

A. Promotes alternative modes of transportation

- Integrates Greenway Corridors, if applicable
- Provides increased bike/ped connectivity outside of development
- Includes site design and layout that promotes a safe, accessible, and comfortable pedestrian and bicycling environment
 - Pedestrian access, including sidewalk connectivity
 - Bicycle facility access
 - Transit oriented design that promotes accessible public transportation, including transit access within one-quarter mile
 - Seeks opportunities to provide first mile/last mile connections to transit

B. Promotes and enhances the safety of all road users and the public

- Prioritizes and increases the safety of vulnerable road users, including pedestrians and cyclists, in site and facilities design and development
- Provides safe crossing and intersection design elements for all road users and meets ADA/accessibility standards
- Provides safe and accessible shelters and amenities at existing transit stops within one-quarter mile of proposed developments
- Incorporates clear safety elements such as signage and site/street lighting to increase the safety of all road users
- Reduces conflict points for all road users
- Facilitates emergency vehicle access

C. Creates a safe, inclusive, and connected community

- Accommodates users of different abilities
- Prioritizes safe, accessible connections for special populations including low income and minority groups, elders, children, and people with disabilities
- Promotes safe, convenient, accessible routes and facilities to pedestrian generators such as schools, civic centers, parks, greenways, green spaces, adjacent businesses, etc.

D. Furthers implementation of Town Plans and policies

- Facilitates implementation of the Mobility and Connectivity Plan, with particular attention to
 - Proximity to the proposed N-S BRT route
 - Bike Plan and Greenway Plan
 - Bus Rapid Transit multi-use plans
- Facilitates implementation of the Pedestrian Safety Action Plan
- Meets the spirit and intent of the Town of Chapel Hill Complete Streets Policy
- Meets the spirit and intent of the Town of Chapel Hill Vision Zero Strategy

- Facilitates implementation of the transportation goals of the Climate Action and Response Plan
- Promotes strategies for reducing single-occupancy-vehicle trips and mode shifts to alternative transportation

Is the development within an identified N-S BRT station area? • Is the development within one-quarter mile of the proposed N-S BRT route?

E. Transportation Impact Analysis (TIA)*

- Meets the requirements of the TIA
- Provides follow-up data and counts on traffic and transportation impacts one year after build-out
 - Provides reference or historical data where possible, with special consideration and analysis given to vulnerable road users, to justify projections
 - Evaluates the safety and quality of access and flow for transit, pedestrians, and bicyclists

F. Parking

- Does the project provide the right quantity, distribution, and location of convenient and accessible bicycle facilities, including indoor/outdoor and shortterm/long-term parking spaces?
- Does the applicant provide the minimum viable amount and appropriate location, and justification for vehicle parking, including opportunities for alternative transportation?

G. Future Oriented Design and Sustainability

- Retail: Provides at least 3% of parking spaces as electric charging spaces and at least 20% of spaces as EV-ready, with at least one ADA-accessible EV parking space
- Office: Provides at least x% of parking spaces as electric charging spaces and at least xx% of spaces as EV-ready, with at least one ADA-accessible EV parking space
- Non-garage residential: Provides at least x% of parking spaces as electric charging spaces and at least xx% of spaces as EV-ready, with at least one ADA-accessible EV parking space
- Residential multi-story parking structure: Provides at least x% of parking spaces as electric charging spaces and at least xx% of spaces as EV-ready, with at least one ADA-accessible EV parking space
 - Parking structures should be constructed with possibility of conversion to other uses in mind
 - Site design enhances future transportation corridor improvements
 - Accommodates space for transportation network companies and systems (i.e., ride, bicycle, carsharing, and mobility sharing services)