

****DRAFT 05-02-03****

AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO PROVIDE FOR ALTERNATIVE PARKING AREA STANDARDS AND ALTERNATIVE STREET DESIGN REQUIREMENTS IN CONJUNCTION WITH LOW-IMPACT DEVELOPMENT, AFFORDABLE HOUSING, AND CONNECTIONS TO EXISTING RIGHTS-OF-WAY THAT DO NOT MEET STREET CLASSIFICATION STANDARDS

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO HEREBY ORDAINS:

Section 1. Section 15-296 of the Carrboro Land Use Ordinance is amended by inserting new text (shown in italic text) in subsection (a) so that it reads as follows:

- (a) Subject to subsections (e), (f), (g), *and (h)* vehicle accommodation areas that (i) include lanes for drive-in windows; (ii) are required to contain more than 1,000 square feet of vehicle storage area; or (iii) contain parking areas that are required to have more than ten parking spaces and that are used regularly at least five days per week shall be graded and surfaced with asphalt, concrete or other material that will provide equivalent protection against potholes, erosion, and dust Specifications for surfaces meeting the standard set forth in this subsection are contained in Appendix D.

Section 2. Section 15-296 of the Carrboro Land Use Ordinance is amended by adding a new subsection (h) that reads as follows:

- (h) When any tract of land is developed under circumstances requiring the issuance of a special or conditional use permit, and paving is required per Section 15-296(a), the vehicle overhang area located behind a parking stop may be unpaved as shown in Appendix D-3.

Section 3. Appendix D of the Land Use Ordinance is amended by adding the illustration entitled "Alternate Parking Space Treatment" as a new Appendix D-3.

Section 4. Article XIV of the Carrboro Land Use Ordinance is amended by adding thereto a new Section 15-216.1 to read as follows:

Section 15-216.1 Street Widths, Sidewalk and Drainage Requirements in Certain Developments

- (a) When any tract of land is developed under circumstances requiring the issuance of a special or conditional use permit, the street and road design requirements for streets other than collector streets that would otherwise be determined in accordance with the provisions of Sections 15-216 and 15-221 may be modified, by approval of the permit-issuing authority, to alternative street width and construction specifications, sidewalk and drainage requirements, as illustrated in Appendix C, for developments that

- 1) involve the extension of, or connection to, existing Town streets, the construction specifications of which do not meet the minimum standards established in Section 15-216 in association with Section 15-210 Street Classification;
- 2) meet the following low-impact development criteria:
 - a) preserves open space and minimizes land disturbance;
 - b) protects natural systems and preserves natural processes (including, but not limited to, drainage ways, vegetation, soils, and other sensitive areas);
 - c) maximizes the incorporation of natural site elements (including, but not limited to, wetlands, stream corridors, and mature forests), and;
 - d) decentralizes and micromanages stormwater at its source to the maximum extent practicable.
- 3) include a minimum of 15 percent affordable housing units (as defined in Section 15-182.4(a)).

(b) Streets constructed in accordance with this Section shall conform to the following standards as well as specifications presented in Appendix C.

Type Street Alternative	Minimum ROW Width	Minimum Pavement Width	Bike Lanes	Minimum Shoulder Width		Sidewalk Requirement
				1	2	
Local	59'	20'	NONE	9 (2)		ONE SIDE
Subcollector	73'	26'(1)	NONE	9 (2)		BOTH SIDES (3)

- 1 Minimum pavement width may include the concrete grade beam illustrated in Standard Drawing No. 27+
- 2 Nine feet of width may include a 3-foot planting strip, 5-foot sidewalk, and 1-foot separation between sidewalk and drainage/water quality structure.
- 3 May be modified by the permit-issuing authority.
- 4 Construction requirements as required in Appendix C and D of the Land Use Ordinance, unless otherwise specifically modified by these provisions or the notes included on standards in Appendix C and D.

- (c) The permit-issuing authority may reduce the sidewalk requirement for subcollector streets meeting the alternative street standard from both sides to one side of the road if
 - a. The development contains a parallel system that is integrally designed and provides pedestrian access to the interior of the site;
 - b. Any new public street passing through the development and the bulk of the facilities and activities are to occur on one side of the road;
 - c. Any new public street connects to an existing street that does not meet public street standards and where the site conditions indicate that the full upgrade of the street to the town standards would not be practicable; and

- d. The developer is participating in off-site construction of, or improvements to public sidewalks that will connect the new development with the town's sidewalk system.

Section 5. Appendix C of the Land Use Ordinance is amended by adding the illustration entitled "Alternative Street Standards" as new Standard Drawing No. 27.

Section 6. Section 15-214 (c) is amended by rewriting the first sentence of this subsection to read as follows:

Subject to subsection 15-217 (a), subcollector, local, and minor residential streets shall connect with all surrounding streets to permit safe, convenient movement of traffic between residential neighborhoods and to facilitate access to neighborhoods by emergency and other service vehicles.

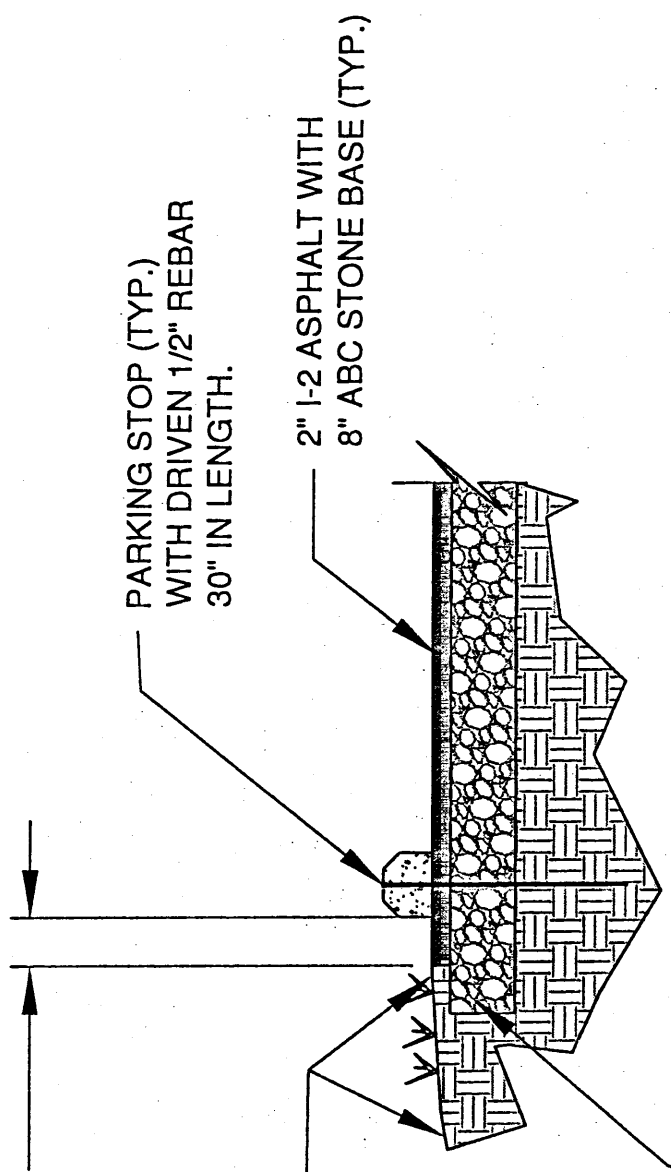
Section 7. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 8. This ordinance shall become effective upon adoption.

EXTEND PAVING MIN. 6"
BEYOND PARKING STOP
TO THE EXTENT
NECESSARY TO PROVIDE
PROPER LOAD BEARING

LOW-MAINTENANCE VEGETATION,
POROUS PAVING, CRUSHED STONE OR
OTHER MATERIAL SUBJECT TO THE
APPROVAL OF THE TOWN ENGINEER
AND PUBLIC WORKS DIRECTOR

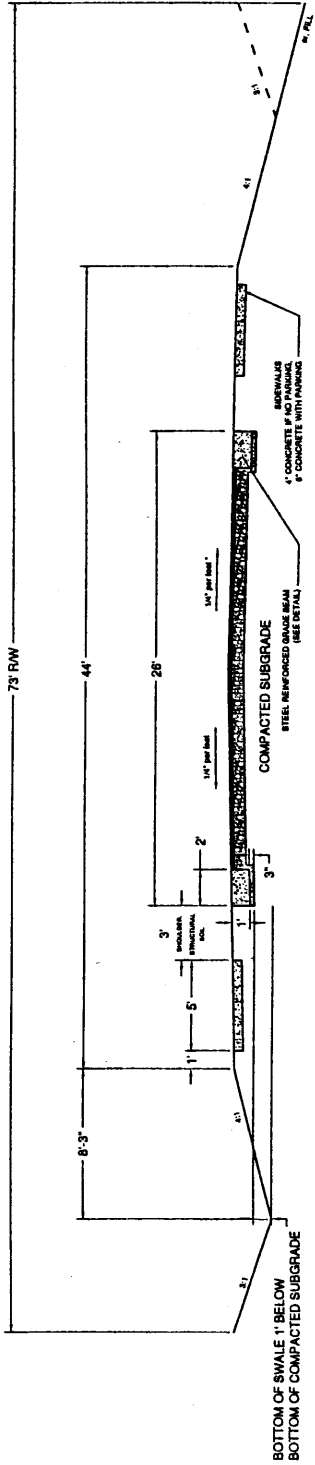
EXTEND ABC STONE
6" BEYOND EDGE OF
PROPOSED
ASPHALT TO
ENSURE ADEQUATE
COMPACTION (TYP.)



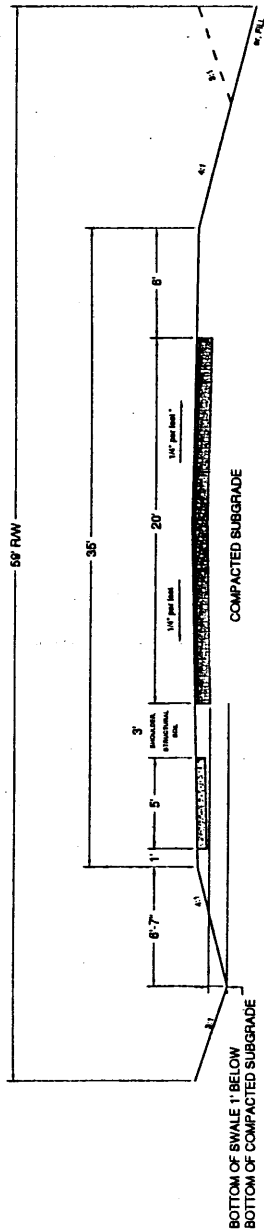
NOTE: Primary cause of asphalt
deterioration will be large amounts of
overland flow directed at asphalt surfaces.
To prevent this deterioration, the overland
sheet flow should be limited to 50' or less.
Concentrated flows or flows longer than 50'
should be directed so that stormwater does
not flow onto the asphalt surfaces.

Appendix D-3: ALTERNATE PARKING SPACE TREATMENT

nts



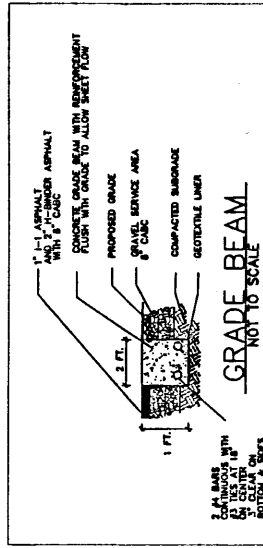
Subcollector (parking may be permitted on one side)



Local (no parking permitted)

NOTES:

1. Super-elevation on the road cross-section may be permitted at the discretion of Public Works and the Town Engineer in such cases that no concentrated or overland flow crosses the road from the high side of the super-elevation.
2. Permit issuing authority may eliminate sidewalk requirement on either side of subcollector. RW width may be reduced so long as uniform RW includes sufficient area for the standard shoulder and swale and so long as a uniform RW is maintained.

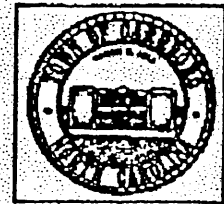


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BY: _____

ATTACHMENT 'B'

CARRBORO DEVELOPMENT GUIDE
APPENDIX A

TOWN OF CARRBORO



LAND USE ORDINANCE AMENDMENT REQUEST

To the Board of Aldermen, the Planning Board, and the Appearance Commission, as appropriate, of the Town of Carrboro:

I (we), the undersigned do hereby respectfully make application and petition the Board of Aldermen to amend the Land Use Ordinance. In support of this application, the following facts are shown:

1) The Land Use Ordinance, at present, would allow (description/quote, page and number of section in question):

1A) 15-220(b)(2): In an architecturally integrated residential subdivision, private roads may be used as long as no road intended to be private is planned to be extended to serve property outside that development.

15-217(a): "To the extent practicable, all streets shall be interconnected. Cul-de-sacs shall {See ATTACHMENT for 1A) cont'd. and 1B)}

2) The proposed amendment to the Land Use Ordinance would allow (describe briefly intended change):

2A) When a public road is not practicable to provide a connection to an adjacent property, a private road, designed as close as practicable to public road standards, with an easement prescribed for public access may be used to achieve the connection.

2B) The use of an unpaved, grassed, 3-foot strip behind the parking chocks (2.5 feet for compact spaces), ultimately reducing the paved area of each standard sized parking space by 25.5 square feet (18.75 square feet for compact spaces).

3) State the reasons for the proposed amendment:

3A) As the LUO alludes to in 15-217(a), in some cases a public road may not be practicable.

For example:

o It may be impracticable to manage the stormwater from the road at the property edge without a drainage easement (in some cases this type of easement may not be reasonably obtainable).

o The added cost of a public road may limit the ability to provide affordable housing provided under the Affordable Housing Density Bonus.

{See ATTACHMENT for 3A) cont'd. and 3B)}

SIGNATURE: Giles W. Blunden
applicant

Giles W. Blunden
(print)

ADDRESS: CCDA, Inc., 103 W. Weaver St., Carrboro, NC 27510

TELEPHONE NUMBER: 919-967-8505

ATTACHMENT

TOWN OF CARRBORO, LAND USE ORDINANCE AMENDMENT REQUEST

from CCDA, 103 W. Weaver Street, Carrboro, NC 27510...919.967.8505

1A) cont'd.

not be used unless the topography of the land does not allow a design that would make an interconnecting street practicable."

1B) 15-293(a): "...parking spaces shall contain a rectangular area at least eight and one-half feet wide and nineteen feet long."

15-296(a): Vehicle accommodation areas "shall be graded and surfaced with asphalt, concrete or other material that will provide equivalent protection against potholes, erosion, and dust."

3A) cont'd.

o Curb and gutter and storm drainage requirements may be inconsistent with the stormwater 'no damage clause' of the LUO (15-263(a)).

While one of these constraints, by itself, might be possible to overcome, the additive nature of multiple constraints may make the use of a public connector road impracticable.

3B) a. There is no need for bearing capacity in this area since the wheels of the vehicles stop at the chock.

b. Less impervious surface results in:

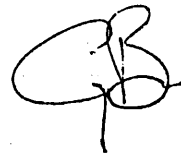
o Reduced storm water runoff.

o Reduced accumulation of chemical pollutants from automobiles.

o Reduced cost, which allows for more affordable homes.

o Reduced heat island effect, an effect that adds to increased ambient air temperature and increased ozone.

c. Additional filter strip increases the capacity for removal of suspended solids, nitrates, phosphate, and other pollutants.



PRESENTATION OF A PETITION: LAND USE ORDINANCE AMENDMENT TO ALLOW PUBLIC ACCESS OVER A PRIVATE ROAD AND TO ALLOW A THREE-FOOT GRASS STRIP BEHIND WHEEL STOPS

Giles Blunden has submitted a request on behalf of the Carrboro Collaborative Development Association to amend the Land Use Ordinance for street connection requirements to be met by a public easement over a private road and for unpaved, grassed strips to be allowed behind parking chocks to reduce the paved area in parking lots. An overview of the request was presented. A resolution that sets a public hearing and specifies follow-up as noted by staff was recommended for the Board's adoption.

Trish McGuire, the town's Planning Administrator, made the presentation.

Alderman Broun asked for a copy of the brochure on low-impact developments.

Paul Piersina, a part of the development team and future resident of Pacifica, stated that the development will have an easement in the development plan for walkers and bikers that will connect with the Adams property. He asked the Board to take a hard look at the text amendment in the spirit of connectivity.

Howard Partner, a landscape architect working with Pacifica, spoke about the low-impact development approach.

Robert Joyner, a civil engineer working with Pacifica, spoke of road standards. The proposed road will be 26 feet in width with the elimination of curb and gutter.

Giles Blunden, spoke about the challenges of building affordable housing and attributes of the road.

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman John Herrera.

A RESOLUTION SPECIFYING FOLLOW-UP ACTIONS TO A LAND USE ORDINANCE TEXT AMENDMENT REQUEST REGARDING PUBLIC EASEMENTS OVER PRIVATE ROADS AND GRASSED, UNPAVED AREAS BEHIND PARKING CHOCKS

Resolution No. 120/2002-03

WHEREAS, the Carrboro Board of Aldermen seeks to provide ample opportunities for the public to comment on existing and proposed policies and regulations; and

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen direct staff to prepare a draft ordinance that

1. Modifies public street standards to allow for the utilization of alternative street standards for development plans that meet low impact development standards.
2. Establishes those street standards
3. Establishes standards for low impact development.
4. Among those standards would be a minimum of 15% affordable housing units provided for under the Affordable Housing Density Bonus provisions.
5. The street standards shall be sensitive to the site and surrounding infrastructure.
6. Establishes an alternative parking area standard that allows the vehicles overhang area that is located behind a parking chock to be unpaved and grassed.

BE IT FURTHER RESOLVED that the Aldermen call a public hearing on May 6, 2003.

BE IT FURTHER RESOLVED that the draft ordinance be referred to Orange County for review per the Joint Planning Agreement and to the Planning Board, Transportation

Advisory Board and Environmental Advisory Board for comment and recommendations to the Board.

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 11th day of March, 2003:

Ayes: Joal Hall Broun, Mark Dorosin, Jacquelyn Gist, John Herrera, Diana McDuffee, Michael Nelson,
Alex Zaffron

Noes: None

Absent or Excused: None

Land Use Ordinance Excerpts**Section 15-217 General Layout of Streets.**

(a) To the extent practicable, all streets shall be interconnected. Cul-de-sacs shall not be used unless the topography of the land does not allow a design that would make an interconnecting street practicable. (AMENDED 09/16/97; 09/28/99)

Section 15-220 Public Streets and Private Roads in Subdivisions.

(a) Except as otherwise provided in this section, all lots created after the effective date of this section shall abut a public street at least to the extent necessary to comply with the access requirement set forth in Section 15-211. For purposes of this subsection, the term "public street" includes a pre-existing public street as well as a street created by the subdivider that meets the public street standards of this chapter and is dedicated for public use. Unless the recorded plat of a subdivision clearly shows a street to be private, the recording of such a plat shall constitute an offer of dedication of such street. (AMENDED 2/14/84)

(b) Architecturally integrated residential subdivisions containing either twenty-five or more units, or consisting of four or more multi-family townhomes, may be developed with private roads that do not meet the public street and sidewalk standards of this chapter as long as: (AMENDED 11/26/85; 6/25/02)

- (1) The proposed development will have direct access onto a public street or, if the tract has access to a public street only via a private road, such private road is improved to public street standards;
- (2) No road intended to be private is planned to be extended to serve property outside that development; and
- (3) The standards applicable to unsubdivided developments set forth in Section 15-221 and 15-222 are complied with.

Section 15-293 Parking Space Dimensions (AMENDED 9/13/83)

(a) Subject to subsection (b) and (c), parking spaces shall contain a rectangular area at least eight and one-half feet wide and nineteen feet long. Lines demarcating parking spaces may be drawn at various angles in relation to curbs or aisles, as long as the parking spaces so created contain within them the rectangular area required by this section.

(b) In parking areas containing ten or more spaces, up to 40% of the parking spaces may be set aside for the exclusive use of subcompact cars (being defined as a car 175" or less in length), provided the non-subcompact car area is designated for exclusive use by compact, midsize and large cars, and provided that adequate signs are provided and maintained designating and informing the public of the exclusive use. A subcompact parking space shall contain a rectangular area seven and one-half feet wide and sixteen and one-half feet long.

Section 15-295 General Design Requirements

(a) Vehicle accommodation areas shall be designed so that, without resorting to extraordinary movements, vehicles may exit such areas without backing onto a public street. This requirement does not apply to parking areas consisting of driveways that serve one or two dwelling units.

(b) Every vehicle accommodation area shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.

Section 15-296 Vehicle Accommodation Area Surfaces

(a) Subject to subsections (e), (f), and (g), vehicle accommodation areas that (i) include lanes for drive-in windows; (ii) are required to contain more than 1,000 square feet of vehicle storage area; or (iii) contain parking areas that are required to have more than ten parking spaces and that are used regularly at least five days per week shall be graded and surfaced with asphalt, concrete or other material that will provide equivalent protection against potholes, erosion, and dust. Specifications for surfaces meeting the standard set forth in this subsection are contained in Appendix D. **(AMENDED 2/4/86; 3/4/86; 6/26/90)**

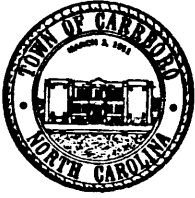
Section 15-317 Shade Trees In Parking Areas.

(a) Vehicle accommodation areas that are required to be paved by Section 15-296 must be shaded by deciduous trees (either retained or planted by developer) that have or will have when fully mature a trunk at least twelve inches in diameter. When trees are planted by the developer to satisfy the requirements of this subsection, the developer shall choose trees that meet the standards set forth in Appendix E. **(AMENDED 11/10/81)**

(b) Each tree of the type described in subsection (a) shall be presumed to shade a circular area having a radius of fifteen feet with the trunk of the tree as the center, and there must be sufficient trees so that, using this standard, twenty percent of the vehicle accommodation area will be shaded.

(c) No paving may be placed within 15 feet (measured from the trunk) of any tree retained to comply with subsection (a), unless such tree is eighteen inches or greater in diameter or a very rare species as described in Section 15-316, in which case no paving may be placed within the Tree Protection Perimeter for such trees as described in 15-316(b). New trees planted to comply with subsection (a) shall be located so that they are surrounded by at least 200 square feet of unpaved area. **(AMENDED 5/10/83, 03/21/89)**

(d) Vehicle accommodation areas shall be laid out and detailed to prevent vehicles from striking trees. Vehicles will be presumed to have a body overhang of three feet six inches.



PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

MAY 1, 2003

LAND USE ORDINANCE TEXT AMENDMENT: ALTERNATIVE PARKING AREAS AND PUBLIC STREET STANDARDS

MOTION WAS MADE BY ANDE WEST AND SECONDED BY FRANK HAMMILL THAT THE PLANNING BOARD RECOMMENDS THE APPROVAL OF THE LAND USE ORDINANCE TEXT AMENDMENT RELATING TO ALTERNATIVE PARKING AREAS AND PUBLIC STREET STANDARDS AS RECOMMENDED BY STAFF.

VOTE: AYES (9) (Carnahan, Haven-O'Donnell, Paulsen, Poulton, Hogan, Babiss, Ludwig, Hammill and West); NOES (1) Marshall; ABSENT/EXCUSED (0)

John Marshall, Chair (date)

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

May 1, 2003

SUBJECT: Land Use Ordinance Text Amendment to Provide for Alternative Parking Area and Public Street Standards

MOTION: The Transportation Advisory Board (TAB) recommends that the Board of Aldermen approve the draft ordinance as recommended by staff with the revision that sidewalk requirements for subcollectors may be modified as illustrated in Standard Drawing No. 27.

Moved: Heidi Perry

Second: Elizabeth Shay

VOTE: Ayes (Chris van Hasselt, Ellen Perry, Heidi Perry, Elizabeth Shay); Noes (None).

CHRIS VAN HASSELT (LOM)
TAB Chair

5 / 1 / 03
Date