



The Thoroughfare and Collector Street Plan map, Transit Plan map, and Bicycle and Pedestrian System Plan map collectively represent a network of current and future facilities that provide guidance on what is likely to be suitable for long term growth, connectivity, recreation, and multimodal travel. The Transportation Plan does not require a schedule for implementation, nor does it set aside funding for improvements. The purpose of the public hearing is to consider proposed amendments to the Transportation Plan between US 64 and Olive Chapel Road, west of the American Tobacco Trail (see Figure 1), in order to make a decision.

The proposed amendments are associated with rezoning case #22CZ22 Elevate 64 West Planned Unit Development (PUD). The proposed amendments would modify both the Thoroughfare and Collector Street Plan map and Bicycle and Pedestrian System Plan map. The amendments are shown in Figure 1 and are explained in Table 1.

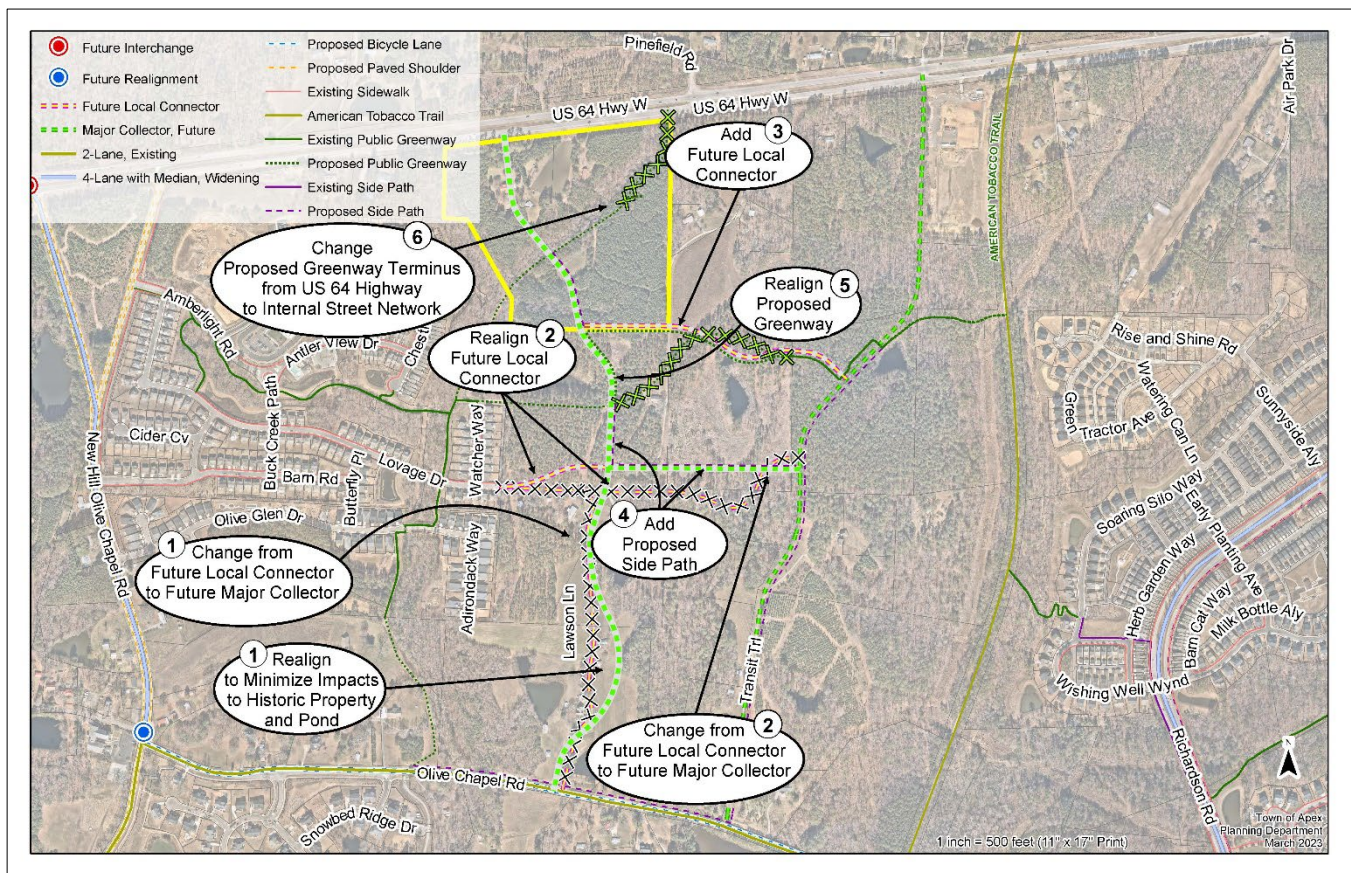


Figure 1. Proposed amendments to the Thoroughfare and Collector Street Plan map and Bicycle and Pedestrian System Plan map

Table 1. Summary of Proposed Amendments to the Thoroughfare and Collector Street Plan Map

#	Amendment	Explanation
1	Realign, extend, and upgrade Lawson Lane from a local connector to a major collector	The extension and upgrade are consistent with the intent for this roadway to serve as the main ingress/egress between Elevate PUD and US 64 Highway. The realignment is intended to minimize impacts to existing resources south of Elevate PUD.

#	Amendment	Explanation
2	Realign, extend, and upgrade Lovage Lane from a local connector to a major collector	This proposed amendment is outside of the area encompassed by the Elevate PUD and is a staff recommendation to provide future connectivity in this area consistent with the density and pattern of proposed development. While no future local routes are currently shown on the Transit Plan Map, this connection could serve as a future bus route if transit becomes viable in this area. In addition, emergency service providers indicated such a connection would improve response times. Finally, a future school site is anticipated at the eastern terminus of this roadway and would be better served by a higher-order facility.
3	Add a local connector from future Lawson Lane extension to future Transit Trail extension	This future connection would align with a street stub proposed with the Legacy PUD and will make it transparent that a connection is planned across the intervening property should development occur in the future.
4	Add side path along new major collectors	The proposed side path along Lawson Lane will provide an enhanced bicycle and pedestrian facility connection between two future greenway segments. This side path will provide an enhanced bicycle and pedestrian connection between the wide facilities proposed along Lawson Lane and Transit Trail. This may also serve as a future route to school.
5	Realign proposed extension of Reedy Branch Greenway between Lawson Lane extension and Transit Trail extension	The proposed realignment shifts the future extension of Reedy Branch Greenway to the street side along a portion of future Lawson Lane and the new local connector street, minimizing independent stream and land impacts.
6	Terminate future Deer Creek Greenway south of US 64 at internal street network	The amendment terminates the greenway at a logical point within the proposed Elevate PUD instead of directing cyclists and pedestrians to US 64 where there are no bicycle and pedestrian facilities nor crossing opportunities.

Programmed Projects:

There are no programmed municipal or state projects to complete the facilities addressed by these amendments.

Staff Recommendation:

Planning staff recommend supporting the proposed amendments. Transportation, Infrastructure and Development; Fire; Police; and Parks, Recreation, and Cultural Resources are also supportive of the proposed amendments.

Planning Board Recommendation:

The Planning Board unanimously recommended approval of the proposed amendments at their March 13, 2023 meeting.