

Glenda S. Toppe & Associates

4139 Gardenlake Drive
Raleigh, NC 27612

Neighborhood Meeting Minutes Harrison Avenue Hotel Site

Date: July 6, 2016 Meeting Location: Cary Town Hall

Attendees:

- Daly Seven: Bob Daly, John Tyler
- Redline Engineering: Gary McCabe
- Olive Architecture: Tom Murphy
- Glenda S Toppe & Assoc.: Glenda Toppe
- Joel Williams (*current property owner*)

Introduction:

There was an explanation of the proposed rezoning request. The current zoning classification is R-40. The proposed classification is MXD with a Preliminary Development Plan (PDP). The zoning classification is being requested because the property is located within a Mixed Use Overlay District. The activity center is known as the SAS Regional Activity Center. With MXD zoning, a PDP is required. The PDP acts as zoning conditions for the proposed rezoning.

Tom Murphy with Olive Architecture explained the PDP to the residents. Gary McCabe helped with the explanation of the proposed PDP. Included in the presentation was a discussion of proposed buffers, streetscapes, building locations, building height, circulation, access points, etc.

Questions/Comments:

Question: What are the proposed hotels?

Answer: Marriott Courtyard and Springhill. This is a blended property. The different hotels share facilities, such as the pool.

Question: How many rooms are proposed?

Answer: 350 rooms. This includes the third hotel which will not be built in the first phase.

Question: What is the proposed height of the hotels?

Answer: The hotels vary in height. Hotel #1 is planned as 6 stories. Hotel #2 is 7 stories and hotel #3 is currently planned to be 8 stories. Because of the block and plank construction, each floor is slightly less than 10'. Due to the existing topography, the top of Hotel #1 will be approximately the same height as the top of the Arboretum Apartments on the adjacent property. The other two hotels will be within about 12' +/- of the top of the Arboretum Apartments roof height.

Question: What is the distance from Montibello Drive?

Answer: Currently, approximately 350 ft. of wooded land separates the nearest parking from Montibello Drive. The parking should not be visible from Montibello Drive at this time. Once the adjacent property is developed, the parking should still be screened from offsite views. During the first neighborhood meeting, in March of 2015, many neighbors expressed concerns with how close the parking and buildings were to the residences in the Wessex Subdivision to the rear of the property. As such, the entire site was redesigned to push the buildings and parking the maximum distance from the rear property line. An 80 ft. type A buffer has been proposed. In addition to the buffer, landscape screening is proposed between the buffer and parking lot. It was indicated that because the buildings were shifted away from the residences, the footprints were modified and it was necessary to increase the height of the buildings to achieve an optimal room count for this facility. In addition, the parking deck between the hotels and the residences was reduced significantly and shifted to the south between Hotel #3 and the vacant parcel of land. -

Question: There was a question about the landscape plan and a concern voiced about the ambient noise and impact of lighting.

Answer: There is an 80-foot Type A buffer required adjacent to the existing residential development. The required buffer is Type A which means the buffer must be opaque. If there is not sufficient existing vegetation, supplemental plantings must be added. A Type A buffer includes both upper story and understory vegetation. The vehicular use areas are required to have screening in addition to the 80' Type A Buffer. All lighting will be designed with full cut-off fixtures, aimed away from the adjacent

properties. All lighting will be designed to meet the Town of Cary lighting ordinances, which are very protective of adjacent properties by design. A photometric plan will be required to be approved by the Town of Cary at site plan approval.

Per feedback from the previous neighborhood meeting, the dumpster and loading dock areas have been relocated to the part of the site furthest from the residential area. This will ensure that trash and delivery trucks will remain at the front of the site, away from any residences. The mechanical systems are on top of the roof. Any shuttle service will use the turnaround at the front portion of the site.

Question: The proposed development is too intense for the site. Too many rooms on approximately 7 acres..

Answer: Daly Seven hired a third party consulting firm to study this area for the best use and intensity that this property can sustain. The applicant has also met with Town of Cary staff throughout the last 12-18 months to determine the need for hotel facilities in this area. The overwhelming result is that there is a significant shortage of hotel uses in this regional activity center to serve SAS, the surrounding business, multi-family properties and neighborhoods. The proximity to the Arboretum ensures the least amount of vehicular impact for this mixed use district with the maximum benefit to the surrounding areas.

Question: A concern was voiced about the parking reduction and are we trying to max out the site.

Answer: Given the proposed use, the parking reduction is justified. Parking requirements for a hotel is different from other commercial, retail uses. The reduction in parking allows for less impervious coverage and better separation between the proposed use and the adjacent homes. Over the past 35+ years of hotel development, Daly Seven has found that a 1:1 parking ratio is adequate for the various hotel properties that they own and operate. The parking reduction request removes the required parking for the meeting rooms, because meeting rooms are primarily utilized by hotel guests and not outside visitors. The parking reduction request proposes a 15% parking reduction, which provides a 1:1 parking ratio between rooms and parking.

Question: There was a question about the traffic report. There is a concern with where the U-Turns will be located. What will the impact be on

Montibello Drive? Will Montibello Drive be closed off? Want assurances that the situation will be safe. A concern voiced with traffic going thru the Arboretum.

Answer: Right now the u-turns are anticipated to occur at the intersection of N Harrison Avenue and Weston Parkway and at the intersection of Research Drive and N Harrison Avenue. Montebello Drive is not proposed to be closed off by this project. The Town Comprehensive Transportation Plan calls for a 6 lane divided street section for N. Harrison Avenue at some point in the future. The Arboretum site plan was approved with a cross-access to this property. Cross-access is required by the Town of Cary ordinances. Similarly, our project will be required to provide cross-access to the vacant parcel to the south, between our property and Montibello. We are required to connect to the cross-access with the Arboretum that has already been provided.

Question: Where will the employees park? Will employees be parking on Montibella Drive.

Answer: There is adequate parking on the site for both employees and guests. Day time has the largest number of employees on site. This is when the parking lot is used the least by guests.

Question: Will the site be clear cut?

Answer: No, the site cannot be clear-cut fully because we must observe an 80' Type A buffer to the rear. The rest of the vegetation on site that conflicts with the proposed improvements will be harvested at the appropriate time.

Question: There was a question about stormwater management, drainage and erosion control measures that will be employed.

Answer: Per the Town of Cary ordinances, this property will have an approved grading and erosion control plan at the time of site plan approval. This plan will ensure that no sediment leaves the site and the site remains stable. Also at site plan approval, an approved stormwater management plan will ensure that the post development peak runoff does not exceed the pre development runoff for the 1,2 &10 year storm events. We will have to prove to the Staff that our site meets these requirements to protect the surrounding properties.

Question: A person on Montibello Drive asked about Annual Hydraulic Modeling. Will we be using LID measures.

Answer: The Engineer will have to model the hydraulics of the site at the time of site plan approval. That information is not required or available at this time. Daly Seven has been open to implementing some LID concepts and devices on this site, if the soils report supports it. The type of soils present will dictate which type of stormwater devices are implemented. If the soils can support it, we would like to utilize as many infiltrative devices as possible. This will be determined at site plan approval.

Question: There was another comment current traffic. Residents currently have difficulty make a left turn out of Montibello Drive. There was also a question about the extent and size of the concrete median required to provide a RIRO driveway as indicated in the TAR.

Answer: The proposed site has little impact to Montibello Drive, according to the TAR provided by Ramey-Kemp and Associates. The concrete median is only required to extend 100' beyond our driveway. This is dictated by the NCDOT. As such, the island should terminate approximately 475' to the north of Montibello Drive and should have no effect on the current function of Montibello Drive. We are still evaluating and reviewing the TAR and will have additional meetings with the Town of Cary, NCDOT and adjoining property owners regarding the best traffic solution for this project.

Question: A resident asked how much of the building(s) will we able to see.

Answer: Olive Architecture and Red Line Engineering provided cross sections and view models from the adjacent residences to the rear showing the relative heights and distances of the proposed hotels in reference to the existing houses. The hotels site approximately 525' back from N. Harrison Ave and approximately 465' from Montibello Drive. There is a stand of 40-60 ft. tall trees between the proposed buildings and N. Harrison and Montibello. As such, it is possible that the top 1-2 floors of hotel #3 could be visible from Montibello Drive and the N. Harrison Ave. Daly Seven is willing to consider eliminating a floor from Hotel #3 if necessary.

Question: A spokesperson from Cary Academy voiced concern with traffic and the possible u-turn impacts on the school. If the u-turns are at NW Cary Parkway and Research Drive, this will affect the mornings and afternoons at the school. **Answer:** The TAR indicated that a bulb-out is required at Research Drive, which is an accessory entrance to SAS and

Cary Academy. This is not set in stone. We are still evaluating options with the adjoining neighbors, NCDOT and Town of Cary how to best handle U-Turns in both directions. It is important to keep in mind how little peak hour traffic is generated from this site. The peak hour trips do not appear to meet any of the NCDOT warrants for the recommendations in the TAR. These are recommended improvements for this entire corridor based on current and future growth. Other developers in the area may add some of these improvements or other improvements as the corridor develops. We are evaluating which options are appropriate for our project and which options would best benefit this area. We will continue to work with the Cary Academy and neighbors to arrive at the best solution. We already have additional meetings scheduled to address the TAR recommendations because we have ideas of improvements that we would like to be evaluated as well.