



## Planning and Zoning Board September 14, 2017 at 6:30 pm

### MINUTES

#### **Attendance**

Board members present for the meeting were:

Chairman Peter Prichard  
Vice-Chairman Craig Groce  
Member Vinnie Goel  
Member Harlean Botha  
Member Rob Taylor, Alternate  
Member Lee Langston, Alternate

Board members absent for the meeting were:

Member Esther Dunnegan

Staff members present for the meeting were:

Martha Paige, Town Manager  
Courtney Tanner, Planning Director  
Benjamin Howell, Long Range Planning Manager  
Michele Stegall, Current Planning Manager  
Marty Saunders, Secretary to the Board

#### **1. Call to Order**

*Chairman Peter Prichard* called the meeting to order at 6:30 pm.

#### **2. Invocation**

*Chairman Prichard* opened the meeting with the invocation.

*Chairman Prichard* stated that Marty Saunders, Secretary to the Board, would now swear in the new and re-appointed Planning and Zoning Board members. *Members Prichard, Groce, and Taylor* came forward to be sworn in.

#### **3. Adoption of Agenda**

#### **4. Approval of Minutes**

MOTION: *Member Botha* made a motion to approve the August 10, 2017 meeting minutes. *Member Groce* seconded the motion, which passed unanimously.

*Chairman Prichard* determined that *Alternate Member Langston* was the voting member due to the absence of *Member Dunnegan*.

#### **5. Presentations**

Chairman Prichard invited *former Member Rex LaSasso* forward to present him with a plaque acknowledging his service on the Board.

Director Tanner also shared the staff's appreciation for his service.

## 6. Public Comment

At 6:39pm, *Chairman Prichard* opened the floor for public comments.

**Bob Butler** stated that he now lives at 1603 Bradford View Drive in Cary due to the recent sale of his home in Morrisville. His former address was 1118 Crabtree Crossing Parkway in Morrisville.

He was there representing Morrisville Action, a large 10-year-old grassroots organization. He indicated that the group was formed to provide positive input regarding the Crabtree Crossing Connection. In 2009, they presented information that led to the Crabtree Crossing Connection's removal from the Transportation Plan. It was thoroughly vetted and reasons were discussed.

The steering committee has monitored the Transportation Plan Update and attended public meetings and taken part in workshops. They were surprised, after the fourth or fifth meeting, to find the Crabtree Crossing Connection back in the Transportation Plan. He understood that through citizen participation and various exercises, that citizens were interested in a connection of Town Hall Drive and Crabtree Crossing. That was enough to get it back in the Plan and overrule the 2009 decision. He felt like the public process was not best practice. With two days' notice, they were able to turnout citizens to voice concern about this change. They found it to now be a staff recommendation.

Mr. Butler indicated that he formerly served on the Town of Cary Independent Commission for Economic Development. He understands both sides of this situation and its merits. He was present to point out some history that may not have been considered when this change was re-introduced to the current plan. Crabtree Crossing is very unique in that it has at least 15 islands in a 2 lane road. Sixty percent of its length is single lane – no pass. Every dump truck, every bus, every garbage collector stops the traffic completely. It is very hard to accommodate that in the models. There are a serious amount of choke points. The traffic monitoring sensor that the models were based on were nowhere near these choke points. He believes this is a false impression of traffic flow.

The other change is that the intersection of Cary Parkway and High House Road is now backing up past where Crabtree Crossing comes into Cary Parkway. This bottleneck is not incorporated in the model. It can't be corrected by putting in a traffic light. This is not a connector between two residential neighborhoods. From the Triangle Expressway coming down to Town Hall Drive, there will be a connector between Triangle Expressway and Cary Parkway.

One of the major concerns is that there is a real case of automation bias - believe the models. As citizens, we saw with our own eyes, during the grade separation project that the model showed Crabtree Crossing could handle up to 600-800 cars. If there are approximately 200 cars added, the intersection would become a total gridlock. Traffic backed up to his driveway. If the Town spends between 3 and 15 million dollars that the estimates say for nice neighborhood circulation,

the Town is not going to get the results expected. The Town is going to get a gridlocked neighborhood.

No additional public comments were provided and the public comment session was held open to the September 21<sup>st</sup> work session.

**7. Old Business**

None

**8. New Business**

a. Comprehensive Transportation Plan Update

*Benjamin Howell, Long Range Planning Manager*, introduced Allison Fluitt, consultant with Kimley-Horn & Associates, to present the draft Transportation Plan. The presentation was intended to provide a good baseline of information.

Ms. Fluitt walked the Board through the different sections of the plan. Comments have been provided by staff to add further analysis and review of the plan. There are five chapters in the body of the document and supplemented by supporting appendices.

Ms. Fluitt introduced the Plan and the process of the public engagement process. This directed the prioritizations and the action plan.

*Member Groce* questioned where the 250 points (of feedback) are categorized. Ms. Fluitt stated that the information is a compendium of the information received during the outreach process. He further stated that he felt a breakdown of the information should be reflected; he felt the responses were flawed.

*Member Groce* wanted to better understand the “growth and development” statement. It states that travel would be more efficient in coordination with land use decisions. Was that really what it means? *Director Tanner* went on to summarize what was discussed at the retreat with Town Council. The Plan compares the different land uses and how it feeds into traffic volumes. *Member Groce* believes that transportation investments should be reflective of our land use decisions. *Director Tanner* pointed out that the Board is charged with making policy. The language can be evaluated.

Existing Conditions and Background assesses current conditions since there have been changes since the 2009 Plan was adopted. It now addresses land use conditions, transportation conditions, and socio-economics-demographic conditions.

The roadways chapter directs the key modal recommendations. It is a specific look at historic growth patterns, recently collected demographics, land use outlook and planned growth. It also acknowledges the public’s concern about safety and multi-modal accommodations.

*Member Groce* asked why certain roads were used in this criteria, using Crabtree Crossing or James Jackson Avenue as an example. How did they make the cut? Ms. Fluitt replied that the choices come from the regional model. Functional classifications help make that determination. *Member Groce* wanted to know the classification of Crabtree Crossing at the next meeting.

*Member Langston* wanted to know what v/c means. Ms. Fluitt stated that is the volume/capacity ratio, which accounts for the capacity for all these roadways. *Member Taylor*

asked if this takes into consideration materials and the road construction. Ms. Fluitt stated that surface type is not part of the equation.

*Member Groce* suggested that dates be added to the legends and each map. *Mr. Howell* clarified that the maps are titled and include model dates, and that additional clarity would be added.

Ms. Fluitt then addressed the Scenario Planning that was taken up with Town Council; and reflects future recommendations and outcomes. The Report Card is the result of that work.

*Member Botha* questioned McCrimmon Parkway's protected greenspace, as it is identified as Baseline 0; Scenarios 1 and 2 are also each 0's? Can the scenarios change? Ms. Fluitt stated that the scenarios are looking at denser growth. Therefore, there is less greenspace indicated in this situation.

*Member Groce* described Morrisville as a suburban town that does fit the mold of the more-urban categories that were used. The data shows where the citizens and commuters work and travel. *Mr. Howell* explained that these are regional place-types that were created about three years ago, and are not necessarily Morrisville or Raleigh specific. *Director Tanner* further added that the transportation investments, such as the Town Center or McCrimmon Parkway Extension, are Town driven. The Plan is a pro-active approach to direct policy.

*Chairman Prichard* reiterated that what the Town was seeing is a bit more objective. The scenarios are a report card of existing and projected options. *Member Taylor* wanted a better understanding of the various scenarios. Ms. Fluitt explained a baseline condition for Town Hall (example), which is a roll up of each classification.

The Plan further addresses travel alternatives, such as bicycling, pedestrian, and transit. This is where greenways and multiuse paths were evaluated for inclusion in the Plan. *Mr. Howell* explained that the nomenclature for the 2009 Plan has now been standardized. These multiuse paths are now identified for transportation use vs. recreational and will be the transportation plan as opposed to the Parks and Recreation Master Plan.

*Chairman Prichard* then asked about when a wide sidewalk becomes a sidepath. Ms. Fluitt explained that a sidewalk would have a prohibition for bicycles along it. *Mr. Howell* stated that once the Plan is adopted, sidewalks will be 5' and 6' wide and meant for pedestrian use only. Sidepaths are meant to capture higher numbers of pedestrians or a mix of users.

*Member Langston* wanted clarification that Crabtree Crossing, designated as a neighborhood connector, was part of the greenway project. *Mr. Howell* said that it is part of the greenway project.

*Mr. Howell* clarified some questions that might arise about the appendices such as the draft cross sections do not have dimensions on them. That information is to follow. He also added that appendix B is still lacking up-to-date cost estimate information.

*Member Groce* added that he thought it would be helpful to include a glossary of the terminology. *Mr. Howell* said that Chapter Three did have some explanation of the street hierarchy, but staff and the consultant can build on that.

*Member Langston* had a question about the congestion ratio 2010-2040 referring to improvements done by those dates. *Ms. Fluitt* said that was something that needed to be added for clarification.

*Chairman Prichard* asked that the following information be available at the work session: based on the fact that traffic does not always originate in or find its destination in the Town of Morrisville. He wants to understand from the broadest level, 1.) Is the traffic likely to go on these extra connections, 2.) if we are just making it easier for through traffic, and 3.) does the Plan accommodate a more regional level?

*Member Groce* also asked that the document be clearly marked as a Draft.

*Director Tanner* requested that the Board take a 5 minute break to resolve some technology issues.

At 8:27pm, *Chairman Prichard* closed the meeting for a 5 minute break.

*Member Goel* then left the meeting since he was not feeling well. In the absence of *Member Goel*, *Member Taylor* became a voting member.

The meeting was called back to order at 8:32pm.

#### b. Revised 2017 Meeting Schedule

*Member Groce* made a motion to approve the 2017 Revised PZB Meeting Schedule. *Member Botha* seconded the motion, which was passed unanimously.

### **9. Staff Comments**

*Director Tanner* provided an overview of the August 2017 Planning Newsletter.

*Director Tanner* explained that a bulleting drawing was submitted for the Element Hotel, which is revising their building materials to one that looks like wood, but is actually a masonry composite. She further added Town Hall North modified the lot lines as well as tree preservation areas to address lot coverage issues.

### **10. Planning and Zoning Board Comments**

*Member Groce* stated that there is lot of “talk on the street” about the Transportation Plan and he hopes the Town receives feedback.

*Chairman Prichard* brought up the issue of receiving an electronic PZB packet. *Town Manager Paige* informed the Board that the online process had been a directive adopted by the Town Council. It enhances our public engagement processes.

### **11. Upcoming Term Expirations**

None

### **12. Upcoming Events**

None

### **13. Adjournment**

*Member Taylor* made a motion to adjourn the meeting. *Member Langston* seconded the motion, which was approved unanimously.

The meeting adjourned at 8:42 pm.

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Peter Prichard,  
Planning and Zoning Board Chair

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Marty Saunders,  
Secretary to the Board

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Date

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Date