

Approved March 20, 2012.



**Wake Forest Board of Commissioners
Meeting Minutes
February 21, 2012
7:00 pm**

Council Members Present

Mayor Vivian Jones
Commissioner Zachary Donahue
Commissioner Frank Drake
Commissioner M. Greg Harrington
Commissioner Anne Hines
Commissioner Margaret Stinnett

Staff Present

Mark Williams, Town Manager
Roe O'Donnell, Deputy Town Manager
Aileen Staples, Finance Director
Chip Russell, Planning Director
Eric Keravouri, Town Engineer
Deeda Harris, Town Clerk
Holly Miller, Assistant Town Engineer
Scott Miles, Assistant Town Engineer
Mike Barton, Public Works Director
Chad Sary, Assistant Planning Director
Darren Abbacchi, Captain
Eric Vernon, Town Attorney

1. Approval of Agenda.

Mayor Jones called the meeting to order at 7:00 p.m. Item 5B was moved to 9B and a couple presentations were added.

ACTION: Commissioner Drake made a motion to approve the amended agenda.
Commissioner Hines seconded the motion, which carried (5,0).

2. Approval of minutes.

- A. Meeting held January 3, 2012 (Work Session), meeting held January 17, 2012 (Regular Board of Commissioners Meeting).

ACTION: Commissioner Hines made a motion to approve the minutes.
Commissioner Harrington seconded the motion, which carried (5,0).

3. Presentations.

- A. Presentation to Mr. Charles Mosier upon his retirement.

Commissioner Harrington read the proclamation to Mr. Mosier in honor of his retirement. Commissioner Harrington shared Mr. Mosier worked for him for a couple of years and that his replacement had big shoes to fill.

ACTION: Commissioner Donahue made a motion to approve the resolution honoring Mr. Charles Mosier upon his retirement.
Commissioner Harrington seconded the motion, which carried (5,0).

- B. Presentation to Mr. James Richardson upon his retirement.

Mayor Jones presented and read the proclamation to Mr. Richardson in honor of his retirement. Afterwards, he spoke and thanked the Lord for his health and strength and allowing him to work as long as he had. He thanked all those in the Streets Department and Human Resources for working with him for 15 years. He shared never believe the negatives you hear. If things were negative then to place those under your feet and turn negatives into positives. He thanked everyone again.

ACTION: Commissioner Stinnett made a motion to approve the resolution honoring Mr. James Richardson upon his retirement.
Commissioner Donahue seconded the motion, which carried (5,0).

- C. Proclamation Recognizing Arbor Day (March 17, 2012).

Mayor Jones stated she would read the proclamation at the Arbor Day Celebration on March 15 at 10 a.m. at the Community House. The Urban Forestry Advisory Board also hoped to have the unveiling of the tree sculpture during the ceremony.

- D. Presentation of Draft Wake County Transit Plan.

David Cooke, and David King from Triangle Transit discussed the transit plan. David Cooke greeted everyone and shared it had been a year since he had addressed the board. They were at the point where they had a draft and requesting input from the municipalities. They expected to finish by April visiting the municipalities. This was the time for input and questions.

David King would speak to bus plan and rail analysis. They had gone through and were conservative in the assumptions. They were confident of what they could put before the voters. Plan was connecting people to get to work, get around the area, NCSU and the airport.

He showed a chart as to why have the plan. The population was expected to grow tremendously. The last 10 years growth was 44%. Growth rate for the next 10 was under 30%. Transit was long-time planning 10-15 years from now. Total population in

2035 in Wake Co. was expected to be 1.5 million. The questions then would be where would they live and work and how would they get around. This was a viable basis for conversation.

Bus, Rail Analysis, Financial Realities was the Plan.

David King presented the Rail Analysis.

Bus Plan 1. The production of the 25- year bus plan was a collaborative effort. It was funded and staff by MPO Transit, County and municipalities. They focused on the next 5 years. They based the plan on other transit efforts. They looked to have more frequent service. As an example, looked at where they had successful routes and corridors where service high and identify areas that did not have service, but would try to provide service.

The financial model represented the cost of bus, operating costs and maintenance. At end of that, the team/committee arrived at bus plan recommendation. The current level of service was CAT, Triangle Transit, Cary and Wolfline.

He hoped everyone was comfortable with the level of service in Wake Forest. He reviewed the service map in which the blue lines were rail lines. Wake county had 9 stations and 3 in Durham. They would operate on existing rail and would have to add capacity. New park and ride lots were required.

He remarked light rail was electrified and would provide all day services. In the most congested corridors, they would need more capacity, a better way and more ways to move people. He showed the light rail analysis - dotted line was unaffordable in the first round. Electrified on its on rail was more expensive. Light rail was a bigger investment.

Mr. David Cook discussed the bus system. As part of bus and financial plan, some municipalities paid for transit and some did not. They assumed local money would be used to equalize the plan for those. They would suggest fee increases to equalize the playing field for those involved.

To recap, the Inter-local Agreement would get feedback to see if enough interest before putting before the voters. They were holding meeting with towns. After getting feedback, they would then know what changes were needed and get a better idea of next steps after April.

Policy question was need vs cost. County priorities were things like (schools, community colleges). There were choices and tradeoffs to consider.

He opened for questions and input from the Commissioners. Commissioner Donahue questioned the funding for current services. It replaced what the town was putting in. For the City of Raleigh, Cary, Triangle Transit and the Wolf Line, the level of service was unaffected and in the background.

Commissioner Stinnett asked about the ridership. The rail portion was subject to the transportation model. They would make predictions. The bus service was more difficult. You start with what have and grow it. In major transit areas, it was in the double digits. Growth was strong, yet it was very uncertain.

He shared the 1/2 cent sales tax would be set/permanent. It might increase over time. The cost of diesel and labor were big cost factors. The fare box was 20 - 25%.

She also asked if the plan took into account movement on Capital Boulevard. If that many more cars were on the road, riding a bus would not get there any quicker. He replied the plan did not look beyond the first of rail service.

He gave an example of Dallas/Ft Worth area. They started with buses. They had expanded as fast as they could. Adding a bus lane was as expensive as provided rail in the same traffic.

Commissioner Donahue asked how they determined which municipalities would get rail. The traffic on highways 70 and 40 were greater and cheaper to implement. Also, the rail lines were owned by NC than CSX.

Commissioner Drake commented on using vehicles that used other energy sources since price of diesel would increase. David replies there were CNG vehicles in operation and the R-line was hybrid.

Mr. Cook did not have the cost per rider on the option of bus and rail, but would get for the Commissioners. He commented this major investment was generational. Once rail was in place, it could serve for a long time, perhaps decades, but had to bear the cost over 2-3 years.

E. Presentation from the John Locke Foundation by Michal Saneara.

Mr. Saneara with the John Locke Foundation shared they had a very different view. According to their research, cost per rider would be \$33 and for commuter \$92 per rider. Other costs they felt were not included were ADA expansion and placement of buses and speeds. They figured it would be doubled.

They were concerned elected officials had not been given adequate information. Their conclusion throughout the Wake Co. Transit Plan was that it was not feasible and unreliable. Regarding public transit in Wake County, the different towns and cities would be making a mistake to make a decision. The goal was to reduce traffic congestion and air pollution.

He commented the improved bus transit plan has some merit, but they questioned the data used to justify doubling services. If implemented as in the plan, number of passengers would be 5 per bus - decreasing ridership. They recommended bus portion be redirected for transit dependent population. Largely riders with no car and 2/3 were low income. The bus plan did not serve that population in that part.

In regards to the rail - only 1 percent would be riding the rail. Sixteen major cities were below in their ridership. People did not ride if in low density areas. Wake County was unsuitable for rail transit. Most important viable was door-to-door transit time total wait time, driving to park and ride, time on trail and vice versa. Door-to-door travel time was 3-4 times. It was very unlikely. They questioned if travel time was 30 minutes by car and 1.5 hours by rail, would that assumption be true if there were an increase in gas.

He supplied a packet of information with 7 or 8 ideas they felt would help.

F. Presentation on Transit by Tom Rhodes of WakeUp Wake County.

Tom Rhodes spoke to the Board on behalf of Wakeup Wake Co. non profit. Their view was the transit plan was the single most important step Wake Co. could take. He was in favor of plan. Population was projected as fast growing. In Wake Forest the projections could be disputed, but it had more than doubled in last decade. To put it off any longer would delay mass transit and then would be more difficult to do.

If commuters were spending their time in the car getting to work, they would not have time to surf the internet or read. Wake County was about the only system without comprehensive transit system. Charlotte had higher ridership than what was projected. The expanded tax base would benefit all with new jobs and new businesses. Access to public transit would increase. There would be a higher per capital income when using public transit.

WakeUP Wake County suggested they support the proposal. It took reasonable steps. It was a collaborative process involving all areas. It was time for action - more people needed public transit. They agreed to let voters decide on funding it. He said Durham approved by 60% last fall.

4. Public hearings / Public Comment.

- A. Public Comment: If anyone would like to address the Board of Commissioners on an item other than a public hearing item or an item on the agenda during the time of public comment, please sign up with the Town Clerk prior to the meeting. Each speaker is asked to limit comments to 5 minutes. Please provide the clerk with copies of any handouts you have for the Board. Although the Board is interested in hearing your concerns, speakers should not expect Board action or deliberation on subject matter brought up during the Public Comment segment. Topics requiring further investigation will be referred to the appropriate Town Staff and may be scheduled for a future agenda. Thank you for your consideration of the Board of Commissioners, staff and other speakers.

5. Consent Agenda.

(A Consent Agenda is a group of items passed with a single motion and vote. These matters are of a generally routine nature. No debate is allowable on any item included on the Consent Agenda. If a Commissioner or any citizen of Wake Forest or its ETJ wants separate consideration of any item, it may be removed from the Consent Agenda by request.)

- A. Approval of Tax Releases.
- B. Approval of the Temporary Closing of Owen and White Streets for the Annual Meet In The Street to be held on Saturday, May 5, 2012. [Moved to Public Services]

ACTION: Commissioner Drake made a motion to approve the tax releases.
Commissioner Donahue seconded the motion, which carried (5,0).

6. Legislative Items.

- A. Consideration of Appointment of Candidates to the Urban Forestry Advisory Board.

Mayor Jones stated the candidates Suzanne Beaumont and Mike Reischman. were introduced to Board of Commissioners in December 2011 and the Urban Forestry Board. They recommended they be voted in. Ballots were distributed and the Commissioners voted on the candidates for appointment.

ACTION: Commissioner Donahue made a motion to approve the appointment of Suzanne Beaumont and Mike Reischman to the Urban Forestry Board.
Commissioner Harrington seconded the motion, which carried (5,0).

7. Planning Items.

- A. Consideration of approval of Case No. RZ-12-01: A request filed by Phillip & Linda Stroud to rezone 2.154 acres located at 916 Forestville Road from R-30, Residential-30 District (Wake County) to O-I, Office & Institutional District, being Wake County Tax PIN Number 1749-59-8301.

Mayor Jones stated this was a request to rezone filed by Phillip & Linda Stroud to rezone 2.154 acres located at 916 Forestville Road from R-30, Residential-30 District (Wake County) to O-I, Office & Institutional District. The Planning Board at their February meeting voted 6,0 to recommend approval.

Commissioner Drake stated he reviewed the tape of the Planning Board meeting.

ACTION: Commissioner Stinnett made a motion to approve Case No. RZ-12-01: A request filed by Phillip & Linda Stroud to rezone 2.154 acres located at 916 Forestville Road from R-30, Residential-30 District (Wake County) to O-I, Office & Institutional District, being

Wake County Tax PIN Number 1749-59-8301.
Commissioner Hines seconded the motion, which carried (5,0).

B. Consideration of Next Steps for the Ailey Young House.

Mayor Jones stated designation of the structure as a local landmark would help fund. Senior Planning Wanman at the February 6th Work Session on gave a report of cost for renovation and going through the process with Capital Area Preservation and information on fundraising.

Senior Planner Wanman said \$30,000 was needed for house itself to be accessible like the structure at Joyner Park with porch and handicap ramp. Hopefully, the Wake County Historic Preservation Society would contribute. She would reach out to them. She suspected they would not have a lot. She felt they would get contributions if they had a fundraiser, but would have to designate it as a local landmark first.

Staff would prepare the application to go to the state preservation office for comment. They would review to determine if there was enough information for the board to make a decision. It would then come back to HPC to hold a hearing, so they could make a recommendation and then to Commissioners for public hearing.

Senior Planner Wanman suggested board authorize the landmark process and authorize fundraiser and not designate funds right now.

Commissioner Stinnett asked what would happen if the application was submitted and they determined it was not worth being a local landmark? The State did not have that authority and would not make that determination of a local landmark. They looked to see if there was enough for the Board to make that decision. Commissioners had the authority; they only reviewed it. They could designate it a Certified Local Gov't status with the State's Office of Preservation.

ACTION: Commissioner Drake made a motion to Authorize the HPC to move forward to Apply for Local Landmark Status and Sanction a fundraising effort by HPC by coordination of any other agency with obtaining and Accumulating Funds for the Stabilization and Renovation of the Ailey Young House.
Commissioner Harrington seconded the motion, which carried (4,1).
Commissioner Stinnett voted nay.

8. **Administration and Financial Items.**

A. Consideration of Approval of Resolution Authorizing the Filing of an Application for Approval of a Financing Agreement Authorized by N.C General Statute 160A-20.

Finance Director shared the Resolution did have an amount not to exceed. Bid was “up to” the amount to fund the project so they could approve the authorization before approving the contractor.

Her response to the question of what type of financing and what options was installments were governed by statute. She shared the town had used this mechanism for unpaved roads and rolling stock, PCards, and equipment. The calendar was standard any time financing was issued. This was not authorization to borrow the money, but to make application if can borrow the money. She had a conference scheduled with the Local Government Commission in June.

ACTION: Commissioner Hines made a motion to approve the Resolution Authorizing the Filing of an Application for Approval of a Financing Agreement Authorized by N.C General Statute 160A-20.
Commissioner Donahue seconded the motion, which carried (5,0).

B. Consideration of Approval of Low Bidder Contractor for the South White Streetscape Project.

Assistant Town Engineer Miller pointed out a \$.90 error in the total bottom line making it 127,738

Mayor Jones stated the bid amount did include Alternates 1, 2 and 3. Alternate 1 was the Chamber lot, 2 was Elm Street and 3 was Wait Ave to match what was at Owen St.

ACTION: Commissioner Drake made a motion to approve J. W. Grand, Inc. as the Low Bidder Contractor for the South White Streetscape Project.
Commissioner Stinnett seconded the motion, which carried (5,0).

9. Public Services Items.

A. Consideration of Approval of Residential Controlled Parking Area along Stadium Drive.

This ordinance was to allow residents to have parking passes so they could park near their apartment dwelling at the areas between 423 and 455 Stadium Drive. Students and others were using those spaces to park there. The residents did not have close parking to their building.

ACTION: Commissioner Hines made a motion to approve Residential Controlled Parking Area along Stadium Drive the areas between 423 and 455 Stadium Drive.
Commissioner Harrington seconded the motion, which carried (5,0).

- B. Approval of the Temporary Closing of Owen and White Streets for the Annual Meet In The Street to be held on Saturday, May 5, 2012.

Marla Akridge with the Wake Forest Chamber of Commerce shared the original request was to close White street in its entirety. Representatives from the Wake Forest Chamber and Police Department came up with alternative to amend their request. Due to construction, the best alternative was to use Taylor Street from Elm Street to Wait Avenue for the Meet in the Street from 10 a.m. - 6 p.m. For the Police to have access to the Police Department, they were not asking for Jones St. to be close. They had a conversation with Wake Electric. They were agreeable for them to use their area for the Main Stage.

ACTION: Commissioner Drake made a motion to approve the Temporary Closing of Taylor Street for the Annual Meet In The Street to be held on Saturday, May 5, 2012. Commissioner Hines seconded the motion, which carried (5,0).

10. **Parks and Recreation Items.**
11. **Public Safety Items.**
12. **Other Business.**
13. **Adjournment.**

With no further business to discuss, a motion to adjourn was made.

ACTION: Commissioner Hines made a motion to adjourn at 9:06 p.m. Commissioner Harrington seconded the motion, which carried (5,0).

Town Clerk

Mayor Vivian A. Jones