



U.S. 1 COUNCIL OF PLANNING MEETING
Wednesday, May 12, 2021
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
Shelby Powell	CAMPO	shelby.powell@campo-nc.us
Jason Myers	City of Raleigh	Jason.myers@raleighnc.gov
Jason Rogers	Franklin County	jrogers@franklincountync.us
Bob Clark	Town of Youngsville	bclark@townofyoungsville.org
GUESTS/INVITED AGENCIES		
Dylan Bruchhaus	Town of Wake Forest	dbruchhaus@wakeforestnc.gov
Kari Grace	Town of Wake Forest	kgrace@wakeforestnc.gov
Jonathan Jacobs	Town of Wake Forest	jjacobs@wakeforestnc.gov
Patrick Reidy	Town of Wake Forest	preidy@wakeforestnc.gov
Kevin Kidd	City of Raleigh	Kevin.Kidd@raleighnc.gov
Patrick Reidy	City of Raleigh	tefarr@ncdot.gov
David M	Guest	
Nick Dobmeier	Guest	
Nwomack	Guest	
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.

Election of Officers 2021

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. Tim Gardiner turned the meeting over to Brandon Watson, who explained the election procedures and bylaws.

Action: Jason Myers made a motion for the nominations of Tim Gardiner for Chair and Scott Hammerbacher for Vice Chair. Scott Wheeler seconded and the motion passed unanimously for both.

Meeting Minutes

Meeting Minutes – January 21, 2021

Action: A motion was made by Jennifer Currin, seconded by Shelby Powell, to approve the meeting minutes from the January 21, 2021 meeting. The motion carried unanimously.

Old Business

- Project Update – U-5307 – US 1 Freeway Project
 - Brandon Watson gave a project update having received information from NCDOT. There has been no change in the project status. NCDOT is currently working on preliminary plans with the service roads. The virtual public meeting is tentatively scheduled for late August to take the designs to the public, with the CE completed in February. CP2 was recently revised and signed by the agencies so they are able to present viable options to the public for 2 interchange locations. Access is the same for both, but the interchange type was changed in the alternatives carried forward. The diamond interchange type was recommended to be dropped from consideration at US 1 and Perry Creek. There was also a diverging diamond interchange option, and they are carrying forward a minimized diverging diamond interchange. The next change is at US 1 and Burlington Mills, recommending dropping from consideration the diverging diamond interchange. The diamond interchange and a skewed partial cloverleaf interchange are both recommended to be carried forward to the public engagement period. At US 1 and Purnell/Harris, the ramp termini may need to be modified on the east side of US 1 to provide additional left turn storage lengths along Harris Road.

At the last US 1 Council of Planning meeting we discussed having NCDOT come to a working group session to present the plans once they are able to. NCDOT originally estimated late spring/early summer would be a good time to bring the plans to the group to review. However, the design approval is running behind and are currently awaiting technical reviews to be completed. End of June/beginning of July is the new estimate for when they would be able to bring the designs to the group. NCDOT is intending to have the linework on top of an aerial background to show the service road locations. There will not be a formal presentation or materials but will be an opportunity to review the latest designs that will be going out to the public this fall.

Action: Received as information. CAMPO will work with NCDOT to schedule a work session, as soon as NCDOT is ready, to review the design plans before the virtual public meeting.

New Business

- Holden Road Subdivision in Youngsville
 - Brandon Watson introduced this item as a development between the end of Weathers Street and Holden Road. The northern parcel is being rezoned from industrial to mixed use. The southern parcel is already rezoned. The developer is proposing 45 townhomes and 36 single-family homes with a total of 81 units. The connector road to Weathers Street is shown. This development is shown to line up with the Southern Bypass (recent addition from the Northeast Area Study Update). However, there is a connector road north to south to Mosswood not shown on the plans but is not preventing that connection from happening in the future. The developer will need to apply for rezoning for the northern parcel so both parcels are the same zoning. Next step is to have the development agreement with the Town. No discussion on bicycle/pedestrian improvements yet but it will be required to have sidewalks. Bob Clark brought up that it should be possible to make that northern connection to the cul-de-sac shown on the north end of the development. There also could be some options for a slight redesign regarding the number of driveway cuts along this stretch of road. Jason Myers added revising the connection to Weathers would be a good idea and there was further discussion on the number of driveway cuts. Tim Gardiner asked about the 60' right of way. Bob Clark responded that there is a 60' right of way to the north on Weathers Street and there is not a separately adopted plan indicating this to be a collector street. 80' right of way would be preferred. Scott Wheeler brought up that if this is an NCDOT road in the future, the driveways would probably not be allowed in how they are showing on the plans. Shelby Powell added that this specific road is not meant to serve as frontage/backage road, but more as a local road according to the US 1 Study. The blue local roads were put in the plan to help grid out and keep traffic from having to use US 1 for local trips. In the Northeast Area Study Update bicycle/pedestrian recommendations this road was shown as a Street Redesign Off-Road, so in the long term a side path would be preferable. The US 1 COP will rely on Youngsville and NCDOT to continue to coordinate site design on this plan. Goal would be to shift northern alignment to allow the proposed roadway to continue north as applicable and would recommend a new design that doesn't show as many driveway cuts.

Action: A motion was made by Jason Myers, seconded by Shelby Powell, to recommend a shift of the northern alignment to allow the proposed roadway to continue north as applicable and shown in the US 1 Corridor Study, and also to recommend reevaluating the design to decrease the amount of driveway cuts shown on the roadway. The motion carried unanimously.

- Youngsville Commerce Center in Youngsville
 - Brandon Watson introduced this item as mainly an FYI. This parcel is off of Weathers Street and there are no changes needed to conform with current US 1 Study corridor plans. Bob Clark added that this plan layout aligns with driveways to the north and the property to the west is where the proposed frontage road would be located. He also added that this section of Weathers Street has currently not been accepted by NCDOT for maintenance. Scott Wheeler added NCDOT's maintenance stops just past the first driveway. Tim Gardiner repeated concerns about bicycle/pedestrian mobility in this area.

Action: The plan was discussed and acknowledged with no recommendations from the US 1 Council of Planning as it follows the intent of the US 1 Corridor Study.

- Calyx Assisted Living in Raleigh

- Kevin Kidd gave an overview of this project on Common Oaks Drive across from Caveness Farms Ave.. This plan is a 105 unit congregate care facility with 63 parking spaces. The service road north of Common Oaks begins here. Currently a 2:1 slope on eastern side and there may be a 3:1 slope required from stormwater. There is an avenue 2 lane typology shown for service road currently with 76-80 ft. ROW. However, trying to squeeze this section in between town homes and NCDOT project on US 1 is going to prove difficult and there was discussion about if this connection is reasonable. Scott wheeler asked if this plan had been shared with the Wake District Office and Kevin Kidd responded that it was going in front of them on Tuesday. They will give feedback on how this looks in the U-5307 plans regarding ROW lines. It was brought up that it doesn't seem like this road is being considered with the U-5307 plans, but the question is should the ROW be asked for with this site plan for a future project. There was also a brief discussion on the grade separation over US 1 south of Caveness Shops. Jason Myers suggested setting up a separate meeting with the Town of Wake Forest to talk about this development and whether the service road being discussed needs to be shown in plans and on site or removed from future plans. Shelby Powell brought up that if the service road in this area it may divert a lot of traffic over onto Forest Pines which is also a residential area and also could create additional turning movement issues along NC 98. Jason Myers asked if there was a decision that this map should be amended regarding the service road in the area, would it go to TCC and Executive Board for approval. Shelby Powell responded it would go independently to change this corridor study recommendation.

Action: This site plan and discussion was tabled until City of Raleigh and Town of Wake Forest meet with NCDOT to discuss further. This item will be moved to the next meeting if ready at that point.

- Mason Oaks Phase 3 in Wake Forest

- Patrick Reidy gave an overview of this project which is just north of Wall Road. This is Phase 3 of Mason Oaks. Phase 1 is currently under construction and Phase 2 has started on site work. Looking at extension of Edgemoore Trail into a cul-de-sac for 21 townhomes. The site plan is currently in for rezoning. Jennifer Currin added that it falls within one of the future phases of the US 1 corridor and this is more of an FYI item since it's not impacted by any service roads. There was discussion about potentially tying in Edgemoore Trail to the service road in the future but that is not shown on current plans. Patrick Reidy responded they could take a look at that in the future.

Action: The plan was discussed and acknowledged with no recommendations from the US 1 Council of Planning as it follows the intent of the US 1 Corridor Study.

- Casa Esperanza Site Plan in Wake Forest

- Kari Grace gave an overview of this project, a K-8 Charter School proposal. Nick Dobmeier was also available for questions. This site has frontage on Star Road, where it intersects with Height Lane. This will be a 2 story and around 50,000 sq. ft. building. There are 2 driveways proposed, one for egress and one for ingress off of Star Road. The Wake Forest Transportation Plan has Height Lane eventually becoming a local street as well as a street parallel to the railroad on the eastern side of the site. They are planning to dedicate right of way for Height Lane and for the street on the back side of the property parallel to the railroad. Jennifer Currin said that they are looking for a recommendation from the US 1 Council of Planning on this site. There was a question about the site

plan showing a tree save area and right of way. Kari said that was a comment from the first staff review that they can not get credit for right of way from the tree save area and has not been updated yet. Tim Gardiner asked what the width of the right of way is showing. Kari Grace said they are proposing 15' of right of way dedication since it's not entirely on their property coming from the center of Height Lane. Jason Myers added that it looks like it's 60' for the north south street showing in the plans. Tim Gardiner brought up that if there was a grade separation added at this location there may be additional right of way needed to build the grade to make it happen. Jason Myers asked if it would be possible to require a slope easement along the southwest corner edge to facilitate the Height Lane grade separation. Kari Grace said they could look into that but not sure about the statutes since this is a school. Shelby Powell added that there have been discussions over the years about the feasibility and necessity of the Height Lane grade separation and it was originally put there in order to provide a complete street bicycle/pedestrian crossover so that all bicycle/pedestrian travelers would have an alternative to traveling through an interchange. Even if it ends up not being viable at this location it would be good to see where there could be a location close to here to serve that purpose for nonvehicular travel. Jonathan Jacobs said that it is their understanding with NCDOT's project through here Star Road would end essentially where the map shows Edgar and Cliff Lanes, with the intention of not extending over the railroad on the east side because of a historic property to the south.

Action: A motion was made by Tim Gardiner, seconded by Jason Myers, that this site plan is consistent with the US 1 Plan because it is showing the connection of Height Lane alignment, with the recommendation of a note on the plan to show the need for additional potential grading for the grade separation in the southwest corner. The motion carried unanimously.

- Star Road Master Plan in Wake Forest
 - Patrick Reidy gave an overview of this project, just north of the previous site plan off of Star Road. It is currently highway business and they are proposing a max of 60,000 sq. ft. on the Star Road side and about 170 town homes. They are showing right of way for the extension. There is still discussion at the town about it because it is proposing a somewhat different use than highway business. This is an early review, and will still need a rezoning and review by the Town of Wake Forest and NCDOT. Patrick Reidy said they have submitted their TIA this round as well. Brandon Watson added that there was a new project added in the NEAS Update that connected Fortunata Plaza over to the new north-south local road. However, it does look like on the site plan the intent of that connection is being made. Jason Myers added that this should probably stub to the David Cook property to the east so that there could be some connection to Ligon Mill. Patrick Reidy responded that that is a local historic landmark property. They will go back and have the conversation with the historic preservation planner about that connection. The Town will also go back and line up the right of ways of this site and the school site to see how well they line up.

Action: A motion was made by Jason Myers, seconded by Scott Wheeler, that this site plan is consistent with the US 1 Plan, with the recommendation of the Town of Wake Forest to look into the Puryear Investments property and make sure the future alignment of this site plan and the school site plan to the south will be feasible. The motion carried unanimously.

Other Business

- Northeast Area Study (NEAS) Update
 - Brandon gave a quick update on the NEAS Update. The final documents of the NEAS Update, including the workbook, policy guidebook, public engagement summary, and appendices that include all of the projects has been received. All of those will be up on CAMPO's website soon.

Brandon Watson is currently scheduling a third board briefing to all of the jurisdictions in the NEAS Update, including a final presentation, letting them know where the final documents are and seeking endorsement of the recommendations for use in future long range planning exercises including the 2050 MTP. A public comment period will be opened in July leading up to endorsement from TCC and Executive Board in August/September.

- Round Robin
 - No updates.

Adjourn

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