



US 1 Council of Planning Meeting

July 9, 2009

Room 303 Raleigh Municipal Building

US 1 Council of Planning – July 9, 2009 Meeting		
NAME	AGENCY	E-MAIL ADDRESS
Chip Russell	Town of Wake Forest	crussell@wakeforestnc.gov
Ed Johnson	Capital Area MPO	ed.johnson@ci.raleigh.nc.us
Eric Lamb - Chair	City of Raleigh	eric.lamb@ci.raleigh.nc.us
Jason Rogers	Franklin County Planning Dept	jrogers@franklincountync.us
Shelby Powell	Capital Area MPO	shelby.powell@ci.raleigh.nc.us
Al Corpening	Town of Youngsville	Newton93@embarqmail.com
Fleming El-Amin	City of Raleigh	Fleming.El-Amin@ci.raleigh.nc.us
Reid Elmore	NCDOT	ReidElmore@ncdot.gov
Guests		
Bowman Kelly	City of Raleigh	bowman.kelly@ci.raleigh.nc.us
Jake Alianello	John R McAdams	Alianello@johnrmcadams.com
Mike Munn	John R McAdams	munn@johnrmcadams.com
David Rogers	Craig Davis Properties	David.Rogers@craigdavisproperties.com
CAMPO Staff		
Kenneth Withrow	Capital Area MPO	kenneth.withrow@ci.raleigh.nc.us

MEETING NOTES

Welcome and Introduction

Mr. Eric Lamb began with a welcome to the Council of Planning participants, followed by a brief introduction from Kenneth Withrow.

Plan Review – Wakefield Park. Tract 9. S-9-09

US 1 Corridor Overview

Mr. Withrow explained to the participants that this item had been presented at the April 23 US 1 Council of Planning meeting. On June 3, City staff and Capital Area MPO staff had met with Mr. Mike Munn of John R McAdams and Mr. David Rogers of Craig Davis Properties. Mr. Withrow noted that Mr. Bowman Kelly of the City of Raleigh had taken notes during that meeting, and has provided copies for review. The item of concern is the installation of the frontage road, in accordance with the requirements noted within the US 1 Corridor Study Report. Mr. Withrow also displayed site plan map in hard copy as well as by video projector.

Mr. Withrow informed the participants that Mr. Bowman Kelly will give a presentation from the City of Raleigh's perspective; followed by Mr. Mike Munn of John R. McAdams.

Mr. Bowman Kelly addressed the participants by giving them an orientation of the site's location. Mr. Kelly explained that the site is zoned "Thoroughfare District" which is applicable for commercial development; however, residential development is allowed. The site is adjacent to the Rex Medical Center campus. The City's Small Area plan identifies the area as an "employment" area. The property was acquired by Wakefield Commercial in 1998, and the right-of-way boundary for US 1 has not changed since 1998. The larger parcel was subdivided in 2000 (that was when tract nine was created and the right-of-way for Common Oaks Drive was dedicated). There was a previous subdivision plan for the parcel that was approved by the City of Raleigh in October, 2004 and dedication of additional right-of-way along US 1 was not required at that time. The previous subdivision plan had sunset in October, 2007. The surrounding roads include Forest Pines Drive, US 1, New Falls of Neuse Boulevard, and Common Oaks Drive. According to the City of Raleigh's Comprehensive Plan, US 1 is classified as a "Principal Arterial", New Falls of Neuse Boulevard is classified as a "Secondary Arterial", Forest Pines is a "Minor Thoroughfare, and Common Oaks Drive is a "Commercial Street". The hierarchy of roads shows a continuum from "Mobility Only" down to "Local Access". The US 1 Corridor Study (Locally Preferred Alternative Three-A) identified the need for two-way, three-lane frontage roads running parallel to US 1 or backage roads in each direction to be located approximately 1000' to 1500' away from US 1 for the purpose of providing to the adjoining properties. The parcel is 8.4 acres in size; however, only about 5 acres can be utilized for development. For the zoning condition, the minimum lot size is 1.57 acres. The plat of record shows the current US 1 right-of-way is monumented, but the width "varies". The parcel contains a 50' wide "thoroughfare yard" adjacent to US 1; and overlapping that is a 20' utility easement held by the Town of Wake Forest. The City of Raleigh received the current subdivision plan in March, 2009. Upon checking the City of Raleigh's Comprehensive Plan and the US 1 Corridor Plan, the Raleigh Comprehensive Plan shows a commercial street running adjacent and parallel to US 1 running from Common Oaks Drive northward and tying in to Northpark Drive at the NC 98 Bypass. Figure 6.2 from the US 1 Corridor Study shows frontage roads planned for this segment from Gresham Lake northward to the NC 98 Bypass.

The participants discussed the item, with Eric Lamb also noting that the US 1 Study had a provision of an overpass at Common Oaks Drive. On the northern end of the property, there would not be a dedication of property beyond a certain point. The southern end (according to the latest email) would require an additional 19'; and Mr. Kelly had informed the property owners to provide for additional slope easements in addition to the right-of-way dedication. The intent is to protect the integrity of the US 1 Corridor. Mr. Kelly mentioned the meeting in June with the developers and talked about the possible options available. John R. McAdams representatives have sent the City staff a plan that would reduce the verge area between the express lanes and the frontage road, and then reduce the width of the frontage road. Mr. Kelly discussed that with his colleagues, and didn't feel comfortable with that and didn't feel that the plan would set a good precedent for development along the corridor. Mr. Kelly requested that developer seek some guidance from the US 1 Council of Planning. Another option is that in the vicinity of the proposed interchange with New Falls of Neuse Boulevard, Common Oaks Drive is going to function as the frontage road. There would not be the need for an additional frontage road and Common Oaks Drive. (both north and south of the proposed New Falls of Neuse interchange). Mr. Mike Mann of John R. McAdams commented that the new dimensions for the right-of-way would call for a 50' thoroughfare yard, plus 20' easement, and 19' right-of-way dedication.

The US 1 Council of Planning and participants reviewed the slides as presented. Mr. Rogers of Craig Davis Properties asked if the same treatments on the east side of US 1 were required as on the western side; with Eric Lamb commenting that the US 1 Corridor is symmetrical on both sides. The Council of Planning and the participants engaged in a lot of discussion. Mr. Chip Russell noted, that on the east side of US 1, there are topographic and environmental challenges in that area of US 1; so therefore it is more than likely that the frontage road will not be pursued; and therefore, the backage road (the Ligon Mill Road and subsequent extensions) would be the featured road.

Mr. Mike Munn followed the discussion with a Power Point presentation. He noted that John R. McAdams Company works for Wakefield Commercial LLC and their development partner Craig Davis Properties. Mr. Munn addressed the Council by reiterating the June 3 meeting with City of Raleigh and the Capital Area MPO staff. During the John R. McAdams overview, Mr. Munn gave a historical perspective on the property. As early as 1996 and 1997, John R. McAdams began doing preliminary subdivision plans for Wakefield Commercial LLC. The Wakefield Commercial LLC is a 500 acre commercial portion of the greater Wakefield assemblage (which overall is approximately 220 acres). They have continually owned, developed, or sold portions of the property since 1996. New Falls of Neuse Boulevard had been established as of 1997. From that point, John R. McAdams began building the "spine" roads and infrastructure to accommodate the overall development. Integral to this development was Forest Pines Drive, which is a "Minor" thoroughfare. The Ponderosa service road (which is on the south side of New Falls of Neuse Boulevard) was disconnected when New Falls of Neuse Boulevard was built. Therefore, the Common Oaks Drive and Forest Pines Drive was to serve as the frontage road/backage road combination for the properties that did not have access to US 1. The intent of Forest Pines Drive is to "serve as a parallel thoroughfare to alleviate some of the pressure of the travel on US 1", as well as providing that backage/access road in combination with Common Oaks Drive. A right-of-way bulb was dedicated at Common Oaks Drive, even though Common Oaks Drive made a connection onto US 1. In addition, there was only one creek crossing allowed. Mr. Munn stated that John R. McAdams was not involved in the US 1 Corridor Study process. Mr. Munn also stated that his agency's interest is for the US 1 Council of Planning to consider the merits of eliminating the frontage road as shown in Tract 9 in lieu of an alternative proposed by John R. McAdams. Mr. Munn also mentioned that John R. McAdams' staff had gone back to do some analysis to see if there was any way to fit in to existing right-of-way to accommodate the proposed frontage road section. John R. McAdams also requested a couple of alternatives; which included reducing the width of the median, and eliminating the left turn lanes; since there seems to be so few users on so few access points to necessitate a continuous turn lanes (which would be very expensive to serve). Mr. Munn commented that the need for the frontage does not appear to be there. There are only three possible tracts that could be served: (1) the Northpark office tract, (2) residential tract, and (3) Tract 9, of which only 5 acres are developable. Therefore, the necessity of a 3400' frontage road does not appear to be there. The frontage road is going to be difficult to build as laid out. There significant water courses, such as Richland Creek that are going to have to be bridged similar to the cost of constructing the bridge for New Falls of Neuse Boulevard. Finally, the elimination of the 50' wooded buffer (this parcel has been cleared and graded) would eliminate the screening and buffering for the townhomes on the adjacent tract. The limits of buildable property will be impacted by .3200 of an acre.

The recommended alternative as presented by Mr. Munn is: (1) to utilize Forest Pines Drive as a backage road, (2) utilize Northpark Drive for the associated office development, and for the adjacent townhome development (3) use the Corona Boulevard connection back to Forest Pines Drive to preserve their residential entrance, and (4) Common Oaks Drive would serve as a connector (if the flyover is done it will serve as a cross-street, but if the flyover is not done, Common Oaks Drive can serve as it had been originally planned with a commercial cul-de-sac). Mr. David Rogers agrees with Mike's position and doesn't see the use of the frontage road. He also indicated that Craig Davis Properties and Wakefield Commercial LLC are about to dedicate a small piece of property at the intersection of New Falls of Neuse and US 1.

The Council of Planning began their discussion, with Ed Johnson acknowledging the right-of-way dedication by Craig Davis and Wakefield Commercial LLC. Ed Johnson also gave a brief history on the development of the property by noting that when Forest Pines Drive was planned (as a backage road) the concern was the severing of access that existed at the time. Abandoning the notion of a frontage road does not solve the problem of what happens when NCDOT wants to cut service roads off from US 1 to make it a freeway. Mr. Munn stated that John R. McAdams did not record the plat for the townhomes; but they recorded the plat for Common Oaks Drive. There was a brief discussion about compensation as related to recorded plats and closure of access. The position is that if the service road goes away, it would be nice to have the assurance that the access point breakage goes away without a problem. The concern is that as properties change hands, buyers and sellers may not have specific information about access a associated caveats. David Rogers commented that a similar plan had been

established on part of their development south of the current tract in question. There was full agreement between the properties owners and the City. John R McAdams and other parties associated with property purchases have conducted “due diligence” during the purchase process. Mike Munn also noted that it seems to be excessive to require so many elements (i.e. slope easements, 50’ buffer, etc) along with a three-lane frontage road; and that there should be flexibility to make the frontage road “fit” into the site plan. An idea was discussed of pursuing a variance for the plat; however, Mike Munn stated that a City of Raleigh Planning Commission staff member informed him that a variance was not supported. Eric Lamb noted that a variance is going to be needed in any scenario because the current John R. McAdams’ proposal seeks a variance in the City’s adopted thoroughfare plan. The bigger picture is that if the Council of Planning is going to abandon the concept of this frontage road on this particular portion of US 1, the City will have to go back through a Comprehensive Plan amendment and formally remove the frontage road from the Plan. Therefore, the concern is which buffer regulation (i.e. landscaping, tree conservation, etc.) is impacting the John R McAdams’ decision to forego the frontage road. Mike Munn stated that the tree conservation buffer is the issue. The third dimension of issue is the overpass proposal for US 1. The outstanding issue that Eric wanted to address is whether going back to the original boundary of a 19’ right-of-way dedication and the 31’ of buffer yard would be acceptable. No direct answer was given by either Mike Munn or David Rogers; however, David Rogers stated that his company may contemplate the idea. He also wanted the City to look at this issue from the taxpayers’ perspective as well. Eric Lamb stated that the language included on all of the City of Raleigh approvals (that are along US 1) referencing the loss of access is explicit about no compensation.

The Council of Planning reviewed the project as it related to development in the Town of Wake Forest. The Northpark development is north of Tract 9. The outstanding question is the feasibility of building the frontage road as an extension to Northpark Drive relative to the developable property. Chip Russell stated that it is feasible. The Council discussed development in the general area on both sides of US 1.

Following continued discussion on how to keep the roadway through either giving up on aesthetics or seeking relief (through a variance) on the landscape buffer, the US 1 Council of Planning by consensus decided to hold the item for more information and resume review and provide final decision at a scheduled July 30 meeting. The meeting will be held at 10:00 am. Mr. Mike Munn will provide additional information through GIS.

The meeting was adjourned at 4:00 pm