

**DRAFT SUMMARY MINUTES OF A PUBLIC HEARING
OF THE CHAPEL HILL TOWN COUNCIL
WEDNESDAY, SEPTEMBER 13, 2017, AT 7:00 PM**

Council Members Present: Mayor Pam Hemminger, Mayor pro tem Donna Bell, Council Member Jessica Anderson, Council Member George Cianciolo, Council Member Sally Greene, Council Member Ed Harrison, Council Member Nancy E. Oates, Council Member Maria T. Palmer, and Council Member Michael Parker.

Staff members present: Town Manager Roger L. Stancil, Deputy Town Manager Florentine Miller, Town Attorney Ralph Karpinos, Planning Director Ben Hitchings, Interim Operations Manager Judy Johnson, Senior Planner Kay Pearlstein, Engineer Services Manager Kumar Neppalli, Fire Inspector Donnie Morrissey, Patrol Sergeant Charlie Pardo, and Acting and Deputy Town Clerk Amy Harvey.

[AGENDA ITEMS](#)

0.1 [Proclamation: Constitution Week.](#)

Mayor Hemminger opened the meeting at 7:00 p.m. and made several announcements, including an upcoming Good Neighbor Initiative block party at the Hargraves Center, and a Council work session September 8 regarding the Town's Land Use Management Ordinance (LUMO) revision. She also mentioned that Duke Power and NC Green Power had fully funded a student-proposed solar array at one of the high schools.

Council Member Greene read a proclamation naming the week of September 18, 2017 as Constitution Week in Chapel Hill. The proclamation encouraged Town residents to reaffirm the ideals of liberty, equality and justice by reflecting, and vigilantly protecting the freedoms that the U.S. Constitution guarantees.

Cynthia Hickey, representing the Davey Poplar Chapter of the Daughters of the American Revolution (DAR), received the proclamation and explained that part of the DAR's mission was to educate the public about the Constitution and the freedoms it affords. The DAR had petitioned Congress in 1955 to set aside a week in September as Constitution Week, and that had been adopted, and signed into law in 1956, she said. Ms. Hickey noted that a related exhibit would be set up in the Century Center in Carrboro.

0.2 [Resolution of Support for DACA Beneficiaries. \(R-0.1\)](#)

Mayor Hemminger explained that Resolution-0.1 would support Deferred Action for Childhood Arrivals (DACA) recipients having a continued path toward citizenship in the United States. She noted that President Trump had revoked former President Obama's executive order regarding DACA recipients and had given Congress six months to create new legislation. The University of North Carolina at Chapel Hill (UNC) and the Town of Carrboro had expressed support for

DACA recipients as well and the Town's resolution would authorize the Manager to help out with whatever resources possible, Mayor Hemminger explained.

Council Member Palmer read the Resolution of Support for DACA Beneficiaries.

Council Member Oates said that the issue was close to her heart, but, as an elected official charged with spending other people's money, she wanted more information from staff about where the funds would come from, she said.

Council Member Palmer recommended that the Town would coordinate its efforts with the Chapel Hill-Carrboro School System. She shared a story about a young person she knew who had been considering dropping out of school in order to work and make money to renew her DACA permit.

Mayor Hemminger confirmed that the Town would send the resolution to UNC, Carrboro, and Orange County.

Council Member Harrison recommended that staff make NC Attorney General Josh Stein, a Chapel Hill native, aware of the resolution as well.

COUNCIL MEMBER MARIA T. PALMER MOVED, SECONDED BY COUNCIL MEMBER SALLY GREENE, TO ADOPT R-0.1. THE MOTION WAS ADOPTED UNANIMOUSLY (9-0) .

[A RESOLUTION SUPPORTING CHAPEL HILL RESIDENTS WHO ARE BENEFICIARIES OF DEFERRED ACTION FOR CHILDHOOD ARRIVALS \(DACA\) AND THE COMMITMENT OF TOWN RESOURCES FOR THEIR ASSISTANCE \(2017-09-13/R-0.1\)](#)

0.3 [Request for Funds for Frederick Douglass' Bicentennial.](#)

Mayor Hemminger said that the Town had an opportunity to participate in a February 2018 bicentennial anniversary of Fredrick Douglass's birth. This would include a project to print thousands of copies of his autobiography to share with children in grades 7-12 nationally, she said. Mayor Hemminger also noted the Town was being asked to contribute \$1,000 toward the initiative, and that Carrboro, Orange County, and others had made similar commitments.

The Council voted unanimously to support the request, and Mayor Hemminger said that funds were available.

COUNCIL MEMBER JESSICA ANDERSON MOVED, SECONDED BY COUNCIL MEMBER MICHAEL PARKER, TO APPROVE THE REQUEST. THE MOTION WAS ADOPTED UNANIMOUSLY (9-0) .

1. [Open the Public Hearing and Consider an Ordinance to Amend the Town Code to Allow the Sale of Alcoholic Beverages on Sunday Mornings Beginning at 10:00 a.m. by Businesses Licensed for Off-Premises Sale. \(O-1\)](#)

Mayor Hemminger explained that the Council had held a special meeting during the summer to allow restaurants to sell alcohol on Sunday mornings in accordance with a "brunch bill" recently passed by the NC state legislature. She said that the Coalition to Eliminate Binge Drinking had not found any significant additional problems related to alcohol being served before noon.

Town Attorney Ralph Karpinos outlined the ordinance to permit the sale of beer and wine on Sunday mornings, beginning at 10:00 a.m. He explained that the NC General Assembly had enacted amendments to state law earlier in the year that had allowed such sales. The Council had held a special meeting and a public hearing during the summer and had enacted the sale of beer and wine in restaurants beginning at 10:00 a.m., he said. The Council would now hear from the public and vote on an amendment that would permit the sale of alcoholic beverages at retail establishments for off-premises consumption as well, Mr. Karpinos said.

Eugene Farrar, a Chapel Hill resident, objected to the regulation change, noting that a number of churches were in the downtown area and pointing out that some people drink all night and into the morning. Mr. Farrar asked the Council to respect the churches and the community.

The Council voted unanimously to adopt the resolution. Mayor Hemminger pointed out that more than 169 municipalities had moved forward with similar resolutions.

COUNCIL MEMBER MICHAEL PARKER MOVED, SECONDED BY COUNCIL MEMBER JESSICA ANDERSON, TO ENACT O-1. THE MOTION WAS ADOPTED UNANIMOUSLY (9-0) .

[AN ORDINANCE AMENDING SECTION 3-7 OF THE CHAPEL HILL CODE OF ORDINANCES TO ALLOW THE SALE OF MALT BEVERAGES, UNFORTIFIED WINE, FORTIFIED WINE, AND MIXED BEVERAGES FOR BOTH ON-PREMISES AND OFF-PREMISES CONSUMPTION ON SUNDAYS BEGINNING AT 10:00 A.M. \(2017-09-13/O-1\)](#)

2. [**Open the Public Hearing: Application for Special Use Permit - Alpha Phi Sorority, 219 East Rosemary Street, Project #16-085.**](#)

Senior Planner Kay Pearlstein gave a PowerPoint presentation on the Alpha Phi Sorority's application for a special use permit (SUP) for a two-lot assemblage on .59 acres in the Franklin-Rosemary Historic and Residential 6 Zoning Districts. Ms. Pearlstein noted that the LUMO had identified the site for Institutional Use. Thirty sorority members and one housemother would live in the two-story house, she said.

Ms. Pearlstein outlined the proposal add on to the house, move or demolishing an adjacent cottage, dedicate a right-of-way for a new sidewalk, and pave Friendly Lane. She mentioned several requests for modifications to buffer regulations, and said that the proposal included 11 autos and 12 bicycle parking spaces. She stated that staff supported requests to reduce Friendly Lane from 15 to 10 feet wide, and to reduce plantings to allow for a stone walls.

Ms. Pearlstein described the landscape plan, and said that all Town advisory boards had recommended approval, with the exception of the Historic District Commission (HDC), which had to review the plan for a Certificate of Appropriateness. Staff supported a Transportation and Connectivity Advisory Board proposed stipulation for at least two vehicle charging stations and infrastructure for additional stations in the future, she said. Ms. Pearlstein recommended that the Council open the public hearing, hear evidence, and recess the public hearing to October 25, 2017.

Council Member Greene asked for more information on the HDC's recommendation to not have a front porch in accordance with its new guidelines. She confirmed with Ms. Pearlstein that staff would return on October 25th with more information about that recommendation.

Council Member Palmer raised a question about whether or not Alpha Phi currently owned or rented the property.

Architect Josh Gurlitz, representing the applicant, replied that the sorority had owned both lots outright for about two years. The houses were being used as rental properties until their future uses could be determined, he said.

Mr. Gurlitz then provided background on Alpha Phi, explaining that the total population included 185 sorority sisters, 30 of whom would live in the house. He said that the HDC's comments regarding front porches had been made at the concept plan phase. He discussed the value of porches for mediating social life, and said that the CDC was comfortable with a proposal to place them along the side of the house. Mr. Gurlitz described a plan to increase buffers to the neighboring single-family areas, and said that car parking would be under the building.

Developer David Ballentine reviewed the site plan, said that Friendly Lane would be widened to 16 feet to accommodate a sidewalk, and described the parking area. He said that the plan for stormwater treatment would improve drainage beyond what was required in the ordinance. There would be a very careful traffic control plan during construction, Mr. Ballentine said.

Mr. Gurlitz added that Alpha Phi had offered its cottage on Friendly Lane to EmPOWERment Inc., which has been working with civil engineers to configure its site on Johnson Street to receive it. A letter of intent between the two had been drafted, and the terms include donating the house and funds to assist with moving it, he said. Mr. Gurlitz then explained the plan to add on and extend the main house.

Laura Moore, a landscape architect, reviewed her ideas for providing a safe, sustainable, and easily maintainable landscape for the sorority. She described porches, gathering spaces, plantings, walkways, and stone walls, and showed technical drawings and artist renderings of the plan. Ms. Moore said that the tree canopy would meet the Town's 40 percent requirement. She explained how buffers on Friendly Lane would be modified for the sidewalk and the right-of-way, and how those on Rosemary Streets would be modified for the stone wall.

Council Member Oates expressed concern about dense shrubbery interfering with safety.

After brief Council discussion, Ms. Moore said that the density could be reduced.

Mayor Hemminger recommended bringing back a picture of what the shrubbery would look like. She clarified that foundation plants would be against the house, not the wall, and plantings would taper down from under the windows to the wall.

Council Member Palmer asked why the plan for the sidewalk on the contiguous property was brick.

Ms. Moore replied that brick was more easily maintained than Chapel Hill gravel, and an opportunity for brick had opened up when a large tree was removed.

Council Member Greene said that Chapel Hill gravel made more sense because of the root systems of large trees at that location. Why not keep the whole strip Chapel Hill gravel, and be consistent, she asked.

Ms. Moore explained that the brick sidewalk would be built on sand, which would allow tree roots to move around underneath. She thought that brick was more maintainable and more beautiful, she said.

Council Member Greene asked staff to address whether the entire strip would eventually be brick. She was concerned about having an inconsistent walkway, she said.

Ms. Pearlstein agreed to find out if the HDC had a plan for brick or gravel in the future.

Council Member Greene asked that her concerns about consistency be conveyed to the HDC.

Council Member Harrison verified with Ms. Moore that plantings in the bio-retention basin would be different from the other plants. He also confirmed with Mr. Ballentine that the plan would provide more stormwater management than most other buildings in the area.

Council Member Cianciolo raised questions about the use of river birch in the bio-retention basin, and Ms. Moore replied that she would defer to Mr. Ballentine regarding that. She could easily substitute something else if shedding would create problems, she said.

Council Member Oates confirmed that the sidewalks were in the Town's right-of-way, and that the Town would maintain them.

Martin Okun, a Friendly Lane resident, expressed concern about access to his home at the end of a one-way street during construction. He said that the only way in and out that he could envision was through an adjacent church parking lot.

Mr. Ballentine agreed to explain the plan to Mr. Okun and his neighbors.

Mayor Hemminger said that she was pleased about the inclusion of electric car charging stations. There were ongoing discussions about having them throughout the community, and she hoped there would be e-bikes as well, she said.

COUNCIL MEMBER MARIA T. PALMER MOVED, SECONDED BY COUNCIL MEMBER MICHAEL PARKER, TO RECESS THE PUBLIC HEARING TO OCTOBER 25, 2017. THE MOTION WAS ADOPTED UNANIMOUSLY (9-0) .

3. [Open the Public Hearing: Application for Special Use Permit Modification - Signature Health Care Expansion, 1602 East Franklin Street.](#)

Ms. Pearlstein gave a PowerPoint overview of a request to modify a 1978 SUP to allow a 9,600 square-foot expansion of Signature Health Care on 5.6 acres in the Residential-5 zoning district. The applicant was also asking for 82, rather than 79 vehicle parking spaces, and 11, rather than 27 bicycle parking spaces, she said. She pointed out that 11 spaces would allow a quarter of Signature Health Care's staff to ride bikes to work.

Council Member Harrison pointed out that bicycle spaces should come in even numbers.

Ms. Pearlstein discussed the Ephesus Fordham District Regulating Plan, and explained that Signature Health Care, and nearby lots had been left un-zoned for future development. She showed that the property had been designated for institutional uses, and as a development opportunity site in the LUMO. Ms. Pearlstein displayed a site plan, and showed that the proposed would be where a parking lot currently existed. Parking would be moved to the west side of the driveway, she explained. Ms. Pearlstein said that an effort would be made to preserve rare specimen trees. The applicant was asking for an alternative buffer, which the CDC would need to approve, she said.

Council Member Palmer confirmed that the applicant was proposing to meet ADA standards that include crosswalks and ramps into the front of the building.

Dave Ballentine, representing the applicant, provided background on the community facility, and outlined the plan to increasing its size 9,600 square feet while keeping the same number of beds. He said that some space would be converted for rehabilitation uses. He reviewed the proposed layout, construction schedule, tree preservation goal, parking configuration, landscaping and buffers, and stormwater treatment plan. Mr. Ballentine showed slides of what the new entrance would look like from Franklin Street.

Mayor Hemminger confirmed that there was a plan to install charging stations, and to conduct an employee study to determine if they would be used. Mr. Ballentine pointed out that the Transportation and Connectivity Board had not been in favor of having charging stations that were not being used. He said that two stations would be put in, if needed, and that conduits would be installed for additional stations. It was not clear if the applicant needed to put the charging stations in at the current time, Mr. Ballentine said.

Ms. Pearlstein said that she believed the applicant was being asked to put in two charging spaces, and consider laying conduit for future electric cars.

Mayor Hemminger asked about drivers using the property as a cut-through, and Mr. Ballentine replied that people had been doing that for some time. The applicant did not want to promote more cutting through, and could post related signs, he said.

Council Member Parker asked about a request for a potential easement, and Mr. Ballentine explained that the Transportation and Connectivity Board had asked the applicant to consider giving a bike easement, if Couch Road were to be developed. He said that having a bicycle route running through Signature Health Care probably was not compatible with its current use. In addition, the topography was not helpful for a bike route, he said.

Council Member Palmer confirmed that the applicant was considering installing 10 exterior and two interior bicycle racks, for a total of 12.

Council Member Harrison commented on the poor condition of the driveway between Signature Health Care and the State Employees Credit Union. He did not think usage would be so great there that the applicant would need to worry about many bikes coming through any connection, he said. He pointed out that "Slow" signs could be posted.

Council Member Oates mentioned that traffic would be at its heaviest during shift changes, and verified with Mr. Ballentine that those would most likely occur in the morning and evening. Mr. Ballentine agreed to bring back more information regarding that.

Council Member Palmer said that there were a variety of jobs at the facility, and a staggered flow of employees. She had been there at all hours and had never seen a traffic rush, she said.

Mayor Hemminger requested that answers to the Council's questions be provided prior to the October 25th continuation of the public hearing.

COUNCIL MEMBER JESSICA ANDERSON MOVED, SECONDED BY COUNCIL MEMBER MICHAEL PARKER, TO RECESS THE PUBLIC HEARING TO OCTOBER 25, 2017. THE MOTION WAS ADOPTED UNANIMOUSLY (9-0) .

4. [Open the Public Hearing: Application for Special Use Permit Modification - Wegmans Grocery Store, 125 Old Durham Road \(Project # 16-121\)](#)

Mayor Hemminger said that, pursuant to the Town's SUP process, elected officials were required to disclose if they had communicated with anyone other than Town staff regarding the project. She and Council Members Parker and Harrison then disclosed the conversations, including via email, that they had had with interest groups and citizens.

Town Manager Roger Stancil described the design of the Wegmans building. He said that he

viewed the iconic clock tower as a key component of the Wegmans brand, and a place-making opportunity for the site. He did not think the request to modify regulations regarding its height was excessive, he said, but noted that his view differed from the Town's advisory boards.

Interim Operations Manager for Planning Judy Johnson gave a PowerPoint overview of the Wegmans site plan, noting modifications to regulations and traffic requirements. She showed the location of the 14.7-acre site on an aerial map, and indicated the proposed parking lot on the south side of Old Durham Road. The applicant was proposing a 130,000 square-foot building with 750 parking spaces, she said. Ms. Johnson said that the project included an incentive agreement with Orange County, and an Interlocal agreement with the Town. The proposal contained performance metrics and a five-year agreement with a maximum payout of about \$400,000 a year, she said.

Ms. Johnson discussed two access points (Old Durham Road and Cooper Street), and a stipulation for future traffic improvements, if and when, the adjoining property was redeveloped. She said that the Town was asking for a \$150,000 payment in lieu for traffic improvements at the intersection of Lakeview Drive and Old Durham Road, and a stipulation regarding traffic-calming devices. She listed the applicant's requested modifications, and reviewed the advisory boards' recommendations, pointing out that the staff recommendation differed with respect to height and buffers.

Ms. Johnson addressed the clock tower height modification that Mr. Stancil had raised earlier. With the Town's 15 percent exception, the allowed height would be 69 feet, and Wegmans was asking for an additional 11 feet, she said. Staff had added a stipulation that the 80-foot tower be approved by the Council, and forwarded to the CDC for approval, Ms. Johnson explained. She noted the applicant's request to extend the off-street parking use, and to increase the number of parking spaces from 663 to 750.

Ms. Johnson explained that the staff's opinion regarding buffers differed from the Town's advisory boards' recommendations. She said that the applicant was asking for a thinner buffer (except along the southern property line bordering residential property), so that Wegmans could be seen by the passersby. The Planning Commission and the CDC had both recommended against approval of those modifications, but had suggested alternate buffers that could be thinner while providing the same level of screening, she said. Ms. Johnson said that staff was anticipating potential Council action on October 25, 2017.

Mayor Hemminger asked about an open brick wall that was currently located on the property.

Ms. Johnson replied that the wall would not provide the same level of screening as a true buffer. She said that staff was suggesting that the Council approve the modification to buffers, and have that go to the CDC for courtesy comments only. The CDC could provide input into the planting types to help delineate "windows" along U.S.15-501, she said. She explained that the applicant was also asking to be relieved of a landscape parking strip between the parking area and the building, and a requirement that every parking space be located within 75 feet of the canopy tree. Ms. Johnson also mentioned discussions with the applicant regarding way-finding signage.

Council Member Harrison confirmed with Ms. Johnson that a sign on Old Durham Road would be ideal and that staff would ensure that.

Mayor Hemminger asked if the clock tower could be seen from various intersections, and Ms. Johnson agreed to verify that.

Council Member Parker clarified that a service road would remain and would still be a route to Hardees. He confirmed that someone who inadvertently ended up on the service road would most likely drive through the Hardees parking lot to get to Old Durham Road.

Ms. Johnson said that the applicant was asking for a modification to regulations to allow four signs rather than three. In addition, Wegmans had requested modifications regarding steep slopes and impervious surface limitations, she said.

Craig Scheffler, a traffic consultant with HNTB, provided a summary of the traffic impact analysis (TIA) that his firm had performed for the Wegmans project. He reviewed some of the recommendations that Ms. Johnson had outlined, and discussed how the TIA had been conducted.

Council Member Harrison asked Mr. Scheffler about the TIA's physical parameters. He noted that two intersections, on either side of the Interstate 40 bridge, had been left out.

Mr. Scheffler explained that the study had looked at the relative proportion of traffic that the site would generate to the volumes at intersections. The parameters shown were where he, in consultation with the Town and the NC Department of Transportation (DOT), had decided to cut the study, he said.

Council Member Harrison mentioned that he had lived in the area for almost 28 years, and had felt taken aback when those state roads had not been shown. He suggested that they might have been left out of the study because improvements there were underway, and the Wegmans development would not add to those.

Mr. Scheffler replied that proportional traffic impact was a factor as well. Traffic beyond the interchange dropped to the point where it would not meet the threshold to be included in the study area, he said.

Mr. Scheffler continued his PowerPoint presentation, and explained that the TIA had looked at weekday morning, noon, and evening peak hours. He discussed the DOT's A to F standard of service criteria, and said that Level D was typical for the Town.

Council Member Parker noted that Saturdays would be busy days for Wegmans, and asked why weekend traffic had not been part of the TIA as well.

Mr. Scheffler replied that traffic volumes on U.S.15-501 on weekends would be about equal to evening peak hour traffic on weekdays. They felt that the critical time periods were noon and

evening peak hours, of the weekday and had made those the thresholds to look at for recommending improvements, he said.

Mr. Scheffler presented his analysis regarding existing conditions, and said that the following two intersections were causing bottlenecks and congestion that spilled back throughout the corridor: Sage Road and Scarlet Drive/U.S.15-501, and Eastowne Drive and Lakeview Drive/U.S.15-501. He expressed concern about how these intersections would perform moving forward.

In response to questions from Council Member Harrison, Justin Brown, an engineer speaking on behalf of Leon Capital Group, said that Old Durham-Chapel Hill Road had raised the most concern among people who currently live and drive around the area. He said that area was currently being monitored, but that he believed the need for a signal would be apparent within the first two hours of Wegmans being open. He was glad that staff had moved ahead with the manager's recommendation to finance a signal, he said.

Mr. Scheffler resumed his presentation and explained why an intersection could give a level of service F, but not warrant a signal. He said that it was fairly easy for that to happen if there was not much side street traffic making left turns. There were only about 50 or 60 projected vehicles turning left or going through the intersection at Lakeview Drive, coming southbound to Old Durham, in the PM peak hour, he said. That was not enough to trigger a signal warrant even though those vehicles are delayed for long periods, said Mr. Scheffler.

Council Member Harrison pointed out that the turn at Pope Road was about six minutes, and said that that would be a great place for a roundabout. He was having a hard time understanding why a signal would not be warranted right away, he said, and he stressed the importance of staff monitoring that intersection immediately.

Mr. Scheffler agreed, and said that it should be monitored for longer periods of time because the TIA had only showed peak hour counts. When Wegmans was built, monitoring for a longer period would provide numbers that probably would give the warrant needed to move forward, he said. He commented that the DOT did not like to install signals where they were not warranted.

Mr. Scheffler explained that the methodology used for making estimates for the 2019 analysis was a standard used by the Institute of Transportation Engineers, to generate trips for similar size supermarkets, but adjusted for the Wegmans site. He explained how they had generated the number of transit, pedestrian, and bicycle trips. He showed the results from the 2019 analysis, and pointed out that some improvements were already in the Town's or NCDOT's planning or construction process. The applicant would make other improvements, such as a roundabout and median, he said.

Council Member Cianciolo confirmed that the route from Scarlet Drive would turn right onto Old Durham Road, and make a U-turn at the roundabout to get back to U.S.15-501.

Council Member Harrison confirmed with Mr. Scheffler that customer service hours would not have made any difference in the analysis.

Mr. Brown continued the PowerPoint presentation, showing an aerial image of the site and surrounding area. He described proposed improvements and clarified Wegmans request to modify the buffer. Wegmans was proposing 20 feet for most of its frontage along Old Durham Road, with the exception of the traffic circle where it would go down to about 5 feet at the narrowest point, he said. On the south side of Old Durham Road, it would vary from about 4.5 feet to 16 feet, he explained.

Mr. Brown said that existing landscaping included about 172 trees, and that Wegmans was proposing a total of 405. Tree canopy coverage would be about 34 percent, he said, noting that the standard minimum was 30 percent. He said that the existing site was predominately impervious surface, and that Wegmans would add about 6,000 more square feet. Mr. Brown outlined the plan for 750 standard parking spaces. He showed 3-D visualizations of the building façade, and landscaping and simulation of travel along Highway 15-501.

Council Member Parker confirmed that there was a condition in the resolution to bury utility lines.

Council Member Harrison confirmed that the width standard for lanes on the roundabout varied depending on the approaching leg, and that lane width would be reduced as one approaches the circle. He also verified with Mr. Brown that the interior lane width of the circle would be 18-20 feet in order to accommodate bicycles.

Council Member Oates verified that the sidewalks in front of Wegmans along both sides of Old Durham Road were being integrated as part of DOT's project.

Council Member Cianciolo confirmed that the truck route from Interstate 40 would include Lakeview Drive and Old Durham Road, and enter the site at the delivery entrance. Trucks would leave the same way, Mr. Brown said.

Council Member Cianciolo mentioned dangers associated with visibility in parking lots, and confirmed with Mr. Brown that the landscaping in those areas would not be higher than two feet.

Council Member Parker verified that someone driving down the service road would likely go through the Hardee's parking lot, or they might go down the service road, and back out to the U.S.15-501 intersection to Lakeview Drive. There might be a bit of confusion for the first month or so until people become accustomed to how the site works, he said.

Mayor Hemminger confirmed that Wegmans was agreeable to adding two electric car stations, with one installed and ADA compliant. The store was also open to future expansion, if warranted, and that would be part of the transportation management plan, said Mr. Brown.

Mayor Hemminger wondered if solar rooftops were under consideration. She noted that some buildings were including solar conduits to make their roofs ready for that.

Mayor pro tem Bell confirmed with Mr. Brown that trees would be smaller, shade trees with

approximately two-inch diameters at planting. She questioned whether those trees would survive near so much asphalt, and asked staff to determine whether larger trees would meet Town standards.

Steve Leaty, representing Wegmans, said that safety and sight lines were things that Wegmans struggled with in parking lots. With regard to solar panels on the roof, Wegmans was not willing to commit to that, but would look at it moving forward, he said.

Mayor Hemminger asked about car charging stations, noting that Performance Motors already had them on that site. She said she did not think two would be sufficient for the future, and recommended that the applicant consider adding a few more.

Mr. Leaty replied that Wegmans had already agreed to two initially, and underground conduit to install eight more.

Mr. Brown mentioned that ASHRE standards had been discussed at an Environmental Stewardship Advisory Board meeting. He pointed out that those standards were not meant for large consumers of power such as grocery stores. Therefore, the board had said it would "attempt to achieve AIA 2030 standards," rather than ASHRE standards, he said.

Council Member Anderson left the meeting at 9:46 p.m.

Council Member Oates expressed concern about the amount of impervious surface, and asked if the applicant had considered using pervious surface with a dry well underneath for the overflow parking lot.

Mr. Brown replied that they had been looking at a couple of different ideas regarding stormwater management. There was an existing pipe under the current employee overflow parking lot, and Wegmans was considering improving that, and finding other ways to offset the small increase in impervious surface, he said.

Council Member Oates commented that the store and its clock tower seem very tall. Other Wegmans stores did not have 80-foot clock towers, she said, and she asked why that was being proposed for Chapel Hill.

Mr. Leaty replied that all recent Wegmans stores had the tower, with some being even taller. The clock tower itself, excluding the steeple, was in proportion to the building, he said.

Council Member Oates confirmed that Wegmans would commit to keeping the clock working. She also confirmed with Mr. Leaty that the purpose of having a cafe, pharmacy and wine/beer signs on the front of the building was to orient the public.

Buffie Webber, a Planning Commission (PC) member, said that Wegmans had clearly heard the PC's statement about plantings and impervious surface. PC members had compromised regarding a monument sign and the clock tower, she said, adding that members very strongly wanted the Council to consider having a monument sign at Lakeview Drive to help people find

the store. Ms. Webber discussed cross traffic at rush hour, and suggested that Council members drive through the area at that time of day to experience what the exchanges were like. She said that the PC had suggested way-finding signage in addition to the monument sign.

Doris Smith, an Old Durham Road resident, said that she was tired of disruption, which had been going on for years, and that so-called improvements had made congestion worse in her area. Ms. Smith said she wondered who on the Council would be thinking about the impact on the neighborhood when making decisions.

Charles Berlin, a Bloomfield Road resident, said that he was more than thrilled to have a Wegmans nearby, but was extremely concerned about the resulting traffic impact on Old Durham Road, and on the intersection with U.S.15-501. Mr. Berlin said he hoped the service road would be used for access in the future, adding that Hardees would probably get tired of traffic going through its lot. He pointed out that people would be pushing shopping carts across Old Durham Road, right next to the roundabout, and said that safety, and the slowing of traffic there would be issues. Why not have some of the traffic come up Mt. Moriah Road, as well as Lakeview Drive, Mr. Berlin asked. He said he hoped a traffic light would not be installed at Lakeview Drive and Old Durham Road, unless it was absolutely necessary.

Bruce Guild, a White Oak Drive resident, handed out a statement, and said that the neighborhood was enthusiastic about Wegmans, but had concerns about traffic. The developer had never contacted them, he said, adding that he had only learned about the evening's hearing two days prior. Mr. Guild described the difficulty of making a left turn out of White Oak Drive onto Old Durham Road, and said that the planned development would make that worse. He asked the Council to consider extending the TIA to the Mt. Moriah Road roundabout, and meeting with the developer and neighborhood when the analysis was complete. Mr. Guild also requested that the developer agree to a TIA after the store had been open for 12 months, and then mitigate any unforeseen traffic impacts that might develop.

John Rees, a cyclist, pedestrian, and bus user, said that it was not clear how the Town's long-running bike plan for the Old Durham-Chapel Hill Corridor would be integrated. He stressed the importance of ensuring that that approved and funded project not be interrupted or affected by the Wegmans development. Mr. Rees said that he was glad to see bus stop improvements, but had thought that one was going to be moved farther to the north. A well-marked crosswalk at bus stops was important, he said.

Aaron Nelson, representing the Chapel Hill-Carrboro Chamber of Commerce, expressed support for the proposed modifications. He said that positive benefits of the Wegmans project included more employment opportunities with good pay, a great place to work, more sales tax revenue, and more charitable investments. Mr. Nelson pointed out that it was difficult to find builders willing to redevelop such a brownfield property, and said that it was important to welcome Wegmans, and be accommodating to their request. Having breaks in buffers that allow people to see through to the store was important, Mr. Nelson said.

Beth Mueller, a Community Design Commission member, pointed out that Old Chapel Hill Road was being widened on the other side of Interstate 40. She proposed that a traffic light be put

there so that pedestrians could safely cross to the additional parking on the other side. She also asked that Wegmans consider including meeting space for the community. Ms. Mueller said that a green roof could be put underneath solar arrays, and that such modules could be moved around. There also were options regarding stormwater, she pointed out.

Council Member Parker said he was most concerned about traffic volume, but also worried about confused drivers causing accidents. He recommended working with the DOT and others to develop a comprehensive signage plan for a broader array of intersections than was being considered. Council Member Parker also asked for more information on why the service road, a potential source of confusion, would be kept open. He asked for information from staff on whether Lakeview Drive could handle increased traffic volume and delivery trucks, or whether it needed to be strengthened.

Mayor Hemminger said she hoped that the Town would have better options regarding the service road when other properties in the area were redeveloped. She also hoped that traffic coming to Wegmans through that road would be worked out soon, if not in the immediate future, she said. Mayor Hemminger suggested that staff could explore temporarily closing that road if Hardees would agree. She asked about the difference in price between a traffic signal and a roundabout.

Ms. Johnson agreed to return with a response to Council questions.

Council Member Palmer said that the PC was correct to stress the importance of way-finding signs, and that she agreed with Council Member Parker about the need for a plan. She had not previously thought about shopping carts crossing the street, she said, and she urged the applicant to consider having employees park across the street so that as few shoppers as possible would have to cross over. Council Member Palmer said she hoped that Wegmans would be a living wage certified employer.

Council Member Harrison said he agreed with Council Member Parker's comments. He expressed concern about the condition of Lakeview Drive, noting that it had last been resurfaced in 2008, and he recommended that Public Works monitor its condition over time. He thanked Mayor Hemminger for raising the roundabout issue, noting that they initially cost more than signals, but saved electric costs over the long run. Council Member Harrison predicted that Mt. Moriah Road and Pope Road would be used for access to Wegmans.

Council Member Harrison asked Chuck Edwards, of DOT, about the most efficient way for the Town to get a signal at Lakeview Drive and Old Durham Road.

Mr. Edwards replied that "those pesky signal warrants" must be satisfied to justify a traffic signal, and were very important from a DOT perspective. Therefore, a study would be done soon after Wegmans opened, and a signal would be put up if those warrants were sufficiently satisfied, he said.

Council Member Harrison confirmed that the applicant would likely be responsible for installing the signal.

Mayor pro tem Bell asked for information on how to inform people that there would be two left turn lanes prior to them arriving at the actual intersection.

Council Member Cianciolo said that he was concerned about traffic, and wanted to know what Hardees would think about closing the service road. However, he liked the plan so far, he said, adding that traffic issues would work out. Council Member Cianciolo said he hoped that divers would eventually be able to use the service road.

Council Member Oates predicted that the service road would be a problem, unless there was a sign deterring people from turning there for Wegmans. She thought the service road needed to be kept open for Hardees, she said.

Mayor Hemminger pointed out that there had not been any huge objections to the clock tower height, and Council Member Oates replied that she "sort of" objected.

Council Member Greene said that she had been at the CDC when it wrestled with its preference for a solid buffer. University Place was a good example of a nice buffer that allowed passersby to see through to what is on the other side, she said.

Council Member Palmer expressed appreciation for Ms. Webber's comments about the importance of the monument sign, and said that she did not think that necessarily precluded having other signs as well. She expressed support for the tower height, and said that the manager had made a good case for having iconic structures in Town.

Council Member Harrison read the following from a letter he had received that day: " I am concerned that the height of the proposed clock tower, with which I have no concern, appears to be getting more attention than the safety and reasonableness of traffic on a road which passes directly by many neighborhoods." That summed up the issue for him, Council Member Harrison said.

COUNCIL MEMBER MICHAEL PARKER MOVED, SECONDED BY COUNCIL MEMBER MARIA T. PALMER, TO RECESS THE PUBLIC HEARING TO OCTOBER 25, 2017. THE MOTION WAS ADOPTED UNANIMOUSLY (9-0) .

The meeting was adjourned at 10:36 p.m.