

**Town of Garner
Town Council Meeting Minutes
May 21, 2019**

The Council met in regular session at 7:00 p.m. in the Garner Town Hall located at 900 7th Avenue.

CALL MEETING TO ORDER/ROLL CALL

Present: Mayor Ronnie Williams, Council Member Kathy Behringer, Mayor ProTem Ken Marshburn, Council Member Buck Kennedy, Council Member Gra Singleton, and Council Member Elmo Vance

Staff Present: John Hodges-Asst. Town Manger-Development Services, Matt Roylance-Asst. Town Manager-Operations, Forrest Jones-Public Works Director, Rick Mercier-Communications Manager, Het Patel-Senior Planner, Jeff Triezenberg-Planning Director, and Pam Wortham-Finance Director.

Staff Absent: Rodney Dickerson-Town Manager

PLEDGE OF ALLEGIANCE: Council Member Kathy Behringer

INVOCATION: Council Member Behringer invited Reverend Cutty Peacock from the Capital Church to deliver the invocation.

PETITIONS AND COMMENTS

ADOPTION OF AGENDA

Mayor Williams requested to add a mid-year agency funding request for the Miss Garner Scholarship Association.

Mayor ProTem requested to add a closed session pursuant to N.C. General Statutes 143-318.11(a)(4) "to discuss the qualifications, competence, performance, character, fitness, or conditions of appointment of an individual public officer or employee."

Motion: Marshburn
Second: Singleton
Vote: 5:0

PRESENTATIONS

Council Member Kennedy presented a Proclamation to Forrest Jones, Public Works Director, recognizing May 19-25, 2019 as Public Works Week.

CONSENT

Lake Drive Improvements

Presenter: Het Patel, Senior Planner

Engineering scope of work and fee submitted by Arcadis, a Town-approved on-call transportation planning and design service consultant, at the request of Town staff to include widening, curb and gutter improvements along Lake Drive from Dullis Circle to NC 50 to bring the street up to Town standards. The project will also include evaluation and design of sidewalks along Lake Drive from Dullis Circle to NC 50.

Action: Authorize the Town Manager to execute Lake Drive Improvements Engineering Design contract with on-call consultant.

Ordinance Amending FY 2018/2019 Operating Budget (IT Purchases)

Presenter: Pam Wortham, Finance Director

In the 2018-2019 budget, we included an appropriation of \$209,200 for the purchase of various IT items as a transfer line. The items have all been purchased, and this amendment will move the funds from the transfer line to the IT department.

Action: Adopt Ordinance (2019) 3974

Resolution Declaring Surplus Property

Presenter: Pam Wortham, Finance Director

This Resolution allows the Public Works department to dispose of equipment that is no longer in use.

Action: Adopt Resolution (2019) 2376

Council Meeting Minutes

Presenter: Stella Gibson, Town Clerk

Minutes from the February 19, 2019 meeting.

Action: Adopt Minutes

Real Estate Purchase - 303 Parker Street

Presenter: William E. Anderson, Town Attorney

The requested action is to approve the purchase of the property at 303 Parker Street in furtherance of the Historic Downtown Garner Development Plan.

Action: Approve purchase of 303 Parker Street property for \$85,000

PUBLIC HEARINGS

Z-19-03, General Use Rezoning - 2548 & 2608 East Garner Road

Presenter: Het Patel, Senior Planner

Mayor Williams opened the public hearing and asked Mr. Patel to present the staff report.

Tommy Kilgore requested a change in zoning for 4.50 +/- acres from Single-Family Residential (R-40) and Single-Family Residential (R-20) to Manufactured Home Park/Subdivision (RMH) general use. The purpose of this rezoning is to relocate a single-wide manufactured home on the site.

Linda Powell, who lives across from the project, requested no change in the zoning as it would impact the character of the area and may cause a drop in property values.

Tommy Kilgore, 3737 West Lake Road, Apex (applicant/owner), stated there are existing mobile homes in the area which have not de-valued neighborhood properties.

Staff reminded Council, zoning changes stay with the property and under this request a new owner could build a mobile home park on the site.

Mayor Williams closed the public hearing.

Action: Forward to the June 17, 2019 Planning Commission meeting

NEW/OLD BUSINESS

Garner Southeast Area Traffic Counts Analysis

Presenter: Het Patel, Senior Planner

Council directed staff to investigate and complete an analysis of traffic counts in the southeast area of the Town Limits. This area of Garner has experienced significant residential and commercial growth in recent years. The traffic analysis completed in this report utilizes the most recently released 2017 traffic counts from the North Carolina Department of Transportation (NCDOT) Traffic Division.

Study Area

The study area for this analysis includes the following corridors and intersections along the corridors:

- NC 50 (Benson Road):
- At Cleveland School Road
- At Ten-Ten Road
- At Buffaloe Road
- At New Bethel Church Road
- At Timber Drive
- Timber Drive:
- At US Highway 70
- At Grovemont Road
- At Vandora Springs Road
- At Aversboro Road
- At NC 50 (Benson Road)
- At White Oak Road
- Aversboro Road:
- At Buffaloe Road
- At Timber Drive
- At 7th Avenue
- Buffaloe Road:

- At Vandora Springs Road
- At Aversboro Road
- At NC 50 (Benson Road)

Along with the study of traffic counts for these corridors and intersections, this report provides an overview of trip generation numbers for typical residential developments from the Institute of Transportation Engineers (ITE) trip generation manual. This helps provide context into overall traffic impacts of potential planned residential developments within the southeast area of Garner. The study has been divided into three sections:

Existing Traffic Counts - This section provides 2017 and historic traffic counts for the study area corridors and intersections.

Residential Trip Generation - This section provides ITE trip generation information for average daily traffic impacts from planned residential developments.

Corridor Traffic Analysis - This section of the report provides an analysis of the traffic within the study area corridors in 2017 compared to typical capacity of the corridor. This section also provides a future forecast for AADT along the study area corridors.

Existing Traffic Counts

This section provides the existing traffic counts for the study area corridors and intersections from 2017 and it provides historical traffic counts going back to 2007, where applicable. The maps presented in this section provide a snapshot of Average Annual Daily Traffic (AADT) along these corridor and intersection from 2017.

NC 50 (Benson Road) Corridor

The NC 50 (Benson Road) corridor has five intersections identified within the study area for traffic counts information:

- NC 50 at Cleveland School Road
- NC 50 at Ten-Ten Road
- NC 50 at Buffaloe Road
- NC 50 at New Bethel Church Road
- NC 50 at Timber Drive

Timber Drive Corridor

The Timber Drive corridor has six intersections identified within the study area for traffic counts information:

- Timber Drive at US 70
- Timber Drive at Grovemont Road
- Timber Drive at Vandora Springs Road
- Timber Drive at Aversboro Road
- Timber Drive at NC 50 (Benson Road)
- Timber Drive at White Oak Road

Aversboro Road Corridor (Figure 3):

The Aversboro Road corridor has three intersections identified within the study area for traffic counts information:

- Aversboro Road at Buffaloe Road
- Aversboro Road at Timber Drive
- Aversboro Road at 7th Avenue

Buffaloe Road Corridor (Figure 4):

The Buffaloe Road corridor has three intersections identified within the study area for traffic counts information:

- Buffaloe Road at Vandora Springs Road
- Buffaloe Road at Aversboro Road
- Buffaloe Road at NC 50

Residential Trip Generation

This section provides traffic impacts of residential developments from ITE's 10th Edition Trip Generation Manual and Guidebook. Table 1 below, outlines the traffic impacts of new residential subdivisions based on round numbers from the 10th Edition ITE Trip Generation Report.

Table 1: Traffic Impacts of New Residential Subdivisions

Subdivision Type	Daily Traffic	PM Peak Trips
Single Family Dwelling (SFD)		
50 units	500	50
100 units	1,000	100
150 units	1,500	150
200 units	2,000	200
Townhomes		
50 units	350	35
100 units	700	70
150 units	1,050	105
200 units	1,400	140
Multi-Family Apartments		
100 units	700	70
200 units	1,400	140
300 units	2,100	210

The Town's Unified Development Ordinance (UDO) would require Traffic Impact Analysis (TIA) for developments that are projected to generate over 1,000+ daily trips or have more than 100+ peak hour trips. Therefore, the following thresholds for development would trigger a TIA requirement from the UDO:

- Single-family dwelling subdivision of 100 units or more;
- Townhome subdivision of 150 units or more; and,
- Multi-family apartment development of 200 units or more.

Corridor Traffic Analysis

This section of the report provides an analysis of the traffic within the study area corridors in 2017 compared to typical capacity of the corridor through literature review based on existing laneage of the corridor. This section also provides a future forecast for AADT along the study area corridors.

Table 2 below, summarizes historic AADT along the major corridors within southeast area of Garner.

Table 3 below, forecasts future year AADT's by applying a 3% growth rate. This assumption along with other recent residential development plans are factored into the forecasts provided in Table 3 below.

The projected capacity of the corridors is outlined in Table 4. Figure 5 – Figure 8 provide volume capacity maps for the four study corridors based on the traffic analysis presented in Table 2 and Table 4.

Table 2: Historic AADT Along Major Corridors Within Southeast Garner

Location of AADT County	2007	2009	2011	2013	2015	2017
NC 50 (Benson Road) Corridor						
S of Cleveland School Rd.	5,800	6,100	5,700	-	7,500	7,600
N of Cleveland School Rd.	11,000	12,000	11,000	14,000	15,000	15,000
S of Ten-Ten Rd.	15,000	-	14,000	15,000	17,000	17,000
N of Ten-Ten Rd.	13,000	12,000	12,000	13,000	14,000	14,000
S of Buffaloe Rd.	22,000	18,000	19,000	22,000	23,000	22,000
S of Timber Dr.	19,000	17,000	16,000	17,000	19,000	19,000
N of Timber Dr.	11,000	11,000	-	15,000	14,000	10,000
Timber Drive Corridor						
N of US Highway 70	19,000	17,000	17,000	18,000	18,000	19,000
S of US Highway 70	22,000	19,000	18,000	19,000	21,000	21,000
S of Grovemont Rd.	21,000	18,000	18,000	19,000	21,000	19,000
N of Vandora Springs Rd.	18,000	17,000	17,000	18,000	20,000	18,000
E of Aversboro Rd.	14,000	13,000	13,000	15,000	17,000	19,000
W of Aversboro Rd.	16,000	14,000	15,000	19,000	21,000	20,000
E of NC 50 (Benson Rd.)	15,000	13,000	-	16,000	19,000	19,000
E of White Oak Rd.	-	-	-	-	-	18,000
Aversboro Road Corridor						
N of Buffaloe Rd.	6,700	6,900	7,600	8,300	8,900	8,700
S of Timber Dr.	6,700	6,900	7,600	8,300	8,900	8,700
N of Timber Dr.	7,900	8,000	8,200	9,200	10,000	9,600
S of Lakeside Dr.	-	8,800	9,200	9,200	9,800	-
S of 7th Ave.	-	9,600	9,100	8,500	9,300	-
N of 7th Ave.	5,500	5,000	5,600	5,100	5,500	-
Buffaloe Road Corridor						
S of Vandora Springs Rd.	3,100	3,300	3,100	3,200	3,500	3,400
S of Aversboro Rd.	3,100	3,300	3,100	3,200	3,500	3,400
E of Aversboro Rd.	2,300	2,300	2,600	2,600	2,900	3,000
W of NC 50 (Benson Rd.)	2,300	2,300	2,600	2,600	2,900	3,000

Table 3: Forecasted AADT Along Major Corridors Within Southeast Garner

Location of AADT County	2017	2019	2021	2023	2025	2027
NC 50 (Benson Road) Corridor						
S of Cleveland School Rd.	7,600	7,900	8,100	8,400	8,600	8,900
N of Cleveland School Rd.	15,000	15,500	16,000	16,400	16,900	17,400
S of Ten-Ten Rd.	17,000	17,600	18,100	18,600	19,200	19,800
N of Ten-Ten Rd.	14,000	14,500	14,900	15,300	15,800	16,300
S of Buffaloe Rd.	22,000	22,700	23,400	24,100	24,800	25,600
S of Timber Dr.	19,000	19,600	20,200	20,800	21,400	22,100
N of Timber Dr.	10,000	10,300	10,700	11,000	11,300	11,600
Timber Drive Corridor						
N of US Highway 70	19,000	19,600	20,200	20,800	21,400	22,100
S of US Highway 70	21,000	21,700	22,300	23,000	23,700	24,400

S of Grovemont Rd.	19,000	19,600	20,200	20,800	21,400	22,100
N of Vandora Springs Rd.	18,000	18,600	19,100	19,700	20,300	20,900
E of Aversboro Rd.	19,000	19,600	20,200	20,800	21,400	22,100
W of Aversboro Rd.	20,000	20,600	21,300	21,900	22,600	23,200
E of NC 50 (Benson Rd.)	19,000	19,600	20,200	20,800	21,400	22,100
E of White Oak Rd.	18,000	18,600	19,100	19,700	20,300	20,900
Aversboro Road Corridor						
N of Buffalo Rd.	8,700	9,000	9,300	9,600	9,800	10,100
S of Timber Dr.	8,700	9,000	9,300	9,600	9,800	10,100
N of Timber Dr.	9,600	9,900	10,200	10,500	10,900	11,200
S of Lakeside Dr.	9,500	9,800	10,100	10,400	10,700	11,100
S of 7th Ave.	9,100	9,400	9,700	10,000	10,300	10,600
N of 7th Ave.	5,300	5,500	5,700	5,800	6,000	6,200
Buffaloe Road Corridor						
S of Vandora Springs Rd.	3,400	3,600	3,700	3,800	3,900	4,000
S of Aversboro Rd.	3,400	3,600	3,700	3,800	3,900	4,000
E of Aversboro Rd.	3,000	3,100	3,200	3,300	3,400	3,500
W of NC 50 (Benson Rd.)	3,000	3,100	3,200	3,300	3,400	3,500

Table 4: Corridor Capacity Along Major Corridors Within Southeast Garner

NC 50 (Benson Road) Corridor
Approximately 18,300
Timber Drive Corridor
Approximately 32,000
Aversboro Road Corridor
North of Timber Drive - Approximately 20,000 South of Timber Drive - Approximately 13,000
Buffaloe Road Corridor
Approximately 10,000

Summary

The Existing Traffic Counts section of this study looked at Annual Average Daily Traffic (AADT) from 2007 to 2017 for four (4) corridors within Garner. Percentages shown below are shown as average annual growth rates over the ten-year period. Typically for population growth, a 3% growth rate is used for relatively slow but steady growth; and 3% is also the percentage used to forecast background growth in a Traffic Impact Analysis (TIA). Key takeaways from the findings are highlighted below.

NC 50 (Benson Road) Corridor:

- Traffic between Timber Drive and Ten-Ten Road has remained constant with minimal fluctuations over the ten-year period.
- Traffic between Ten-Ten Road and Cleveland School Road has experienced a modest average annual increase of 2.45% over the ten-year period.
- This indicates that traffic growth south of Ten-Ten Road is largely being diverted onto Ten-Ten Road.
- Timber Drive Corridor:
- Traffic between US 70 and Vandora Springs Road has experienced an insignificant average annual decrease of 0.37% over the ten-year period.

- Traffic between Vandora Springs Road and White Oak Road has experienced a modest average annual increase of 2.88% over the ten-year period.
- A Majority of the traffic increase along Timber Drive corridor can be attributed to Timber Drive East opening and providing local traffic a connection to White Oak; additionally, some Wake Tech traffic could also be utilizing this corridor to avoid eastern stretches of Ten-Ten Road.
- Aversboro Road Corridor:
- Traffic between US 70 and Timber Drive has experienced an insignificant average annual increase of 1.76% over the ten-year period.
- Traffic between Timber Drive and Buffaloe Road has experienced a modest average annual increase of 2.98% over the ten-year period.
- A Majority of the traffic increase along the corridor can be attributed to local traffic and residential growth in the area.

Buffaloe Road Corridor:

- Traffic between Vandora Springs Road and Aversboro Road has experienced an insignificant average annual increase of 0.96% over the ten-year period.
- Traffic between Aversboro Road and NC 50 (Benson Road) has experienced a modest average annual increase of 3.04% over the ten-year period.
- Although a section of this corridor has experienced the largest percentage increase
- within the study area, the percentage increase of traffic is on a smaller AADT and is not a significant increase in the total AADT.

The Residential Trip Generation section of this study highlighted trip counts for various types of residential developments. The key takeaways include that a TIA would be required for the following: Single-family dwelling subdivision of 100 units or more; Townhome subdivision of 150 units or more; and, Multi-family apartment development of 200 units or more.

The Corridor Traffic Analysis section of this study provides analysis of the existing traffic counts within the study area corridors along with forecasted future AADT for 2027 by applying a 3% growth rate. This section also looked at NCDOT Roadway Capacity and Level of Service Guidelines and applied additional research to identify capacities for the four (4) corridors. These capacities were used to develop volume-capacity ratio (v/c) maps for the corridors based on 2017 data. The 2018 Garner Forward Transportation capacity ratio (v/c) maps for the corridors based on 2017 data. The 2018 Garner Forward Transportation Plan provides more detail analysis of v/c ratios for the transportation network in 2015 and future forecasted 2040 transportation network. The key takeaways from this section include:

The corridors approaching or over 1.0 v/c ratio are those experiencing significant delays beyond the AM and PM peak hour. These sections include:

- NC 50 (Benson Road) from Timber Drive to Rand Road; and,
- NC 50 (Benson Road) from Rand Road to Cleveland School Road.
- All other corridors at a v/c ratio of less than 0.75 may be experiencing slight delays during the AM and PM peak hour but have significant capacity left to absorb additional traffic. These sections include:
- NC 50 (Benson Road) south of Cleveland School Road;
- NC 50 (Benson Road) north of Timber Drive;
- Timber Drive from north of US 70 to east of White Oak Road;
- Aversboro Road from US 70 to Buffaloe Road; and
- Buffaloe Road from Vandora Springs Road to NC 50 (Benson Road).

Action: Information only; no action taken

Consideration of Facility Naming Policy

Presenter: Matt Roylance, Asst. Town Manager-Operations

The purpose of a Facility Naming Policy is to establish a consistent approach for naming Town facilities. These facilities include all Town-owned assets, including buildings, structures, parks, open spaces, and natural areas. Features and spaces within a facility may be named separate from the facility itself. The policy is written broadly to cover as many situations as possible. Naming authority rests solely with the Council.

Action: Place on June 3 agenda for consideration

Mid-Year Funding Request - Miss Garner Pageant

Presenter: Mayor Ronnie Williams

Mayor Williams reported receiving a mid-year funding request for \$800 from the Miss Garner Scholarship Association. The association is requesting this grant to aid Miss Garner in her endeavors to participate in the Miss North Carolina pageant. Council currently provides a \$3,500 grant.

Action: Staff will research and report back

COMMITTEE REPORTS

MANAGER REPORTS

- garner info
- Finance Report
- Building & Permit Report
- Open Enrollment ends May 24
- Triangle Community Coalition Coffee Chat tomorrow at 8:30 a.m.
- Filming and rebroadcast of Council Work Sessions beginning

ATTORNEY REPORTS

COUNCIL REPORTS

Vance

- Annual Memorial Observance at the Garner Veterans Memorial-March 27 at 1:30 p.m.
- Demolition near the Hwy 50 bridge has begun

Behringer

- Asked for more representation at the League Conference

- Reported junk cars with tall grass at 402 West Garner Road

Singleton

- Thanked staff for spring clean-up and for the good job of maintaining Town facilities.

Kennedy

- Would like more attention to the condition of the Rohrbaugh Bridge. If necessary, contact state senators.

Mayor ProTem Marshburn had nothing to report.

CLOSED SESSION

Pursuant to N.C. General Statutes 143-318.11(a)(4)) "to discuss the qualifications, competence, performance, character, fitness, or conditions of appointment of an individual public officer or employee."

Motion: Marshburn
Second: Singleton
Vote: 5:0

RETURN TO REGULAR SESSION:

Motion: Singleton
Second: Marshburn
Vote: 5:0

Council reported discussing a personnel matter and took no action.

ADJOURNMENT

Motion: Kennedy
Second: Singleton
Vote: 5:0