

Town of Southern Shores Capital Improvement Plan Committee

July 9, 2015 2:00 p.m.

Pitts Center

Attendees: Committee members Mayor Tom Bennett and Council member Larry Lawhon; Citizen staff representatives Jim Conners and Elizabeth Morey; Town Staff representatives Peter Rascoe and Rachel Patrick.

Mayor Bennett called the meeting to order.

Rachel Patrick stated that an ordinance establishing a Capital Improvement Plan for FY 2015-2016 was adopted by the Town Council on July 7th during a Public Hearing held during the regular Council meeting. Rachel said that \$516,000 has been appropriated for this purpose, and it is thought that the first five street rebuild projects on the approved prioritization list can be completed with these funds during FY 2015-2016, should bids come in favorably. Those five projects are: Beechtree Trail #155 north to street entrance; Fox Grape Lane; Hollow Beach Court; Bear Track Lane; and North Dogwood Trail from #280-291.

Rachel stated that the next CIP Committee meeting will be held on October 15, 2015. At that meeting, the street rebuild prioritization list for FY 2016-2017 will be discussed, so prior to that meeting the Committee members are asked to visit all of the remaining streets on the list and reprioritize them, considering both safety and condition of the streets. If a Committee member feels that additional streets should be on the list, they may suggest that they be added. Rachel will develop a simple ranking system and send it to the group via email for use while prioritizing the street list. She asked that everyone have their list to her by October 1st so that she has time to compile the results comprehensively.

Elizabeth Morey asked the Committee to also consider traffic loads when prioritizing the streets, in addition to safety and condition of the streets, although there is no formal traffic load information available. Larry Lawhon stated that pedestrian and bicycle counts aren't known either and are important to be considered as well. Elizabeth said that it would be wise to ask local bicycle clubs for their opinions on which streets are regularly utilized.

Rachel briefly reviewed the list of remaining streets. Larry stated that the Committee should consider reserving space on the prioritization list for potential projects related to North, South or East Dogwood Trails, depending on whether project(s) are recommended for those streets by a Task Force that is in process of being established for the comprehensive study of those streets. Rachel said that she would like Pintail Trail to be considered as an addition to the list, as it is starting to show signs of root upheaval and cracking and has stormwater drainage problems. Hillcrest Drive, Sea Oats Trail and Bayberry Trail are also listed in a note at the bottom of the list for ongoing consideration by the Committee, and should be discussed. Peter Rascoe stated that once the street rebuild list is reprioritized, staff will be able to begin collecting survey and geotechnical data on some streets in anticipation of the rebuild projects for next fiscal year.

Jim Conners asked if the Town could look at incorporating more Low Impact Development (LID) Guidelines in the design of road rebuild projects for the Town. Peter pointed out that the Sustainability

Coordinator from the Coastal Studies Institute reviewed the road rebuild designs for Fairway Drive, Scuppernong Lane and the Dogwood Trails Intersection projects and his opinion was that we were following LID guidelines in those projects. Rachel stated that a major component of LID design is to use the existing low point in the topography to retain stormwater, rather than fighting the natural terrain, and this is a principle that Joe follows in all of his designs. Jim wondered if some of the stormwater basins recently installed as part of several road rebuild projects could have been shallower and not as large. Tom Bennett pointed out that on Fairway Drive, one of the basins was made deeper because the addition of an island in the road that was requested by the residents left less room in the right-of-way for a shallower basin. Jim stated that he would be fine with scaling back the sizing of stormwater retention areas, even if it meant that they are over capacity in very large storm events. Peter stated that the Town is ultimately responsible for capturing and retaining stormwater within the Town-owned right-of-way, and it cannot be ignored or conveyed to private property.

Elizabeth stated that she wishes there was a variance to the design guideline that states a tree within four feet of the edge of pavement will be removed because of its potential to damage the pavement with its root structure. Peter stated that there is a variance to this guideline, since the Engineer is allowed to design the streets to avoid placing pavement within four feet of a tree when there is enough room in the right-of-way to do so. For example, this will be done on North Dogwood Trail from house #280-291, so that two out of three trees near the edge of pavement will be saved.

Tom said that he would like to make the Committee aware of an opinion expressed from a resident in an email to him. The email stated that the Town should be consulting with an independent certified arborist during the entire process of any capital project, including pedestrian/cyclist pathways. The Committee discussed this idea and could not think of an instance where the inclusion of an arborist's opinion, which is normally related to tree health, would influence the decision to remove, or not remove, a tree, since the catalyst for tree removal is proximity to the edge of pavement and not the health of the tree.

Minutes recorded by Rachel Patrick, and compiled with concurrence of all Committee Members, Citizen Representatives, and Staff Representatives in attendance.