

PLANNING BOARD REGULAR MEETING

Monday, May 18th, 2026, 5:30 P.M.

Yadkinville Town Hall

Commissioners Chambers

213 Van Buren Street, Yadkinville, NC 27055

PLANNING BOARD MEMBERS

(PRESENT/ABSENT):

Anna Logan Howe, Chair – Present

Jeff Gibbs, Vice Chair – Present

Virgil Dodson - Present

R.J. Speaks - Present

Danny Coe – Present

Christy Ellington – Absent

Tony Snow – Present

Steve Brown – Absent

TOWN OFFICIALS PRESENT:

Meredith Detsch, Planning Director

Mike Koser, Town Manager

AUDIENCE: Applicants: Jared & Kimberly Hoots, Jose Arroyo, Libby Arroyo

Other attendees: Andrew Mackie, Tyler Nations, Linda Alvarez

1. CALL MEETING TO ORDER

Anna Logan Howe, Chair, called the meeting to order at 5:32 p.m. and determined that a quorum was present.

2. APPROVAL OF MINUTES: April 20th, 2026

Mr. Dodson moved to approve the April 20th, 2026, minutes as presented to the board, Mr. Speaks seconded the motion. The motion passed by a vote of 6-0 unanimously.

3. NEW BUSINESS:

Request for rezoning (ZMA-2026-02) Parcel No. 133494, 205 Taylor Street from the Rural Residential District (RR) to the Residential High Density (RH)

Ms. Detsch presented to the board that this request is for 205 Taylor Street, Parcel number 133494 with a total acreage of 9.224 and the owners are proposing to subdivide off around 7 acres. The current zoning of the property is Rural Residential (RR), and they are requesting

Residential High Density (RH). Majority of the properties in the area are zoned Residential Medium (RM), which is our standard single-family lot at a minimum lot size of ten thousand (10,000) square feet. The proposed Residential High Density (RH) requested is a smaller lot size to accommodate the property challenges that include a stream buffer, two sewer easements, and dedicated green space per our Development Ordinance requirements. Ms. Detsch showed the zoning map of the area and notated the uses in the area. Ms. Detsch noted that the current market trends for new single-family lots are a smaller lot size similar to the requested district with reduced setbacks on the lots. The proposed new zoning district (RH) has less restrictive setbacks that are: Front- 20', Rear-20', Sides- 5' and a minimum lot size of 5,000 square feet. There are water and sewer on the property and it's accessible from Taylor Street. Ms. Detsch showed the board the approximate sewer easement locations and stream buffer (50') that must remain undisturbed. The smaller lot sizes requested gave more flexibility to locate the proposed lots around the site constraints. The Planning Board's criteria for tonight's review is to look at the Comprehensive Plan, Future Land Use map, existing surrounding uses and the proposed use for this area. Our Future Land Use Map calls for Medium Density. The board must also consider our Comprehensive Plan's goals and strategies. In this case, the goals call for: *LU-1- Utilize the Future Land Use Map to encourage development that is compatible with surrounding development and available infrastructure and services while discouraging the over-development of environmentally sensitive areas. LU-4-Encourage a mix of housing types within the community to accommodate residents in different stages of life. LU-5-Encourage the revitalization and reuse of currently unused or underutilized structures and sites.*

The Planning Board has recently heard a similar proposal off East Willow Street and East Main Street for reduced lot sizes for infill development, but this is a larger scale development verses the previous individual lot ones.

Mr. Gibbs asked if we knew how many homes could go in there now without it being rezoned. Ms. Detsch noted the Rural Residential (RR) allows (2) two dwelling units per one (1) acre so around (14) fourteen with the proposed (7) seven acres. Ms. Detsch noted the concept plan submitted was around twenty to twenty-five (20-25) lots with a few infill off Taylor Street. Ms. Detsch noted with any new subdivision that all roads will have to be built to NCDOT standards, all utilities to our standards, and warranty for one (1) year before the Town would accept them as part of our maintenance. Mr. Gibbs asked about the road standards as he lives on Taylor Street and notices it is small. Ms. Detsch mentioned intersection improvements would more than likely be required where the new road would tie to the existing road (Taylor Street). Mr. Gibbs noted he was more concerned about the roads width as if there is a garbage truck you must wait to go by as they are not wide enough to support both vehicles at the same time. Ms. Detsch noted that is a challenge with older subdivisions in our jurisdiction. Mr. Gibbs asked about all infrastructure and all the roads. Mr. Gibbs asked about an impact study on the project and Mr. Hoots (property owner) answered they spoke with the Chief of Police for Yadkinville and there were no major concerns about the residential roads in Town. Mr. Gibbs clarified he was more asking about the emergency vehicles navigating the roads and that type of study. Ms. Detsch said there is no requirement for a traffic impact analysis or study at this time. Mr. Gibbs asked how we decide then on these things. Ms. Detsch noted it was for anything new must come into today's standards. Mr. Gibbs asked how Taylor Street would be upgraded. Ms. Detsch stated she did not have an answer; she has spoken with the Fire Marshal and Public Services Director, and they do not have an answer at this time about how we look at existing roads regarding today's standards. Mr. Gibbs asked about other options and Ms. Detsch said they could work with

adjacent property owners to cross and create new access points along Progress Lane. Mr. Gibbs asked the owner (Mr. Hoots) and applicant (Mr. Arroyo) if they were doing that and they stated they were not. Tyler Nations, neighbor asked to speak and was permitted to. He is an adjacent property owner and stated there is a sewer line running through all the properties and wanted to know once the development is built how it would impact his property regarding flooding, sewer etc. Ms. Detsch explained the main sewer line around sixteen inches (16") runs directly into the wastewater treatment plant. There shouldn't be any changes with sewer as they would tie directly into the line. For flooding concerns Ms. Detsch did not see the property in a designated floodplain. Mr. Nations explained when it does rain, it stays wet and you can't do anything with the land. Ms. Detsch noted any development would need to be fifty feet (50') from the stream as an undisturbed area. For the stormwater requirements, a detention pond or other low impact development options would be required to capture the runoff. Mr. Gibbs asked about the detention ponds and Ms. Detsch explained they don't have plans yet to review. There is no site-specific plan, this is a straight rezoning request. Further, anytime you disturb more than one (1) acre within our town limits and zoning jurisdiction the developer is required to do on stormwater management plan and show ten (10) years, one (1) year, twenty-four-hour (24) storm event. Ms. Detsch gave the recent example of Mavis Tire by Food Lion off Highway 601, they are disturbing more than one (1) acre, and they are installing a stormwater pond. Theirs will be a dry pond and slowly release the runoff as there are no water quality requirements at this time. Regarding the floodplain concerns, while the property is not in a designated floodplain at this time, that's not to say it couldn't become one in the future if there are significant changes in the area. The state and federal government would make those designations. Mr. Gibbs explained he is not against growth and likes his neighbors and knows we need more homes in Yadkinville. If it proved to be an issue with those neighbors behind this and the roads itself, which he imagines it will be, something will need to change like another entrance. Mr. Gibbs asked if this is adding fifty to seventy (50-70) cars daily to that neighborhood. Mr. Hoots (property owner) explained he understands the concerns with traffic in the neighborhood, but the existing roads have extremely low traffic use now. There is not a lot of traffic and rarely encounter another car when driving in the neighborhood now. If they were to add two (2) vehicles per house, the average trips per home are ten (10) per home so six hundred (600) trips right now in the neighborhood. If you add twenty (20) to twenty-five (25) homes, it will go to around eight hundred (800) to eight hundred and fifty (850), which wouldn't be that much of an increase. Mr. Gibbs asked Mr. Hoots (property owner) if he thought there was an issue on the roads right now? Mr. Hoots (property owner) did not, he lets his children play in the streets. Mr. Hoots (property owner) does not feel it will be a problem. Ms. Detsch noted it should not be a cut through road, it would be serving the neighborhood, and it would be your neighbors driving through. Mr. Gibbs noted it was already a struggle now and Mr. Hoots (property owner) didn't feel it was. Mr. Nations (neighbor) stated in the past year he has lived there he has only seen cut through traffic when there was a wreck on Progress Lane/Main Street and during the parade through downtown. Mr. Gibbs asked after this is all said and done, who is responsible for wider roads and more utilities. Ms. Detsch answered the Development Ordinance doesn't have a traffic impact analysis. Mr. Gibbs stated he isn't asking for one he's asking for what will happen. Ms. Detsch noted the town does have a yearly budget line for pavement and road improvements but not typically for expanding the roads. The roads need to be built to NCDOT standards and to bring all the roads up to those standards it would be an astronomical cost. Mr. Gibbs noted that is why they zone for certain densities. Mr. Koser noted the roads should meet NCDOT standards, he noted

Virginia Road was an NCDOT road in town that has small travel lanes. Mr. Gibbs explained the neighbors have trouble now navigating the four pinch points in the neighborhood. Ms. Detsch told the board there are three (3) different documents guiding the roadways in town and none of them have the same requirements or guidelines. The Powell Bill is one of the funding mechanisms for Town streets and requires an average of sixteen (16') feet for roads. NCDOT has requirements that vary on capacity for the travel lanes. Additionally, the NC Fire code has standards for road widths regarding travel lanes. They all conflict with their measurement requirements and staff are trying to navigate these three codes. From what Ms. Detsch has seen or asked officials, the roads continue as is and anything new must follow all codes. Ms. Detsch noted several roads in town that the Town maintains of similar size to Taylor Street. Mr. Gibbs asked if they are having twenty-five (25) homes added and Ms. Detsch noted not today but something could change tomorrow. Mr. Hoots (property owner) noted the curve would be corrected in this development proposal and would improve the neighborhood. He added they would be adding trips, but it would just be neighborhood traffic, not cut through traffic. Mr. Nations (neighbor) asked how long it would take to build out the neighborhood and the applicant Mr. Arroyo stated a couple of years. Mr. Nations (neighbor) stated that with the couple of years of development the heavy machinery will be driving in and out on the roads. Ms. Detsch noted that a lot does happen with new construction adjourning roadways and they do a survey for all the roads to determine their status. In an ideal world every few years they would pave but we unfortunately operate until the money runs out each year and then prioritize for next year. As part of maintaining the roads the Town repaves them accordingly. Mr. Nations (neighbor) explained he has two (2) different ways to access his property, but others may not have the option based on their location. Mr. Hoots (property owner) explained they would have some hardships as improvement occurs in the community. Mr. Koser answered Mr. Gibbs' question about fixing the roads and the residents would have to come to the Board of Commissioners to improve the road. Mr. Gibbs felt that was a problem for the residents to have to go to the Board to ask for road improvements when they can prove it is a problem now. Ms. Detsch noted this pinch point would more than likely be corrected with the entrance into the proposed area, but Mr. Gibbs noted it was just one (1) of four (4) problems in the neighborhood. Mr. Hoots acknowledged we are asking "if" it's a problem or becomes an issue. While the request is for high density, it will be more in line with medium density based on the layout of the proposed neighborhood. Mr. Gibbs asked Mr. Hoots why they couldn't just do that and Mr. Hoots explained they already talked about that with the site constraints on the property including greenspace, sewer easements and creek. Mr. Gibbs noted they were going from fourteen (14) to twenty-five (25) and Mr. Hoots agreed that was the goal, twenty to twenty-five (20-25) houses. Mr. Gibbs said it's really about adding more houses and Mr. Hoots said it's similar to McCleskey Drive. Mr. Dodson asked about the medium density number of houses you could put in. Ms. Detsch explained it's currently zoned Rural Residential (RR), two (2) per acre, zoning district Residential Medium (RM) is four (4) per acre and zoning district Residential High (RH) is eight (8) per acre. Mr. Hoots (property owner) explained with the site constraints on the property you are not going to get capacity. Ms. Detsch noted it previously was zoned Residential Medium (RM) and was rezoned to Rural Residential (RR) by a previous owner. Ms. Detsch noted the lot sizes also for the different districts and they are as follows: RR is around a half-acre lot twenty thousand (20,000) square feet. RM is a ten thousand (10,000) square foot lot and RH is a five thousand (5,000) square foot lot. Further, the setbacks are the pinch point for the

proposed lots and Ms. Detsch showed the board *Table 4.2.2 Density and Dimensional Table* from the Development Ordinance outlining all this including lot widths.

RR- 40' front & back and 15' off the side property lines

RM- 30' front & back and 10' off the side property lines

RH- 20' front & back and 5' off the side property lines

4.2.2 Density and Dimensional Table

The following table provides the density and dimensional standards for each zoning district.

Table 4.2 Density and Dimensional Standards

District	A1 Maximum Residential Density (DUA)	A2 Minimum Lot Size1 (square feet)	B Minimum Lot Width (feet)	C Front Setback (feet)	D Side Setback (feet)	E Rear Setback (feet)	F Max. Height (feet)
RR	2	20,000	100	40	15	40	35
RM	4	10,000	75	30	10	30	35
RH	8	5,000	50	20	5	20	50

Mr. Dodson asked if the density for RM would be twenty-eight (28) houses by right for that property. Mr. Hoots (property owner) explained if all the land could be used, we would be able to build fully out at around twenty-eight (28) homes. The request for a smaller lot size allows them more homes but with the site constraints they are looking at twenty to twenty-five (20-25) max. Mr. Hoots (property owner) acknowledged the heartache with more traffic in the area but there aren't any safety concerns right now or with the addition of more single-family homes he has seen. Mr. Gibbs noted there was a lot of development coming to the area including an apartment complex, childcare center- child plex, and new industrial buildings. Mr. Nations (neighbor) asked about the impact of traffic with those for their neighborhood. Ms. Detsch pulled up the zoning map of the area and noted the districts in the near vicinity. She noted Unifi Manufacturing was north and zoned Light Industrial (LI). Across Unifi Manufacturing there is the zoning district Highway Business (HB) and several businesses were there. Down Progress Lane is mostly zoned Office and Institutional (OI) for medical uses and there is a Light Industrial (LI) area being built currently as a small Industrial Park near Virginia Drive. Along Virginia Drive is mostly Residential Medium Density (RM). Going south on Progress Lane is Residential High Density (RH) with an existing apartment complex and a proposed one if they are awarded the tax credits from the state. Those forty-four (44) units are part of a statewide competitive process that probably will not get built if not awarded the tax credits. Sienna Heights was also a tax credit apartment complex completed. Mr. Gibbs asked if they needed to be rezoned and Ms. Detsch noted no, they already were zoned for multi-family use, they just needed approval from the Board of Commissioners with a Major Special Use Permit (MSUP) which has already been approved. Mr. Gibbs asked about a third apartment complex proposal and Ms. Detsch have not seen any additional ones yet. Mr. Gibbs asked about the Industrial Park being built and Ms. Detsch noted yes, three (3) warehouse buildings around twenty thousand (20,000) square feet were proposed. As you move out towards the Extraterritorial Jurisdiction (ETJ) the area is mostly Rural Residential (RR). Mr. Dodson asked about the original request for the development and the difference between the two districts and Ms. Detsch noted they would have trouble getting all the lots to meet the ten thousand (10,000) square feet lots. She measured a lot on GIS off McCleskey Drive, and it was right at ten thousand (10,000) square feet with the house taking up most of the lot. She noted it must be a one-story house and in line with your

starter homes. For they proposed lots to meet the setbacks they would probably need to be two stories and typically those are not seen as your starter houses due to costs. Mr. Coe asked the applicant, Mr. Arroyo, what the guess was on the price of these homes. Mr. Arroyo stated around \$350,000. Mr. Coe asked about the construction of the houses, concrete slab or crawl space. Mr. Arroyo (applicant) could do concrete slab, but it may be crawl space foundation due to topography. Ms. Detsch noted the topography drops down towards the creek, around twenty feet (20') down. Mr. Speaks asked about the orientation of the buildings and how the roads will be laid out. Discussion of a typical neighborhood with streets and accessibility verses rear loaded or alley loaded lots. Ms. Detsch didn't believe we had anything in the ordinance to permit those right now and the roads would not meet our standards (NCDOT) and we prohibit private roads. A special process may be the avenue, but Ms. Detsch wasn't sure at this time and would need to research more. The proposed road would require sidewalks and streetlights to be installed by the developer, and the Town would take ownership after one (1) year of completion. The ETJ was granted relief from that with parameters recently with a Development Ordinance text amendment as the Town would not take ownership of those areas. Mr. Nations (neighbor) asked about sidewalks in the neighborhood where they were going and Ms. Detsch noted it will be on the new properties. Mr. Dodson stated they had discussion on new sidewalks in developments and Ms. Detsch concurred, but it was only for new developments in the ETJ as those roads are turned over to NCDOT and they do not typically maintain those assets so it would need to be an HOA, Homeowner's Association or each individual property owner. Mr. Dodson asked if this property was in the ETJ and Ms. Detsch noted it was within the Town limits so they would be required to install sidewalks and streetlights and after a year the Town would be eligible to take the maintenance on through a transfer approve by the Board of Commissioners. Clarification on sidewalks would only be in the new section of the neighborhood, not added to the existing areas of the neighborhood. Ms. Detsch noted there hasn't been a neighborhood built recently that falls within the current Development Ordinance in Town limits (2018 adoption). Mr. Dodson moved to approve the request ZMA-2026-02 and the Planning Board adopts the consistency statement dated May 18th, 2026, contained in the agenda materials to approve the zoning map amendment for Parcel 133494/205 Taylor Street, for a rezoning from the Rural Residential (RR) to Residential High (RH) Density.

Comprehensive Plan Consistency Statement May 18th, 2026

ZMA 26-02

Address: 205 Taylor Street; Parcel No. 133494

Applicant: ARR Homes, LLC

The Planning Board finds the proposed map amendment consistent with the Comprehensive Plan and Future Land Use Map. It is reasonable and in the public interest as it supports the Town's guiding principles and vision for the future of the community. The following goals and strategies support this amendment:

Goal- Land Use & Growth Management: Establish a sustainable land development pattern that complements the character of the Town, promotes economic development, and concentrates higher intensity uses where adequate infrastructure exists, while preserving environmentally sensitive areas, adequate open space, and recreational opportunities.

Strategies:

LU- 1: Utilize the Future Land Use Map to encourage development that is compatible with surrounding development and available infrastructure and services while discouraging the over-development of environmentally sensitive areas.

LU-4. Encourage a mix of housing types within the community to accommodate residents in different stages of life.

LU-5: Encourage the revitalization and reuse of currently unused or underutilized structures and sites.

Mr. Snow provided the second and Chair Howe asked for the vote, 4-2 approve with two denying, motion carries.

Ms. Detsch explained to the audience that they would do similar advertising for the Board of Commissioners hearing for this item as it is also a public hearing and will be held on June 1st. The Planning Board is the recommending body; the more technical board and the Board of Commissioners will make the final decision.

4. OTHER BUSINESS –

Ms. Detsch has an update on the Bicycle and Pedestrian Plan and an exercise for the board to do. Ms. Detsch went through the timeline for the public input and outreach and noted this is updating the existing plan that was adopted in 2016. The Town was awarded a grant to pay for most of the plan through NCDOT Integrated Mobility Division.

Mr. Gibbs excused himself from the meeting and would be sending in his resignation.

Discussion of streets and the traffic flow occurred among the staff and the board members.

Concerns brought up during the meeting were noted and to expand the road network it may include eminent domain to widen them. Ms. Howe asked if they could have limited the number of houses and Ms. Detsch stated yes if it had been a Conditional District rezoning request with a site-specific survey. Discussion of McCleskey Drive and that layout and lot sizes were discussed among staff and the board. Ms. Detsch noted that growth of development will be moving towards town as there is water and sewer available which is typically more cost effective than wells and septic systems. Ms. Detsch explained to the board we cannot change the ordinance currently to require a traffic impact analysis as the state statutes have frozen any zoning changes that would make more restrictions and potential non-conformities as part of the downzoning bill. Ms. Detsch noted they have reduced the regulations recently but cannot make them tighter. It was noted the Planning Board/Board of Adjustment will need one new in-town member, possibly two. Mr. Dodson asked about the status of the roundabouts along Highway 601. Mr. Koser spoke to it as if it were on track and the underground work was wrapping up. They have until March 2028 to complete the project. Mr. Coe asked about grocery stores and Ms. Detsch noted they would need to get their traffic counts back up on Highway 601 and would also need available land for them to purchase. Ms. Detsch noted our Economic Development Director Garrett Dinkins probably gets asked that question daily if not more. Mr. Dinkins is also working on getting the community another urgent care facility as ours has closed and the one in Jonesville too. There is a primary care provider on East Lee Avenue but may have limitations. Discussion of properties along Highway 601 and the owners being unreachable were discussed as they would need to be willing to sell the property for any type of business to be recruited. Ms. Detsch noted grocery store sizes like Aldi require twenty thousand (20,000) vehicle trips per day and before the construction on Highway 601 we were right at eighteen thousand (18,000) and now we are closer to sixteen thousand (16,000) vehicles per day. Post construction in 2028, Ms. Detsch noted traffic patterns will shift and may get us closer to the twenty thousand (20,000)

trips per day. Mr. Koser noted the first of the four roundabouts will be coming online soon at the Lee Avenue and Highway 601 intersection.

Ms. Detsch encouraged them to take the bicycle & pedestrian survey and also pass the word along. Mr. Koser explained this will assist the Town in getting some projects in front of NCDOT for consideration as part of their State Transportation Improvement Program (STIP) that is not solely vehicle use in nature. Additionally, it will help the town be ready for future grant opportunities by having this plan completed. Ms. Detsch walked them through the map component for the board to give input. The consultant awarded to the town is RK&K and assisting the Town complete this plan. Ms. Detsch walked the board through the processes they already have been working on including the sub-committee make up of the community members. Mr. Dodson asked Mr. Koser about getting more Town stickers, but of larger scale. Ms. Detsch noted in her staff report there are more developments coming online, including a new 911 center to support VIPER, interagency communication. Ms. Detsch noted a lot of infill lots with single family. Additionally, the board will have another rezoning request off Memorial Road with Triad Metal Recycling. They are proposing a transfer station, as an extension of their current services. Ms. Detsch explained the Planning Board will review the rezoning and the Board of Commissioners will review the rezoning and the Major Special Use Permit (MSUP) request to expand their operations and build a solid waste transfer station. Mr. Speaks asked if the Board of Commissioners ever deny cases the Planning Board sends them and Ms. Detsch noted they did with a recent rezoning case, no action taken which resulted in a denial of Rafael's request at 633 West Main Street for apartments. The owner may be looking at utilizing the space differently and staff directed him to the Fire Marshal and Building Inspector to determine options. The Code Report was briefly covered including zoning violations currently under investigation.

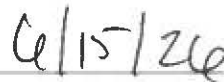
5. ADJOURNMENT - Next regularly scheduled Planning Board meeting is June 15th, 2026.

Mr. Dodson moved to adjourn the meeting at 6:30 p.m. The motion was seconded by Mr. Coe, and the motion passed unanimously by a vote of 5-0.

Respectfully submitted,



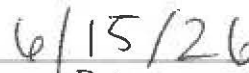
Meredith Detsch, CZO
Planning Director



Date



Anna Logan Howe, Chair



Date