

VILLAGE OF WESLEY CHAPEL
SPECIAL COUNCIL MEETING MINUTES
WESLEY CHAPEL TOWN HALL
6490 Weddington Road, Wesley Chapel, NC 28104
September 18, 2017 – 7:00 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 Pro Tem Kenary, Council Members Como, Kaperonis, and Rodriguez

Council Absent: Mayor Kapfhammer

Others Present: Clerk/Finance Officer Cheryl Bennett

1. Pledge of Allegiance, Invocation and Determination of quorum

The Pledge of Allegiance and the invocation were said.

2. Route 84 widening: next steps, discussion and Q&A with road officials and engineering team

Liz Kovasckitz from Calyx Engineers who are working on the road for NC DOT gave an update on the project. Currently they are doing additional traffic studies, final environmental document, final design and working on the PARTF conversion. A major change is adding the traffic circle at Hardwood Drive to address access concerns at the Harris Teeter shopping center. Also changes were made related to Siler Church access. Ms. Kovasckitz understood the Church's historic designation report was done, and the project was reviewed through the 106 process. The most frequent comments from the June 2017 public meeting were on the left turn at Lester Davis Road, left turn out of Optimist Park, two left turns at Deal Road, keeping a right turn into Hollister and the traffic study at Optimist Park. Since the meeting they have done additional traffic counts at WCWAA in September/October, updated the project's traffic analysis using August 2017 traffic forecast, and reviewed the lane configuration and traffic control devices to serve peak traffic volumes as much as practicable.

For PARTF the regional consultant was contacted, and next we must prepare a request for conversion, and the town will have to conduct a public meeting and do a resolution. For a replacement parcel, the adjacent landowners are not interested; the last resort is repayment of funds.

A question was asked about the impact of the Siler Church request for historic status. Ms. Kovasckitz said the process for being designated a historic landmark would include the local historic commission holding a public hearing, a second public meeting, and then moving forward or not. If it moves forward, the property would go through the certificate of appropriateness process, and determine the impact to the property, which would take several months. If the certificate can't be issued, it could impact the project. Generally they avoid section 106 property, but this is not on the federal registration. It is up to the local historic commission to decide whether they can take any land at the property. If they can't, they would have to take it

from the other business property across the street. The design has been revised so the YMCA building is no longer being impacted. The alignment has shifted six feet to the south at Siler Church. Their access also changed, and a full movement intersection is aligned with the church and shopping center on Waxhaw-Indian Trail Road. With a historic property you avoid taking trees as much as possible, avoid vibrations, and Siler requested a permanent wall. The engineer noted the move necessitated a short wall at Wells Fargo and at the Shell gas station. Scott Cole, NC DOT engineer, noted we are on a critical path, any changes will delay the project, or truncate it before Waxhaw Indian Trail Road.

The roundabout was discussed. Mayor Pro Tem Kenary asked if it can be moved to Blackstone. Scott Cole said at CVS and the other businesses, customers can turn right and then do a U turn at the roundabout and it works better at Hardwood; there will be connection from the Town Hall and improve mobility. The project is stopping at Waxhaw-Indian Trail Road, and Blackstone is entirely off the map. They will not take the first home in Lindenwood, they shifted the roundabout to the south, and are impacting the shopping center more than the house. Mayor Pro Tem Kenary said the roundabout will slow down the traffic there, and make the problem worse at Blackstone. Scott Cole noted they designed it as a two lane roundabout, but it will be opened as a one lane roundabout until both lanes are needed. The barrier is a five inch monolithic island. Mayor Pro Tem Kenary felt that will be a traffic safety hazard; Mr. Cole disagreed saying it will improve traffic. She asked if there could be something to allow Blackstone to turn left. Mr. Cole said he will consider that. The roundabout allows for continuous movement, eliminates T-crashes and facilitates U turns. Mr. Cole said at Harris Teeter there is no way to turn left onto Hwy. 84, the two southern exits on Waxhaw-Indian Trail Road are full movement. Mayor Pro Tem Kenary asked about shutting the turn-out at Harris Teeter, Mr. Cole said businesses will not like that and will go to their senators.

The dip in the road just west of Antioch Church Road is due to the angles; they tried to put it at the park but would need an extra set of dips. Council Member Como noted at the park we were willing to give fifty feet, but you are taking seventy five feet. A DOT representative said the alignment at Lester Davis Road is impacting the landowner there, he is opposed to it, the light will not be a full movement intersection, but there will be a light. Mr. Cole said the problem is access for Southbrook Church, the church has traffic officers but traffic is still a nightmare on Sundays. A citizen noted the church weekday preschool is losing an access point. Mr. Cole will meet with her on that.

Mayor Pro Tem Kenary noted the Walgreens shopping center currently has a right turn in lane. There will still be the ability to turn right in, but not a designated lane. Mr. Cole said the analysis did not show the right turn lane was needed.

Mayor Pro Tem Kenary asked what the plan was for during construction. Mr. Cole said they will evaluate it, options include night work, and daytime work from 9 am to 4 pm. This will be bid as one project, not as three pieces, and the project will last 24-30 months. Since the road is so wide, they will maintain most connections with gravel if needed.

Mayor Pro Tem Kenary had concerns traffic will cut through Lindenwood. Mr. Cole said with four lanes, traffic will flow well and there would be no benefit to cut through. Concerns were

discussed about where traffic to the east becomes one lane. Mr. Cole noted the traffic evaluation process is done at CRTPO, and a lot of traffic drops off at Waxhaw-Indian Trail Road.

Mayor Pro Tem Kenary asked about plantings in the medians. Mr. Cole said the policy is that a small percentage of the project cost is designated for landscaping. They will get materials and install them, and ask the town to do the maintenance.

There are not current meetings in Weddington, they met a couple of years ago and are happy with the project. The new road will be called NC 84 and the old portion of 84 will be called Weddington Road.

A citizen noted other towns such as Matthews are fussing about the median widths, why not us. Mr. Cole said everything is a tradeoff, with a large median you can have bigger trees. In Matthews they reduced the median to eight feet because of long standing homes, and the railroad line limitations. Without a median you have bad crashes.

Dan Barry representing Siler Church said he would be glad to talk to Council regarding Siler. We all recognize the road needs to be built, and have had on-going discussions for twenty-thirty years, and should have interacted with Wesley Chapel when Target and CVS were being built. They are closing one gravel entrance to the Church on NC 84, one entrance on Waxhaw-Indian Trail Road, the north entrance on that road will be a crossover, and they will close the northernmost entrance.

A question arose about the intersection of Potter Road and NC 84 and the possibility of a roundabout. Mr. Cole said if traffic queues into a roundabout it shuts down the intersection. They do modeling of traffic counts using past growth rates.

Mayor Pro Tem Kenary asked about the roundabout at Waxhaw-Indian Trail Road and New Town Road; she was told it was being done because of traffic backups there, and she asked why they did not just do a turn lane. Mr. Cole said the cost of a turn lane would approach the cost of a roundabout and it is safer with no T-bone crashes. The elementary school is south of the intersection, so Union County Public Schools paid for the traffic light but the bigger solution is the roundabout and it is funded with safety funds.

Joe Lapos representing Crossroads Church said with the road design they have concerns about in and out access. The DOT representative said traffic would have to turn right and then U-turn. Mr. Cole said they are working on another U-turn between Deal Road and Shannon Road.

A question came up on past Councils and decisions, and why with long term road discussions were shopping center buildings allowed to be built so close to the road. Mr. Cole said hindsight is 20/20. Our role during the development phase is that the developer mitigates the trips they generate, but don't say the building has to be so many feet back. The road is being designed for the next 20 years.

Mayor Pro Tem Kenary noted on the LARTP plan a roundabout was shown at Antioch Church Road and an extension was shown to Billy Howey Road. Mr. Cole said they look at the DOT transportation plan, and neither is shown at this time.

3. Adjournment

Council Member Kaperonis motioned to adjourn; Mayor Pro Tem Kenary seconded the motion.

The motion passed unanimously.

The meeting ended at approximately 11:30 pm.

Respectfully submitted,

Cheryl Bennett, Clerk

Mayor Dr. David Kapfhammer