## **Transportation: Transit, Parking, Streets, Sidewalks, and Bikeways. – New information (April 2, 2015)**

Additional language to add:

* Review Glen Lennox development agreements to see if there are applicable provisions
* Grant authorization to Town to enforce traffic laws on private streets
* Public access to streets/sidewalks/bikeways
* Reference to Exhibit G: Southern Chapel Hill Bicycle and Pedestrian Connectivity Map

### General Provisions:

#### All designs are subject to NCDOT approval.

#### If the proposed slip road is allowed by NCDOT to connect to Sumac Road, there shall not be a left-turn movement onto Sumac Road (across US Highway 15-501) from the frontage road.

#### If the slip road is not allowed by NCDOT for the full length between Middle Street and Sumac Road, it shall be allowed to divide the block between Middle Street and Sumac Road and onto Main Street.

### Bicycle Parking

#### Compliance with the LUMO Minimum and Maximum Off-Street Parking Space Requirements (Section 5.9.7) shall be demonstrated for each Development Agreement Compliance Permit.

### Improvements to be made prior to first Certificate of Occupancy:

#### The Developer or Representative shall construct on-site roads and bicycle and pedestrian facilities between Market Street and Sumac Road which shall include the following:

##### Sidepaths across the Property frontage and continue along the Property currently owned/occupied by Strata Solar, provided there is adequate width in the NCDOT right-of-way;

##### Sharrows on all interior streets that do not have bike lanes;

##### Bike lanes on Market Street and Sumac Road between US Highway 15-501 and Main Street;

##### Pedestrian walkways on both sides of every street as designated in Exhibit B;

##### No changes are proposed by the Developer to the existing bike lane in US Highway 15-501.

#### Improvements to the Market Street and the Sumac Road intersection shall be completed (including traffic signals and turn lanes) per terms of the April 2014 Traffic Impact Study and/or other design alternatives as required and approved by NCDOT. These improvements shall include the following:

##### Pedestrian crossings at Market Street/US Highway 15-501 and Sumac Road/US Highway 15-501;

##### Crosswalks demarcated with high-visibility paint in a pattern to increase visibility of pedestrians and bicyclists.

#### Any other improvements along the US Highway 15-501 frontage required for any secondary entrances or exits between Market Street and Sumac Road shall be completed; these shall include the following:

#####  US 15-501/Market Street/Site Driveway

###### Construct northbound right-turn lane with minimum of 150 feet of storage and full taper;

###### Lengthen existing southbound left-turn lane for a minimum of 350 feet of storage.

#### US 15-501/Southern Village Park & Ride Lot Driveway

##### Construct northbound right-turn lane with minimum of 150 feet of storage and full taper;

##### Provide at least 350 feet of southbound left-turn lane storage;

##### Provide two westbound exit lanes with 300 feet of storage with a shared left/through lane and exclusive right-turn lane with overlap;

##### Prohibit right turns in and left-turns out of the Frontage Road intersection with Proposed Site Driveway.

#### US 15-501/Service Lane (south driveway)

##### Shall be right-in only from US 15-501;

##### West-bound traffic on the Frontage Road shall turn right onto the Frontage Road and shall not enter US 15-501.

#### Middle Street

##### Shall have a right-turn from the Frontage Road to 15-501;

##### Shall not have a right-turn in from US 15-501.

#### A bus pull-out shall be constructed between Sumac Road and Market Street along the northbound lanes of US 15-501, in a location to be agreed upon with Chapel Hill Transit and the Town Manager.

#### Bus facilities shall be built to the standard required by Chapel Hill Transit and shall accommodate any future design related to the implementation of bus rapid transit service.

#### Recommended improvements in the April 2014 Traffic Impact Study to the intersection of Mount Carmel Church Road and US 15-501 shall be completed.

##### US 15-501/Culbreth Road/Mt. Carmel Church Road

###### Restripe existing westbound Mt. Carmel Church Road approach for a shared left-turn/through lane and dual right-turn lanes;

###### Reoptimize signals along US 15-501.

#### The Developer shall restripe the existing South Columbia/US 15-501 Fordham Blvd. interchange, from Purefoy Road to Mt. Carmel Church Road as shown in Exhibit J.

### Improvements to be made prior to first Certificate of Occupancy of any building south of Sumac Road include:

#### Slip street to be constructed;

#### All remaining on-site roads and bicycle/pedestrian facilities to be completed;

#### All remaining frontage improvements along US 15-501 not previously constructed, including turn lanes for any secondary entrances or exits, to be completed.

### Other Transportation Related Contributions and Timing:

#### The Developer Owner or Representative shall make an annual contribution of $0.02 per square foot of completed heated building area to help fund night and weekend transit service to the Property and Southern Village area. This contribution shall be made for the term of this Agreement and shall be adjusted each year on July 1st for any new buildings completed in the past twelve (12) months. The payment shall be made no later than September 1st of each year.

##### The $0.02 contribution shall be adjusted annually with the Consumer Price Index (CPI) category “all urban consumers”;

##### The first payment shall be made by the later of i) the first certificate of occupancy or ii) three years after the execution of the Development Agreement.

##### All payments from the third payment forward shall be no less than $10,000.00.

### A contribution of $150,000 to a west-bound ramp from NC 54 to South 15-501 at the James Taylor Bridge shall be made at the time of NCDOT funding for the project. Alternately, the Council may choose to use a portion of the $150,000 for the two (2) following improvements:

#### Up to $20,000 may be used instead towards the funding of a traffic study and/or installation of traffic calming measures on Dogwood Acres Drive, provided that:

##### The NCDOT requirements have been met for formation by the property owners on and around Dogwood Acres Drive of a legal entity to do the following:

###### Petition NCDOT for traffic calming;

###### Maintain the traffic calming improvements.

#### Up to $50,000 may be used instead towards the design and installation of a pedestrian and bicycle crossing of US 15-501/Fordham Blvd. at Oteys Road, including the provision of a HAWK signal at Oteys as shown on Exhibit F.

#### If either of these two improvements is chosen, the payment shall be made at the time the petition is approved by NCDOT (for Dogwood Acres Drive) or the design is approved by NCDOT for (Oteys Road).

### The bicycle and pedestrian bridge over US 15-501, see Section 5.11 of this Agreement, shall be completed prior to the earlier of (i) the opening of any single retail tenant over 50,000 square feet, (ii) the issuance of a Certificate of Occupancy for the building that takes the development over 700,000 square feet of heated space, or (iii) Certificate of Occupancy for the 350th residential unit.

### If desired by Chapel Hill Transit, a second bus pull-out along the northbound side of US 15-501 shall be constructed near the southern boundary of the Property prior to the Certificate of Occupancy for the southern-most building in the project.