

STAFF REPORT

Town Council Meeting, June 25, 2015

NOTE – This staff report **has been revised** to incorporate the Planning and Zoning Board recommendation.

Proposed Amendment to Comprehensive Transportation Plan (TF15-068b)

Consideration of amendment to remove “Rural Road Standards” in the Southwest Area of the Comprehensive Transportation Plan (15-CPA-03)

Speaker: Mr. Tyler Bray

From: Laura Cove, PE, Transportation and Facilities Director

Prepared by: Tyler Bray, PE, Transportation Planning Engineer
Juliet Andes, AICP, Facilities Planning Manager

Approved by: Ben Shivar, Town Manager

Approved by: Russ Overton, Assistant Town Manager

EXECUTIVE SUMMARY

At their March 24, 2015 Town Council Work Session, Council agreed to expedite eliminating rural streets section elements in the Southwest Area Plan and directed staff to proceed with the process to make necessary changes. Council also directed staff to provide urban amenities including street lights, sidewalks, and curb and gutter along all roadways in the Southwest Area Plan. Staff requests Council remove the “rural road design standards” as currently shown on the Southwest Area Plan and on the Comprehensive Transportation Plan in southwest Cary. This item is associated with Round 32 – Item B amendments to the Land Development Ordinance (LDO) summarized in PL15-061b.

OVERVIEW

SCHEDULE:

Public Hearing	May 21, 2015
Planning and Zoning Board Meeting	June 15, 2015
Final Action by Town Council	June 25, 2015
Effective	Upon adoption

SUMMARY OF PROPOSED AMENDMENT:

The proposed amendment removes the “rural road design standard” requirement for streets shown on the adopted 2004 Southwest Area Plan and on the adopted 2008 Comprehensive Transportation Plan in southwest Cary. This includes removing the rural road design standard designation from the Town of Cary Comprehensive Transportation Plan Update – Roadway Widths Map and the Southwest Area Plan – Proposed Road Network Map.

The Southwest Area Plan was adopted by the Cary Town Council in 2004 and included “rural road design standards” for some of the existing and planned streets in the southwest area. The plan states that these roads should be designed with swale and ditch sections instead of curb and gutter and that paved shoulders should be used to comfortably accommodate bicyclists while avoiding conventional street lighting. The plan also states that if sidewalks (or greenways, trails, or multiuse paths) are provided along the roadway, they should be located behind the swale.

The plan specifies that rural collectors in the southwest area will have 12-foot travel lanes and 4-foot paved shoulders. Rural thoroughfares in the southwest area will have a 24-foot median (landscaped with shrubs and bushes), 12-foot travel lanes, and a 4-foot paved shoulder. The existing facilities include:

- Green Level West Road
- Morrisville Parkway
- Green Hope School Road
- Green Level Church Road
- Ridgeback Road

The planned facilities include:

- Wimberly Road (County Line Road) extension
- Weldon Ridge Boulevard extension
- Green Level Church Road connection

In 2008, the Comprehensive Transportation Plan was adopted by the Cary Town Council and included recommendations from the adopted Southwest Area Plan. The roads with the “Rural Road Design Standard” designation as shown on the Southwest Area Plan – Proposed Road Network Map were incorporated into the Comprehensive Transportation Plan.

At their March 24, 2015 Town Council Work Session, Council agreed to expedite eliminating rural streets section elements in the Southwest Area Plan and directed staff to proceed with the process to make necessary changes. Council also directed staff to provide urban amenities including street lights, sidewalks, and curb and gutter along all streets in the Southwest Area Plan.

This update is recommended to coincide with the Round 32 LDO Amendment – Item B PL15-061b and to have an effective date of June 25, 2015 (pending Council approval).

Any sections of existing documents or adopted plans that reference rural cross-sections in the Southwest Area will be updated pending Council’s adoption of this proposed amendment. Developers will still have the option to build swale sections on local roads within the State of North Carolina’s Watershed rule boundary areas.

PROCESS AND ACTIONS TO DATE:

Town Council Public Hearing (May 21, 2015)

There were no speakers at the public hearing. A Council member asked if this amendment could result in streets that have both rural and urban cross-sections and amenities and staff responded that indeed, the developer requirements would remain consistent with the adopted Comprehensive Transportation Plan (CTP). There are no plans in place to bring existing roads with the rural section up to an urban standard, but future development would require those improvements, for which currently no funds have been appropriated.

Planning and Zoning Public Hearing (June 15, 2015)

There were no speakers at the public hearing. A board member asked about the origination of the amendment. Staff responded that Council directed staff to amend the Comprehensive Transportation Plan at their March 24, 2015 work session. A board member inquired about how this amendment would affect storm water runoff. Staff responded that all storm water issues would be addressed by following the North Carolina Department of Transportation, North Carolina Department of Environment and Natural Resources and Town of Cary rules and specifications. The board unanimously recommended approval of the Comprehensive Plan Amendment request.

FISCAL IMPACT:

There is no fiscal impact associated with the proposed amendment.

STAFF RECOMMENDATION:

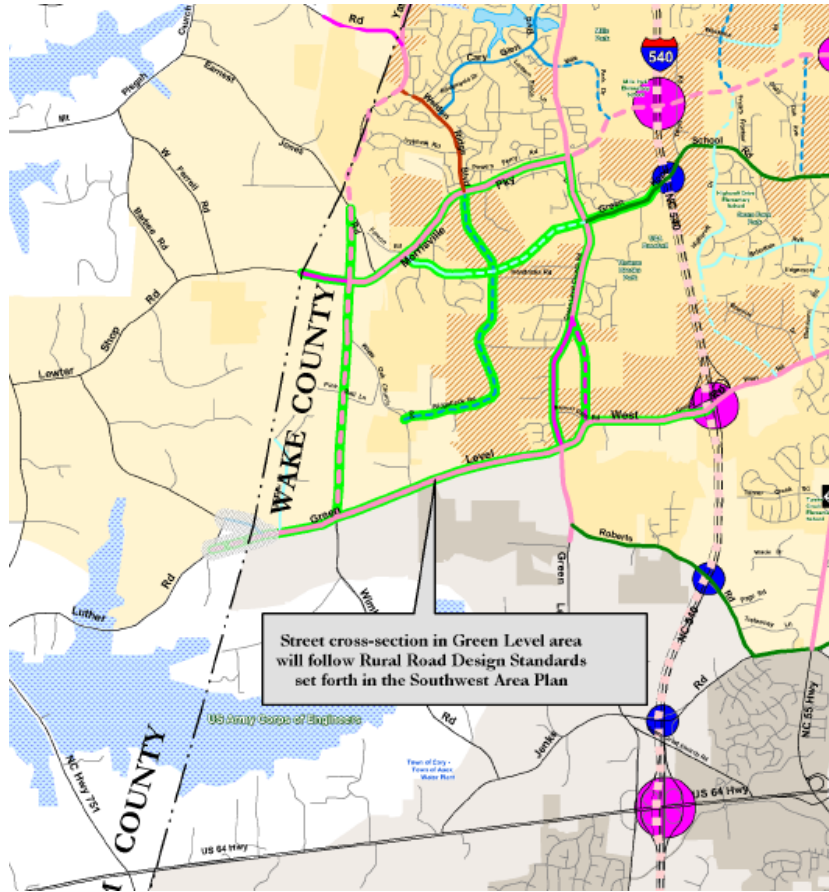
Staff recommends approval of the proposed amendment to the Comprehensive Transportation Plan.

PROPOSED COMPREHENSIVE TRANSPORTATION PLAN REVISIONS

1. Comprehensive Transportation Plan Update – Remove the green highlight denoting a “rural” typical section and associated call out box for rural classification from the Roadway Width map.

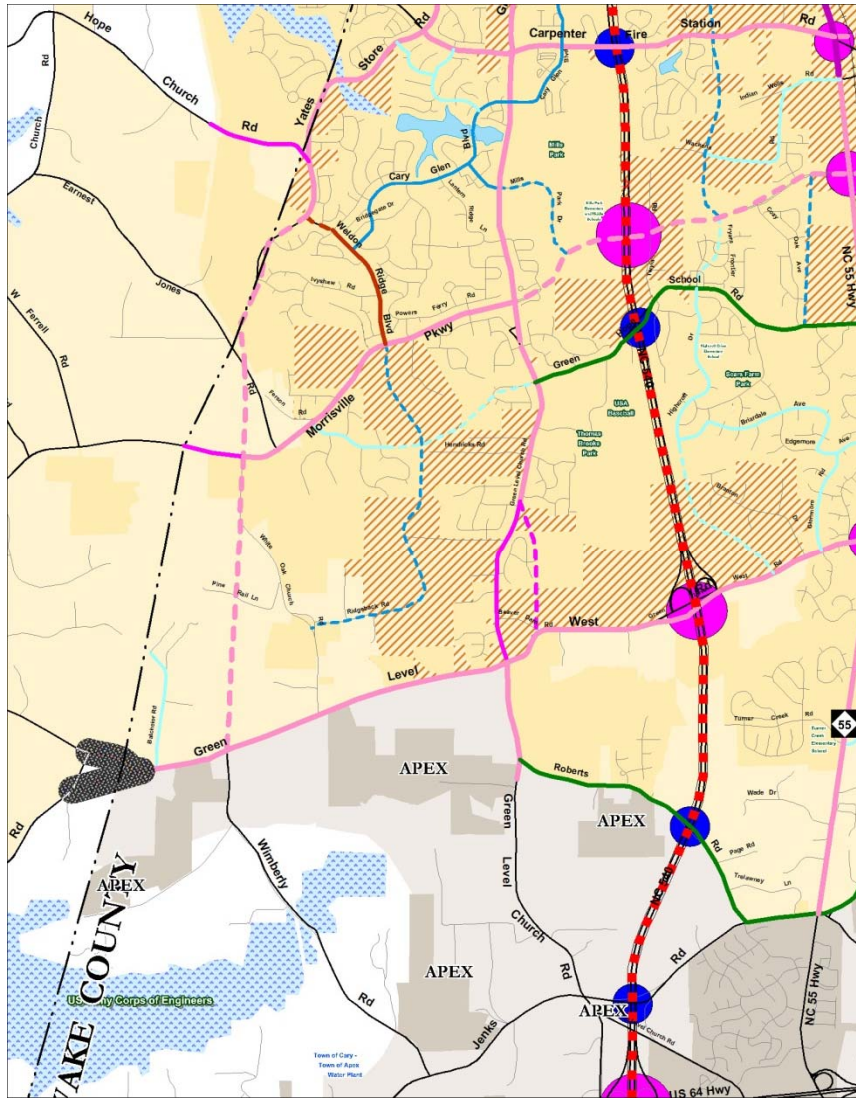
COMPREHENSIVE TRANSPORTATION PLAN UPDATE– PROPOSED ROADWAY WIDTH MAP

Existing



COMPREHENSIVE TRANSPORTATION PLAN UPDATE- PROPOSED ROADWAY WIDTH MAP

Proposed



2. Make the following revisions to the CTP language and Figures 7-24 and 7-29.

Chapter 7 – Streets Element

Page 7-57

As part of the design approval process, Town Council will continue to review all proposed roadway projects, and include median widths. Finally, staff proposes exempting ~~Southwest Area Plan~~ roadways designated to be constructed within the “rural” standard, from the 30-foot median width requirement in an effort to maintain rural character.

Figure 7.24. Rural 4-Lane Arterial Section with 24-Foot Landscaped Median (Southwest Area Plan)

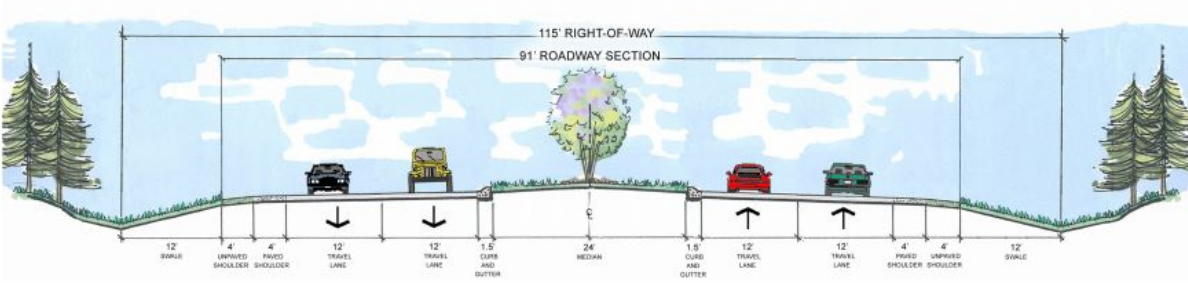
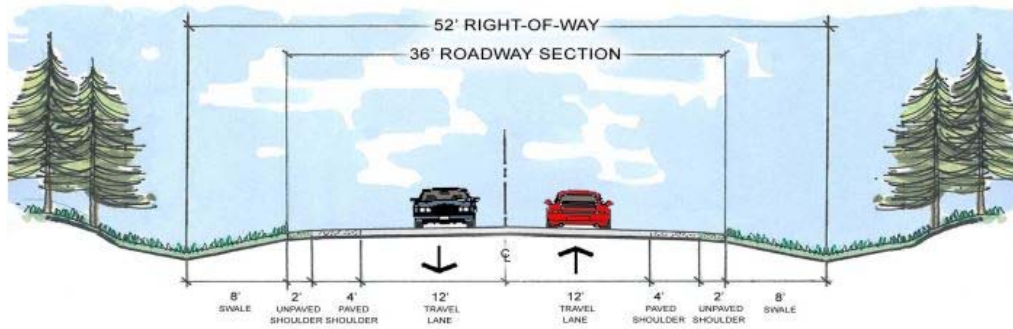


Figure 7.29. Rural 2-Lane Collector Section (Southwest Area Plan)

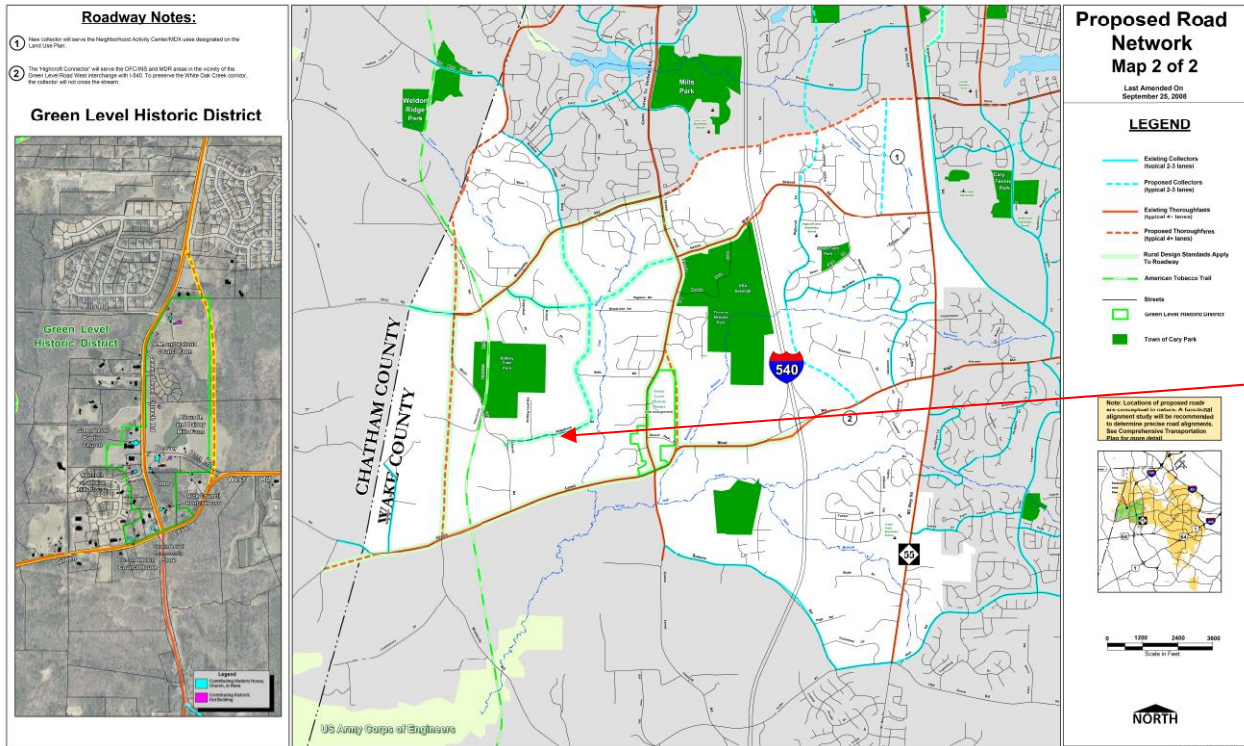


SOUTHWEST AREA PLAN REVISIONS

- 3. Southwest Area Plan – Remove the rural road design standard classification from the Proposed Road Network Map for the southwest area.

SOUTHWEST AREA PLAN – PROPOSED ROAD NETWORK MAP

Existing



REMOVE Highlights

SOUTHWEST AREA PLAN – PROPOSED ROAD NETWORK MAP

Proposed

