



Town of Waynesville

AGENDA
REGULAR MEETING
PLANNING BOARD
TOWN OF WAYNESVILLE
TOWN HALL – 9 SOUTH MAIN ST
MARCH 18, 2013
MONDAY – 5:30 PM

1. Call to order
2. Approval of Minutes of December 17, 2012
3. Old Business: Transportation Shelter Report and Recommendation to the Board of Aldermen
4. New Business: Queen Farm Satellite Annexation Area – New Zoning
5. Adjournment

REGULAR MEETING
TOWN OF WAYNESVILLE
PLANNING BOARD
TOWN HALL - 9 SOUTH MAIN STREET
DECEMBER 17, 2012

The Planning Board held a regular meeting on Monday, December 17, 2012. Members present were Danny Wingate, Shell Isenburg, Jon Feichter, Don Stephenson, Lee Bouknight, Bucky Dykes, Marty Prevost and Chairman Patrick McDowell. Also present were Planning Director Paul Benson, Town Manager Marcy Onieal, and Administrative Assistant Eddie Ward. The meeting was called to order at 5:30 P.M. by Chairman McDowell.

Approval of Minutes of November 19, 2012

Danny Wingate moved, seconded by Don Stephenson, to approve the minutes of November 19, 2012. The motion passed unanimously.

Discussion of Haywood Public Transit System

Paul Benson introduced Susan Anderson, Transportation Director of Haywood Public Transit. Mr. Benson asked her to talk about Haywood Public Transit and the need for drop-off improvements. Ms. Anderson stated that Haywood Public Transit is a rural system and they are considered a demand response system. They are not set up like an urban system, which goes by the same pick up points several times a day. She said last year Haywood Public Transit served fifty five-thousand trips with 38.6 percent of the trips being medically oriented and the rest being general purpose.

Haywood Public Transit operates five days a week, 6:00 A.M. - 5:30 P.M., with twenty-two vehicles covering all of Haywood County. Haywood Public Transit deals with all walks of life and the biggest challenges do not come from the downtown area, but from the bigger box stores, where people are waiting fifteen to thirty minutes in the busy walkways to be picked up. She said shelters at the big box stores would simplify the process for their drivers because many times they have to go inside looking for passengers.

Ms. Anderson stated that two year grants are available for funding of shelters, with the state of North Carolina paying 50 percent of the capital cost, and the community municipality paying the other 50 percent. She has just finished grants for the period of 2014 - 2016. There is a grant through North Carolina Department of Transportation that requires a plan approval by the Town Planning Board. If any state or federal monies are used in establishing shelters, they would automatically be considered public systems, which means any route will be open to the general public.

Ms. Philan Medford, 99 Pisgah Drive, Waynesville, NC asked the Board to keep in mind that anyone can use the Public Transit, and this contributes to their independence.

Mr. Benson stated he would contact the Metropolitan Planning Organization about regulations and grants for public shelters.

Chairman McDowell thanked Ms. Anderson for attending the meeting and said the Public Transit System and shelters would be an ongoing issue in the future. He felt it would be appropriate to obtain more information before moving forward.

Lake Junaluska Area Zoning

Mr. Benson introduced Town Manager Marcy Onieal to the Planning Board. Manager Onieal wanted to speak with the Board concerning the potential merger between the Town of Waynesville and Lake Junaluska. She said this merger might be happening faster than anticipated, with a special bill allowing this merger being introduced to the General Assembly in January 2013.

Manager Onieal stated that Junaluska and the Town of Waynesville had been having public meetings and discussions for eight months. After spending this time in an educational fashion, receiving public comments, and examining different options, both Lake Junaluska and the Town of Waynesville agreed the merger was best for the long term health of their community.

One of the major points of interest from the residents of Lake Junaluska is the zoning regulations. Currently, they do not have any zoning regulations but they do have some deed restrictions which will remain in place. They have no planning staff, and are unfamiliar with how the processes work. One of the things Manager Onieal has discussed with their Board is the possibility of meeting with the Town Planning Board to discuss what zoning would involve in Lake Junaluska. If a merger occurs, the zoning regulations would have to be in place.

Chairman McDowell stated the Planning Board would be happy to meet with the Lake Junaluska Council and answer any questions they might have. Manager Onieal said the arrangements would be made for a meeting in the near future.

With no further business, a motion was made by Marty Prevost and seconded by Danny Wingate to adjourn at 6:11 P.M.. The motion was approved unanimously.

Patrick McDowell
Chairman

Eddie Ward
Administrative Assistant

Planning Board Staff Report

Subject: **Transit Shelters**
Meeting Date: **March 18, 2013**

Background:

On September 25, 2012, at their regular meeting, Board of Aldermen requested that the Planning Board consider the possibility of an amendment to the Land Development Standards to require transit stops/shelters in conjunction with new development or redevelopment.

On November 19, the Planning Board considered an amendment recommend by staff and the comments of several interested citizens who addressed the Board. As a result, the Board requested that the staff invite Susan Anderson, Transportation Director of Haywood Public Transit, to a future meeting to obtain more information on the issue.

On December 17, Ms. Anderson attended the regular meeting of the Planning Board to explain the operations of Haywood Public Transit and the need for shelters. She also mentioned the possibility of grant funding for shelter construction. As a result of this meeting the Board requested that staff look into grant funding for transit shelters and report back any findings.

Grant Funding Possibilities:

Section 5310 of the Federal Transit Act: 80% matching capital assistance grants to private non-profits, or public bodies for transportation of elderly or disabled individuals. Haywood Transit won't be able to apply for two more years.

Section 5311 of the FTA: 80% matching grants for public transportation projects that meet the needs of rural areas. Haywood Transit has already submitted application for the 2014 funding cycle - may be a possibility for 2015.

CDBG, Community Development Block Grant funds: would not fund a bus shelter as a stand-alone project but a shelter could be part of a larger grant application. Sarah Graham with Southwestern Regional Commission is the contact for CDBG grants. These grants are awarded on a competitive basis and are intended to benefit low and moderate income persons.

STP-DA: the French Broad River Metropolitan Planning Organization (FBRMPO) region receives an allocation of approximately \$3 million per year. It has allocated 1.5 million for the Hendersonville Transit Center in FY 2015. During 2013-2014 fiscal year MPO staff will be working on a call for projects for STP-DA funding starting in FY 2016. This funding would not be available for a single shelter, but a \$100k-200k transit improvements project combined with pedestrian crossing improvements would be eligible if spelled out in a local or regionally-adopted plan; currently LOSRPO is updating the Locally-Coordinated Plan so that's a good place to spell out needed transit shelter improvements; STP-DA grant funding requires a 20% local match.

Staff Recommendation:

The Planning Board has been requested to report back to the Board of Aldermen on the issue of requiring transit shelters in connection with new development or redevelopment. Staff suggests that the report contain:

- 1) A recommendation that Section 6.4.3 of the LDS be amended to require shelter construction in the following circumstances:
 1. Reduce the threshold on residential units from 100 to 50, and the square footage of commercial space from 100,000 to 50,000.
 2. Add the requirement for “institutional” uses of 50,000 square feet or greater.
 3. Delete the clause: “are adjacent to present or planned transit routes” to accommodate the current on-demand public transit service.
- 2) Town staff work with Haywood Public Transit and the FBRMPO to develop a local transit plan as the basis of STP-DA funding requests.
- 2) That Town staff work in partnership with Haywood Transit to develop transit projects eligible for grant funding, and consider providing matching funds for projects such as the construction of transit shelters on public rights-of-way adjacent to priority transit destinations.

STAFF REPORT

Agenda Item: Annexation Zoning
Location: 2180 Dellwood Road
PIN: 8607-82-2478
Size: 7.2 acres (portion of 131.9 acre property)
Owner(s): Lois P. Queen
Meeting Date: March 18, 2013

Background: This property is a satellite annexation to the Town of Waynesville by petition of its property owner. Since this property was not previously within the Town's ETJ zoning jurisdiction prior to annexation, there was no existing zoning on the property. Therefore, Town staff is hereby initiating zoning of this property.

Planned Land Use: The 2020 Land Development Plan indicates that this property and the surrounding area is planned to remain in "Rural" land use. Reference Map 16 – Area 1 Map (attached).

Utility service: Town of Waynesville water and sewer lines are currently in place along US19/Dellwood Road, although the Town's Urban Service Boundary does not include the entire annexation parcel.

Accessibility: This property has direct frontage on Dellwood Road / US 19, Queen's Farm Lane and Happy Acres Road.

Existing Zoning/Development Pattern: This property is bordered on the east and south by other satellite areas of the Town of Waynesville. These are developed and zoned for commercial use: Dellwood – Junaluska Area Center district (DJ-AC). However, large areas of forested property also border this property to the south and north – these properties are unzoned. Finally, property to the west along US19/Dellwood Road is a mix of vacant, commercial and residential use. This property is unzoned for approximately 0.25 mile extending west until the Maggie Valley ETJ boundary is reached. Maggie Valley zoning at this boundary is High Density Residential (R-3).

Staff Recommendation:

This property is in a unique position as it is on the western border of land that the Town of Waynesville is likely to annex or zone in the foreseeable future. It is the last property on Waynesville's side of the Annexation Agreement boundary with the Town of Maggie Valley.

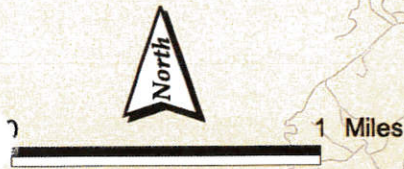
Given that the current primary use of the property is agricultural and residential, and that the Land Development Plan indicates the future land use as "Rural"; staff recommends that this property be zoned Dellwood Residential Medium Density District (D-RM). This district is intended primarily to be a low to medium residential density district (see attached Purpose and Intent from the LDS). The use of this district would at least partially protect a small area of less developed area along the increasingly intensive strip commercial development along US19/Dellwood Road.

- D. The **Hall Top Residential – Low Density District (HT-RL)** is a rural district characterized by steep terrain and narrow winding roads. Despite the difficulty of developing in this district and the limited provision of services, the proximity to the Russ Avenue and Dellwood/Junaluska Town Centers makes the location an attractive one for the variety of residential developments permitted in this area. Large lot development is the standard with cluster development respecting the terrain encouraged so as to leave as much open space as possible. Road design will also consider the terrain with narrow road widths permitted and sidewalks not required. Linking developments with trails is encouraged.

2.3.2 Residential-Medium Density Districts (RM) – Purpose and Intent

- A. The **Chestnut Park Residential – Medium Density District (CP-RM)** is a well-established older neighborhood bordering the Central Business District. This linear neighborhood is served mainly from a single road. This road, which leads into the Eagles Nest Mountain area, is one of the few roads in Waynesville that crosses under Highway 23/74. Due to the interference of the highway and limited access into the neighborhood itself, as future development occurs, connections into adjoining neighborhoods (i.e., connecting Shingle Cove Road to Laurel Ridge) are important to keep Chestnut Park Road from becoming too heavily traveled. Pedestrian and bicycle amenities connecting the neighborhood to Chestnut Park and adjoining areas will be developed. Medium density residential development will be the predominant land use in the area.
- B. The **Dellwood Residential – Medium Density District (D-RM)** shall develop predominately as a low to medium density residential district separating the Russ Avenue and Dellwood/Junaluska Town Centers. Promoting a mixture of residential densities, this district shall be developed with such enhancements to residential living as pedestrian access and the provision of open space. Higher density development and limited business and professional services shall be promoted along Russ Avenue with larger lots and cluster development promoted throughout the district. Nonresidential uses typically found in residential areas are permitted, however, development in this district shall be designed to clearly define the residential appearance and scale of the area and to define the differences between this area and the Russ Avenue Town Center and Dellwood/Junaluska Area Center.
- C. The **Howell Mill Residential – Medium Density District (HM-RM)** shall develop as a residential neighborhood providing a mix of housing types and densities. Long, narrow lots are encouraged to provide for the establishment of good block widths throughout the area. Higher density housing is encouraged south of Howell Mill Road with lower density housing provided to the north. The center of the neighborhood is the Waynesville Recreation Center, providing recreational and social opportunities for all of Waynesville but with particular convenience and importance for those residing in this district. The

Map 16
Town of Waynesville
 Haywood County, North Carolina
Area 1 Map
 January 14, 2002



..... Urban Services Boundary
 --- Major Creeks

Proposed Land Uses

- Rural
- Conservation, Open Space
- Industrial
- Residential, Low to Medium
- Residential, Medium to High
- Mixed Use, Low to Medium
- Mixed Use, Medium to High
- Community Facilities

Maggie Valley

Waynesville

Town

Area 1
Highlighted Goals & Objectives

- 1-1** Expand Downtown CBD
- 1-2** Reestablish Train Depot / Create a Farmers Market in Frog Level
- 1-3** Create "Town Square" in Frog Level
- 1-4** Create Secondary Roads along Russ Avenue & the Great Smokey Mountain Expressway to reduce access demands on these thoroughfares
- 1-5** Concentrate Medium to High Density Mixed Use Developments to limit sprawling strip commercial developments

Mapping prepared by:



Local Government Services
 Planning, Community Development,
 and Management

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Location Map
Queen Farm Annexation Zoning
2180 Dellwood Road

