



# Technical Review Group – Meeting 6 Summary

On Tuesday, April 2, at 11:30am the sixth meeting of the Wake Forest UDO Comprehensive Update Technical Review Group (TRG) was conducted.

## Meeting Agenda

1. Project Overview and Status Update
2. Chapter 9: Access and Mobility
  - a. Proposed Chapter Structure and Content Overview
  - b. Key Topic Details and Discussion
3. Chapter 11: Natural Resource Protection
  - a. Proposed Chapter Structure and Content Overview
  - b. Key Topic Details and Discussion
4. Chapter 13: Performance and Maintenance
  - a. Proposed Chapter Structure and Content Overview
  - b. Key Topic Details and Discussion
5. Chapter 14: Nonconformities
  - a. Proposed Chapter Structure and Content Overview
  - b. Key Topic Details and Discussion
6. Chapter 15: Administrative Standards
  - a. Proposed Chapter Structure and Content Overview
  - b. Key Topic Details and Discussion
7. Next Steps

## Discussion Summary

### Chapter 9: Access and Mobility

- **Transportation Impact Assessment (TIA)**
  - Some uses, like places of worship, may generate more than 100 trips in off peak hours but would not likely have such an impact as to require mitigation. Requiring a TIA for projects meeting off peak hour thresholds may be too onerous for these types of uses. It may be more appropriate to keep the requirement as is (100 trips in peak hours) and only require a TIA if more than 100 trips are generated in off peak hours in CTP hotspot areas.
  - A Level of Service (LOS) of E should be the trigger for mitigation in addition to LOS F and instead of a LOS D, which is nationally considered an acceptable LOS.
  - Mitigation requirements should consider how to balance LOS improvements with other Town goals of community character and walkability.



- **Roadway Design**
  - Administrative modification to block length and connectivity index measurement requirements should be considered if environmental or other site constraints exist.
- **Sidewalks, Multi-Use Paths, Greenways, and Pedestrian Walkways**
  - In some circumstances sidewalk gaps may not be easily filled, even if the right-of-way (ROW) exists. For example, if the current ROW is a ditch section, it could be costly and outside of the scope of the requirement to install the utilities and other improvements. These circumstances may be appropriate for a payment in lieu option.
  - Sidewalk connections between dead end roads and adjacent roads may be feasible on a case by case basis. Often dead end roads are utilized due to steep slopes, environmental features, or other constraints that may make the pedestrian connection unfeasible. There should be some flexibility for the Administrator to modify this requirement if the cost would exceed a certain percentage of the project construction cost.

### **Chapter 11: Natural Resource Protection Standards**

- Applicants should be required to submit separate existing conditions information, demolition plan, and as-built exhibits to ensure the Town has an accurate and up to date record, including GIS data.
- Language in the current standards regarding downstream analysis needs to be clarified.
- Near sensitive environmental areas or areas with known flooding issues, consider requiring stormwater control measures (SCMs) be designed to the 100 year storm.

### **Chapter 13: Performance and Maintenance**

- The timing of improvements section should clarify that SCMs and improvements required due to a TIA may have alternative timing requirements that supersede the general requirements of Chapter 13.

### **Chapter 14: Nonconformities**

- More clarity on how to determine the bounds of the “area/portion” of a site where an improvement is occurring is needed.
- Consider requiring compliance with sidewalk and multi-use path requirements across the entire development site in change of use scenarios.

### **Chapter 15: Administration**

- Proposed administrative modifications will provide needed flexibility in the code. Additional opportunities for limited and objective administrative modifications should be explored.