

## Section 7.09      Pedestrian Circulation and Vehicular Area Design.

Intent – The Pedestrian Circulation and Vehicular Area Design regulations are designed to promote high visual aesthetics and functional pedestrian access in and around developments. This intent is accomplished by the connectivity of *walkways* and pedestrian/bikeway systems in and around a development with the general sidewalk system and greenway system within the Town of Holly Springs and its extra-territorial jurisdiction and neighboring developments. The development of private *walkways* or pedestrian/bikeway systems is required for all new developments and additions to existing developments.

### A.      Single Family Residential Districts.

#### 1.      Single Family *Subdivisions*.

In addition to the design criteria set forth in Section 7.07 – Street Design and Right-of-Way Reservation, the *street*, *sidewalk*, *walkway* and pedestrian/bikeway systems of any *single family subdivision* shall be designed to:

- a.      maximize the internal connection of local *streets* within the *subdivision*;
- b.      minimize the use of *cul-de-sac streets*;
- c.      maximize the connectivity of *streets* within the *subdivision* with surrounding *streets* or *subdivisions*;
- d.      include a *sidewalk*, *walkway* or pedestrian/bikeway system which functionally connects the various required *open space* elements of the *subdivision* with residential areas in the *subdivision*;
- e.      provide a direct linkage to any town greenway which abuts or is adjacent to the *subdivision*; and,
- f.      provide a *vista termination* for all internal *streets* so that no uninterrupted *street* segment extends for more than 1,350 feet.

#### 2.      Non-Residential Uses Authorized by *Special Exception*.

Individual non-residential *uses* located within a Single Family Residential *District* (R-30, R-20, R-15, R-10 and R-8) authorized by a *special exception* shall be subject to the same regulations as a *single use site* in a Commercial / Mixed Use *District*.

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3. *Development Options and Infill Development Options.* [Amended Ordinance #15-11]\*

Any *single family subdivision, two family subdivision, multifamily project* or *commercial use* developed pursuant to *development options* provisions of Section 2.09 – Development Incentives for Residential Districts or Section 2.10 – Infill Development Options for Residential Districts shall include a *walkway* or pedestrian/bikeway system that, at a minimum, complies with the regulations contained in this Section and the following additional regulations: [Amended Ordinance #15-11]\*

- a. The overall *walkway* and pedestrian/bikeway system shall be integrally designed into the *overall subdivision* or *project* so as to provide direct linkages between and among the various *uses* and *open spaces* contained within the *overall subdivision* or *project*.
- b. *Parking areas* for non-residential *uses* shall be located, to the maximum extent feasible, so as to be screened from view from the residential areas by the non-residential *buildings*

**B. Multifamily Districts, Commercial / Mixed Use Districts and Industrial Districts.**

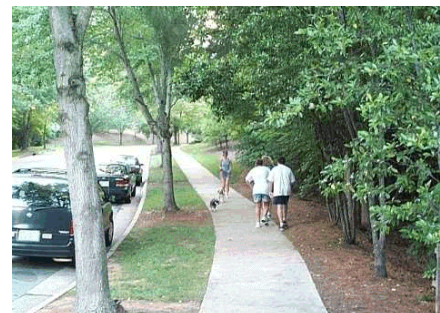
1. *Walkways* or Pedestrian/Bikeway System Design.

Any *multifamily project, integrated center, business park, industrial park* or *single use* site shall include a *walkway* or pedestrian/bikeway system complying with the following requirements as part of the site design:

- a. a private *walkway* or pedestrian/bikeway system shall functionally connect front doors, storefronts or primary *building* entries with planned or existing public sidewalks on each *public street frontage* of the *multifamily project, integrated center, business park, industrial park* or *single use site*;



- b. a private *walkway* or pedestrian/bikeway system shall provide a direct linkage to any planned or existing town greenway which abuts or is adjacent to the *multifamily project, integrated center, business park, industrial park* or *single use site*.



- c. a private *walkway* or pedestrian/bikeway system shall provide a direct and functional connection from the front doors, storefronts or primary *building* entries to any on-site, *off-street parking area*; and,



- d. a private *walkway* or pedestrian/bikeway system shall provide for decorative identifiable pedestrian crossing treatments along functional pedestrian routes wherever a private *walkway* or pedestrian/bikeway system crosses an *interior access drive* or *interior access driveway*.  
[Amended Ordinance # 08-15]\*



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The Owner of the real estate shall be responsible for the perpetual maintenance of any private *walkways* or pedestrian/ bikeway systems. Such maintenance responsibility may be assigned through lease or other appropriate documentary assurances to a tenant, however, in the case of non-performance by such responsible tenant, the Owner shall be responsible.

2. Vehicular Area Design.

The site design for each *multifamily project, integrated center, business park, industrial park* or *single use site* shall, to the maximum extent practical, include an *off-street parking area* design which:

- a. locates *off-street parking areas* beside or behind the *buildings*;
- b. provides a separate *parking area* for service and all-day employee parking;
- c. maximizes the internal connection of *interior access drives* or *streets* within the *project*;
- d. minimizes the use of dead end *interior access drives* or *cul-de-sac streets*;
- e. maximizes the connectivity of *interior access drives* or *streets* within the *project* with surrounding *streets, projects* or *subdivisions*;
- f. includes a *sidewalk, walkway* or pedestrian/bikeway system which functionally connects the various required *open space* elements of the *project* with residential areas within, abutting or adjacent to the *project*;
- g. provides a direct linkage to any town greenway which abuts or is adjacent to the *project*;
- h. provides safe pedestrian access from the *parking spaces* to each front door, storefront, or *building* entry. Any *parking area* containing over one-hundred (100) *parking spaces* shall include a lengthwise pedestrian island including a *walkway* and landscape strip; additional lengthwise pedestrian island(s) shall be included for every additional two-hundred (200) parking spaces as follows: [Amended Ordinance #08-15]\*
  - (1) minimum width of each island: [Added Ordinance #08-15]\*
    - (a) The pedestrian island shall be at least ten (10) feet wide.
    - (b) The *walkway(s)* shall be at least five (5) feet in width, and such *walkway(s)* shall be designed in compliance with the regulations of Section 7.09 – Pedestrian Circulation and Vehicular Area Design;

- (c) Each landscape strip shall include deciduous trees or evergreen trees (provided, however, loblolly pines or other trees which drop branches as they grow shall be prohibited in such landscape strips) planted with a maximum spacing of not more than forty (40) feet on-center, supplemented with groupings of at least five (5) shrubs/hedge plants planted between the trees. Interior landscape islands specified in Section 7.01 - Landscape Regulations, shall not be required for those *parking spaces* adjacent to the pedestrian island;
  - (d) Each landscape strip shall include ground cover consisting of grass, mulch, chipped bark, pine straw or other natural forms of ground cover; and,
  - (e) When pedestrian island(s) extend for more than ten (10) *parking spaces*, such pedestrian island(s) shall be provided with a crosswise *walkway* to facilitate pedestrian and shopping cart movement.
- i. provides a vista termination for all internal *streets* so that no uninterrupted *street* segment extends for more than 1,350 feet;
  - j. provides a widened area as a visitor drop-off zone near the *building* entrance or a *walkway* or pedestrian/bikeway which provides a direct connection to the *building* entrances; and,
  - k. includes, on both sides of an *access drive* or *driveway*, within the guidelines of Section 7.01 – Landscaping Regulations, a landscaped area which distinguishes the entry point of the site from other portions of the *front yard* and create a positive introductory statement regarding a development.

**C. Waiver of Pedestrian Circulation and Vehicular Area Design Requirements.**

In order to avoid undue hardship and to expedite the zoning approval process for developments within the Town of Holly Springs and its extraterritorial jurisdiction, a *waiver* of any of the Pedestrian Circulation and Vehicular Area Design requirements contained in Section 7.09, A., or Section 7.09, B. may be heard and determined in connection with either: (i) a petition for zoning map change; (ii) as part of a *development plan* for Architectural and Site Design Review; or, (iii) in connection with a Master Plan or Preliminary Plan review of a *subdivision*. Such request for *waiver* shall be filed in accordance with the requirements of Section 9.09 – Decision Matrix of this UDO, provided that the determination of the request for *waiver* shall be based upon the findings specified below.

A *waiver* of the Pedestrian Circulation and Vehicular Area Design requirements contained in Section 7.09, A., or 7.09, B., may only be granted upon making the following findings:

1. The proposed pedestrian circulation and vehicular area design will result in a development pattern which is equivalent to or superior to that achievable under the applicable regulations;
2. The proposed development will be compatible with and will enhance the *use* or value of area properties;
3. The proposed development is consistent with the intent of the *Comprehensive Plan*; and,
4. The proposed development is consistent with the intent and purpose of this UDO.

All findings specified above for the granting of a *waiver* of the Pedestrian Circulation and Vehicular Area Design requirements shall be reduced to writing, signed the *Director* and retained as a part of the permanent record of the determination.