

WAKE FOREST
UDO

comprehensive
update



from *IDEAS* to *IMPLEMENTATION*

Technical Review Group Meeting #6
April 2, 2024

Today's Meeting

- Project Overview and Status Update
- Per Preliminary Chapter
 - *Proposed Chapter Structure and Content Overview*
 - *Key Topic Details and Discussion*
- Next Steps





PROJECT OVERVIEW



UDO Update Process

- **Step 1:** Project Kick Off
- **Step 2:** Begin Public Engagement
- **Step 3:** Existing UDO Analysis and Preliminary Recommendations
- **Step 4:** Draft UDO Sections and Review Meetings
- **Step 5:** Manual of Specifications, Standards, and Design (MSSD) Comprehensive Update and Reorganization
- **Step 6:** Draft and Final UDO and MSSD
- **Step 7:** UDO Adoption



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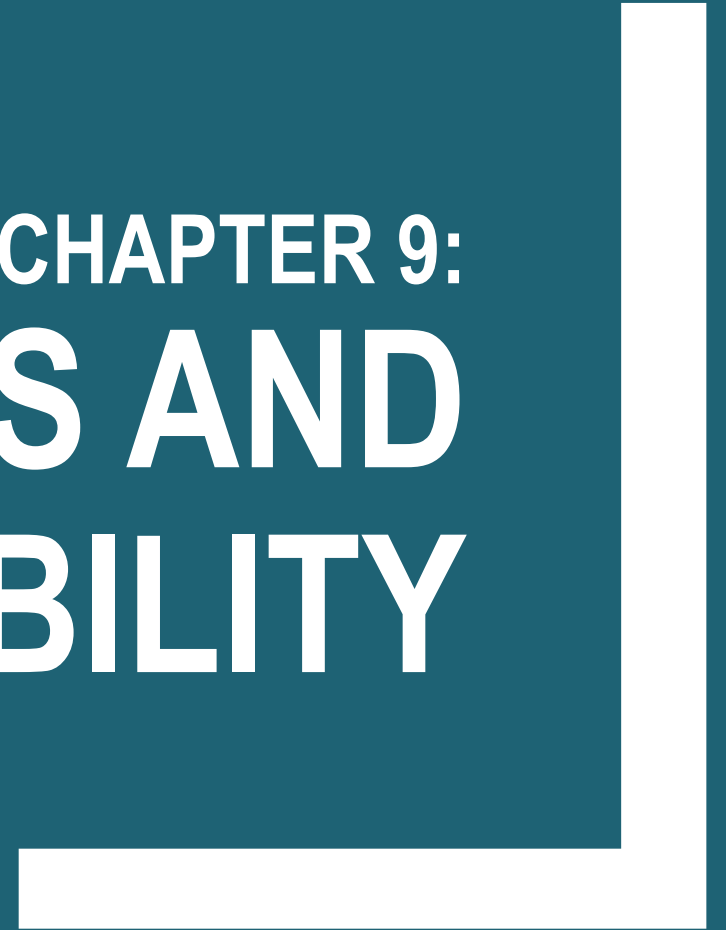
Goal of Meeting

- Provide a high-level overview of PRELIMINARY
 - *Chapter 9 – Access and Mobility*
 - *Chapter 11 – Natural Resource Protection*
 - *Chapter 13 – Performance and Maintenance*
 - *Chapter 14 – Nonconformities*
 - *Chapter 15 – Administrative Standards*
- Discuss
 - *Whether the proposed regulations are appropriate for Wake Forest*
 - *How the proposed regulations should be refined to better reflect the vision of the community and modern best practices*





CHAPTER 9:
**ACCESS AND
MOBILITY**



Chapter 9: Access and Mobility – Refined Sections Overview

- 9.2 – Transportation Impact Assessment
- 9.4 – Roadway Design
- 9.10 – Sidewalks, Greenways, and Pedestrian Walkways
- 9.11 – Public Transit Improvements



9.2 – Transportation Impact Assessment

Purpose

- Specialized study that evaluates the effects of a **development's traffic** on the surrounding transportation infrastructure;
- Helps identify where the development **may have a significant impact** on safety, traffic, and transportation operations;
- Provides a means for the developer and government agencies to **mitigate these impacts**; and
- Used to evaluate whether the **scale of development is appropriate** for a particular site and what improvements may be necessary, on and off the site, to **provide safe and efficient access and traffic flow**

Threshold

TIA required if **any** of the following criteria met:

- The development is projected to generate **100 or more vehicle trips in any one-hour period** (not just peak hour periods),
- The development includes **100 or more residential dwelling units**,
- The development is projected to generate **1,000 or more vehicle trips** daily,
- The development is located within **one quarter mile of a CTP Hotspot** and is projected to generate **50 or more vehicle trips** in any one-hour period, or
- Additional **phases or changes** to existing development bring the development above one of the aforementioned thresholds.

9.2 – Transportation Impact Assessment

Licensed Engineer & Timing

TIAs must have been conducted by a **licensed traffic engineer** within the previous **six months from time of submittal** and are **valid for two years**.

Study Area Boundaries

- Site drives, intersections, adjacent roadways **within one-half mile** of the proposed development site
- Any intersection on which at least **7 percent of any traffic movement** approach volume are generated by or as a result of the proposed project

Study Scope

- Prior to submitting a TIA for review, the Professional Engineer preparing the analysis shall **conduct a scoping meeting** with Town staff, and NCDOT if applicable, to determine the level of detail and assumptions for the scope of the study.
- After the scoping meeting, the **agreed upon details** shall be **outlined** in a Memorandum of Understanding (MOU).
- Required factors for discussion and inclusion in the MOU are **outlined in the MSSD**.

Discussion Question: The methodology to determine study area boundaries is new. Is it appropriate for Wake Forest?

9.2 – Transportation Impact Assessment

Mitigation Requirements and Level of Service

Mitigation improvements required if at least one of the following conditions are met:

- The total average delay at an intersection or individual **approach increases by 25%** or greater, while maintaining the same level of service,
- The LOS degrades **by at least two levels** or to LOS D,
- LOS is “F”, or
- When the analysis of a turning lane indicates that the **95th percentile queue** exceeds the storage capacity of the existing lane.

Payment in Lieu

- A payment **may be provided** in lieu of required mitigation, or a combination of mitigation measures and payment in lieu of improvements
- At the **discretion of the Administrator** in cases where the applicant has provided sufficient documentation to demonstrate that the **required improvements cannot physically be constructed** with the associated development.
- The amount, form, and timing of the payment shall comply with **Section 13.2**

Discussion Question: What are your thoughts on the proposed mitigation thresholds? Are there other thresholds to consider?

9.4 – Roadway Design

Subdivision Connectivity Index

- Used to determine the adequacy of roadway network design
- Calculated as the ratio of the number of roadway links (road sections between intersections) divided by the number of roadway nodes (intersections and cul-de-sac heads)
 - *Intersections located outside a subdivision but entering into it may count as roadway links.*
 - *Intersections between a road and an alley shall not count as roadway links.*
- **Minimum connectivity index measurement of 1.5 required**



STREET CONNECTIVITY

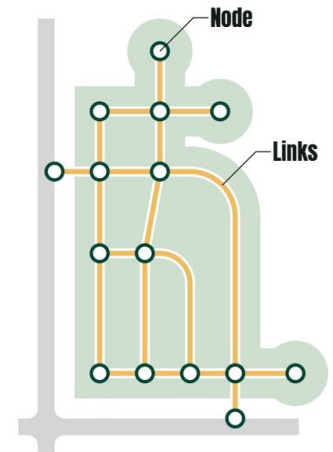
Much of Wake Forest's residential areas feature a curvilinear roadway system with cul-de-sacs common to suburban development patterns. This configuration reduces connections between neighborhoods and major roadways and increases dependency on automobiles. While this can achieve some privacy for residential properties, it contributes to congestion by increasing distances and travel times between destinations and creating bottlenecks during peak travel times. The goal of new development should be to create a road pattern that more closely resembles a grid while allowing for curvature in the road. This would, increase the number of intersections, improve ease of navigation, reduce walking distances, and decrease vehicular travel times—including the response times of emergency services.

Connectivity Index

To improve traffic management and community connectivity, the Town should consider establishing a connectivity index minimum requirement for all new residential subdivisions. A connectivity index measures the ratio of the number of blocks (links) to the number of intersections (nodes) in the street network. A higher connectivity index reflects a greater number of blocks entering each intersection, and thus a higher level of connectivity for the neighborhood. Connectivity indexes typically fall within the range of 1.2 to 1.4.

Key Recommendations

- Promote short blocks of less than 600 linear feet between intersections of local roads to improve walkability.
- Avoid dead-ends, cul-de-sacs, and T-intersections in places where four-way intersections can be aligned.
- Study the appropriateness of traffic circles at four-way intersections to ease congestion and improve safety.



Connectivity Index Calculation

Links: 19
Nodes: 15
Connectivity Index: $19 / 15 = 1.26$



Links (20)
Nodes (13)

20 Links / 13 Nodes =
Connectivity Index
Measurement of 1.5

9.4 – Roadway Design

Discussion Question: Does having a block length standard for collector and thoroughfare roadways make sense?

Block Length

Table 9.4(E)(1) Block Length Standards				
	GR; NCR; MUR; TSR;	NB; DC; TOD-O; AC-O	CB; CI; IND	OS
<i>Minimum Block Length – Local Roadway</i>	250 feet	250 feet	250 feet	250 feet
<i>Maximum Block Length – Local Roadway</i>	600 feet	600 feet	800 feet	600 feet
<i>Minimum Block Length – Collector/Thoroughfare Roadway</i>	250 feet	250 feet	250 feet	250 feet
<i>Maximum Block Length – Collector/Thoroughfare Roadway</i>	800 feet	800 feet	800 feet	800 feet

9.10 – Sidewalks, Multi-Use Paths, Greenways and Pedestrian Walkways



SIDEWALKS & MULTI-USE PATHS

Sidewalks and multi-use paths are critical to pedestrian and bicycle connectivity and promote community interaction and active lifestyles. They connect neighborhoods and provide safe routes to shopping areas, schools, and other key destinations. Historically, Wake Forest developed without sidewalks outside the central business district. While the sidewalk and multi-use paths network has grown over recent years, many gaps still exist and there is an opportunity to connect smaller clusters of existing networks. In coordination with the CTP, the Town should continue to expand its sidewalk and multi-use path network to provide a comprehensive and accessible system. This may require future acquisition of land to construct public sidewalks and paths.

Key Recommendations

- Update the CTP to include an inventory of sidewalks in addition to multi-use paths and establish project priorities, private-public funding, and time frames for closing gaps in the network.
- Update the CTP to identify priority areas for high visibility crosswalks, bulb outs, refuge islands, rectangular rapid flashing beacons, and other pedestrian improvements.
- Work with Public Works to identify crosswalk ramps that are not ADA compliant and prioritize upgrades.
- In coordination with roadway improvements, upgrade aging sidewalks or install new sidewalks if none exist.
- Promote sidewalk, multi-use path, or trail connectivity between residential subdivisions and nonresidential development to improve pedestrian and bicycle connectivity.
- Continue to ensure all new residential development provides sidewalks on both sides of the street.
- Encourage multi-use paths to be provided along the main road in developments.
- Ensure multifamily and commercial developments include strong pedestrian networks within and between their sites.



BIKEWAYS, GREENWAYS & TRAILS

Like sidewalks and multi-use paths, bikeways, greenways, and trails contribute significantly towards mobility for active transportation within Wake Forest. They also provide outdoor recreational opportunities and connect residents and visitors to local and regional natural amenities. In coordination with the CTP, the Town should continue to expand its bikeway, greenway, and trail network across the community. This may require future acquisition of land to construct publicly accessible routes. The expanded network should also be marketed as a tourism asset to draw visitors to the community.

Key Recommendations

- Identify trail head locations as the greenway and trail network continues to expand.
- Explore opportunities along greenways to add amenities (i.e. water fountains, seating/rest areas, pocket parks, public art, and fix it stations) and programming with the Parks, Recreation, and Cultural Resources Department or other organizations like StoryWalks.
- Encourage development along greenways to incorporate greenway access into the site, particularly for uses attractive to trail users (i.e. restaurant, cafes, and bars).



GREENWAYS

- Planning Area
- Railroad
- Existing Greenway
- Greenway Under Construction
- Greenway in Capital Improvement Plan
- Proposed Greenway
- Public Park
- Downtown
- Shopping & Employment Area
- Community Facility

9.10 – Sidewalks, Multi-Use Paths, Greenways and Pedestrian Walkways

Requirements

Sidewalks and Multi-Use Paths.

- If **do not exist** in the public ROW **but identified** as required by CTP, shall be provided along each frontage
- Shall **connect to existing and adjacent** sidewalks or multi-use paths (**within 400 feet**) or to likely future locations in the ROW along adjacent properties
- Shall meet the standards established in the **CTP and MSSD**
- If development meets threshold, **connections to transit facilities, public and institutional uses, and commercial uses** must be provided

Greenways

- If existing or planned, as identified in the CTP, adjacent to or traverse a development, developer shall:
 - *Provide a **30-foot** easement and **construct**;*
or
 - *Provide a **50-foot** easement if a **payment-in-lieu** is approved; and*
 - *Provide pedestrian and bicycle accessways to the greenway **every quarter mile***

9.10 – Sidewalks, Multi-Use Paths, Greenways and Pedestrian Walkways

Requirements

Pedestrian Walkways

- Shall connect **all buildings on site** to one another and provide connections to **parking areas**;
- Shall connect **dead end streets** to other dead end streets that are within 300 feet of each other and to existing street with sidewalk;
- Shall connect the development site to **adjacent** greenways, parks, open space, and community space.
- Shall connect **building entrances to transit stops** on the same property.
- Shall connect **building entrances to adjacent public sidewalks** along direct routes of travel.
- Designed with **minimal disruptions** to safe, continuous pedestrian connectivity.
- Shall be **collocated** with the internal parking area landscape median in a manner that does not cause a pedestrian to walk over or through required landscape materials
- Shall be **lit** with one of the pedestrian scale lighting options, as detailed in Chapter 10.

Discussion Question: What do you think of the proposed requirement to connect dead end streets to existing sidewalks?

9.11 – Public Transit Improvements

Applicability

- New development and substantial redevelopment meeting one of the following criteria shall meet public transit improvement requirements:
 - *A development containing residential uses and proposing 100 dwelling units or more.*
 - *A development containing nonresidential uses and proposing 100,000 square feet or more of nonresidential space.*



PUBLIC TRANSIT

Public transit is important for providing more sustainable transportation options and for helping increase connectivity throughout the Town and to nearby communities like Raleigh. Transit decreases the number of cars on the road, which reduces congestion and greenhouse gas emissions, improves air quality, and frees up land for uses other than parking. Transit also provides equitable and affordable transportation alternatives, which is particularly important for residents who may not have access to a personal car or are unable to drive due to medical conditions, disabilities, or young age.

Bus Services

Wake Forest is currently served by two bus lines provided by GoRaleigh and GoTriangle:

- **Wake Forest Loop (WFL)** - a free circulator bus route that serves neighborhoods around Downtown, S Main Street, Stadium Drive, and the service roads west of US 1.
- **Wake Forest Raleigh Express (WRX)** - a commuter bus service connecting to Downtown Raleigh running hourly service during peak hours.

COMPREHENSIVE TRANSPORTATION PLAN

This Additional Considerations chapter provides a high level overview and recommendations for transportation and mobility within Wake Forest. For more detailed information and recommendations, see the Wake Forest Comprehensive Transportation Plan (CTP).

A new bus line, Route 2L, is planned by GoRaleigh, which would provide hourly service from Downtown Wake Forest to WakeMed North Hospital in Raleigh. This route will be funded partially by the Wake County Transit Tax, which was approved by Wake County voters as a half-cent sales tax to improve transit services in the region.

Key Recommendations

- Continue to work with transit partners to consider more frequent service and route network expansions to key locations to improve rider experience and attract more usage of mass transit.
- Coordinate with property owners, private developers, and transit partners to set aside land for transit stops at appropriate locations. The Town should obtain a transit easement for these locations and construct and maintain quality bus shelter infrastructure.
- Work with GoRaleigh and GoTriangle to construct smart bus shelters, or sustainable shelters that incorporate elements like interactive screens with live timetables, smart lighting, solar panels, and bike lock stations.
- Explore incorporating public art into bus shelters.
- Continue to evaluate and coordinate Park and Ride locations with transit partners.
- Explore best long term transit options such as fixed or microtransit.



9.11 – Public Transit Improvements

Requirements

If adjacent to existing or planned transit stop following amenities required:

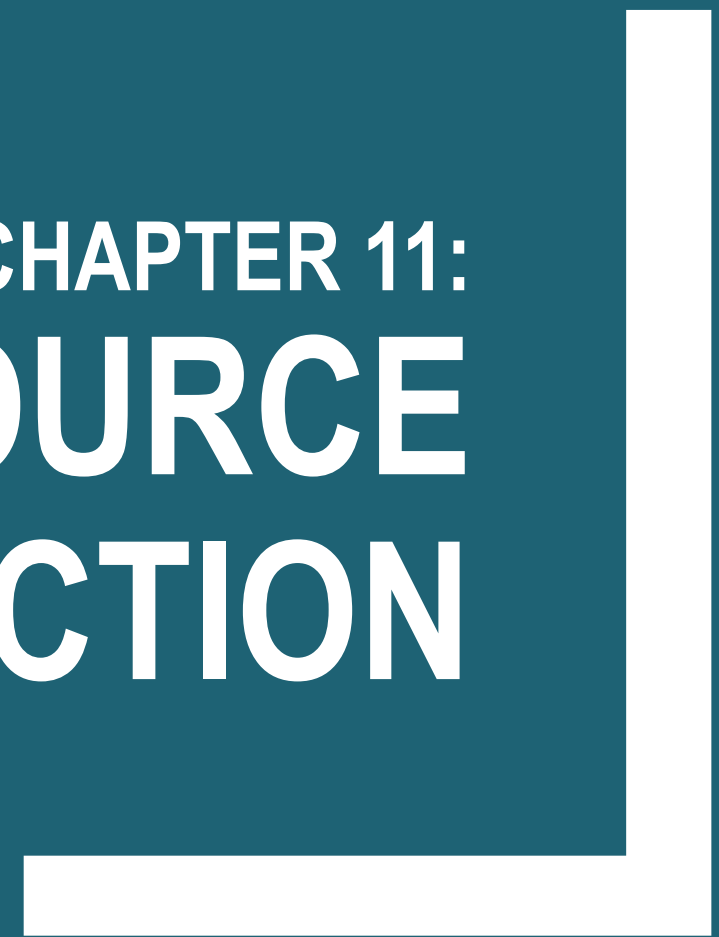
- Landing pad
- Amenity pad
- Shelter
- Trash Cans
- Benches
- Bike Rack
- Signs
- Transit Easement

If not adjacent to existing or planned transit stop following amenities required:

- Landing pad
- Transit Easement



CHAPTER 11:
**NATURAL RESOURCE
PROTECTION**



Chapter 11: Natural Resource Protection Standards

Chapter Purpose and Structure

Purpose

- Control erosion and sedimentation from land-disturbing activity
- Minimize public and private losses due to flood conditions
- Control the adverse effects of increased post-development stormwater runoff and nonpoint and point source pollution
- Improve water quality and provide safe drinking water

Structure

1. General Provisions
2. Development Site Environmental Assessment
3. Permits Required
4. Erosion and Sedimentation Control
5. Grading
6. Flood Damage Prevention
7. Stormwater Management
8. Watershed Protection
9. Watercourse (Riparian) Buffer Areas

State Regulation Changes

- Adds new nutrient (nitrogen and phosphorus) reduction requirements Town-wide (previously only Falls Lake watershed)
 - *Nutrient reduction improves water quality and prevents harmful algal blooms that negatively impact aquatic life*
- In the Falls Lake watershed, increases design requirements for 25-year storm event instead of 10-year storm event
- Adds Little River Watershed and associated restrictions

Stormwater Management

Proposed to enhance standards from protecting against 10-year storm to 25-year storm



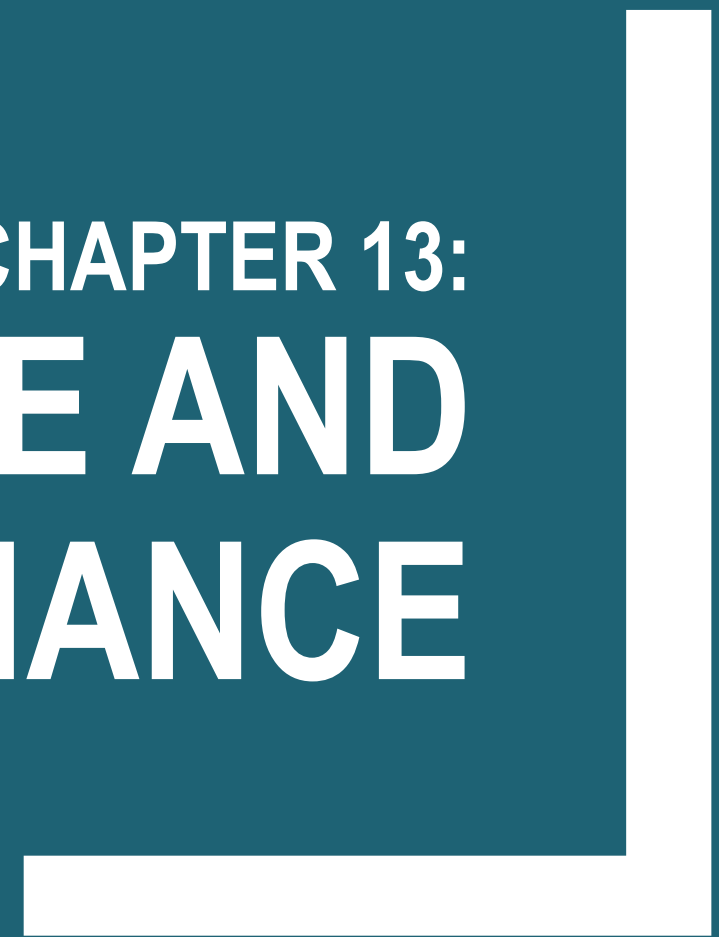
7.19" of rainfall in
1 hour



7.97" of rainfall in
1 hour



CHAPTER 13:
**PERFORMANCE AND
MAINTENANCE**



Chapter 13: Performance and Maintenance

Chapter Purpose and Structure

Purpose

- Ensure successful completion of required improvements in a reasonable time period;
- Require mitigation of proportional development impacts;
- Ensure that public infrastructure meets all standards of this UDO and the MSSD; and
- Require perpetual maintenance for continuing quality and performance.

Structure

1. General Provisions
2. Payment in Lieu of Requirement Improvement
3. Performance Guarantees
4. Improvements Completion and Acceptance by Town
5. Maintenance

Note: Chapter 13 is a new chapter proposed to consolidate performance and maintenance standards that are currently scattered throughout the UDO.

13.2 Payment in Lieu of Required Improvement

Applicability

Administrator **may** approve PIL for:

- Roadway Stubs;
- Temporary Turnaround
- Street Trees;
- Connectivity;
- Comprehensive Transportation Plan Improvements;
- Transportation Impact Analysis;
- Public Transit Improvements; and
- Greenways

Approval

The Administrator **may** approve PIL when:

- Improvements are required and necessary **off-site right-of-way and/or easements** cannot be obtained, or
- Other physical property limitations are present that **have not been created** by the applicant or property owner of the development site.

13.2 Payment in Lieu of Required Improvement

Amount

- Equal to **150%** of the estimated full cost of completing the installation of the required improvements, including the costs of design, materials, labor, project management, permitting, mitigation, etc.
- Shall be **itemized** by improvement type and entered into NCDOT construction **cost estimate forms** (if not listed in the database, estimates shall be certified by a licensed PE)
- If not paid within one year from the time the estimated costs were approved, updated cost estimate may be required

Payment Form

- Shall be provided prior to Construction Plan approval in:
 - *Cash; or*
 - *Certified check from a North Carolina lender to the Town*

13.4(A) Timeline for Completion of Improvements

Timeline

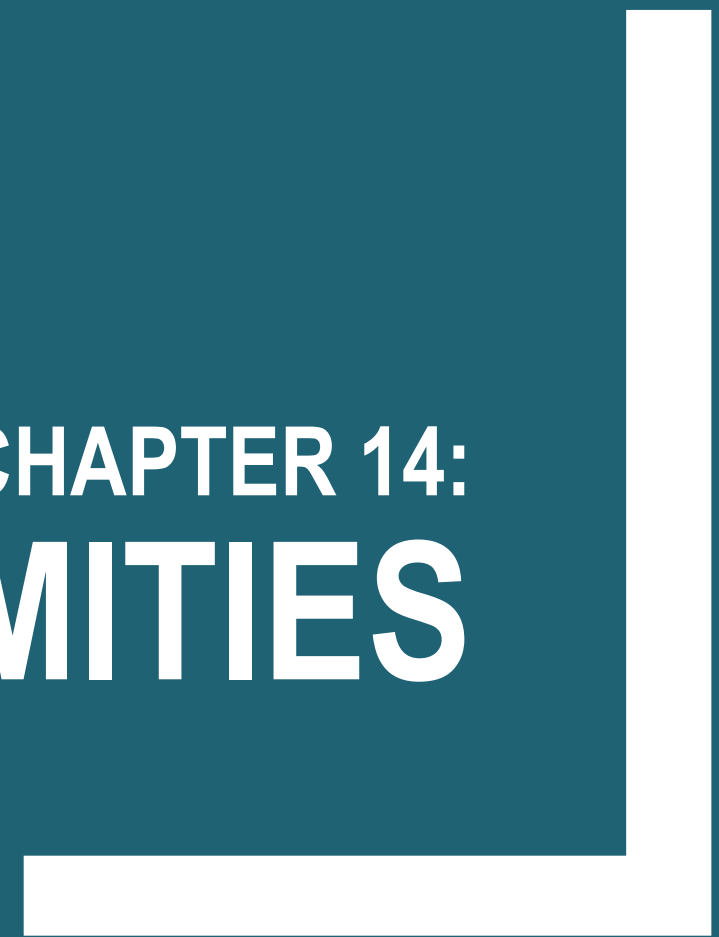
- **Public Utilities and Initial Access Surface.** Shall be installed and inspected prior to plat recordation.
- **Other Improvements.** Must be completed by the developer no later than the following:
 - *For residential subdivisions, 85 percent of the dwelling units are approved for occupancy.*
 - *Two years have passed since the subdivision or final plat, or phase thereof, has been recorded.*
 - *For non-residential projects, one year has passed since the approval of the performance guarantee as outlined in Section 13.4.*

Extension of Time Limit

- May be extended at the discretion of the Administrator
- Submittal of sufficient justification required
- Sufficient justification:
 - *delays in other regulatory permits;*
 - *financing institution delays; or*
 - *other similar reasons beyond the control of the applicant.*



CHAPTER 14: NONCONFORMITIES



Chapter 14: Nonconformities

Chapter Purpose and Structure

Purpose

- Bring as many nonconformities into conformance or closer to conformance as feasible or reasonably practical;
- Recognize the existing investments made and interests of property owners in continuing to use nonconformities; and
- Preclude the expansion, reconstruction or reestablishment of nonconformities

Structure

1. General Provisions
2. Nonconforming Lots
3. Nonconforming Buildings and Structure
4. Nonconforming Site Elements
5. Nonconforming Uses
6. Nonconforming Signs

14.4 Nonconforming Site Elements

Applicability

Following site elements if not in compliance with code:

- fence,
- wall, retaining wall,
- berm,
- screening,
- sight distance triangle obstruction,
- utility,
- open space,
- community space,
- tree preservation,
- buffers,
- landscaping,
- parking,
- loading,
- driveways,
- bicycle parking,
- pedestrian infrastructure,
- transit accommodations, or
- outdoor lighting

UDO Standards Applicability

Applicability

New Development. Must meet all UDO standards

Redevelopment

- **Major Redevelopment.** 50 percent or more increase
- **Intermediate Redevelopment.** 25 percent or more up to less than 50 percent increase
- **Minor Redevelopment.** Any exterior changes to buildings or changes to required site elements not meeting the thresholds of other development categories.
- **Change of Use.** Changing from one use category to another use category.
- **Single-Family Detached, Duplex, or Manufactured Housing on Lot of Record.** Development on existing lots, or lots created from an exempt subdivision
- **Infrastructure Project.**
 - *Projects undertaken by a governmental agency, such as greenway, right-of-way, water, sewer, and drainage construction.*
 - *Does not include construction of buildings/structures.*
 - *Does not include any infrastructure construction undertaken as part of development projects.*

Discussion Question for Upcoming Slides: Are there certain standards that are more or less challenging to bring into compliance when working on existing sites?

Table ###: UDO Standards Applicability Overview

Key:

- = Standards apply to entire development site and building(s)
- + = Standards apply to portion of site or building(s) impacted by development activity and portions of site or building(s) adjacent to right of way, public park or residential uses
- = Standards apply to portion of site or building(s) impacted by development activity
- * = Additional applicability provisions may apply

Standard

Single-family detached, duplex, or manufactured housing on existing lot	Infrastructure only project	Minor redevelopment	Intermediate redevelopment	Major redevelopment	Change of use	New development
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4. General Development Standards

4.1 Fences and Walls			○	○	●	●	●
4.1 Retaining Walls							●
4.1 Berms							●
4.2 Screening			○	○	●	○	●
4.3 Height Transitions	○						●
4.4 Residential Infill	○						●
4.5 Clear Sight Triangles	○			○	○		●
4.6 Utilities	○				●		●

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Standard

Single-family detached, duplex, or manufactured housing on existing lot	Infrastructure only project	Minor redevelopment	Intermediate redevelopment	Major redevelopment	Change of use	New development
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6. Building Design Standards

6.2 Materials					+		●
6.3 Glazing					+		●
6.4 Entryway Design*			○	○	+	○	●
6.5 Façade Design					○		●
6.6 Roof Design					○		●
6.7 Cottage Home							●
6.8 Two over Two							●
6.9 Multifamily				○	○		●
6.10 100,000sf+*							●
6.11 Multibuilding*				○	○		●

Discussion Question: Is it feasible to make these types of design changes to existing buildings?

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Standard

Single-family detached, duplex, or manufactured housing on existing lot	Infrastructure only project	Minor redevelopment	Intermediate redevelopment	Major redevelopment	Change of use	New development
---	-----------------------------	---------------------	----------------------------	---------------------	---------------	-----------------

7. Open & Community Space Standards

7.3 Open Space				●		●
7.4 Community Space				●		●
7.5 Cemetery	○	○	○	○	○	●
7.6 Recreation Facility Fee*	●					

8. Tree Protection, Buffers, & Landscaping Standards

8.2 Tree Canopy Coverage				●	○	●
8.2 Tree Protection			○	○	○	●
8.3 Perimeter Buffer				○	●	○
8.4 Street Buffer				○	●	○
8.5 Foundation Landscape			○	○	●	○
8.6 Parking Area Landscape – Perimeter			○	●	●	○
8.6 Parking Area Landscape - Interior			○	○	●	
8.7 Street Trees	●		●	●	●	●

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Standard

Single-family detached, duplex, or manufactured housing on existing lot	Infrastructure only project	Minor redevelopment	Intermediate redevelopment	Major redevelopment	Change of use	New development
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9. Access & Mobility Standards

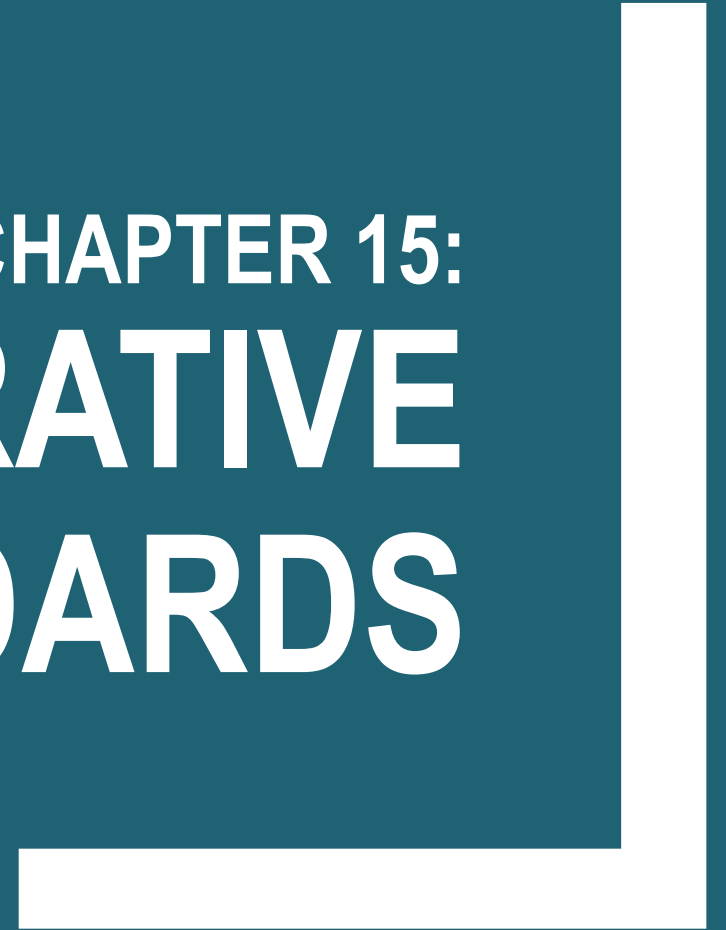
9.2 TIA*			○	○	●	●	●
9.3 CTP- right-of-way dedication				●	●	●	●
9.3 CTP- sidewalk/MUP				●	●		●
9.3 CTP- all other improvements					●		●
9.4 Roadway Design				○	●	●	●
9.5 Internal Access Drives				○	○	○	●
9.6 Vehicle Parking				○	●	●	●
9.7 Loading				○	●	●	●
9.8 Driveways	●			○	●	●	●
9.9 Bicycle Parking		○	○	○	●	●	●
9.10 Pedestrian			○	●	●	●	●
9.11 Transit				○	●	●	●

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Standard							
<i>10. Lighting Standards</i>							
10.4 Design - LED					●	●	●
10.4 Design - BUG					●	●	●
10.4 Design - Footcandles					●	●	●
10.4 Design - Luminaire					●	●	●
10.5 Street Lighting				●	●	●	●
10.5 All other Lighting Types			○	○	○	○	●
<i>11. Natural Resource Protection Standards</i>							
See Chapter 11							
<i>12. Sign Standards</i>							
12.4 Building Signs				●	●	●	●
12.5 Ground Signs					●	●	●
12.8 Prohibited Signs			●	●	●	●	●



CHAPTER 15:
**ADMINISTRATIVE
STANDARDS**



Chapter 15: Administrative Standards

Chapter Purpose and Structure

Purpose

- Establish the application types, review and decision-making processes required to develop land within the jurisdiction of the Town of Wake Forest; and
- Establish the roles of review and decision-making bodies.

Structure

1. General Provisions
2. Review and Decision-Making Bodies
3. Procedures Overview
4. General Procedures
5. Administrative Procedures
6. Quasi-Judicial Procedures
7. Legislative Procedures

15.5(G) Administrative Modifications

- Allows Administrator to approve modifications to UDO standards, such as:
 - *Allowed encroachment of accessibility ramps and fire escapes*
 - *Min/max dimensional standards (lot area/width; setbacks; frontage build out; building coverage)*
 - *Allowed location of fence/wall in front and street side yards*
 - *Visibility of trash/recycling enclosures from a right of way*
 - *Vehicular cross access between adjoining parking lots*
 - *Payment in lieu of specified improvements*

Discussion Question: Should any other standards, such as block length, intersection spacing, driveway spacing, or maximum height, include modification options?

15.5(G) Administrative Modifications

General Review Criteria

1. Meets qualifying measure identified in the UDO.
2. Consistent with the purpose and intent of the applicable regulation;
2. Smallest modification necessary to accommodate the proposed improvement or resolve the subject issue; and
3. Consistent with the Comprehensive Plan.

Additional Review Criteria

1. Compensate for some unusual aspect of the development site or the proposed development
2. To protect sensitive natural resources or save healthy existing trees;
3. To eliminate a minor inadvertent failure to fully comply with a standard;
4. Required due to natural conditions, such as watercourses, riparian buffers, natural rock formations, or topography;
5. Required due to the presence of existing utilities or other easements.

Map Amendment Types

Base District

Allows parties to propose a **change** to the base district **designation** of a parcel or development site.

Conditional District

Accommodates uses or developments which are **not appropriate** in a base district **without** additional reasonable, appropriate, and mutually agreed upon **conditions**.

Planned Unit Development

Provide **flexibility** in the strict application of the standards of this UDO to accommodate **innovative design** and development practices that would not otherwise be achievable in exchange for **higher quality development** and **additional community benefits**.

Map Amendment Application Requirements

Base District

Conditional District

PUD Type 1 (5 acres or more)

PUD Type 2 (less than 5 acres)

Sketch Plan: shape and dimensions of the lot on which the proposed building or use is to be constructed or conducted

Site Plan: detailed two-dimensional drawing that illustrates all of the required site features and all related development calculations in sufficient detail to show compliance with this ordinance.

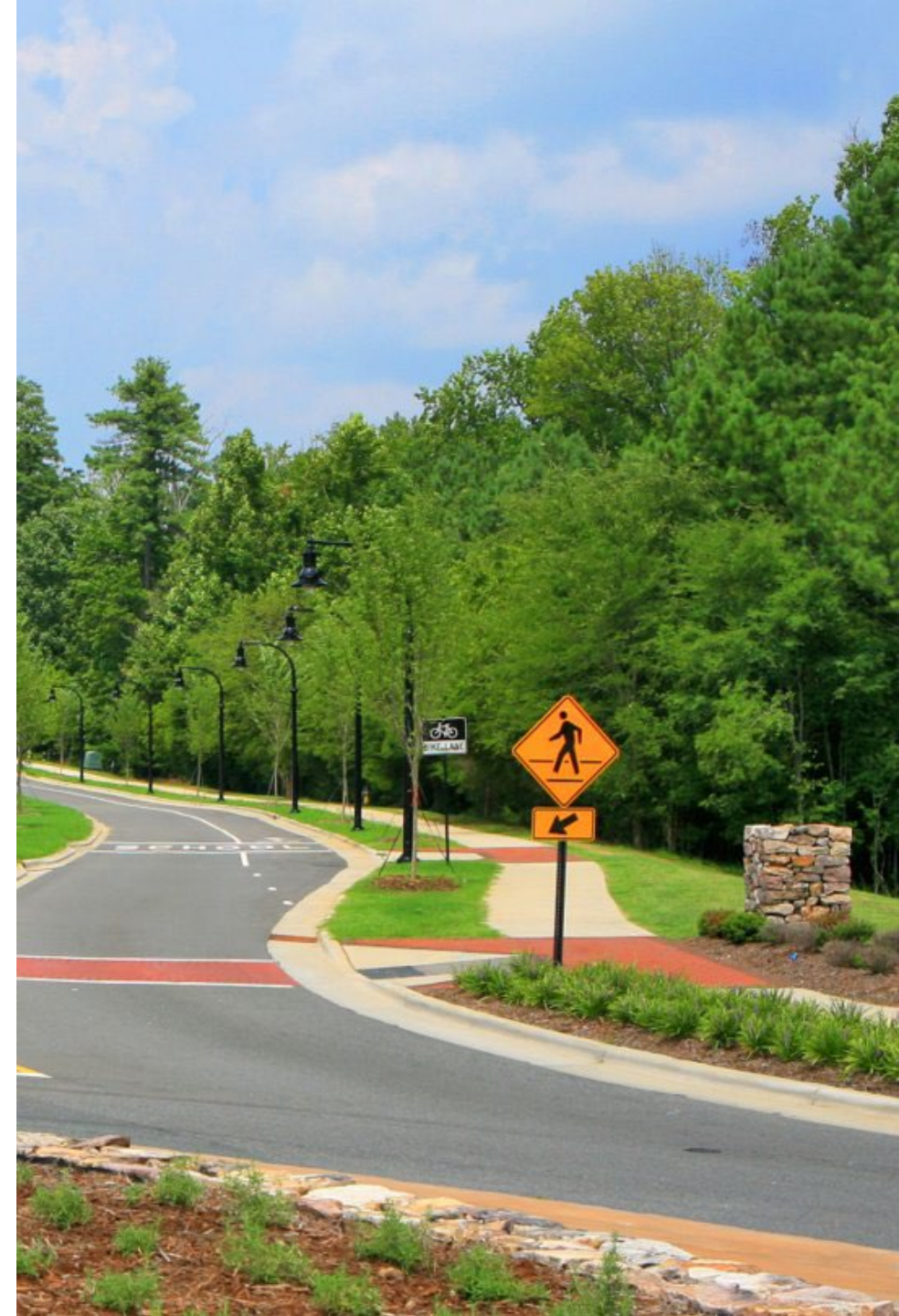


NEXT STEPS



Next Steps

- Mid-Summer: Full Draft presented to TRG, Planning Board, Board of Commissioners and at Public Open House for public feedback
- Late-Summer: Begin Adoption Process
- Late-Summer: Last TRG meeting on MSSD update





THANK YOU!

