



**Planning and Zoning Board
December 14, 2017 at 6:30 pm**

MINUTES

Attendance

Board members present for the meeting were:

Chairman Peter Prichard
Member Harlean Botha
Member Vinnie Goel
Member Rob Taylor, Alternate
Member Lee Langston, Alternate

Board members absent for the meeting were:

None

Staff members present for the meeting were:

Courtney Tanner, Planning Director
Benjamin Howell, Long Range Planning Manager
Michele Stegall, Current Planning Manager
Kari Grace, Planner II
Marty Saunders, Secretary to the Board

1. Call to Order

Chairman Peter Prichard called the meeting to order at 6:36 pm.

2. Invocation

Member Taylor opened the meeting with the invocation.

3. Adoption of Agenda

Chairman Prichard stated that there was a request to move item 9B toward the front of the agenda before the Transportation Plan Update.

MOTION: *Member Goel* made a motion to adopt the December 14, 2017 agenda as amended. *Member Botha* seconded the motion, which passed unanimously.

4. Adoption of Minutes

MOTION: *Member Botha* made a motion to approve the Planning and Zoning Board November 9, 2017 meeting minutes. *Alternate Member Langston* seconded the motion, which passed unanimously.

5. Presentations

None

6. Old Business – Public Comment

None

7. New Business

7a. Hampton Place Townes Type 1 Preliminary Plat and Major Site Plan

Kari Grace, Planner II presented the Hampton Place Townes Type 1 Preliminary Subdivision Plat and Major Site Plan. This development application is an administrative request. The developer, Shenandoah Homes, is proposing to build a 49-unit single family attached, or townhomes, development on 8.93 acres of land. After right-of-way dedication and recombination, the property would be reduced to 6.54 acres. The property fronts on Church Street and is located between Downing Glen Drive and Treybrook Drive. The zoning is Town Center Residential. The surrounding properties are zoned Low Density Residential and Town Center Residential. There are no floodplains on the property; however, riparian buffer impacts are proposed for a sewer line extension.

All the Unified Development Ordinance (UDO) lot dimensional and tree save requirements have been met. The project includes street access on Church Street, sidewalks on both sides all interior streets, and cross access stubs to the adjacent properties. Payment in lieu fee is proposed for those portions of the interior streets and sidewalks at the cross connection points that will stop short of the property boundary. Improvements along Church Street required by the Transportation Plan include sidewalk, a bike lane, and across of a portion of the development's frontage, a center turn lane. Payment in lieu for half of the required 14-foot planted median across a portion of the property frontage is proposed. A TIA was not performed since the number of units proposed does not trigger the UDO threshold. This project would also have a payment in lieu for parkland dedication since the Parks & Recreation Master Plan does not identify this area as park space.

The two application requests are a Type 1 Subdivision Plat and a Major Site Plan. If all the UDO requirements have been met, the application must be approved. The Planning and Zoning Board's role is to make a recommendation, which would be forwarded to Town Council. The staff has recommended approval pending resolution of a driveway spacing issue; payment in lieu for half of the planted median along Church Street and payment in lieu for those portions of the street and sidewalk that would not be constructed up to the property boundary. The last condition would be payment in lieu of parkland dedication.

Member Botha identified the "common open space area" located on the property, and inquired if the developer considered installing some playground equipment on that open space? *Ms. Grace* stated that feature would be up to the developer since providing payment in lieu, but it would be a nice amenity for the community. *Member Botha* also asked about the building facades. *Ms. Grace* added that the buildings are very similar, but met UDO requirements. She reminded the Board that the Town is unable to regulate building design per state law.

Member Lee questioned the stub that aligned with Urbanna Drive. *Ms. Grace* stated that cross access is required to all parcels. Topographical features such as a drop off or stream, which are not issues with this project, would be a consideration for a waiver. She added that signage and barricade would be placed at the end of the street stubs indicating that a future connection is planned.

Member Goel asked about the average lot size. *Ms. Grace* replied that the interior lot size averaged about 2500 square feet, larger for the end units. He also inquired about school population numbers. *Ms. Grace* added that the Wake County School system formulas were used as general information.

Lastly, *Member Goel* wanted to know if the buffer area could be developed as a “green” buffer area so it could be used for play area. The area is part of a riparian stream buffer; therefore, it must remain undisturbed unless permission is obtained from the State.

Chairman Prichard had a question regarding the lot width of 24’ minimum and its relationship to parking. The driveway is designed to allow for 2 parking spaces, plus there is overflow parking in the neighborhood. He also asked about the location of the greenway access in relation to the project. *Ms. Grace* responded that the general line for the future greenway follows the stream beyond the outer ‘zone 2’ where grading would be permitted within the stream buffer.

Member Taylor asked about how greenways are shown on the Town’s Park Plan, particularly in regard to what side of the stream the greenway in this area would be located. *Director Tanner* responded that the current plan does not get into this amount of detail, but that the issue was discussed and evaluated with this project and that the greenway is planned to be located on the east side of the stream which is more of natural setting. She further stated that greenways are included in the draft CTP, and that the goal is to ensure this level of detail is clear in the future.

MOTION: *Member Taylor* made a motion to approve the Hampton Place Townes Type 1 preliminary plat and major site plan subject to the four conditions discussed and presented in the draft in the draft resolution. *Member Botha* seconded the motion, which passed unanimously.

7. Old Business

7a. Draft Comprehensive Transportation Plan Update

Director Tanner stated that she would begin the process tonight by reviewing answers to questions from the Board as well as from public input. The goal is to bring back a draft plan to the Board in February. Five key themes from the public input were identified and are as follows: 1. Crabtree Crossing Parkway Extension (CCE); 2. Morrisville-Carpenter Road widening project; 3. Millicent Way Extension; 4. Clements/Green Drive Connection; and 5. Connectivity. *Member Langston* asked if these themes meant “no” to connectivity. *Director Tanner* said not necessarily.

Director Tanner highlighted issues related to each of the themes. To begin with, the Preston neighborhood was most impacted by the CCE and residents had many concerns about why it was once again in the Plan, increased traffic, safety, and the character of the neighborhood. There were also comments that it would be good for the new Town Center project. The comments received were greater in opposition than in support.

There was generally a lack of understanding regarding Morrisville-Carpenter Road improvements. The project was unrelated to the draft Plan, but comments have been forwarded to the appropriate Town department.

The Millicent Way connection concern is that it creates a safety issue, crime, and increased traffic. Other comments suggested that a greenway is a good option.

The Clements/Green Drive connection had no support, only opposition since there are currently alternative routes in place, such as International Drive and Southport. The current roads lack curb and gutter and are too narrow to support more traffic.

Director Tanner stated that in terms of “Connectivity”, the feedback was that there is a need for more road, greenway, pedestrian, and bicycle connections and a general support for more projects like McCrimmon Parkway and Louis Stevens as connections.

Member Taylor wanted to know if the Town needed more connections in general, or more in the Comprehensive Transportation Plan (CTP) update. *Director Tanner* answered that the input was fairly general, not specific to roads. She also added that individual comments were not tied to specific locations.

Director Tanner stated one of the board members ask for additional information related to emergency response. She presented a Fire District Map, but stated Morrisville is the primary responder, but the type of call and closest station available determines which Morrisville station responds. For example, Morrisville and another jurisdiction, such as Cary, would respond to a structure Fire. She said there were a lot of factors that determined who responds, so it is not uncommon to see Morrisville fire trucks in Cary or RTP or Cary fire trucks in Morrisville. The Morrisville Police Department is the primary responder to calls within the Town. *Director Tanner* said maps indicating response times are still be prepared for both Fire and Police

The next discussion topic was related to intersection improvements. Safety data, the work sessions held by the PZB and Town Council, and the 2009 Transportation Plan supported the intersection improvement selections. Prioritization was based on input from the Council, Board, consultant recommendations and traffic volumes.

Chairman Prichard then asked the members of the Board for their number 1 short-term selection.

Member Botha: Aviation and Evans

Member Langston: Davis and Morrisville Parkway

Member Goel: Morrisville-Carpenter grade separation

Member Taylor: Airport Blvd and NC 54 grade separation

Chairman Prichard: Davis Drive and McCrimmon Parkway

Director Tanner then facilitated the discussion by requesting the intersection improvements be divided into short-, mid-, and long-range categories. The Board took a poll to classify each intersection, and decided on the following:

Intersection	Improvement	Prioritization
Davis Drive & Morrisville Carpenter Road	Intersection Improvements	Short-term
Davis Drive & Morrisville Parkway	Intersection Improvements	Short-term
NC 54 & Morrisville Parkway	Intersection Improvements	Mid-term
NC 54 & NW Cary Parkway	Intersection Improvements	Mid-term
Morrisville-Carpenter Road & Town Hall Drive	Intersection Improvements	N/A: Funded Project
Morrisville-Carpenter Road Grade Separation	Grade Separation	Long-term
Morrisville-Carpenter Road & NC54	At Grade Improvements	Short-term
Davis Drive & McCrimmon Parkway	Intersection Improvements	Short-term
Airport Boulevard & NC 54	Grade Separation	Short-term
Crabtree Crossing Parkway at Morrisville Parkway	Intersection Improvements	Short-term
Town Hall Drive & Carolina Street Extension	Roundabout	N/A: Funded Project
Slater Road & Carrington Mill Boulevard	Intersection Improvements	Short-term

These prioritizations will drive the Action Items in terms of safety and traffic flow.

The next topic for discussion was the NC 147 alignment. The project is a NCDOT project, but other alignments were studied by CAMPO. Town Council discussed the extension to McCrimmon Parkway as well as the extension to Davis Drive without Town Hall Extension at a November Council meeting. Town Council supported the Davis Drive only alignment, known as Alternative 3 in the CAMPO Study, and directed staff to revise the draft CTP to include only the Davis Drive alignment (Alternative 3). Council also specifically asked CAMPO to modify the 2045 Metropolitan Transportation Plan in a memo dated November 15, 2017 (a hard copy of the memo was provided to the Board at the meeting). Therefore, no action was needed by the Board other than confirmation of Council's position.

Benjamin Howell, Long Range Planning Manager addressed technical questions related to the 147 alignment in relationship with Little Drive. The policy that resulted from Town Council was to see 147 aligned to Davis Drive. This could mean an alignment across from Little Road or another format to be determined.

Chairman Prichard was concerned since Little Drive would be extended to O'Kelly Chapel and that may provide some relief to Morrisville-Carpenter or McCrimmon, as a new east-west connection. *Mr. Howell* did add that the project is looking more along the line of aligning 147 with Little Drive, but there was not a clear direction at this point. *Director Tanner* asked if the Board would like to see the Little Drive alignment added to the plan. The consensus of the Board was to support Town Council's Davis Drive only connection, and to require 147 to align with Little Road, not an alternative Davis Drive connection.

A recess was taken at 8:06PM, and *Member Goel* left the meeting
The meeting resumed at 8:20PM

New Business (Item 6 Continued)

6b. Wilson Place Type 1 Preliminary Subdivision Plat

Kari Grace, Planner II began her presentation by stating that the Wilson Place Type 1 Subdivision Plat was initially approved on December 13, 2016 as a 63-lot development. The project fronts on Chapel Hill Road (NC54), between NW Cary Parkway and Wilson Road. The builder, CalAtlantic, has proposed to make some revisions to the original approval in order to re-align one of the interior streets to allow for cross-access, remove one of the stormwater ponds for shared stormwater management with Sheldon Park, and add 4 additional lots in place of the stormwater pond. The revised total of lots for the Wilson Place subdivision is 67.

According to the UDO threshold for a major and minor change, the proposed changes are considered major thus requiring the application to go through the approval process a second time. This is a Type 1 Preliminary Subdivision, which requires PZB and Town Council review. This is an administrative request and must be approved if it meets the standards of the UDO.

As previously stated, the major changes made include modifying the street alignment to connect with the Sheldon Park development and re-designing the stormwater pond so that it would serve both subdivisions. Adjustments to the stormwater pond would provide land for 4 additional lots.

The zoning is Conditional - High Density Residential (C-HDR). The parcel to the north is also zoned C-HDR. There is a vacant Corridor Commercial (CC) zoned parcel to the west as well as another that has a congregate living facility and single-family homes. To the east is the Town of Cary's jurisdiction, which is part of the Wilson Place development. To the South is Chapel Hill Road.

There are 2 phases proposed as part of this development, and the property has already been annexed into Town limits. The dimensional, density, and parking requirements of the UDO have been met. Vehicular access to the proposed lots would be by way of Flip Trail. Sidewalks are proposed for both sides of the street and lighting has been revised to account for the realigned cross access.

The staff has recommended approval of the application with the 5 original conditions, plus 2 new conditions that are as follows: 6.) Parkland payment in-lieu for 67-lots paid prior to final plat approval, and 7.) Conditions in Ordinance 2015-037 pertaining to the rezoning of properties on the Town of Morrisville Zoning Map to Conditional-HDR, including architectural standards, shall apply to the new 4 lots.

Chairman Prichard asked for clarification on the stormwater pond change. *Ms. Grace* confirmed that it was moved to the adjacent development.

The *Chair* also asked why the power lines were not buried along NC54. *Ms. Grace* explained that there is still a requirement to place the lines underground; however, it was approved previously showing the lines above ground. Duke Energy has policies that require a minimum of 1000' of frontage before they will bury the lines. There is on-going discussions regarding this issues. *Member Langston* asked if placing the lines underground was an over-sight or due to Duke's

policy. *Director Tanner* responded that ultimately Duke is not allowing the developer to install the lines underground, even if the costs were assumed. *Ms. Stegall, Current Planning Manager*, added the Town is working on alternatives to talk to Duke about with the help of the Town Attorney.

Member Botha wanted additional information regarding the LED lighting. *Member Langston* felt any changes would be too close to an intersection. *Ms. Grace* stated that street lights are required to be spaced every 400' – 600' and at the intersections. The lighting as proposed meets the minimum spacing requirements.

A MOTION was made by *Member Botha* to recommend approval of the proposed revisions to the *Wilson Place Type I Subdivision* subject to the seven conditions recommended by staff. *Member Taylor* seconded the motion, which was approved unanimously.

Old Business (Item 7 cont.)

2017-222-0: Draft Comprehensive Transportation Plan (CTP) Update, Cont.

Mr. Howell began his presentation on the first discussion topic, which was Transit Accommodations on Roadways. This addresses *dedicated bus transit lanes* and *bus rapid transit*. This means local, commuter, and regional service as well as bus rapid transit. Bus rapid transit generally has shorter wait time and also buses have a different identification and use off-board fare collection. The current Wake County Transit Plan does include bus rapid transit.

Mr. Howell asked if the Board wanted to look beyond the 10-year vision of the Wake Transit Plan and want the Town's Transportation Plan to go out to 2040.

Member Langston asked if it would be feasible to have platforms for bus service in Morrisville. *Mr. Howell* said it would be tight, the right of way would have to be wide enough to fit a platform, but would potentially eliminate bike lanes. Platforms would have to be located near intersections. There are several layouts for lanes to provide better access for buses. *Member Taylor* asked if bus service would run along one side of the street or both. *Mr. Howell* stated that this has not been determined in Wake County Transit Plan.

Member Botha supports additional bus service where feasible. *Member Langston* said that it would make sense to include widening the right of way on NC54 to provide for future bus transit in the CTP. *Member Taylor* added that in the long term, re-engineering NC54 would be the one to start with to provide bus service. He added that right of way widening of Airport and NC54 should be the priority.

Mr. Howell continued onto the next discussion topic, the Triangle Bikeway and potential accommodations for it. He stated it was a new project that became known in the last six months. Wake County is currently preparing a plan to designate a route for the Triangle Bikeway. It would connect Raleigh (in the Wade Avenue area) to RTP and would run adjacent to I-40 until it reached Airport Boulevard. The route would generally follow Airport Boulevard to Slater Road into RTP.

Mr. Howell suggested adding an action step to amend the CTP so that when the final bikeway route is determined the Town's Plan would match the County's and accommodate the Triangle Bikeway. This could mean increasing the right of way on Airport Boulevard.

Member Taylor asked if this would mean adding right of way to accommodate an off-road multiuse path along Airport Boulevard to the CTP. *Mr. Howell* agreed. The PZB, as a whole, agreed with these steps.

Director Tanner addressed the Action Plan, which includes policy and program recommendations, near term roadway improvements, and near term planning strategies for connected and autonomous vehicles. No specific changes are needed at this time. Major changes are anticipated for Chapter 5.

Road connectivity and enhancing projects were found in the draft plan as a list and a map. The map would be updated to clearly identify all existing improvements and proposed extensions. Next was a list of proposed road extensions. The list included Crabtree Crossing, Marcom Drive, Foxglove Drive, Carolina Street and International Drive.

Director Tanner then reviewed 8 maps that illustrated a number of modeling scenarios. There are various models with variables such as including or excluding Crabtree Crossing Parkway, with or without the 147 extension, extension of 147 to Davis Drive and the Town Hall Drive extension. These models address the number of lanes as well as volumes at peak travel times. Each scenario was displayed with a map of the anticipated volumes and one of the levels of capacity.

Member Langston wanted to know what the numbers meant. *Mr. Howell* explained that numbers indicate the volume of cars during peak AM and PM hours. Peak is the highest count during one hour in the morning or evening. Each scenario identified provides various results based on the data.

Member Langston said that in Scenario 1, it does not appear the numbers have a negative impact on the roads. It does take traffic off NC54 and the surrounding roads. *Member Taylor* noted that by adding the Crabtree Crossing extension traffic to the southern side of Town Hall Drive where it meets Morrisville Parkway would possibly increase traffic by 25% in Preston.

Member Langston added that it does not change the service level. It does not improve traffic, but it does decrease traffic in the neighborhoods people are concerned about. *Director Tanner* clarified that the model stated there would be an increase in the number of cars in Preston; however, it is still operating well under the capacity of the road.

Director Tanner continued with the scenario that included the existing network, plus committed projects. Each scenario then builds on combinations, by adding or taking away 147 or Davis Drive or Crabtree Crossing. The purpose of the different models was to better understand how potential new road configuration would impact different existing roads.

After comparing Scenarios 6 and 7, *Member Taylor* noted that the PM traffic counts in Preston would increase from 694 to 1036, adding the Crabtree Crossing Extension with Davis Drive as the connector. He stated that was where the concern comes from. *Member Langston* added that he is concerned about traffic in the Town as a whole. There needs to be a balance.

Member Botha added that anything that connects Morrisville-Carpenter to Morrisville Parkway will affect Preston. Traffic patterns are leading to NW Cary Parkway; there will always be cut through traffic.

Chairman Prichard states it would be helpful to summarize the scenarios. These are models, not necessarily an account of “real life”. Technology has become a standard for traffic. *Director Tanner* confirmed that the Board would like the scenarios summarized.

Director Tanner returned the discussion to streets that are in the CTP that need to be assessed. Marcom Drive, Foxglove Drive, International Drive, Southport Drive, Odyssey Drive Extension and Carolina Street extension all received no public comments and were determined by the Board to stay in the Plan.

There was no support for keeping Green Drive connection. The majority of the members recommended that it be removed from the list. *Director Tanner*, stated the existing easements would need to be evaluated and potentially abandoned. *Member Taylor* expressed his concern about removing a street from the plan, due to the possibility of future development.

Millicent Way Extension had multiple public comments in support of as well as opposed to. The Board was in agreement that more study is needed, and the action plan needed to be updated to reflect the needed study.

Stockton Gorge Road has right of way set aside but no road constructed. It would be beneficial to Providence Place so it too would stay on the list.

Director Tanner added that the Public Portal continues to be open. Two open houses are being planned, but no dates have been set at this time. There will be another Public Comment Session in front of the PZB on the new draft CTP when it is ready.

8. 2018 Vice Chair Appointment Recommendations

Director Tanner stated that due to the recent resignation by Craig Groce, the Board will need to recommend a new Vice Chair. This creates two vacant seats on the Board. One option would be to wait to see if the Town Council appoints a new member and the other option was to make a recommendation based since there were two eligible members.

This item was tabled until February.

9. Staff Comments

Director Tanner reviewed the November 2017 Planning Newsletter.

The Park West Village site plan is to modify the Gander Mountain retail store into multi-tenants.

10. Planning and Zoning Board Comments

None

11. Upcoming Term Expirations

None

12. Upcoming Events

None

13. Adjournment

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

The meeting adjourned at 10:09 pm.

Peter Prichard,
Planning and Zoning Board Chair

Marty Saunders,
Secretary to the Board

Date

Date