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ATTACHMENT 5

SUMMARY OF PLANNING BOARD ACTION

Subject: Draft 2030 Regional Transportation Plan

Meeting Date: August 17, 2004

Recommendation: The Planning Board recommends the Council adopt the Draft 2030 Regional Transportation Plan, with the following comments:

1. The Board endorses the idea of spending as much funding on transit as possible.
2. The Board recommends we do everything possible to educate the public and to emphasize the need for public transportation within both the Durham-Chapel Hill-Carrboro and Raleigh Metropolitan Planning Organization areas.
3. The Board recommends the 2030 Plan map show a direct fixed guideway connection from Chapel Hill to the Research Triangle Park.

Vote: 6-1

Ayes: Tim Dempsey, Donna Bell, Thatcher Freund, Suzanne Haff, Nancy Milio, Ruby Sinreich.

Nay: Gene Pease

Explanation of Dissenting Vote: The dissenting member agreed with endorsing the Plan but did not agree with comments 1 and 3 above.

Prepared by:

Chris S. Berndt, Long Range Planning Coordinator
Tim Dempsey, Chair

TDM
CSB

TRANSPORTATION AND LAND USE PRINCIPLES

Principle 1: Carolina North will create minimal impact on traffic and will promote commuter safety. The Transportation Plan will be developed around a transit system including use of Chapel Hill Transit rather than single occupancy motor vehicles.

Goal 1A: Carolina North will be designed and built as a pedestrian-, bicycle-, and transit-oriented development from the outset.

Strategies

- a) Any new transportation infrastructure other than new roads should be built early in the development process to anticipate transportation demand and to maximize and establish early use of alternatives to automobiles.
- b) Strictly limit parking (for example 1 space for every 3 employees and/or a specified cap), and develop different parking limits for retail, residential, and institutional uses for this site. Ensure that Carolina North does not become a park-and-ride lot for the main campus.
- c) Types of parking suggested include pervious pavement and parking structures under buildings in order to minimize impervious surfaces.
- d) Park and ride lots using pervious pavement shall be established to the north, south, east and west of Chapel Hill and Carrboro to provide the bulk of the parking for non-residential Carolina North traffic. UNC shall bear their proportionate share of costs of building and maintaining park and ride lots.
- e) Establish enhanced bus service on Airport Road.
- f) Call for continued detailed technical study of options for a fixed-guideway transit corridor as an effective alternative to automobile use. Any fixed guideway transit corridor and technology shall protect neighborhoods.
- g) Support Triangle Transit Authority's efforts to develop regional mass transit serving Carolina North and ties into Chapel Hill Transit routes.
- h) Concentrate uses in such a way as to support the 2025 DCHC (Durham/Chapel Hill/Carrboro Metropolitan Planning Organization) Transportation Plan.
- i) Require off-site road sidewalk and bikeway improvements (not to include road widening) from Carolina North along Airport Road north to I-40 and south to US 15-501 and all other perimeter roads to the tract.
- j) Sidewalks, natural paths and/or bikeways shall serve all buildings and be conducive to walking and biking.
- k) Create direct routes for walking or biking through the entrances to the Carolina North campus.

A flourishing transit system and limited parking will support Carolina North as a transit-oriented development. Encourage the use of public transit by limiting parking but provide minimum adequate retail parking.

Goal 1B: Carolina North will be a mixed-use development.

Strategies

- a) Create a mixture of affordable and market-priced housing.
- b) Establish retail businesses that address the needs of the people at and in the vicinity of Carolina North, residents, students, faculty, employees and guests.
- c) Design public recreation facilities to create a community focus.
- d) Concentrate buildings within a small footprint designed for walkability.
- e) Design Carolina North as a park-once environment for automobile users.
- f) De-emphasize auto use by establishing a smaller ratio of parking spaces to square footage than that of the main campus.

Creation of a mixed-use development with the opportunity to live, work, and shop in the same vicinity is a key Comprehensive Plan strategy.

Principle 2: Carolina North will comply with the Town's Comprehensive Plan.

Goal 2A: Conserve and protect the Town's existing natural setting.

Strategies

- a) Protect environmentally sensitive areas identified by the JJR study and establish a percentage of the overall acreage that will remain completely undeveloped in perpetuity, perhaps under a land trust or permanent deed restrictions.
- b) Endorse the University's maximum footprint of 25% of the Horace Williams property and seek a firm commitment not to exceed that percentage.
- c) Complete the bike and greenway system.

The implementation of these strategies will serve to protect and preserve open spaces and critical natural areas as specified by the Town's Comprehensive Plan.

Goal 2B: Protect the surrounding neighborhoods.

Strategies

- a) Protect adjoining neighborhoods through the use of buffers, noise and height restrictions, building design, and vehicular traffic control.
- b) Implement use of traffic calming devices in a manner that protects surrounding neighborhoods.
- c) Provide a process for perimeter neighborhoods to apply for restricted on-street parking.

The Comprehensive Plan states that preservation of the physical and social fabric of Chapel Hill neighborhoods is key to maintaining the Town's community character.

Principle 3: Retain existing zoning of OI-2 and rezone balance of property OI-2. Engage University officials in dialogue about the regulatory approach to the Horace Williams tract at the early stages of planning for Carolina North.

Goal 3: Ensure that the development of Carolina North abides by the Town's Comprehensive Plan.

Strategies

This zoning shall include but not be limited to:

- a) Delineate specific areas of Carolina North including 1) environmentally sensitive areas where development should be prohibited, 2) neighborhood and perimeter areas which should be limited to low-impact development and, 3) core areas where the denser mixed-use development should occur.
- b) Establish permitted uses specific to the neighborhood and perimeter areas and to the areas for more intensive development.
- c) Prohibit some uses in the neighborhood and perimeter areas that are allowed in the more densely developed areas.
- d) For the identified more densely developable areas, implement a mixed-use concept, possibly adding an expedited review procedure. This mixed-use concept could be similar to that of the MU-V (Mixed Use – Village) zone.
- e) Establish different processes for review, approval, and amendments of plans specific to each area in which development is permitted.
- f) Require that modifications shall be individually specified and reviewed.

Any zoning district would protect the surrounding neighborhoods and the environment from the impact of Carolina North development while allowing growth necessary to the University.