

A RESOLUTION AMENDING THE TRANSPORTATION IMPACT ANALYSIS GUIDELINES TO INCLUDE AN EXECUTIVE SUMMARY REPORT

WHEREAS, the Office/Institutional-4 regulations of the Chapel Hill Land Use Management Ordinance currently require a Transportation Impact Analysis for development in the Office/Institutional-4 Zoning District and

WHEREAS, on July 2, 2001, guidelines for the Transportation Impact Analysis were endorsed by the Chapel Hill Town Council including identification of transportation impacts and mitigation measures associated with development, along with an implementation and monitoring plan for identified mitigation measures, as well as identifying the extent of the University's contribution to and responsibility for mitigating transportation impacts.

WHEREAS, The stated purpose and intent of the OI-4 District was "to allow for growth and development while protecting the larger community, nearby neighborhoods and the environment from impacts accompanying major new development."

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby amends the 2001 guidelines to require the submittal of an Executive Summary Report of the Transportation Impact Analysis, on an annual basis beginning in December 2005, in addition to the larger two year report now required. This annual report would identify transportation impacts of development, giving special attention to nearby neighborhoods, proposed mitigation measures and implementation plans. The annual Executive Summary will give an assessment of what has been done to date to mitigate adverse traffic impacts and whether, and to what extent, these measures are working. The annual Executive Summary Reports are intended to be short and use lay language.

June 15, 2005 - Council public hearing on OI-4 - ⁶Joyce Brown - representing the Westside Neighborhood Association

This is to ask you please not to pass Resolution B as written, which responds to the citizens and neighborhoods request to provide an annual report identifying traffic impacts, proposed mitigation measures and implementation plans.

The language in Resolution B not only is not specific in its recommendations; it is ambiguous in other respects. Just the word 'biannual' is ambiguous. After checking in several dictionaries and then with the reference librarian at the Chapel Hill Public Library, 'biannual' could mean either twice a year or every two years. Would that it were the former, but I believe what is meant is the latter. The rest of the language in Resolution B was equally unclear as to what was being changed from what is being done now. In the only transportation analysis to date, there was an Executive Summary that was short and used lay language. It still didn't give us the information that would let us know what UNC has learned about our transportation problems and what is to be done about them.

These problems are a result of development not just on the periphery of the campus, but internal to the campus as well. This is to request that you now think of your own neighborhoods in relation to transportation problems. Think of your street as a street where traffic is increasing at a rapid rate. Think of not only the number of vehicles increasing ~~daily~~, but the speed with which those vehicles travel increasing as well. Think of cars racing side-by-side in your neighborhood. Think of the bicyclists who use your street and who don't obey the traffic signs in this rapidly worsening traffic situation. Think of people, particularly the elderly who don't move as quickly as they used to, walking their dogs. Think of parents with small children using these increasingly heavily trafficked neighborhood streets. Think of the real potential for tragedy in your neighborhoods as a result of what has just been described. Now think of having to wait two years, not to have some transportation problem dealt with, but just to have transportation problems identified. Then think of having to wait more years to have whatever is proposed to solve the problem put in place, then wait more years to have it assessed as to whether it is working.

That is what you are relegating us to in the neighborhoods near campus, and I am afraid setting a precedent for neighborhoods in the vicinity of whatever is placed on the Horace Williams Tract. And the neighborhoods near campus are those neighborhoods that have been promised special protections by the Council, not only in the Comprehensive Plan, but also in resolution after resolution and even in OI-4 itself.

I am passing out a copy of the proposed substitute resolution. It includes some of the language that you have in Resolution B, but there are significant changes. It asks that you put language into the revised OI-4 to require an annual Executive Summary Report, which would identify transportation impacts, proposed mitigation measures to offset those transportation impacts and an analysis of whether any mitigation measures in place are working. This Executive Summary should be short and use lay language. It has already been four years since the passage of OI-4. The neighborhoods near campus are experiencing increasingly serious transportation problems. Please put in the ~~ordinance~~ ^{RESOLUTION} language that has the potential to help us before things get much worse. Thank you.