

**WALKERTOWN PLANNING BOARD MEETING
WALKERTOWN LIBRARY AUDITORIUM**

MARCH 3, 2009 3:00 P.M.

MINUTES

CALL TO ORDER

DRAFT COPY!!!

Chairman Al Slater called the meeting to order at 3:00 p.m. Serving on the Board were Mr. Slater, Robert Butler, Harvey Neal, Don Whitaker, Peggy Leight and Secretary Lynn McKinnie. Also present were Attorney Bo Houff, Scott Snow, and in the audience, Larry Marshall, Kevin Briggs, Sarah Welch, Wayne Hester, and Marilyn Martin.

The agenda was approved by unanimous vote on a motion by Ms. Leight and seconded by Mr. Whitaker.

The minutes were unanimously approved by motion of Mr. Butler, seconded by Mr. Whitaker for the meetings of:

1. FEBRUARY 3, 2009
2. FEBRUARY 25, 2009 – WORKSHOP MINUTES

The Walkertown Planning Board and Town Council would like to thank the following school related people for all their past help and for participation in today's meeting:

1. **Bill Powell**
2. **Eddie Maceldowny**
3. **Wesley Curtis**
4. **Darrell Walker**
5. **Clark Pierce**

PUBLIC SESSION - Please limit your talk to 3 minutes.

Public Session was opened at 3:03 p.m.

1. Molly Bovender
5160 New Street

My concern is with opening New Street for the new high school. We're in favor of the high school, but as first as the New Street opening is concerned with the plan where the street goes by for the fields by New Street and opening up that area, we are opposed to that because from my experience from living there – we've been there since 1993 – and when I was – in 1994 – coming through there – and that's quite a bit ago with fewer people in town – I was coming to turn in left there and because of the traffic there is so much traffic at school time with the elementary school, because there's so much traffic coming through there all the time, it's very difficult to make a left-hand turn to even get into the street. And because of that, and because of Harley Street coming the same just a few feet down the road, I was in an accident and it was such an accident that required me to go to the hospital. There was a vehicle that did not see me stopped. There was another person behind them and hit both of us and knocked her into me and pushed me into the cross the

street yard. So, it's a very dangerous intersection right there and if you're not aware of that and if you're not used to going up and down New Street and making those turns, then, it's something that you need to be aware of and be careful of and that's why I think that having high school students coming in and out of there would be very dangerous and when you pull up there to make a right hand turn or a left hand turn in the morning, the traffic is so bad you just sit there and you wait until somebody allows you to make that turn because you can't get out. And having more traffic coming in and out of that area would not be prudent for the town – it would cause more accidents and gonna cause accidents for the children and the people involved in that area. Another thing is the street is not wide enough to carry a lot of traffic. It's a town street, maintained by the town and it's something that – it's enough room for the people that live on that street – and we are aware of each other and we're careful of each other. There are a lot of young children – I have a two year old. There's a six year old that lives across the street from me. I have a nine year old. There's a four year that lives up in the brick house on the corner and if they were to get out with all of that traffic, it could be detrimental for our families. And it could also be at night having traffic in and out of there would be very hard to handle and it just wouldn't be good for our street and our families. And one other thing, when you get up there and you make that turn, I know that state standards say that there's a certain amount of site distance that you need to make turns, and right now that street is not designed to make that turn. It's not designed to have that – enough site distance to be able to see to be able to make those turns so I just wanted to say that we are opposed to opening New Street and we would hope that you would think of our families and our – the people that live there whenever you make your decision.

MR. SLATER: For the benefit of our guests today, I will add this – when Mr. Roberts makes a presentation today on the school plan, we on the Planning Board will be asking him questions and at the end of that session, I will open the floor back up to you to have questions so don't feel like this is your last time to be able to voice your opinion. I will recognize you to come up and have any question because I'm sure you are going to have more questions as the time goes along after this presentation and we want everyone to feel like they've had their say today in the Planning Board, helping us to decide how we should vote and send this back to the School Board.

2. Jerry Goode
5136 New Street

I'll probably say some of the things that Molly has already said – she's my daughter and that was an exciting time when the ambulance drive called me to go pick up my daughter that was laying on a flat board that evening and, like she said, the traffic on New Street, or coming by New Street on Main Street is really loaded at the time in the morning for when the schools are in session and it's so crowded that 35 mph speed up there that's – site distance should be about 350-feet where Mr. Webster lives, around that curve and that's nowhere close to that. Our street is 18-feet wide. It's maintained by the city of Walkertown and for the traffic that would be coming in there, it could be buses and trucks and so many cars – we're talking about the school system that has – will be a high school and the middle school will be involved with all the cars and the parking for the young drivers and teachers and all the people bringing in supplies and the school buses and so there's going to be a lot of things involved, and which I know the Planning Board already knows this – that there be so much involved in trying to get all these things regulated. Right at the present time, for us to make a left-hand turn without the long wait in the morning, there would have to be a light there and then at Harley Drive and then at the next turn there,

that's Sullivantown Road, it's going to be an almost impossibility with all the cars and buses and trucks and everything to be going in there – the teachers, the children and the parents bringing the children in the morning – so there's just going to be a lot of people there involved in all these places and I'm sure that they'll probably have to put lights there and even to get it to work but what we're dealing with is New Street itself. But all these things combined will – it'll be a great mountain of what's happening. And like Molly said, we're glad for the school. It'll be a great thing for Walkertown. What we want is for it just be done so it'll be done safely and things will work out right for the people and we like our street the way it is and for all the children. And one other thing that will take place there – there's surely be gatherings at the school or there's a lot of fellowship – lot of ballgames and if we have our street opened up, they'll be trying to park on our yards – unless the state's going to build a parking area for them on our street, there'll be people coming from everywhere. We don't really care for them parking in our yard and so we're opposed to opening New Street there and I believe that from our point of view and we don't have that many people on our street, but we would like to keep it like it is where we won't have all these vehicles coming in and out all the time. So, if you can help us, we really appreciate it and appreciate the time today.

3. Jeff Scott
5205 New St.

We're at the very end of the street – if you go to the end of the street, turn left, we're the only house on the left – we're behind Wayne Hester (but don't hold that against me!) I'm against it for the same reasons my neighbors are. You're pretty much going to open it up as a thoroughfare, which we've lived there for 19 years and it's been a very peaceful, easy going street in that when you meet a neighbor on the street, you slow down because you don't have enough room to go even 25 or 30 mph. With the proposal as it stands, when you get to the end of New Street, they have a left turn and a right turn for the new street. If you make the left turn and go towards our house, we have a, I think it's close to 300-space parking lot, would be in our front yard and this is designated on the maps as "student parking". Well, it's kind of scary to me to think that teenagers would be driving up and down New Street with it no wider than it is and then turning into student parking lot. I've got two teenagers and the thought of that kind of scares me to death! But, when you turn right – when you go right – there would be a gate --- above our driveway there is a proposed gate and then across from the house, there would be one or two gates, which just seems like a lot of gate management and they said that will be closed when school wasn't in session. It's been nice to live on a quiet dead-end street and I think we all of us probably have thought about it over the years that it wouldn't last forever and I'm not here to speak against the school – just this plan, or this part of it. If there was an alternate plan that didn't include the traffic of the school – there's no provisions for widening New Street. We measured it one Sunday afternoon – the average width was around 17 or 18 feet and I know it says on the maps "20" but you can measure it – it's just not there. But, I appreciate your consideration. Thank you.

4. Sallie Crews Johnson
4997 Main Street

I've written down what I wanted to say because I'm kind of a nervous public speaker and I thought I would fare better putting this in writing – it's pretty short, though. We're glad Walkertown is getting its own high school again. We are concerned, however, as a family, about any future road development and its impact on our home – the Thomas A. Crews house. The house itself is a designated local landmark and the house, buildings, factory

chimney and fields are on the National Register of Historic Places. This is Walkertown's only National Register listing and the only one in our part of Forsyth County. Both of our parents sacrificed greatly in order to buy our property, preserve it, and restore it. My sister, Nan, and I have been doing everything we can to keep it going and to continue to work on it. It is our hope that it can live on for future generations as part of Walkertown history. Further, we hope that other houses, buildings, streets will be preserved and receive historical designations – because all of these speak to the vibrant, family-oriented community that has always been Walkertown. And these sites provide interest and character that make a community unique and help us to keep and add future generations of families to our town. Therefore, it is our hope and our concern that any impact on our property can be minimal. There are protective measures for historic houses and properties but these sites are always better off having the support of the leadership in their community. So, thank you very much.

5. Wayne Hester
5185 New Street

I would almost pass this opportunity up and wait until after but I'll just reiterate what they said. And when Jeff and I first heard about where the school was going to be – we knew for years that it was going to be built since the property was sold – and when we first talked with the engineer on it, he said it was not the school's intent to open New Street – but – they did have the road coming right up to New Street, which would open it. The parking lot was in front of his house and it's the very shortest way – it's about 200-feet from the gate of the parking lot to the entrance of New Street and then 1/10 of a mile up to Main, which is always difficult to get out and we could foresee traffic backed up. But the good thing about it is they have worked with us and Bill Powell and Eddie Maceldowny, Wesley Curtis and Darrell Walker. They've worked with us – and they have – and you probably have a copy of it – and there's a large copy here of an alternate or a modification of this original plan and if you can look at that and agree to that, they feel like there will be no problem for the school to accept it and it would be much better for the people on New Street and it would move the parking lot from in front of Jeff's house. And parking lot would be as close as from this wall to that wall to his house – the way it was designed on this plan. They're moving tennis courts there which would have minimal use. The parking lot will be moved over and it will be closer – they have a football stadium designed on the other side – and this parking lot would be much closer to that football stadium and people coming in to the ballgames would park there instead of parking like Jerry and Jeff said – on New Street property. They would be parking in the parking lot, have a very short walk to the ball park. So - - - I might want to speak again but I say they did a pretty job and thank you for listening and I hope you will consider that.

THERE BEING NO FURTHER SPEAKERS, PUBLIC SESSION WAS CLOSED AT 3:21 P.M.

Mr. Slater then introduced Council members Wayne Hester, Sarah Welch, and Marilyn Martin. Next he introduced Scott Snow, Lynn McKinnie and attorney Bo Houff.

BUSINESS AT HAND

1. REQUEST FOR MORE SIDA BY WALKERTOWN

(Information from Gary Roberts attached. He will explain more.)

Mr. Roberts said that included in the agenda packet were sample materials that Town of Kernersville used in their request to the County Commissioners for additional SIDA in 2008. He said: SIDA stands for Special Intense Development Allocation and that's for the large portion of Walkertown that is within the Salem Lake Watershed. That's the drinking water supply watershed so the town regulates the amount of impervious surface in the watershed, which is rooftops and driveways, to hopefully help to keep the water in Salem Lake clean. Right now, there is a limitation on the amount of development that can take place within the watershed. The County Commissioners allocated 10% of the watershed within the Salem Lake that is within the corporate limits of Walkertown to be developed up to 70% - the standard impervious amount is 24% where there is curb and gutter and 36% where there is not. The town has utilized about half of their acreage that was granted in 1994 and because Kernersville recently considered a request to the county – they had annexed a significant amount of property; they made a request to the county commissioners for additional SIDA land and that was granted. It has been requested of Staff to take a look at that from Walkertown's perspective. So, at this point, I do not have any specific numbers or proposal for you. Again, I think I mentioned in my memo – we're kind of discussing how much staff time we can allocate to assist you with this. Certainly, we can provide technical expertise but certainly you see from what we sent you from Kernersville, there isn't a lot – it's not just a matter of the mayor of Walkertown submitting a letter to the County Commissioners – there's got to be substantial documentation for that request. As of right now, we do not have anything further other than just giving you what Kernersville has provided kind of as a reference source and I'll know a little bit more next week as far as how much assistance we can provide in that process.

Ms. Leight stated that the majority of their argument is the extra 10% of land that was annexed since 1994. They've annexed 3,500 acres so, she asked, do we have an estimate of the difference in our acreage between 1994 and 2009 in Walkertown? Mr. Roberts answered that Walkertown Landing and Walkertown Commons shopping centers were annexed after that period but he has no concrete figures at this point. In answer to the difficulty of getting those numbers, Mr. Roberts said that was getting into the actual process and he said it would take some time to pull up ordinances, looking at maps, etc. Ms. Leight felt that we probably haven't annexed even 1,000 acres and 10% of that would limit how much we could request. She asked if we should hold off the SIDA to see if we're going to annex more land within Walkertown and thus have a better argument for requesting the allocation? Mr. Roberts said it might be more advantageous to wait if more annexations might be coming rather than making a piecemeal request – if the town plans on future annexations. If not, maybe now is the time but it's the town's call.

MS. LEIGHT MOVED TO TABLE THIS REQUEST AND DO MORE RESEARCH – GARY ROBERTS CAN PURSUE STAFF TIME ALLOCATION – THE PLANNING BOARD CAN START PUTTING TOGETHER THEIR OWN INFORMATION. MR. BUTLER SECONDED AND THE PLANNING BOARD VOTED UNANIMOUSLY TO TABLE THIS ISSUE TO A FUTURE MEETING.

2. O'REILLY'S AUTO – REQUEST TO MOVE CONSIDERATION TO APRIL MEETING

(Formality only – courtesy to O'Reilly's to continue their process)

Mr. Roberts said O'Reilly's had requested a continuous – they were beyond submittal deadline and still had not appeased NC-DOT about access on to NC-66. He said they have now reached an agreement on that issue and have sent in revised site plans

although he has not yet had time to review to ensure compliance with approval. It should be on the April agenda.

MS. LEIGHT MOVED TO ALLOW CONTINUANCE UNTIL APRIL FOR O'REILLY'S AUTO PARTS AND MR. WHITAKER SECONDED. THE BOARD UNANIMOUSLY APPROVED THE CONTINUANCE.

3. WALKERTOWN HIGH SCHOOL

(Discussion and review)

Mr. Roberts: This is what's called a planning board review. It's for a public high school. The property is located in the south side of Sullivantown Road – large portion, approximately half of it is within Forsyth County. It's about 99 acres in size. And the other portion, located within the boundary lines of the town of Walkertown. Planning Board review items are not advertised public hearings. You are certainly free to solicit public input which is wise in what you've done today. It is not a rezoning of the property so the zoning designation stays in place. It's actually a dual-jurisdiction site, which is kind of rare. It also has several different zoning categories on it and those would remain in place. You have near the Walkertown Middle School, here at Walkertown Elementary School here, you have IP zoning. Right here a little bit of RS-20 zoning coming down into Walkertown and this portion here and this portion here is also zoned RS-20. So, it's not a rezoning of the property but it is a Planning Board review – it does not go to the Town Council – the Planning Board makes the final decision on the site plan is really what we're looking at. Just for information purposes – it did go before the Winston-Salem Forsyth County Planning Board on their February 12th meeting for this portion here within Forsyth County and it was approved. I understand that there's been some revisions to the plan that are different from what Planning Staff reviewed, different from what our City-County Planning Board approved, and different from the plan that you have received – so we can talk about that. I am sure the petitioners will want to go over those changes. I have not had the opportunity to review that so I cannot verify that the revised site plan meets UDO requirements so we can talk about that a little bit further. It looks like it does change some areas in here that I will get into. That may or may not necessitate it going back before the Winston-Salem Forsyth County Planning Board to approve because it does change some of what they approved on February 12th. Just probably need to take it back to our Staff and look at it and see. This is the kind of overall of the context of the area – again, you have Old Hollow Road here, Ruxton connecting there, Darrow Road, which keys right now into the Middle School site. They would propose a new extension of Darrow Road – really just a private drive that goes into the site – goes up and connects to Sullivantown Road. You have West Belews Creek here bordering the southern portion of the site – pretty much undeveloped residential property located here. We have seen a schematic site plan for this development and it just extends this road into that property so this is anticipated for single family residential development. You have New Street here which branches off of Main Street – stubs into the property. Walkertown Elementary School located here – so kind of context of the overall site there. Located in the town center, very good proximity to the population and other facilities within Walkertown. The next image I will show you is the site plan – but first of all within the broader context. This is the Walkertown Area Plan adopted by the Town Council a couple of years ago and as I mentioned, this is in the town center area. This particular graphic is in regard to town center sidewalks and it has

recommendations for sidewalks on Ruxton, Sullivantown, and New Street. It mentions the intersection here – it does talk about the potential high school and increased traffic.

The Walkertown Area Plan on page 26 says, *“Due to the acute angle of Sullivantown and Main Street intersections, consideration should be given to connecting Sullivantown Road to a one-way street heading northeast between Main Street and Depot Street where it will resume two-way flow. Depot Street can also be converted to one-way street heading west between Sullivantown and Main Street creating two-lane, one-way pairs for this block.”*

And that’s not happening, but I guess the reason I point that out is the Area Plan did note a concern about the acute angle on Sullivantown and Main Street, which if you’ve been there and tried to turn left on to Main Street you realize that that, too, as mentioned earlier about New Street, is somewhat of a problematic intersection but be that as it is, that’s what we have to work with.

One more image from the Walkertown Area Plan – Transportation Recommendations – page 27.

“Legacy calls for a balanced, sustainable network of transportation modes which provides choices for travel needs. Street networks should be developed in a manner that is consistent with the land use plan and promote connectivity in communities. Developing walkable neighborhoods and creating a network of bikeway, sidewalks, and greenways will provide for transportation choices for all segments of the population.”

Also, looking in the Walkertown Ordinance – Chapter B, Article 3, Section 2 – Street Connectivity Requirements

“An inter-connected street network is necessary in order to promote orderly and safe development, ensure that streets function in an inter-dependent manner, provide adequate access for emergency and service vehicles, allow for alternate transportation routes, disperse traffic and therefore lessen traffic congestion, and provide continuous and comprehensible traffic routes.”

Okay, now I’ll show you the site plan - - this is West Belews Creek Road – the southern portion of the site.... Sullivantown Road and New Street here.....What’s being proposed is Darrow Road – street, driveway, goes into site – goes north, connection here to the parking lot of W’town Elementary School. We were very happy to see this connection – again, the Area Plan recommends connectivity, particularly within the town center area and so we were very happy to see this facility tied in there. There’s just a lot of benefits to connectivity. We see it as use of asphalt more efficiently. Rather than some streets being underused, and some streets being overused, whenever you provide connections, it really absorbs and diffuses the traffic from our perspective. It extends up forks to the right – you have a fork to the right that goes over to the athletic facility – this is the football field, other athletic fields. (NOTE: Etc. Etc. etc. on streets.....)

I do want to also make mention that just the portion that you’re looking at today is only the portion that’s in Walkertown’s town limits. That’s all you’re able to approve, if you will. It is our opinion that the site plan did adequately address the transportation, inspections and engineering and planning concerns. Couple of minor issues – we did ask them to provide a pedestrian linkage here.....whenever this neighborhood occurs so people that live in this neighborhood will be able to walk right through there and connect into the sidewalk network. There is generally a sidewalk along one side of all the internal streets, which is good. We did highly recommend that they connect the new street – the new street was not installed cul de sac – it was installed for the intent of connecting _____ property. We see that as an advantage so they did provide that connection. They show sidewalk along the entire frontage of Sullivantown Road – they pulled it off the pavement edge so that people walking along the frontage will not be right beside the 50-mph traffic. They did

the same with Ruxton, which is consistent with the Area Plan's recommendations for pedestrian connectivity. The only addition that Staff would ask are some additional crosswalks. That's again mentioned in the Area Plan – just to provide a safe place for pedestrians once they cross the street. If you'll notice right here is a little crosswalk – again, this is in Forsyth County's area but we're just asking that where the sidewalk, which goes along here, along the eastern side of this road, where it crosses the two driveways that they just provide striped crosswalks in that area. A crosswalk was provided here at New Street. We also asked them to provide additional landscaping along these eastern lots here. They have done that. Perhaps you may want to consider extending that down along this property line as well. What they're showing is a double row of evergreens there. Site plan conditions are

1. Developer shall submit site plan for review by the Community Appearance Commission. That's a voluntary review. They will look at the building elevations, the architecture of the proposed public building and the school system may or may not incorporate those recommendations from the CAC. But that is a standard condition.
2. Obtain land disturbing permit from DENR Land Quality – a division of environment and natural resources. That's required for public projects rather than Forsyth County reviewing – basically another branch of the same government. We let the state review public projects.
3. Obtain a driveway permit from NC-DOT.
4. Developer shall obtain landscaping plan by the CAC or alternative compliance – In the ordinance there is specific requirements for landscaping for schools. That will have to be shown on a landscaping plan that's not included in what you have before you. Standard process is as with the City-County Planning Board, when they approve it on the 12th, they'll submit a landscaping plan once they get their approval from ya'll to Staff. And then once Staff approves that, then it will go to the Community Appearance Commission – along with the building elevations.
5. An engineered lighting plan with a lighting height of 25' or less and no more 0.5 foot candle at the property line. This is a relatively new condition that we've been including and perhaps one day this will be a part of the ordinance. Not sure if you're familiar with the new Wal-Mart in Winston-Salem that was built on South Peters Creek Parkway – Highway 150. But if you've ever been there at night, you'll notice that it's a lot – although once you get into the site, it's very well lit. From the highway, it's not nearly as bright as some of the other commercial projects of even half that size. The Hardees is a lot brighter than Wal-Mart. This is the same condition that was used there and for the Lowe's. It's a half-foot candle – that's a measurement of light at the property line. So, we're talking about a large football stadium, we're talking about proximity to the residents along New Street and the major road that this site fronts so we're glad that the school is agreeable to this condition. They'll have to demonstrate that before they can receive Occupancy permit.

So those are the conditions that are being recommended by Staff.

I think that about covers it – at least from my presentation. We do have Jeff Turner from DOT here who can answer transportation questions in regard to the proposed connection for Sullivantown Road. Petitioner is here – and I'll be glad to answer any questions.

INFORMAL --- QUESTIONS, COMMENTS, ANSWERS, RESPONSES

NOTE FROM LYNN: In the following information, names won't be used – I can't possibly tell who said what with entire panel and audience asking and responding. VERY IMPORTANT – if speaking from the audience, responses will likely not be provided because microphone cannot pick up talk from that distance. If responses are to be recorded, everyone must speak at a microphone.

- Gary, I am still interested in access to bus parking at elementary school. Has school system's traffic been consulted on this? You're bringing traffic into an area that presently is bus traffic only during school hours. Will that be regulated coming in off of Darrow Road during school time?
- The connection that they're showing really all of the connections in here are private – they're not public streets – they're private. They do show a series of gates along that internal driveway so it's their property. If they're okay with the connection, we're certainly supportive of the connection. We didn't see it as being a safety hazard because they are basically in control of the property but I would defer that question to the petitioner if they would like to – if you need further information about that.
- But this is primarily for bus traffic, right?
- I wouldn't want to make that statement. Again, the petitioner is here – if you need further information on that question.
- The purpose of the internal road – there's two main purposes – one is interior circulation and what we're doing is connecting the two bus lots and a future middle school later – so that they all have internal circulation. What we've got – the red is the internal street network – this goes out to Darrow Road and the signal. We are making connection to the bus lot and we're trying to really ease the traffic out on 66 by bringing the buses back internally circulating and all buses going outward can come out and go Darrow Road and eliminate the left on to 66 and the road coming out to Sullivantown. We can come back internally and exit Sullivantown and not go on Main Street so we're actually lessening the traffic and that's the design. Our school transportation says that we can save approximately 15 minutes or in the neighborhood of \$6,000 a month in transportation dollars and gas by coming internal with circulation. In a K-12 campus, we would like this to be linked internally so that kids and staff and deliveries can all go between the future middle and the existing elementary and combination middle/high – future high. So, we're actually trying to connect these lots so that if a bus goes out here, we can send buses out and have parents down or in the case of a high school, what we're trying to do is get the population of the high school from the student lot a little more equally divided so that traffic can come out and go out Sullivantown or out points beyond Depot or the students can go right out into Darrow and out to points beyond Kernersville – 66 and it's a very safe entry and exit on to 66 at the signal. So, we're really excited that we can get a traffic signal for one of the large exits into the high school and student drivers – much safer application.
- When you come out to Darrow Road – Ruxton Drive, are you going to put stops on Ruxton and make that entrance be the throughfare?
- We'd like advice on that and NC-DOT may have some opinions on that. Whether the school traffic would exit straight out or if it's a 4-way stop, we would defer to NC-DOT and Walkertown transportation.
- (Jeff Turner) Ruxton is Walkertown's – as is Darrow Road on that side of the intersection. Our suggestion is to let Darrow Road be the main entry and have stop signs for Ruxton, however, it is the town's decision.

- That would also eliminate some of the back-up traffic that you will have when school buses have their distance between them that they don't have to stop.
- At Darrow and 66, is it possible to get that light changed to a protected green?
- I can't answer that. Our traffic engineer is not here today. So if you have something any questions related to signals, I'm not your guy. I will pass those concerns on to him.
- Main Street and 66 and all these new streets, Sullivantown and Depot, we've got a couple of years that we can hopefully work with you and figure out what is the best way to handle stop signs, signals, lights, flashing lights.
- Absolutely. I will say this – new signals – they have to be warranted. Just because it's a bad intersection, doesn't mean it's warranted.
- In regards to internal traffic, someone has mentioned trucks and supplies – what is the route that you expect your suppliers to come in for the high school?
- Sometimes I may move between the different schools, depending on which school we are talking about. This is a service drive. We would anticipate the service to come in Sullivantown and come to the upper left and come into this area, which is buses, and the actual services and tractor / trailer belong on the right hand, or the northern side, out further Sullivantown because the loading dock is in this corner of the building. So, if traffic is coming in from points beyond 66, the service vehicles and tractors, can come up the same internal circulation road and come into the loading dock. We are expecting this to be service, buses, and there will be students on this road. We did not necessarily require a connection to New Street. We put it in as a connection as far as internal connectivity because we like internal connections. You never know when they're going to be used and so we made that suggestion for this... You've obviously heard of some other alternates of which the school district has an alternate to not connect this – but, again, that's not our call. We're not expecting to use New Street for tractor/trailers, cars, buses or anything. New Street is not in the mix as far as the district is concerned.
- Have you done the traffic amounts as to how many day trips or trips is the high school considered to have?
- No traffic analysis is required for Planning Board.
- Has there ever been an estimate done? When you're looking at a 1400-student high school?
- We used a spreadsheet that DOT designed several years ago to estimate how much vehicle storage we would need on a parent drop-off. I can't remember the number but we're providing enough internal storage so that parents dropping off their kids won't block up the street. That's really the extent of what we had to do.
- With 600 parking spaces, but you have to figure buses coming in – buses going out – cars coming in, dropping off – cars going out – cars that are staying – coming and going... So it could be 1800 trips? 2000? Could be any amount.
- I don't have the numbers right here in front of me to look at the DOT.
- We have about 21 buses (on the site plan it shows 20 spaces) and the parent pick-up is well within the NCDOT requirements for on-site and the students – we can feel where we are. Right now, it'll be about 800 student high school. In a few years, as it grows into it, obviously open with freshman and sophomore – then you go to junior and senior at 800. At around 600, which is the size of the existing middle school – but they don't drive – just got the parents picking up and dropping off.
- We have similar experiences with 1400 student high schools and this very well fits it.

- I just wondered if there was a count and you could estimate how many would be coming up from the southern route and how many would be coming in the _____.
- As far as our attendance district, we have a large portion coming down toward Darrow Road and as you go outward from Walkertown, there is not as heavily populated so most of our students as well as bus traffic will come in the sections down below us – out Darrow and toward Winston – not a lot going up towards Sullivantown, but it will gather some rural areas.
- But the students can go in and out anywhere they want to?
- Yes – with the exception we do not allow them to go in our bus service entrance.
- In this case, with this being a student/buses/service/staff – this entrance will not be allowed for students or pick-up or drop-off. Northern Sullivantown Road entrance is service, pick-up, drop-off, and student. Southern Sullivantown Road will be bus..
- How do you get them to not enter a service entrance, the students?
- We monitor the spaces daily. We really don't have a lot of trouble with that because they're mixed up with the school buses and they don't want to get in the middle of all that mess. And, obviously, the students would get their parking passes revoked.
- I understand it's not possible, for some reason, but it looks like the best, most direct, most practical way into that school would be a continuation of Highway 311 right across Main Street. Has that been checked into or explored?
- You mean Harley? We don't own that property across the road so it would be difficult for us to cut a road through a piece of property we don't own.
- Looking back over some of the questions we had in our work session, one – talking about internal roads – do you control your traffic internally with speed bumps?
- Yes and no. Sometimes yes – we do like traffic calming. Sometimes we can do it by narrowing it, but speed bumps do have a lot of it. We would prefer not to have speed bumps where school buses are going unless absolutely necessary. Speed bumps at times – all they do is slow you down – then they accelerate between them. They are marginally successful.
- And from your plan, it's designating a sidewalk on one side of every single internal street?
- Correct. It's not necessarily a sidewalk. In this section, we have proposed a trail through here – which is a large trail, which could be a part of a cross-country because the high school would have a cross-country team, we assume. And it may be possible to go down the sewer easement to make a cross-country trail loop so this portion we are proposing as more of a trail and then we have sidewalk connections down to Ruxton, up to football and of course, each piece collecting pedestrians..
- So that middle section would not have a sidewalk?
- It'll have a trail – more like an 8-foot wide stone dust trail for cross-country running or a greenway type application.
- Are the sidewalks standard width?
- Five foot (5-foot) unless there is high traffic, like at the front door.
- There was question about sidewalks on Ruxton – I think I read where ya'll are proposing them on one side and the town is proposing on the opposite side, which we have already some on the opposite side.
- The school system put on the site plan and we would like to see these as future sidewalks and wait until the school system starts to develop – what's going to happen down in that corner, versus trying to put in sidewalks through here now. Obviously that is a tremendous bank right there. But we would connect the sidewalk

that goes up to Darrow, to a piece of sidewalk that comes down from 66. We are proposing that sidewalk on to Ruxton and then a sidewalk on in and then the trail will connect. And we do have a sidewalk up to the Elementary School beside this one because this field will become elementary play field and we're looking for the wheelchair accessibility down to the play field.

- Any sidewalks on Sullivantown?
- Yes. I think Gary mentioned those. And they'll be back from the road.
- Some time ago we discussed – and maybe Gary can remember - where the UDO said there would be sidewalks on both sides of street within a half mile of all schools. Do you remember that?
- It's not in the ordinance –
- We prefer one side versus kids on both sides of the road as far as our student safety. We're trying to keep them on this inboard side because if they come, they're on this side all the way through without crossing the internal road..... they make a couple of crossings with crosswalks as indicated. So we'll do those crosswalks.
- There is an initiative called Safe Routes to School – maybe that might be. I'll look it up and get back to you and let you know.
- This may have come from the Winston-Salem MPO Pedestrian and Transportation Plan that was developed in 2007. There's a recommendation in that plan that sidewalks be developed within a half mile radius of all schools – and that is a part of the Safe Routes to School. School system does not have bus pick-ups within half mile of school so they encourage the sidewalks.
- On that chart, can you designate where the proposed gates are going to be within the school grounds?
- We have a gate here – we have a gate there – and we had a gate right here so we could isolate this section of road where nobody could go out.
- If there is no connection to New Street, would those gates remain?
- They would be different. We would need to look at that. Our architect, Mr. Curtis has a different plan – if you want to talk about another plan – the alternate. In this one, we would hope somewhere at the old middle school for after hours, we would gate off the campus so you can't get internal. We'd put a gate in here (before bus lot) to block off the back of the campus.
- On that service entrance, is it allow access to that front parking lot at all times or is it before that entrance to the parking lot?
- It would be after the entrances to the front lots.
- 24-hour access?
- Yes.
- If that's a service entrance, why not block that one off and open the other one which students normally come in on.....or have it be past the parking lot on the other side?
- It could work either way. We just locked off the back of the school.
- Are you going to maintain or leave any of the existing large, healthy trees that are on the border properties?
- Yes. We've talked about interspersing the hollies between the existing trees as best possible – not doing a berm because a berm would disturb the roots of existing trees. Only in front of the Scotts', we're talking about a full fence and buffer yard with a berm.
- The northern part of their property?

- On the amended (alternate) plan, we did talk about having the holly come all the way back to connect to the Type 3 buffer yard.
- In talking about the amended plan, instead of connecting New Street in, this shows the connection with the road coming down and tying back in. The tennis courts being along the driveway and the future buffer yard at the Scotts' property. So, you go from the Scotts directly to the fence then to the bus drive then to the tennis courts and then the parking lot. The parking would be further away from the Scotts in this plan.
- You will fence the stormwater retention pond?
- Definitely!!
- Is there going to be a fence on the west border?
- To the Scotts and to the Johnsons.....
- Chain link fence from here Scotts bufferyard fence, around, tie into the chain link fence – somewhere to rear of Leight property. Privacy fence from this sidewalk connection up to where the chain link fence is. (Wooden, double slat privacy fence)
- We are proposing a pedestrian connection from New Street and then along this driveway, which is the current Scott driveway and then taking a pedestrian connection from the midpoint of Mr. Hester's property into the school. So the pedestrians on New Street can walk into the campus.
- Would that be gated?
- Pedestrian? No.
- You've moved the Sullivantown service road entrance in a little bit where there's an increased buffer yard against those properties. The middle lane will be throughout the entire Sullivantown access with taper going into – extending out on both sides, correct?
- Yes. But – the lines on that paper are just that – they're lines on a paper. That doesn't mean that that's where they going to be. We have not done a topographical survey. We're at step 1.....but we haven't started step 1..... Discussed - Sullivantown – one way in and Depot one-way out. (CANNOT HEAR)
- Why not make the intersection be at Depot Street/
- There's such an angle. We're trying to line up the street connections.
- If it's only going out, it seems like school buses would have an easier way to get out by going straight as opposed to coming out the service entrance, turning right and then immediately having to do that hard angle left of Depot St.
- We can work it either direction. We can come internal and come out this section (Northern Sullivantown) also. We haven't determined all of our bus routes but there's more than one way out of campus. We will follow NC-DOT recommendations.
- There is a mandatory requirement for fencing around athletic to adjacent property – so there will be fencing – around stadium. There are fences going the rest everything – to keep people where they need to be and out of where they shouldn't be. Fences can be either privacy, or wooden, fences or vinyl but most will be chain link.
- If living in the middle of Walkertown and walking to school, is there a shortcut? Do you have to go and come in any of the entrances?
- You can walk on any one of the public streets and you'll have access – I don't know of any shortcuts but kids are ingenious. Follow one of the high school students! They'll make a path!

- If the future subdivision wants to make a connection, or if Walkertown wants to make a greenway connection down the sewer easement, we obviously would love to have a connection along the sewer easement. And one of the things City-County asked us to do was make a pedestrian connection in case this area (Northern circle) becomes a subdivision and so we are saying we will create a pedestrian connection between this subdivision so you don't have to go out to the street and come back. And everything down the south, you coming in through the elementary and through the ex-middle.
- There will be a fence and holly trees to "fence off" and keep kids from leaving school and traveling through neighbors' yards to get to convenience store on Main Street.
- There are state standards for "warranting" a signal so we could ask that they present one and we can make sure we get the information.
- The beginning of Sullivantown Road has a speed limit of 35 mph – it switches to 45 mph and I'm not sure exactly where it is (it's at least past the access to the school) and I'm not sure what it is on Darrow Road either. Is there anything with schools that you drop it to 25 mph or what is the recommendation for that?
- What I've seen in the past is a school speed limit – and that'll reduce it. It's normally ten (10) miles less than the posted speed limit. If it's 45 it would reduce to 35 mph. We're going to do as much as we can on the school side.
- Sullivantown is a state street and Depot is a town street – if Sullivantown is two-way right now, won't the state have to have the equivalent going back.....to maintain that access and egress for that one street? So, would the state need to take over Depot Street to have that same access and egress?
- That might be part of the process. Doesn't necessarily have to be.
- You have a lot better site distance off of Depot than you will there at Sullivantown Road going out.
- Mr. Hester, I believe Mr. Powell said that they would have a pedestrian walkway from New Street into the school. Is that in line with what you and the residents on New Street would want?
- I think it would be probably a good thing. People that live on New Street would walk it.
- Only down side I see to it is you could have people saying there's a shortcut on New Street – let's try it. And they have to cross one of those roads that the school system has built internally to get to the student's entry.
- Students are going to create a path – no matter what.
- You could have a parking problem, then.
- Think you're going to find some of them going to try and come in _____ as well.
- We encourage, as a school system, pedestrian connections – and we feel strongly that that keeps the students away from the highways especially in this case where they can come in and not have to follow a busy road around to walk in. Plus, you got quite a few young ones right there on New Street that could come straight in. As far as gates – they'll just go around gates. You know that. I can't say that they won't stop. I've watched them pull up on the side of a highway – in the right hand lane – and the doors open and the kids get out. So, I can't stop them from stopping the middle of a super highway and letting them out!!! They'll choose those options.
- With pedestrian walkways, do you encourage bicycle riding? Do you have bike racks and things like that set up for students to ride bikes?
- We will have a bike rack.

- Because none of our streets have bike routes, unfortunately. And they're so narrow that it's often difficult to do that.
- Will that bike rack accommodate scooters?
- No. Scooters or motorcycles require their own parking space (or accommodations).
- That pedestrian walkway you're talking about – from New Street and make a walkway?
- We've already proposed raising Scott's driveway a little bit where it crosses the creek and putting in a new pipe So it's really part of that driveway; you know, the easement the Scotts' have is a 40-foot easement on school property – so it would run right along that same easement.

Discussion continued among the audience but could not be heard on tape.....

- And then they'll pick up the sidewalk that's along that side, right? By the tennis courts?
- Yes. When they cross the street where it crosses.....
- When they cross – and then pick up
- And this is all going to stay pretty much as it is. Probably going to take a while for people to even learn about this. Only people that's going to know about it are probably the people that live on this street – because this is all going to look pretty much natural as it does now.
- I think I've made it clear, as far as Staff's recommendation is for to continue to have the vehicular connection but short of that, I think it is very good that they're showing a pedestrian linkage. I think that's consistent with the Walkertown Area Plan and we would be fully in support of that. Perhaps something that you may want to consider is because that may be the case – course, this is for a high school where most people drive – but there may be some drop-offs still. Perhaps you could request that a turn-around be put on the school property and officially a cul de sac or a hammerhead is – cul de sacs sometimes use more asphalt than a T-turn-around or a hammerhead – you could put one of those down there so people aren't turning around in people's driveways if they do choose to let / drop somebody off and they walk into there – so that may be an alternative.
- The way he has it probably will be better because a turn-around will encourage people and if you just have a place like they have now, if they do come down – I think it will be used _____ than let the people drive there. Cause it's going to be a long walk from there to the school.
- It's hard to get out here.....
- They won't come down there very many times, I don't think! But that would be better than the other plan and I could go along with that. There's about 12 children under six years old on that street and that's why we don't want any traffic on there. But the pedestrian thing – people on New Street could walk or ride bikes.
- Does anybody know if New Street is considered standard or sub-standard as far as the width?
- For municipal standards, it is considered standard.
- It meets subdivision standards.
- From what I'm hearing, residents on New Street would be okay with a walkway through there – without the cul de sac.
- I don't think it would be okay to make a turn-around.
- Is there a gate on Darrow Road?

- Internal to the property, there would be. Not on Darrow Road – but the extension of Darrow Road that is on the school property.
- The school driveway will be gated so you don't get to the rear of the campus – but not on Darrow and not Ruxton.

MR. SLATER: Mr. Powell, am I correct in stating this is the latest plan that we should be considering today?

MR. POWELL: City-County submitted a plan to you, and Mr. Roberts may have to explain how that works, but they passed the plan to Walkertown. We heard some neighbors who didn't like that plan and so we gave an alternate plan. The school system could go with either plan and we look to Walkertown to decide which plan they'd like to go with or a modified plan. We are prepared to go either direction.

MR. HESTER: This, instead of changing the plan, would just be a modified plan with minor changes to the original plan, right?

MR. ROBERTS: Just procedurally a little bit, obviously recognizing that the school has time constraints and I'm sure they want to get on with construction. But in respect to the process, and particularly, consideration of the private sector, and their reviews have to go through the Planning Board reviews - - Again - City-County Planning Board on February 12th approved the plan that you have before you. If you want to approve this plan – which does change around some of the area within their jurisdiction – not a tremendous amount – but it does change it around some – and it may change some of the calculations and some of the other details of the plan that we, as staff, would need to look over. You could – I would maybe recommend – I don't think anybody wants to go to anymore meetings than they have to – or continue things unless they have to – I'm comfortable with - if you want to go with this plan – then what would need to happen is the school system would need to submit this revised plan to Staff and we could look it over and see #1 does it meet ordinance requirements and then we will have to make a decision whether or not we are comfortable at the Staff level approving this modification over what the Planning Board approved on February 12th. We have limitations on what we can approve at the Staff level over what the Planning Board or City Council of Winston-Salem has approved. We, obviously don't want to step out too far in that discretion that they've given us. Technically, today is the deadline for their April 9th meeting – at 5:00 – so I just wanted to throw that out, but hopefully, if you want to go with this plan, I will mention one thing – it does look like, that from a neighborhood compatibility standpoint, particularly with the lighting condition that we're recommending, having these tennis courts over closer to here rather than the parking lot – is probably a good thing. Obviously, we mentioned our concern about New Street but if it has for the pedestrian connection, that's a good thing, too. So, if you felt comfortable with going with this plan, that's what I would recommend that you go with that plan ... hopefully, very soon – maybe this week. Eddie can get us this revised plan that we can look at and then we will let you know whether we feel comfortable approving the modification on the county side at the Staff level or not. If not, then it would also need to back before our Planning Board. Hopefully, we can look at that on April 9th but I cannot make any guarantees --- again, today is the cut-off deadline and perhaps –

?????Monday is the formal submittal deadline.....

MR. ROBERTS: ***Formal*** submittal deadline – but today is the submittal deadline for site plans. Again, we can talk about that. I don't know if there is a need on your part to continue it to your next meeting. That's certainly your call but it seems like if you're comfortable with this plan, you know, we can look at it from the Staff standpoint and go from there – if that makes any sense.

MR. SLATER: Final questions anyone? Any additional questions? Okay, Planning Board – what is your pleasure?

MS. LEIGHT: What we can do, is we can say that we move to recommend the amended.....?

ATTORNEY HOUFF: This is one of those times you won't recommend – YOU ARE APPROVING!!

MS. LEIGHT:We approve the amended plan with specific conditions? Specified conditions?

MR. HOUFF: Specified conditions from the original plan?

MS. LEIGHT: Ummm – yes! With clarification on the plan itself?

MR. HOUFF: And, you know, as nomenclature, it might be – you would approve the submitted site plan as amended by this - - - would that be.....?

MR. ROBERTS: Yes. Yes. And then specify if you're talking about changing the conditions that I put up on the transparency earlier. We can elaborate on those....

MR. HOUFF: Yeah – you wouldn't have to worry about mentioning conditions because the conditions are on the submitted site plan. Assuming you want to do this, you would be moving to approve the submitted site plan as amended with the conditions that are already on – if you have additional conditions, then you.....

MOTION: TO APPROVE THE SUBMITTED SITE PLAN AS AMENDED SPECIFYING THE CONDITIONS:

- (1) THERE WILL BE A FENCE – CONTINUATION OF THE FENCE ALONG THE LEIGHT, CREWS, AND SCOTT PROPERTY LINES**
- (2) THE STORMWATER RETENTION POND WILL BE FENCED**
- (3) AS POSSIBLE, SEE WHERE THE ENTRANCE CAN BE AS CLOSE TO DEPOT AS FEASIBLE, OR IF IT CAN BE WORKED WITH DEPOT, AS DESIGNATED BY THE NC-DOT**

BY: PEGGY LEIGHT

SECOND: HARVEY NEAL

VOTE: MOTION PASSED UNANIMOUSLY

PUBLIC SESSION (IF NEEDED)

PUBLIC SESSION WAS OPENED AT 4:40 P.M.

1. Wayne Hester said he was glad to see this many people here that was interested in it. He thanked the Planning Board for their work on it and their work on everything else. They do a great job.

2. Al Slater also thanked everyone for their participation.

PUBLIC SESSION WAS CLOSED AT 4:44 P.M.

ANNOUNCEMENTS:

2009 MEETING SCHEDULE

LIBRARY @ 3:00 P.M.FIRST TUESDAY OF MONTH

APRIL	7	
MAY	5	
JUNE	2	
JULY	7	
AUGUST	4	
SEPTEMBER	1	
OCTOBER	6	
NOVEMBER	10	*Due to Election Day
DECEMBER	1	

ADJOURNMENT

MOTION: TO ADJOURN MEETING AT 4:50 P.M.
BY: DON WHITAKER
SECOND: PEGGY LEIGHT
VOTE: MOTION PASSED UNANIMOUSLY

Submitted by:

Lynn McKinnie
Planning Board Secretary