

A RESOLUTION APPROVING CERTAIN ADDITIONAL ELEMENTS TO THE CHATHAM
PARK PLANNED DEVELOPMENT DISTRICT MASTER PLAN
(Transit)
(CPMA-2016-10)

WHEREAS, the Board of Commissioners of the Town of Pittsboro has considered the foregoing application pursuant to the Chatham Park PDD Master Plan in order to review the following Additional Element submitted by Chatham Park Investors LLC regarding Transit within the Chatham Park Planned Development District pursuant to Article X of the Town of Pittsboro Zoning Ordinance in the same manner as the “legislative process for amending the text of the zoning ordinance”; and

WHEREAS, the Town Planning Board reviewed the application for approval of this Additional Element in detail, and forwarded the request to the Town Board of Commissioners with a positive recommendation for approval; and

WHEREAS, the Town Planning Board adopted a statement advising that the proposed Transit Element was reasonable and consistent with the Town of Pittsboro comprehensive plan, including the Land Use Plan, and other applicable plans and policies adopted by the Town of Pittsboro, based upon the fact that the proposed Transit Element provide more information as to future development within the Chatham Park Planned Development District and the potential benefits to development of the Town of Pittsboro and surrounding community in general and this Element advance the public health, safety or welfare of the Town of Pittsboro; and

WHEREAS, an Advisory Committee on the Chatham Park Additional Elements was duly appointed by the Board of Commissioners in order to review the Additional Elements and provide a report concerning the same, and further, to recommend actions and alternatives for the Board’s consideration; and

WHEREAS, the Advisory Committee has deliberated and issued its report with comments and recommendations concerning the Transit Element, which has been considered; and

WHEREAS, a Public Hearing was held on August 14, 2017 to solicit comments and concerns which were duly considered; and

WHEREAS, Chatham Park Investors LLC has subsequently revised certain portions of the Transit Element in response to said reports and comments; and

BASED UPON THE FOREGOING, the Board of Commissioners of the Town of Pittsboro hereby finds and concludes the following:

1. The Chatham Park PDD Master Plan approved on August 10, 2015 included a requirement in Article VIII thereof for Additional Provisions to be presented to provide more details related to development within Chatham Park in addition to the Master Plan and to govern land use and development within the Planned Development District.
2. After reviewing the application, associated public testimony and comments as well as reports from Town staff and the Chatham Park Additional Elements Advisory Committee, and revisions in response thereto from Chatham Park Investors LLC the Board finds and concludes that the Transit Element is reasonable and consistent with the Town of Pittsboro comprehensive plan, including the Land Use Plan, and other applicable plans and policies adopted by the Town of Pittsboro based upon the fact that these proposed Elements provide more information as to future development within the Chatham Park Planned Development District and the potential benefits to development of the Town of Pittsboro and surrounding community in general and this Element advance the public health, safety or welfare of the Town of Pittsboro.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Pittsboro as follows:

1. Except as set forth below, the Transit Additional Element revised by Chatham Park Investors LLC dated March 16, 2018 and attached hereto as Exhibits 1, inclusive, be, and the same hereby are, approved as a part of the Master Plan and shall be enforceable in the same manner and to the same extent as the Master Plan,
2. The approved Transit Element may be amended by the Town pursuant to the General Provisions of the Additional Elements submitted to the Town in May, 2016.
3. In addition, notwithstanding the provisions of the Transit Element approved hereby, based upon the grounds specified in G.S. 160A-385.1(e), the Town may apply subsequently adopted ordinances or development policies or regulations to the Chatham Park PDD.
4. Likewise, in the event State or federal law is changed after the approval hereof and the change prevents or precludes compliance with one or more provisions of this approved Element, the Town may modify the affected provisions, upon a finding that the change in State or federal law has a fundamental effect on the Element, by ordinance after notice and a hearing.

This 26th day of March, 2018.

TOWN OF PITTSBORO

By:

Cindy S. Perry
Mayor

ATTEST:

Alicia F. Lloyd
Clerk

11. Master Transit Plan Additional Element

Introduction

This is the Master Transit Plan Additional Element for Chatham Park PDD (the "Transit Element"). The Master Plan provides the framework for a Multi-Modal Transportation Plan (MMTP), which will integrate all potential transportation modes for the overall development of Chatham Park. The multi-modal elements of the Master Plan were developed in consideration of various existing plans, including the following:

1. Pittsboro Pedestrian Transportation Plan (2009)
2. Pittsboro Comprehensive Transportation Plan (2011)
3. Chatham Transit Network Community Transportation Service Plan (2011)
4. Pittsboro Land Use Plan (2012)
5. NCDOT Complete Streets Planning and Design Guidelines (2012)

Section 1. Streets and Roadways

The N. C. Department of Transportation (NCDOT) adopted a "Complete Streets" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. The benefits of this approach include:

1. Making it easier for travelers to get where they need to go;
2. Encouraging the use of alternative forms of transportation;
3. Building more sustainable communities;
4. Increasing connectivity between neighborhoods, streets, and transit systems;
5. Improving safety for pedestrians, cyclists, and motorists.

Specifically, the NCDOT *Complete Streets Planning and Design Guidelines* (July 2012) recommends that designers balance the interest of each mode of travel when designing street projects. This approach recognizes that complete street designs are not "one size fits all," and that designers should consider "functional and context-based criteria to help select the appropriate cross-section" for each street in a network.

Typical street sections, right of way widths, and street sections to be constructed initially, will be established in Small Area Plans, and may vary from Town requirements that otherwise would apply for the street type. Final street section design and right of way dedication will be determined at the time of development plan¹ approvals. Roadways shown in the Master Plan or in Small Area Plans that are to have four (4) or more vehicular travel lanes are depicted at full build-out, which is expected to occur as Chatham Park develops. These roadways initially

¹ As used in this Element, and notwithstanding any other approved definition of such term, the term "development plan" shall refer to a site plan or a residential subdivision plan.

will be constructed with two (2) vehicular travel lanes, and additional vehicular travel lanes and other improvements will be constructed in accordance with the recommendations of applicable TIAs.

A MMTP that delineates major multi-modal facilities and services planned for Chatham Park was approved as part of the *Chatham Park PDD Master Plan*. Further details on the planning and design for various modes of transportation are provided below.

While the typical roadway in Chatham Park will follow the NCDOT Complete Street Guidelines, alternate street designs will be used in situations not covered by the guidelines or where the Town approves a different design. Situations in which different design could be appropriate include, among others, alternate roadway sections, traffic calming measures, one way circulation, roadway terminations, and alleyways.

Section 2. Transportation Impact Analysis

The Master Plan provides that a “Transportation Impact Analysis” (“TIA” and also referred to herein as a “Traffic Impact Analysis”) is required for development in Chatham Park that will generate 100 new peak hour trips or 1000 new daily trips based on the most recent edition of the ITE Trip Generation Manual. TIAs in Chatham Park will be conducted by Kimley-Horn and Associates, Inc., or other North Carolina licensed engineers qualified to conduct TIAs (the “traffic consultant”) recommended by the Development Review Committee and approved by the Planning Director. The “study area” of each TIA will include the driveways for the proposed development, all signalized street intersections within ¼ mile of the proposed development, and other street intersections within ¼ mile of the proposed development that the traffic consultant determines should be included in the TIA, and a scoping meeting will be held with the Town Engineering staff to determine any additional study area that is needed. Each TIA will be based on existing traffic counts and traffic expected to be generated by the proposed development. Each TIA will include a recommendation for construction or installation of any public infrastructure improvements deemed appropriate by the traffic consultant to address the traffic impact of the proposed development. For purposes of development plan approval, construction or installation of the public infrastructure improvements recommended in the TIA and approved by the Town and/or NCDOT will be deemed to adequately address the traffic impact of the proposed development.

Section 3. Bicycle Accommodations

On-street bicycle facilities will be provided for all roadways except low-volume, low-speed 2-lane streets where cyclists would be expected to comfortably travel in general purpose lanes. The types and locations of on-street bicycle facilities will be determined in development plan approvals. Where appropriate, on-street bicycle facilities will be provided as either 5-foot bike lanes in each direction or as 10-foot multi-use paths parallel to the street for connection to a greenway. Appropriate pavement markings and signs, in accordance with current design standards, also will be provided to clearly delineate bicycle facilities for both cyclists and motorists.

The Master Plan also calls for greenway/multi-use path facilities to be constructed to supplement on-road bicycle and pedestrian facilities and to connect to natural areas and amenities within and in close proximity to the development. These facilities will be constructed at a minimum of 10 feet wide and would typically accommodate recreation cyclists. Conceptual locations of greenways in Chatham Park will be shown in Small Area Plans and specific locations of greenways will be detailed in development plans.

Section 4. Pedestrian Accommodations

Sidewalks or a combination of sidewalks and multi-use paths will be provided on both sides of the streets in Chatham Park, with consideration being given to connectivity and encouragement of pedestrian use. Sidewalk widths will vary from 5 feet (typical) up to 20 feet in certain areas of predominantly urban context with high pedestrian volumes. Typical locations and widths of sidewalks will be provided as part of the roadway cross sections included in Small Area Plans, with final details to be determined at the time of development plan approvals. All sidewalks in Chatham Park will be constructed with appropriate curb ramps and marked crosswalks.

Greenway locations will be established in Small Area Plans, subject to adjustment in accordance with development plan approvals. Greenways will be constructed with asphalt, but may utilize alternative materials based on site-specific conditions. Where multi-use paths parallel and are proximate to a specific roadway, they will replace the 5 foot sidewalk on that side of the roadway.

When greenways and trails intersect roadways or railroads within Chatham Park, grade separated crossings and crossings at intersections will be encouraged and used where practicable. At grade, greenway and trail crossings of roadways in locations other than roadway intersections will be discouraged and typically not used.

Section 5. Transit Accommodations

The Master Plan calls for Chatham Park to promote a transit system that would develop over time and be coordinated with local/County services as part of a comprehensive approach to transit. Existing transit services in Chatham County are provided by the Chatham Transit Network (CTN), and include the following:

1. Fixed route transit service between Pittsboro and Chapel Hill (PX Route);
2. Fixed route transit service between Pittsboro and Siler City (64 Route);
3. Health Rides service for residents 60 and older and other adults with driving impairment;
4. In-county on demand service; and
5. Subscription-based services for Central Carolina Community College and various human service agencies.

In addition, while the CTN Community Transportation Service Plan (CTSP) is not expected to

be updated until 2017, that agency is in the process of adding vehicles and considering feeder service to provide transportation for residents within a certain distance (likely 5 miles) of existing fixed transit routes. This will enhance mobility for County residents, and specifically could provide more convenient transit service for residents and workers in Chatham Park as it develops.

The Master Plan incorporates development patterns intended to support transit ridership as the County develops and transit services are enhanced over time. Each Small Area Plan will show proposed transit stops based on the land uses included in that Small Area Plan. Upon implementation of transit services in Chatham Park, appropriate transit stops in Chatham Park will be determined with subsequently submitted development plans.

Chatham Park's significant bicycle and pedestrian facilities, as detailed above, will provide connectivity to transit stops. In addition, detailed design information for curb extensions, bus stops, and other transit amenities will be determined with development plans where appropriate to support and promote transit ridership. When a development plan is submitted prior to bus routes being determined for the Small Area in which the property subject to the development plan is located, the applicant will work with Town planning and engineering staff to identify possible transit stops and easements adjacent to street rights of way that may be needed for future transit amenities.

The Master Plan also calls for support for a local fixed-route circulator identified as the Primary Bus/Trolley Loop on the MMTP. This service, likely provided by a small bus or rubber-tire trolley vehicle, would circulate between downtown Pittsboro and the major commercial areas in the North Village. This loop would also provide service to the existing park and ride facility at Lowe's Home Improvement, allowing riders to connect to the express routes to Chapel Hill and Siler City. As future transit services are planned, Chatham Park will continue to work with local and regional agencies to coordinate park and ride facilities and connections to these services as they are provided.

Section 5. Reimbursement

Reimbursement for funds expended for public street improvements within and outside of Chatham Park will be in accordance with the "Development Agreement" (required by the Master Plan) or other agreements between the Town and Chatham Park. Reimbursement may be in the form of development fee credits or other type of reimbursement specified in the Development Agreement or other agreements.