

**TOWN OF ANGIER
PLANNING BOARD
Tuesday, May 12, 2020 7:00 P.M.
Angier Board Room
28 N. Raleigh Street
Minutes**

The Angier Planning Board met in regular session Tuesday, May 12, 2020 inside the Angier Board Room at 28 N. Raleigh Street. Christina Kazakavage called the meeting to order at 7:01 p.m.

Members Present: Chris Hughes
Junior Price
Chris Wagner
Christina Kazakavage
Kelly Ennis

Members Absent: Lee Marshall
Ted Lumbrazo

Staff Present: Planning Director Sean Johnson
Town Clerk Veronica Hardaway
Administrative Assistant Donna DiMambro

Others Present: Commissioner Loru Hawley

2. Pledge of Allegiance: Christina Kazakavage led the pledge of allegiance.

3. Invocation: Christina Kazakavage offered the invocation.

4. Approval of the March 10, 2020 Planning Board Minutes: With there being no changes, the March 10, 2020 Planning Board Minutes were approved as presented.

Motion: Chris Wagner
Vote: Unanimous, 5-0

5. Consideration of the Agenda: The Planning Board approved the Agenda as written.

Motion: Chris Wagner
Vote: Unanimous, 5-0

6. New Business:

A. Staff recommended UDO Amendment-Driveways :

Planning Director Sean Johnson recommended an amendment as it relates to driveways in Section 8.8 of the UDO. These road improvements would be required for new development. Public works Director Jimmy cook informed the planning department that they have been noticing gravel driveways becoming more common in town. There have been issues related to the maintenance and gravel being in the street, it has been recommended to add a driveway requirement section to this chapter to help eliminate those issues. This amendment will not affect existing homes or properties.

Mr. Johnson reviewed the following recommended amendment:

Section 8.8. - Driveways.

These driveway requirements shall apply to all single-family and duplex residential uses:

- A. Driveways shall be installed from the street pavement to the edge of the street right-of-way
- B. Driveways shall be concrete and not less than 12 feet in width
- C. Driveways shall be as nearly perpendicular to the street right-of-way as possible.
- D. Driveway pipe size and location along Town streets shall be approved by the Public Works Director

These driveway requirements ~~do not~~ apply to ~~single family detached and two family attached residential~~ nonresidential and multifamily uses:

- A. Driveways shall be not less than 12 feet in width for one-way traffic and 24 feet in width for two-way traffic.
- B. Eighteen-foot wide driveways are permissible for two-way traffic when:
 - 1. The driveway is not longer than 50 feet; and
 - 2. The driveway provides access to not more than six parking spaces; and
 - 3. Sufficient turning space and stacking area is provided so that vehicles need not back into a public street.
- C. In no case shall a driveway width exceed 30 feet, except as required by NCDOT.
- D. Driveways shall be as nearly perpendicular to the street right-of-way as possible.
- E. Nonresidential driveways shall line up with other driveways across the street and be shared between adjacent uses wherever possible.
- F. Driveways shall comply with NCDOT standards, ~~unless otherwise stated herein.~~ and the latest addition of the Town specifications and details

Some suggestions made by the Planning Board were:

To include an amortization clause to incorporate existing homes to bring them up to the recommended standard when the house is sold. However, Mr. Johnson explained that once a Certificate of Occupancy is issued, everything within the right of way is now the Town's

responsibility. If existing gravel driveways are targeted for paving, this would need to be budgeted for by the Public Works Department.

There was some concern regarding added expenses on the builder which may be passed on to the home buyer and could prevent them from purchasing the property.

Another suggestion by the Board was to allow asphalt paving, pavers, or some other type of hard surface instead of only concrete to lower installation costs.

The Board requested cost estimates for installing the concrete driveway apron and agreed to have further discussions regarding the amendment at the next meeting.

B. Staff recommended UDO Amendment - Street Standards

Mr. Johnson presented a fairly extension amendment to Chapter 9, Section 9.1 of the Ordinance related to street standards for new and expanding development.

Mr. Johnson then reviewed the following recommended amendment to Section 9.1 of the UDO.

Section 9.1. - Street standards.

9.1.1 Conformance with ~~comprehensive~~ transportation plans ~~(CTP)~~. The location and design of streets shall be in conformance with ~~the any formally~~ adopted ~~comprehensive~~ transportation plan ~~(CTP)~~ ~~of the Town~~. Where conditions warrant, right-of-way width and pavement width in excess of the minimum street standards may be required ~~by the Technical Review Committee~~. In any case where any part of a development lies within the corridor of a thoroughfare shown on an official Thoroughfare Map adopted pursuant to N.C.G.S. Chapter 136, Article 2E, no development approval shall be granted with respect to the property in the corridor. ~~Provided, however, no development plat approval shall be delayed by the provision of the official thoroughfare map procedure for more than three years from the date of its original submittal.~~

9.1.2 Blocks.

- A. The lengths, widths, and shapes of blocks shall be determined with due regard to: provision of adequate building sites suitable to the special needs of the type of use contemplated; zoning requirements; needs for vehicular and pedestrian circulation; control and safety of street traffic; limitations and opportunities of topography; and convenient access to water areas.
- B. Blocks shall not be less than 400 feet nor more than 1,200 feet in length. Where a longer block will reduce the number of railroad grade crossings, major stream crossings, or where longer blocks will result in less traffic through residential developments from adjoining business or industrial areas, the technical review committee may authorize block lengths in excess of 1,200 feet.
- C. Blocks shall have sufficient width to allow two tiers of lots of minimum depth except where single tier lots are required to separate residential development from through

vehicular traffic or another type of use, in nonresidential developments, or where abutting a water area.

- D. Where deemed necessary by the ~~planning board or~~ administrator, a pedestrian crosswalk at least 15 feet in width may be required to provide convenient public access to a public area such as a park or school, to a water area, or to areas such as shopping centers, religious or transportation facilities.

9.1.3 Street design.

- A. In any new development, the street layout shall conform to the arrangement, width and location indicated by an official plan or map for the town. In areas for which such plans have not been completed, the streets shall be designed and located in proper relation to existing and proposed streets, to the topography, to such natural features as streams and tree growth, to public convenience and safety, and to the proposed use of land to be served by such streets *as determined by the Administrator during preliminary plat or site plan review.*
- B. Residential collector and local streets shall be laid out in ~~such~~ a way that ~~their use by through traffic will be discouraged.~~ *offers convenient access to existing and future neighboring developments.* Streets shall be designed or walkways dedicated to assure convenient access to parks, playgrounds, schools, or other places of public assembly.
- C. Proposed streets should be adjusted to the contour of the land so as to produce usable lots. ~~and streets shall be kept to a minimum.~~

9.1.4 Street construction standards. All new streets and street improvements shall be constructed in accordance with the latest edition of the Town of Angier Standard Specifications and Construction Details.

9.1.4.1 On-street parking. On-street parking shall be at least eight feet wide and 22 feet long and be marked on the pavement.

9.1.4.2 Sidewalks.

- A. Sidewalks shall be required along both sides of all *proposed* streets to provide pedestrian linkages in *nonresidential developments*, multifamily developments, on collector streets, on major and minor thoroughfares, and in residential developments ~~with lots of 10,000 square feet or less.~~ *in the R-10 or R-6 zoning districts.* All other streets shall have sidewalks along one side. Developments located within the RA-30 zoning district and the Town of Angier's extraterritorial jurisdiction shall be exempt from this requirement unless one of the following conditions exists:
1. The development is within ¼ mile of existing pedestrian system, or
 2. The development is within ¼ mile of city limits, or
 3. The development is within ¼ mile of a school, park or recreational facility, retail commercial or restaurant, or public transportation node.
- B. Sidewalks shall also be required along all streets that extend the sidewalks of an existing sidewalk network.
- C. Sidewalks shall be required along the rights-of-way of a nonresidential development when the street is identified for future need by the Angier Pedestrian Plan. The

sidewalk shall extend the entire length of the street frontage and stub out to each adjacent property.

- D. Sidewalks shall be constructed to a minimum width that meets American Disabilities Act (ADA) requirements.
- E. All sidewalks shall be placed in the right-of-way, ~~unless the development is platted as a planned development, and shall be separated from the street pavement by a minimum distance of four feet.~~ and Sidewalks shall consist of a minimum of six inches of concrete at driveway crossings.
- ~~F. The town board may waive the sidewalk requirement, along one side of a street, when a development is located within the watershed. In order for a waiver to be considered the applicant or developer must propose an alternative including pedestrian trails that meet all local and state requirements.~~
- G. Installation of ~~all~~ sidewalks in residential subdivisions ~~shall~~ may be bonded by the developer and completed by the builder as building permits are issued. ~~at such time that a building permit has been issued on 50 percent of all recorded lots or~~ In the event all of the required sidewalk within the subdivision is not completed within two years of the date of final plat approval, ~~whichever occurs first.~~ the developer shall be responsible for installing the remaining sidewalk. If the developer has not installed the remaining sidewalk within 90 days after the deadline above, the Town may secure the bonded funds through any lawful method and facilitate the completion of remaining sidewalk.

(Ord. No. 2012.04, 10-2-2012; Ord. of 7-11-2017(2))

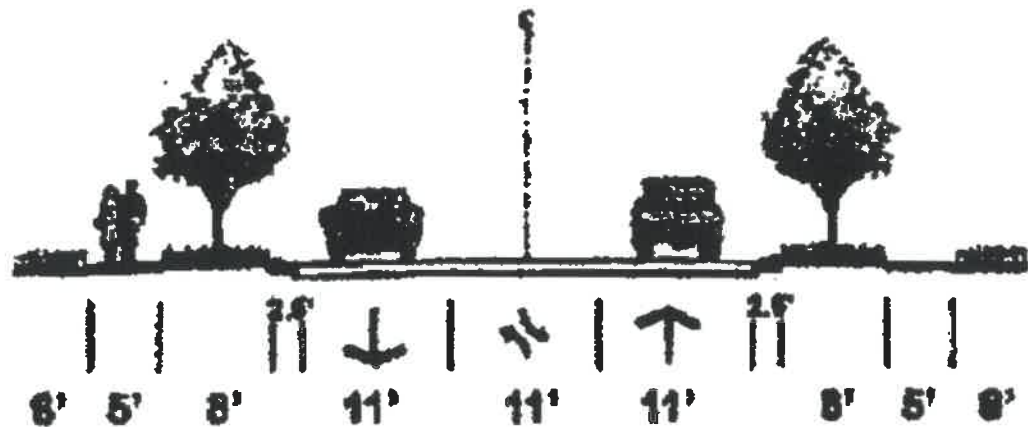
9.1.4.3 ~~Curb and gutter.~~ Roadway Improvements.

- A. Concrete curbs and gutters, that meet N.C. Department of Transportation standards shall be constructed along both sides of all streets and public parking areas within ~~the subdivision~~ all residential and nonresidential developments. Developments located within the RA-30 zoning district, specifically within the Town's Extraterritorial Jurisdiction (ETJ), shall be exempt from this requirement.
- ~~1.~~ B. Any new residential and nonresidential development located along the designated Highway 55 corridor, specifically from ~~Maude Stewart Road~~ Lagenaria Drive to Old Buies Creek Road, shall comply with, and be constructed in accordance with the approved cross-sections located within the Town of Angier Standard Specifications and Construction Details, as applicable to the project's portion of adjacent right-of-way.
- ~~2.~~ C. For the purposes of these requirements, the "3 Lane Cross Section" shall be an 80-foot right-of-way section, applicable along Highway 55 between ~~Maude Stewart Road~~ Lagenaria Drive and Old Buies Creek Road. All proposed development adjacent to the Highway 55 corridor shall be responsible for dedicating the required portion of right-of-way in accordance with Section 9.1.7.
- ~~3.~~ D. ~~Minor design alterations~~ Roadway improvements, including but not limited to turning lanes, medians and planting strips, ~~etc., if determined necessary,~~ may be ~~allowed~~ required by the technical review committee (TRC). All new major

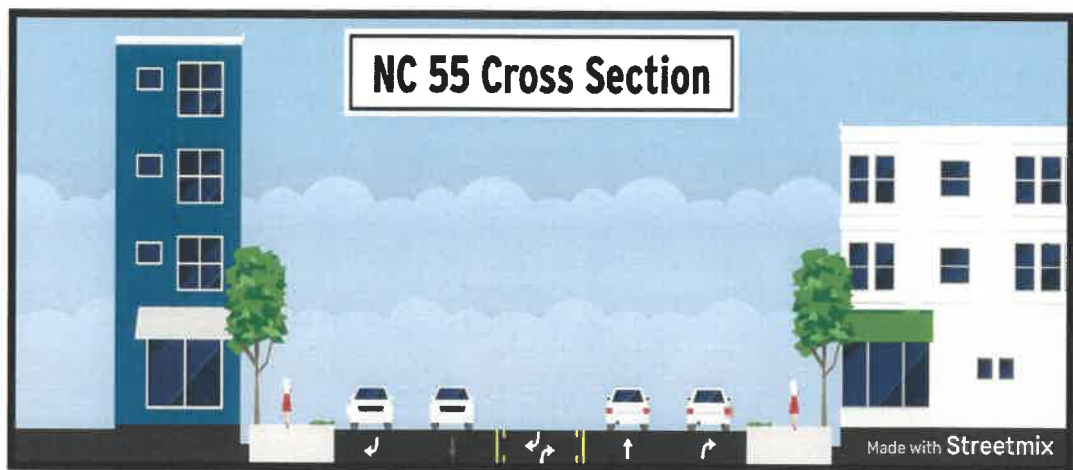
subdivisions which include 50 or more lots as well as all new or substantially expanding nonresidential developments shall require a Traffic Impact Analysis submitted prior to preliminary plat approval. In addition to any roadway improvements that may be required by NCDOT, all roadway improvements recommended by the Traffic Impact Analysis shall be required for new development.

- B. E.** It is the responsibility of the developer to take future roadway plans, of the town and NCDOT, into account when proposing a development. As a result of the driveway permit, additional improvements may be required by NCDOT.

3 Lane “Main Street” Cross Section



Current



Proposed

9.1.4.4 Cul-de-sacs.

- A. As a feature of development design, cul-de-sacs should be discouraged and kept to a minimum.
- B. Cul-de-sacs should not be used to avoid connection with an existing street or to avoid the extension of ~~an important street, unless an exception is granted by the town board;~~ a proposed street to an adjacent property.

9.1.4.5 Alleys.

- A. Alleys shall be required to serve lots used for commercial and industrial purposes except that this requirement may be waived where other definite and assured provision is made for service access.
- B. The width of an alley shall be at least 20 feet.
- C. Dead-end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate turnaround facilities at the dead end as may be approved by the ~~town board;~~ Technical Review Committee.
- D. Sharp changes in alignment and grade shall be avoided.

~~E. All alleys shall be designed in accordance with NCDOT Standards.~~

9.1.4.6 *Sight distance.* No planting, structure, sign, fence, wall, or obstruction greater than ~~three~~ two feet in height shall be placed or maintained within the sight triangle. The following are the distances used to establish a sight triangle as measured from an intersecting right-of-way: 10 feet x 70 feet

9.1.5 Access management, driveways, and connectivity.

9.1.5.1 *Development access.* At least two entry points ~~will~~ shall be provided in proposed developments that contain 100 or more lots or dwelling units and to all lots within the development. The ~~board of commissioners~~ Technical Review Committee may allow other alternatives if the curb cuts for the two accesses cannot meet the minimum distance allowed according to NCDOT regulations at any location.

9.1.5.2 *Restriction of access.* Where a tract of land to be subdivided adjoins a principal arterial street, the developer may be required by the Technical Review Committee to provide a marginal access street parallel to the arterial street or reverse frontage on a minor street for the lots to be developed adjacent to the arterial. Where reverse frontage is established, private driveways shall be prevented from having direct access to the principal arterial.

9.1.5.3 *Through traffic.* Residential collector and local streets shall be laid out in such a way that ~~their use by through traffic will be discouraged. The intent of the street design is to~~ they provide multiple connections to existing and future developments, disperse traffic, and maintain reduced speeds. Streets shall be designed or walkways dedicated to assure convenient access to parks, playgrounds, schools, or other places of public assembly.

9.1.5.4 Intersections.

- A. Where public and private streets intersect, the design standards of the NCDOT Division of Highways, Development Roads Minimum Construction Standards shall apply. An approved NCDOT Driveway permit is required for connection to any existing roadway within the state system ~~street~~. This permit is required prior to any

construction on the street. The application is available at the office of the ~~nearest~~ ~~applicable~~ district engineer of NCDOT.

- B. Streets shall be laid out so as to intersect as nearly as possible at right angles, and no street shall intersect any other street at an angle less than 60 degrees.
- C. Offset intersections are to be avoided unless exception is granted by NCDOT. Intersections which cannot be aligned should be separated by a minimum length of 200 feet between survey center lines.

9.1.5.5 Connectivity.

- A. The proposed street layout shall be made according to good land planning practice for the type ~~of~~ development proposed and shall be coordinated with the street system of the surrounding areas. The arrangements of streets in new developments shall make provision for the continuation of the principal existing streets in adjoining developments or, when adjoining property is not developed, their proper projection insofar as they may ~~be necessary for~~ ~~allow for~~ vehicular circulation in the future. The street and alley arrangement must be so designated as to cause no hardship to owners of adjoining property when they plat their own land and seek to provide for convenient access to it. When a new development adjoins ~~undeveloped~~ land, the new streets shall ~~be carried and~~ stub to the boundaries of the ~~adjacent~~ tract ~~proposed to be developed~~ and a temporary turnaround provided, except where it is determined by the ~~planning board~~ ~~Technical Review Committee~~ that certain streets may not be required to be so extended for ~~one or more of~~ the following reasons:
 - 1. Physical barriers or environmentally sensitive area be crossed (for example, railroad, watercourses, steep topography, ~~wetlands~~ or flood area).
 - 2. There is a large discrepancy in the size of the adjacent parcel (a smaller parcel being subdivided may not have to provide a stub to a much larger parcel, if other, more desirable, interconnections are available to the large parcel).
 - 3. The stub street would connect to property for which development rights have been sold for a public purpose and access to the property is not desirable for orderly development of the street network.
 - 4. The stub street would cause the existing roads to go over the design capacity on that portion of the street.
- B. Where a temporary turnaround is provided as required in subsection A., a sign shall be erected at the temporary turnaround that informs the public of the intended future connection of the street to future development.

9.1.6 Street names and signs.

- A. Proposed streets which are obviously in alignment with existing streets shall be given the same name. In assigning new names, duplication of existing names shall be avoided and in no case shall the proposed name be phonetically similar to existing names in the town or its planning area irrespective of the use of a suffix such as street, road, drive, place, court, etc.
- B. The Town shall provide and erect street name signs at all intersections within the development. The town shall be reimbursed by the developer for the cost of the signs.

9.1.7 Right-of-way dedication.

- A. **Proposed** developments that adjoin existing streets maintained by either the Town or NCDOT shall dedicate the additional street right-of-way necessary to meet the minimum width requirements for the type of classification of the adjoining street. **The classification of proposed streets in new developments shall be approved by the Technical Review Committee, and right-of-way width shall be dedicated as shown in the Town's current Standards and Specifications.**
- B. When any part of the development is on both sides of an existing street, the entire minimum right-of-way shall be provided.
- C. When the development is located on only one side of an existing street, one-half of the minimum right-of-way, measured from the centerline of the existing street, shall be provided.
- D. The dedication requirements of this section shall not apply to ~~infill single-family residential and two-family~~ residential **lots** subdivisions with fewer than 5 new lots and which front ~~fronting~~ on existing streets that have already been accepted for maintenance by the town or NCDOT.

The Planning Board had much discussion regarding the proposed amendment, specifically as it relates to the new requirement for a Traffic Impact Analysis (TIA) for larger incoming developments. With the Board's support, Mr. Johnson explained that he will fine tune the TIA requirements and present the Planning Board a revised draft at their June meeting.

Also discussed was the changes to the NC 55 street cross sections which intend to require new and expanding developments adjacent to NC 55 to dedicate the necessary right-of-way and, if applicable, install the required turn lanes to serve the development. There was support from the Board to proceed with the amendments presented and to review the revised version at their next meeting.

7. **Old Business:** Update on Nonconforming Junkyard Ordinance Amendment

Mr. Johnson explained that the Board of Commissioners tabled the previously discussed amendment to the Ordinance related to the screening of existing junkyards for 1 year due to financial hardships caused by the COVID-19 pandemic.

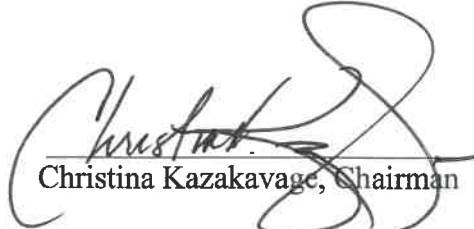
8. **Adjournment**

With no other business to discuss, the Planning Board meeting was adjourned at 8:43p.m.

Motion: Junior Price

Second: Chris Hughes

Vote: 5-0



Christina Kazakavage, Chairman

Attest:

Donna DiMambro
Donna DiMambro, Administrative Assistant