

SUMMARY OF BICYCLE AND PEDESTRIAN ADVISORY BOARD ACTION

Subject: Carolina North Development Agreement and Transportation Impact Analysis Report

Meeting Date: May 19, 2009

Recommendation:

- **Bicycle Paths and Carolina North**

The development of Carolina North should be an opportunity to plan and begin building an infrastructure for dedicated bicycle lanes and off-road bicycle paths that will be essential to meeting the town's transportation needs in the future. Approaching the problem piecemeal as is proposed in the current draft of the Development Agreement will not result in well thought out bike improvements, nor will it increase the number of cyclists commuting in town and to Carolina North. To increase the number of cyclists and pedestrians the town and UNC must offer safe and easy to use facilities, including dedicated bike lanes on roads and off-road bike paths, ideally away from the busy traffic on the main corridors.

We recommend that the Development Agreement require a master plan for bicycle lanes connecting the Carolina North campus to the main campus and connecting the Carolina North campus to other parts of Chapel Hill and Carrboro.

The current Development Agreement (4/28/2009) proposals for bicycle paths and lanes call only for "a 5-foot bike lane and curb and gutter along the University property frontage on western side of Martin Luther King Jr. Boulevard" (Section 8C.G.8.9(e)) and a pedestrian and bicycle path that "shall be provided from the new parking lot to the bus stop on the west side of Martin Luther King Jr. Boulevard, just south of the southern boundary of the Special Use Permit for the Innovation" (Section 8C.G.8.9(j)). There is no plan in the Agreement for providing bicycle paths and lanes between the main campus and Carolina North, nor is there any mention of bicycle paths and lanes connecting Carolina North to other parts of Chapel Hill.

Specifically, the Agreement should include the following three items:

- 1) A dedicated bicycle path will be constructed between the Carolina North campus and the main campus. This path should not run along Martin Luther King Jr. Boulevard or Columbia Street near Franklin Street. It should if possible be an off-road path, and it should avoid major streets and unnecessary hills.
- 2) A plan should be in place before construction is begun to build dedicated bicycle paths connecting the Carolina North campus to the Bolin Creek bicycle/pedestrian path to the east, Homestead, Eubanks, and Weaver Dairy roads to the north, and Carrboro to the west.
- 3) Bicycle and pedestrian pathways should be provided to and from existing and future schools

The bike path between the campuses must be put in place before 800,000 square feet on Carolina North have been occupied. The plan for an infrastructure of bicycle paths and lanes should be included in the transit plan and tied to G8.4.c in the development agreement.

- **Pedestrian Safety**

The Development Agreement does not sufficiently address issues of pedestrian safety that will be caused by additional traffic due both to normal growth and to the development of the Carolina North facility. Therefore we recommend that pedestrian facilities such as overpasses become a component of the Transit Impact Analysis and the short range transit plans that will be updated every 3 – 5 years. Integral to good transit planning is the public safety component that will allow pedestrians and bus riders to cross the street safely. These facilities are crosswalks with traffic signals provided at appropriate places and pedestrian overpasses built crossing Martin Luther King Jr. Boulevard between the campus and Weaver Dairy Road.

Any roadway changes, such as widening, roundabouts, and signals, should be designed to promote safety, mobility, and connectivity for pedestrians and cyclists.

Vote 8-0, 1 Abstained

Ayes: Perri Morgan, Douglas MacLean, Teressa Jimenez, Chris Clemmons, Dylan Sandler, Jed Dube, Douglas Wilson, Linda Gaines

Abstained: Ray Magyar

Prepared by: Perri Morgan, Chair, Bicycle and Pedestrian Advisory Board
Ryan Mickles, Transportation Planner

SUMMARY OF COMMUNITY DESIGN COMMISSION ACTION

- Subject:** Carolina North – Transportation Impact Analysis
- Meeting Date:** May 20, 2009
- Recommendation:** That the Council endorse the Transportation Impact Analysis with the following additions:
- Financing of new Park and Ride Lot construction or expansion: That any new Park and Ride Lot construction or expansion to existing Park and Ride Lots resulting from Carolina North development be borne by the University.
 - Development Agreement subject to Transportation Impact Analysis approval: That approval of the Development Agreement either follow the approval date of the Transportation Impact Analysis or approval of the Development Agreement be contingent upon the Transportation Impact Analysis being approved.
 - Transit stops on Martin Luther King Jr. Blvd.: That all transit routes to Carolina North loop into the site and no transit stops be established on the east side of Martin Luther King Jr. Blvd. within close proximity to the site to mitigate pedestrian crossings of Martin Luther King Jr. Blvd.
 - Transit in Phase I: That additional provisions for mass transit be included in Phase I.
 - Impacts from Southern Commuter Traffic: That the Transportation Impact Analysis address traffic impacts of commuter traffic coming from Chatham County and Southern Orange County, particularly HWY. 15-501.
 - Transit Oriented Development Design: That proposed as a Transit Oriented Development, less parking should be provided.
- Additional Comments:** Commissioner Cho noted that the Transportation Board will be meeting on May 28 and any additional comments may be forwarded to him for discussion at inclusion into their recommendation.
- Vote:** 10-0
- Ayes:** Kathryn James (Vice Chair), Mark Broadwell, Mary Margaret Carroll, Augustus Cho, Chris Culbreth, Laura Moore, Hank Rodenburg, Amy Ryan, Polly Van de Velde, and Robin Whitsell
- Nay:** None
- Prepared by:** Kathryn James, Vice-Chair
Kay Pearlstein, Staff

MEMORANDUM

TO: Mayor and Town Council

FROM: Stormwater Management Utility Advisory Board
Philip Post, Chair *Philip N. Post 5-28-2009*

SUBJECT: Recommendations for the Carolina North Development Agreement

DATE: May 28, 2009

On behalf of the Stormwater Management Utility Advisory Board, please accept the following comments and recommendations as you consider the development agreement for the proposed Carolina North Development.

These comments are based on the April 24, 2009 version of the development agreement. The Stormwater Advisory Board met on April 28, 2009 and May 26, 2009. The Board voted 4-0 to approve these recommendations at its May 26th meeting (Members Present: Phil Post, Alan Rimer, Tony Bayless, Don Brewer, Meg Holton – recused herself).

1. Page 13, Exhibits Incorporated by Reference

A map of the entire site should be inserted that shows the locations of environmentally sensitive areas (e.g., steep slopes, riparian corridors, stream buffers, wetlands) and areas that pose a threat (e.g., floodplains, contaminated soils, groundwater pollution). The proposed boundary for future development projected for the first 50 years should be drawn on this map. This will help readers understand how the proposed development areas (228 acres) fit into the landscape ecological features of the site.

2. Page 19, Exhibit E, Site Plan for the Portion of Carolina North with Building Development Subject to this Agreement

This site plan reveals very little about location and types of proposed land uses/development types. It would be helpful to include a legend with colors linked to proposed uses that appear on this site (what do the green, red, and white zones represent on the above map?) The filter on top of this map should be eliminated since it constrains rather than clarifies spatial configurations of uses and types of development.

3. Page 26, Section 6, Stormwater Management

No specific performance criteria are identified. Instead, there is language that refers to “agreed upon performance criteria” and “requirements for stormwater submittals shall be as agreed upon.” What is the process for reaching agreement and when will it occur?

What about consistency with Chapel Hill’s Stormwater Master Plan that will be adopted soon? A consistency provision is critical as it would be for any other elements contained in the Town’s Comprehensive Plan, Greenways Master Plan, etc.

A stream monitoring and evaluation program should be established at the Carolina North site. An annual report should be produced for public review. The report should

include information on how well CN is achieving the goals established for the Cape Fear Basin/Jordan Lake, and should recommend changes needed in stormwater management performance on Carolina North in all cases when goals are not achieved.

The agreement does not cross reference stormwater management with transportation, open space and other elements of this agreement. Language indicating that future decisions about, for example, transportation and open space, should, to the extent possible, generate co-benefits for stormwater quality and quantity and for the overall minimization of impervious surfaces. For example, since transportation decisions significantly influence the amount and location of impervious cover they should consider the interaction with stormwater; and since open spaces and conservation easements limit impervious surface, they should be encouraged. **It should be a stated goal of the Carolina North plan that: “impervious surface should be minimized to the maximum extent practical.”**

4. Page 27, Stormwater Utility

The Stormwater Advisory Board supports the concept of the Carolina North development paying a stormwater fee as agreed with UNC.



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MEMORANDUM

To: Gene Poveromo, Development Manager
Mary Jane Nirdlinger

From: Augustus Cho, Transportation Board Chair

Date: June 2, 2009

Subject: Transportation Board Comments on Transportation Impact Analysis for Carolina North

At its meeting on May 28th, the Transportation Board had an opportunity to develop additional comments regarding the Transportation Impact Analysis for Carolina North. The comments listed below are to be considered in addition to those from the communication of May 8, 2009.

1. Pedestrian Safety needs to be of utmost concern in the development of specific transportation plans for Carolina North. In addition, particular attention must be paid to pedestrian safety and other vehicular issues in areas of schools. Attached is a column from the Sunday, May 24th Chapel Hill News that the Transportation Board feels adequately describes the significance of this issue.
2. The Town and University should consider development of exclusive transit right of way from UNC to Carolina North considering either rail or monorail.
3. The short range transit plans should include analysis and expansion of regional express bus service to Carolina North.
4. Less parking is a key to successfully mitigating transportation. As the Town and University focus on parking ratios, the parking should be placed at a minimum in an effort to encourage more transit use.
5. UNC should adopt policies beyond parking that encourage transit use.
6. Serious consideration should be given to a parking structure at the current Eubanks Park/Ride Lot.
7. The development agreement should have very clear simple language that states the following: "New buildings will not be opened until transportation improvements required are in place."
8. Regarding the design of transportation elements on Carolina North two points need to be made.

- a. Transit routes should penetrate Carolina North providing more direct access for persons going onto campus.
 - b. In section 12.G consideration should be given to making sure that brick sidewalks are safe sidewalks. Disabled persons can often have difficulty with brick sidewalks. These concerns and the ADA requirements for sidewalks should be included in the design guidelines.
9. The Transportation Board expresses concern about the increase of traffic in the areas of schools and the effects this will have on neighborhoods surrounding schools.
 10. Consideration should be given to small park/ride lots in neighborhoods to encourage more neighborhood use of transit.
 11. The TIA identifies a significant number of trips from Chatham and Alamance counties to Carolina North. Short Range Transit plans need to give consideration to how to design this service in such a way that maximizes ridership.

The Transportation Board appreciates the opportunity to comment on the Transportation Impact Analysis for Carolina North. We would be happy to provide additional comments or clarification on the above if needed.

cc: David Bonk
Brian Litchfield