

**TRANSPORTATION ADVISORY BOARD
MINUTES
December 4, 2008**

BOARD MEMBERS PRESENT

Charlie Hileman, Chair
Dave Deming, Vice Chair
Heidi Perry
Katie Schwing
Daniel Amoni
Austin Brown

STAFF

Adena Messinger
Marty Roupe

Board of Aldermen Liaison

Dan Coleman

At 7:30 PM, the TAB participated in the Joint Advisory Board meeting for a presentation on the Claremont II CUP application and a presentation on the Veridia Concept Plan review.

I. Call to Order

Charlie Hileman, Chair, called the meeting to order at 9:12 pm.

II. Discussion of Claremont II (part 1)

TAB members observed that the final CUP plans have not changed too much from the concept plans that were presented in March 2007. They would have preferred to see a more connected plan, where there was a connection between the two parts of the property. They also stated that they would like to see the roads stubbed out to the property lines, at least as an easement.

At the beginning of the joint review meeting, staff explained to the advisory boards that the concept plan comments has not been forwarded to the applicant until just prior to the joint review meeting. At this point in the TAB's meeting Marty Roupe explained that this occurred due to a mix up in the planning/zoning department.

Charlie expressed his interest/concern for how there will be access to the high school.

Marty asked if the TAB had any questions for the applicant. Heidi replied that she had a question regarding the buffer issue that was raised at the joint review presentation: why is there not a setback from the road? While not responding for the applicant, Marty clarified that there is not setback requirement in the land use ordinance. Heidi did not think that they needed the applicant to join the TAB meeting to address the question, but that the TAB could include it in their recommendations.

Heidi raised the issue of connectivity, reminding the group that when the Board of Aldermen discussed not connecting Cobblestone Road, the residents who lived on Stratford Drive were upset that Stratford was the only connection between Homestead and Hillsborough, and they were "promised" that other connections would be put in when other land is developed and this connection is one of them. Therefore, she supports the connection to Wexford via Colfax.

As TAB members looked at the map, they commented that due to the fact that Colfax does not provide a direct connection to another subcollector or high-order facility, that it does not appear that it would be an attractive "cut-through" even with the connection proposed by the Claremont project.

Daniel asked, ‘what is the advantage of having the connection?’ – he did not see the disadvantage or the advantage. Heidi offered that the connection provides a better route to access Hillsborough Road if you are living in the Claremont II neighborhood. She also reiterated the sentiment of the Stratford neighborhood.

Austin brought up the relevance of traffic calming as a deterrent. The new road should also have traffic calming.

Several members expressed that they could not see a good reason to prevent the connection. Heidi added that there is no reason why the residents should not have been aware of a future connection because of the stub-out.

Dan Coleman asked staff if there is data for Stratford Drive. Adena replied that there should be and that she will compile whatever data is available for the TAB.

Charlie brought up the comments made by George Daniel at the joint review regarding greenways and supported what he was saying.

[At this point the TAB paused their discussion about Claremont and had a brief discussion about the Veridia concept plan.]

II. Veridia concept plan discussion

The applicant and architect were present for questions.

Heidi asked whether the roads have been approved by the Fire Department? The applicant responded “No” because it is just at the concept plan stage.

Charlie asked about covered bicycle facilities? The applicant replied that the homes will be townhomes and that each house will have a covered area in their courtyard.

Charlie asked about the timeline. The applicant expressed that as soon as the advisory boards and Sungate engineering were through with the concept review they are ready move forward, except that they also need to pre-sell a certain amount of the units. Heidi asked what the estimated monthly fees be? The applicant replied that at Pacifica and Arcadia they are about \$75/month and that this development would be similar. It is also possible that utility savings could cut that in half.

Austin asked if the roads will be private, and the answer was yes. Heidi commented that she liked the density and the access to the bus line.

Daniel asked about the play area location and whether it could be more centrally located? The applicant replied that there is an OWASA easement prevented them from locating it more centrally. They will look at tools to slow traffic to provide a safe crossing to access the play area.

Overall the TAB liked the design. There were no formal recommendations.

Katie asked for clarification about the land use ordinance and how it allows them to do that type of project. She was referring to the exemption that the applicant referred to in the presentation. Other members explained that one of the two parcels is grandfathered in and by using the other parcel as well they need to go through the CUP process.

III. Discussion of Claremont II (part 2)

Charlie wants to know how people will get to the schools (other than by driving). This led to a discussion of the greenway plans and staff gave an explanation about the payment-in-lieu recommendation for the southern part of the proposed greenway.

Without a path across the creek right away, how will kids get to school? Marty commented that it is out of the scope if this project to require improvements along Homestead Road all the way to the high school, and the applicant has shown no interest in doing so.

Charlie asked about standard easements for a greenway, with respect to George Daniel's request that the easement be expanded to 30 feet. The current easement shown on the plans is for 15 feet. Because this will be a major non-motorized transportation option, Charlie supports expanding the easement.

Dan Coleman asked whether there could be a stipulation that wherever the greenway study recommends the creek crossing that the applicant will make that easement available to the Town? Marty replied that if the applicant is willing, there is no issue. If the applicant is unwilling, it would become a legal issue for the Town Attorney to address.

At this point staff clarified the issues surrounding the presence or absence of a crosswalk across Homestead Road at Claremont Drive: the plans do not show a crosswalk at this time because staff was not convinced that a crosswalk alone would provide a safe crossing in this location due to the width of pavement and speed of traffic. NCDOT is amenable to a crosswalk in this location and leaves it to the Town to decide; however, they are not prepared to supplement the crosswalk with any type of median or flashing lights, prior to having a better sense of the pedestrian volume.

The TAB emphasized the importance of having a crosswalk in this location, with advanced signage. They also would like to see a crosswalk at the intersection of Homestead and Street 1 (across from the single family home). Daniel commented that the crosswalks will send a message that this is a location where vehicles should expect pedestrians to cross the street and that drivers will learn to slow down and watch for pedestrian activity.

The Transportation Advisory Board recommends approval of the project with the conditions placed by the staff, with the addition of the following recommendations:

1. Because of the expected pedestrian traffic across Homestead Road, between the two phases of this development, we feel there must be a safe crossing of Homestead. We therefore recommend two sets of crosswalks with flashing lights, signage, and small refuge islands on Homestead: one located at the intersection of Homestead and Claremont and one located at the intersection of Homestead and "Street 1".

Moved: Heidi Perry

Second: Dave Deming

VOTE

Ayes: (6 – Daniel Amoni, Heidi Perry, Katie Schwing, Austin Brown, Charlie Hileman, Dave Deming)

Noes: (0)

Abstained/Excused: (0)

Absent: (0)

[At this time Dave Deming left meeting]

2. That the Town accept a payment-in-lieu for the southern portion of the greenway (past the “T” intersection as shown on the plans) and that the applicant provides an easement for the location of a bridge for a creek crossing once the bridge location is agreed upon and finalized.

Moved: Heidi Perry

Second: Austin Brown

VOTE

Ayes: (5 – Daniel Amoni, Heidi Perry, Katie Schwing, Austin Brown, Charlie Hileman,)

Noes: (0)

Abstained/Excused: (0)

Absent: (1 – Dave Deming)

3. That the road connection to Colfax Road remains as shown on the plans.

Moved: Heidi Perry

Second: Katie Schwing

VOTE

Ayes: (5 – Daniel Amoni, Heidi Perry, Katie Schwing, Austin Brown, Charlie Hileman,)

Noes: (0)

Abstained/Excused: (0)

Absent: (1 – Dave Deming)

4. That the applicant extends the pavement and dedicate public right-of-way to the end of the property on the two stubouts to the UNC property. While it is not necessary to have curb and gutter or sidewalk, these connections to the UNC property need to be kept open for bicyclists and hikers to have access to that property.

Moved: Heidi Perry

Second: Daniel Amoni

VOTE

Ayes: (5 – Daniel Amoni, Heidi Perry, Katie Schwing, Austin Brown, Charlie Hileman,)

Noes: (0)

Abstained/Excused: (0)

Absent: (1 – Dave Deming)

5. That the applicant increase the greenway easement on the Claremont property to 30 feet wide, including the area on the north side of Homestead.

Moved: Heidi Perry

Second: Austin Brown

VOTE

Ayes: (5 – Daniel Amoni, Heidi Perry, Katie Schwing, Austin Brown, Charlie Hileman,)

Noes: (0)

Abstained/Excused: (0)

Absent: (1 – Dave Deming)

6. That the applicant increase the buffer between the alley and the homes in Wexford and provide a dense screen. The TAB found merit in the idea presented by one of the neighboring residents to reconfigure the southernmost portion of the alley such that some of the townhomes are moved south of the alley between the alley and the Wexford neighborhood, providing a buffer.

Moved: Heidi Perry

Second: Austin Brown

VOTE

Ayes: (5 – Daniel Amoni, Heidi Perry, Katie Schwing, Austin Brown, Charlie Hileman,)

Noes: (0)

Abstained/Excused: (0)

Absent: (1 – Dave Deming)

7. That the developer install traffic calming devices on streets “A” and “B” to discourage high-speed or cut through traffic.

Moved: Heidi Perry

Second: Austin Brown

VOTE

Ayes: (5 – Daniel Amoni, Heidi Perry, Katie Schwing, Austin Brown, Charlie Hileman,)

Noes: (0)

Abstained/Excused: (0)

Absent: (1 – Dave Deming)

IV. Other business

Staff discussed the agenda for the January 15th meeting, as it may include a joint review item.

Meeting was adjourned at 10:50 PM.