

City of High Point

*Municipal Office Building
211 S. Hamilton Street
High Point, NC 27260*



Meeting Agenda

Wednesday, December 9, 2020

9:00 AM

Council Chambers

Prosperity and Livability Committee

Wesley Hudson - Chair

Michael Holmes

Cyril Jefferson

Monica Peters

Jay Wagner, Mayor (Alternate)

Chris Williams, Mayor Pro Tem (Alternate)

Prosperity and Livability Committee - Council Member Wesley Hudson, Chair

As part of the city of High Point's on going COVID 19 mitigation efforts, in person attendance will not be allowed at this meeting. Instead, the meeting will be live streamed and the public can listen to the meeting as it is being live streamed by clicking on the following link www.HighPointNC.gov/VirtualPublicMeeting.

CALL TO ORDER

PRESENTATION OF ITEMS

[2020-503](#)

Presentation-The PIT

Staff will provide a presentation on the PIT

[2020-504](#)

Update-The Speed Humps Project

Staff will provide an update on the Speed Humps Project

Attachments: [PL 120920_v1.pdf](#)

[2020-505](#)

RV/Mobile Home Parks

Staff will present information regarding RV/Mobile Home Parks

Attachments: [MH Parks RV parks.pdf](#)

[MHP RVP presentation.pdf](#)

[2020-506](#)

Update-Foxwood Meadows Flooding issues

Staff will provide an update on the Foxwood Meadows Flooding issues

Attachments: [11.24.2020 Town Hall Meeting Recap.pdf](#)

[rivermeade_v2 \(002\).jpg](#)

ADJOURNMENT

2020 Traffic Calming Projects

Prosperity & Livability Committee

December 9, 2020

REFRESHER

- Council approved five locations in September
- FY 2021 budget for traffic calming set at \$50,000
- Engineering estimate \$75,000

Streets Identified for Traffic Calming in 2020

Arlington Street

Gavin Drive

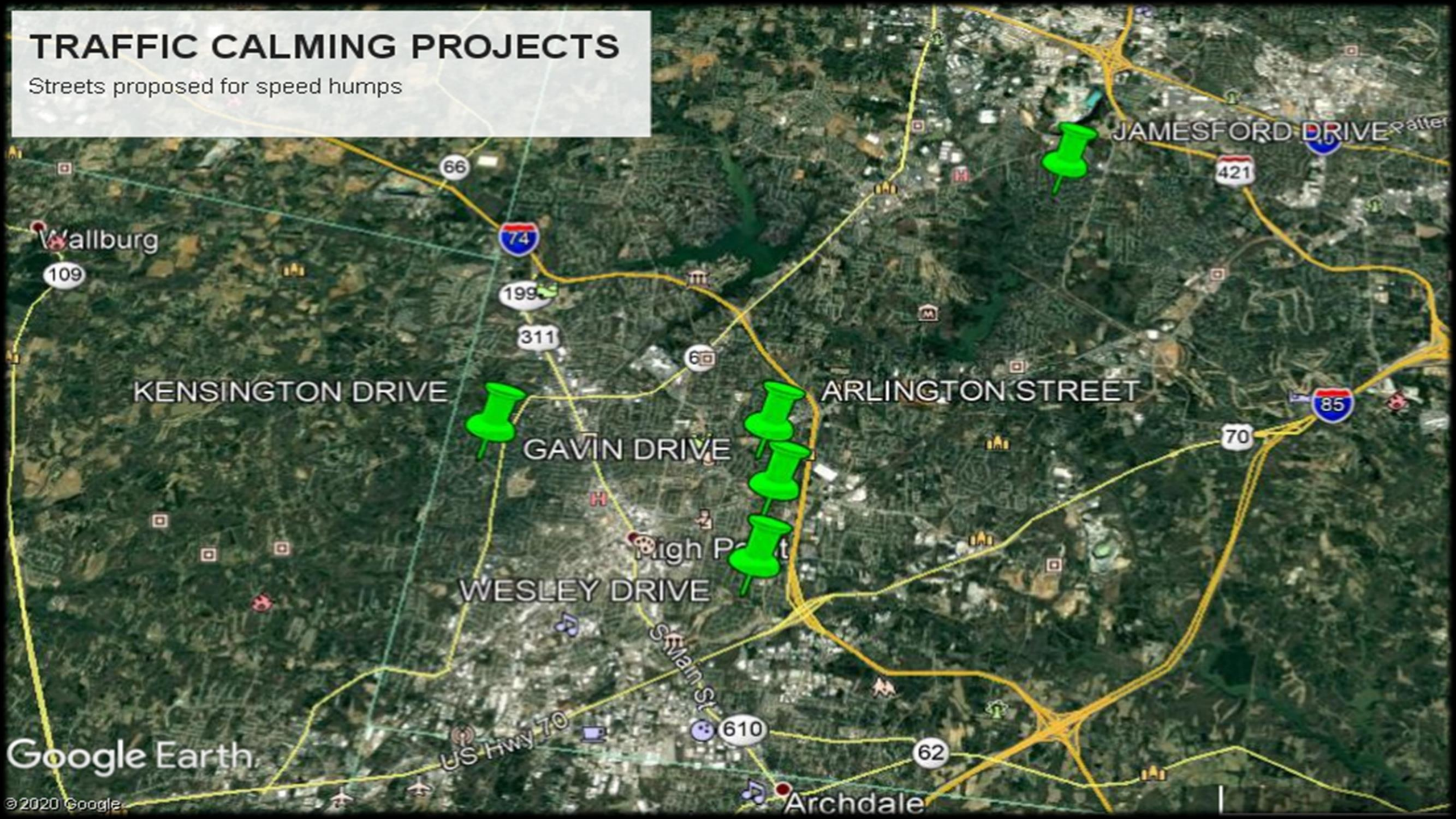
Jamesford Drive

Kensington Drive

Wesley Drive

TRAFFIC CALMING PROJECTS

Streets proposed for speed humps



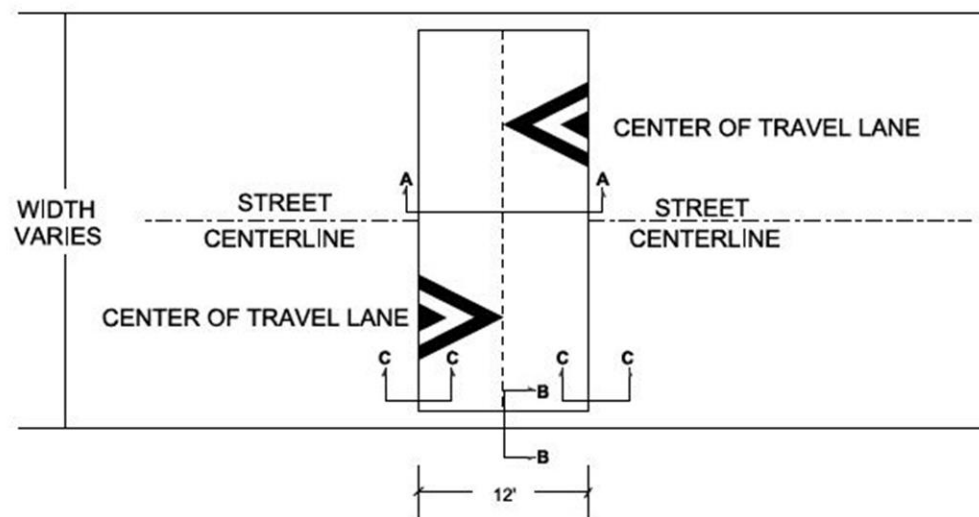
Google Earth

© 2020 Google

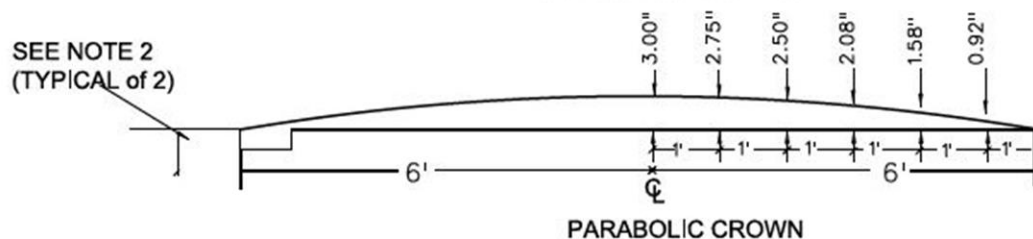
Location 4: Ray to Quaker
(looking south)



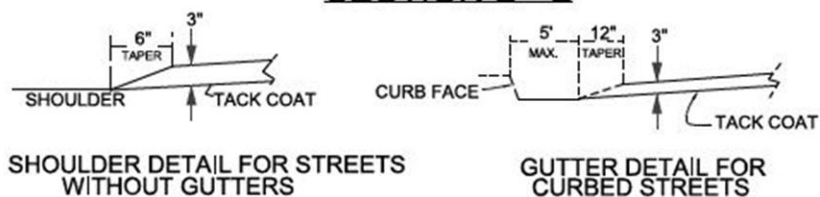
SPEED HUMP DETAIL



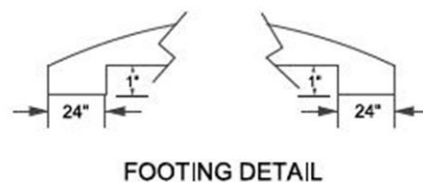
SECTION A - A



SECTION B - B



SECTION C - C



CITY OF RALEIGH
DEPARTMENT OF
TRANSPORTATION



DETAIL SHEET 1

TRAFFIC CALMING PROJECT

2017 TRAFFIC CALMING PROJECTS

DATE:

DRAWN BY: T. FIORELLO

CHECKED BY:

REVISIONS

NO. DATE

SCALES

HSCALE:

VSCALE: N/A

PROJECT
2017 MINOR PROJECTS

SHEET NO.

SHEET 41 of 45

DRAWING NO.

DETAIL SHEET 1

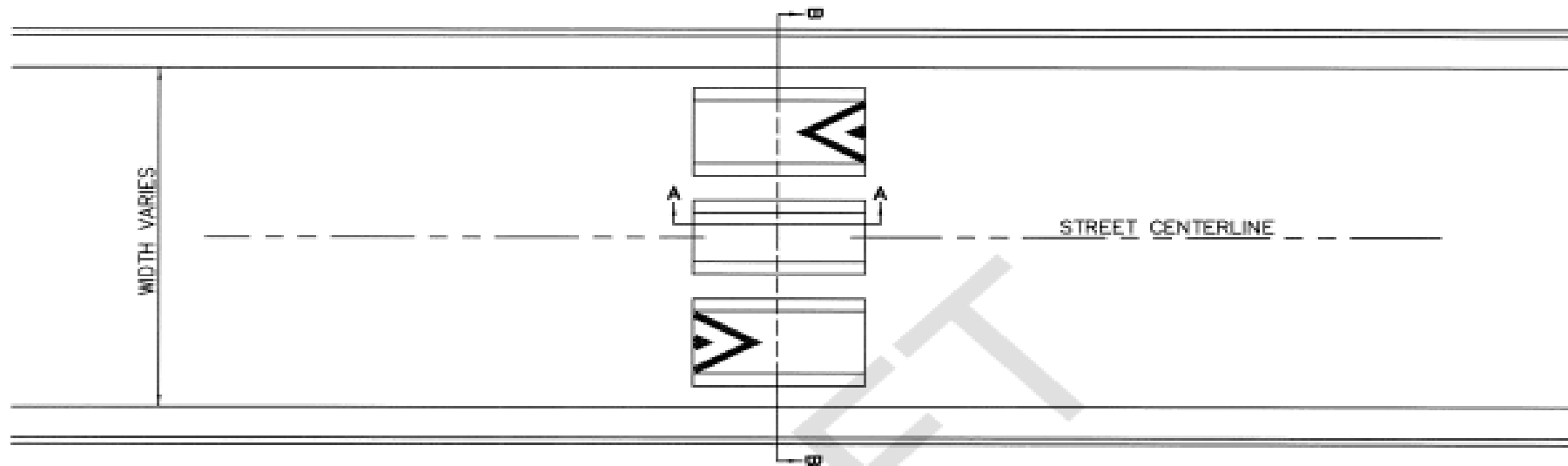


A similar residential
street in Raleigh



RECENT DEVELOPMENTS

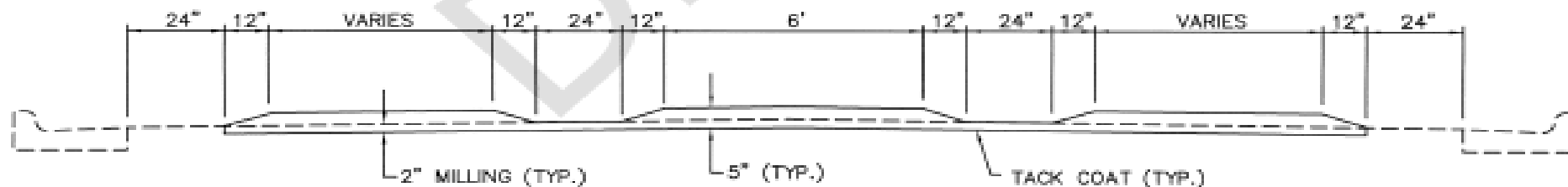
- Fire Department objections to speed hump design and locations
- Three bids received, but all were over budget; low bid was \$140,801
- More than 40% of this amount was for mobilization and traffic control



PLAN VIEW



SECTION A-A



SECTION B-B

CITY OF HIGH POINT
NORTH CAROLINA
ENGINEERING SERVICES DEPARTMENT

APPROVED *S.E.P.T. 15*, 2020...

Tony A. Kniff
DIRECTOR

ISSUED 8-15-2020

REVISIONS

STANDARD DRAWING FOR
SPEED HUMP
(CURB AND GUTTER)

SPEED_HUMP.DWG

535.00

SHEET 1 OF 1

OPTIONS

1. Re-advertise for new bids

- ❖ May not significantly reduce cost

2. Install as designed with asphalt using in-house resources from Public Services and Transportation

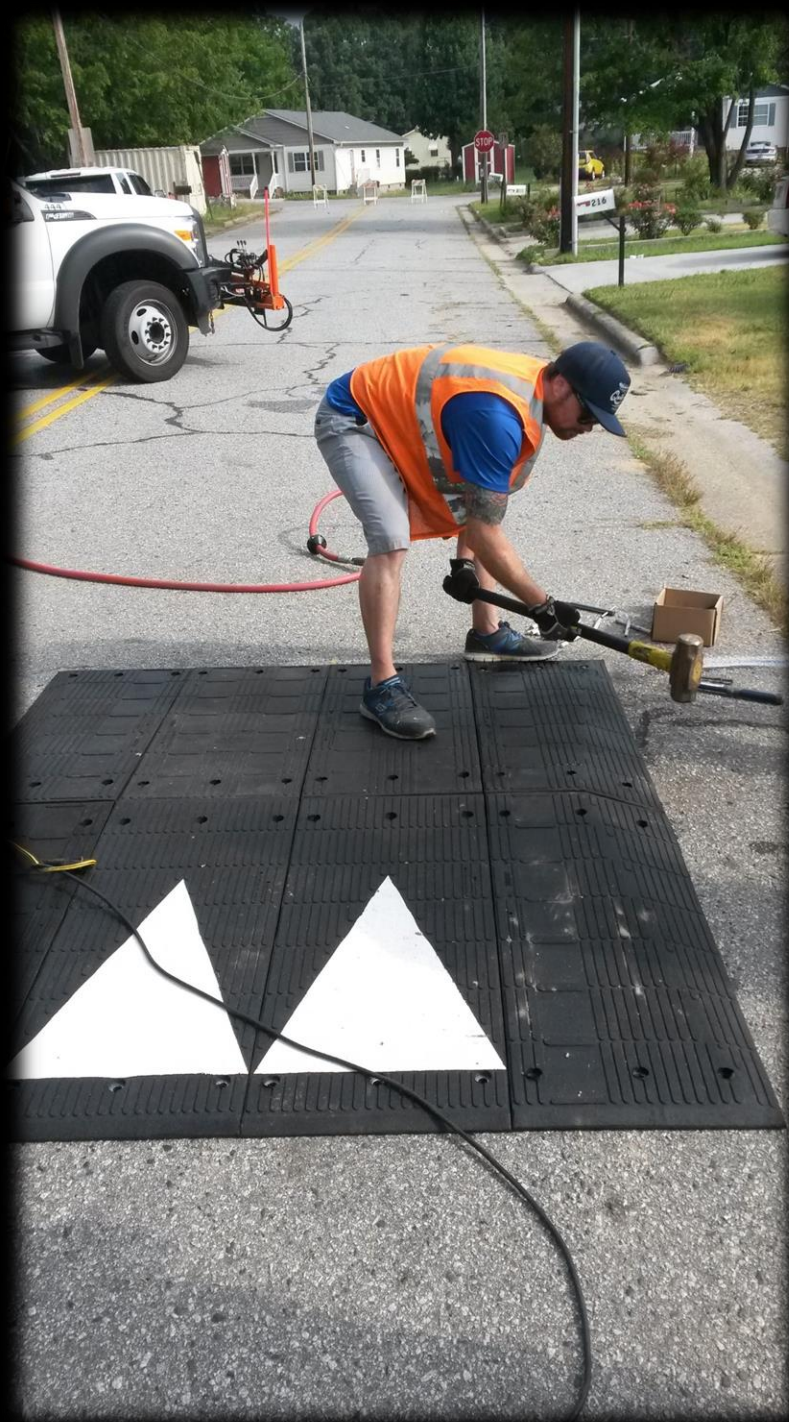
- ❖ Start in late Spring and complete by Fall 2021

3. Install pre-formed modular units

- ❖ Could possibly be completed in less time

Cost for both options 2 & 3 should be closer to the original estimate







Questions?

Manufactured Home Parks & Recreational Vehicle Parks

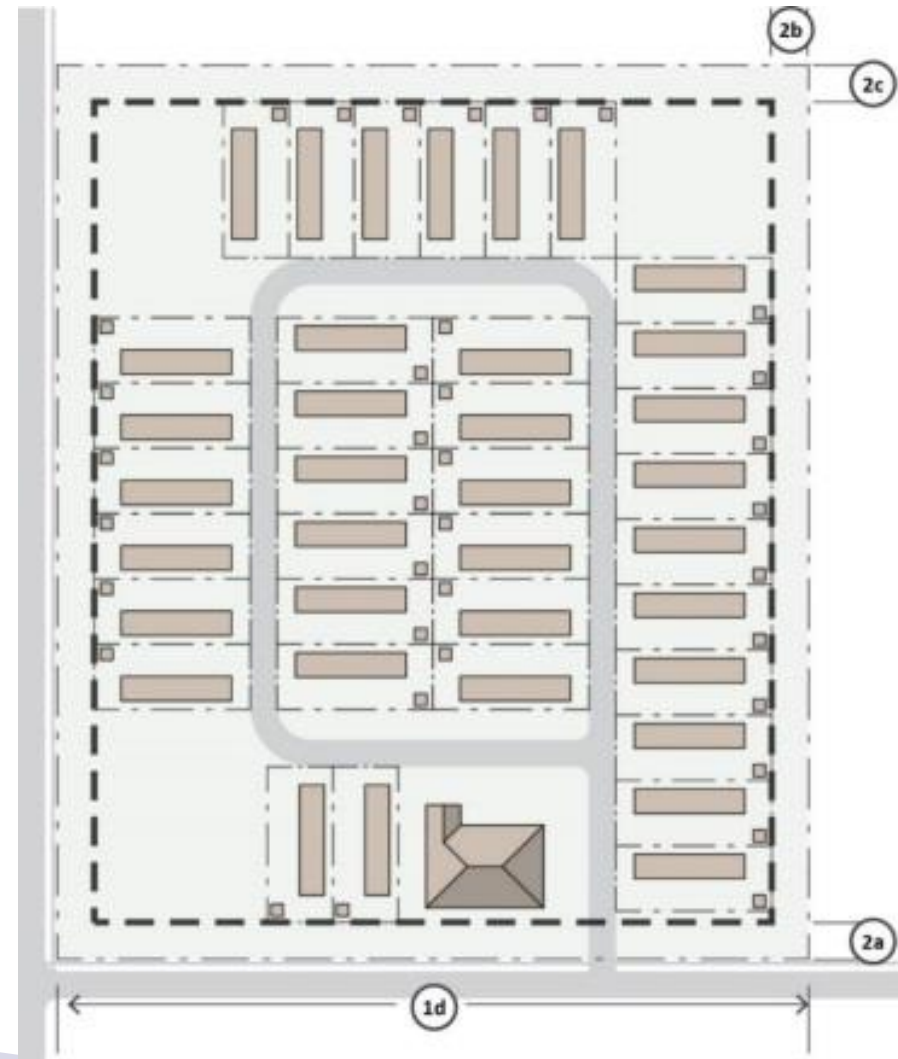
Single-Wide Manufactured Home



Double-Wide Manufactured Home



Manufactured Home Park



Double-Wide Manufactured Home on Lot



Single-Wide Manufactured Home on a Lot



Manufactured Home Park – Site



Manufactured Home Park



Manufactured Home w/design standards



Recreational Vehicle



Travel Trailer



Oak Hollow Public Recreation Facility



Recreational Vehicle Park



Recreational Vehicle Park Standards



Recreational Vehicle Park Standards



Recreational Vehicle Park Standards



Substandard Recreational Vehicle Park



Recreational Vehicle Park with Standards





Manufactured Home Parks (aka mobile home parks)

[DW-2; SW-3; & MH Park-4]

- MH parks are not allowed
- Existing MH parks are nonconforming (grandfathered)
- Manufactured homes are only allowed on individual lots within a MH Overlay District, subject to MHO district & MH design standards
- No existing MHO districts

1992 Development Ordinance

[DW on lot-5]

- Allowed DW in 15 zoning districts – SUP, MHO district & by-right
 - 7 SU; 7 MHO; 1 by-right
 - MH design standards

[SW on lot-6]

- Allowed SW in 6 zoning districts –
 - 5 MHO; 1 by-right
 - MH design standards

[MH Park site-7]

- Allowed MH parks in 4 zoning districts – SUP
 - MH design standards
 - MH site standards - Improved access, hook-ups, setbacks

[MH Park-8]

- Minimum park standards – Park size; density; accessways; waste disposal; recreation facilities, etc.

1999 Submittal – Whiteco Industries

- Applicant sought to change design standards for SW & establish MHO district and MH Park on Burton Rd.; (ZA, SUP, & TA)
- P&Z & Council committee both recommended changes to allowed uses and MH standards in Ordinance
- City Council denied the applicant's zoning requests & instead adopted text amendment to the Development Ordinance that:
 - Removed SW MH as permitted use
 - Removed MH Parks as permitted use
 - Made some minor changes to improve RV park standards - MH parks & RV parks had similar standards
 - Effect – Allowed DW only – 15 districts (7 w/SUP, 7 w/MHO district & 1 by-right)
- This was the only MHO district request in the last 30 years

- Site later developed as Burton Run single-family residential subdivision

2017 Development Ordinance

[MH w/design standards-9]

- Zoning districts (15) that allowed DW MH were reduced, as they were eliminated as part of the Ordinance rewrite objective to reduce the total number of zoning districts, which went from 38 to 28
- Removed as special use as part of the Ordinance rewrite effort to reduce the total number of special uses
- Continued allowing DW only on a lot with design standards
- No change in manufactured home overlay district or design standards
- Now allowed in 4 zoning districts w/MHO district & in AGR district by-right

Recreational Vehicle Parks

[RV-10]

[Travel Trailers-11]

Recreational vehicles, include travel trailers

[Oak Hollow Campground-12]

RV parks allowed only as a public recreation facility (Oak Hollow campground)

Private or commercial RV parks are not allowed

No existing RV parks in city jurisdiction, other than Oak Hollow

1992 Development Ordinance

[RV Park-13]

- Allowed RV Parks in 2 zoning districts
 - SUP
 - Minimum park standards – Park size; density; accessways; site hook-up; waste disposal; etc.

2017 Development Ordinance

- No private/commercial RV parks in city jurisdiction
- None proposed – At least since 1992 (Development Ordinance)
- Cities often do not allow because if there is not enough demand for RV parks & RV park may enable long-term or permanent living, which results in an enforcement issue
- RVs/travel trailers cannot be permanent living quarters

- RV parks most often considered a use for rural and tourist areas
- So, it was removed as allowable use as part of the Ordinance rewrite effort to reduce the number of special uses, which were reduced from 61 down to 18

Surrounding Cities resurveyed

- Kernersville & Jamestown: Not allowed
- Greensboro, Winston-Salem & Archdale: Allow in two districts, subject to RVpark standards; some require SUP
- None of these cities have any existing private/commercial RV parks

Cities that allow RV parks require minimum park standards (G'boro/WS)

[RV Park – Standards-14]

- Minimum property size (5 acres)
- Minimum & maximum number of RV sites (15/300)

[RV Park – Standards-15]

- Maximum length of stay (3-mo/12-mo period) – prevents permanent living
- Minimum RV site standards: Improved access drives & pads

[RV Park – Standards-16]

- Standards for: Hook-ups, sewage disposal, solid waste disposal, setbacks, perimeter landscaping, recreation facilities, insect & rodent control

[RV Park – Substandard-17]

- Without minimum park standards, RV parks can become crowded and unsanitary; and thus become a nuisance and enforcement issue

[RV Park – Standard-18]

Oak Hollow Campground

- 107 RV sites
- 13 tent platforms
- 21-day max. stay within a 30-day period

Temporary Uses

- Outdoor Seasonal Sales – Christmas tree & pumpkin sales
- Special Events
- Temporary Dwelling – Emergency or Construction



11.24.2020 Town Hall Meeting Recap

Subject: Flooding in the Foxwoode Meadows Neighborhood

Table of Contents

1. Order of Events
2. Key Notes
3. Public Q&A / Open Discussion Recap
4. Conclusions & Next steps
5. Resources

Order of Events

1. Opening Statement: Jeron Hollis, Communications & Public Engagement Director
2. Welcome: Michael Holmes, City of High Point Councilman
3. History of Foxwoode Meadows Neighborhood: Lee Burnette, Planning & Development Director, City of High Point
4. Neighborhood Map & Available Solutions: Robby Stone, Public Services Assistant Director, City of High Point
5. Public Q&A / Open Discussion
6. Conclusion & Next Steps

Key Notes

- Neighborhood History
 - o The Foxwoode Meadows development began in 1967 when the City Council approved a voluntary annexation request from the property owners of a 79.2-acre tract of land.
 - o Later in 1967, a 140-lot single-family residential subdivision plan was approved by the City for the property, which would create Foxwoode Meadows development.
 - o When the Foxwoode Meadows subdivision was approved, there were no flood damage prevention standards in effect, like there are today.
 - o The southern portion of the Foxwoode Meadows subdivision was developed in an area that would later be mapped in 1978 as a flood hazard area, and prior to any flood damage prevention standards.

- In 2001, the City received annexation and zoning requests for the property immediately to the east of the Foxwoode Meadows subdivision; this property would later be developed as the Williams Grove subdivision.
 - As a part of the zoning request, City staff negotiated with the developer some zoning conditions for approval, whereby the proposed development could help with some of the problems the residents of Foxwoode Meadows were experiencing.
 - The first zoning condition was that the developer would connect Rivermeade Drive to the Williams Grove subdivision, so that the street system within Williams Grove would provide an alternate access route for the residents of Foxwoode Meadows out to Deep River Road.
 - The second condition would require the developer to install a stormwater control measure (wet pond) on the southern portion of the Williams Grove subdivision, just north of the Deep River and south of the Rivermeade street extension, where it would capture some stormwater runoff from both subdivisions.
 - These zoning conditions were supported by the City's engineering, transportation and planning staffs, as well as recommended by the City's Planning & Zoning Commission when the Commission considered the zoning request.
 - For fear of increased traffic, the residents did not support these conditions and City Council then elected these two conditions be dropped from the permit.
 - In 2002, there was another major rain event that resulted in flooding in Foxwoode Meadows. Afterward, some of the residents came to a City Council meeting to request that the City either reestablish the street connection condition upon the developer or that the City construct the street connection to the Williams Grove subdivision.
 - By that time, the developer had received subdivision plan approval and was in the process of building homes within the development, and therefore could no longer be required to make that street connection.
 - It was determined that the City would have to acquire land for the street connection, construct the street, and buy lots within the new Williams Grove development with houses under construction. Ultimately, the City Council decided not to take any action due to the total estimated cost of making the street connection.
- Neighborhood Map & Available solutions
- The neighborhood map presented during the meeting is provided in the "Resources" section of this document
 - On the map, the blue shaded area on Rivermeade Drive shows the typical extent of flooding and the light yellow/tan shows the flood zone
 - Two options were presented that could possibly provide an outlet for the neighborhood.
 - Option A connected Middlewood Ct. to Running Cedar Tr.
 - Option B connected Greenstone Pl to Running Cedar Tr.
 - The estimated cost for either option is \$600,000+.
 - By state & federal laws, the City of High Point is not authorized to trench in designated flood zones

- Public Q&A / Open Discussion

- Q1 (Councilman Holmes): For either option (A or B) chosen, what will the implementation process be?
- A1 (Asst. City Manager Randy McCaslin): Appropriated funds must be elected by council, then, engineering work for 6 months or so, then the project must be put out to bid, which can be a 60-90 day process, then construction can begin.
 - Later in the meeting, Councilman Holmes states the citizens will “direct council on which direction to pursue” once studies and surveys have been done.
- Q2 (Anonymous attendee): Is there an option to create run-off or drainage to the neighborhood behind ours (to eliminate or mitigate flood)?
- A2 (Robby Stone): Because that area is still a part of the flood zone, this suggestion would not be a viable long-term solution.
- Q3 (Lytelia Turner): Is it an option to bring Rivermeade Rd. out to Deep River Rd.?
- A3 (Robby Stone): Likewise, because Rivermeade Rd. is within the flood zone, this suggestion would not be a viable long-term solution.
- Q4 (Rick Morgan): Would you consider installing a cistern with pumps, lines, etc. in the empty lot between Halifax Ct. and Middlewood Ct.?
- A4 (Robby Stone): This lot falls within the flood zone and therefore a cistern would not be a proper solution.
- Q5 (Debbie Maines): Why is a spill way not opened *in advance* of a tropical storm?
- A5 (Robby Stone): There are two reasons: (1) Opening a spill way will only lower the waterway about 1 foot in a 24-hour period and (2) to ensure there is a safe yield (water supply) for all City residents in the event that a predicted storm misses our area.
- Q6 (Teresa Kirby): What has changed to lead to more flooding and more frequent flooding on Rivermeade?
- A6 (Robby Stone): Flooding is a result of the storm sequence the area receives each year; the past 2-3 years have contained a couple of unforgiving storms, resulting in increased flooding.
- Q7 (Teresa Kirby): Can the City build an exit point on Greenstone or Middlewood to 68?
- A7 (Robby Stone): In order to do so, the road would have to cross over two streams and would be a greater distance than the two suggested roads (see map). These two factors would cause the cost of the project to increase exponentially.
- Q8 (Lytelia Turner): Can the trenches be dug deeper?
- A8 (Robby Stone): No, because as a designated flood zone, the City is not allowed to change or alter the topography of the area.
- Q9 (Teresa Kirby): What is the timeline for next steps?
- A9 (Randy McCaslin): We can put this topic and its proposed options as an agenda item on the next City Council meeting, which will be Dec. 7. With council approval to proceed,

the engineering process would then begin, which is typically takes around 6 months, to determine a true project cost. The results would then be brought back to council and council would vote to or not to appropriate the funds needed.

- Follow-up question from Councilman Holmes: How can council collect a sense of which option most residents prefer?
 - Answer (Randy McCaslin): Virtual or in-person meetings could be held, as needed depending on the COVID situation. This meeting would take place between engineering work and the subsequent visit to Council. Additionally, and/or in place of, a public hearing session for this topic can be added to a council meeting.
- Q10 (unknown): Can the river be cleaned up from all the trees that have fallen?
 - A10 (Robby Stone): City staff will investigate this.
 - Q11 (Christen Kazel): If an emergent situation happens during a flood, what do we do?
 - A11 (Randy McCaslin): Call 9-1-1; the High Point Fire Department is well equipped and prepared to make rescues in the event of floods.

Conclusion & Next Steps

- Councilman Holmes suggests a follow-up meeting within 30 days
- Options A & B will be presented to Council at the Dec. 7 meeting.
- If approved by Council to pursue the project, engineering work will begin to assess true costs of both options.
 - The engineering work is expected to last 6 months
- Once engineering work is complete, a report with results will be presented to Council.
- At this point, additional town hall(s) may be held to gather feedback and majority consensus from Foxwoode Meadows residents.
- From there, the topic would be added to an upcoming Council Meeting and at that determined meeting, Council would vote on which option to proceed with (if any).
- With the vote completed and an Option (A or B) chosen, the project bid would begin
 - This process typically lasts 60-90 days
- Once a bid is selected, then construction would commence.
 - Presently, there is not an estimated duration for the construction
- Any additional questions: contact pio@highpointnc.gov

Resources

- Listen to the full meeting recording on [Facebook](#) or [YouTube](#)
- Contact Councilman Holmes at Michael.holmes@highpointnc.gov
 - View [All City Council Members](#) & Contact Info
- General & Other Inquiries: email pio@highpointnc.gov
- Area Map:

RIVERMEADE DRIVE - STREET FLOODING SOLUTIONS

