

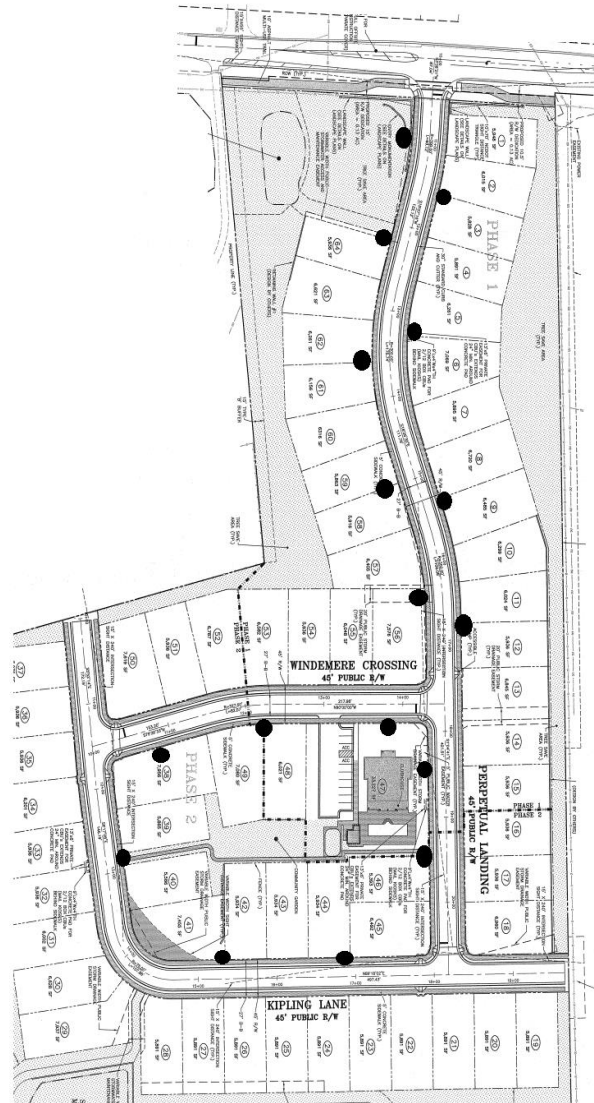
**KEY ISSUE: ACCESS**

PROPERTY ADDRESS	BUSINESS MEETING DATE	APPLICANT
2217 Homestead Road	December 5, 2018	Gurlitz Architectural Group, PA

Staff has identified a one-way roadway connecting the Courtyards at Homestead and the Active Adults Housing neighborhood as a compromise solution that mitigates the concerns of the Fire Marshal and the concerns of the Courtyards at Homestead neighborhood.


Both of the neighborhoods have (or will have) sidewalks on at least one side. To further provide for pedestrian safety within the two neighborhoods, raised pedestrian crosswalks could be considered. Town staff will continue to monitor the situation into the future and provide additional feedback to Council.




The adjoining property, Courtyards at Homestead, was constructed with two stub-outs to provide for connectivity. According to the State Fire Code, Appendix D, single-family neighborhoods with more than 30 dwelling units must have a second point of access. The Code gives the Fire Marshal some discretion if the homes are constructed with sprinkler systems or if a secondary access road will connect with future development. The Courtyards at Homestead development has 63 dwelling units and the units are not sprinklered. As an interim safety measure, Greenway Landing (called Perpetual Landing on map) has been posted for no parking on either side until a second point of access is provided. The dots on the map indicate the no parking signs.



The extension of Kipling Lane to the east will provide a secondary access point for the Courtyards at Homestead ensuring access in the event of an emergency.

If Council chooses to consider different connection options other than the one-way access, staff has identified the following possibilities:

Proposed Connection	Pro	Con
Full access	<ul style="list-style-type: none"> <li>• Fire safety facilitates faster emergency response time;</li> <li>• Connectivity between neighborhoods (fulfills Comprehensive Plan goals);</li> <li>• Secondary entrance in and out of subdivisions in the event the primary entrance/exit becomes blocked;</li> <li>• Installation of traffic calming;</li> <li>• Removal of some on-street parking restrictions potentially creating traffic calming;</li> <li>• Internal Courtyards at Homestead roads have sidewalks.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential traffic increase on Kipling Lane – estimated at 60 vehicles per day;</li> <li>• Additional conflicts with pedestrians and vehicles.</li> </ul>
<p><b>PREFERRED ALTERNATIVE</b></p> <p><b>One-way access (from Courtyards at Homestead to Active Adults Housing)</b></p>	<ul style="list-style-type: none"> <li>• Reduced pedestrian and vehicle conflicts;</li> <li>• Limited traffic flow;</li> <li>• Provides required secondary fire access;</li> <li>• Connectivity between neighborhoods (fulfills Comprehensive Plan goals);</li> <li>• Secondary entrance in and out of subdivisions in the event the primary entrance/exit becomes blocked;</li> <li>• Removal of some on-street parking restrictions potentially creating traffic calming;</li> <li>• Internal Courtyards at Homestead roads have sidewalks.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimizes potential traffic impact on Kipling Lane;</li> <li>• Only allows secondary access for regular traffic for Courtyards and not Active Adults Housing.</li> </ul>
<p>Full roadway with bollards</p> 	<ul style="list-style-type: none"> <li>• Limits traffic but provides for pedestrian and bicycle traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Limits connectivity for services, including road, refuse, mail, delivery services;</li> <li>• Bollards can cause damage to fire trucks;</li> <li>• Bollards collapsible one-way;</li> <li>• Maintenance issues of bollards and vegetation.</li> </ul>

Proposed Connection	Pro	Con
<p>Fire access/green connection</p> 	<ul style="list-style-type: none"> <li>• Minimal impervious surface;</li> <li>• Reduced clearing limits</li> </ul>	<ul style="list-style-type: none"> <li>• Long-term structural maintenance;</li> <li>• Long-term landscape maintenance;</li> <li>• Reduced handicapped accessibility.</li> </ul>
<p>Offset Speed Table</p> 	<ul style="list-style-type: none"> <li>• Fire vehicle responding to an emergency can circumvent by crossing the centerline and briefly traveling against the flow of traffic.</li> <li>• Delay for fire vehicles is estimated at two seconds, less than the maximum delay associated with traditional speed tables;</li> <li>• Provides required secondary fire access;</li> <li>• Connectivity between neighborhoods (fulfills Comprehensive Plan goals);</li> <li>• Secondary entrance in and out of subdivisions in the event the primary entrance/exit becomes blocked;</li> <li>• Removal of some on-street parking restrictions potentially creating traffic calming.</li> </ul>	<ul style="list-style-type: none"> <li>• There is a potential for other vehicles to circumvent vertical measure as well.</li> <li>• Potential traffic increase on Kipling Lane – estimated at 60 vehicles per day;</li> <li>• Additional conflicts with pedestrians and vehicles.</li> </ul>
<p>Rumble Strips</p> 	<ul style="list-style-type: none"> <li>• Provide a visual and aural alert to drivers. Materials like granite and concrete are roughened by being broken into raised lines or patterns, and placed in strips across roadways, usually in a series.</li> <li>• Drivers are immediately alerted when entering a traffic calming rumble strip;</li> <li>• Provides required secondary fire access;</li> <li>• Connectivity between neighborhoods (fulfills Comprehensive Plan goals);</li> <li>• Removal of some on-street parking restrictions potentially creating traffic calming.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential traffic increase on Kipling Lane – estimated at 60 vehicles per day;</li> <li>• Additional conflicts with pedestrians and vehicles.</li> </ul>

Stipulations have been added to Revised Resolution A to incorporate the following:

- Kipling Lane to be constructed and signed as a one-way street from Courtyards at Homestead to Active Adults Housing;
- Raised crosswalks internal to the Active Adults Housing be placed at appropriate locations;
- That town staff prepare a report to the Town Council, one year following issuance of a Certificate of Occupancy for the 2217 Homestead Road development detailing impacts of the connection and identify any potential next steps.

(See "NEW AND AMENDED STIPULATIONS INCLUDED IN REVISED RESOLUTION A.")

Additionally, the Courtyards at Homestead neighborhood could consider petitioning the Town for installation of traffic calming devices.

The Applicant fully supports the emergency and fire access improvements that connectivity between the Courtyards site and this project offers to both developments. The applicant further supports connectivity as a way of linking communities and promoting a free flow of neighborly access. With each community consisting of age restricted housing and equal access to Homestead Road, the applicant believes it is unlikely that either the Courtyards or the new development will be impacted by cut through traffic. The applicant's experience with continuing care retirement communities – Carolina Meadows specifically – indicates that apartments and single family homes intermixed on shared roadways does not negatively impact either use. The applicant supports the use of traffic calming devices where indicated by professional traffic engineering standards.

Town staff has also conducted a traffic count and speed study on Greenway Landing in the Courtyards at Homestead development between November 6 and 8, 2018. The study averaged 155 cars per day with an average speed of 16.2 mph. The chart below shows the average hourly volume:

