



**U.S. 1 COUNCIL OF PLANNING
MEETING
Friday March 22, 2024
10:00 AM**

Microsoft Teams meeting

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Virtual Meeting

Agenda

Welcome/Introductions

Tim Gardiner, Chair, will give the welcome and introductions.

Attendees		
MEMBERS	AGENCY	E-MAIL ADDRESS
Tim Gardiner – Chair	Wake County	Tim.Gardiner@wakegov.com
Scott Hammerbacher – Vice Chair	Franklin County	shammerbacher@franklincountync.us
Jennifer Currin	Town of Wake Forest	jcurrin@wakeforestnc.gov
Shelby Powell	CAMPO	shelby.powell@campo-nc.us
Lucy Garcia	Town of Youngsville	lgarcia@youngsvillenc.gov
Joshua Kellen	NCDOT Div 5	jkellen@ncdot.gov
Paul Black	GoTriangle	pblack@gotriangle.org
Chris George	Town of Franklinton	cgeorge@franklintonnc.us
Gaby Lawlor	CAMPO	Gaby.lawlor@campo-nc.us
Daniel Boulware	NCDOT Div 5	dboulware@ncdot.gov
GUESTS/INVITED AGENCIES		
Montel Sparrow	NCDOT	mvsparrow@ncdot.gov
Meredith Van Duyn	MottMac	Meredith.VanDuyn@mottmac.com
Keith Lankford	Wake County	Keith.Lankford@wake.gov
Steven Finn	Wake County	Steven.Finn@wake.gov
Jason Myers	NCDOT Rail Division	jmyers1@ncdot.gov
Jon Frazier	FLM Engineering	jfrazier@flmengineering.com
Adil Cheema	City of Raleigh	adil.cheema@raleighnc.gov
CAMPO COP Staff		
Daniel Spruill	CAMPO	Daniel.spruill@campo-nc.us

Chair Tim Gardiner of Wake County opens the meeting and asks if there are any introductions that need to be made to the group. Daniel Boulware of NCDOT Division 5 introduced himself as the new District Engineer that replaced Jeremy Wheeler who previously sat on this council. Mr. Boulware also introduced Montel Sparrow, NCDOT Division 5, as the new Senior Assistant for the office.

Election of Officers 2024

According to the US 1 Council of Planning Bylaws, the Council will elect a Chair and Vice Chair to serve for the upcoming year at the first meeting of each calendar year. The Chair and Vice Chair must be representatives from one of the Regular Member agencies. Officers are eligible for consecutive terms,

and no term limit shall be applied. The current Chair is Tim Gardiner (Wake County) and the current Vice Chair is Scott Hammerbacher (Franklin County).

Action: CAMPO staff will conduct elections for 2024 Chair and Vice Chair.

Mr. Gardiner turned the meeting over to Shelby Powell of CAMPO to conduct the election. Ms. Powell reminded the Council members that the Council conducts elections at the first regular meeting of every calendar year and all regular members are eligible to serve as Chair and Vice Chair. These roles have a one-year term and there are no term limits. Ms. Powell opens the floor for nominations.

Jennifer Currin of the Town of Wake Forest nominates Tim Gardiner of Wake County if he is open to serving as Chair again. Mr. Gardiner states that he is willing to serve that role. There were no more nominations for Chair. Ms. Powell asked for nominations for Vice Chair. Ms. Powell nominated Scott Hammerbacher of Franklin County to serve as Vice Chair if is willing. Mr. Hammerbacher stated he is willing to serve that role.

Action Taken: Tim Gardiner (Wake County) and Scott Hammerbacher (Franklin County) are elected to serve as Chair and Vice Chair, respectively, for the U.S. 1 Council of Planning.

Meeting Minutes

Meeting Minutes – October 31, 2023, see Attachment 1

Action: The Council will consider approving meeting minutes from the October 31, 2023 meeting.

Mr. Gardiner asked if there were any comments or changes from the Council for the Meeting Minutes from October 31, 2023. Hearing no revision request, Mr. Gardiner opened the floor for a motion. Mr. Hammerbacher motioned approve the meeting minutes with Ms. Powell seconding the motion. Mr. Gardiner asked for any votes in opposition and hearing none moved to approve.

Action Taken: The Council approved the meeting minutes from the October 31, 2023 meeting.

Old Business

- No Old Business

New Business

- Gaston Concrete (Lucy Garcia, Town of Youngsville)
 - Attachment 2 – Aerial
 - Attachment 3 – Site Plan
 - **Action:** The Council will consider endorsement or recommendations as applicable

Mr. Gardiner turns over the meeting to Lucy Garcia from the Town of Youngsville to present the Gaston Concrete site plan. Ms. Garcia introduced the site plan situated on Northbrook Drive next to U.S. 1 highway and the current railroad. The developer is proposing buildings and laydown yard in the industrial zoned area. The Town of Youngsville wanted to bring this plan to the Council of Planning for thoughts on compliance with the U.S. 1 Corridor Study. Mr. Gardiner asked to see the site plan overlaid with both the U.S. 1 Corridor Study and the Southeast High Speed Rail (SEHSR) Final Environmental Impact Study (FEIS) map. Daniel Spruill from CAMPO explains the layout of the two study maps both have impacts to this property with a frontage road constructed on the west edge of the property and the rail realignment cutting through the site's access easement to Northbrook Drive.

Mr. Gardiner asked if there were any representatives from the SEHSR project to speak on the realignment. Jason Myers of NCDOT Rail Division stated that he was listening in to the meeting as a guest and not as a formal representative but could state that the design team is aware of this site plan and do not think there would be any expectation of the SEHSR's design for this area to change. Mr. Myers wanted to reiterate that this section of the SEHSR project is only funded through 30% design and not construction. Mr. Gardiner stated that from the current perspective of the U.S. 1 Council of Planning we can make a recommendation based on the U.S. 1 Corridor map but are still working on the SEHSR and how that will factor into the body's endorsements. The conversation went on to discuss how the access for this parcel would be achieved if the rail realignment took its current access easement. Ms. Powell stated that the inclusion of the frontage road would make the best case for future access to the project particularly if they must make the reservation of Right-of-Way for the property anyway. Another suggestion may be to connect an easement to the north to Bert Winston Rd. Ms. Powell makes a motion to request the town request the reservation of the right of way for the U.S. 1 Corridor Study access road and ensure transparency and conversations around the rail project as development in that happen. Mr. Hammerbacher seconded the motion.

Action Taken: Recommend the Town of Youngsville request Right-of-Way reservation for the U.S. 1 Frontage Road and continue transparency and conversations with the developer regarding the Southeast High Speed Rail Project.

- Tyrell Project (Jason Rogers, Franklin County)
 - Attachment 4 – Aerial
 - Attachment 5 – Site Plan
 - **Action:** The Council will consider endorsement or recommendations as applicable

Mr. Gardiner moves the meeting to the next item and turns over the meeting to Jason Rogers of Franklin County to present the Tyrell Project. Mr. Rogers went over the site plan for three buildings in Franklin County general industrial zoning, with the first building (farthest east in the site plan) expected to be a landscape contractor office. Mr. Rogers states that the site plan does have right-of-way dedication for the U.S. 1 highway (52ft) and for the backage road (30ft) to fulfill the U.S. 1 Corridor Study and introduced the project engineer Jon Frazier from FLM Engineering if there are any further questions. Mr. Gardiner asked what the southern leg of the backage roads was meant for, Ms. Powell answered that it was an access road for several parcels when connection to U.S. 1 is cut off. Mr. Gardiner asks if the east to west road being constructed as part of the project is what the County is comfortable with. Mr. Rogers responded that they are comfortable with the cross section and that the current plan shows the road being public ROW, but the developer has some reservations about it being public but the recommendation from the county will be keeping the road as public. Mr. Gardiner stated in this case the most important leg to the council is the North to South connection that is the trunk of the backage road and the exact layout for the access road to the south of the project could be accomplished through a variety of means. As such it would definitely be a recommendation from the council for the county to keep pushing to have that right of way be public. Joshua Kellen from NCDOT Division 5 asked if the plan would be for the public road to be turned over to NCDOT for maintenance. Mr. Rogers responded that while the county would like that it would probably be privately maintained in the meantime. Mr. Kellen responded that he would be in support of that, he doesn't think the road would meet the warrants for state maintenance at the current time. Mr. Frazier reiterated that the developer is still considering not subdividing and using a site driveway instead of road as cost savings. Mr. Gardiner noted that at some point the driveway access to U.S. 1 would close and the property would need to get access from the backage road. Mr. Rogers notes that the ROW for the North/South road is a dedication of ROW and not reservation as is required by the County's ordinances. Ms. Powel makes a motion to endorse this plan with Ms. Garcia seconding the motion.

Action Taken: The Council endorses the site plan as shown

- United Sports Automotive (Steven Finn, Wake County)
 - Attachment 6 – Aerial
 - Attachment 7 – Site Plan

- **Action:** The Council will consider endorsement or recommendations as applicable

Mr. Gardiner moves to the next item and turns the meeting to Steven Finn from Wake County to review the United Sports Automotive project. Mr. Finn introduces himself and Keith Lankford, a Principal Planner with Wake County. Mr. Finn reviews the site plan, a request to rezone from residential to general business to sell used cars. These parcels fall just outside Wake Forest planning jurisdiction and abut the industrial zoned properties to the north. The developer, county and Wake Forest have had conversations about what utility connectivity would be like for this area. The developer has also shared the thought that this project may be temporary and removed later when any project moves forward. Mr. Finn states that the use does not align definitively with the policies in Wake County and the hope the Council could provide additional insight to carry forward as part of the staff report to the Planning Commission related to U.S. 1 Corridor Study and the Light Rail project. Mr. Myers clarified that the Raleigh to Richmond is not a light rail project stated that this area is a potential for a mobility hub with the Town of Wake Forest through the Transit Orient Design (TOD) Study but not a planned rail station for this area.

Mr. Gardiner stated that this section of the U.S. 1 Corridor has more advanced design than some further north segments and notes that this area has had an open question on how access will be provided to Circle Drive when the access to U.S. 1 is cut off. Mr. Boulware mentioned that the U.S. 1/Burlington Mills current intersection is to become an interchange with access ramps directly over this parcel in the current preferred plans. The future access to Circle Drive should be satisfied by using existing public ROW that is part of the cul-de-sac to provide access to the backage road. Mr. Gardiner stated that the map showing the preferred interchange design needs to be shared back to the developer and encourage dialogue between NCDOT project team, the developer, and the county. Ms. Currin states that the Town of Wake Forest has concerns with an interim use of this area. Mr. Gardiner asked if this project will need anything like a driveway permit for the project assuming that the project moved forward. Mr. Boulware stated that the site would need a permit if the project went forward and it would need to be a commercial driveway and NCDOT's concern with converting a residential only use road to mixed use with this commercial property and NCDOT would have to look at the strengthening of the road. Particularly of concern is the use of heavy truck traffic that would be necessary for this business type. Mr. Boulware went on that it would be possible that they would have to strengthen the entirety of Circle Drive in order to provide for heavy truck traffic and their turnaround area. Mr. Gardiner stated that this plan would not be consistent with the latest known plans from NCDOT about the U.S. 1 Project and that NCDOT has concerns with the commercial driveway access and improvements that would be needed for the road to support the commercial traffic.

Mr. Lankford asked what would turning radius for heavy trucks would NCDOT be comfortable with, Mr. Boulware responded that it would depend on the road width but it would need to be wide enough to accommodate the trailer of an 18-wheeler turning around, taking into consideration street parking. Mr. Finn stated this has been very useful information and asked if there is any idea about the timing of this part of the U.S. 1 project. Mr. Gardiner responded that the conversations the Council would recommend happening between the county, developer, and NCDOT would help with the conversations around timing. Ms. Currin stated that the U.S. 1 Tolling Study was just approved and should be completed this fall which would help answer these questions. Mr. Gardiner restates what has been discussed with this project and makes the motion that the U.S. 1 Council of Planning does not find this project consistent with the latest designs for the corridor and don't allow for the design of the interchange and notes NCDOT would have stipulations regarding driveway permits that need to be discussed between County, developer, and NCDOT to allow the road to be used for more intensive commercial uses. Ms. Currin seconds that motion.

Action Taken: The Council does not find this project consistent with the latest U.S. 1 Corridor Plans, as the preferred interchange design for Burlington Mills Rd and U.S. 1 would result in full takes to the property in question. The Council encourages conversations between County, developer, and NCDOT regarding driveway permitting and stipulations regarding intensive commercial traffic.

Other Business

- U.S. 1 Council of Planning / Southeast High Speed Rail Integration
 - Attachment 8 – Draft Memorandum of Understanding
 - Attachment 9 – Draft Bylaws
 - **Action:** Consider recommendation to decision makers to adopt the updated Memorandum of Understanding and Bylaws.

Mr. Gardiner moves to ‘Other Business’ and turns the meeting over to Daniel Spruill of CAMPO to review changes to the Council’s Memorandum of Understanding and Bylaws. Mr. Spruill states that the draft MOU and Bylaws were provided physically at the SEHSR Workshop in February and electronically for review afterwards to members. The process to update the MOU and Bylaws will require action by the CAMPO TCC and Executive Board as well as the decision making bodies of each member jurisdiction and NCDOT. Mr. Spruill states that one outstanding decision point is deciding on a buffer around the SEHSR where Council members will bring project, noting that the buffer for the U.S. 1 Corridor Study is set to 1,000 feet. There were many technical and administrative changes to be made including updating names of agencies. Ms. Powell points out that the Triangle J Council of Governments needs to be updated to Central Pines Regional Council following their recent name change. Mr. Gardiner states that what the Council need to be clear on is what we’re allowed to enforce, and asks if there is a provision in the MOU or Bylaws that allows the Council to make recommendations based off the best available/latest information. Mr. Spruill states that he doesn’t believe that the ability to make decisions on the latest and greatest information isn’t specifically laid out in the current MOU. Ms. Powell states that she believe that could be added into Section 2 of the MOU and that as the S-Line project evolves the plan may change more rapidly than we want to update the MOU and asks if NCDOT Rail Division could provide language that would be true and accurate and meet the needs of the Council. Ms. Powell clarifies for Mr. Myers the section 2 where the SEHSR FEIS is referenced could include language that would allow the nuances that occur in the 30% design work. Mr. Gardiner asks to include similar language in the U.S. 1 Corridor Study reference to ensure we allow for the same flexibility. Ms. Powell provides sample language to encapsulate both points with: ‘the Council recognizes that additional work is being done to further define the US one and the S line corridor and applicable documents will be utilized for making recommendations’. Mr. Hammerbacher states that when the MOU was last updated we didn’t have an online map to reference plans and will need to make sure the website and interactive map also stay as up to date as possible. Ms. Garcia mentions that the interactive map is very important to her and other planners and developers and ease of access is necessary for transparency and use. Mr. Gardiner asked to include language that commits CAMPO to providing the maps and information related to the studies publicly. Mr. Hammerbacher stated that it might be best to table endorsing this motion until there is a better understanding of that verbiage and of the mapping capabilities for this. Mr. Gardiner stated that was a good idea and asked Mr. Spruill what changes are being made to the bylaws. Mr. Spruill responded they are administrative changes to names and members list to include NCDOT Rail Division as a regular member. Mr. Spruill also asked if the council wants to continue with the existing invited agency list that shows the region’s chamber of commerce groups. Ms. Currin stated that we may just want to say that the meetings are open to the public. Ms. Powell cautioned that as the Council is not subject to public meeting laws and those groups were originally included as they were part of the Council’s development. Mr. Hammerbacher agreed that the Chamber of Commerce could be left off and shared by member jurisdictions if they see fit. Mr. Gardiner laid out a

slight change to the original motion to table this discussion, directing CAMPO to make these adjustments and send out in 10-15 days for review by members and if no regular meeting is held by then the Council will hold a special meeting end of April/early May to approve the draft MOU and Bylaws. Mr. Hammerbacher accepted that amendment to his motion and seconded by Ms. Currin.

Action Taken: Table this action to make adjustment to Draft MOU/Bylaws and reconvene late April/early May to take action on these changes.

Adjourn