



U.S. 1 COUNCIL OF PLANNING MEETING
Thursday, May 14, 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
Bob Clark	Town of Youngsville	bclark@townofyoungsville.org
Jason Myers	City of Raleigh	Jason.myers@raleighnc.gov
GUESTS/INVITED AGENCIES		
Celena Everette	Wake County	celena.everette@wakegov.com
Courtney Jenkins	Town of Wake Forest	cjenkins@wakeforestnc.gov
Jonathan Jacobs	Town of Wake Forest	jjacobs@wakeforestnc.gov
Chris Record	Wake County	christopher.record@wakegov.com
David Parks	Wake County	david.parks@wakegov.com
Phil Geary	NCDOT	pageary@ncdot.gov
Bob Deaton	NCDOT	rdeaton@ncdot.gov
Terry Farr	NCDOT	tefarr@ncdot.gov
Pam Williams	NCDOT	prwilliams@ncdot.gov
Bradley Kimbrell	City of Raleigh	Bradley.Kimbrell@raleighnc.gov
Jim Way		
Michael Karpinski	Ramey Kemp	
Aaron Frank	Womble Bond Dickinson	
Ben Williamson		
Joshua Reinke		
Dennis Cox		
Kari Grace		
Tim Lemoine		
George Genero		
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 Shelby Powell, 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

- Terry Farr with NCDOT gave a quick update on the U-5307 project. The project was removed from the suspension list back in January and the design team started working on preliminary designs. However as of May 11, 2020, the project has been put back on the suspension list until further notice due to NCDOT financial difficulties and project suspensions. The environmental documents for all segments was previously scheduled for February 2021 with the U-5307A section proposed to be let as design build in October 2021. The approved designs, including connected service roads, were to go out to the public fall 2020. However, the preliminary designs have not been completed and approved prior to the suspension. It is not clear now how the new suspension will affect the schedule but we will keep the US 1 Council of Planning updated with any news. Shelby Powell reminded the Council of Planning that NCDOT committed to bringing those plans to the US 1 Council of Planning before bringing to the public and wants to make sure that will be on the schedule. Tim Gardiner raised concerns about making sure there is strong coordination internally on any new site plans and Terry Farr stated that Scott Wheeler will be looking at site plans and checking to see how they match up with preliminary plans.

Action: No action.

2. Conyers Subdivision Plan

- Scott Wheeler brought up that the attachment shown (line drawn on the attachment from Rolling Acres to Holden) is what the engineer from the developer has provided to NCDOT, which lines up with what the backage road shows and the requirement for attachment to Rolling Acres. Bob Clark followed up that it is his understanding that Ramey Kemp has been engaged by the developer to do a complete analysis for various road patterns including this concept. He said that if the backage road is respected and the alignment shown through Rolling Acres would be acceptable to the Council of Planning and Youngsville, then they can proceed with crosstown boulevard/northern bypass linkage for Wake Forest and come back with more precise design options for subdivision and development. Scott Hammerbacher added that it appears to match very closely with the US 1 plan. Tim Gardiner brought up that the highlighted route seems to be in alignment with the plan but the connector roadway is not being addressed, which can be looked at in the Northeast Area Study Update. Bob Clark said that is correct and marrying together the backage road and crosstown boulevard to take it back to Holden Road. Scott Wheeler said they just want to make sure that the alignment the developer is proposing is very close to what the backage road showed. Bob Clark added that the developer could bring in a design and get with NCDOT and the Town to figure out

how this overall development would play into that, as well as truck route or crosstown boulevard. They would then come back with a more finished concept layout for the whole development. Scott Wheeler asked if the actual truck route Youngsville is proposing would tie into the backage road and not protrude further into US 1. Bob Clark confirmed that it would come in from the south and would not come in closer to the future interchange or Fish Stallings Road. Bob Clark added that what they are looking for today is if this in concert with the US 1 Plan and the backage road is still being respected if they could proceed with coming back in and looking at a better design. Tim Gardiner asked about how we would deal with the other concepts and Scott Wheeler added that the other concepts would go away. The truck route will tie into the frontage road and not proceed any further toward US 1. The section of the backage road from Holden Road down to where it ends would be part of the truck route. More traffic will be on the backage road, but there will be no other interchanges or intersections from that point on Holden Road to US 1. Scott Hammerbacher said that this matches with the adopted plan, and is comfortable moving forward with the expectation that the details of connectivity will be worked out in the Northeast Area Study Update. Scott Wheeler added that NCDOT wanted to make sure Rolling Acres was being attached and the concept plan for the corridor is being followed. From this point forward, the developer will work with Youngsville to tie in the truck route.

Action: A motion was made by Scott Wheeler, seconded by Scott Hammerbacher, to accept the concept design provided as following the intent of the backage road in the US 1 Corridor Study. The motion carried unanimously.

New Business

- Cool Wick Warehouse in Youngsville
 - Bob Clark introduced the Cool Wick Warehouse site plan located off of Weathers Street in Youngsville close to the intersection of US 1 with Green Road. Discussion took place on if any action is necessary since this plan is not constructing right of way deviating from the plan. It was decided that a motion is not necessary on this site plan since there are not deviations from the US 1 Study. Item was discussed as informational and supportive of the current plan. CAMPO staff will look into including an informational section in future meetings or emails for site plans that conform to the plan and may not need action.

Action: Received as information.

- Paws at Play in Wake County
 - Chris Record introduced this site plan. This parcel is about 3 acres near the intersection of US 1 and Stickman St. Proposal is for a 10,000 sq. ft. building, 6000 sq. ft. for a dog boarding facility and 4000 sq. ft. for an indoor gym. Both would require a special use permit through the Wake County Board of Adjustment. Access to the property is off of Stickman St. which is an existing access easement that serves the self storage to the south. Shelby Powell asked if they are looking to have access directly onto US 1 or from Stickman St. and Chris Record responded that the access they are proposing is shown off of Stickman St. No access directly onto US 1 is proposed. Scott Wheeler said he has met and looked at the different concepts that they have and regardless of which concept including frontage or backage road, the parcel would end up being a full take in

the US 1 project. Eric brought up that they could get several years of use out of the property but that they need to know the development is at risk and they are assuming the risk in developing the property. Scott Wheeler suggested that in other circumstances NCDOT could look at advance acquisition but is not feasible at this time. Tim Gardiner asked if there is anything that NCDOT could put in writing that would potentially help Wake County with the language on the risk of developing this property. Terry Farr agreed and said that a direct connection between NCDOT and this developer might be the easiest route to take. Celena Everette added that Wake County Planning would like from NCDOT to give a direct link between planning, NCDOT, and the customer that is assuming the risk. Scott Wheeler asked for Wake County staff to get in touch with him to make sure that the property owner is aware of NCDOT plans so he can follow up. Celena Everette also added that no action is needed from the US 1 Council of Planning, just coordination and a document from NCDOT explaining the situation.

Action: No action was taken on this item as it does not conform with the US 1 Study and U-5307 plans as shown. Received as information.

- Graylan Subdivision Plan in Wake/Franklin Counties
 - Graylan Subdivision is split between Franklin County and Wake County. David Parks introduced this plan as 3 existing lots in Wake County that will be converted as part of the Graylan Subdivision. The lots will have frontage on a new road constructed off of Jackson Road. Scott Hammerbacher added that the plans line up and the subdivision provides for that connection to Wall Road.

Action: Received as information.

- Wake Prep Academy Plan in Wake Forest
 - Courtney Jenkins introduced this plan as an application for a major master site and subdivisions plan proposing a two building school, an elementary school and a high school. The buildings are proposed to be approximately 62,000 sq. ft. and 75,000 sq. ft. on a proposed 35 acre lot. The location is off of Harris Road across from the Joyner Park Community Center. Wake Forest has received a Traffic Impact Analysis (TIA) but waiting to hear back comments from congestion management and NCDOT. Courtney Jenkins added that they received a revised site plan the day before and wanted to bring it before the US 1 Council of Planning for review to provide potential feedback. The applicant has received some initial feedback from NCDOT which is what this revision is based on. Changes were made to some of the access points, including flipping the site to have the double left turns because it was considered a conflicting point for exiting parent flow from the center driveway toward Capital Blvd. The pick up/drop off has been flipped from the west side to the east side of the property, now counter clockwise. Scott Wheeler asked if the first driveway close to US 1 is now exit only and Courtney Jenkins responded that there will still have the ability at that far left drive to make a left or right out. Scott Wheeler said looking at the proposed plans for the interchange that they are looking at for this location at Harris Road, there is a possibility that the new connection from the shopping center is actually going to come across the parcel to the left where the stub is located. With the grade, there's a strong possibility that the new connection could be coming out across this parcel to the left. Michael Karpinski, Ramey Kemp, who is the traffic consultant for the Wake Prep team added as far as access the westernmost driveway on the plan will only be used for buses entering the site. Also, NCDOT provided preliminary comments noting the turning conflict for entering and existing parent traffic which is why they have shifted those movements to the eastern driveway.

Jason Myers asked if the proposed frontage road clips the edge of this site as shown and if there is currently more than one parcel shown to which Courtney Jenkins responded correct. It is currently one parcel of 62 acres and they are proposing subdividing into 3 parcels and use the center parcel for the school, 35 of the 62 acres. Jason Myers asked if anyone has looked at the frontage road through the 10 acre parcel as the attachment for connecting to the roundabout at Wrigley Drive. Scott Wheeler responded that one of the options is looking at bringing the traffic off of the roundabout at Wrigley Drive and connect to Harris Road somewhere between the existing road that comes to the roundabout and the proposed driveway for the school. Jason Myers asked if the amount of land they are leaving in that parcel is sufficient for this connection. Courtney Jenkins responded that it has not been evaluated yet, they would have to do an overlap of the site plan and what NCDOT is proposing and see how it lines up. Jonathon Jacobs added that the service road through the parcel is newer information from the original conversation so there hasn't been much discussion about the service road through the western parcel. He also added that their concern is about the parcel being land locked due to the proximity to the Wallridge intersection and other constraints because it doesn't have access from the back. Jason Myers asked if there is any way to partner with the developer to build a short stub of the frontage road and then pull the access off of the stub, which would give one point of connection to Harris Road. Jonathon Jacobs added that the town would not be able to ask that since they do not have the NCDOT design plans for the interchange. Scott Wheeler also brought up that this driveway is lining up with a future development across the street which is the reason why the first driveway is where it is shown. Jonathon Jacobs added that it is also slated to be the service road south of Harris Road. Jason Myers asked if the design of the driveway could be reconfigured to be a short section of that street in the same location. Jonathon Jacobs responded that it could but the town doesn't have a mechanism since Wake Forest does not have a street on their transportation plan at that location to make it a requirement. Eric Lamb said he would like to see this site super imposed on the layout of the corridor plan to protect potential outcomes. Tim Gardiner asked about the timing of this plan. Aaron Frank, land planner with Womble-Dickinson, responded that as far as schedule goes they are moving through the site plan process but are targeting opening next fall, so they are moving as quickly as they can. Jason Myers brought up that it looks like the future street would line up with not the western driveway but the center driveway. Courtney Jenkins clarified that the center drive lines up with the Joyner Park Community Center, and the western drive lines up with the future subdivision Devon Square. The frontage road would be the Devon Square driveway. Scott Wheeler added that the service road connection was worked out with Devon Square and Wake Forest at the time. Eric Lamb added that if the area set aside for the bus functions at the west driveway can be established through design or other treatment that that is the footprint for a future public street, it would be a good compromise to allow the school to do what they need to with bus operations while also allowing the ability in the future to make the conversion to a public street if that's where it is needed.

Jennifer Currin brought up that NCDOT has been looking at grade issues in the area. She would like to collect more information from NCDOT if possible and get the applicant to overlay plans based on that information. She proposed bringing this overlaid plan back to the US 1 Council of Planning. Terry Farr added that there are not final designs in this area but they can coordinate with the applicant. Aaron Frank brought up the concern of timing and addressing these concerns. He asked if they could coordinate offline and about the schedule of meetings for the US 1 COP. Shelby Powell responded that if the town is looking for a recommendation from the US 1 COP, a meeting could be set up pretty quickly.

Action: Received as information. The applicant will work with the Town of Wake Forest, NCDOT, and CAMPO to overlay plans and pull more information together to be brought back to a future meeting.

- Forest Pines Retirement Community Plan in Wake Forest
 - Courtney Jenkins introduced this plan located near the intersection of US 1 with Caveness Farms Ave. off of Royal Cotton Rd. This site plan is proposed to be rezoning from highway business to residential mixed use. The developer is aware that their access to Caveness Farms will change and the development will not be connected to US 1 when U-5307 moves forward. Jennifer Currin added that this isn't shown on the Wake Forest CTP, so it is going through the rezoning process. If one of the recommendations is to request additional right of way, now would be an appropriate time for the US 1 COP to discuss. Eric asked if this development would convert Royal Cotton to a public street and Jennifer Currin said it is currently private and they are not proposing to convert to a public street at this time, as it is not shown on the Wake Forest CTP. Eric Lamb said that multiple parcels would be cut off from US 1 and this will be their sole point of access so guaranteeing access and maintenance could be an issue if it is private ROW. Jonathon Jacobs noted that Royal Cotton to the north of this connection is a public street. Tim Gardiner added if it was converted to a public street it would be an extension of Royal Cotton south of Caveness Shoppes Dr. which is not shown on the site plan. He also said the question would be is there a minimum right of way they would be looking for on Royal Cotton. Jennifer Currin added it could make sense to continue the same width as north of Caveness Shoppes Dr. Jason Myers agreed that a 3 lane section with sidewalk, similar to what is north of Caveness Shoppes Dr., would make sense.

Tim Gardiner also brought up that there is a blue line showing on the US 1 Plan in the vicinity. Brandon Watson explained that it is shown as a proposed local road that goes from west to east from Royal Cotton to Ligon Mill from Caveness Shoppes. Based on the plan, the dotted green line is also showing Royal Cotton as being extended. Shelby Powell added that the green dotted line on the US 1 Plan over Royal Cotton is listed as an existing frontage road. She added we can recommend considering requesting Royal Cotton to be public right of way, but the purview of the committee is also related to the blue line showing the connection between Royal Cotton and Ligon Mill and how that connection will be managed. Jennifer Currin said that the blue line is not shown on their CTP currently, but if there is a recommendation from the US 1 COP they can take it back for the rezoning. Jennifer Currin also added that it looks like the concept blue line is drawn directly on a stream so there could be environmental concerns. Eric Lamb suggested that stated he does not see anything in the site plan that creates a conflict with the US 1 Plan. Jason Myers said that his only question would be that if the east west connection is not feasible, the US 1 COP would need to modify the US 1 Plan as to whether to remove the proposed blue line in the future.

Action: Jason Myers made a motion, and Brandon Watson seconded, for the town to evaluate the connection shown on the US 1 Plan and try to achieve the east-west connection through the rezoning process if possible. Jason Myers also made a suggestion that making Royal Cotton a public street would make access and maintenance easier. The motion carried unanimously, allowing the town to work with CAMPO staff if anything needs to come back to this group.

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.