Pender County
Planning and Community Development

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MEMORANDUM

To: Pender County Planning Board

From: Planning Staff

Date: October 14, 2016

RE: Collector Street Plan Implementation: ZTA 397-20116

History

The Pender County Collector Street Plan was adopted March 21, 2016. In order to enforce the recommendations of the Collector Street Plan, the language in the Unified Development Ordinance must be updated. There have been two (2) previous zoning text amendments (ZTAs) to update the UDO from recommendations of the Collector Street Plan;

1. The TIA requirement was modified to 100 trips in the AM or PM Peak hours or 1,000 daily trips, and the update of the plan name to Pender County Collector Street Plan in various locations of the UDO.
2. The addition of the spacing standards and exceptions into Section 7.5.1 to ensure that the recommended collector streets from the plan are included into site designs to conform to the layout of streets as to arrangement, width, grade, character, and location.

Hierarchy

The third ZTA includes categorizing the roadways included in the Collector Street Plan into a hierarchy system (Major Collector, Minor Collector and Local Collector) and then adding specific language in the UDO as to the standards for subdivision on the collector streets. This language is included as an update to Section 7 in numerous places and can be seen in Attachment 1. An outline of the concepts included in the Amendments is below as agreed upon by the Zoning Text Amendment Subcommittee of the Planning Board.

Standards for Development of Hierarchy

1. Distance

Type of Collector Street	Distance Measured of Segment (in Miles)
Major	4 or greater
Minor	2-4
Local	2 or less

2. In measuring distance of collector streets, the roadways do not cross arterial roadways (US HWY 17 or NC 210)

3. Segment directly connects from a major collector street to an arterial roadway and the roadway meets at the arterial to form an intersection, then the collector roadway shall be categorized to the next level to increase mobility. The next level will be maintained until the next intersection.
4. Continue to plan for inclusion of the Hampstead Bypass (R-3300) interstate facility.

The map, including all the existing and proposed collector streets with the hierarchy standards, can be seen as Attachments 2-4. This hierarchy map will be inserted to the Pender County Collector Street Plan as a proposed amendment at the November 1, 2016 Planning Board meeting.

Standards on Collector Streets

Major Collector Street: A major collector street would prohibit individual lot access and preserve mobility of the road network.

Minor Collector Street: A minor collector would provide for alternative design elements such as shared driveways, marginal access roads, or alleys in an attempt to balance mobility and access.

Local Collector Street: A local collector street would allow for full access for individual lots, should be designed as to limit speed and would connect back into the major or minor collector street network. Favors access over mobility.

Alternative Design Streets

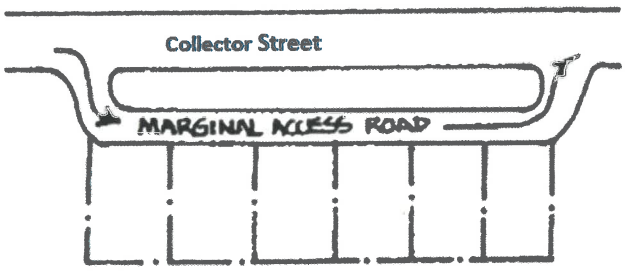
The UDO language from the minor collector street requires that alternative design streets connect to the minor collector street, not individual lots. Alternative design street standards have been added to Section 7.5.3 Private Streets.

Alternative Design Streets: Alternative Design Streets are intended to provide individual lot access to structures in order preserve the mobility of the transportation system. The alternative designs presented are not intended to limit the design of shared access and consultation with the Administrator should be had prior to development submittal.

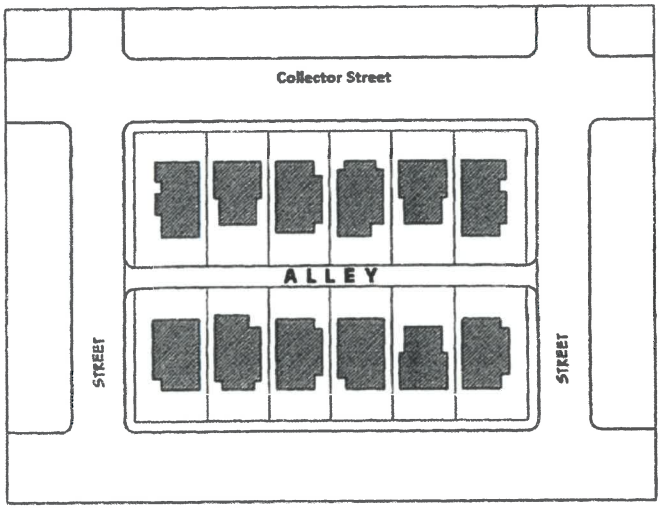
a) All alternative designed streets shall adhere to design requirements as outlined with the current NCDOT Subdivision Roads Minimum Construction Standards with the exception of the following;
   i) Length of roadway shall not exceed five-hundred (500) feet
   ii) Width of easement or right of way shall be at least twenty (20) feet with a twelve (12) foot minimum pavement width
b) Where Alternative Design Streets do not connect to two public or private streets, turnaround capabilities shall be provided in accordance with Section 7.5.1.F & 7.5.1.G
c) Sharp changes in alignment and grade shall be avoided
d) Distance separation of individual driveways

e) Alternative Design Street Examples

i) Marginal Access Road: a street parallel and adjacent to public or private streets (while physically separated from it) which provides both access to abutting properties and controlled access to the public or private street



ii) Alley: A strip of land owned publicly or privately, set aside primarily for vehicular service access to the rear or side of property otherwise fronting on a street of a higher classification. Alleys shall be used to serve lots as part of an interconnected street system, alleys provide access to property but are not intended to accommodate through traffic.



iii) Additional alternative design streets may be approved by the Administrator if the alternative design presented promotes shared access to collector streets rather than individual lot access. The Administrator may approve other designs based on: safety, topography, environmental conditions, or other appropriate criteria.

Planning Board Input Needed

As highlighted above, there are two areas in which Staff is seeking input from the Planning Board;

1. Standards for driveway distances on a collector street
2. Turnaround or connection back to another state maintained or private street
2. Potential criteria for approving other alternative design streets other than an alleyway or marginal access road.

Driveway distances are regulated by NCDOT as follows; when subdividing land driveway distances must be at least 100' or on existing platted lots separation requirement is 20' as measured from the property line. A rough sketch of this concept can be viewed in Attachment 5. Pender County can have higher standards than NCDOT regarding driveway distances.

Potential regulations to consider in the UDO would be if the alternative design street has lots only on one side, this roadway could then have a turnaround whereas, if the alternative design street has lots on both sides, these type of roadways should connect directly to another public or private street.

Other criteria for approval of an alternative design streets may be needed if the Administrator has the authority to decide if the submittal is appropriate. Currently the Planning Board holds that authority as given in Section 7.5.3.A *All designated private streets shall be designed and constructed in compliance with the current NCDOT Subdivision Roads Minimum Construction Standards. However, variations to right-of-way widths and geometric design may be permitted upon Planning Board review and approval where certain features such as topography, environmental features, low impact development design or unique needs of a development exist at the Master Development Plan approval.*