

BOARD OF ALDERMEN

ITEM NO. A(3)

AGENDA ITEM ABSTRACT

MEETING DATE: November 28, 2006

TITLE: Public Hearing on a Land Use Ordinance Text Amendment to Modify the Design Standards for Collector Streets

DEPARTMENT: PLANNING	PUBLIC HEARING: YES <u>X</u> NO <u> </u>
ATTACHMENTS: A. Resolution supporting adoption B. Resolution supporting denial C. Draft ordinance D. LUO Text Amendment Request E. Applicable LUO Provisions F. Comments and recommendations	FOR INFORMATION CONTACT: Patricia McGuire – 918-7327 Mike Brough – 929-3905

PURPOSE

Mike Hammersly, on behalf of the Chapel Hill Carrboro City Schools, has requested an amendment to the Land Use Ordinance to modify the minimum centerline radius for collector streets. A draft ordinance has been prepared and it is necessary for the Board of Aldermen to receive public comment before taking any action.

INFORMATION

Description of the draft ordinance

Staff learned of the interest in revising the design standard in mid-October and has expedited the review of this request so that it might be considered by the Board of Aldermen prior to consideration of the conditional use permit application for Elementary School #10. The draft ordinance (*Attachment C*) as it was presented to the Board of Aldermen on October 17 proposed the reduction in design speed for collector streets to 30 miles per hour, the same as that currently established for subcollector streets. Under the scheme considered initially, a reduction of the minimum centerline radius from 250 feet to 200 feet was also specified. Staff has examined the matter in further detail and has evaluated other design standards. A summary table comparing these standards is presented below.

Street/Standard	Design speed	Centerline Radius	Sight Distance
Collector/Carrboro	35	250	200
Subcollector/Carrboro	30	200	200
Collector/NCDOT	30	230 (rolling terrain)	200
Collector/*	30	260	200

*from *Residential Streets*, 3rd Ed. 2001 (Urban Land Institute, National Association of Home Builders, American Society of Civil Engineers, Institute of Transportation Engineers).

Collector streets are intended to provide for access and mobility and typically link between local streets and arterial streets. The abundance of residential collector streets in small towns, such as Carrboro, makes these towns very appealing as traffic is dispersed, the efficiency of public services

and emergency response times are maximize and neighborhoods are connected to one another. The model of connecting homes to other destinations in this fashion is a desirable feature and regularly included in new developments.

Almost every change to design considerations involves some benefits and limitations and those associated with the proposed changes to street standards are noted below.

Change	Benefit	Limitation
Design speed reduced to 30 mph	<ul style="list-style-type: none"> • Design speed will be 5 mph closer to posted speed limit • More drivers are expected to travel closer to design speed • Traffic speeds on collector street should be reduced 	<ul style="list-style-type: none"> • “Safety” factor, based on the expectation that folks will not follow the posted speed limit is reduced by 5 mph.
Minimum centerline curve radius reduced to 230 feet	<ul style="list-style-type: none"> • Land area needed to construct street is reduced; environmental impacts are reduced • Vehicle speeds are reduced 	<ul style="list-style-type: none"> • Depending on site conditions (e.g. vegetation and topography adjacent to street), horizontal sight distance is reduced when centerline curve radius is reduced • Drivers feel less comfortable driving at higher speeds

In light of this information, staff is comfortable recommending a reduction in the design speed for the collector street from 35 to 30 miles per hour and a decrease in the centerline curve radius from 250 feet to 230 feet. The draft ordinance has been revised to reflect this recommendation.

Background

The amendment request under consideration seeks to reduce the centerline radius for collector streets as specified in Appendix C-1, Specifications for Design and Construction (*Attachment E*). The reduced minimum centerline radius is needed to support the street design that is currently proposed to serve the elementary and middle school sites off Eubanks Road. Since the centerline radius in the Land Use Ordinance is linked to design speed, such a change necessitates modifying the design speed for the collector street.

The draft ordinance has been referred to Orange County and advisory boards for review. The Planning Board has completed its review. The TAB is still considering the proposal. Comments and recommendations are attached (*Attachment F*).

FISCAL IMPACT

None noted.

RECOMMENDATION

The staff recommends that the Board of Aldermen adopt the attached resolution supporting the amendment and the draft ordinance modifying the design standards for collector streets, as revised (*Attachments A and C*).