

**Town of Angier
Board of Commissioners
Tuesday, July 7, 2020, 7:00 P.M.
Angier Municipal Building
28 North Raleigh Street
Minutes**

The Town of Angier convened during a regularly scheduled Board of Commissioners meeting Tuesday, July 7, 2020, in the Board Room inside the Municipal Building at 28 North Raleigh Street.

Members Present: Mayor Bob Smith
Mayor Pro-Tem Craig Honeycutt
Commissioner Alan Coats
Commissioner Loru Boyer Hawley
Commissioner Mike Hill

Members Excused:

Staff Present: Town Manager Gerry Vincent
Town Clerk Veronica Hardaway
Planning Director Sean Johnson
Chief of Police Arthur Yarbrough
Downtown Manager Christy Adkins
Finance Director Hans Kalwitz
Parks & Recreation Director Derek McLean
Library Director Katy Warren
Public Works Director Jimmy Cook
Administrative Assistant Donna DiMambro
Town Attorney Katherine Barber-Jones

Others Present:

Call to Order: Mayor Smith presided, calling the Board of Commissioners meeting to order at 7:00 p.m.

Pledge of Allegiance: Mayor Smith led the pledge of allegiance.

Invocation: Mayor Smith offered the invocation.

Approval of the July 7, 2020 meeting agenda: The Town Board unanimously approved the agenda as presented.

Board Action: The Town Board voted to approve the agenda as presented.

Motion: Commissioner Coats

Vote: 4-0; unanimous

Public Comments

Seeing no one, Mayor Smith closed the public comment portion of the meeting.

Public Hearings

1. Annexation Petition

Planning Director Sean Johnson stated a petition for annexation was submitted by Manna Church requesting to annex an approximately 6.55 acre tract located at 7904 S NC 55 Hwy, Willow Spring (Wake PIN#: 0675246135). A Sufficiency of the Petition and Certification of Results were issued in May; a date to set the Public Hearing was approved in May and advertised accordingly. Following the required Public Hearing, the Town Board will be qualified to consider the adoption of an Ordinance to annex the property.

Mayor Smith opened the Public Hearing

Erich Schultz who is the senior pastor of Manna Church expressed his excitement on becoming part of Angier and looks forward to the continued partnership.

Seeing no one, Mayor Smith closed the Public Hearing

Board Action: The Town Board voted to adopt Ordinance #ORD005-2020 to extend the corporate limits of Town by annexing Wake County PIN#: 0675246135).

Motion: Commissioner Hawley

Vote: 4-0, unanimous

2. Rezoning Request

Planning Director Sean Johnson stated the Planning Department has received a rezoning application from Manna Church for an approximately 6.55 acre tract of land located at 7904 S. NC 55 Hwy in Willow Spring (Wake County PIN#: 0675246135). The property is currently in Wake County's planning jurisdiction and is zoned R-30. Future development will require extension of Angier water and sewer services to serve the property. The Planning Board recommended approval of the rezoning at their June 9th meeting.

Mr. Johnson stated the property is home to the Manna Church building along with a parking lot as well as unused acreage. Surrounding land uses include low and medium density residential as well as an airport across the street. The property in question is not shown on the future land use map however, it is within our Urban Growth Boundary in unincorporated Wake County. The requested zoning would allow for uses compatible with existing and adjacent uses; the existing use of the property is permitted by the proposed rezoning. The rezoning request would not have an unreasonable impact on the surrounding community and will not harm the public health, safety, or general welfare.

Mayor Smith opened the Public Hearing

Seeing no one, Mayor Smith closed the Public Hearing

Board Action: The Town Board unanimously voted to rezone property located at 7904 S. NC 55 Hwy from Wake County R-30 to Town of Angier O&I (Wake County PIN#: 0675246135).

Motion: Commissioner Coats

Vote: 4-0, unanimous

3. Ordinance Amendment

Planning Director Sean Johnson stated that staff has drafted an amendment to Section 9.1 of the Ordinance related to Street Standards. These amendments are intended to implement the requirement of a Traffic Impact Analysis for new development, streamline the new development review process, update the roadway cross sections for development along HWY 55 and clarify the infrastructure bond process for new subdivisions. The Planning Board voted unanimously to recommend approval of these Ordinance amendments as presented at their June 9th meeting.

Mr. Johnson reviewed amendments made to Section 9.1 of the Ordinance as follows:

Section 9.1. - Street standards.

9.1.1 Conformance with ~~comprehensive~~ transportation plans ~~(CTP)~~. The location and design of streets shall be in conformance with ~~the any~~ adopted ~~comprehensive~~ transportation plan ~~(CTP)~~ of the Town. Where conditions warrant, right-of-way width and pavement width in excess of the minimum street standards may be required by the Technical Review Committee. In any case where any part of a development lies within the corridor of a thoroughfare shown on an official Thoroughfare Map adopted pursuant to N.C.G.S. Chapter 136, Article 2E, no development approval shall be granted with respect to the property in the corridor. ~~Provided, however, no development plat approval shall be delayed by the provision of the official thoroughfare map procedure for more than three years from the date of its original submittal.~~

9.1.2 Traffic Impact Analysis Required

The requirement of a traffic impact analysis is intended to help mitigate the impacts of new development to existing and proposed roadways and intersections. This analysis provides a standard procedure to identify a development's expected traffic impacts on the road system and any potential issues with access to and from a site. As part of this analysis, recommendations will be made to improve development design to resolve these potential adverse traffic impacts and access issues.

A traffic impact analysis shall be submitted at the time of application for review of a preliminary subdivision plat, nonresidential or multifamily site plan, special use permit or a conditional rezoning.

All development that is expected to generate 1,000 or more vehicle trips to or from a site during a 24-hour period shall require a Traffic Impact Analysis. In addition, all development that is expected to generate 100 or more vehicle trips to or from the site during the peak traffic hour shall require a Traffic Impact Analysis.

The Planning Director may waive the requirement for a traffic impact analysis if the applicant shows that the proposed development's impact on adjacent roadways and intersections will be no more than those projected by a traffic impact analysis submitted within the past two years for the same site.

In addition to any roadway improvements that may be required by NCDOT, roadway improvements recommended by the Traffic Impact Analysis may be required for new development.

A. Level of Service Standards

1. The traffic impact analysis must demonstrate that the proposed development will not cause peak-hour level of service on any adjacent roadway or at any intersection within the study area to fall below Level of Service (LOS) "D" as defined by the latest edition of the Transportation Research Board's Highway Capacity Manual, or where the level of service is LOS "E", that the proposed development would not cause the LOS to fall to a lower grade.
2. If a road segment or intersection within the study area is LOS "F", the analysis must demonstrate that the proposed development, with any proposed improvements,

would not cause build-out year peak-hour operation to decrease more than 5% of the total delay on any intersection approach.

3. *Proposed roadway access points within a development must be shown within the analysis to avoid unsafe conditions on adjacent roads and intersections.*
4. *Failure to meet the standards of this section will require the developer to install any roadway or intersection improvements needed to correct the deficiencies identified in the analysis.*

B. Study Area

A required traffic impact analysis must include the proposed development's traffic impact on the following:

1. *Roads and intersections within the development site*
2. *Road segments and intersections abutting the development site*
3. *Off-site road segments and intersections where traffic from the proposed development is expected to account for at least 10% of the road's or intersection approach leg's average daily traffic*

C. Qualifications

Any required traffic impact analysis shall be prepared by a licensed professional engineer.

D. Study Contents

A required traffic impact analysis must include charts, graphics and a written narrative to include at least the following information:

1. *A description of existing land uses and development densities, the location and characteristics (Number of lanes, speed limit, signalization, etc.) of roads and intersections, and the existing traffic volumes and conditions (Including level of service) of those roads and intersections within the study area.*
2. *A description of the location and traffic-related characteristics (Land use, density, expected date of full build-out and occupancy, vehicular access points and characteristics, etc.) of the proposed development and other developments in the study area that are under construction, approved, or pending approval, as well as roadway and other transportation improvements in the study area that are under construction, programmed, or planned by NCDOT.*
3. *Projections of future traffic at proposed and existing intersections and roadways which includes traffic forecasted to the development's build-out year levels as well as traffic generated by other development in the study area that is under construction, approved, or pending approval.*
4. *Future site traffic projections must be made for the peak hours of the adjacent road segments and intersections for the development's expected full build-out, and must include trip generation, trip distribution and traffic assignment estimates;*
5. *Analysis of the proposed development's impacts on road capacity during peak hours at all site access points and at road segments and intersections in the study area. This should include:*
 - a. *Determining the level of service for those road segments and intersections as well as evaluating vehicle queuing and existing versus proposed vehicle storage.*
 - b. *Determining the need for signalization of intersections in the study area.*
 - c. *Evaluating existing or potential high accident areas and proposing improvement which may decrease the potential for accidents.*
6. *An analysis of sight distances at proposed intersections.*
7. *A description of the location, nature, and extent of site access and transportation improvements and other measures recommended to mitigate any failure to meet traffic operation standards due to the proposed development's traffic impacts, including the expected effectiveness of each*

mitigation measure in addressing deficiencies, the feasibility of implementing the measures, the measures' relationship to any other approved or planned transportation improvements, and a suggested time schedule for the implementation of the measures.

8. *Résumés of the preparers of the analysis, demonstrating specific education, training, and professional experience in traffic-related analyses and, if the analysis involves roadway or traffic signal design, traffic engineering.*
9. *Identification of all assumptions and data sources used in its projections, analyses, and recommendations.*

~~9.1.2~~ 9.1.3 Blocks.

- A. *The lengths, widths, and shapes of blocks shall be determined with due regard to: provision of adequate building sites suitable to the special needs of the type of use contemplated; zoning requirements; needs for vehicular and pedestrian circulation; control and safety of street traffic; limitations and opportunities of topography; and convenient access to water areas.*
- B. *Blocks shall not be less than 400 feet nor more than 1,200 feet in length. Where a longer block will reduce the number of railroad grade crossings, major stream crossings, or where longer blocks will result in less traffic through residential developments from adjoining business or industrial areas, the technical review committee may authorize block lengths in excess of 1,200 feet.*
- C. *Blocks shall have sufficient width to allow two tiers of lots of minimum depth except where single tier lots are required to separate residential development from through vehicular traffic or another type of use, in nonresidential developments, or where abutting a water area.*
- D. *Where deemed necessary by the ~~planning board or~~ administrator, a pedestrian crosswalk at least 15 feet in width may be required to provide convenient public access to a public area such as a park or school, to a water area, or to areas such as shopping centers, religious or transportation facilities.*

~~9.1.3~~ 9.1.4 Street design.

- A. *In any new development, the street layout shall conform to the arrangement, width and location indicated by an official plan or map for the town. In areas for which such plans have not been completed, the streets shall be designed and located in proper relation to existing and proposed streets, to the topography, to such natural features as streams and tree growth, to public convenience and safety, and to the proposed use of land to be served by such streets ~~as determined by the Administrator during preliminary plat or site plan review.~~*
- B. *Residential collector and local streets shall be laid out in ~~such~~ a way that ~~their use by through traffic will be discouraged;~~ offers convenient access to existing and future neighboring developments. Streets shall be designed or walkways dedicated to assure convenient access to parks, playgrounds, schools, or other places of public assembly.*
- C. *Proposed streets should be adjusted to the contour of the land so as to produce usable lots. ~~and streets shall be kept to a minimum.~~*

~~9.1.4~~ 9.1.5 Street construction standards. All new streets and street improvements shall be constructed in accordance with the latest edition of the Town of Angier Standard Specifications and Construction Details.

~~9.1.4.1~~ 9.1.5.1 On-street parking. On-street parking shall be at least eight feet wide and 22 feet long and be marked on the pavement.

~~9.1.4.2~~ 9.1.5.2 Sidewalks.

- A. *Sidewalks shall be required along both sides of all streets to provide pedestrian linkages ~~within and adjacent to nonresidential developments,~~ multifamily developments, on collector streets, on major and minor thoroughfares, and in residential developments ~~with lots of 10,000 square feet or less; in the R-10 or R-6 zoning districts.~~ Sidewalk shall be extended along the existing roadway on either side of the entrance to all new developments and should stub to the adjacent properties. ~~All other~~ Streets within the R-15 zoning district shall have sidewalks along one side. Developments located within the RA-30 zoning district and the Town of Angier's extraterritorial jurisdiction shall be exempt from ~~this~~*

sidewalk requirements unless one of the following conditions exists:

1. *The development is within ¼ mile of existing pedestrian system, or*
 2. *The development is within ¼ mile of city limits, or*
 3. *The development is within ¼ mile of a school, park or recreational facility, retail commercial or restaurant, or public transportation node.*
- B. *Sidewalks shall also be required along all streets that extend the sidewalks of an existing sidewalk network.*
- C. *Sidewalks shall be required along the rights-of-way of a nonresidential development when the street is identified for future need by the Angier Pedestrian Plan. The sidewalk shall extend the entire length of the street frontage and stub out to each adjacent property.*
- D. *Sidewalks shall be constructed to a minimum width that meets American Disabilities Act (ADA) requirements.*
- E. *All sidewalks shall be placed in the right-of-way, ~~unless the development is platted as a planned development, and shall be separated from the street pavement by a minimum distance of four feet.~~ and Sidewalks shall consist of a minimum of six inches of concrete at driveway crossings.*
- F. *~~The town board may waive the sidewalk requirement, along one side of a street, when a development is located within the watershed. In order for a waiver to be considered the applicant or developer must propose an alternative including pedestrian trails that meet all local and state requirements.~~*
- G. *F. Installation of all sidewalk at the entrance of subdivisions and along the adjacent road frontage, as well as sidewalk adjacent to all open space and other common areas within the subdivision shall be installed by the developer prior to plat recordation. Installation of ~~all~~ sidewalk adjacent to individual lots within ~~residential~~ subdivisions ~~shall~~ may be bonded by the developer and completed by the builder as building permits are issued. ~~at such time that a building permit has been issued on 50 percent of all recorded lots or~~ In the event all of the required sidewalk within the subdivision is not completed within two years of the date of final plat approval, ~~whichever occurs first,~~ the developer shall be responsible for installing the remaining sidewalk. If the developer has not installed the remaining sidewalk within 90 days after the deadline above, the Town may secure the bonded funds through any lawful method and facilitate the completion of remaining sidewalk.*

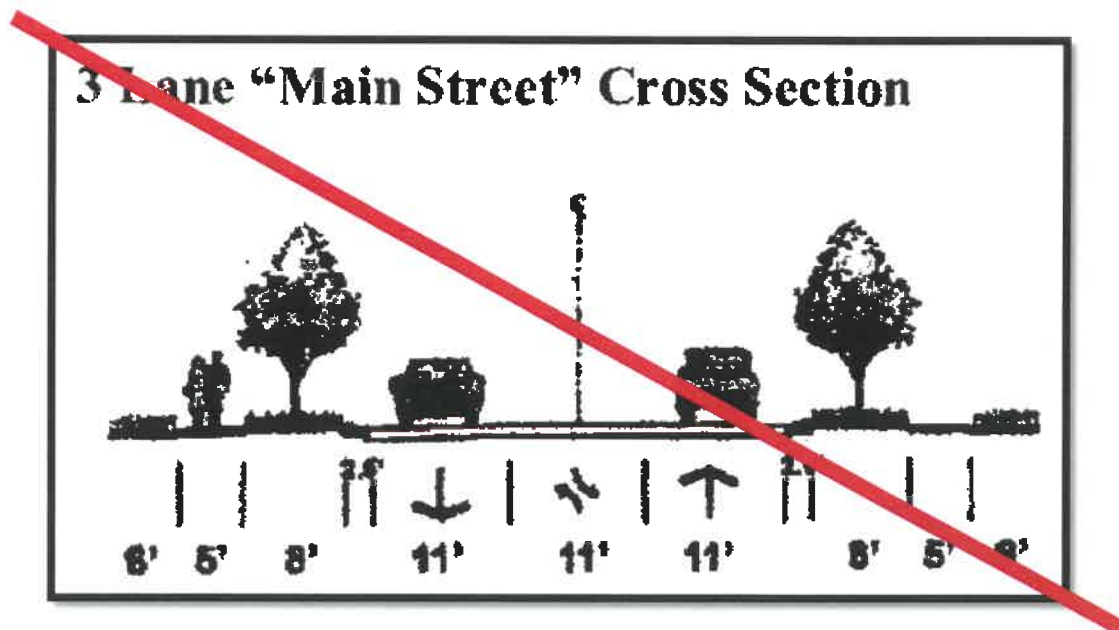
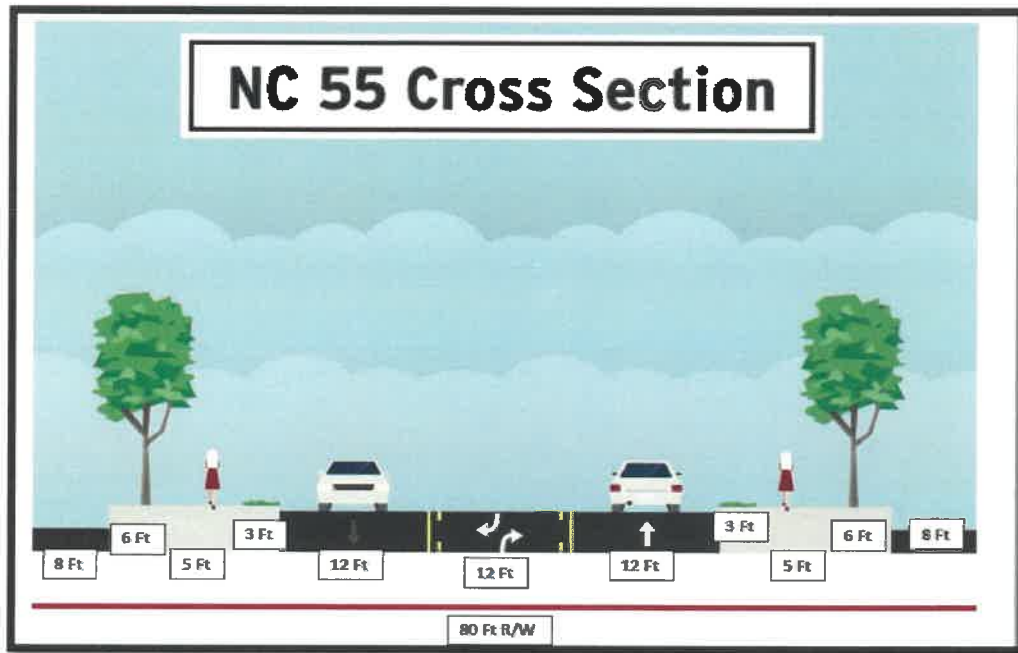
(Ord. No. 2012.04, 10-2-2012; Ord. of 7-11-2017(2))

~~9.1.4.3~~ 9.1.5.3 ~~Curb and gutter.~~ Roadway Improvements

- A. *Concrete curbs and gutters, that meet N.C. Department of Transportation standards shall be constructed along both sides of all streets within ~~the subdivision~~ all residential and nonresidential developments. Curbs and gutters should also be installed adjacent to the existing roadway along either side of the entrance to the development and should provide convenient access for future connection by adjacent development. Developments located within the RA-30 zoning district, specifically within the Town's Extraterritorial Jurisdiction (ETJ), shall be exempt from this requirement.*
- ~~1~~ B. *Any new residential and nonresidential development located along the designated Highway 55 corridor, specifically from ~~Maude Stewart Road~~ Lagenaria Drive to Old Buies Creek Road, shall comply with, and be constructed in accordance with the approved cross-sections located within the Town of Angier Standard Specifications and Construction Details, as applicable to the project's portion of adjacent right-of-way.*
- ~~2~~ C. *For the purposes of these requirements, the "~~3-Lane~~ Cross Section" shall be an 80- foot right-of-way section, applicable along Highway 55 between ~~Maude Stewart Road~~ Lagenaria Drive and Old Buies Creek Road. All proposed development adjacent to the Highway 55 corridor shall be responsible for dedicating the required portion of right-of-way in accordance with Section 9.1.7.*
- ~~3~~ D. *~~Minor design alterations~~ Roadway improvements, including but not limited to turning lanes, medians and planting strips, ~~etc., if determined necessary,~~ may be ~~allowed~~ required by the technical review committee (TRC). In addition to any roadway improvements that may be required by NCDOT, all*

roadway improvements recommended by the Traffic Impact Analysis shall be required for new development.

- B. E. It is the responsibility of the developer to take future roadway plans, of the town and NCDOT, into account when proposing a development. As a result of the driveway permit, additional improvements may be required by NCDOT.



~~9.1.4.4~~ 9.1.5.4 Cul-de-sacs.

- A. As a feature of development design, cul-de-sacs should be discouraged and kept to a minimum.
- B. Cul-de-sacs should not be used to avoid connection with an existing street or to avoid the extension of ~~an important street, unless an exception is granted by the town board.~~ a proposed street to an adjacent property.

~~9.1.4.5~~ 9.1.5.5 Alleys.

- A. Alleys shall be required to serve lots used for commercial and industrial purposes except that this requirement may be waived where other definite and assured provision is made for service access.
- B. The width of an alley shall be at least 20 feet.
- C. Dead-end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate turnaround facilities at the dead end as may be approved by the ~~town board.~~ Technical Review Committee.
- D. Sharp changes in alignment and grade shall be avoided.
- E. ~~All alleys shall be designed in accordance with NCDOT Standards.~~

~~9.1.4.6~~ 9.1.5.6 Sight distance. No planting, structure, sign, fence, wall, or obstruction greater than ~~three~~ two feet in height shall be placed or maintained within the sight triangle. The following are the distances used to establish a sight triangle as measured from an intersecting right-of-way: 10 feet x 70 feet

~~9.1.5~~ 9.1.6 Access management, driveways, and connectivity.

~~9.1.5.1~~ 9.1.6.1 Development access. At least two entry points ~~will~~ shall be provided in proposed developments that contain 100 or more lots or dwelling units and to all lots within the development. The ~~board of commissioners~~ Technical Review Committee may allow other alternatives if the curb cuts for the two accesses cannot meet the minimum distance allowed according to NCDOT regulations at any location.

~~9.1.5.2~~ 9.1.6.2 Restriction of access. Where a tract of land to be subdivided adjoins a principal arterial street, the developer may be required by the Technical Review Committee to provide a marginal access street parallel to the arterial street or reverse frontage on a minor street for the lots to be developed adjacent to the arterial. Where reverse frontage is established, private driveways shall be prevented from having direct access to the principal arterial.

~~9.1.5.3~~ 9.1.6.3 Through traffic. Residential collector and local streets shall be laid out in such a way that ~~their use by through traffic will be discouraged. The intent of the street design is to~~ they provide multiple connections to existing and future developments, disperse traffic, and maintain reduced speeds. Streets shall be designed or walkways dedicated to assure convenient access to parks, playgrounds, schools, or other places of public assembly.

~~9.1.5.4~~ 9.1.6.4 Intersections.

- A. Where public and private streets intersect, the design standards of the NCDOT Division of Highways, Development Roads Minimum Construction Standards shall apply. An approved NCDOT Driveway permit is required for connection to any existing roadway within the state system ~~street.~~ This permit is required prior to any construction on the street. The application is available at the office of the ~~nearest~~ applicable district engineer of NCDOT.
- B. Streets shall be laid out so as to intersect as nearly as possible at right angles, and no street shall intersect any other street at an angle less than 60 degrees.
- C. Offset intersections are to be avoided unless exception is granted by NCDOT. Intersections which cannot be aligned should be separated by a minimum length of 200 feet between survey center lines.

~~9.1.5.5~~ 9.1.6.5 Connectivity.

- A. The proposed street layout shall be made according to good land planning practice for the type of development proposed and shall be coordinated with the street system of the surrounding areas. The arrangements of streets in new developments shall make provision for the continuation of the principal existing streets in adjoining developments or, when adjoining property is not developed, their proper projection insofar as they may ~~be necessary for~~ allow for vehicular circulation in the future. The street and alley arrangement must be so designated as to cause no hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it. When a new development adjoins undeveloped land, the new streets shall ~~be carried and~~ stub to the boundaries of the adjacent tract ~~proposed to be developed~~ and a temporary turnaround provided, except where it is determined by the ~~planning board~~ Technical Review Committee that certain streets may not be required to be so extended for one or more of the following reasons:
1. Physical barriers or environmentally sensitive area be crossed (for example, railroad, watercourses, steep topography, wetlands or flood area).
 2. There is a large discrepancy in the size of the adjacent parcel (a smaller parcel being subdivided may not have to provide a stub to a much larger parcel, if other, more desirable, interconnections are available to the large parcel).
 3. The stub street would connect to property for which development rights have been sold for a public purpose and access to the property is not desirable for orderly development of the street network.
 4. The stub street would cause the existing roads to go over the design capacity on that portion of the street.
- B. Where a temporary turnaround is provided as required in subsection A., a sign shall be erected at the temporary turnaround that informs the public of the intended future connection of the street to future development.

~~9.1.6~~ 9.1.7 Street names and signs.

- A. Proposed streets which are obviously in alignment with existing streets shall be given the same name. In assigning new names, duplication of existing names shall be avoided and in no case shall the proposed name be phonetically similar to existing names in the town or its planning area irrespective of the use of a suffix such as street, road, drive, place, court, etc.
- B. The Town shall provide and erect street name signs at all intersections within the development. The town shall be reimbursed by the developer for the cost of the signs.

~~9.1.7~~ 9.1.8 Right-of-way dedication.

- A. ~~Proposed~~ developments that adjoin existing streets maintained by either the Town or NCDOT shall dedicate the additional street right-of-way necessary to meet the minimum width requirements for the type of classification of the adjoining street. ~~The classification of proposed streets in new developments shall be approved by the Technical Review Committee, and right-of-way width shall be dedicated as shown in the Town's current Standards and Specifications.~~
- B. When any part of the development is on both sides of an existing street, the entire minimum right-of-way shall be provided.
- C. When the development is located on only one side of an existing street, one-half of the minimum right-of-way, measured from the centerline of the existing street, shall be provided.
- D. The dedication requirements of this section shall not apply to ~~infill single-family residential and two-family residential lots subdivisions with 5 or fewer new lots and which front fronting~~ on existing streets that have already been accepted for maintenance by the town or NCDOT.

Christina Kazakavage, Planning Board Chairman, stated this amendment is needed to prepare for the growth of Angier.

Ted Lumbrazo, former Planning Board member, interrupted the public hearing to express his disagreement with having been removed from the planning board. Mr. Lumbrazo alleged the Planning Board and Town Board only enforce the ordinances based on who the violator is. He stated the Board should be “ashamed of themselves for not enforcing these ordinances”.

Mayor Smith called him out of order and asked Mr. Lumbrazo to be seated.

Board Action: The Town Board unanimously voted to adopt amendments made to Section 9.1 of the Ordinance related to Street Standards.

Motion: Commissioner Hill

Vote: 4-0, unanimous

Consent Agenda

1. Approval of Minutes

- a. June 2, 2020 – Regular Meeting
- b. June 16, 2020 – Work Session

Board Action: The Town Board unanimously voted to approve the Consent Agenda as presented.

Motion: Commissioner Hawley

Vote: 4-0, unanimous

Old Business

1. Resolution #R016-2020 to Fix a Date of Public Hearing

Mr. Johnson stated that the Planning Department has received a voluntary annexation petition from Ruth Dupree Petrea for an approximately 27.49 acres of land located at 9725 Kennebec Church Road (Wake PIN: 0675302448; Harnett PIN: 0674-39-0203.000). The property is currently in both Wake County’s and Harnett County’s planning jurisdiction and is zoned R-30 and RA-30 respectively.

Board Action: The Town Board unanimously voted to adopt Resolution #R016-2020 to Fix a Date of a Public Hearing for a voluntary annexation petition submitted by Ruth Dupree Petrea for approximately 27.49 acres of land located at 9725 Kennebec Church Road (Wake PIN: 0675302448; Harnett PIN: 0674-39-0203.000).

Motion: Commissioner Coats

Vote: 4-0, unanimous

New Business

1. Planning Board Application

Applicant Courtney Jusnes had a fifteen-minute question and answer period during an open session with the Town Board following a five-minute introduction.

Board Action: The Town Board voted to appoint Courtney Jusnes to the Planning Board to serve the remaining term of a former board member.

Motion: Commissioner Hawley

Opposed: Commissioner Coats

Vote: 3-1; motion carried

2. Budget Amendment #1

Finance Director Hans Kalwitz stated that due to COVID-19, Department Heads were not able to complete projects budgeted during FY 2020. Budget Amendment #1 accepts the transfer from FY 2020 Budget into FY 2021 Budget.

Mr. Kalwitz reviewed the following outstanding projects from FY 2020 as follows:

- \$21,225 P&R Master Plan Study
- \$11,900 Library Drop Ceiling
- \$1,170 Painting of Library
- \$83,980 CMT for MH Rehab
- \$5,700 MH Rehab Inspections
- \$12,450 Pump Station #1 Replacement & Design
- \$63,000 TV Inspection & Sewer Lines

Mr. Kalwitz explained that the 10 Fund (General Fund) and the 30 Fund (Water & Sewer Operating Fund) will increase on the Fund level by \$34,295 and \$167,130 respectively.

Board Action: The Town Board voted to appoint Courtney Jusnes to the Planning Board.

Motion: Commissioner Hawley

Opposed: Commissioner Coats

Vote: 3-1; motion carried

Manager's Report

- Department Reports (Informational Items included in Agenda packets)

Town Manager Gerry Vincent updated the Board on various items. Those items are the following:

1. Downtown Parking Lot Project Improvements:

The discussion with property owners recently had turned negative towards improvements to the parking lot, replacing water and sewer lines and paved parking. These improvements

will not only serve as additional parking, but also for other public events and activities. The area is an underutilized space that would enhance and add value to the businesses. The Board and staff will discuss further at the July 21st workshop.

With regards to the Downtown Parking Lot #2, garbage carts have been removed and a dumpster located on the Town's easement to alleviate the concerns of its appearance, and added four recycling carts.

2. COVID-19 Update:

On June 25th, Gov. Cooper extended EO 147 for another three weeks to remain under Phase 2, and required that a mask be worn when out in the public. The Town's facilities have been posted regarding this requirement. The protective measure for the Planning Department is being designed and built. Waiting on an install date.

In addition, Gov. Cooper extended the waiver for late and disconnect fees by local governments until July 31st. The Town's loss of revenue is approximately \$80,000. The NC League of Municipalities is pushing hard to have a bill passed to secure funds for localities to recoup these losses.

3. Budgets:

We are now in the new fiscal year, and closing out of FY2020 to prepare for the next audit, which is due for submission in October 2020. It should be noted, ALL Directors maintained efficiencies within their respective budgets for FY20. The Budget Amendment #1 is an excellent example of efficient use of funding to continue to accomplish our established goals and objectives.

4. General Assembly & Gov. Cooper's Actions:

Gov. Cooper signed into law HB 873 – System Development Fees. The changes pertain to the collection of fees at the application of the building permit instead at plat recordation. In addition, the HB 873 indicates that the revenues “may be expended for previously completed capital improvements for which capacity exists and for capital rehabilitation projects”.

Also, HB 1087 is awaiting Gov. Cooper's signature. HB 1087 states: “a public water or wastewater system operated by a local government exhibiting signs of failure or to address those financial needs to adequately maintain and reinvest that would facilitate the provision of reliable water or wastewater services”. Once it has been signed by Gov. Cooper, a report will be given to the Board.

5. Staff Highlights:

The Town Manager has received an email of commendation from one of Angier's Police Officers, praising the Public Works Director Jimmy Cook. Jimmy is a clear example of getting the job done on a daily basis, not waiting until 5pm to leave, and just receiving a paycheck every two weeks. Mr. Cook is a clear example of a leader, mentoring his staff and does it all with a smile and no complaints.

The Library re-opened on June 22nd with limited hours. There has been no one showing so much enthusiasm about wanting to open the doors to the public as Library Director Katy Warren. Her numbers speak for themselves with the successful curbside service, summer reading programs, story time broadcasted on Facebook from many individuals, including the Mayor. Katy's dedication, willingness to serve the public, going over and beyond her duties and responsibilities, and her passion to get these materials out to the kids is admirable.

For the last 120 days, especially during COVID-19, a shortage of staff, and then the unfortunate incident of George Floyd, the Police Department has not skipped a "beat". The Chief could have complained about being short staffed, request hazard pay or premium pay for his officers, and/or overwhelmed by the latest events, but he didn't. The Chief and his staff filled in for all calls for service, assisting other Departments, and has faithfully acted in the most professional manner. In today's times, right now, it is very difficult being a police officer. But with the Chief's assurance and dedication, his Department has maintained its integrity, responsibility to protect and serve, and we are all very proud.

Each Department Head gave highlights on their respective departments.

Mayor & Town Board Reports

Adjournment: Being no further business, the Town Board voted unanimously to adjourn the meeting at 8:44pm.

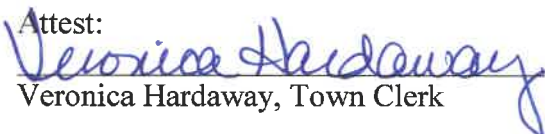
Motion: Commissioner Hill

Vote: Unanimous, 4-0



Robert K. Smith, Mayor

Attest:



Veronica Hardaway, Town Clerk

