habitation under the Town Minimum Housing Code and that all of the procedures of the Minimum Housing Code have been complied with; and

WHEREAS, this dwelling should be demolished and removed as directed by the Housing Inspector; and

WHEREAS, the owner of this dwelling has been given a reasonable opportunity to bring the dwelling up to the standards of the Minimum Housing Code in accordance with NCGS 160D-1203 pursuant to an order by the Housing Inspector on July 15, 2022 and the owner has failed to comply with the order;

WHEREAS, the Harnett County Tax Department has placed a value on the dwelling in question at \$60,090.00 and the Code Enforcement Officer certifies that the cost to repair and improve the dwelling in order to render it fit for human habitation cannot be made at a cost less than fifty percent of the value of the dwelling;

WHEREAS, in accordance with Town Code Section 5-28.10(f), The Angier Board of Commissioners finds that the continuation of the dwelling in its current status would be inimical to the health, safety, morals, and welfare of the town in that the dwelling would continue to deteriorate, would create a fire and safety hazard, would be a threat to children and vagrants, would attract persons intent on criminal activities, would cause or contribute to blight and the deterioration of property values in the area;



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NOW, THEREFORE, BE IT ORDAINED by the Board of Commissioners of the Town of Angier that:

Section 1. The Code Enforcement Officer is hereby authorized and directed to facilitate the demolition of the above described structure in accordance with the Minimum Housing Code and NCGS 160D-1203;

Section 2. The cost of the materials and labor involved shall constitute a lien against the real property upon which the cost was incurred. The lien shall be filed in the office of the County Tax Collector, and shall have the same priority and be collected in the same manner as the lien for special assessments in Article 10 of NCGS Chapter 160A;

Section 3. This Ordinance shall become effective upon adoption.

ADOPTED this 18th day of April, 2023.

Robert K. Smith, Mayor

Veronica Hardaway, Town Clerk



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Problem Property Profile **Demolish Dwelling Request**

GENERAL INFORMATION

Property Location: 272 West Church Street, Angier, NC 27501

Parcel ID # 0673-69-1008.000

Description - 1 LT CHURCH ST 50X150

Property Owner Name: A SQUARE PROPERTY SOLUTIONS LLC – Craig Gentry

Mailing Address - 1629 S MAIN ST FUQUAY VARINA, NC 27526

Property Owner Mailing Address: 1629 S MAIN ST FUQUAY VARINA, NC 27526

Code Section(s) Violated: Article III, Minimum Housing Standards, Section Sec. 5-28.10. - Failure to comply with order.

Demolish Ordinance – Failure to Make Required Repairs As Set In Finding Of Facts Order

Occupancy Status: Unoccupied

Current Status: Investment – Rental Property Unoccupied

Property Details: Construction Date: 1910 (1,438 sq ft)

Transaction History: September 1988 - \$16,000

March 2001 - \$34,000

Purchased By Craig Gentry, August 16, 2016 - Purchase Cost \$20,000

Property Tax Value: Building - \$34,200

Land - \$25,890

Total Value: \$60,090



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Enforcement Action Summary

Date of Complaint: May 24, 2022

Nature of Complaint: Minimum Housing Standards – Single Family Dwelling

Date of Initial Exterior Inspection: May 24, 2022

Visible Signs of Dilapidation to exterior (Damaged foundation, siding, windows, moisture issues)

Date of Initial Request To Inspect: June 1, 2022

First Class Mail
First Class Mail not returned

Date of Complete Inspection: June 15, 2022

(See Inspection Report)

Multiple Violations present – Damaged Flooring Structural, Electrical Hazards, Unsanitary, No Heat Source, Plumbing.

Date of Complaint and Hearing: July 7, 2022

Certified/ First Class Mail/ Posted

Date of Finding Of Facts Order: July 15, 2022

Certified Mail/Received July 19, 2022

Deadline To Comply With FOF: October 17, 2022

Date of Building Permit: September 30, 2022

Building Permit – Const. Cost \$6,000

Date Property Vacated: December 12, 2022

Owner Eviction

Date of Follow Up Inspection: March 13, 2023

No Repairs Complete

Date of Expired Permit: March 30, 2023

6 months / No Inspections



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CHECKLIST OF ATTACHMENTS

(x) Harnett County Ownership Information	
(x) Harnett County Tax Bill Record	
(x) Notice of Complaint Dated	July 7, 2022
(x) Final Notice of Violation	July 19, 2022
(x) Certified Mail Correspondence Receipts	
(x) Photographs Dated	May 24, 2022 – March 13, 2023
(x) Abatement Bid Proposals:	Pending Approval

Comments (Reason for Request) - The condition of the property is one of potential danger or is detrimental to public health or public safety. The property owner has failed to comply with Finding of Facts Order To Repair or Demolish Within 90 Days. Deadline to Comply October 17, 2022.

Notes: Property has a history of Nuisance Violations, 3 within the last two years. No Criminal Activity History. Current Building Permit has expired after six months with no inspections. Owner has failed to comply with Finding of Facts Order.

Town Abatement Request: To Demolish Single Family Dwelling In Violation Of Minimum Housing Standards. Cost to Repair Exceeds 50% of Value

Submitted By: _____, CEO Date: _____

APPROVAL SIGNATURES

Randall Cahoon-Tingle, Planning Director

Richard Hicks, Town Manager

Case# 22-086 ARTICLE III. - MINIMUM HOUSING STANDARDS

Violation: Minimum Housing **G.S. 160D-1201**

Violation Address: 272 West Church Street, ANGIER NC 27501

Property Owner: A SQUARE PROPERTY SOLUTIONS LLC – Craig Gentry

Owner Address: 1629 S MAIN ST FUQUAY VARINA, NC 27526

Current Status: Investment – Rental Property Unoccupied

Property Details: Construction Date: 1910 (1,438 sq ft)

Transaction History: September 1988 - \$16,000

March 2001 - \$34,000

Purchased By Craig Gentry, August 16, 2016 - Purchase Cost \$20,000

Property Tax Value: Building - \$34,200

Land - \$25,890

Total Value: \$60,090

Notes:

May 24, 2022 – Investigation: Nuisance conditions exist, High Grass and Junk Vehicle.

Minimum Housing - Visible signs of deterioration of dwelling to include rotten wood and cracked foundation.

The property has a history of nuisance violations requiring continued work to maintain compliance.

February 19, 2021– File 21-017: Chapter 14 Nuisance / Junk Vehicles

May 24, 2022 – File 22-085 Chapter 14 Nuisance / Junk Vehicles

March 27, 2023 - File 23-076 Chapter 7 Junk Vehicle

June 1, 2022 – Minimum Housing inspection requested based on exterior conditions. Visible signs of deterioration and damaged areas of the dwelling. Request made to inspect interior of the dwelling on June 15, 2022 @10am, issued to the property owners by first class mail.

June 15, 2022 - Inspection complete, see inspection report, and complaint and hearing issued to property owners and tenants by certified / first class mail and onsite posting. Hearing set for @ 10am July 7, 2022 at Town Hall Conference room.

On site during inspection, Property Owner, Craig Gentry and Tenant, Demetria Williams.

July 7, 2022 – Compliant and Hearing set for @ 10am July 7, 2022 at Town Hall Conference room. Attendance: Shannon Hodges, Code Enforcement Officer

No other parties in attendance

July 15, 2022 – Finding of Facts Order issued certified/First class mail and posted onsite. The dwelling is determined to be in violation of the Town of Angier's Minimum Housing requirements. A date of October 17, 2022 is set to comply with the order to repair or demolish.

August 3, 2022 – Phone conversation with Mr. Gentry: He advised that he has received the Finding of Facts letter. He was advised a Hearing was held July 7, 2022. Mr. Gentry advised that he had not received the letter of Hearing. I informed Mr. Gentry the document was issued certified/ first class mail and posted onsite. I allowed Mr. Gentry the opportunity to discuss the matter and conditions that exist. I informed Mr. Gentry, due to the extent of work required that a building permit would need to be obtained. Mr. Gentry was advised that 90 days was allowed to make repairs. He was advised that an inspection was required on Oct. 17, 2022 to confirm all repairs are complete.

August 10, 2022 – Email: Contact with Tenant requesting information on status on M.H. violation. Demetria Cooke Williams, advised that no work on behalf of the owner had begun, no repairs.

September 30, 2022 - Building permit issued and paid by property owner.

Mr. Gentry obtained Building Trade Permit – Estimated Construction Cost \$6,000.

Additional Permits required – Electrical, Plumbing, Mechanical.

December 6, 2022 - Work initiated by property owner, property occupied. Owner has been requested to have property vacated due to current conditions and repair dwelling.

December 12, 2022 – Owner has permit and boarded property, pending repairs. Property is vacated and currently unoccupied.

Interior of dwelling currently being removed back to framing.

March 13, 2023 - Follow up inspection complete: work has been minimal with large portion of the structure in initial stages of construction. Front rooms have been opened and flooring joists have been removed. Structure material has been removed back to framing with electrical wiring exposed. Owner / Contractor has failed to request any inspections on current permit.

§ 160D-1111. Expiration of building permits. A building permit issued pursuant to this Article expires by limitation six months, or any lesser time fixed by ordinance, after the date of issuance if the work authorized by the permit has not been commenced. If, after commencement, the work is discontinued for a period of 12 months, the permit shall immediately expire. No work authorized by any building permit that has expired shall be performed until a new permit has been secured. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, s. 51(a), (b), (d); 2021-88, s. 1(g).)

Sec. 5-28.10. - Failure to comply with order.

(b) If the owner fails to comply with an order to repair, alter, or improve or remove or demolish the dwelling, the code enforcement officer may:

(1) Cause such dwelling to be vacated and removed or demolished.

(2) Cause to be posted on the main entrance of any such dwelling, a placard with the following words: "This building is unfit for human habitation; the use or occupation of this building for human habitation is prohibited and unlawful." Occupation of a building so posted shall constitute a violation of this article.

Case Status: Pending Ordinance to Demolish









BUSINESS ITEM #2



Town of Angier

Robert K. Smith
Mayor

Richard Hicks
Interim Town Manager

Resolution No.: R007-2023
Date Submitted: April 18, 2023
Date Adopted: April 18, 2023

RESOLUTION ENDORSING THE MULTIMODAL PLANNING GRANT PROGRAM FOR THE TOWN OF ANGIER

WHEREAS, the North Carolina Department of Transportation has issued a call for projects for the Multimodal Planning Grant Program; and

WHEREAS, the Town of Angier applied for funds to prepare a Multimodal Plan; and

WHEREAS, the Capital Area Metropolitan Planning Organization (CAMPO) has consistently supported Multimodal Planning initiatives by its member jurisdictions; and

WHEREAS, the Town's proposals are consistent with CAMPO's goals and objectives which seek to "provide, manage and maintain a safe, efficient and sustainable transportation system for all modes, intended to serve all segments of the population" and "encourage walking, bicycling and transit options, integrated with motor vehicle transportation, by providing a transportation system that serves the public with mobility choices"; and

WHEREAS, the rules associated with the Program require that the Town of Angier Board of Commissioners endorse projects inside the corporate boundaries of the municipality; and

WHEREAS, the CAMPO is the MPO for the Capital urbanized area within the Town of Angier and its extraterritorial planning jurisdiction; and

WHEREAS, the Town Board of Commissioners reviewed the proposal and recommended that it be endorsed by the Town Board.

NOW THEREFORE BE IT RESOLVED by the Board of Commissioners for the Town of Angier that it endorses the Bicycle & Pedestrian Planning Grant Initiative proposal of the Town.

Adopted by the Angier Board of Commissioners on this the 18th day of April, 2023, in Angier, North Carolina.

ATTEST:

Robert K. Smith, Mayor

Veronica Hardaway, Town Clerk

NCDOT Multimodal Planning Grant Initiative Overview

Program Background

Communities throughout North Carolina have begun to place more emphasis on providing facilities for travel options beyond single-occupancy vehicle travel. A desire for better modal choices, the demand for more walkable and bikeable communities, and a focus on smart growth initiatives have combined to highlight the need for better, more complete multimodal, bicycle and pedestrian transportation systems. Comprehensive planning documents are an integral part of developing these systems and can guide both local and state efforts to improve conditions for multimodal connections and bicycling and walking.

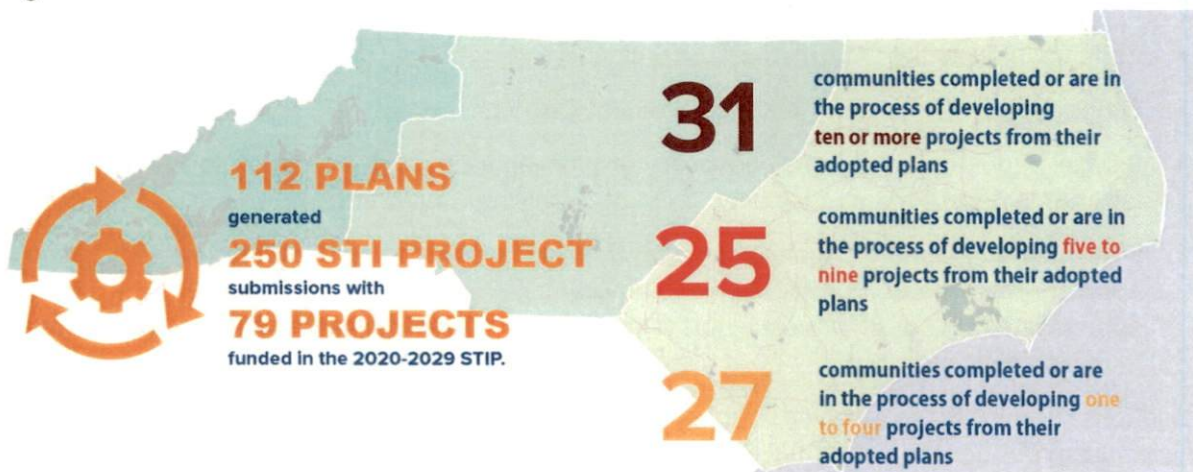


Figure 1 NCDOT Bicycle and Pedestrian Planning Studies Outcomes, 2011-2020

To encourage the development of comprehensive local bicycle plans and pedestrian plans, the NCDOT Integrated Mobility Division (IMD) and the Transportation Planning Division (TPD) created a matching grant program to fund plan development. This program was initiated through a special allocation of funding approved by the North Carolina General Assembly in 2003 along with federal funds earmarked specifically for bicycle and pedestrian planning by the TPD. The planning grant program was launched in January 2004 with 244 plans awarded through 2021. Between 2011-2020, 112 municipal and county plans have been completed, 250 projects submitted through STI Prioritization for funding, and 79 projects funded in the 2020-2029 State Transportation Improvement Program. A total of approximately \$7.5 million has been allocated.

In 2022, the program underwent some changes to better accommodate the shifting needs in North Carolina and to better integrate public transportation and active transportation modes as part of multimodal planning studies. This document is intended to guide grant applicants in identifying the types of planning studies that might be the best fit for them.

Who Can Apply

The following local government entities are eligible to apply for multimodal planning grants:

- Any North Carolina municipality is eligible to apply for a bicycle, pedestrian, or multimodal planning grant
- Municipalities less than 10,000 in population are also eligible to apply for a project acceleration study
- Counties with population less than 100,000 may also apply on behalf of incorporated communities and/or unincorporated areas within their jurisdiction for a bicycle, pedestrian or multimodal planning study.

Due to the limited amount of funding, the following entities are not eligible to apply for a multimodal planning grant:

- Counties with populations greater than 100,000
- Colleges/universities
- Other entities such as Business Improvement Districts
- Bicycle, pedestrian, and transit advocacy groups (although those organizations may provide a letter of support for a municipality or county applying for a grant)
- Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) may not apply for this type of multimodal planning grant; however a resolution of support from the appropriate MPO or RPO is expected as part of the application package from a county or a municipality

Applications submitted and received for previous grant cycles do not carry over — municipalities/counties must re-apply each year to be considered within the current process. Please note that all applications and relevant documents will be accepted online at the [program webpage](#).

A comprehensive **Bicycle or Pedestrian Network Plan** allows a municipality to set a vision for bicycle or pedestrian transportation in their community, plan for a bicycle or pedestrian network, and identify priority bicycle or pedestrian projects in addition to policy recommendations. Municipalities (and counties with populations of less than 100,000) who currently have bicycle plans and/or pedestrian plans, either previously funded through this grant program or otherwise, may also apply to update their plan provided it is at least five years old. Smaller municipalities (below 10,000 population) are eligible to apply for a joint bicycle and pedestrian plan, but still have the option of applying for a stand-alone pedestrian or a stand-alone bicycle plan.

Municipalities/counties with populations of 10,000 and over may choose to apply for funding to undertake either a multimodal plan, a bicycle plan, or a pedestrian plan in any given fiscal year. Municipalities/counties may apply for funding for the other type of plan in subsequent years. Funding is intended to support the development of a multimodal network plan or a comprehensive bicycle or pedestrian transportation plan. If neighboring municipalities wish to file a joint application, please contact IMD for instructions and guidance.

Multimodal Network Plans are intended to go a step further beyond the combined bicycle and pedestrian plans to take into account the interaction between existing transit systems and bicycle and pedestrian transportation networks. A multimodal network plan is not intended to replace a Transit Development Plan/Transit Master Plan that would evaluate potential changes to transit routes and other major transit operations changes. A multimodal network plan is also not meant to replace a Comprehensive Transportation Plan or address roadway capacity issues and roadway mobility recommendations.

In addition to the traditional bike and pedestrian plans and multimodal network plans, IMD also offers funding support for **Project Acceleration Studies**. Available for municipalities with a population of 9,999 or less, these abbreviated plans offer a shorter study schedule and primarily focus on priority project identification and project implementation. Project acceleration plans are intended to evaluate potential red flags and barriers to project implementation and ensure that the top priority projects identified have the required data needed to submit a project for funding through STI prioritization.

Selection of these planning projects will be based on a competitive review process. However, an effort will be made to award grants based not only on the merit of the proposal but to achieve statewide geographic distribution as well. Consideration will be given to funding a cross-section of municipality types.

The eligibility criteria for the plan types are summarized in the table below.

Table 1: Types of Planning Studies and Eligible Applicants

Jurisdiction Type	Stand-Alone Pedestrian Plan or Bicycle Plan or Plan Update	Multimodal Network Plan	Project Acceleration Study
Town or City with Population <5,000	V	V	V
Town or City with Population between 5,000 and 9,999 and no transit	V	V	V
Town or City with Population between 5,000 and 9,999 and existing transit	V	V	V
Town or City with Population >10,000	V	V	
Counties <100,000	V	V	
Counties <100,000 with fixed or deviated fixed transit		V	

How Does a Plan Help Your Community?

Planning is the first step of the implementation process for all transportation projects. A community seeking to implement a multimodal improvement project would typically undertake the following steps:

- **Planning:** a Comprehensive Transportation Plan, Metropolitan Transportation Plan, multimodal network plan or bicycle and pedestrian plan are some examples of planning studies
- **Prioritization for Funding:** this could include an application for state funding through STI Prioritization, applying for funding allocated at a regional level such as STBG-DA or other discretionary funds through an MPO, or allocating local funding sources
- **Programming:** once funding is identified, a project needs to be reflected or programmed in the State Transportation Improvement Program (STIP) or local Capital Improvement Program (CIP) with funding source and timeframe noted
- **Project Development:** this step involves project design and environmental permitting, building up to right-of-way acquisition phase
- **Implementation:** bidding and construction

See Figure 2 below illustrating some of the generalized steps in the planning-to-implementation process. For a more detailed description of project development process in North Carolina, please refer to the latest NCDOT Integrated Project Delivery (IPD) guidance¹.



Figure 2: From Planning to Implementation

While transportation planning has traditionally focused on planning for vehicles and reducing congestion, creating a multimodal plan allows a community to focus on planning for pedestrians, bicyclists, and transit. In a multimodal plan, a community sets out its vision for enhancing its transportation network across all modes to improve access, mobility, and safety for pedestrians, bicyclists, and transit users of all ages and abilities. In the plan, this vision is supported by mapping a multimodal network and by identifying high priority multimodal projects in the community.

¹ NCDOT Integrated Project Delivery (IPD) Project Delivery Network, June 2021 version available at [NCDOT ProjectDeliveryNetwork Version 2.0.pdf](#). Later versions may be available at the time of the grant application cycle.

The local agency can then work with its Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) to submit identified multimodal projects to the state prioritization process (Strategic Prioritization (STI) or SPOT) for funding. The Strategic Prioritization Process is a data-driven method the state uses to prioritize transportation projects, and it is used to develop the State Transportation Improvement Program (STIP) which is a programmed list of projects that will be funded across the state during a 10-year period. Apart from seeking funding in the STIP through STI Prioritization, a local government project sponsor may also have the option to apply for locally-administered federal grant funding sources such as STBG-DA (Surface Transportation Block Grant-Directly Attributable) or CMAQ (Congestion Mitigation and Air Quality Improvement Program) through the regional MPO process. And some bicycle, pedestrian, and transit stop improvement projects may be funded through local funding sources including Powell Bill funding amounts passed on to municipalities from the state, local transportation bond referendums, Capital Improvement Programs, or additional sources such as economic development grants, a portion of local hotel/motel occupancy tax, or with support from public health foundations and other community non-profit foundations.

As of 2019, NCDOT updated its Complete Streets Policy to require planners and designers to consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects in North Carolina. This policy update means that when a roadway project is being developed, planned multimodal recommendations for the corridor must be considered for inclusion. The jurisdiction's adopted Comprehensive Transportation Plan (CTP) is considered the primary multimodal plan, but locally adopted plans, like multimodal network plans and bicycle and pedestrian plans, are also considered. Localities with existing multimodal plans have an advantage in coordinating complete streets improvements on roadway projects because they have already identified what types of multimodal facilities or accommodations they would like and in which locations.

What is the Right-Sized Plan for My Community?

To help navigate the plan types available through this program, a brief overview of each plan type, which types of communities it might be a good fit for, and end products are outlined below. Please refer to Table 1 above for a summary of what communities may be eligible for what types of plans. Some communities may benefit from multiple plan types, in which case they should choose the plan type that meets the community's greatest needs. A multimodal network plan is considered to be the preferred plan type for communities where existing transit is present, and it is generally recommended that a community completes a multimodal network plan before undertaking more narrowly focused plans.

Plans Types

Multimodal Network Plan

What is it? A comprehensive multimodal network plan allows a municipality to set a vision for multimodal transportation in their community, plan a multimodal network, and identify priority multimodal projects. Creation of a multimodal network plan is the first step to implementation of bicycle, pedestrian, and transit improvements and fosters a more walkable, bikeable and transit-friendly environment.

How is it helpful? Having a plan for a multimodal network and identified projects allows the municipality to better communicate and coordinate their multimodal needs with regional planning organizations and NCDOT during transportation planning and project development.

Who is it for? This type of plan is a good option for municipalities that do not have an existing multimodal plan or would like to update their previous multimodal or bicycle and pedestrian plan.

Products:

- List of short-term and long-term multimodal improvements and implementation plan
 - Improvements could include point projects such as pedestrian crossing improvements and bus stop improvements
 - Linear project recommendations could include sidewalk improvements, shared-use path improvements and on-road bicycle improvements
- Multimodal network map
- Cutsheets for priority projects with additional detail and planning level cost estimates for top 4-6 projects

When to choose this type of plan? A local government would pursue a multimodal network plan rather than a bicycle or pedestrian plan when fixed route or deviated fixed route transit service is present, so that access to transit issues may be explored. A bicycle and pedestrian project acceleration study could be selected in place of a multimodal network plan when a local municipality with population under 10,000 has limited time and budget and would like an abbreviated process to zero in on the top priority projects most likely to move forward to implementation.

Bicycle or Pedestrian Network Plan/or Bicycle and Pedestrian Network Plan Update

What is it? A comprehensive bicycle or pedestrian network plan allows a municipality to set a vision for bicycle or pedestrian transportation in their community, plan for a bicycle or pedestrian network, and identify priority bicycle or pedestrian projects. Creation of a bicycle or pedestrian network plan is likely to be the first step to implementation of bicycle and pedestrian projects and supports a more bicycle-friendly walk-friendly environment.

How is it helpful? Having a plan for a bicycle or pedestrian network and identified projects allows the municipality to better communicate and coordinate their active transportation needs with regional planning organizations and NCDOT during transportation planning and project development. A bicycle or pedestrian planning process also helps with review of existing land use policies to encourage consideration of potential changes to realign local development standards with desired walk-friendly and bicycle-friendly outcomes.

Who is it for? This type of plan is a good option for municipalities that do not have an existing bicycle or pedestrian plan, or their previous plan is at least five years old, and they would like to update it.

Products:

- List of short-term and long-term bicycle and pedestrian improvements and implementation plan
 - Improvements could include point projects such as pedestrian crossing improvements and addressing intersection safety for bicyclists

- Linear project recommendations could include sidewalk improvements, shared-use path improvements and on-road bicycle improvements
- Bicycle or pedestrian network map
- Cutsheets for priority projects, with additional detail and planning level cost estimates for top 4-6 projects

When to choose this type of plan? A local government would pursue a bicycle or pedestrian network plan rather than a multimodal network plan when no fixed route or deviated fixed route transit service is present. A full bicycle or pedestrian network plan allows a municipality to go through more detailed steps in data gathering and stakeholder public engagement as compared with a project acceleration study, so that a larger list of potential projects is considered more fully. A municipality may also select this plan when their existing bicycle or pedestrian plan is more than five years old, and the municipality would like to refresh its priority projects list, account for local growth or changes, and explore new programs and policies to promote walking and bicycling.”

Project Acceleration Plan

What is it? A project acceleration plan is an abbreviated plan that focuses on priority bicycle, pedestrian, and multimodal project identification and project implementation.

How is it helpful? Project acceleration plans focus on efficiently identifying multimodal projects and implementation steps to foster a more walkable, bikeable and transit-friendly environment in communities that might otherwise have difficulty resourcing or funding a multimodal network plan.

Who is it for? A project acceleration plan is meant for municipalities with a population of 9,999 or less.

Products:

- Recommended project inventory organized by category, with cost estimates.
- Prioritized list and maps of short-term and long-term multi-modal improvements.
- 5 to 10 priority project cutsheets.
- Implementation Plan.

When to choose this type of plan? A project acceleration study could be selected in place of a multimodal network plan when a local municipality with population of 9,999 or less has limited time and budget and would like an abbreviated process to zero in on the top priority projects most likely to move forward to implementation. This could also be a good fit for a municipality that has recently completed extensive planning and public and stakeholder engagement and transportation needs evaluation as part of another study (i.e. a comprehensive plan or a CTP) but would like to identify and further prepare for implementation priority bicycle, pedestrian and multimodal projects.

BUSINESS ITEM #3



Town of Angier

Robert K. Smith
Mayor

Richard Hicks
Interim Town Manager

Resolution No.: R008-2023
Date Submitted: April 18, 2023
Date Adopted: April 18, 2023

A RESOLUTION OF THE TOWN OF ANGIER DIRECTING THE TOWN CLERK TO INVESTIGATE AN ANNEXATION PETITION RECEIVED UNDER GENERAL STATUTE § 160A – 58.1

WHEREAS, the Town of Angier has received a Petition requesting Annexation of an area described in said Petition of a 40 acre tract of land located on Matthews Mill Pond Road, Angier, NC inclusive to a portion of Harnett County Parcel Pin # 0673-23-1894.000; and,

WHEREAS, the Petition to Annexation was submitted on April 12, 2023 by Chris McKinney and is scheduled to go before the Town of Angier Board of Commissioners during its April 18, 2023 meeting for Consideration to Direct the Clerk to Investigate;

WHEREAS, the General Statute § 160A – 58.2 provides that the Sufficiency of the Petition shall be Investigated by the Town of Angier Clerk before further Annexation Proceedings may take place; and,

WHEREAS, the Town Board of Commissioners of The Town of Angier Deems it Advisable to Proceed in Response to this Request for Annexation; and,

THEREFORE, BE IT RESOLVED, by the Mayor and Town of Angier Board of Commissioners that:

The Town of Angier Clerk is hereby Directed to Investigate the Sufficiency of the Aforementioned Petition and to Certify as soon as Possible to the Town Board of Commissioners the result of her Investigation.

Adopted by the Angier Board of Commissioners on this the 18th day of April, 2023.

ATTEST:

Robert K. Smith, Mayor

Veronica Hardaway, Town Clerk



Town of Angier
 Planning Department
 58 N. Broad St. E., NC 27501
 P.O. Box 278, Angier, NC 27577
 Phone: 919-331-6702
 Fax: 919-639-6130

Annexation Petition

Submittal Checklist

Please include all of the following (check off). If any information is missing from the application package, you will be asked to complete the application and re-submit the petition, so please check the list below carefully before you submit:

<input checked="" type="checkbox"/>	In which county (or counties) is the property to be annexed located? <input checked="" type="checkbox"/> Harnett <input type="checkbox"/> Wake	
<input checked="" type="checkbox"/>	Electronic Word document of the written metes and bounds must be e-mailed to: rcahoon-tingle@angier.org	
<input type="checkbox"/>	Boundary Survey to be recorded upon approval or an existing recorded plat showing the above written metes and bounds description of the property to be annexed. This document must be submitted electronically in .pdf format.	
<input type="checkbox"/>	Applicant has had a pre-application conference with the Planning Director in the past three (3) months? This is required prior to submittal of an annexation petition. Scheduled Appt.: _____	
<input type="checkbox"/>	Copy of Approved Preliminary Site Plan or Final Site Plan or	Copy of Subdivision Plat submitted for lot recording approval
<input type="checkbox"/>	Projected Market Value of Development at build-out (land and improvements).	
<input type="checkbox"/>	General Annexation Area Data: Linear feet of public streets, total annexation area acreage, number of proposed residential units or square footage of commercial space, type of utility connections involved, specific land uses proposed.	
<input type="checkbox"/>	This application form completed, <u>dated and signed</u> by the property owner(s) and attested submitted by the deadlines.	
Required, but often missing information. Please make sure to include the following:		
<input type="checkbox"/>	Correct Parcel Identification Number(s) (PIN). Call Harnett County Geographic Information Services at 910-893-7523 or Wake County Geographic Information Services at 919-856-6370, if there is any question about the parcel identifier. This is very important. Please indicate if the property being requested for annexation is only a portion of an existing parcel.	
<input type="checkbox"/>	Owner's Signatures and Date of Signatures. See page 3 of this application. All real property owners must sign the application, and the <u>date of signature</u> MUST be filled in!	
<input type="checkbox"/>	Corporate Seal for property owned by a corporation.	
<input type="checkbox"/>	Rezoning Application, if the property is currently outside Town of Angier.	

Annexation Petition

Submittal Deadlines

Petitions for annexation are accepted by the Town of Angier Planning Department at any time. There is a fee required for submittal of an annexation petition of \$250 (*this fee does not include recordation fees*). The annexation will become effective immediately upon adoption of the annexation ordinance at the scheduled public hearing unless notified otherwise by the Town Clerk.

(The Town of Angier reserves the right to make exceptions to this general processing schedule when necessary.)

Summary Information / Metes and Bounds Descriptions

Development Project Name MATHEW MILL Pond Place

Street Address 316/375/ MATTHEWS Mill Pond Rd.

Town of Angier Subdivision approval #
_____ or _____

Building Permit Transaction #
_____ or _____

Site Plan approval # for multi-family

Harnett or Wake County Property Identification Number(s) list below

P.I.N. 0673-231894

P.I.N.

P.I.N.

P.I.N.

P.I.N.

P.I.N.

Acreage of Annexation Site 40 ACRES

Linear Feet of Public Streets within Annexation Boundaries

Annexation site is requesting Town of Angier

Water ☒

and/or Sewer ☒

Number of proposed dwelling units 96

Type of Units:

Single Family _____

Townhouse ☒

Condo _____

Apartment _____

Building Square Footage of Non-Residential Space

Specific proposed use (office, retail, warehouse, school, etc.)

Projected market value at build-out (land and improvements) \$

Person to contact if there are questions about the petition

Name CHRIS McKINNEY

Address 152 River haven Dr. Statesville NC 28677.

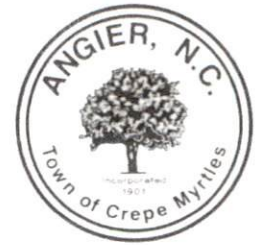
Phone 336-684-7636

Fax #

Email mcki5555@gmail.com



Town of Angier
P.O. Box 278
Angier, NC 27501
919-639-2071



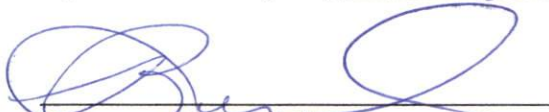
Lewis Weatherspoon
Mayor

Veronica Hardaway
Town Clerk

Gerry Vincent
Town Manager

State of North Carolina, County of Wake
I, Betty Remick, A Notary Public for said County and State, do hereby certify that
Christopher D McKinney, a manager for
CBD-MMP JV LLC, a limited liability company,
personally appeared before me this day and acknowledged the due execution of the foregoing instrument
on behalf of the partnership.

Witness my hand and official seal, this the 11 day of April, 2023
My commission expires 9-20, 2026.


Notary Public



Complete if property is owned by a PARTNERSHIP

Petitioned Property PIN #: 0673-23-1894

The area to be annexed is owned by the partnership CBD-MMP JV LLC.
(Print Partnership Name)

Of which all partners agree to this petition. (Each signature must be notarized as below)

Christopher David McKinney  4/11/2023
(Print Partner Name) (Signature) (Date)

(Print Partner Name) (Signature) (Date)

(Print Partner Name) (Signature) (Date)

(Print Partner Name) (Signature) (Date)

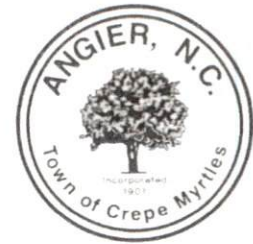


Town of Angier

P.O. Box 278

Angier, NC 27501

919-639-2071




Lewis Weatherspoon
Mayor

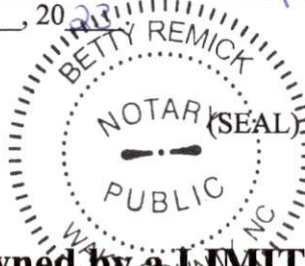
Veronica Hardaway
Town Clerk

Gerry Vincent
Town Manager

State of North Carolina, County of Wake
I, Betty Remick, A Notary Public for said County and State, do hereby certify that
Christopher D. McKinnay, a partner in CBD-MMP JV LLC personally
appeared before me this day and acknowledged that he/she is Managing Member of
CBD-MMP JV LLC, and acknowledged the due
execution of the foregoing instrument.

Witness my hand and official seal, this the 11 day of April, 2023
My commission expires 9-20, 2023


Notary Public



Complete if property is owned by a LIMITED LIABILITY CORPORATION.

Petitioned Property PIN #: 0673-23-1894

The area to be annexed is owned by the Limited Liability Corporation

CBD-MMP JV LLC
(Print LLC Name)

Of which agrees to this petition.

Christopher David McKinnay Christopher McKinnay 4/11/2023
(Print Manager's Name) (Signature) (Date)

1401 Sunset Drive Suite B
Greensboro NC 27408
(Mailing Address)

(Company Seal)

Matthew S. Willis Register of Deeds

Harnett County, NC

Electronically Recorded

11/17/2022 10:15:23 AM

NC Rev Stamp: \$5,000.00

Book: 4173 Page: 2979 - 2983 (5) Fee: \$26.00

Instrument Number: 2022113522

HARNETT COUNTY TAX ID #

040673 0254

040673 0255

040673 0147

040673 0148

11-17-2022 BY: AG

NORTH CAROLINA GENERAL WARRANTY DEED

Excise Tax: \$5,000.00

Recording Time, Book and Page

Tax Map No.:

Parcel Identifier No.: 040673 0254; 040673 0255; 040673 0147; 040673 0148

Mail after recording to: Douglas Boyette, Brady Boyette PLLC, 1025 Dresser Court, Raleigh, NC 27609

This instrument was prepared by: Brady Boyette PLLC

This Deed made this 10 day of November, 2022, by and between

GRANTOR	GRANTEE
Rebecca S. Partin a/ka Rebecca Stephenson Partin, widower	CBD – MMP JV, LLC, a North Carolina limited liability company
105 Bagley Lane Dunn, NC 28334	Mailing Address: 1401 Sunset Drive, Suite B, Greensboro, NC 27408

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine, or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that certain lot or parcel of land and more particularly described as follows:

See Attached Exhibit A.

All or a portion of the property hereinabove described was acquired by Grantor by instrument recorded in Book 693, Page 508, Book 2179, Page 585, Book 698, Page 825, and Book 722, Page 949, Harnett County Registry.

A map showing the above-described property is recorded in Book of Maps _____, Page _____ and referenced within this instrument.

Submitted electronically by "Brady Law Firm PLLC"
in compliance with North Carolina statutes governing recordable documents
and the terms of the submitter agreement with the Harnett County Register of Deeds.

The above-described property ☒ does ☐ does not include the primary residence of the Grantor.

TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor covenants with the Grantee, that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances, and that Grantor will warrant and defend the title against the lawful claims of all persons whomsoever except for the exceptions hereinafter stated.

Title to the property hereinabove described is subject to the following exceptions:

Ad Valorem Taxes for the year 2022.

Utility Easements and unviolated covenants, conditions or restrictions that do not materially affect the value of the property.

IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal, or if corporate, has caused this instrument to be signed in its corporate name by its duly authorized officer(s), the day and year first above written.

GRANTOR(S):

BY Rebecca S. Partin aka Rebecca Stephenson Partin by Jane Rebecca Tew,
Rebecca S. Partin a/k/a Rebecca Stephenson
Partin by Jane Rebecca Tew, Attorney-in-fact
Attorney-in-fact

STATE OF NC

COUNTY OF Wake

I, the undersigned, a Notary Public for said County and State, do hereby certify that Jane Rebecca Tew, attorney in fact for Rebecca S. Partin a/k/a Rebecca Stephenson Partin, appeared before me this day, and being by me duly sworn, says that (s)he executed the foregoing and annexed instrument for and on behalf of the said Rebecca S. Partin, and that her authority to execute and acknowledge said instrument is contained in an instrument duly executed, acknowledged, and recorded in the Office of the Register of Deeds in the County of Harnett, State of North Carolina, on the 24th day of March 2015, in Book 3292, Page 283 and that this instrument was executed under and by virtue of the authority given by said instrument granting her power of attorney.

My Commission Expires: 1/12/2026

Jessica L. Tarducci
 Notary Public

Print Notary Name: Jessica L. Tarducci



EXHIBIT A**Parcel A:**

BEGINNING at a point in the centerline of State Road 1510 (Matthews Mill Pond Road), said point being a distance of 0.35 miles Southwest of the intersection of S.R. 1510 and N.C. Highway 55; thence South 85 degrees 42 minutes 20 seconds East 30 feet to a new iron pipe on the Eastern right-of-way of S.R. 1510; thence continuing South 85 degrees 42 minutes 20 seconds East 200 feet to an existing iron pipe; thence South 02 degrees 25 minutes 09 seconds West 125.00 feet to an existing iron pipe; thence North 85 degrees 42 minutes 20 seconds West 200 feet to a new iron pipe in the Eastern right-of-way of S.R. 1510; thence continuing North 85 degrees 42 minutes 20 seconds West 30.00 feet to a new PK nail set in the centerline of S.R. 1510; thence with the centerline of S.R. 1510, North 02 degrees 25 minutes 09 seconds East 125.00 feet to a point in the centerline of S.R. 1510, the point and place of BEGINNING, and containing 0.66 acres, including 0.086 acres in the right-of-way of S.R. 1510 and lying in Black River Township, Harnett County, North Carolina, as shown on Survey by Daniel V. Partin, RLS, Dated June 15, 1998, and entitled "Survey of Herbert R. Partin & Rebecca S. Partin", reference to which survey is hereby made for a greater certainty of description.

PROPERTY ADDRESS: 345 Matthews Mill Pond Road, Angier, NC 27501

PARCEL ID: 040673 0254

Parcel B, Tract No. 1:

BEGINNING at a railroad spike in the center line of state road No. 1510, marked by an iron stake in the eastern margin of the road, corner with S.W. Ennis property in a deed which appears of record in Book 307, Page 579, Harnett County Registry, and runs thence with center line of SR No. 1510, North 2 degrees 27 minutes 24 seconds East, 582.35 feet to an existing railroad spike in the center of said road; thence continuing with the center line of SR No. 1510, North 2 degrees 25 minutes 0.9 seconds East 585.6 feet to a railroad spike in the center line of the road connecting with Jason Matthews property and parcel allotted to Larry Gene Dupree and runs thence with a line of Jason Matthews and continuing with the line of Ned Matthews, North 80 degrees 45 minutes 33 seconds West 1191.00 feet to an iron stake connecting with Huey Honeycutt and Ned Matthews; thence with a line of Huey Honeycutt South 3 degrees 28 minutes 27 seconds West 593.53 feet to an iron stake in the line of Devon McLean; thence South 6 degrees 26 minutes 51 seconds West 567.80 feet to an iron stake connecting with Buddy Campbell and Huey Honeycutt; thence South 80 degrees 39 minutes 46 seconds East 1264.05 feet to the point and place of BEGINNING and containing 31.65 acres, more or less, according to an actual survey by Mickey R. Bennett, Registered Surveyor, in March, 1979.

Parcel B, Tract No. 2:

BEGINNING at a railroad spike in the center line of SR No. 1510, corner with S.W. Ennis property as described in a deed which appears of record in Book 307, Page 579, Harnett County Registry, and runs thence with the center line of SR No. 1510 North 2 degrees 25 minutes 09 seconds East 585.6 feet to a railroad spike, corner with Larry Gene Dupree tract; thence with the line of Larry Gene Dupree tract South 80 degrees 45 minutes 36 seconds East 1227.04 feet to a stake in the line of the Howard Dupree Estate; thence 56 degrees 59 minutes 30 seconds West 574.20 feet to an

iron stake, corner with S.W. Ennis property; thence with line of S.W. Ennis property North 81 degrees 8 minutes 00 seconds West 1180.06 feet to the point and place of BEGINNING, and containing 15.96 acres, more or less, according to an actual survey by Mickey R. Bennett, Registered Surveyor, in March 1979.

LESS AND EXCEPT that 0.66-acre parcel, more or less, conveyed to Johnny P. Stapleton and wife, Bonita Jo Stapleton by Deed recorded in Book 1280, Page 797, Harnett County Registry.

LESS AND EXCEPT all or a portion of that 6.46-acre parcel, more or less, conveyed to the North Carolina Department of Transportation in the Deed for Highway Right of Way recorded on 07/22/2022 in Book 4159, Page 2875, Harnett County Registry.

PROPERTY ADDRESS: 375 Matthews Mill Pond Road, Angier, NC 27501; 316 Matthews Mill Pond Road, Angier, NC 27501

PARCEL ID: 040673 0255

Parcel C:

All that certain parcel of land lying generally easterly of Matthews Mill Pond Road, being located in Black River Township, Harnett County, North Carolina and being more particularly described as follows, to wit:

BEGINNING at an iron pipe set, having North Carolina state plane coordinates N: 634,336.54 E: 2,073,966.64; thence North 86°44'23" West 1,226.84 feet to an iron spike found in the centerline of Matthews Mill Pond Road; thence, with the centerline of said road, North 03°32'35" West 459.54 feet to a PK nail set; thence, leaving said road, South 86°51'33" East 1,263.34 feet to an iron pipe set; thence, South 01°01'17" West 459.29 feet to the point of beginning. Containing 13.081 acres, more or less, according to an actual survey by Morris & Ritchie Associates of NC, PC, dated July 7, 2022.

BEING the same property conveyed from Larry Gene Dupree to Herbert E. Partin and Rebecca S. Partin in Deed Book 698, Page 825, Harnett County Registry.

PROPERTY ADDRESS: 13.081(+/-) acres, Matthews Mill Pond Road, Angier, NC 27501

PARCEL ID: 040673 0147

Parcel D:

All that certain parcel of land lying generally easterly of Matthews Mill Pond Road, being located in Black River Township, Harnett County, North Carolina and being more particularly described as follows, to wit:

BEGINNING at an iron pipe set, having North Carolina state plane coordinates N: 634,795.76 E: 2,073,974.83; thence North 86°51'33" West 1,263.34 feet to a PK nail set in the centerline of Matthews Mill Pond Road; thence, with the centerline of said road, North 03°32'35" West 412.22 feet to an iron spike found; thence, leaving said road, North 85°08'18" East 145.57 feet to an iron

DR 4173 PG 2500 DOOR 2022110322

pipe found; thence, North 02°39'38" West 134.99 feet to an iron pipe found; thence, North 85°20'29" East 44.67 feet to an iron rod found; thence, North 03°16'04" West 105.07 feet to an iron rod found; thence, South 87°28'01" East 1,122.95 feet to an iron pipe set; thence, South 01°01'17" West 686.84 feet to the point of beginning. Containing 19.156 acres, more or less, according to an actual survey by Morris & Ritchie Associates of NC, PC, dated July 7, 2022.

BEING the same property conveyed from Rebecca Sue D. Bannister and Robert Dale Bannister to Herbert E. Partin and Rebecca S. Partin in Deed Book 722, Page 949, Harnett County Registry.

PROPERTY ADDRESS: 19.156(+/-) acres, Matthews Mill Pond Road, Angier, NC 27501

PARCEL ID: 040673 0148

MORRIS & RITCHIE ASSOCIATES OF NC, PC

AN AFFILIATE OF MORRIS & RITCHIE ASSOCIATES, INC. WHICH PROVIDES ENGINEERING, ARCHITECTURE, PLANNING, SURVEYING & LANDSCAPE ARCHITECTURE THROUGHOUT THE MID-ATLANTIC REGION AND LANDSCAPE ARCHITECTS



Legal Description – Parcel B Tract #2 of DB 4173 PG 2979

48.456 Acres

CBD – MMP JV, LLC

Black River Township – Harnett County, North Carolina

All that certain parcel or parcels of land lying on the east and west sides of Matthews Mill Pond Road, being located in Black River Township, Harnett County, North Carolina and being those lands described in deed dated November 10, 2022 from Rebecca S. Partin to CBD-MMP JV, LLC and recorded in the Register of Deeds of Harnett County, North Carolina, in Deed Book 4173, page 2979, and shown on Plat Cabinet #1, Page 8, being more particularly described as follows, to wit:

Beginning at an iron spike found in the centerline of Matthews Mill Pond Road, having North Carolina state plane coordinates N: 634,376.45 E: 2,072,810.24; thence South 86°44'23" East 1,226.84 feet to a 5/8 inch iron pipe set; thence, South 01°01'17" West 573.62 feet a disturbed axle found; thence, North 87°13'00" West 1148.06 feet to an iron rebar found; thence, North 87°13'00" West 30.59 feet to a computed point in the centerline of Matthews Mill Pond Road, thence, following the center line of Matthews Mill Pond Road, South 03°37'31" East 581.52 feet to computed point; thence, leaving the centerline of Matthews Mill Pond Road, North 86°43'11" West 25.81 feet to an iron pipe found 2.08 feet north of property line; thence North 86°43'11" West 199.45 feet to an iron pipe found 8.97 feet north of property line; thence, North 86°43'11" West 1,017.24 feet to a 1 1/4 inch crimped iron pipe found; thence, North 00°17'59" West 264.47 feet to a 2" iron pipe found 0.4' above grade; thence, North 03°46'55" West 403.10 feet to a 8" axle found 3' above grade; thence, North 00°42'51" East 482.92 feet to a bent axle found; thence, North 00°42'51" East 10.76 feet to an axle found; thence South 86°52'05" East 1,160.09 feet to a 1" iron pipe found 0.2' below grade; thence South 86°52'05" East 29.83 feet to an iron spike found in the centerline of Matthews Mill Pond Road, being the point of beginning. Containing **48.456 AC.±**.



530 Hinton Pond Road, Suite 104, Knightdale, NC 27545 (984) 200-2103 www.mragta.com

Abingdon, MD ♦ Baltimore, MD ♦ Laurel, MD ♦ Towson, MD ♦ Georgetown, DE ♦ New Castle, DE ♦ Leesburg, VA ♦ Raleigh, NC
(410) 515-9000 (443) 490-7201 (410) 792-9792 (410) 821-1690 (302) 855-5734 (302) 326-2200 (703) 994-4047 (984) 200-2103