

**September 14, 2015**  
**Board of Commissioners Meeting Minutes**

The Wendell Town Board of Commissioners held their regularly scheduled meeting on Monday, September 14, 2015, in the Board Meeting Room at 7:00 pm with Mayor Timothy A. Hinnant presiding. Present were Commissioners Jon Lutz; James Parham; John Boyette; and Virginia Gray; Teresa Piner-Manager; Jonnie Driver-Clerk; Tamah Hughes-IT; Bill Carter-Police; Butch Kay-Finance; David Bergmark-Planning; and Allison Rice-Planning. Commissioner Sam Laughery was not in attendance at the meeting.

The Pledge of Allegiance was led by Police Chief Bill Carter and invocation was given by Commissioner James Parham.

**Adjustment and approval of the agenda**

No adjustments were made to the agenda and Commissioner Parham made a motion to approve the agenda as written. The vote was unanimous.

**Item 1 – Public Comment Period**

No public comments were made.

**Item 2 – Consent Agenda**

- a. Approval of the Minutes from Monday, August 24, 2015
- b. Approval of a Resolution to fund equipment purchases for the Town of Wendell.
- c. Approval of the 2016 Holiday Schedule.

Commissioner Parham made a motion to approve the Consent Agenda as written. The vote was unanimous.

**Item 3 – Public Hearing on a Transportation Plan Update for the Town of Wendell.**

Manager Piner presented background information to the board on the Thoroughfare and Transportation Plans. The Town is required by the State of North Carolina to develop a transportation plan. All towns inside of Wake County are a part of the Metropolitan Planning Organization, in particular Wake County is known as the Capital Area Metropolitan Planning Organization or CAMPO. She said one of the first Thoroughfare Plans she remembered was from 1984. There was a major update in 2002 with some minor amendments along the way since that time. She said the only section of the thoroughfare that has been built was a portion of the Southside Connector or what we refer to as the Wendell Falls Parkway. She said that section was built with private funding. She said the Thoroughfare Plan was very important that the Town of Wendell and its citizens decide what the plan should be, otherwise it would be looked at by the Metropolitan Planning Organization and the State and the connections would be what others thought best.

David Bergmark Planning Director said at the Town's request, Mike Surasky of AMT developed a proposal for updating the Town's various transportation plans. He said the scope of work by Mr. Surasky included changes and updates to the Town's Collector Street Plan, Thoroughfare Plan, and Unified Development Ordinance. He said the purpose of the new Arterial and Collector Street Plan was to provide citizens, the development community and government staff with a plan and documentation to guide the locations and designs of the arterial and collector street connections.

David said the town had an existing Collector Street Plan that was adopted in 2006, and incorporated into the Town's Comprehensive Plan in 2007. However, it had not been updated since that date. He said since that time, changes in regional transportation plans and actual development patterns have

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made updates to the town's transportation plans necessary. Additionally, the Collector Street Plan and the UDO fail to identify what the ultimate right-of-way should be for those roads identified. He said the Town has had a Thoroughfare plan for decades. Mr. Bergmark showed an image of the 1984 Town of Wendell Thoroughfare Plan.

David said the UDO includes typical cross-sections for different road types, but does not assign those classifications to the roads within the plan. Without this information, it is difficult for staff to assist developers on requirements of right-of-way dedication or what road improvements were required due to conflicting documentation.

David stated one key element of the Arterial and Collector Street Plan was to assign roadway classifications to all existing and future road connections in the Town's jurisdiction. AMT had also evaluated all relevant regional transportation plans, such as CAMPO's Metropolitan Transportation Plan (MTP) and the Northeast Area Study, to ensure that long-range regional projects were incorporated into the Town's plan. He said the plan, in conjunction with the UDO, includes standards for when infrastructure improvements were required, how they would be implemented, and who were the responsible parties. Finally, he said the Arterial and Collector Street Plan included a corridor study of Wendell Falls Parkway, as well as a priority list of projects for the Town to pursue through grant opportunities

David said the purpose of the new map was to remove outdated or unnecessary connections, realign roads where necessary, and propose new connections where needed.

David said the biggest difference in what was being proposed was coming off Wendell Falls Parkway and connecting with a more significant sized road along the commercial area in Wendell Falls. This road would cross over the railroad and connect back to Eagle Rock Road and Old Battle Bridge Road. He said that connection was one of the more substantial changes as well as a different connection on the south side of town. He said on the old plan it showed where Wendell Falls Parkway would verge off before it got to Eagle Rock Road and continue down up into Johnston County and on the new plan that section had been removed. Instead it directs more traffic into Wendell proper and connects back up at Lions Club Road.

David said some of these improvements were guided by future traffic volume projections that CAMPO had provided. As traffic continues to increase we need to look at where other connections can be made to divert some of the traffic that crosses Third Street when vehicles were traveling east to west across Town.

David said new roads shown on the future Arterial and Collector Street Plan map would be required to be dedicated and constructed at the time of development. He said in some cases, a fee in lieu of transportation improvements may be warranted where the full cross-section could not be achieved at the time of development. Any new connection shown on property already developed would require negotiations between the Town/State and the property owner.

David said the Town had received a limited amount of public comments regarding the Transportation Plan to date. He said one concern that was brought up repeatedly was the potential impact of infrastructure improvement requirements on rural property owners looking to build a new home on their property for a child or relative.

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Mayor Hinnant said he wanted to hear exactly what was going to happen with people that had family farms. He said he wanted this to be explained very clearly. David said if a road on new location was shown on an active farm it could be a different from a major subdivision or non-residential development. Mayor Hinnant said he would like an explanation for a farm that was active for making a living and a farm that was not being used for farmland at this time. David said an active farm could qualify as a bonafide farm and the State had put in certain exemptions to development requirement. He said there are five ways one could qualify to be a bonafide farm. He said if a farm qualifies, any development clearly related to the farm use would be exempt from the Town's zoning and development regulations, including road improvements. The transportation requirements would not affect a bonafide farm. David said if you were a historic farm that was not currently active, language had been inserted as a part of the family subdivision provisions. Mr. Bergmark said the family subdivision language was taken from the Town of Knightdale. He said under the proposed family subdivision language, if an owner was looking to build a house for a direct relative and the total tract of land was 10 acres or more, they could subdivide a lot and dedicate the right-of-way along that strip, but would not have to add additional lanes or make other infrastructure improvements based upon what the plan indicated. He said a similar provision was created if it were just a 10 acre tract or more and had no home on it yet and the owner was building one single home, they could do that as well, but it still allowed for the right-of-way dedication so the Town could construct improvements in the future, but the property owner would not be responsible for constructing the section of road along the property frontage.

David said there were a number of UDO updates that would be a part of this plan, such as references and terminology to the Collector Street Plan or Thoroughfare Plan being replaced with the Arterial Collector Street Plan for consistency. Additionally, more substantive changes would need to be made to the UDO:

- Based on public comment received regarding the impacts of the transportation plan, staff recommends that an amended 'family subdivision' provision be added to Chapter 15 of the UDO to exempt eligible properties from infrastructure improvements.
- That a provision be added to the UDO which exempts undeveloped properties of 10 acres or more constructing one single family dwelling from infrastructure improvement requirements normally subjected to development. Right of way dedication will still be required.
- All non-local street cross-sections in Chapter 9 would need to be deleted, as they would be replaced with updated cross-sections developed in the ACS plan.
- As recommended by AMT, staff proposes to lower the threshold when requiring a Transportation Impact Assessment (TIA) to be more consistent with adjacent municipalities (150 peak hour trips)
- Section 9.3D (Bikeways) would need to be updated to reference the new cross-sections in the ACS plan. Currently, all collector and thoroughfare cross-sections proposed in the ACS incorporate bike-lanes. This represents a change from the Town's current standards, which only require bicycle facilities on those roads identified within the comprehensive plan.
- Section 2.17 (Gateway Overlay) would need to be updated to include deletion of the 5 cross – sections included for Wendell Boulevard and removal of 2.17D3 (Streetscape Standards). Development along Wendell Boulevard would follow the applicable cross sections and associated streetscape standards included in the ACS.

David opened the floor for questions from the Board. He also informed the Board that Mike Sarasky of AMT was in attendance and available to answer questions.

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The Board had no questions for David. Mayor Hinnant opened the Public Hearing for comments (for or against) the plan.

Steven Dunn-Raleigh Law Firm said he would like to read a statement to the Board. The protection of private property in the Fifth Amendment pre-supposes that it is wanted for public use but provides that it shall not be taken for such use without compensation. He said when this seemingly absolute protection is found to be qualified by the police power the natural tendency of human nature to extend the qualification more and more until the last private property disappears. We are in danger of forgetting that a strong public desire to improve the public condition is not enough to warrant achieving the desire by a shorter cut than the constitutional way of paying for the change. He said these words were crafted by the son of a physician, Harvard professor of medicine, and notable author. He said this Cambridge Massachusetts man pinned the famous verse of old ironides in order to promote preservation of a frigate that was used in the war of 1812 and was named by our First President George Washington as the USS Constitution. He said this gentleman's name was offered over 100 year ago by a school teacher in this community as the name for the town, a plaque in his honor is at the entrance of this building and his name appears at the entrance to this town Oliver Wendell Holmes, Sr. It is ironic that his son Oliver Wendell Holmes, Jr. as a Justice of the United States Supreme Court championed limits of governmental police power to take pride in property by regulation. The words that were read to you came from a 1922 US Supreme Court Case addressing regulations by the City of Scranton Pennsylvania to limit the Pennsylvania Coal Companies the legitimate right to mine coal beneath the streets and houses to that city. Justice Holmes found that the regulation was a taking of private property and it could not be accomplished without payment. He asked that before the Board approved the Transportation Plan as drafted, it recite its purpose to impose on private land owners with both the obligation to dedicate their properties for roadways and to pay for roadway improvements. He said it was accomplished by regulating under the police power the uses to which private property owners could lawfully devote his or her land without giving up a portion of the land and its revenues. He said we do not contend that the Town is without rights to plan its community and roadways and we do not contend that the Town may not locate its major and minor thoroughfares to serve the best interest of the community. He said take a good hard look at this plan particularly where it places corridors over rural lands and farms. The Board would find that it exemplified the tendency of the human nature described by Justice Holmes. He said take a good hard look at who was the beneficiary of these four lane roads that would be placed over corn or soybean fields. It was not the owner, farmer or developer, it was for the public. He said it was recognized and cautioned by the Town's namesake that the public condition could not be achieved by a shorter cut than the constitutional way. He said he was here on behalf of a single private property owner and they were ready, willing and able to sit down and discuss the property and the plan they had along with the plans of the community and work out what was in the best interest of the Town and this community. He said they, like many others, could not be excluded from the process, they could not be excluded from the discussion, could not be singled out for their property to devote to public purposes. He said their land could not be taken without just compensation. He urged the board to return the plan to the Planning Department with a recommendation to conduct open public hearings with notice to affected land owners so they could hold a charrette (which means an intense planning session in which all stake holders in a project attempt to resolve and map solutions) and that was the only way a comprehensive and constitutionally compliant plan was going to be achieved. He said it would take hard work, patience and more time, but the result would need to be constitutional. He said this could not be achieved in a single public hearing. He said he had given his thoughts in a letter of a particular property involved, but he thought globally there should be a strong

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look at the plan and how it was an implementation of large thoroughfares over property that you may believe was dedicated as a part of a plan for the future, but to the extent those thoroughfares were put in there and required to be paid for by people who may or may not have the full benefit of it does not achieve or constitute the limitations.

Brad Rhinehalt - Wendell Falls 6331 Taylor Road, Wendell said he agreed with a lot of what Mr. Dunn said but one of the things he wanted to inform the Board was that the current draft of the Transportation Plan was inconsistent with the current PUD and the TIA that was approved by DOT and the Town of Wendell that we used to budget the project, specifically for Wendell Valley Boulevard where the one purple line was on the west side of the project. He said Wendell Valley Boulevard was currently shown in both the TIA and the current PUD as a collector street with a standard three lane section. The proposed transportation plan, the draft plan, depicts that section of roadway as a median divided minor thoroughfare which does not agree with Wendell Falls' TIA which was done at full buildout with One (1) million square feet of office property and one (1) million square feet of retail property along with the four thousand units that were in the planned development. He said that Newland had a problem with the transportation plan as depicted. He said two other reasons Newland opposed the plan was that they had the technical plan that supported the collector street at full buildout and this would cause a significant loss of revenue for Newland. The fact that Newland would give up or reserve additional right-of-way of 30-40 feet would equate to 4.5 and 6.5 acres of land which was between eight hundred thousand and one (1) million dollars for Newland, which was significant. Mr. Rhinehalt believed that Mr. Dunn spoke to the oversizing of the utilities and facilities. He said he was a civil engineer and had been doing land development in this area for 25 years. He said many of the other local towns have set up programs to reimburse for the oversizing of utilities and facilities when they benefited the public as a whole, and he believed Wendell had that in their code as well. He said he agreed with Mr. Dunn, this plan should be looked at again and he was glad to help with that.

Sid Baynes - 3900 Wendell Boulevard said thank you for looking at the future transportation needs of our community. He said this was something that had been needed for some time and we need to know that what was on paper reflected the reality of the future. He said he would say that what we had on paper did not reflect the reality of the future and thought it was a staff plan. He said there was very little or almost no input from the public. He said he knew there were a couple of meetings. A couple of years back there was a meeting about the intersection of Rolesville Road, Eagle Rock Road and Wendell Boulevard and 100 or so people came and he saw nothing to reflect public input except the wishes of one individual. He said other things that had happened in the past were not reflected there. He said there was a charrette that was held at the community center and he had talked with a number of people that had proposals for impacting this plan and he did not see any of those proposals in the plan as it exist now. He said what the plan does show was lots of ways to get around Wendell, to and around Wendell Falls. He said he fully believed that Wendell Falls and its proper development were imperative to the livelihood of the community and he supported Wendell Falls, but he supported it being done in a way that complemented the rest of the community. He said we saw tonight that Wendell Falls was not satisfied with the plan and he thought that was a big problem. We need to get Wendell Falls and the rest of the citizens satisfied with the plan. He said he agreed that when lines were placed on paper, they restrict what might happen in the future on that property. He said that plan may never come to fruition, but when a perspective developer looks at a little piece of land that a private landowner had struggled with for years trying to pay the taxes and sees the red and blue lines, he says they thought they could not do anything on that property, even though it had not been done yet, it may in the future. He said it devalues property. He said we all know there was a lot of discussion about the Eagle Rock, Rolesville

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and Wendell Boulevard proposal, and that proposed change was sent to CAMPO with a recommendation from this Town. Now here we are a year later talking about whether or not to update a plan to include that, the decision had already been made. He said he thought it was a bad decision and we should undo it and come back and go thru the process of really listening to landowners, not just staff. He said another thing he thought needed to be revisited was the Northside Connector. It was part of a lawsuit that was brought about when Pepper Pointe II was proposed at one time. He said look at that proposed alignment. We heard that the 20/40 CAMPO projections show we would have 20,000 plus vehicles on Wendell Falls Parkway a day. He said the 2013 DOT Traffic count gives you 16,000 cars per day between 64/264 and Rolesville Road. He said it gave you the same 16,000 cars per day between Marshburn Road and Wendell Falls Parkway. He said a lot of people that want to go to Corinth were going to come through Wendell and the Northside Connector could solve that problem if you cut off at Hanor Lane and bring it across to Wendell Boulevard and bring it into the intersection of Hwy 231. He said Mr. Raybon spent \$16,000 of his own money to design a plan and it was given to the Town. Have any of you ever seen that plan, if not ask to see it, it was a good plan. He said we were overlooking a lot of things and the solution to that was to go back and have a lot of meetings where you really listen to the public and have notification to individuals that were involved, listen to them and make sure their input was reflected in the plan.

Paul White, partner in property at Martin Center stated the plan showed a cross-over and a road going behind the credit union. He said the partnership had plans to develop at some point on Eagle Rock Road or Rolesville Road, and the way the road was shown, it would destroy those plans.

Terry Allen Swain, Jr. stated he was a civil engineer, mechanical engineer, had a degree in economics from NC State, went to Duke Law School and studied engineering law. He said the last time we spoke about this was about 13-14 years ago and he remembered Glen Bridgers saying the problem was you did not go far enough out. If you look at the map and go just a little bit further out, you would not break up as many farms, and cause as much damage. He said he lived just outside the city limits and did not have a vote, but if it did come and get him he informed the Mayor that he would try to get his seat. He said he was sitting on a row with people who wanted to build a run-way that dead ended into his home. He said he was looking at a road that would not allow him to play fetch with his dog or play with his seven (7) children without running out into that road. He asked the Board to move the road out and stop breaking up the farms. He said it needed to be taken back to the committee and the people who actually do not have a vote or voice could help the Board.

Harvey Murphrey – 808 Eagle Rock Road said he had been to the planning board twice and he told them, and he told the Board that you would not come through his house with two roads and widen the road in front of my house. It was not going to happen. He did not have any land for sale or any to give away His daddy told him that if you take stuff that don't belong to you it was stealing and he was right because God said the same thing. He said the Town was not going to put a wider road in front of his property and run two roads beside his property. It would never happen. He said the last time he came before the planning board they said they would turn it over to the town, so they want you all to do the dirty work.

Mike Dunn - Wendell stated he questioned how much interaction the Board had with the plan up to this point, but it was his personal opinion that a rather inept group had developed the plan. He said I thought it was developed with college room text book theory and not real world how does it affect people. He said he did not know if the people the plan actually affects had any input into the plan. He

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said he did not have a vote, but yet the road may come right through his back yard. You were affecting people that did not have a whole lot of say, but the way things had gone to this point, he was not sure anybody had any say so, because no one had been listened to. He said he would encourage the Board to send this back to the group that sent it to you. He did not know if any of the Board knew how the planning board meeting went, but someone was hood winked in that meeting for it to actually get to the Town Board. If you don't know the details you should ask people that know. He said he would ask the Board to listen to the people in the room and not go along with the plan.

Kathe Schaecher – 325 Wendell Falls Parkway said she was on the Planning Board, but was not ready for this plan to come to the Town Board today. She wanted to hear some discussion from the public and she did not. She said she did not like the roads, some were a great idea, but when she began to hear where some of these roads were placed, she did not see a huge need for it and that was when she wanted to hear more discussion. She said she agreed with the growth and some of the placement, but she thought that was what the Planning Board was all about - to listen and discuss and come up with a game plan that worked for everyone.

Michael Throne – 310 Poplar Street said he totally disagreed with the encroachment of Honor Lane as a connector between there and the subdivision. He said anyone that had driven through that subdivision knew it was a two lane road, but when cars were on it, it was a one way road. He said he did not understand how anyone in their right mind would think that road could be fed into that subdivision. He said he was opposed to the traffic. There was no consideration for a traffic light and there was no consideration for widening Marshburn Road to at least a three lane road. He said it was always the conversation that the people that were going to do the building were the ones that were going to be paying for that, don't be fooled, you will be paying for it for years and years with your tax money. He said it would seem reasonable to him to go out Liles Dean Road and make one road and come out somewhere around McDonald's. He said it was foolish and needed to be reviewed and everyone needed to be at every meeting.

Nancy Gardner – 206 Old Whitley Road- said please do not accept the plan as is. Send it back to the Planning Board because it needed an awful lot of work. She said in her opinion it was very hastily put together. She said if you go back and look at the Eastern Wake News article in May of 2015 it said "Town leaders hope that there was enough time for consultants to update the Wendell Transportation Plan before the end of the budget year." That was not a lot of time to come up with a plan, to hold discussions, listen to the public and evaluate the comments. She said at the last Planning Board meeting when they discussed the plan there were issues raised that were never addressed. She urged the Board to send it back to the Planning Board; it needed a lot of work.

Town Clerk Jonnie Driver said let the record show that Sheetz Inc. sent a letter stating they were not able to have someone at the meeting, however the letter states Sheetz was opposed to the realignment of Rolesville Road as shown on the proposed Transportation Plan, and would suggest looking at other options, if not keeping the current alignment in the current Transportation Plan. (See attached letter dated September 8, 2015 from Sheetz Inc., attached and made a part of the minutes).

No one else wished to speak and Mayor Hinnant Closed the Public Hearing.

Mayor Hinnant said he knew that condemnation was a poor way to try to take land. He knew that family farms were dear to everyone, and he shared the concern that when there was talk about roads

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cutting through yards or houses. He said what he had heard tonight was that not only were you discorded with the plan, but it seemed the people that it impacted the most had not been a part of the process. He said the Board would probably not get a plan that everyone agreed upon, but at least it may be palatable if residents felt they had been included in the process. He said even though the plan would probably not be put into place in his lifetime, he agreed with Mr. Baines in that when a developer looked at the land and saw lines running through it, he understood what the lines meant and it could have a negative effect on the property. He said it sounded like the Town Board needed to send the plan back to the Planning Board and include the landowners that had so much at stake with the process.

Mayor Hinnant said that he wrestled with placing this responsibility on a new board. He said he questioned if there would be enough time and meetings for the Planning Board to give a recommendation back to the Town Board. He said his recommendation was for the Planning Board to go back and look at the plan and that we attempt to have it brought back to the Town Board at the November 23, 2015 meeting, because at the first meeting in December, this board would change. He said if the Planning Board did not think November 23<sup>rd</sup> gave them enough time to hold public input meetings and address the issues and concerns of those affected, then they could let the Town Board know and the new board would have to address it.

Commissioner Boyette said 80% of the reason he was sitting at the table instead of in the audience was because when he was in high school this plan came up for review and he came to the meeting and it was standing room only with the same mood that was in the room tonight. He said he grew up on a farm off Eagle Rock Road that backed up to the golf course and on the map it had two roads that cut through it, two roads that do not exist. At the time he did not understand, neither did anyone else, how the Town of Wendell could draw lines through people's property and when they could not vote for the Town Board. He completely agreed that a plan was needed and the reason was you don't want to end up like some of the other municipalities in Wake County where you cannot get out of your driveway because they were not building new roads. He said the roads were put in with little or no thought because that was the cheapest way for the builder. He said we need a plan, we have to have a plan and if we decide to scrap it and throw it in the trash bin, Wake County would do it for us and residents would have less say than what we were doing tonight.

Commissioner Boyette said he did not think this was a finished plan. He thought it was a starting point and we do need public input and he thought we should hold more meetings and workshops. He said he knew everyone had concerns and he would like to parlay some of that concern into some other areas. He said we had a Planning Board, Parks and Recreation Board, Board of Adjustment and a Tree Board and the boards had spots for representation from people who live outside the city limits. He said the Town struggles to get enough people to sit on these boards, and there are still vacancies on a few of them. It was great to see people who wanted to be involved and wanted their voices to be heard. The squeaky wheel gets the grease. He liked the fact that there was a room full of people. We do good to get ten people here regularly, so he hoped those in attendance would stay involved with this project. He wanted everyone to understand this was a starting point and not a final stamp of approval.

Mayor Hinnant said one thing he forgot to mention was that we do have options:

1. Not to adopt this plan and keep the current plan
2. Adopt the plan as it is presented
3. Modify and tweak the plan
4. Adopt parts of the plan.



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Commissioner Parham said he heard the people that had spoken tonight and thought they were right. He said his motto in life was to be fair, firm and consistent. He did not think there had been enough input on the Transportation Plan; he believed we should conduct as many sessions as needed and he did not necessarily agree with the timeline of November 23<sup>rd</sup>. He agreed with the Mayor, if there was not enough time, the new board could address the plan when it felt ready.

Commissioner Gray said she had several concerns. She was bothered by the four lane divided major Thoroughfare across Highway 64 Business and the fact that it takes an unusual curve that would affect Sheetz. She had seen stores like Sheetz go out of business because of roads and thought when someone came to a community; the community should be a little more concerned about how things affect the business. She said she believed there was a disparity here. What was being imposed on some people compared to others and she understood that it cannot always be avoided, but the disparity was very large and she thought we needed to consider that. She said she realized roads increase the value of land to some degree, but sometimes they don't, so she thought the Town needed to be cognizant of everyone's opinion. She said she thought that engineers and planners decided they were going to make a plan and they sat down and created this utopia of perfection of how they could do it in some ideal place that you don't have and she thought that very often they don't always think of the impact it had on others. She said Wake County was growing and coming in this direction whether we like it or not. She said we had two choices, we could allow growth that was unorganized and chaotic and with others stepping in and making decisions on Wendell's behalf or we could make a plan with community input that met everybody's goals, as many as possible and the Town's goals for connectivity. She said she had spent a lot of time contacting other towns to find out what was going on in other places. She said one thing she learned was that Garner had similar situations and they incorporated their citizens and let them talk about it and all she could think about was wow imagine the people that own the land having an opinion about what was happening on their property. She said that was what we needed to do. It was her understanding that community input was very successful and vital to the success of this kind of planning. She said we would be talking about a pedestrian grant later tonight and one of the requirements was to form a committee, so if we had to form a committee for a pedestrian plan, why in the world were we not forming a committee to talk about \$227,460, 000 worth of roads which did not include engineering and right-of-way acquisition. She said her suggestion was (1) we need to slow down (2) we need to make absolutely sure that we provided notice to everyone involved or that was impacted and we could figure out how to contact these people. She said it was hard to tell on a sign at an intersection that something was going to happen three miles in the woods from that spot and she thought people had the right to know. (3) Send it back to the Planning Board with instructions to do the following: form a small committee to meet with landowners that had concerns and hopefully work out the concerns and balance the needs of the Town to create connectivity with the landowners. She said everyone kept saying it was just lines, and it was a starting point and it was not permanent and if that was the case why could we not move it over a little bit. We should be more willing to receive input. She said she would like to volunteer to serve on that committee. She had attended all the Planning Board meetings on this and had numerous conversations with citizens from the area. She said she thought it was interesting that the information received tonight said there had not been a lot of input on the plan that was because they had been calling her and that was wonderful. She said she was not suggesting a long drawn out process, but she thought we needed to work on it until we had it right, that was the important thing. She said she thought there was more work to be done by the Town and staff, but she also believed that this was their job. We were here to serve the citizens of Wendell including those in the ETJ. She said she had questioned why this had escalated to the point it was now. She thought we

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had met the statutory requirements, but also thought there were people, whether correct or not that believed their dealings with the Town had not been to their liking so we don't have a great reputation. She said this was an opportunity and she thought we could mend the fence and make things a little better than they had been in the past. She said the Planning Department and Engineer kept saying this was tentative, a beginning and starting point to create connectivity. However people feel strongly that once lines were drawn on maps they were permanent. She said there was nothing on the map to let interested parties know that it isn't permanent.

Commissioner Lutz said that in reading the plan it did not seem fair. He was surprised at how fast it came up, and did not understand all the things on the map, but he did not know if a road was coming through his back yard, or his farm, house, or apartment that it would bother him. He said he was sympathetic to the passionate people in attendance and thanked them for speaking up. He did think that a plan was needed, but a plan of this magnitude should be made by a group of 12-15 people. He hoped that the passion presented at the public hearing would be the same passion that helped guide the development of the plan. He thought it was good to send it back to the Planning Board, but felt like public input was the most important thing we could do at this time.

Commissioner Parham made a motion to send the Transportation Plan back to the Planning Board, to form a committee and to allow for public input and use November 23<sup>rd</sup> as the tentative date for bringing the revised plan back to the Board of Commissioners. The vote was unanimous.

Mayor Hinnant called for a five minute recess.

Mayor Hinnant called the meeting back to session.

**Item 5 – Discussion and action on an agreement between the Town of Wendell and NCDOT for the Town of Wendell Pedestrian Plan.**

David said the board approved the application of a Pedestrian Plan Grant with DOT and the Town was awarded the grant and budgeted for it in the amount of \$6400. NCDOT would pick up the remaining balance of the \$32,000 Plan. As part of this process there was an agreement that the Town had to sign. He said the Town had to affirm a Pedestrian Plan Steering Committee to guide the planning process and ensure citizen involvement. Commissioner Gray said she would like to serve on the Steering Committee for the Pedestrian Plan.

Commissioner Parham made a motion to approve the Pedestrian Plan for the Town of Wendell. The vote was unanimous.

**Item 6 – Website Update**

Tamah Hughes said the website was implemented 2 years ago and went live the week of June 24, 2013. The website had been well received by the public over the last few years. She said quarterly updates were performed by each department, checking pages for proper and fresh content, photos, links and relevant information. Seasonal information was also checked, links to other organizations were checked for validity.

Tamah said the rotating photos on the main banner of the website were recently updated with information informing citizens of upcoming activities or events. Citizens may also find information in the

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“news section” (top right) of the main page. She said Wendell Works, Wendell Spotlight, the calendar along with other social media sites are used to inform citizens.

Commissioner Gray thanked Tamah for putting the things on the website that they had talked about. She said she was wondering if we could also include some links to classes for people who were interested in opening a business. Tamah said if we don't have a page already created, we could create a page. Tamah asked what kind of information she had in mind, links or if she had any specific ideas. Commissioner Gray said she was not sure, something informative so when a person had a dream they may be able to figure out how to make a business plan. Tamah said we could look into that and talk about it. Commissioner Gray said maybe we could also get some information on the Civic Groups that were not listed on the website.

**Item 7 – Commissioner Comments**

Commissioner Parham said he had some dates for the East Wake Senior Center for the Health Month they were having. If you were interested call the Eastern Wake Senior Center. Teresa informed the Board the Town had the dates and we would make sure they were on the website.

Commissioner Boyette said he went to the East Wake Education Foundation today and got a flu shot. If you have insurance, there would not be a cost and he highly recommended that you get the flu shot. He said he was going to make some comments about our Police Department, but a former Police Chief said it better than he could. He said our police had a hard job and Mayor Pro-Tem Parham said that he wanted to thank the Police Department for what they do for this Town and the hard decisions they had to make that were not always fully understood. He just wanted to say thank you Police Department and thank you Ira Fuller for your kind words.

Commissioner Gray asked Mrs. Piner about attendance numbers and the cost breakdown of the movie shown last Saturday so she could know if we budgeted enough or not. She said this Saturday, Sept. 19<sup>th</sup> was the Farmers Market 5k at 8:30 at the Farmers Market location. She said Ritch's Personal Training was having its grand re-opening of the gym on Sept. 19<sup>th</sup> at noon. She said she was always excited to see existing businesses expand. She said the International Food Festival was Saturday, Sept. 19 at 11:00 a.m. at the Town Square and was sponsored by Saint Eugene's Catholic Church. She said September 24<sup>th</sup>, 2015 the Historical Society would have a program called Mid Century Wendell Entertainment and she thought that would be interesting and would be held in the Board Meeting room. She said Tuesday, Sept 15, 2015 Wendell Middle School would have an open house at 6:00 pm. If you had not been out to the Middle School there were a lot of encouraging things going on this year and she encouraged everyone to check it out. She said the last thing was the Appearance Commission had asked her to announce that the deadline for the Mail Box Garden contest has been extended to October 31<sup>st</sup>.

Commissioner Lutz did not have any comments.

**Item 8 - Mayor Comments**

Mayor Hinnant made no comments

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**Item 9 – Adjourn**

Mayor Hinnant adjourned the meeting at 8:42 pm.

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Timothy A. Hinnant, Mayor

Attest:

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Jonnie S. Driver, Town Clerk