



U.S. 1 COUNCIL OF PLANNING MEETING
Thursday, March 19, 2020
Webex Virtual Meeting

Attendees		
MEMBERS	AGENCY	E-MAIL ADDRESS
Tim Gardiner – Chair	Wake County	Tim.Gardiner@wakegov.com
Jennifer Currin	Town of Wake Forest	jcurrin@wakeforestnc.gov
Scott Wheeler	NCDOT Div 5 Dist 1	mwheeler@ncdot.gov
Scott Hammerbacher – Vice Chair	Franklin County	shammerbacher@franklincountync.us
Sharon Chavis	GoTriangle	schavis@gotriangle.org
Shelby Powell	CAMPO	shelby.powell@campo-nc.us
Erin Klinger	Town of Youngsville	eklinger@townofyoungsville.org
GUESTS/INVITED AGENCIES		
Suzette Morales	Town of Wake Forest	smorales@wakeforestnc.gov
Courtney Jenkins	Town of Wake Forest	cjenkins@wakeforestnc.gov
Jonathan Jacobs	Town of Wake Forest	jjacobs@wakeforestnc.gov
Terry Savary	Town of Wake Forest	tsavary@wakeforestnc.gov
Bob Clark	Town of Youngsville	bclark@townofyoungsville.org
Phil Geary	NCDOT	pageary@ncdot.gov
Andy Thomas	Town of Youngsville	athomas@townofyoungsville.org
Eric Lamb	City of Raleigh	Eric.Lamb@raleighnc.gov
Jason Myers	City of Raleigh	Jason.Myers@raleighnc.gov
CAMPO COP Staff		
Brandon Watson	CAMPO	Brandon.watson@campo-nc.us

MEETING SUMMARY

Welcome/Introductions

Tim Gardiner, Chair, opened the meeting and asked attendees to introduce themselves.

Meeting Minutes

Meeting Minutes – March 19, 2020

Action: A motion was made by Scott Wheeler, seconded by Jennifer Currin, to approve the meeting minutes from the March 19, 2020 meeting. The motion carried unanimously.

Old Business

1. Project Update – U-5307 – US 1 Freeway Project

- Brandon Watson gave a quick update on the U-5307 project. Pam Williams with NCDOT provided an updated project information sheet. The project was restarted in January but an updated schedule has not been released yet. Tim Gardiner asked if we have heard anything about how NCDOT is handling public meetings due to COVID-19. There were no updates, but will all depend on what happens with COVID-19. Eric Lamb asked if it is just the A portion that has been restarted and Brandon Watson clarified that it is showing portion A resuming, but the environmental document being prepared is for the entire project.

Action: No action.

New Business

- Wake Forest Crossing Lot 7 in Wake Forest
 - Courtney Jenkins presented information on the Wake Forest Shopping Center Lot 7 plan, located in Wake Forest close to the intersection of US 1 and Stadium Drive. The lot sits between existing Olive Garden and a retail building. A Transportation Impact Assessment is not required for the project which is currently going through the master plan review process. Wake Forest is currently working with them in regards to the drive through having appropriate stacking. Jennifer Currin added that Stadium Drive is currently not proposed to be an interchange in any of the plans, so there is no access to US 1 being proposed but only internal traffic. The size of the buffer adjacent to US 1 required is a 25 foot landscape easement adhering to what was previously approved with the Wake Forest shopping center. Tim Gardiner asked about the backage road. Jennifer Currin replied that it will vary from what is shown on the corridor plan, but it will have access from 98 Business to the north connecting to the rear of the property and tying into Stadium Drive. Tim Gardiner added that

as long as NCDOT is working on coordinating with the frontage road to determine where it goes it is pretty straightforward.

Action: A motion was made by Scott Hammerbacher, seconded by Scott Wheeler, to endorse the design plan and coordinate with NCDOT and the Town of Wake Forest as the project moves forward. The motion carried unanimously.

- Common Oaks Medical Office Plan in Raleigh

- Jason Myers introduced the Common Oaks Medical Office Plan located in Raleigh at the northwest corner of Falls of Neuse Road and US 1. Jason gave a quick description of the hospital plan, indicating that the public infrastructure has all been built with the original subdivision. On the US 1 corridor maps, these are all shown as existing streets in their locations. Shelby Powell commented that this one looks straightforward and that the layout meets the corridor plan. Eric Lamb added that the big thing is the back side of the Rex hospital building. The parking lot is currently a surface lot, but it would interfere with the interchange if a building was built at that location.

Action: A motion was made by Jennifer Currin, seconded by Scott Hammerbacher, to endorse the design plan, as there is consensus that the general layout meets the corridor plan. The motion carried unanimously.

- Conyers Subdivision Plan in Youngsville

- Erin Klinger introduced the Conyers Subdivision Plan in Youngsville, located east of US 1 south of Holden Road. The plan is proposing roughly 300 townhomes and single-family homes. There is a proposed truck route running through the property and there have been some initial discussions with CAMPO regarding an alternate route connecting to Fish Stallings Road (shown as red in the attachment) in order to marry the route to meeting the goals of the US 1 Corridor Study. This site plan may or may not be moving forward, as developer is still meeting with Franklin County and others to move it forward. This site plan is not here for action but just to provide feedback. Bob Clark added they have begun to try and accommodate the proposed truck route in the Town of Youngsville's plans. Bob Clark described the truck route, adding it is the only proposed route with an east/west connection south of Youngsville. Wake Forest has also adopted the truck route as a northern bypass in the general vicinity as shown on Youngsville's map. There is a planned crossing of Richland Creek south of the convergence of the streams to the north. The proposed development would require some redesign, as the idea would be to try and get access back to the future interchange at Holden Road. There have been some initial discussions about setting aside the ROW for four lanes, but building only a two-lane section for right now. Eric Lamb asked if there is a Youngsville Bypass at all in the US 1 Study and Shelby said the truck route as shown is not in the 2045 Metropolitan Transportation Plan (MTP) or US 1 Study, but can be evaluated with the Northeast Area Study Update and incorporated into the 2050 MTP as appropriate.

Jason Myers asked if the backage road that connects to Rolling Acres Road is still in the plan. Shelby Powell responded that it is still in the plan but it's to the east of where this subdivision is being proposed. The way it is shown currently on the site plan doesn't offer any connection from the US 1 Study plan. Jennifer Currin added that GlenOaks, which was approved to the west of Rolling Acres Road, is showing a stub on their piece so if redevelopment happens or right of way is acquired, there could potentially be a connection to Rolling Acres Road. Bob Clark said they would look into that connection if they could send over information regarding the subdivision.

Jason Myers asked if the intention of the red line is to be a bypass, what if the bypass goes all the way to Holden Road and the road between the townhomes would become a 2-lane collector. Shelby Powell said CAMPO looked at that but couldn't find a good place for it terminate and not be too close to the interchange. Jason Myers asked if it was the eastern terminus at Holden Road and Bob Clark replied that there is not a way to connect the backage roads on the north side and south side of Holden Road in that scenario. There is a power line easement in close proximity, but anything to the west of the easement could be a possibility. Bob Clark brought up that there are connectivity issues here that could be explored in the Northeast Area Study Update and wants to work together with the Town of Wake Forest through further evaluation of options. Erin Klinger brought up that the proposed line shown in discussions with CAMPO was also brought up because it aligns closer with what Wake Forest shows in their CTP. Eric Lamb added that if this bypass is to be effective as a truck route option, tying into a frontage road makes it a useful truck bypass for the town. He added that additional work should be done to see what it looks like with the interchange and Holden Road. Shelby Powell brought up that during the original Northeast Area Study they confirmed the bypass to the north in the CTP and MTP because it does pull trucks out of downtown and to the north. Scott Hammerbacher brought up the concern of how it is shown figuring out how trucks would get to the interchange. There is also the concern of pulling the bypass through the back of the neighborhood, including it being a barrier for pedestrian connectivity. Bob Clark said they are still working with the developer and would take all of this information to them to discuss options and come back with revisions. Tim Gardiner suggested that the US 1 Council of Planning would like to see a road plug into Rolling Acres since there is not currently a stub and Bob Clark said they would address that as well.

Action: A motion was made by Eric Lamb, seconded by Shelby Powell, to pass comments on to the developer for discussion, to be brought back to the US 1 Council of Planning with revisions. The motion carried unanimously.

Other Business

1. Round Robin
 - There were no additional comments.

Adjourn

There being no further business, Tim Gardiner thanked attendees and presenters, and adjourned the meeting.