

A RESOLUTION CALLING A PUBLIC HEARING ON AN ORDINANCE  
AMENDING THE CARRBORO LAND USE ORDINANCE TO REDUCE STREET  
SEPARATION REQUIREMENTS IN DEVELOPMENTS THAT CONNECT TO  
VILLAGE MIXED USE DISTRICTS

Resolution No. 74/2009-10

WHEREAS, the Carrboro Board of Aldermen seeks to provide ample opportunities for the public to consider modifications to existing policies and regulations; and

NOW, THEREFORE BE IT RESOLVED that the Board of Aldermen calls a public hearing on January 26, 2010 to consider adopting "AN ORDINANCE REVISING CARRBORO LAND USE ORDINANCE TO REDUCE STREET SEPARATION REQUIREMENTS IN DEVELOPMENTS THAT CONNECT TO VILLAGE MIXED USE DISTRICTS."

BE IT FURTHER RESOLVED that the draft ordinance is referred to Orange County for review per the Joint Planning Agreement and to the Town of Carrboro Planning Board for its recommendations.

BE IT FURTHER RESOLVED that the draft ordinance is also referred to the following advisory boards and commissions for consideration and recommendation prior to the specified public hearing date:

- |   |  |
|---|--|
| <input type="checkbox"/> Appearance Commission                    | <input type="checkbox"/> Recreation and Parks Commission             |
| <input checked="" type="checkbox"/> Transportation Advisory Board | <input type="checkbox"/> Northern Transition Area Advisory Committee |
| <input type="checkbox"/> Environmental Advisory Board             | <input type="checkbox"/> _____                                       |
| <input type="checkbox"/> Economic Sustainability Commission       | <input type="checkbox"/> _____                                       |

**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:**

Section 15-218 (c) (1) No two streets may intersect with any other street on the same side at a distance of less than 400 feet measured from centerline to centerline of the intersecting street.

**2) The proposed amendment to the Land Use Ordinance would allow:**

Streets to intersect with another street on the same side at distances of less than 400 feet, measured from centerline to centerline of the intersecting street, if they are connected to a Village Mixed Use district and use the street geometry of the VMU district.

**3) State the reasons for the proposed amendment:**

**Summary**

We are requesting this amendment to allow our Carolina Commons design to comply with the Carrboro LUO. We have designed the Carolina Commons neighborhood to be compact, walkable and transit-friendly, with low-speed streets. We also created a design to protect and embrace the key natural features of the site, Bolin Creek and the 100-year-old beech tree.

We offer several justifications for this request:

**Carolina Commons continues the street geometry of Winmore**

Carolina Commons is similar in design to Winmore, and is connected to Winmore by street, sidewalk and greenway. We believe Carolina Commons should be viewed as an extension of the Winmore Mixed Use Village. Although we have R-20 zoning, our street geometry is very similar to Winmore's, which has numerous intersections that are around 200 feet apart and one intersection of 110 feet. It should be noted that Claremont also has instances of intersections that are significantly less than 400 feet apart. Please see the attached map, which identifies distances between intersections in the Carolina Commons plan, and the section of Winmore adjacent to the Carolina Commons site. We did not ask for rezoning to MUV because we have a single use – residential. However, upon completion, Carolina Commons will be functionally a part of Winmore.

**Designing for a walkable neighborhood**

Traffic calming is an important goal of our Carolina Commons design. Narrower streets and shorter blocks encourage drivers to move more slowly and create an environment that is safer and more inviting for pedestrians. Our design is consistent with NC DOT's Traditional Neighborhood Development Street Design Guidelines, which call for "a dense network of narrow streets with reduced curb radii...to both slow and disperse vehicular traffic and provide a pedestrian friendly atmosphere."

The DOT guidelines address block length: "All or most low-speed, low volume streets should have short block lengths of between 250 and 500 feet." We think that even 250 feet is a long block for a walkable neighborhood, where traffic calming is desired.

Our site designer on this project, Tony Sease, PE, designs smart-growth, low-impact projects in many jurisdictions. He reports that the current thinking among his peers focuses on the operational characteristics of the street, rather than a minimum distance between intersections. The low-speed, low-volume streets in Carolina Commons plan are operationally functional.

**Traffic is modest and highly dispersed**

Our traffic impact analysis reports that Carolina Commons would generate 1,406 daily trips. A significant majority (1,021 trips) would use North Camellia Drive and travel through Winmore to other destinations. This extremely modest traffic load is amenable to shorter blocks and narrower streets. Our design presents a highly dispersed traffic pattern, with alley access available to more than 80 percent of the dwelling units.

**Protection of the 100-year-old beech tree**

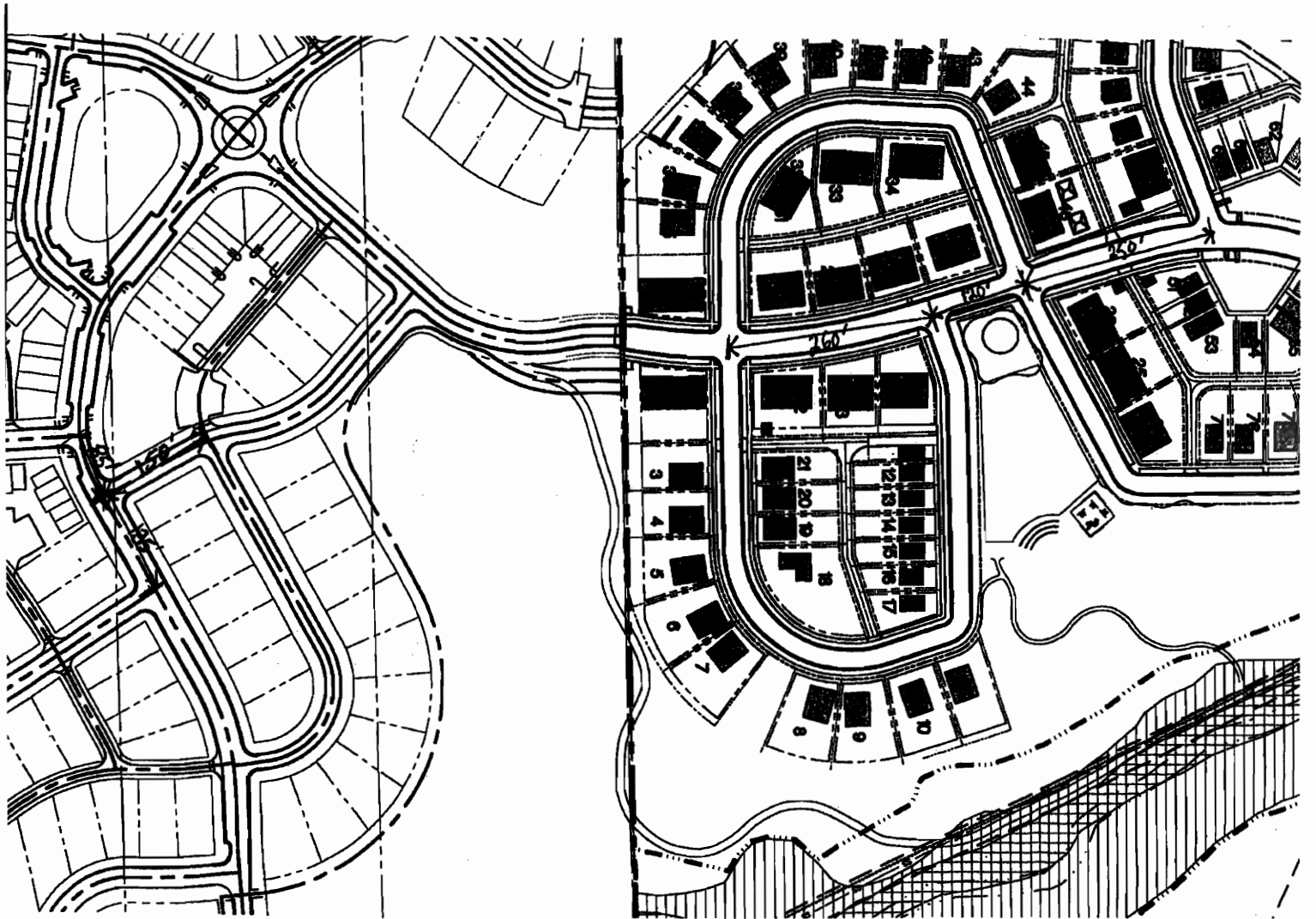
The two outstanding natural features of this 63-acre site are Bolin Creek and a 100-year-old beech tree. We designed a neighborhood to be sensitive to the creek and the tree, and to feature them as amenities. Our central park brings the Bolin Creek corridor into the neighborhood, for everyone to enjoy. The beech is the landmark for the park, and we designed a street network to feature the beech tree. Our layout and street design minimize root disturbance to the tree. The DOT guidelines for block length state that "Exceptions (to at 250-foot block) may be needed due to topography, environmental protection, preservation of cultural resources, and similar considerations." The beech tree is just such a consideration.

Signature:



Rosemary Waldorf of Bryan Properties representing the University of North Carolina

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**AN ORDINANCE REVISING CARRBORO LAND USE ORDINANCE TO REDUCE  
STREET SEPARATION REQUIRMENTS IN DEVELOPMENTS THAT CONNECT  
TO VILLAGE MIXED USE DISTRICTS**

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

**Section 1. Subsection 15-218 (c) is rewritten to read:**

**(c) Except as otherwise provided in subsections (d) and (e):**

**Section 2. Section 15-218 is further amended by the addition of a new subsection (e) that reads as follows:**

**(e) Notwithstanding the foregoing, a street may intersect with another street on the same side at distances of less than 400 feet, measured from centerline to centerline of the intersecting street, if they are connected to a Village Mixed Use district.**

**Section 3. All provisions of any town ordinance in conflict with this ordinance are repealed.**

**Section 4. This ordinance shall become effective upon adoption.**