

SYNTHESIS OF SUGGESTED REVISIONS TO THE COMPREHENSIVE PLAN SORTED BY CHAPTER (Working Document 11.15.2006)

Comprehensive Plan Section	Comments from	Board Comments	Staff Response. Recommends either “change” or “no-change” to the Comprehensive Plan
2.0 MAJOR THEMES	Active Living by Design Committee	<ul style="list-style-type: none">It is believed that a community’s laws, policies and programs play a very important role in ensuring the health and safety of its citizens, as well as the health and vitality of the environment. It is this premise that drives the recommendation to include a section on <i>Public Health</i> and a section on <i>Environmental Protection</i> as Major Themes in the Comprehensive Plan. While a vibrant downtown, economic vitality and community character are extremely important to a community, all gains in these areas would be in vain if the town’s residents were not healthy and energetic, or if progress came at the expense of the environment.A summary of topics that may be included under Public Health and Environmental Protection headings are outlined below. The primary focus of the ALBD committee is themes related to active living (i.e., incorporating physical activity into daily routines), and recommendations in this area are expanded upon in this submission. If a chapter on Public Health and Environmental Protection are not deemed feasible, it is suggested that these recommendations be incorporated into the existing chapters of the comprehensive plan. <p style="text-align: center;">Public Health</p> <p>Promote the health of all residents through a succession of policies, programs, and environmental improvements. Key themes that may be addressed include promoting routine physical activity (i.e., active living), identifying strategies to promote healthy eating, reducing smoking and the related effects of second-hand smoke, minimizing pesticide use, and the reduction of carbon dioxide emissions.</p> <p>Active Living</p> <p>It is believed that while the current Comprehensive Plan addressed some important aspects of an active transportation system, without establishing a comprehensive process, identifying a time frame for completion, and the allocation of funding, progress has not been</p>	<p>Recommend change</p> <ul style="list-style-type: none">Consider options to add new chapter on topic of Public Health with goals objectives strategies and actions, or to weave topic more explicitly into existing chapters of the Plan.

		<p>optimized. To ensure optimal progress and maximize the opportunities for active living, establishing and funding a comprehensive active transportation system is paramount. Important aspects of creating a comprehensive active living transportation system are listed below.</p> <ul style="list-style-type: none">• <i>Audit the transportation system to establish a town-wide active transportation system</i> (e.g., identify the walking and biking infrastructure required to link neighborhoods, activity areas, shopping, dining, schools, and recreational facilities).• <i>Establish “best-practices” for pedestrian and bikeway construction</i> (i.e., review design standards for sidewalks and bikeway construction to ensure maximum pedestrians’ and cyclists’ safety).• <i>Establish a systematic process and designate a time frame to remedy gaps in the active transportation system</i> (e.g., identify missing sidewalk and bikeway links, acquire and/or allocate funding to facilitate identified improvements, obtain right of way as required, and construct required infrastructure (should include identifying well-used paths on private property, identifying all roads that are currently wide enough to facilitate re-striping to form bike lanes, identifying safe pedestrian passage ways to all bus stops, etc.)).• <i>Publish a town-wide active transportation map</i> (i.e., a town-wide walking and biking map).• <i>Determine the basis for the marked drop in bicycle use over the last decade</i> (e.g., commission a research project to determine why bicycle use has declined).• <i>Implement strategies to increase bicycle use</i> (i.e., review the availability of bicycle facilities at all schools, town facilities and park and ride lots (e.g., are secure bike racks available), increase the number of bike racks provided on buses, adopt a bike loan program, etc.)• <i>Improve opportunities for active living town-wide</i> (e.g., conduct a town-wide audit to ensure that greenways, parks and recreation facilities are readily available to all	
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		<p>residents (preferably within walking/biking distance), improve/develop downtown public gathering places)</p> <ul style="list-style-type: none">• <i>Audit current public works policies to ensure routine maintenance of the active transportation system.</i>• <i>Increase safety for pedestrians and cyclists by adopting “best practices” road designs</i> (e.g., review town roadway design requirements to ensure pedestrian and cyclist safety and to enhance the human scale walkable character of streets and neighborhoods (i.e., recognize the role of street design in promoting non-motorized forms of transportation)).• <i>Increase safety for pedestrians and cyclists through education and enforcement of exciting traffic laws</i> (i.e., identify and adopt a drivers’ education program and enforcement campaign to ensure the public’s awareness of, and the importance of, posted speed limits and pedestrian right-of-way laws (e.g., double speeding fines in schools zones, create or adopt a pedestrian-safety public awareness campaign, conduct mass traffic enforcement at hazardous intersections, etc.)).• <i>Audit and modify school policies as required to promote walking and biking to school</i> (e.g., require sidewalk connectivity to existing neighborhoods as part of all new school construction, review guidelines for establishing walk zones, lobby for changes in state fiscal policies to allow for infrastructure improvements in lieu of bus transportation dollars, review school design standards to ensure optimal designs for pedestrian and bicycle use, etc.).• <i>Enhance the pedestrian experience by improving the town’s streetscape</i> (e.g., downtown streetscape, MLK corridor upgrades, Chapel Hill road improvements, etc.)• <i>Develop and implement an Active Living promotional campaign</i> (e.g., walk to school promotions, public transportation promotion, bike/walk to work incentive program, etc.).	
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	Bicycle and Pedestrian Advisory Board	<p>Add major themes:</p> <ul style="list-style-type: none">• Health Promotion<ul style="list-style-type: none">- Promote active living through improved infrastructure, programs such as walk to school, promotion campaigns, and policies- Increase safety for pedestrians and cyclists- Improve air quality (reduce car use etc)• Equity<ul style="list-style-type: none">- provide mobility to all, including the car-less, elderly, and children- recognize that all people deserve equitable mobility and access – that people in cars should not have priority over those not in cars, and that proportionally greater efforts/investments need to be made to increase the mobility and accessibility of less wealthy citizens and those w/o cars• Climate change / environmental protection	<p>Recommend change</p> <ul style="list-style-type: none">• Add new theme of Health Promotion in Chapter 2 Major Themes<ul style="list-style-type: none">- Highlight principles of active living by design in Chapter 8 Land Use and Development- Include as a reference the goals objectives strategies and actions of the Town’s Active living by Design Program- In Chapter 10 Transportation describe Town’s ongoing actions to improve safety for pedestrians and bicyclists- Air Quality is discussed in Section 9E of Chapter 9 Natural Environment, add discussion of Carbon Reduction goal, objectives and strategies in this Chapter <p>Recommend change</p> <ul style="list-style-type: none">• Add equity as a goal and identify objectives and strategies to address in Chapter 10 Transportation <p>Recommend change</p> <ul style="list-style-type: none">• Add discussion in Chapter 9 Natural Environment
	Greenways Commission	<p>Add major themes:</p> <ul style="list-style-type: none">• Include a Parks and Recreation, Open Space and Greenways chapter in the Plan. Include reference to newly adopted Greenways Master Plan	<p>Recommend change</p> <ul style="list-style-type: none">• Update Chapter 9 Natural Environment to address update of Greenways Master Plan (2005) and Parks and Recreation Master Plan (2002)

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		<ul style="list-style-type: none">• Include discussion about sustainability, defining it and outlining how to address it• Include greater discussion of redevelopment opportunities and relationship to neighborhood conservation <p>Expand existing major themes:</p> <ul style="list-style-type: none">• Include greater discussion of creative development opportunities (mixed-use, conservation developments)• Expand current plan emphasis for a walkable downtown to making the whole Town a walkable environment	<p>Recommend change</p> <ul style="list-style-type: none">• Sustainability is an undeclared theme of the existing plan, add discussion in Chapter 2 Major Themes to identify how existing plan themes goals, objectives and strategies relate to this topic. <p>Recommend no change</p> <ul style="list-style-type: none">• Chapter 8 Land Use and Development identifies future land uses. Page 61 describes a shift in the focus of land use planning from new development to managing infill and redevelopment of underutilized or previously developed properties. It recognizes that areas in transition will be susceptible to change and provides a cross reference to Chapter 3 Community Character, which discusses actions and strategies to protect the character of neighborhoods and to mitigate development impacts. <p>Recommend no change</p> <ul style="list-style-type: none">• See item above See Strategy 8A-2 and 8A-3 of Chapter 8 Land Use and Development <p>Recommend no change</p> <ul style="list-style-type: none">• Chapter 10 Transportation Page 92 general objective states: “Increase emphasis on transit bicycle and pedestrian mobility town-wide.”
	Historic District Commission	<ul style="list-style-type: none">• In general, the goals listed in the Comprehensive Plan should be better integrated –there should be more integration of issues like affordable housing, preservation, and sustainability.• Application of the goals of plan should be examined more closely – for example, how projects that achieve the goal of density can impact the goal of community character.• Historic preservation should be addressed in the Economic Development section (with reference to how the two issues can be mutually beneficial).	<p>Recommend change</p> <p>The 2000 Comprehensive Plan aims to find a balance between encouraging development at identified opportunity areas and preserving community character. Consider adding additional cross references in sections which address these topics. Consider discussing how to address integration and potentially competing goals under an umbrella discussion of sustainability in Chapter 2, Major Themes.</p>
	Million Solar Roofs Initiative	<p>Overview</p> <p>Reduction of greenhouse gases and movement toward a carbon</p>	<p>Recommend change</p> <ul style="list-style-type: none">• Sustainability is at the root of much of the Comprehensive

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		<p>neutral society are two of the most important issues facing our world. In reference to the stated context of “managing change” and “preservation of important town qualities”, the entire comprehensive plan should be built on the idea of sustainable development with regard to energy use and design. Particular attention should be paid to the following major themes:</p> <ol style="list-style-type: none">1. Identify areas where there are creative development opportunities: <i>“Creative new development forms” should include sustainable development.</i>2. Encourage forms of non-residential development: <i>Desirable forms of non-residential development should include those which decrease dependency on non-renewable energy.</i>3. Create and preserve affordable housing opportunities: <i>The context of affordable housing should not be limited merely to purchase price of homes. To promote healthy home environments and reduce utility costs for low-to-middle income families, sustainable design and renewable energy sources should be incorporated into this theme.</i>4. Work toward a balanced transportation system: <i>Again, the context of balanced transportation should include a goal to reduce dependence on non-renewable energy sources.</i>	<p>Plan without being declared as a major theme of the existing plan. Consider options to add discussion in Chapter 2 Major Themes to identify how existing plan themes goals, objectives and strategies relate to this topic. Consider options to add new chapter on this topic with goals objectives strategies and actions, or to weave topic more explicitly into existing chapters of the Plan.</p>
Urban Services/Rural Buffer Boundary	OWASA	<p>The Board believes that OWASA and the Town of Chapel Hill have a strong working relationship on both day-to-day operational matters and long-term planning efforts. The Town’s revised Comprehensive Plan should acknowledge and incorporate those collaborative efforts as well as identify any shortcomings and opportunities for further improvement.</p> <p>We suggest that the Comprehensive Plan (a) specifically acknowledge the strong collaborative efforts of OWASA and the Town, and (b) include direct references to OWASA’s key general</p>	<p>Recommend no change</p> <ul style="list-style-type: none">▪ Chapter 5 Regional Context identifies the regional dimensions of providing water and sewer service, that the Town alone cannot implement strategies in the Comprehensive Plan without cooperation. OWASA is listed as a community facility and service with which the Town will work cooperatively. The 2000 Comprehensive Plan anticipated the preparation by OWASA of its Comprehensive Water and Sewer Master Plan. Chapter 11 Community Facilities includes Strategy 11A-1 states:

	<p>principles and policies relating to long-term planning and service delivery. Those principles and policies are complementary to and consistent with the Town’s plans and policies.</p> <p>Many of our key principles and policies have been articulated in one or more of the following documents:</p> <ul style="list-style-type: none">▪ OWASA’s <i>Comprehensive Water and Sewer Master Plan</i> (2001)▪ The February 22, 2006 discussion paper on <i>Water and Sewer Capacity Implications of Increased Density in OWASA’s Carrboro-Chapel Hill Service Area</i>▪ <i>Goal and Objectives of OWASA’s Long-Term Water Conservation and Demand Management Program</i> (adopted April 2005)▪ <i>Water and Sewer Management, Planning and Boundary Agreement</i> (adopted in 2002) <p>The Board wishes to emphasize several points contained in the memo dated June 15, 2006, especially OWASA’s reliance on the established Urban Services Boundary as a fundamental basis of our long-term assessment of the community’s utility service and capacity needs. Similarly, the Board wishes to reinforce the main themes of our February 22, 2006 discussion paper to the Town on <i>Water and Sewer Capacity Implications of Increased Density in OWASA’s Carrboro-Chapel Hill Service Area</i>. The Board encourages The Town to incorporate elements of this material into the Comprehensive Plan as appropriate. Please see Attachment 1. Key issues in the memo include:</p> <ul style="list-style-type: none">▪ OWASA, policies and procedures are guided by the plans and policies of Chapel Hill, Carrboro, and Orange County.▪ OWASA has contractual obligations, to meet the water and sewer utility needs of the community and to not impede the growth and development of the Towns or University.▪ OWASA’s estimates of long-term water and sewer capacity needs for the community are based on adopted land use plans and population and employment projections developed by the Towns of Carrboro and Chapel Hill, Orange County, and the University. A	<ul style="list-style-type: none">▪ “<i>Work with OWASA to provide safe, adequate water supplies and wastewater treatment capacity for the community and the region.</i>”▪ A stated action of strategy 11A-1 is: “<i>To support OWASA in developing and implementing the Comprehensive Water and Sewer Master Plan.</i>” <p>Recommend change</p> <ul style="list-style-type: none">• Update strategy 11A-1 to refer to the documents referenced by OWASA and to reflect OWASA’s operational parameters and obligations, its strategies for conservation and efficient use of water resources.
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		<p>key underlying assumption of those projections is that the currently defined urban services areas of Carrboro and Chapel Hill will remain unchanged in the future.</p> <ul style="list-style-type: none">▪ OWASA can meet the utility needs of increased development density within the currently defined urban services area, but meeting those needs while maintaining the desired levels of service will require additional collaboration among OWASA, local governments, and the development community. It is important that the Town share appropriately detailed development and/or rezoning proposals with OWASA as early as possible in the review process.▪ OWASA strongly supports Comprehensive Plan goals that promote and achieve the conservation and efficient use of our essential water resources. Highly efficient water conservation technologies are readily available that can support increased development density with little or no net increase in water service demands.▪ Anticipated regulatory limits on the discharge of nitrogen and phosphorus from the Mason Farm Wastewater Treatment Plant may become increasingly difficult to achieve and may have implications for the community's long-term growth.▪ OWASA strongly supports Comprehensive Plan goals that promote protection of our essential water resources, including local and regional drinking water supplies which are, or may in the future, be used by the community. <p>Density and impervious surface limits, open space protection, and controls on the quality, rate, and volume of stormwater runoff are all important tools of a comprehensive water quality protection program. In addition to directly protecting downstream water resources, such as Jordan Lake, stormwater management measures may provide such secondary benefits as reducing the inflow of stormwater into OWASA's sanitary sewers.</p> <ul style="list-style-type: none">▪ OWASA and the Town should continue to coordinate closely their near-term and long-term capital improvements and facilities plans to ensure economies of scale, minimize disruption of neighborhoods, minimize environmental impacts of construction, etc.	

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	Parks and Recreation Commission	<ul style="list-style-type: none"> The Commission notes that the Town's Parks and Recreation Master Plan has been adopted since the Comprehensive Plan was last considered and believes that a chapter of the Comprehensive Plan should focus on parks, recreation, and open space to include key elements of the adopted Parks and Recreation and Greenways Master Plans. 	Recommend change <ul style="list-style-type: none"> Update Chapter 9 Natural Environment to address update Greenways Master Plan (2005) and Parks and Recreation Master Plan (2002).
Overview, paragraph 4 and 2.2, bullet 5	Public Arts Commission Planning Board	Add major theme: <ul style="list-style-type: none"> Public Art <ul style="list-style-type: none"> The CHPAC recently completed a Draft Public Art Contextual Plan for the Town of Chapel Hill. The Plan was presented to Town Council on Monday, June 12, 2006. At this meeting the Town Council received the draft and referred it to Town staff, advisory boards, and commissions. If adopted, the Plan is intended to become an appendix to the Town's Comprehensive Plan. The CHPAC requests that the Draft Public Art Contextual Plan be included in the current review of the Town's Comprehensive Plan. 	Recommend change <ul style="list-style-type: none"> Chapter 3 Community Character addresses key elements of community character including Public Art. Update strategy 3D page 21 to reference the Public Art Contextual Plan and outline its key goals and objectives.
	Stormwater Management Utility Advisory Board	Add major theme: <ul style="list-style-type: none"> Stormwater Management <p>Two goals of the Town's stormwater management program are to reduce non-point source and point source pollution and to meet federal and state regulations (e.g., National Pollutant Discharge Elimination System (NPDES) and Total Maximum Daily Load (TMDL)). The Stormwater Advisory Board believes there are opportunities to integrate stormwater management planning and practices throughout the Plan.</p> 	Recommend change <ul style="list-style-type: none"> Strategy 9F addresses water quality and stormwater management. Update Chapter 9 Natural Environment to address the creation of the Town's stormwater utility and to reference the goals and objectives of the Stormwater Management Program and the emerging Stormwater Master Plan.
3.0 COMMUNITY CHARACTER	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none"> Promote social interaction in streets and public spaces and healthy and sustainable lifestyles (active and engaging street life) Develop "active living" image (or fitness as in "fit community"?) Enhance human scale walkable character of streets and neighborhoods, and recognize the role of street design in promoting non-motorized forms of transportation Improve connectivity between neighborhoods and provide 	Recommend change <ul style="list-style-type: none"> Highlight principles of active living by design in Chapter 8 Land Use and Development Include as a reference the goals objectives strategies and actions of the Town's Active living by Design Program Recommend no change

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		<p>destinations residents can walk to in all neighborhoods</p> <ul style="list-style-type: none"> • Improve/develop downtown public gathering places • Recognize that aggressive historic preservation (through limiting density) in the core increases development pressures outside the core, increases commuting distances for those employed in the core, and decreases housing affordability throughout the town. Thus, historic preservation MUST be accompanied by strategies to alleviate its negative consequences. 	<ul style="list-style-type: none"> • Chapter 10 Transportation Page 92 general objective states for bikeways and pedestrians to connect neighborhoods with activity centers, transit stops, schools, parks and other neighborhoods. This is also reiterated in the Bicycle and Pedestrian Action Plan adopted by the Council in 2004. <p>Recommend no change</p> <ul style="list-style-type: none"> • Chapter 3 Community Character addresses Downtown Enhancement which is reinforced by the Downtown Small Area Plan adopted in March 2000. Action 3C-2 states that: <i>“In implementing the Downtown Small Area Plan, the Town should make streetscape improvements and development of public spaces that promote social interaction a high priority.”</i> <p>Recommend no change</p> <ul style="list-style-type: none"> • The 2000 Comprehensive Plan aims to find a balance between encouraging development at identified opportunity areas and preserving community character. Chapter 8 Land Use and Development identifies future land uses. Page 61 describes a shift in the focus of land use planning from new development to managing infill and redevelopment of underutilized or previously developed properties. Strategy 8A-1 (page 65) identifies selected opportunity areas to achieve Comprehensive Plan objectives. Strategy 3B Protection of Historic Resources page 18 identifies that mixed-use development may be appropriate in some but not all historic contexts, also downtown enhancement should be implemented in a manner that respects surrounding neighborhoods.
3E Town Entranceways	Greenways Commission	<ul style="list-style-type: none"> • Include discussion of concept of entranceway features to the Town • Maintain and strengthen language in Plan concerning the importance of entranceway corridors and viewsheds, especially in relation to development and redevelopment 	<p>Recommend no change</p> <ul style="list-style-type: none"> • Chapter 3 Community Character addresses Town Entranceways in Strategy 3E. Action 3E-1 is to update The Master Landscape Plan for Entranceway Corridors 1988. This action is outstanding, it was incorporated into Council Goal # 25 (Public Arts Contextual Plan) for 2006.
3D-1. Public Art	Parks and Recreation Commission	<ul style="list-style-type: none"> • The Commission believes that the Comprehensive Plan’s Public Art component should include a focus on grassroots community participation in art. Established community art programs should 	<p>Recommend no change</p> <ul style="list-style-type: none"> • We anticipate that this comment will be considered as part of the Public Arts Contextual Plan

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		be considered a component of the Town’s Public Art initiative.	
3C Downtown Enhancement	Planning Board	<ul style="list-style-type: none">Define the community’s sense of downtown; define its characteristics, define terms such as “human scale” to assess whether downtown development proposals are appropriate.	Recommend no change <ul style="list-style-type: none">Chapter 3 Community Character addresses Downtown Enhancement and Action 3C-1 is to implement the Downtown Small Area Plan adopted in March 2000. The area plan sets out the vision for the downtown including analysis of its characteristics. The Plan also includes recommendations to adopt design guidelines specific to downtown.
3C Downtown Enhancement	Downtown Partnership	<p>Whereas the Board believes that the goals and objectives are still relevant to downtown, there are some details that are extremely important to downtown’s overall success that appear to be missing in the plan.</p> <p><u>Downtown Safety</u> – Downtown Safety should be an overriding theme of anything related to downtown. Programming should be planned and implemented that will provide an increase in both real and perceived safety for all individuals downtown, with an emphasis on women and children.</p> <ol style="list-style-type: none">Streetscape should be designed to provide maximum safety, including an increase in the number of lights and the intensity of the light levels in all of downtown.There should also be an emphasis on providing sidewalk connections throughout downtown, especially on Rosemary Street.Connectivity between Franklin Street and Rosemary Street should be encouraged wherever possible and these connectors should be well lit, safe, and well marked.Better lighting in parking facilities is also needed.Technology should be incorporated into public safety where appropriate and where there is an ability to do so.An increase in police presence should remain as a priority of the comprehensive plan.	Recommend change <ul style="list-style-type: none">Chapter 3 Community Character addresses Downtown Enhancement and Action 3C-1 is to implement the Downtown Small Area Plan adopted in March 2000. The level of detail suggested by the Board is not usually included in Comprehensive Plan document. Consider updating strategy 3C to include an action to develop a Downtown Enhancement Implementation Plan. These suggestions could be the basis of such a plan.

		<p><u>Downtown Cleanliness</u></p> <ol style="list-style-type: none">1. Services should be funded to increase the level of cleanliness in downtown through an increase in the frequency of collection.2. Alternative collection operations should be considered with an emphasis on the business uses and the type of collection required. (For example: 3:00 a.m. recycled after the bars have closed) <p><u>Downtown Social Issues</u></p> <ol style="list-style-type: none">1. Policies should be adopted that support the rights of individuals but not at the financial expense of downtown businesses and the safety expense of downtown visitors, therefore, policies related to panhandling, loitering, homelessness should be reviewed and considered as a part of the comprehensive plan. <p><u>Public Spaces</u></p> <ol style="list-style-type: none">1. There should be an emphasis on designing the public spaces with little to no maintenance and with visionary thought on how the public spaces may be used, therefore:2. Streetscape elements should be designed as to not impede with the pedestrian flow, to include the ability to water the greenery that is planted in the planters, and to include outlets in the planters and elsewhere downtown.3. Greenspace or public parks should be designed the same way, with watering capabilities and with electrical capabilities.4. Technology should be incorporated into public spaces where appropriate and where there is the ability to do so in an effort to transcend downtown into the 21st century and make it more user friendly.5. Downtown has traditionally served as the place where communication about local, state, and national issues were announced, therefore, public spaces should be designed and managed to serve as a place to convey	
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		<p>information, whether it is a lightpole that holds both flags and banners, or a plaza or park area that is designed as a place for people to gather, perhaps with seating or electricity, etc.</p> <p><u>Semi-Public Spaces</u></p> <ol style="list-style-type: none">1. Rosemary and Franklin Street connectors may be public or private but they serve as public corridors. There should be a cooperative public private partnership approach to these corridors to improve safety, accessibility, lighting, wayfinding and cleanliness.2. Parks and Greenspaces may be on public or on private land, but serve as semi public space. There should be a cooperative public private partnership approach to these spaces to improve safety, accessibility, lighting, wayfinding and cleanliness. <p><u>Community-wide use and community celebrations in downtown</u></p> <ol style="list-style-type: none">1. Special consideration should be given to large groups that desire to use downtown for community-wide functions but may otherwise avoid downtown due to parking, etc. Incentives, whether it be free parking or something more, should be considered to help promote downtown as a desirable place to hold community functions. <p><u>Transportation – Parking</u></p> <ol style="list-style-type: none">1. Technology should be incorporated into parking where there is an ability to do so to make parking more user-friendly.2. Short term public parking should be managed in such a way as to serve as an economic development tool.3. Long-term employee parking (both for daytime and nighttime employees) should be developed and managed as an economic development tool.4. Utilize on-street parking as short-term convenience parking and maximize (add back) on-street parking in all sections of Franklin Street.	
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		of downtown.	
	Million Solar Roofs Initiative	<ul style="list-style-type: none">Community character should include & prioritize green & sustainable development.Local development and design guidelines and implementing regulations should include aspects of green/sustainable design, (guidelines established, for example, from LEED, NCSEA Healthy Build Homes, National Association of Home Builders Green Home Guidelines, and others). These should be incorporated into all small area planning processes	<p>Recommend change</p> <ul style="list-style-type: none">Consider adding new Chapter to Plan addressing sustainability. Consider these items as possible goals, objectives, strategies and actions. <p>Recommend change</p> <ul style="list-style-type: none">Add references in Chapter 8, Land Use and Development and Chapter 9, Natural Environment
3D-1. Public Art	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none">Reduce stormwater impacts through implementation of low impact design (LID), green building design, bio-retention; enhance green space in parking areas and reduce impervious surfaces through verticality, cluster commercial development; change Chapel Hill parking standards by reducing parking lot dimensions and requiring under building parking. Recognize the Town’s water resources as an integral part of its character, and that stormwater management strategies can improve the quality of urban design of development projects.The Stormwater Advisory Board would not want stormwater capital projects to be generally paying for art, particularly when the funding is ultimately from stormwater fees. Those projects can and should pay attention to aesthetics when appropriate, and possibly spend more accordingly. But not fund art elsewhere. <p>The following from the town website is not clear regarding the scope of included projects: <i>“The Chapel Hill Town Council established the Town’s Percent for Art Ordinance which allocates 1 percent of selected capital projects for the creation, fabrication/construction, installation, and maintenance of permanent works of public art.”</i></p> <p>The term “selected projects” is not defined. If that were to be made applicable to <i>any</i> stormwater projects, one alternative</p>	<p>Recommend change</p> <ul style="list-style-type: none">Chapter 9 Natural Environment, Action 9F-1 is to improve existing stormwater management practices. It describes low impact development principles and suggested revising the Town Ordinance to implement these principles. Update strategy 9F to reflect changes made since 2000 to the Land Use Management Ordinance and to outline concepts of green building design. <p>Recommend no change</p> <ul style="list-style-type: none">We anticipate that this comment will be considered as part of the Public Arts Contextual Plan

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		could be: “Capital projects constructed to improve the underground conveyance and treatment systems for stormwater control should not be subject to the 1% condition for funding of art. Above ground structures, such as lakes, ponds and treatment facilities, should be based on a case-by-case basis as established by the Stormwater Advisory Board and discussed with the Arts Commission.”	
4.0 RELATIONS WITH THE UNIVERSITY/HEALTH CARE	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none">• Work with the University to provide affordable housing to UNC employees within proximity to the University / within city limits with access to free transit• Work with University to promote alternative modes of transportation, such as through a bike loan program.	Recommend no change <ul style="list-style-type: none">• Chapter 4 Relations with the University/Health Care System addresses this. Action 4A-1 is to coordinate with UNC and the UNC Health Care System, developing and implementing the Master Plan for main Campus. Action 4A-2 is to coordinate with UNC in developing a park-and-ride master plan and other strategies to manage traffic and parking as the University grows. Action 4B-1 is to encourage the University to construct student housing on UNC property. Action 4B-2 is to establish a Town/UNC partnership to develop off-campus housing for employees.
	Planning Board	<ul style="list-style-type: none">• Include discussion of Transportation, Fiscal Equity and Environmental Resources associated with the UNC Carolina North development	Recommend change <ul style="list-style-type: none">• Chapter 4 Relations with the University/Health Care System. Action 4A-3 is to continue the Town’s involvement in planning for the future development of the Horace Williams property. This Action can be updated to reflect the Council’s adoption of the Horace Williams Citizens Committee Principles Goals and Strategies for the property and the Council’s focus on addressing Transportation, Fiscal Equity and Environmental Resources.

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	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> This section should include language about UNC's role in financing off-campus stormwater activities. There are several parts to this – impacts from UNC's own property on or off main campus, contribution to general programs, whether UNC has any say regarding stormwater fee structure as paid by others. The Stormwater Advisory Board is not proposing anything specifically on this now, but it is part of the broader set of UNC-Town issues on stormwater that probably needs to be addressed in an updated plan. <p>Additionally:</p> <ul style="list-style-type: none"> Integrate stormwater management strategies in the design phase of future development and re-development of University properties. Implement LEEDS and green building design. Set a goal of high-quality LID, specifically for Carolina North property. <ul style="list-style-type: none"> Town and UNC would benefit from a cooperative effort on environmental protection, including stormwater planning and management. 	<p>Recommend change</p> <ul style="list-style-type: none"> Chapter 4 Relations with the University/Health Care System, add to discussion the desire for cooperative effort on environmental protection, including stormwater planning and management.
5.0 REGIONAL CONTEXT	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none"> Work with triangle area jurisdictions to avoid tax-base competition that leads to poor planning – particularly to strip malls in the middle of nowhere Work with triangle area jurisdictions to offer better transit connectivity throughout the triangle area 	<p>Recommend no change</p> <ul style="list-style-type: none"> Chapter 5 Regional Context. Action 5A-1is to seek opportunities for formal and informal communication with other Triangle Area jurisdictions on regional planning issues. Transportation and Transit are specifically identified.
	Million Solar Roofs Initiative	<ul style="list-style-type: none"> When considering the regional context in which Chapel Hill exists, the Town should focus on sustainable development in partnership with our neighbors, including economic incentives for renewable industry, sustainable transportation systems, and preservation of natural systems. 	<p>Recommend change</p> <ul style="list-style-type: none"> Consider options to add new chapter on topic of Sustainability with goals objectives strategies and actions, or to weave topic more explicitly into existing chapters of the Plan.
	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> Include a regional focus on protecting watersheds that corresponds to the OWASA service area. Promote discussion of watershed management and stormwater planning in joint meetings among upstream stakeholders, such as Orange County, Carrboro, and Chapel Hill officials, and downstream 	<p>Recommend no change</p> <ul style="list-style-type: none"> Chapter 5 Regional Context. Action 5A-1is to seek opportunities for formal and informal communication with other Triangle Area jurisdictions on regional planning issues.

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		stakeholders (Durham Co).	
6.0 ECONOMY AND EMPLOYMENT	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none"> Work to provide grocery stores with fresh fruits and vegetables accessible by foot (or short distance bike – e.g. less than a mile) to most neighborhoods in Chapel Hill, <i>especially downtown</i>. 	<p>Recommend no change</p> <ul style="list-style-type: none"> We believe this will primarily be a matter for the market to decide. However, Chapter 8 Land Use and Development Action 8A-1 encourages the development of “opportunity areas” which include the downtown and existing neighborhood and community scale centers for a mix of uses to serve existing and future residential development.
	Million Solar Roofs Initiative	<ul style="list-style-type: none"> The Town should support vocational education for citizens interested in working in sustainable and green construction thus creating a talent pool for sustainable technology and construction enterprises. The Town should develop and maintain commercial uses that are compatible with the character and scale of Chapel Hill, and develop and maintain the downtown as a pedestrian-oriented focal point for the community’s commercial and retail needs. The Town should provide tax incentives for renewable energy use. The Town should assign a high priority to sustainable design and use of renewable energy sources in mixed-use development. 	<p>Recommend change</p> <ul style="list-style-type: none"> Consider options to add new chapter on topic of sustainability with goals, objectives, strategies and actions, or to weave topic more explicitly into existing chapters of the Plan.
	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> Reduce stormwater impacts through implementation of low impact design (LID), green building design, bio-retention; enhance green space in parking areas and reduce impervious surfaces through verticality, cluster commercial development; change Chapel Hill parking standards by reducing parking lot dimensions and requiring under building parking. Recognize the Town’s water resources as an integral part of its character and will enhance its attractiveness for high quality economic development. 	<p>Recommend change</p> <ul style="list-style-type: none"> Chapter 9 Natural Environment discusses low impact design under Action 9F-1 which is to improve existing stormwater management practices. Add discussion to include these mechanisms. Also reference these mechanisms in Chapter 8 Land Use and Development possibly under strategy 8A Development Form
7.0 HOUSING	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none"> Work with employers to provide incentives to buy a house near where they work (e.g. Maryland Department of Housing initiative where the state, major employers and local governments each contribute a monetary amount for employees to locate near the job) Work towards providing location efficient mortgages to Chapel 	<p>Recommend change</p> <ul style="list-style-type: none"> Update Action 4B-2 “establish a Town/UNC partnership to develop off-campus housing for employees”. Update to reflect initiatives since 2000. Update Chapter 7 Housing Action 7A-1 “work with housing providers to aggressively develop affordable housing in Chapel Hill. Action 7A-2

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		<p>Hill home buyers.</p> <ul style="list-style-type: none"> Recognize the role of housing policies in promoting sustainable transportation 	<p>provide incentives for housing providers to develop affordable housing, and 7A-3 Continue to pursue the adoption of inclusionary zoning legislation at the State level” to reflect Council actions undertaken since 2000.</p> <ul style="list-style-type: none"> Add reference in Chapter 7 Housing to recognize this linkage and in Chapter 8 Land Use and Development
	Million Solar Roofs Initiative	<ul style="list-style-type: none"> The Town should establish policies, regulations, and priorities for incorporation of sustainable design and renewable energy in new construction and renovation of existing housing stock, and establish some proportion of new construction that must meet some predetermined level/measure of sustainability and renewable energy use (such as those established, for example, by LEED, NCSEA Healthy Build Homes, National Association of Home Builders Green Home Guidelines, and others). Housing goals set by the Town should incorporate research on the affordability aspects of sustainable design and renewable energy, such as analysis of life-cycle cost, grants, tax incentives, etc. 	<p>Recommend change</p> <ul style="list-style-type: none"> Consider options to add new chapter on topic of sustainability with goals objectives strategies and actions, or to weave topic more explicitly into existing chapters of the Plan.
	Planning Board	<ul style="list-style-type: none"> Review the Town’s strategy to provide affordable housing, consider additional strategies and actions 	<p>Recommend change</p> <ul style="list-style-type: none"> Chapter 7 Housing. Update to reflect initiatives since 2000.
	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> Integrate stormwater management strategies in the design phase of future development and re-development of housing in Chapel Hill. The Stormwater Advisory Board would not want to endorse waiving or reducing stormwater fees based on “affordability” or “incentives.” 	<p>Recommend change</p> <ul style="list-style-type: none"> Reference stormwater management strategies in Chapter 8 Land Use and Development possibly under strategy 8A Development Form. <p>Recommend no change</p> <ul style="list-style-type: none"> We believe this to be a policy matter which does not need to be included in the Comprehensive Plan.
8.0 LAND USE AND DEVELOPMENT	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none"> Perform a “smart growth” audit of town codes and regulations to ensure Chapel Hill has all the tools and is adequately prepared to encourage desirable development patterns In preparation for future rail service in the triangle area, develop land use code that would facilitate high density and mixed-use development around future transit stop (transit-oriented development) Recognize the role of good land use planning (compact, mixed 	<p>Recommended change</p> <ul style="list-style-type: none"> Although the Land Use Management Ordinance (LUMO), adopted January 27, 2003, included many changes to implement the concepts of the adopted 2000 Comprehensive Plan, additional work is needed to develop specific implementation policies. The LUMO includes provisions for creating special districts including a mixed-use districts and transit oriented development areas.

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		<p>use) for better transportation</p> <ul style="list-style-type: none">• Recognize the relationship between good land use planning and good street design for better transportation• Promote Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) principles	<p>Additional work will be required to develop detailed mixed use and transit oriented development districts to support the provisions of the Comprehensive Plan. The procedures for development review require that developments greater than 20,000 sq.’ of floor area and/or 40,000 sq.’ of land disturbance need a special use permit which is a rigorous review process culminating in a Council decision. The review process should ensure that the Town achieves desirable development patterns compatible with the vision of the Comprehensive Plan.</p> <ul style="list-style-type: none">• Chapter 10 Transportation Page 90 states that an integrated approach to transportation and planning will be a key to encouraging alternate modes of transportation. The strategies and actions regarding future land use described in Chapter 8, Land Use and Development, will need to be closely coordinated with transportation initiatives. Mixed-use development is given as an example. <p>Recommend change</p> <ul style="list-style-type: none">• Add references in Chapter 8, Land Use and Development and Chapter 9, Natural Environment
	Million Solar Roofs Initiative	<ul style="list-style-type: none">• The Town will promote land use regulation that aims for ideal positioning and proportions of structures to maximize solar exposure and other such energy efficient aspects of development. Sustainable energy review should be incorporated into reviews during the development/permitting process.	<p>Recommend change</p> <ul style="list-style-type: none">• Consider options to add new chapter on topic of Sustainability with goals, objectives, strategies and actions, or to weave topic more explicitly into existing chapters of the Plan.
	Parks and Recreation Commission	<ul style="list-style-type: none">• The Commission believes that the revised Comprehensive Plan should include statements regarding recreation requirements for development, including payment in lieu options.	<p>Recommend change</p> <ul style="list-style-type: none">• Update Chapter 8 Chapter Land Use and Development likely Strategy 8D “Development Review Process” to include an outline of likely development requirements including but not limited to utilities, affordable housing, energy consumption, recreation facilities, infrastructure improvements, traffic and transportation accommodations, bicycle parking, stormwater management, open space, tree preservation and public art.
8D Development Review Process	Public Arts Commission	<ul style="list-style-type: none">• Expand section/change language to include discussion of Public Art	<ul style="list-style-type: none">• See item above.

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	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> Improve integration of Stormwater Master Plan Goals with the Town's Comprehensive Plan and Land Use Management Ordinance. Ensure that development goals for a property include stormwater management goals early in planning process. Consider development of stormwater strategies and rules specific to particular land use classifications and conditions within each watershed. 	<ul style="list-style-type: none"> See item above
9.0 NATURAL ENVIRONMENT	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none"> Include land use planning (not only transportation) as a strategy to improve air quality Develop a city-wide education and promotion campaign on individual responsibility in environmental protection and climate change mitigation, in particular in terms of transportation and residential location choices affecting energy use and pollutant emissions (but also energy conservation etc.) 	<p>Recommend change</p> <ul style="list-style-type: none"> Chapter 9 Natural Environment discusses air quality Strategy 9E and Action 9E-1. Add reference to the relationship between future land use and air quality. Add similar reference in Chapter 8 Chapter Land Use and Development <p>Recommend change</p> <ul style="list-style-type: none"> Consider options to add new chapter on topic of Sustainability with goals, objectives, strategies and actions, or to weave topic more explicitly into existing chapters of the Plan.
	Million Solar Roofs Initiative	<ul style="list-style-type: none"> Establishment of Green Building standards on new construction will reduce landfill waste and impact on areas surrounding the construction site. Facilitating stormwater reuse in buildings and homes will reduce the demand on our water supply. The Town should address the issue of air quality by controlling point source emissions. 	<p>Recommend change</p> <ul style="list-style-type: none"> Consider options to add new chapter on topic of sustainability with goals, objectives, strategies and actions, or to weave topic more explicitly into existing chapters of the Plan.
9C Tree Preservation and Planting	Planning Board	<ul style="list-style-type: none"> Discuss tree protection on private property 	<p>Recommend change</p> <ul style="list-style-type: none"> Chapter 9 Natural Environment Strategy 9C discusses tree preservation and planting. Update to include current Council consideration of a tree protection ordinance.
	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> Consider land purchases for multi-use, including stormwater management and restoration that can serve as open space. Assess future restoration needs in watersheds and set priorities for land acquisition. Funds may be used to meet goals of: improving impaired water quality, promoting urban infill, and 	<p>Recommend change</p> <ul style="list-style-type: none"> Chapter 9 Natural Environment Strategy 9B discusses open space and greenways. Update to include discussion of potential of dual use of open space for stormwater management. Reference to Chapter 8 Chapter Land Use and

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		stream restoration.	Development possibly under strategy 8A Development Form.
9F Water Quality and Stormwater Management	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> Develop appropriate water quality monitoring plan that will allow regular stream audits; publish information and tie these audits to measuring success of implementation of the Comprehensive Plan and the Stormwater Management Master Plan. 	<p>Recommend change</p> <ul style="list-style-type: none"> Chapter 9 Natural Environment, Action 9F-2 <i>Develop and implement an effective water quality performance review process</i>. Update to reflect establishment of the Stormwater Utility and the preparation of the Stormwater Management Plan
10.0 TRANSPORTATION	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none"> Develop a promotion campaign to increase walking, cycling and transit use and reduce car-use (social marketing, individualized marketing, travel smart campaigns...) Develop a police enforcement campaign to ensure respect of pedestrians and cyclists by car drivers. Facilitate bike use through provisions that make bicycles more affordable and more omni-present in the streets, such as through a bike loan program. Improve connectivity for pedestrian and bicycle travel throughout Chapel Hill. Connectivity is critical for non-motorized transportation – just adding a bike lane and sidewalk on Martin Luther King Jr. Boulevard doesn't make Chapel Hill a pleasant place to bike or walk. Quiet, connected neighborhood streets are just as, if not more, appropriate non-motorized facilities as are bike lanes and greenways. Provide public transportation options when possible to high school and middle school students to replace school buses. 	<p>Recommend change</p> <ul style="list-style-type: none"> Chapter 10 Transportation page 97 states that “bicycle facility development and maintenance should be coupled with other measures to promote bicycle usage in Chapel Hill such as public information and education program”. Expand this into a new section to include action and initiatives undertaking since 2000, including the Active Living By Design program and Safe Routes to Schools, Car Free Day and Smart Commute. <p>Recommend change</p> <ul style="list-style-type: none"> Chapter 10 Transportation. Describe the work of the Police Department Traffic Enforcement and Education Unit. <p>Recommend change</p> <ul style="list-style-type: none"> Chapter 10 Transportation. Describe the Town's participation in the Blue Urban Bikes Program <p>Recommend change</p> <ul style="list-style-type: none"> Chapter 10 Transportation Action 10A-2 is to develop a comprehensive pedestrian and bicycle network. Update this section to refer to the Town's Bicycle and Pedestrian Action Plan adopted in 2004. Add a discussion on the appropriate design of pedestrian facilities. <p>Recommend change</p> <ul style="list-style-type: none"> Chapter 10 Transportation Action 10C-1 states that the Town will aggressively promote the use of fixed and non-fixed route transit. Update this section to describe existing service to

		<ul style="list-style-type: none">• Encourage walking & bike commuting by creating incentives/requirements for employers to provide appropriate facilities (bike parking, lockers, showers) and incentives (e.g. parking cash-out)• Make a concerted effort to increase the walkability & bikeability of schools.• In addition to the mobility report card, institute an “accessibility report card,” to measure and track the accessibility of key locations in/around town.• De-emphasize the relative importance of park-and-ride facilities, as they do nothing to promote the transportation needs of the car-less, decrease the necessity of car-ownership, reduce vehicle cold starts, or enable the highest and best use of land that is ‘sacrificed’ as park-and -ride lots.• Change the focus of public transportation, public transportation appears at present to be focused largely on reducing congestion, pollution, & parking needs in town, but not to enhance mobility and accessibility for all citizens and to reduce the need to own personal cars.• Promote Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) principles• Create a section on ‘working with the North Carolina	<p>schools.</p> <p>Recommend change</p> <ul style="list-style-type: none">• Chapter 10, Transportation. Refer to the bicycle parking standards of the Land Use Management Ordinance. Update Action 10 D to describe actions on Transportation Management Plan undertaken since 2000. Describe additional strategies. <p>Recommend change</p> <ul style="list-style-type: none">• Chapter 10, Transportation. Describe Safe Routes to School Program and Active Living by Design program initiatives undertaken by the Town since 2000. <p>Recommend no change</p> <ul style="list-style-type: none">• Consider as possible addition to the mobility report card. <p>Recommend no change</p> <ul style="list-style-type: none">• Chapter 10, Transportation. The main transportation goal of the Plan is to “develop a balanced, multi-modal transportation system that will enhance mobility for all citizens, reduce automobile dependence, and preserve/enhance the character of Chapel Hill. Action 10 C-3 <i>Increase the use of park-and-ride and associated transit service</i> is one mechanism. Action 10 C-1 is to aggressively promote the use of fixed and non-fixed route transit. Key recommendations to pursue this include promotion transit oriented land use patterns, including development in the downtown area. <p>Recommend change</p> <ul style="list-style-type: none">• Include in discussion under “umbrella” theme of sustainability. Add references in Chapter 8, Land Use and Development and Chapter 9, Natural Environment <p>Recommend change</p> <ul style="list-style-type: none">• Chapter 10, Transportation. Action 10A-2 <i>Develop a comprehensive pedestrian and bicycle network</i>. Add description
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		<p>Department of Transportation (NCDOT) to promote walking and bicycling’</p> <ul style="list-style-type: none"> • Work towards linking Triangle Towns with bicycle and pedestrian facilities. To improve coordination for regional transportation connectivity, transportation boards, bike/ped town boards, other boards, and town planners from Chapel Hill, Carrboro, Durham, Raleigh Hillsborough, and other regional towns should convene at an annual meeting. At this meeting, each board chair should give a brief presentation on their existing and planned projects to link Triangle towns. Participating cities should host the annual meeting in rotation. 	<p>of existing actions and relationship with NCDOT to implement improved facilities.</p> <p>Recommend change</p> <ul style="list-style-type: none"> • Chapter 10, Transportation. Action 10A-2 <i>Develop a comprehensive pedestrian and bicycle network. This action states that development of a regional network and connectivity should be encouraged.</i> Add a reference to the role of the Durham Chapel Hill Carrboro Metropolitan Planning Organization as a mechanism to achieve this stated action.
	Million Solar Roofs Initiative	<ul style="list-style-type: none"> • Create sustainable transportation options by using alternative fuel buses, increasing the frequency of buses and park and ride lots, and using solar powered street lights, bus shelters, and other public infrastructure. 	<p>Recommend change</p> <ul style="list-style-type: none"> • Consider options to add new chapter on topic of sustainability with goals, objectives, strategies and actions, or to weave topic more explicitly into existing chapters of the Plan.
	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> • Consider use of number of parking strategies to reduce stormwater impacts, including verticality and under-building parking. 	<p>Recommend change</p> <ul style="list-style-type: none"> • Chapter 10, Transportation. Action 10E-1 Develop and implement a comprehensive parking strategy. Add reference to stormwater impacts of parking and cross reference to Chapter 8, Land Use and Development possibly under strategy 8A Development Form.
	Transportation Board	<ul style="list-style-type: none"> • Increase the efficiency of the Chapel Hill Transit system for users, including more frequent service, expanded system coverage and improved passenger information. • Identify opportunities for transit oriented development or redevelopment that will support the expansion of the Chapel Hill transit network. 	<p>Recommend no change</p> <ul style="list-style-type: none"> • Chapter 10, Transportation. Action 10C-1 <i>Aggressively promote the use of fixed and non-fixed route transit.</i> <p>Recommended change</p> <ul style="list-style-type: none"> • Chapter 8, Land Use and Development Action 8A-1 encourages the development of “opportunity areas” which include designated mixed-use development areas, sites for high density residential use and selected sites on Martin Luther King Jr.Blvd. Further delineation of transit supportive corridors, including specific intensity targets and design guidelines, will

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		<ul style="list-style-type: none"> • Greater commitment should be given to connecting local streets to expand mobility and increase efficiency of public services. • Expand and connect pedestrian and bicycle networks to promote physical activity and a healthier community. 	<p>be necessary.</p> <p>Recommend change</p> <ul style="list-style-type: none"> • Section 10.2 page 92 includes the objective to develop strategic transportation linkages between neighborhoods, transit stops and activity areas. The objective could be expanded to include this suggestion. <p>Recommend change</p> <ul style="list-style-type: none"> • Section 10.2 page 92 includes objectives to develop and expand bicycle and pedestrian networks. The general discussion in Chapter 10 could be expanded to include the promotion of health and activity as a reason for this objective and to refer to the Town's Active Living by Design Program.
10.2 Objectives	Public Arts Commission	<ul style="list-style-type: none"> • Expand section/change language to include discussion of Public Art 	<p>Recommend change</p> <ul style="list-style-type: none"> • Subject to the Council's consideration of the Draft Public Arts Contextual Master Plan. A reference could be made to the public art opportunities associated with Transportation.
11.0 COMMUNITY FACILITIES	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none"> • Work towards providing safe and comfortable walking and biking access to all public facilities in Chapel Hill, in particular to public schools, libraries and parks and recreation areas (all schools should have a "walk zone" encompassing at least a 3-mile buffer around the schools) 	<p>Recommend no change</p> <ul style="list-style-type: none"> • These are among the stated objectives of Chapter 10, Transportation.
	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> • Include a Hazard Identification and Mitigation, and Disaster Response and Recovery (short-term and long-term) section • Include an Information Management section • Add stormwater management to the list of community facility and service types. Integrate stormwater management at design phase of project development in Chapel Hill. 	<p>Recommend change</p> <ul style="list-style-type: none"> • Add description of actions and strategies Town would undertake in the event of a natural disaster. <p>Recommend change</p> <ul style="list-style-type: none"> • Add discussion of Technology as it relates to infrastructure and service provision. Add Action to prepare a Technology Needs Assessment as authorized by the Council, November 6, 2006.
12.0 FISCAL CONDITIONS	Bicycle and Pedestrian Advisory Board	<ul style="list-style-type: none"> • Develop finance mechanisms to promote mixed -use properties and infill development. 	<p>Recommend no change</p> <ul style="list-style-type: none"> • Chapter 8, Land Use and Development. See Action 8A-1 Encourage development of selected "opportunity areas" and Action 8A-2 Encourage mixed-use development forms.

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	Million Solar Roofs Initiative	<ul style="list-style-type: none"> Investigate means to overcome any higher than average start-up costs common in sustainable construction by offsetting those costs by reduced maintenance and energy consumption of such facilities. Provide tax breaks and other incentives to private developers for sustainable construction; ensure adequate accreditation or certification of pertinent Town staff so they may be prepared to address issues of sustainable development throughout the development and construction process. Evaluate the ability of neighboring towns to contribute to joint sustainable planning initiatives for new and or re- development. 	Recommend change <ul style="list-style-type: none"> Consider adding new Chapter to Plan addressing sustainability. Consider these items as possible goals, objectives, strategies and actions.
12B Financing Comprehensive Plan Initiatives,	Parks and Recreation Commission	<ul style="list-style-type: none"> The Commission believes that maintenance of existing park facilities needs to be a priority and encourages the Council to include a continuous stream of funding for on-going maintenance. This should be highlighted in the Comprehensive Plan. 	Recommend no change <ul style="list-style-type: none"> Update Chapter 12, Strategy 12B <i>Financing Comprehensive Plan Initiatives</i> to discuss Council funding actions since 2000.
12B Financing Comprehensive Plan Initiatives, paragraphs 2 and 3	Public Arts Commission	<ul style="list-style-type: none"> Expand section/change language to include discussion of Public Art 	Recommend change <ul style="list-style-type: none"> Update Chapter 12, Strategy 12B <i>Financing Comprehensive Plan Initiatives</i> to discuss Council funding actions since 2000.
12A. Fiscal Impacts of Private Development 12A-2. Revise the Town's Permit and fee structure to capture the full cost of services provided.	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none"> Integrate stormwater management at design phase of project development. Modify parking lot standards; encourage use of public transportation; and regionalize stormwater management infrastructure to minimize redundancies across local jurisdictions and reduce costs. The Stormwater Advisory Board is not clear why office developments are so much better than retail, if sales tax collections are considered. If this refers only to fees paid by for-profits for plan review and building permits and such, OK. If it implies that on-going stormwater fee rates from sites are higher or lower (such as credits) than others would pay for equivalent impervious area, then there is problem. The stormwater utility ordinance is 	Recommend change <ul style="list-style-type: none"> Update Chapter 12 and describe infrastructure provision as a fiscal concern and cross reference to Chapter 8, Land Use and Development Strategy 8D "Development Review Process" as a development requirement. Recommend change <ul style="list-style-type: none"> Update Chapter 12. This comment relates to exempting affordable housing from development permits and fees. Clarify and add reference to the collection and use of stormwater fees.

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		probably OK in this regard, but the Stormwater Advisory Board would not want a contradicting policy statement in the updated Comprehensive Plan.	
13.0 IMPLEMENTATION	Planning Board	<ul style="list-style-type: none">Follow-up on the Plan measures of progress which are identified in the existing plan	Recommend change <ul style="list-style-type: none">Update Chapter 13 Implementation to describe Council actions that have been implemented since 2000.
14.0 TOWN GOVERNMENT	Stormwater Management Utility Advisory Board	<ul style="list-style-type: none">As town employment expands, accommodation for parking will increase. Consider stormwater planning in expansion.Recognize that public education and involvement in stormwater management and watershed protection programs supported by the TOCH Stormwater Utility is an integral part of citizen participation in the Town	Recommend no change <ul style="list-style-type: none">Land Use Management Ordinance regulations apply. Recommend change <ul style="list-style-type: none">Chapter 9 Natural Environment, Strategy 9F Water Quality and Stormwater Management. Add reference to public education and citizen participation as goals of the Stormwater Program.