



Town of Clayton
Town Council Work Session Minutes
Tuesday, September 3, 2024 at 3:00 PM
Rotary Room, Town Hall
111 E. Second Street

Council Present:

Mayor Jody McLeod
Council Member Andria Archer
Mayor Pro Tem Michael Sims
Council Member Porter Casey
Council Member Gretchen Williams
Council Member Ruth Anderson*

**Joined Remotely*

Staff Present:

Rich Cappola, Town Manager
Jim Cauley, Town Attorney
Heidi Holland, Town Clerk
Dolores Gill, Deputy Town Manager
Robert McKie, Finance Director
Conrad Olmedo, Planning Director
David Ranes, Fire Chief
Ann Game, Revenue & Utility Customer Service Director

Council Absent:

None

Guests Present:

Dan Lambert, McAdams
Chad Meadows, CodeWright Planners

1 CALL TO ORDER

- a) Mayor McLeod called the meeting to order at 3:11 p.m.

2 ADJUSTMENT OF THE AGENDA

- a) **Approve or Adjust the Agenda**

RESULT:	CARRIED 5-0
MOVER:	Michael Sims
SECONDER:	Andria Archer
YES:	Andria Archer, Michael Sims, Porter Casey, Gretchen Williams, and Ruth Anderson*
NO:	None

3 INTRODUCTIONS AND SPECIAL PRESENTATIONS

- a) 3:00 - 3:15 p.m.
Staff Recognitions/Introductions

- Ashley Berna, Customer Service Specialist
- Presenter: Ann Game, Revenue & Utility Customer Service Director*

- Alicia Thomas, Development Services Manager
- Presenter:* Lee Barbee, Deputy Town Manager

Ms. Game introduced Ashley Berna. She comes with experience from Harnett and Johnston County. Deputy Town Manager Dolores Gill introduced Alicia Thomas. She has experience in both Senior Planner and Development Services Coordinator roles. Council welcomed both.

4 ITEMS FOR DISCUSSION

a) 3:15 - 4:00 p.m.

Downtown Master Plan

Presenter: Conrad Olmedo, Planning Director; Audrey Duchesne, Senior Planner; and Dan Lambert, McAdams

Mr. Olmedo introduced Dan Lambert. Mr. Lambert stated this plan is ready for adoption. This plan has gone before the Planning and Downtown Development Advisory Boards, both who recommended approval. The goal is for this plan to go to council for adoption at the September 16, 2024, meeting. This draft contains input the public, Clayton on the Move, DDA, and the Planning Board have provided. It was noted this document is only for guidance.

The vision statement and community values were shared. He discussed the two new districts that have been added: Historic Downtown Core District and the Downtown Development District.

Discussion began on the recommendations.

Future Land Use Map Recommendations:

- FLUM-01. Revisit and refine areas designated as Downtown Support
- FLUM-02. Expand Downtown Core area
- FLUM-03. Replace the Downtown Core designation with a new pair of designations, the Historic Downtown Core and Downtown Development

Zoning Map Recommendations:

- ZONM- 01. Expand the area considered to be the Downtown Core
- ZONM- 02. Replace the Downtown Core (DTNC) zoning district, dividing it into the Downtown Development District (DTDD) and the Historic Downtown Core District (HDCD) per the Downtown Plan

Traffic Transportation and Parking Recommendations:

- TTPK -01. Add a 75-foot eastbound left-turn lane on Main Street at Robertson Street

- TTPK -02. Add a 100-foot westbound left-turn lane on Main Street at Robertson Street
- TTPK -03. Add a 125-foot eastbound left-turn lane on Main Street at O'Neil Street
- TTPK -04. Add a 125-foot westbound right-turn lane on Main Street at O'Neil Street
- TTPK -05. Add a 50-foot westbound left-turn lane on Main Street at Smith Street
- TTPK -06. Do NOT widen the roads in downtown Clayton in the future
- TPK -07. Reduce the speed on Main Street to 25 mph from Stallings Street to Robertson Street, especially once a sidewalk is constructed. The reduced speed limit will help with creating a sense of arriving in Downtown Clayton and slower vehicle speeds will give drivers more reaction time to stop for pedestrians who are crossing the road.
- TTPK -08. Incorporate a four-way stop to the intersection of Main Street and More Street following speed limit reduction and addition of sidewalks to the intersection.
- TTPK -09. Develop Main Street into more of a 'Complete Street'
- TTPK -10. Realign the western end of Stallings Street keeping the entirety of the downtown stretch north of the railroad corridor. Close the North Carolina Railroad crossing at Stallings Street as a part of the Stallings realignment.
- TTPK -11. Close the North Carolina Railroad crossing at Church Street
- TTPK -12. Hire commuter rail planning consultants to study best possible location(s) for a commuter rail station in or near downtown Clayton
- TTPK -13. Continue to pursue BRT opportunities on US 70 BUS as well as biked connectivity to downtown
- TTPK -14. Establish a three route network of microtransit including the Green Route (Barber Mill + North O'Neil), Gold Route (US 70, and Pink Route (NC 42)
- TTPK -15. Perform a formal Downtown Parking Study using projections derived from the land use and development patterns recommended in this Downtown Plan
- TTPK -16. Establish agreement with NCRR to allow First Street and Front Street parking and pedestrian improvements.
- TTPK -17. Design + construct First Street and Front Street parking and pedestrian improvements
- TTPK -18. Contract a need and feasibility study for surface and structure parking to identify possible sites, triggers for development of each and cost factors for implementing each.
- TTPK -19. Add funding line item to budget and Capital Improvements Plan to begin accruing necessary funds to implement either solution.
- TTPK -20. Acquire property for implementation of recommended solution based on need and feasibility study.

- TTPK -21. Design + construct preferred parking solution (Surface or Structure).

Bicycle and Pedestrian Improvements Recommendations:

- BKPD -01. Parking Lane/Enhancement Zone: curb extensions, parklets, bicycle corrals, etc. can be constructed in the pavement width typically used for on-street parallel parking.
- BKPD -02. Pedestrians at Signalized Intersections: install pedestrian signal heads, provide adequate pedestrian crossing time.
- BKPD -03. Priority Project #2: Main Street Pedestrian Improvements from More Street to Central Street.
- BKPD -04. Priority Project #7: East Coast Greenway Complete Downtown Clayton Feasibility Study
- BKPD -05. Connecting First Street to Main Street, between Fayetteville Street and Church Street
- BKPD -06. Connecting First Street to Main Street, between Church Street and Horne Square
- BKPD -07. Improve signage identifying parking at the Clayton Center and the route to Main Street
- BKPD -08. Connecting Second Street to Main Street, between Lombard Street and Smith Street
- BKPD -09. Pedestrian railroad crossings should also be improved, particularly at Robertson Street, O'Neil Street and Central Street. Based on the September 24, 2020 traffic counts at the railroad crossings in conjunction with the recommendation to close the Church Street crossing, these intersections are the most used by pedestrians.
- BKPD -10. Ahead of constructing a greenway tunnel under the railroad, pedestrian facilities should be constructed to connect the tunnel to the existing sidewalk on Main Street at Robertson Street.
- BKPD -11. A grade separated pedestrian rail crossing, which has been analyzed in the past by the Town, should also be considered at Lombard Street adjacent to Horne Square. There is potential and desire to construct a greenway tunnel to connect Main Street to the East Coast Greenway, which would create a designated rail crossing for greenway traffic
- BKPD -12. Plan, prioritize, design + construct consistent greenway scale walkway access along the length of the rail corridor through Downtown Clayton making connections to all pedestrian crossings of the rail corridor and improving access to Municipal Park from all parts of the Downtown Core.
- BKPD -13. Design + Construct East Main Street Sidewalk Connector from Central Street to US 70 Business.
- BKPD -14. Design + Construct the Mountain to Sea (MTS) Greenway Trail, also known as the Cross-Clayton Connector. This is included in the Move Clayton Transportation Plan as Priority Project #1: Robertson

Street Sidewalk Gaps and Crossing Improvements from Clayton High School to Main Street.

- BKPD - 15. Consistent sidewalk access should be provided to each of these destinations above, as well as other main attractions in Clayton that are within walking distance of the public parking provided downtown.
- BKPD - 16. Opportunities to close sidewalk gaps should be explored as funding becomes available. For example, the sidewalk gap on Stallings Street from Crawford Parkway to McCullers Street is approximately 900 feet long, and if funding becomes available for sidewalk construction, closing this gap would provide a more direct connection to the residents on Crawford Parkway to Municipal Park.

Main Street Streetscape Recommendations:

NEAR TERM

- MSNT - 01. Implement Pedestrian Intersection Guidance at Signalized Intersections
- MSNT - 02. Implement Pedestrian Traffic Signal Enhancements
- MSNT - 03. Study Main Street Corridor for Potential to Incorporate Mid Block Crossings under the NCDOT Action Plan

LONG TERM

- MSLT - 01. Implement Parking Lane / Enhancement Zone Concept Throughout Downtown Core Area

Other Downtown Pedestrian/Streetscape Improvements Recommendations:

NEAR TERM

- ODNT - 01. Incorporate Funding for Sidewalk Gap Closures + Crossing Improvements
- ODNT - 02. Establish Priority List of Sidewalk Gap Closures + Crossing Improvements
- ODNT - 03. Seek Alternative Funding Sources for On-Street Connections such as bike lanes or shared lane markings to Area Greenways + East Coast Greenway Completion through Downtown Greenway Completion
- ODNT - 04. Form Active Transportation Advisory Committee (ATAC) + Include Downtown Representation
- ODNT - 05. Become Designated as a Walk Friendly Community
- ODNT - 06. Contract Planning + Design Services for an Integrated Branding, Signage + Wayfinding System
- ODNT - 07. Erect Decorative / Protective Fencing Along Rail Corridor Along First Street + Front Street for Full Length of Downtown Corridor from Atkinson Street to Central Street Restricting Crossings
- ODNT - 08. Improve Pedestrian Facilities at Railroad Crossings Including Controlled Access Control Measures

LONG TERM

- ODLT -01. Implement + Construct Integrated Branding, Signage + Wayfinding System

Downtown Events and Programming Recommendations:

NEAR TERM

- DENT -01. Identify Preferred Location for Construction of a Permanent Public Restroom Building for Year-Round Event and Public Use
- DENT -02. Add Funding Line Item to Annual Budget to Reserve Funds for Construction, Maintenance, and Security Patrol of Permanent Public Restroom Building and Related Infrastructure.

LONG TERM

- DELT -01. Contract, Plan, Design + Construct Permanent Public Restroom Building + Related Infrastructure

Farmers' Market Recommendations:

NEAR TERM

- DENT -03. Identify Preferred Location for Permanent Pavilion Structure(s) for Year-Round Market Use
- DENT -04. Add Funding Line Item to Annual Budget to Reserve Funds for Construction of Permanent Pavilion Structure(s) and Infrastructure
- DENT -05. Study Vendors from Current + Prior Farmers' Markets and Identify Gaps in Offerings to Customers

LONG TERM

- DELT -02. Actively Seek a Variety of Vendors, Craftsmen, Artisans + Artists to Contract Spaces at the Farmers' Market
- DELT -03. Contract, Plan, Design + Construct Farmers' Market Pavilion Structure(s) + Infrastructure

Clayton Concert Series and Family Movie Night Recommendations:

NEAR TERM

- DENT -06. Identify Preferred Location for Construction of Permanent Stage/Bandshell Structure for Year-Round Performance Event Use
- DENT -07. Add Funding Line Item to Annual Budget to Begin Reserving Funds for Construction of Permanent Stage/Bandshell Structure and Related Infrastructure
- DENT -08. Identify Available Location for Expanded Concert Series Including Different Venues at Different Scales
- DENT -09. Work with Other Series Such As Family Movie Night to Fill Empty Slots in Schedule with Regular Functions
- DENT -10. Work with Cultural Arts Department and The Clayton Center to Book Complimentary Performance Events

LONG TERM

- DELT -04. Actively Seek Larger and More Frequent Events through Targeted Marketing Campaigns
- DELT -05. Create a new position or empower an existing position to coordinate downtown events and their planning

Infrastructure Improvements Recommendations:

NEAR TERM

- INFR -01. Utilizing the Downtown Stormwater Analysis Study (anticipated completion in late 2024), identify capacity needed and trigger points at which expansion of the needed capacity would occur at anticipated plan growth rates.
- INFR -02. Contract a Water and Wastewater Analysis Study to identify capacity needed and identify need for new treatment facilities and locations for them as well as trigger points at which expansion of the needed capacity would occur at anticipated plan growth rates.
- INFR -03. Contract an Electrical Service Capacity Analysis Study to identify capacity needed and identify need for new supply and transmission facilities and locations for them as well as trigger points at which expansion of the needed capacity would occur at anticipated plan growth rates.

LONG TERM

- INFR -04. Establish plan and funding for integrated utility network information to be created, populated, and updated in a format that works well with design firms working within the Town (such as a BIM system) as well as unification and consolidation of GIS data.
- INFR -05. Pursue utility conversion from overhead to underground to alleviate visual clutter and to reduce conflicts.

UDO Text Recommendations:

- 1.8 REVIEW AUTHORITIES - To establish authority for enforcement of architectural guidelines in the Historic Downtown Core District (HDTCC), a review board and its review authority and process needs to be established within section 1.8.
- 1.11 VESTED RIGHTS - For properties entitled to lesser densities, particularly in the newly established Downtown Development
- 2.2 APPLICATION SUMMARY TABLES - Include new district classifications in all application process language including any variation specific to the new districts and their criteria
- 2.3 APPLICATION TYPES - Include new application type for Historic Downtown Core Architectural Review including procedures, policies, forms and fees

- 2.4 REVIEW PROCEDURES - Include review procedure(s) for Historic Downtown Core Architectural Review
- 3.2 CONVENTIONAL ZONING DISTRICTS - Add language for two new zoning districts, Downtown Development District (DTDD) and Historic Downtown Core District (HTDC), and revisit language for Downtown Core (DTNC) with it being parsed into two new districts.
- 3.4 GENERAL DIMENSIONAL STANDARDS - Add language for two new zoning districts, Downtown Development District (DTDD) and Historic Downtown Core District (HTDC), and revisit language for Downtown Core (DTNC) with it being parsed into two new districts.
- 3.8 ZONING MAP - Revise Zoning Map to reflect Future Land Use Map recommendations from the Downtown Plan including two new classifications
- CHAPTER 5 NONCONFORMITIES - Revise each section within this chapter to reflect the restrictive requirements of the new Historic Downtown Core District (HDTC) such that it incentivizes the redevelopment of properties that do not match the intended preserved and enhanced character of the district.
- 6.2 DESIGN STANDARDS + GUIDELINES - Add a new subsection establishing the architectural and design standards and guidelines for the new Historic Downtown Core District (HDTC) and Downtown Development District (DTDD)
- 6.3 THROUGH 6.18 - Revise each section's language to establish the design standards and guidelines for these elements in the new Historic Downtown Core District (HDTC) and Downtown Development District (DTDD)
- CHAPTER 7 VIOLATIONS - Revise the sections in this chapter to add significant disincentives to nonconformance within the Downtown as well as to establish preferred paths of transition to new zoning through enforcement of declared violations.
- ARCHITECTURAL GUIDELINES [ADD FOR HISTORIC DOWNTOWN CORE DISTRICT + DOWNTOWN DEVELOPMENT DISTRICT] - Add to the Unified Development Ordinance a set of enforceable architectural design standards for new construction, redevelopment, and adaptive re-use to establish design styles and architectural elements as well as to establish maximum heights of architectural elements, structures, placement and treatments for utilities and peripheral items, and to define a process for review, public input, approval or denial, and for appeal of decisions.

Questions were raised regarding the possibility of adding a second band stage, public restrooms, and a permanent pavilion structure for year-round use for the Farmers' Market, equipped with electricity and water. There was discussion on the Town hiring a person solely to work on programming.

Council Member Archer asked if there was a redline version of all the changes available; Mr. Lambert stated yes, he would provide that to Council. Council Member Casey stated it is important to reserve as much open space as possible. He stated he is not opposed to having two band stages but doesn't want to lose the appeal of having events downtown.

A matrix of all action items was shared, highlighting those flagged with cross-references to other Town plans.

Council Member Archer discussed three variables of the Planning Board meeting last week: wants to preserve the Historic Downtown, discussion on how the plan treats building height and density – not adding density to Main Street, and public transit. Mayor Pro Tem Sims stated in the Historic District, he would like those buildings to stay the way they are. Council Member Archer asked Mr. Olmedo if that was his takeaway from developers; he stated that's a point of discussion, but the direction has been to keep the buildings in their current context. Council Member Archer stated if we keep the Historic District the same, that's not compatible with public transit and density piece of this plan.

Mr. Lambert stated this plan is a smaller scale version of what is seen in larger cities. Council Member Archer stated she wants to make sure developers won't look at this plan and be reluctant to bring big ideas to Clayton. Council Member Anderson stated she does not want this language to be stifling so a good project won't come to the Town. Planning Board Member Mike Surasky stated the only way to solve traffic is to add density and we need to focus on where this density needs to be. There was discussion on the Town having two downtowns. Mayor McLeod stated we need to develop pockets of places for citizens to go. He stated we need to emphasize to our citizens this is a concept, a guide.

Mr. Lambert stated if Council had any changes to please get those to Mr. Olmedo.

5 ITEMS FOR DISCUSSION

a) 4:05 - 4:40 p.m.

Text Amendments

Presenter: Conrad Olmedo, Planning Director and Chad Meadows, CodeWright Planners

Chad Meadows stated this is the second round of UDO amendments. This round contained approximately 111 changes, which fell into 7 different groups. This draft was presented at the August 26, 2024, Planning Board meeting where the board recommended approval with three additional comments: restricting number of new driveways for new lots created fronting arterial roads; considering additional and further discussing enhancements for conditional

rezonings; and revising the maximum height of multi-family buildings within 100' of an existing single-family residence to be only two stories and removing the 18-foot height reference.

He discussed the robust process for how to track these amendments; shared was a copy of the summary table and how changes are tracked. He stated many of these changes are minor in nature, shared were these changes.

Administrative/Non-Substantive:

- 'Building Inspector' to 'Inspections Director', pp. 34, 37, 48, 63, 65, 516
- Remove references to riparian buffer procedures, pp. 54, 145, 146
- 'Complementary' to 'complementary', pp. 214, 218, 430, 539, 540
- Typos, Missing Words, Extra Words, pp. 76, 99, 116, 186, 345
- Updated Images (to properly reflect codified text), pp. 417, 425, 480, 527

Procedures:

- Determination – Adds Inspections Director, pp. 48, 78
- Land Disturbance Permit – Pre-app optional, pp. 48
- Alternative Sign Plan – Town Council decided, not Planning Director, pp. 50, 118, 119
- Driveway Permit – Not required for access to a private road, but does require zoning compliance permit + allows a construction professional to prepare application instead of PE, pp. 83
- Final Plat Recordation – Allows staff or applicant to record + caveat about failure to provide recorded copy to staff, pp. 106
- Performance Guarantees – Adds landscaping to eligible features, adds sedimentation/erosion control in ineligible features, clarifies Town Council decides post-approval applications, pp. 111, 112
- TIA – Engineering Director 'accept' or 'not accept' instead of 'decide' + can still deny application based on TIA, pp. 139, 140
- Family Subdivision Certification Statement, pp. 800
- Family Subdivision, Limited Subdivision, Minor Plat – added to application requirements table, pp. 806, 807

Districts:

- Type 3 Conditional Rezoning – Concept plan subject to vesting; does not run with the land, pp. 71
- DTNC – Removed height provision for corner buildings, pp. 183
- Mixed-use Development must comply with Mixed-Use Design Standards in Ch. 6 (DTNC, DTNN, DTNT, MXD), pp. 184, 188, 191, 196
- MXD District – There is a maximum street setback, not a minimum street setback, pp. 197
- RLD District – Sidewalks may be required in certain areas, pp. 211

- Methods of Demonstrating Higher Quality Development for Type 3 Conditional Rezoning (landscaping, parking, traffic lights), pp. 227
- Lot Coverage - Only areas under buildings or roofs = lot coverage; prior approvals subject to rules in effect when approved, pp. 243
- Off-Street Parking – May encroach into setbacks except in DTNC and DTNT, pp. 251

Uses:

- Parking and Shipping Uses – permitted by-right in PUB, pp. 284
- Vehicle Towing or Storage – Allowed in CZC, pp. 285
- Bungalow Court – Requires Type B (not Type C buffer), pp. 295
- Single-Family Attached – All lots in Downtown districts less than 50-feet-wide must be rear loaded, pp. 325
- Secondary Structures – some permitted in front of principal dwelling when lot is 2 acres in size or more; requires doubled front setback, pp. 354
- Push carts added to mobile restaurants; removes separation from schools, churches, cemeteries, pp. 356, 364, 365
- RV Parking – Removed from CRM, LID, HID, CZC, CZI, pp. 356
- Vehicle Towing or Storage – Added as a secondary use, subject to same standards applied to principal use, pp. 356, 361, 372
- Outdoor dining may take place on an adjacent lot, but if so, not credited towards open space set-aside standards, pp. 366

Infrastructure:

- Placement of features within an easement requires prior approval from easement holder, pp. 490
- Easements are permitted features in passive and active open space set-asides, pp. 553, 555
- Potable water & sanitary sewer minimum connection distances are measured as straight lines from point-to-point, pp. 495, 510

Development Standards:

- Clarifies applicability of access & circulation standards for redevelopment (increase by 50% or more of floor area, use area, provided parking), pp. 411
- Single-Family Attached – ‘Parent’ parcel must be at least 30-feet-wide, pp. 412
- Increase min. driveway depth for single-family detached from 20 to 25 feet, pp. 416
- Driveway spacing – Must be 20 feet, whether on same or different lots, pp. 418
- Setbacks from Alternative Access are same as street setback; Engineering Director may allow alternative accessway of 30 feet (down from 50’), pp. 419

- Driveways – Town or NCDOT can restrict #; Added driveway width (12/24); Driveway depth from NCDOT street determined by NCDOT, pp. 420
- Parking Lot Cross-Access – Separation from driveway or street reduced from 60 feet to 50 feet; Engineering Director may reduce further, pp. 424
- Mixed Use standards applied to all principal buildings in a mixed-use development, pp. 430
- Bike Lanes in Mixed-Use developments – provided in accordance with Adopted Policy Guidance, pp. 431
- Mixed-Use parking location – limited to the side or rear, pp. 434
- Mixed-Use weather protection – only required over windows/doors; max. projection of 5 feet, pp. 435
- Multi-family buildings must be parallel to street when within 100 feet of street, pp. 439
- Multi-Family Building Façade elements – applied to all building facades, not just those fronting streets; 2 or more dormers; shutters on at least $\frac{3}{4}$ of windows; 2+ bay windows; removed cornice, pp. 441, 442
- Multi-family building articulation required on all sides, not just street facing, pp. 444
- Clarifies max. multi-building height (18') within 100' of single-family detached or attached dwellings, pp. 444
- Limits use of gates across accessways serving multi-family, pp. 446, 509
- Clarifies non-residential design standards apply to attached structures added to an existing building, pp. 449
- Non-residential building articulation features only counted on the wall where located, pp. 453
- Non-residential outparcels on street corners must include at least 2 of 4 required design features, pp. 459
- Large format retail structures may utilize allowable alternatives to transparent windows and doors, pp. 462
- Residential design guidelines apply to triplexes & quadplexes, pp. 463
- Removes limits on concrete foundations, pp. 464
- Distinctly different requirements for SFD reduced from 6 to 4, pp. 468
- Lighting plans shall be prepared by a lighting professional, pp. 478
- Allows gravel to be used for surface parking when within or next to railroad ROW, subject to specific standards, pp. 579, 580

Definitions:

- Mid-block Alley - 745
- Vehicle Towing or Storage – 792 (its or, not and)

There was discussion on the Vehicle Towing or Storage recommendation. It was asked if a size limitation could be put on that; Mr. Meadows stated yes. Council Member Casey stated he was curious how other municipalities do this;

Mr. Meadows stated we would continue to look at this. Regarding the development standards change on multi-family building elements, those were broadened and applied articulation to help establish high quality of design.

Council Member Archer stated she feels we are delivering on the promise of updating this document as needed. It was stated a request for modification was recently received and hoped to be included in this round; Council was asked should it be included as a one off? It was consensus of Council to let everyone know these modifications only happen quarterly.

Next steps are to hold the public hearing at the September 16, 2024, council meeting for possible adoption.

b) 4:40 - 5:00 p.m.

Strategic Plan

Presenter: Dolores Gill, Deputy Town Manager

Ms. Gill provided an update on the Strategic Plan. She stated at the Council Retreat in February of this year, Raftelis worked with Council to create a Vision, Mission, and Values that led to six Key Focus Areas, which are now seven areas. Department directors and the leadership teams are currently working on an operational plan to get this plan into motion.

Ms. Gill discussed the community input received for this plan. Shared was the percentage of survey respondents who agreed with the Town's draft vision statement and key focus areas: 87% - Vision; 88% - Vibrant Downtown; 89% - Desirable Amenities and Spaces; 83% - Sustainable Infrastructure Investment; 75% - Mobility, Transportation, and Transit; 86% - Diversified Economic Development; and 85% - Community Outreach and Engagement (the Public Safety key focus was not developed at the time of the survey).

She discussed the development of a dashboard that would show the process of goals created by the department directors and leadership team and stated Council would receive regular updates.

The next steps to include this plan on the September 16, 2024 council meeting agenda for potential adoption.

6 ADJOURNMENT

a) Adjourn

With nothing further, the meeting was adjourned at 5:17 p.m.

Motion To Adjourn

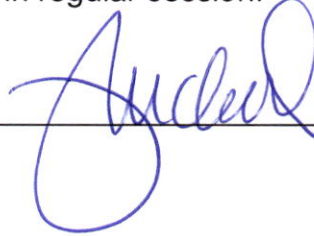
RESULT:	CARRIED 5-0
MOVER:	Michael Sims

SECONDER: Porter Casey

YES: Andria Archer, Michael Sims, Porter Casey, Gretchen Williams, and Ruth Anderson*

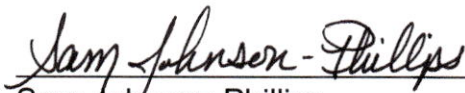
NO: None

Duly adopted this 16th day of September 2024, while in regular session.



Jody L. McLeod
Mayor

ATTEST:



Sam Johnson-Phillips
Deputy Town Clerk

