

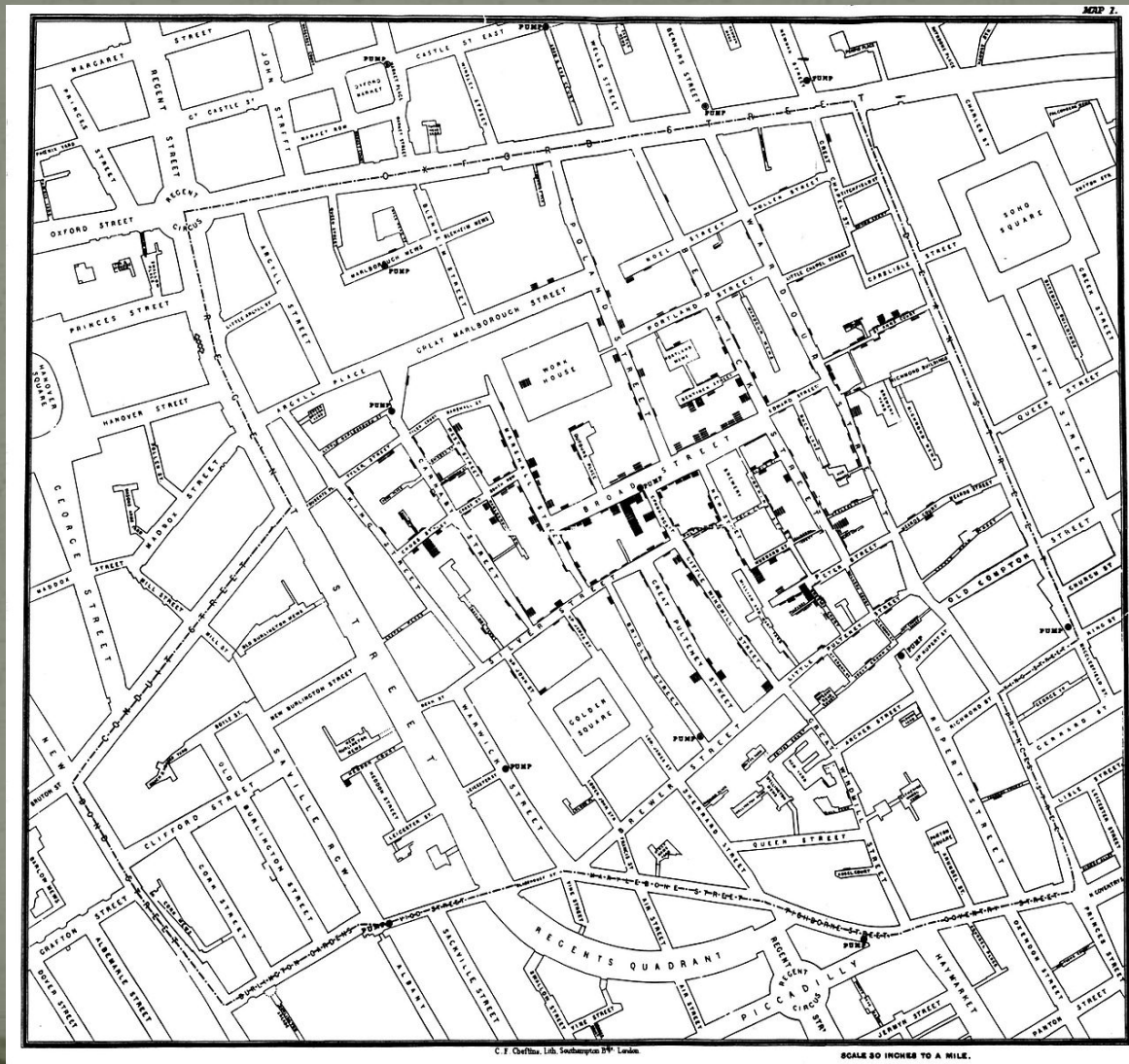
Planning's Role in Public Health

Nathan Page, Planning Director, Graham NC

- The History of Public Health and Planning
- Public Health in the Comprehensive Plan
- Public Health in the Development Ordinance
- The Alamance Wellness Collaborative



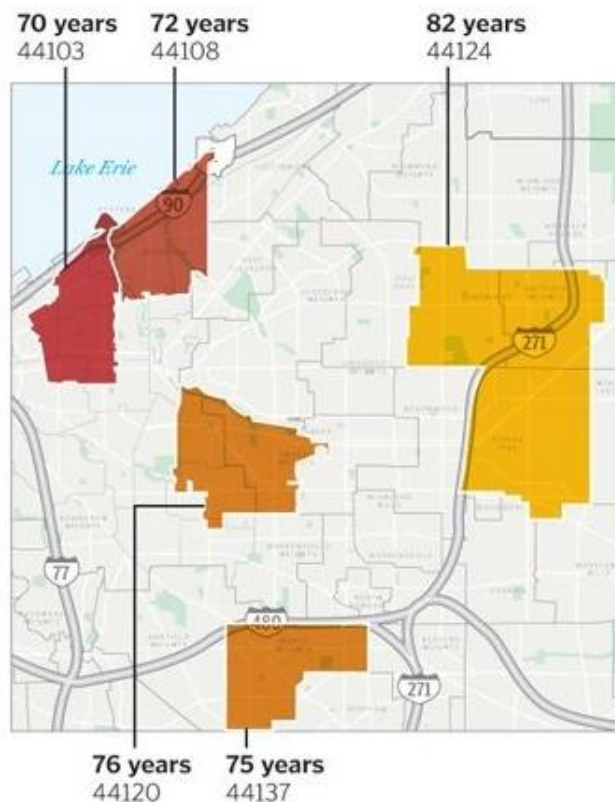
John Snow (Not Stark)



Mapping Health Still Relevant

Your zip code can affect your life expectancy

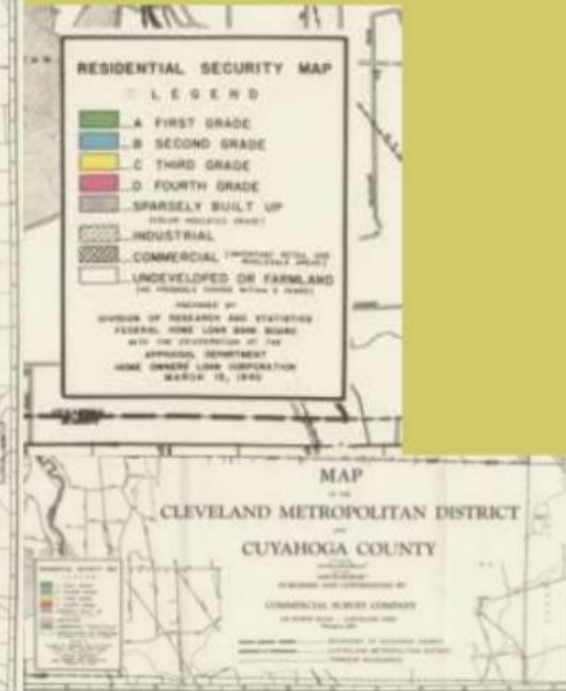
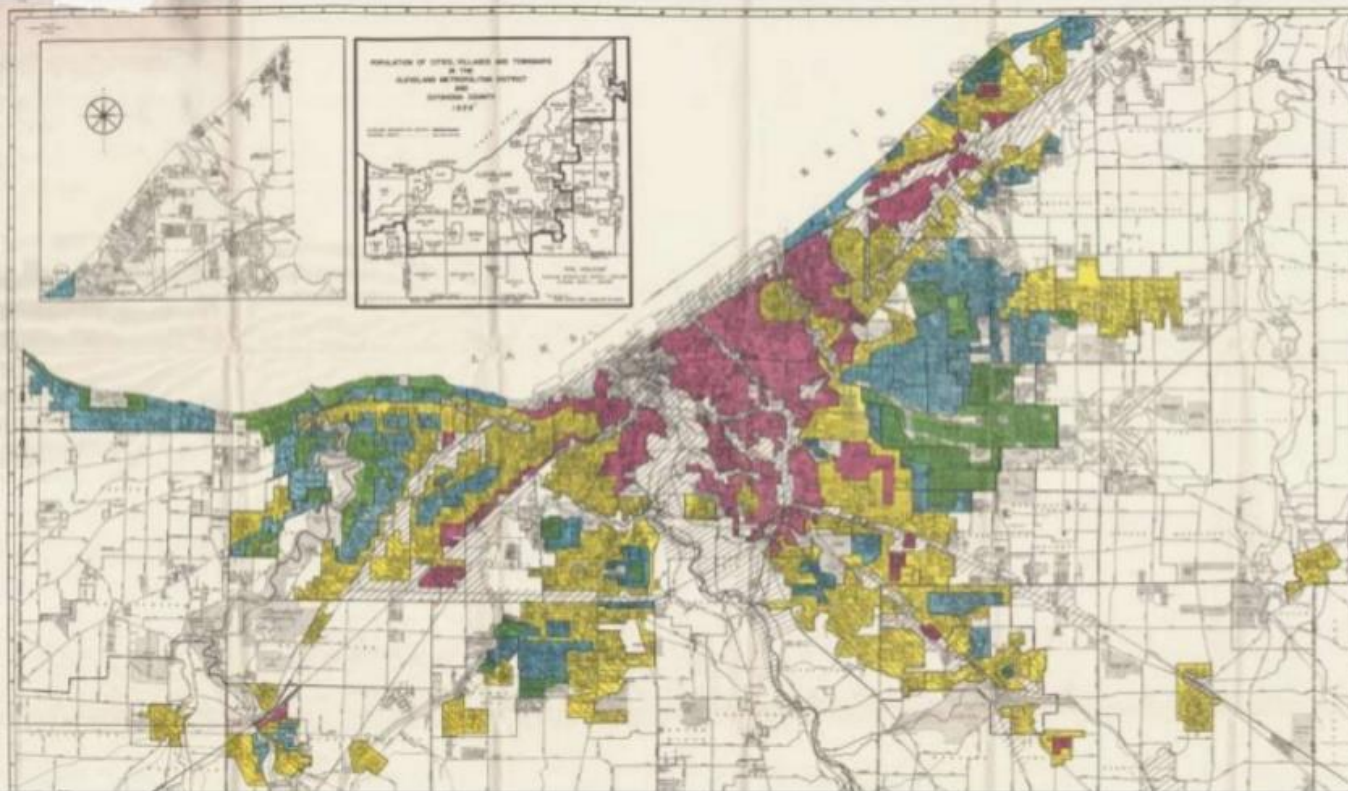
If you travel less than ten miles from Cleveland's northeastern neighborhoods to more affluent eastern outer-ring suburbs, life expectancy can differ by as much as 12 years.



SOURCES: Virginia Commonwealth University;
Robert Wood Johnson Foundation

THE PLAIN DEALER

And dictated largely by policy



REDLINED: SANCTIONED
DISINVESTMENT

Redlining, Race &
Cleveland's
Development

30,000 foot view of the city

- Grow Downtown
- Preserve and Promote Graham's History
- Improve Schools
- Improve Walkability
- Expand Economic Opportunity
- Increase Local and Regional Accessibility

Active Transportation

- Bicycling and walking which replaces a vehicle trip (i.e. not just for exercise)
- Complete Streets
- Connectivity
- “Having Options”

“For us the biggest obstacle to a healthier lifestyle is a lack of safe bike lanes. As we look to grow Graham, bike lanes would be a wonderful blessing.”

Keith D, resident of Graham

Parks

- In Graham, parks used to be focused on softball leagues
- Now they are more focused on individuals enjoying the outdoors



The inaccessible wall of text

ARTICLE IV. ZONING

DIVISION 1. GENERAL PROVISIONS AND PENALTIES

Section 10.36 Ordinance revised

The zoning ordinance of the City of Graham as adopted by the city council on the eighteenth day of September, 1950, and as amended from time to time, is hereby revised, consolidated, and added to, in order that the zoning ordinance of the City of Graham shall from and after the effective date of re-adoption read as set forth in the following sections.

Section 10.37 Short title

This article shall be known as the "zoning ordinance" and the map herein referred to, which is identified by the title, "The Zoning Atlas of the City of Graham, North Carolina," shall be known as the "zoning map." (Section 10.37 amended by City Council 10/07/2003)

Section 10.38 Authority

The provisions of this article are adopted under authority granted by the General Assembly of North Carolina, Chapter 160A, Article 19.

Section 10.39 Purpose

The zoning regulations and districts as herein set forth are being adopted in accordance with a comprehensive plan and are designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote good health and the general welfare; to provide adequate light and ventilation, to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements. Such regulations are being made with reasonable consideration of the character of the districts and their peculiar suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the county.

Section 10.40 Jurisdiction

The regulations set forth in this article shall be applicable not only within the corporate limits of the City of Graham but also within the territory beyond the corporate limits over which the City exercises extraterritorial jurisdiction as provided by law.

Section 10.41 Application

The regulations set forth in this article shall apply to all land, every building and every use of land and/or building within the corporate limits of the City of Graham and its extraterritorial area, as now or hereafter fixed.

Section 10.42 Conflict with other laws

Wherever the regulations made under authority of this article require a greater width or size of yards, or require a lower height of building, or require a greater percentage of the lot to be left unoccupied, or impose other higher standards than those required in any other local ordinance or regulation, the provision of this article shall govern. Wherever the provisions of any local ordinance or regulation require a greater width or size of yard, or require a lower height of building, or require a greater percentage of lot to be left unoccupied, or impose other higher standards than are required by this article, the provisions of such local ordinance or regulation shall govern.

Section 10.43 Penalties

Misdemeanor. Violation of this ordinance shall constitute a misdemeanor, punishable as provided as G.S. 14-4.

Civil Penalty. Any violation of this ordinance shall also subject the offender to a civil penalty of \$100. If the offender fails to pay the penalty within 10 days of receiving final written notice of a violation, the penalty may be recovered by the City in a civil action in the nature of a debt. A civil penalty may not be appealed to the Board of Adjustment if the offender received a final written notice of violation and did not appeal to the Board of Adjustment within a reasonable time. Each day that any violation continues after receipt of the final written notice of such violation shall constitute a separate violation and a separate offense for purposes of the penalties and remedies specified herein.

Action to Abate or Restrain. In addition to the penalties and remedies above, the City may institute any appropriate action or proceedings to prevent, restrain, correct or abate a violation of this ordinance

Section 10.44 Administration, enforcement generally

The zoning enforcement officer shall administer and enforce this article. He may be provided with the assistance of such other persons as the city manager may direct. If the zoning enforcement officer shall find that any of the provisions of this article are being violated, he shall notify in writing the person responsible for such violation, indicating the nature of the violation and order the action necessary to correct that violation. He shall order the discontinuance of illegal use of land, buildings, or structures; the removal of illegal buildings or structures or of additions, alterations, or structural changes thereto; or the discontinuance of any illegal work being done; and he shall take any other action authorized by this article to insure compliance with, or to prevent violation of, its provisions.

Section 10.45 Zoning permits required

No building or other structure shall be erected, moved, added to, or structurally altered without a zoning permit therefore issued by the zoning enforcement officer. No zoning permit shall be issued except in conformity with the provisions of this article, except after written order from the board of adjustment.

- (1) Application for zoning permit. All applications for zoning permits shall be accompanied by plans in duplicate, drawn to scale, showing the actual dimensions and shape of the lot to be built upon and the exact dimensions and locations of the proposed building or alteration. The application shall include such other information as may be required by the zoning enforcement officer, including a description of all existing or proposed buildings or alterations; existing or proposed

Public Health in the
Development Ordinance

But don't pictures help?

But don't pictures help?

LOCAL RESIDENTIAL STREETS

Local residential streets provide direct access to residential land uses. Sidewalks are required. The green zone should include grass, landscaping and street trees; natural or structured stormwater BMPs, such as swales, may be permitted in this area with TRC approval. The shared vehicle and parking zone provides mobility and accessibility for motor vehicles and bicycles, with low volumes and low speeds (posted and design speeds of 25mph).

Residential Narrow (amended 5/3/2016)

Sidewalks are required on one side of the street but are encouraged on both sides of the street. Parking on the street will be prohibited, with ample on-site parking. Residential Narrow may only be permitted by TRC if all of the following conditions are met:

- Driveways must be 50' apart; shared driveways are permitted
- Trash trucks must be able to make all intersection turns in Autoturn.
- Trash cans must be placed on one side of the roadway
- Less than 100 total households load onto the roadway
- Parking is prohibited on both sides of the roadway
- There is sufficient on-site simultaneously accessible parking for three vehicles per dwelling unit
- There is more than one connection to the street for redundant emergency access routes (e.g. not a dead-end street)
- There are alternative, parallel routes available.

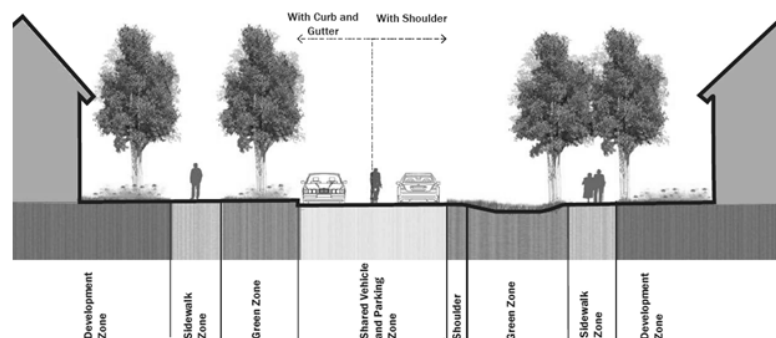
Residential Medium

Intended for use where the predominant character is low- to medium-density residential land uses. Sidewalks are required on one side of the street and are highly encouraged on both sides of the street. Parking will be infrequent; parking on the street will occur more frequently than with the Residential Narrow street, but most parking should be accommodated on-site. Residential Medium is the default local residential street.

Residential Wide

Intended for use where the predominant character is medium- to high-density residential land uses. Sidewalks are required on both sides of the streets, but may be provided on only one side of the street if permitted by the TRC where no development is proposed on one side of the street. Parking is offered in a separate zone because it is expected that there will be much more demand for on-street parking in these higher-density areas. Residential Wide must be used if both of the following conditions are met:

- Net densities along the street are at or above 8 dwelling units per acre, and
- There is insufficient on-site parking for 2.5 vehicles per dwelling unit.



	Shared Vehicle and Parking Zone ^{2,3}					Typical Right-of-Way ⁸
	With Curb and Gutter	With Shoulder ⁴	Sidewalk Zone ⁵	Green Zone ^{5,6}	Shoulder ^{4,7}	
Residential Narrow	24'	20'	5'	4'	6'	47'
Residential Medium	27'	26'	5'	4'	6'	50'
Residential Wide	35'	not permitted	6'	4'	not permitted	60'

Notes

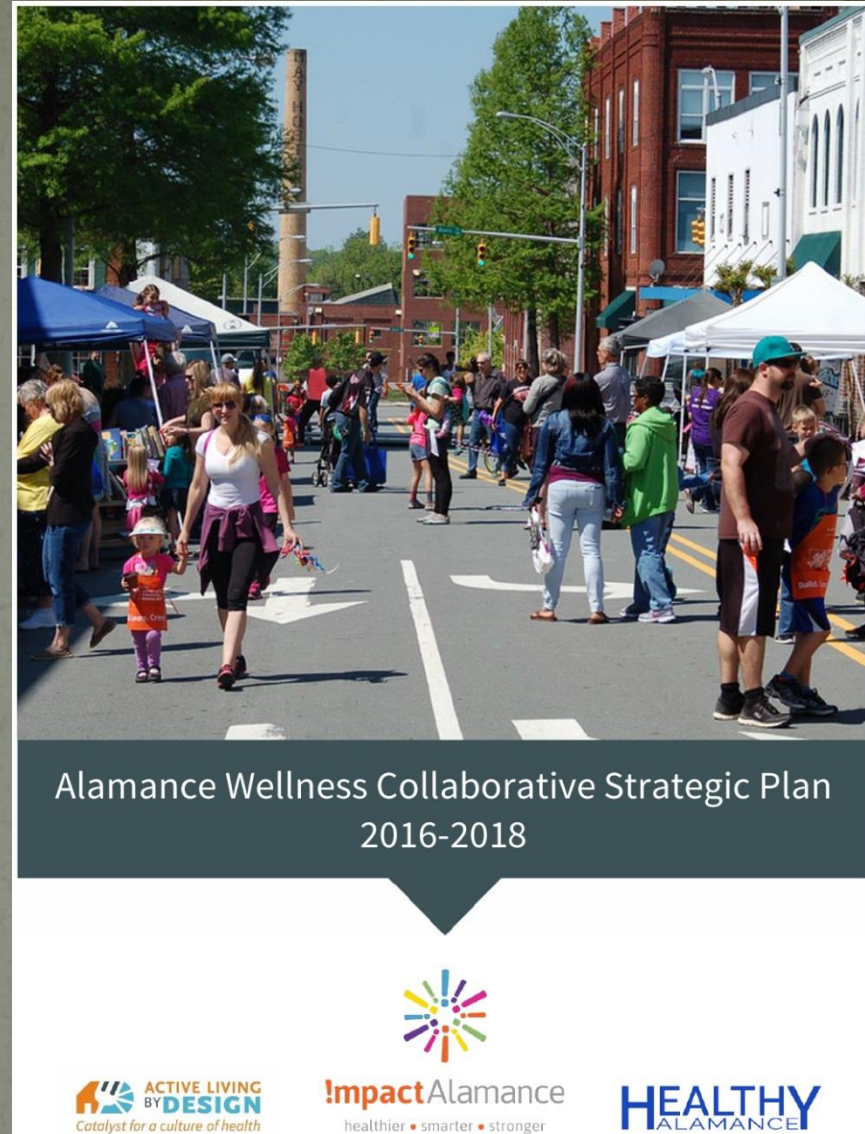
1. All dimensions are minimum widths.
2. Measured from back-of-curb (BOC) to BOC for curb and gutter sections and from edge of pavement (EOP) to EOP for shoulder sections.
3. A median is typically not appropriate, but may be allowable if approved by the TRC.
4. A shoulder may be permitted only with TRC approval.
5. Where unique physical constraints prevent a green zone at least four feet wide, and with TRC approval, the sidewalk may be placed at the back-of-curb, provided that the minimum width of the sidewalk shall be increased by one foot and only standard curb and gutter shall be allowed.
6. Where street trees are provided, the green zone must be at least seven feet.
7. Shoulder zone typically has grass. Width may be reduced to four feet with TRC approval for unique physical constraints, provided that the green zone is seven feet wide.
8. The right-of-way width may be reduced, with TRC approval, if the sidewalk is to be located in a sidewalk and utility easement, and may be increased if wider or additional roadway elements are provided, such as street trees, a median or wide swale.
9. Maximum grade shall be 8%.

The DO gives the authority to:

- Specify Street Requirements (and sidewalks/bike lanes)
- Require seas of parking, or restrict parking to zero
- Create a build-to-line, or a setback
- Require off-site transportation or park improvements
 - Or payment-in-lieu (including for sidewalks)
- Define special requirements for certain land uses
 - Medical Incendiary
 - Commercial Recycling Processing
 - Landfill

Membership

- Health Department and Hospitals
- YMCA
- Alamance Burlington School System
- Alamance Community College and Elon University
- Non-profits
- Local Government
 - Planners
 - Parks and Recreation



The Alamance
Wellness Collaborative

Collaboration

- Working with other individuals who “get it”
- Stop reinventing the wheel every three years
- Ability to mobilize quickly for a tight deadline
- More competitive for grants- and aware of more opportunities
- Open Use Policy

Summit

- High attendance by elected officials
- Increased understanding of the responsibilities of local government



Action Plan and Next Steps

- Goal 1: Increase Access to Active Transportation and Trails in Alamance County
- Goal 2: Healthy School Environments
- Goal 3: Identify and Apply for Funding for Built Environment Initiatives
- Goal 4: Increase Advocacy at Local Government Level for Policy Change



Questions?

