

To: Mayor and Town Council

From: Loren Hintz, Chair  
Chapel Hill Transportation Board

(53)

Date: September 20, 2000

Subject: Development Ordinance Revision Project

The Transportation Board prepared the following recommendations by consensus for consideration by the Town Council.

The Board believes that the Town's consultant should review and revise the following elements of the Town's Development Ordinance:

- **Street standards:** Street standards should be revised to reduce the width of local streets.
- **Traffic Impact Analysis:** The guidelines for preparing traffic impact analysis should be revised to provide better information to the Council, advisory boards and the public. Transit, bicycle and pedestrian factors should be included in the analysis.
- **Transportation Management Plans:** Improvements are needed to the Town's ongoing administration of the transportation management program.
- **Bicycle and Pedestrian Facilities:** The development ordinance should require expanded bicycle and pedestrian facilities, particularly bikelanes along major transportation corridors. Benches and other pedestrian amenities should also be provided. When sidewalks for new development cannot be connected to adjacent sidewalks connections to the street should be provided. Wider planter strips and requirements for street trees should also be included in the Ordinance.
- **Parking Standards:** The Town should adopt revised parking standards that set maximum parking rates for residential, commercial and office uses.
- **Pedestrian and Bicycle Level of Service:** The analysis of the transportation impacts of development should include the assessment of pedestrian and bicycle level of service.
- **Bus Stops-**The Development Ordinance should include requirements for provision of bus stops and amenities.
- **Mixed Use-** The Development Ordinance should encourage mixed use development that promotes alternative transportation.
- **Neighborhood Recreation Areas:** The Ordinance should promote smaller, neighborhood recreation areas.
- **Visualization:** The Ordinance should require more innovative visual material to assist the Council, advisory boards and the public in reviewing proposed projects.
- **Adequate Public Facilities-**The Ordinance should provide a mechanism for the Town to assess new development a fee that could be used for transportation improvements in the surrounding area.
- **Street Connectivity:** The Ordinance should promote the connection of local streets. It should also provide for non motorized pedestrian and bicycle connections between streets that do not have a physical connection.
- **Street Lighting:** Greater street lighting should be required using technologies that minimize unnecessary light pollution.

② Synthesis 6/19/01

**TRANSPORTATION BOARD COMMENTS  
DRAFT CHAPEL HILL DEVELOPMENT ORDINANCE**

Section	Page	Comment
2-2 Conventional Subdivision, (k)	2-4	Street standards Table 2.2.1 missing. These standards should limit street width and require sidewalks. No mention of Street Connectivity Index, which should apply for internal streets. Why are some Urban Design principles not applicable in this section?
2-3 Conservation Subdivision (k)	2-9	Street standards Table missing. These standards should limit street width and provide sidewalks. Street Connectivity Index concept needs more description.
2.4 Traditional Neighborhood Development (d)	2-13	Table 2.4.1 should be completed. Table numbering is confusing.
(e)	2-14	Some provisions of Adequate Public Facilities requirements should apply to TND.
(h)	2-15	How do these guidelines compare to the Southern Village or Meadowmont designs? Setbacks should be limited in TND areas.
(j)	2-16	Parking standards allow to high a maximum. TND regulations should set a maximum standard that is lower than that proposed. On street parking should be allowed to satisfy parking requirements for multifamily projects.
Street Types	2-17, 18	These standards seem excessive and repeat some of the mistakes of the streets in the Southern Village. Sources other than NCDOT should be consulted to determine the best standards. Curb radius should also be included in street standards.
Urban Design	2-18,19	Transit design considerations should be included. Discussion of appropriateness of alleys should also be included.
2.5 Development in Older Areas (f) Parking	2.21	Parking maximums too high and relieving this development of the minimum requirements should consider the possible spillover of parking into adjoining areas.
2.6 Vertical Mixed Uses (j) Parking	2-26	Formula to determine minimum parking is confusing. It is difficult to recommend use of this formula without examples of how it would be applied.
2.7 Commercial Centers (e) Adequate Public Facilities	2-29	Provisions of Adequate Public Facilities should be applied to this development
(j) Parking	2-30	Maximums too high. Impact of eliminating the minimums should reflect possible spillover into adjoining areas.

2.8 Commercial Refit (e) Adequate Public Facilities	2-34	Provisions of Adequate Public Facilities should be applied to this development.
(j) Parking	2-35	Graphics needed in this section to illustrate implementation of standards. Parking maximums should be limited to 110% of minimums.
(k) Transportation	2-35	Unclear what the Transportation Standards of the chapter are. Sidewalk construction should be included.
3.5.1 Mixed Use Districts	3-4	This section should incorporate transit related design standards and considerations. Table 3.5.1.1 should also incorporate trip reductions based on existing or proposed transit services. Transportation Management Plan requirements should be incorporated in this section.
3.5.2 Office Institutional Districts.	3-7	This section should incorporate transit related design standards and considerations. Transportation Management Plan requirements should be incorporated in this section
3.5.3 Traditional Neighborhood District	3-12	Transit oriented design standards and considerations should be included. Language should be included that includes transit oriented design as a primary consideration.
3.5.4 Transit Oriented Design District	3-13	This section should be prepared and included. Transit oriented design areas should be identified along major transportation corridors. A "Fixed Guideway Station" District should also be included in the Ordinance. Its application should be limited to those areas identified as part of the regional fixed guideway system.
3.6.3 Resource Conservation District	3-23	Table 3.6.3-2 should include parking areas as non permitted uses.
3.9 Incentive Zoning	3-45	Transit Oriented Design and Fixed Guideway Station districts should be included as a category for potential density bonus'.
4.3 Concept Plan Review	4-2	Transportation Impact Analysis should be included in the Site Analysis
4.5 Special Use Permits	4-7	Requirements for Transportation Impact Analysis and Transportation Management Plans should be included in this section.
(b) (4)	4-12	Allowance for up to 10 spaces to be provided without modification of SUP too high. Standard should be related to percentage increase.
(b) (7)	4-12	A standard should be set to determine what constitutes "substantial changes" in circulation.
4.6.6 Neighborhood or Homeowners Association	4-22	Provisions should be made in ordinance to require the escrowing of funds or performance bond to ensure maintenance of transportation facilities.

4.7.2 Master Land Use Plan	4-30	Criteria for developing Master Land Use Plans should include promotion of transit oriented development and pedestrian activity.
(j) Minor Changes (3), (4)	4-33	Standards should be developed to define "substantial changes"
5.2 Adequate Public Facilities	5-1	Capacity of Public Transit System should be included as a component of the Adequate Public Facilities system. Methodology section should be amended to incorporate transit system capacity.
5.2.2.2 Rezoning	5-2	Definition of "public facilities" should include transit, pedestrian and bicycle capacity as well as roadway.
5.2.3 Methodology and Criteria	5-3	Consider expanding impact area to one mile from 1/2 mile.
5.2.3.3 Determination of Adequacy of Public Streets (c)	5-4	NC 86 should be included as a corridor that includes pass through traffic.
(d)	5-5	What is the justification for the 30% reduction?
5.2.8.5 Requirements for CIP Implementation (1) Availability of Capacity by Impact Area	5-12	Include transit system capacity and pedestrian capacity.
5.9.5 Parking Design Standards	5-26	Allow on street parking to count towards required parking for multi family in TND and Transit Oriented districts
5.9.6 Minimum/Maximum Parking Standards	5-29	Maximums for parking set too high. Minimums very similar to existing standards, maximums should be set at 110% of minimum, consistent with current Council policy.
5.12 Access and Circulation	5-41	Language should be added to require maintenance of bicycle and pedestrian facilities during construction.
5.12 Access and Circulation	5-42	A connectivity index should be created for sidewalks and bicycle facilities
5.12 Access and Circulation (b) (1)	5-42	Connectivity Index should be explained in greater detail.
5.12 Access and Circulation	5-43	Does reference to "dead end" streets include cul de sacs? Use of cul de sacs should be limited.
5.13.4 Permitted Activities and Standards	5-46	Erosion control section should address prohibiting runoff onto pedestrian/bicycle facilities.
6-9 Park Ride Terminals	6-3	Remove requirement for park ride to have direct access to arterial or collector. Mixed use developments should integrate park ride facilities with adjacent development.
6.17 Planned Development	6-5	Requirement that projects cannot "create traffic in residential neighborhoods outside the development" is
6.17.1.1 Relation to Major Transportation Facilities		unrealistic and would eliminate connection between existing and proposed development. This seems to conflict with Projecting Streets section on page 5-43.
Appendix Equivalent Residential Unit	A-10	Average Employees per 1,000 square feet for office uses is too low. 3-4 employees is more realistic.
General Comments		Sections on Landscaping Plans should be revised to require more protection of existing trees. In addition to specimen trees, smaller trees should be tagged and protected during construction. Require additional vegetation to be planted along sidewalks and at bus shelters.

56

5. Insert an explicit statement in the proposed <sup>(57)</sup> new development ordinance for Chapel Hill, the proposed UNC development plan and in the general rules for Chapel Hill the following: If any construction, moving, unloading, repair activity is done in Chapel Hill which blocks part of the right of way for pedestrians, vehicular or nonvehicular traffic; then a safe pedestrian and nonvehicular path (ADA compliant) must exist on the same or the opposite side of the street. This path must exist before construction, moving, unloading, repair may begin. Emergency vehicles and activities are excluded from this requirement. Upon completion of the activity existing pedestrian and nonvehicular path ( including crosswalk striping) must be returned to the original or better status within 24 hours or the owner, contractor, agency will be subject to a \$100 to \$1000 dollar fine per day in violation.

6. Insert an explicit statement in the proposed new development ordinance for Chapel Hill and in the general rules for Chapel Hill the following: One goal of all development projects ( be they a single home or business, infill or a major project) in Chapel Hill shall be to improve nonmotorized travel. Thus projects should include sidewalks so they connect to nearby sidewalks, bikelanes or streets. Also insert an explicit statement saying sidewalks should not be blocked by shrubbery, trash pickup, temporary signs etc.

1. eliminate the rule on skate board 6.8 : too restrictive, discourages a safe activity for teens
2. TREES 5.13 & 5.5
  - a. require that planted trees be maintained, especially need to water them and not to mow/ weed whip the bark BE EXPLICIT
  - b. require trees to be planted near bus stops and next to sidewalks
  - c. use botanical definition of tree not 161 one in ordinance (A-28)
  - d. reduce the current diameter of specimen trees from 241 to 181.
  - e. 5.13.6 rare and specimen trees Has anyone from the University commented on this list of trees? Sequoia Redwood!
  - f. 5.13.2.2 need to apply tree rule to smaller lots if tree is near sidewalk, right of way or bus stop
3. rewrite resource conservation district 3.6.3
  - a. rule applies to intermittent and perennial stream (A-19 weird using perennial definition with old definition of intermittent. ) Why no reference to wetland?
  - b. 75 or 100ft rule applies to distance from edge ( not center) of stream Great!
  - c. in the case where the stream cz bows or meanders, 75 or 100ft rule applies to both old and new stream bed, which ever protects more riparian environment or develop topology rule
  - d. no new construction in the 500yr flood plain; because of dramatic landscape changes old 100yr rules are not very protective.
  - e. developers and current owners are required to include in lease agreement and post a sign on building saying area is subject to flooding
4. erosion/ runoff control 5.11 & landscaping 5.5
  - a. erosion control measures must be in place before construction begins
  - b. if more than 1/2 inch silt/sediment is found on the other side of erosion control fence etc. then the measures must be improved.
  - c. in developing a wooded area besides saving specimen trees need to flag and save small (less than 4inch) trees. More likely to be native. already have a head start with landscaping
5. Site maps must include current paths, wooden structures ( bridges, benches), seeps and springs