

VILLAGE OF WESLEY CHAPEL
COUNCIL SPECIAL MEETING MINUTES
WESLEY CHAPEL TOWN HALL
6490 Weddington Road, Wesley Chapel, NC 28104
November 29, 2016 – 6:30 PM

The Village Council of Wesley Chapel, North Carolina met in the Town Hall at 6490 Weddington Road, Wesley Chapel, North Carolina.

Council Present: Mayor Kapfhammer, Mayor Pro Tem Kenary, Council Members Como, Kaperonis and Rodriguez

Others Present:

Clerk/Finance Officer Cheryl Bennett; Planning/Zoning Administrator Bill Duston

Mayor Kapfhammer called the meeting to order at 6:30 pm.

Liz Kovasckitz of Calyx Engineers introduced the team working on this project U-3467. She reviewed the project development process; they looked at the detailed study alternatives A2 and C2, and published an environmental document and held a public hearing. The current schedule calls for right of way acquisition in FY 2018 and construction in FY 2019. Many comments were received regarding the impact to WCWAA and Southbrook Church. A post hearing meeting was held in March 2016, with three resolutions: 1. Evaluate a shift in the road at Dogwood Park, 2. Do additional traffic studies at Optimist Park, and 3. Combine parts of A2 and C2.

A hybrid of CA2 was developed. CA2 eliminates two tight curves, avoids bisecting two large properties, minimizes impacts to the proposed subdivision to the east, and had marginal impact differences to the human and natural environment.

Traffic studies were done at Optimist Park, the counts on high traffic weekends show delays and queuing now and in the future during event peaks. They indicated the proposed geometry will improve, and likely will continue to need off duty officers for traffic control.

Regarding shifting the road onto Dogwood Park, Ms. Kovasckitz noted Section 4(f) of the US Department of Transportation Act of 1966 specifies publically owned land can only be used for federal projects if no feasible and prudent alternative exists. You can make a “De Minimis” impact determination. The alternate of CA2 realigns the road to use the 75 setback at Dogwood Park, and minimizes the impact to Optimist Park and Southbrook Church. It impacts .75 acre of Dogwood Park. PARTF funding was used to acquire the land, and it requires a conversion of the impacted land. Conversion steps include: 1. Contact the regional PARTF consultant (which they did), 2. Submit an initial proposal which the local government must sign and request, and include the size and location of the land to be converted, 3. Receive approval from PARTF/DENR to proceed, 4. Prepare the request for conversion, and 5. The elements needed include basic information, justification, analysis, a 30 day comment period, a public meeting, and a resolution from the governing body. DOT wants to hold a meeting in January, so items 2 and 3

must be done before then; they would like a decision in December 2016. If the new land for the conversion is not specifically identified and in the meeting minutes, PARTF will be flexible.

6. Elements needed for conversion are the funding received from NC DOT would have to be applied to a parcel to be acquired of equal value and they prefer it be of equal size, and appended to the park. DOT prepared a survey of Dogwood Park and submitted for appraisal. There is a SEPA environmental assessment.

Mayor Kapfhammer asked what extra costs and tasks are involved. Scott Cole from NC DOT stated DOT will partner and facilitate the process, even monetarily. He anticipated no cost to the Village. A commitment to acquire replacement property within 90 days is needed. Council Member Como asked if we could just send the money back instead of acquiring more land.

Bill Duston explained the 75 foot front yard setback is from the edge of the current road. The right of way would be permanent and would become DOT's property. An easement can be either temporary or permanent, the owner is compensated but if temporary, the land remains the property owner's. If permanent it becomes DOT property. Mr. Cole was asked if this would save the Church and ballpark; he said it would still require a temporary easement on their side.

Steps 7 and 8 would be to select the preferred alternative in January 2017, notification of the De Minimis impact to the parkland and notification of PARTF conversion. An agency meeting would occur in March 2017. In June 2017 they would publish the final environmental document.

Council Member Como showed photos of the park side of the road, and the church/WCWAA side, and asked if we could split the difference, with a lane added on each side of the road. The engineer explained they do a best fit alignment, when they saw there was park land they moved to the north. When they got the survey of the park, they saw the ballfield doesn't have fifty feet. It was used as one control and the seventy five foot buffer on the park for one control. There could be some room at the next stage. Wildcards are utilities and stormwater facilities. DOT pays if a sign is impacted. The road will stay open during construction, which is estimated to take 2.5 years.

Mayor Pro Tem Kenary asked why there is a traffic light at Lester Davis if you can't make a left turn. You can turn left from Hwy. 84 but cannot turn left out of Lester Davis onto Hwy. 84. DOT said the most dangerous crashes are angle crashes. At the Harris Teeter shopping center at Waxhaw Indian Trail Road and Hwy. 84 currently you can turn left at the far right and also turn left at the intersection with Bank of America. This is not shown on the new plans. Scott Cole stated the corridor is designed for today and twenty years out. Liz Kovasckitz stated the design will increase capacity and flow. But it was pointed out they will close the in/out at Harris Teeter, and force traffic to Waxhaw Indian Trail Road which is already overburdened. Scott Cole said he would look at it more closely. Mayor Pro Tem Kenary asked if there is a specific barrier between the road and the parking lot; Scott Cole replied that typically there is a municipal ordinance. Mayor Pro Tem Kenary noted at Dogwood Park the Duke Energy lines will shift into the park and the right of way will shift also, approximately 150 feet, into the property. She asked if they could be put underground. Mr. Cole said that would be an enhancement, and the town would have to pay the difference between that and above ground lines. Sidewalks are also a cost sharing item.

Council Member Rodriguez had concerns on traffic funneling to Waxhaw Indian Trail Road, and if there was any work being proposed for north and south of the intersection. Scott Cole said there was very little, but there will be double left turn lanes. Cars back up from Billy Howey Road to the Waxhaw Indian Trail Road / Hwy. 84 intersection. Also there were concerns about traffic funneling down to one lane to the east. It was noted the shopping center is not at all built out, and since it is an existing land use, it should be accounted for.

Council Member Kaperonis asked what the impact will be on emergency vehicles heading to the east with all the turns needed. Mayor Pro Tem Kenary noted currently Hwy. 84 gets backed up, you can only get out if someone is kind and lets you, if they were planning for twenty years they would widen the road to the Potter Road intersection. Scott Cole said they have limits to the project, if Town Hall accessed the shopping center it would be easier. They rely on developers to mitigate the traffic they bring. Council Member Kaperonis said he did not know what development is at the Weddington end, but traffic to Target is brutal.

The Mayor inquired about next steps and the fiscal impact, would there be realtor fees or any others. If an enhancement such as underground lines is wanted, it would be a cost to the town. Council Member Rodriguez asked what the cost to move the poles into the park easement would be. He proposed drafting paperwork if Southbrook and WCWAA are willing to fund. Mayor Pro Tem Kenary asked about the sidewalk cost estimate. Council Member Como said if the church is willing to give up some room, it would reduce the impact to the park, and if we could just return the funds to PARTF. Council Member Rodriguez asked if we could get a visualization of the impact of the project.

Public comments can be submitted by email to us, and the town and DOT will respond. Tracey and Liz are the engineer contacts on the NC DOT website; this information will be put on our website. A meeting with Southbrook Church and WCWAA is needed before the council meeting.

Mayor Pro Tem Kenary motioned to adjourn; Council Member Rodriguez seconded the motion.
The motion passed unanimously.

The meeting ended at approximately 8:10 pm.

Respectfully submitted,

Cheryl Bennett, Clerk

Mayor Dr. David Kapfhammer