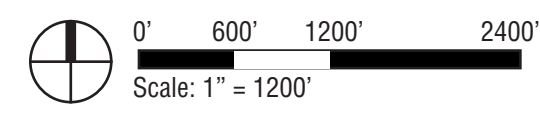
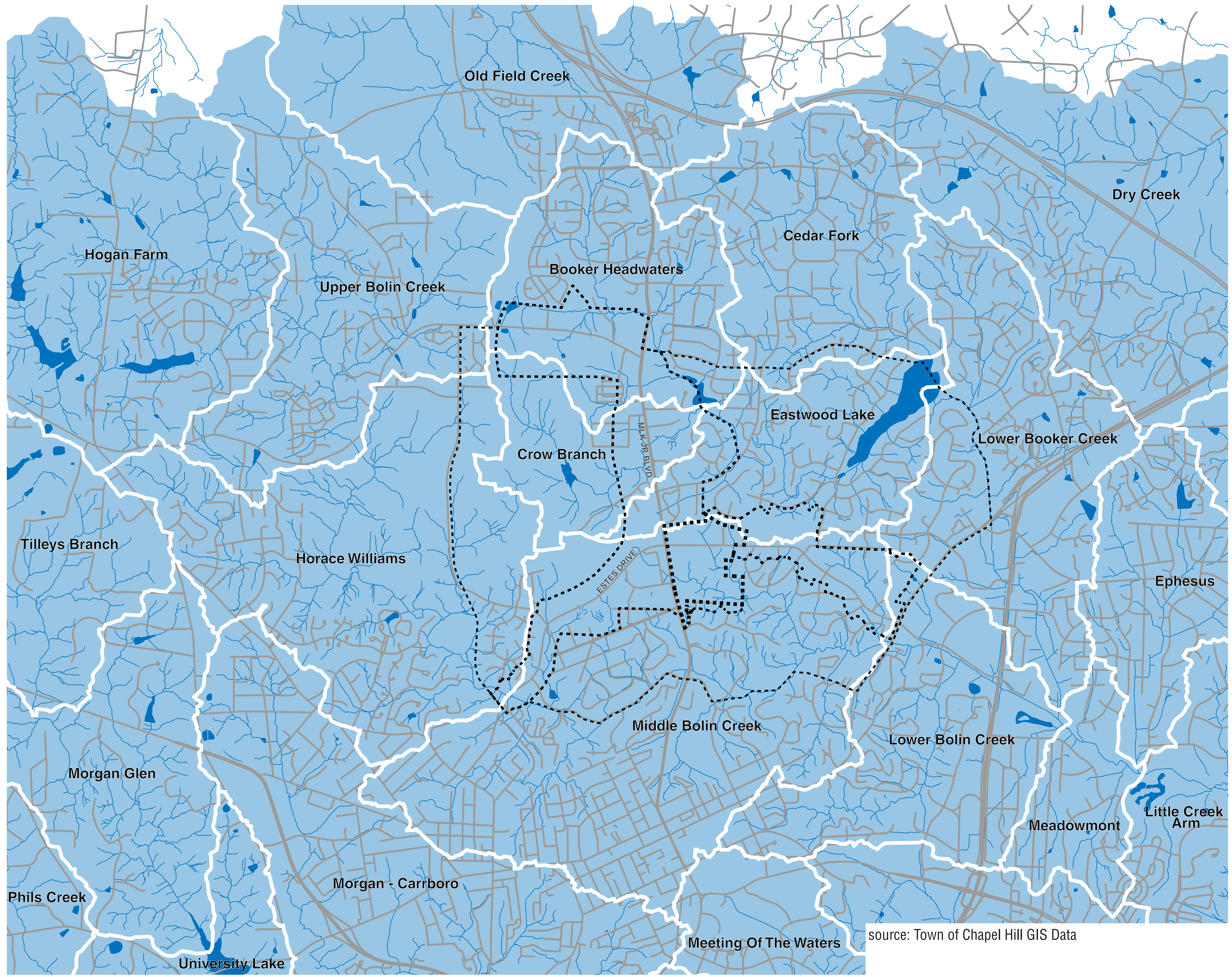


Town of Chapel Hill
Central West Focus Area
TOWN WATERSHEDS
DRAFT

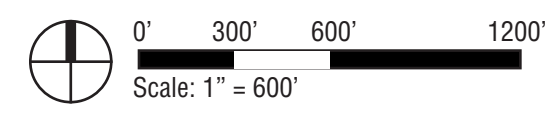


- Impact Area
- Evaluation for Transportation & Connections
- Evaluation for Form & Use
- Watershed Boundaries

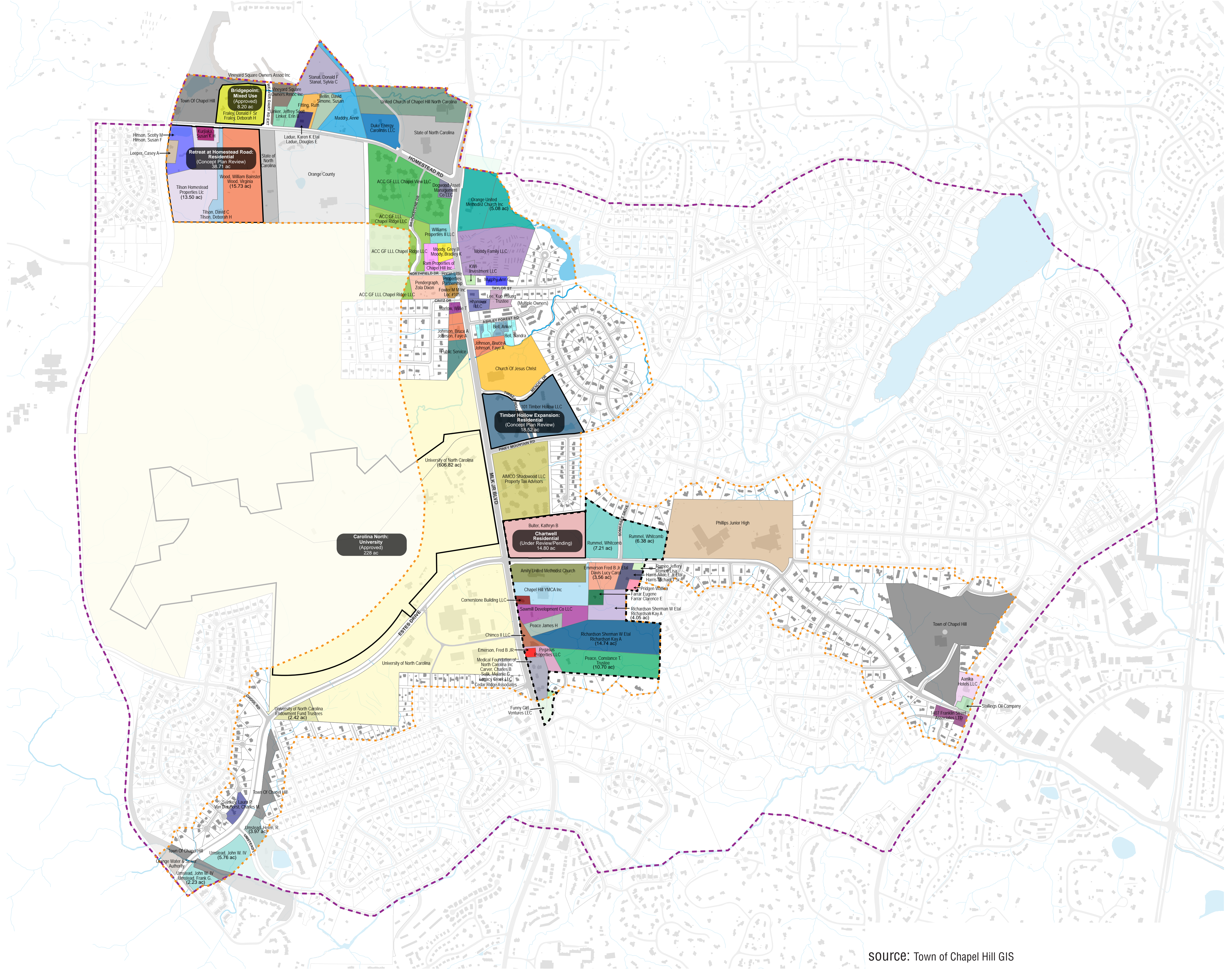


source: Town of Chapel Hill GIS Data

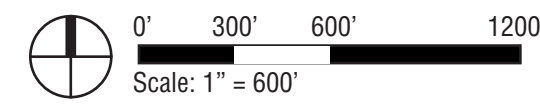
Town of Chapel Hill
 Central West Focus Area
PARCELS & OWNERS
DRAFT



- - - - - Impact Area
- - - - - Evaluation for Transportation & Connections
- - - - - Evaluation for Form & Use
- Development Proposals
- Single Family Residential: Individual Owner



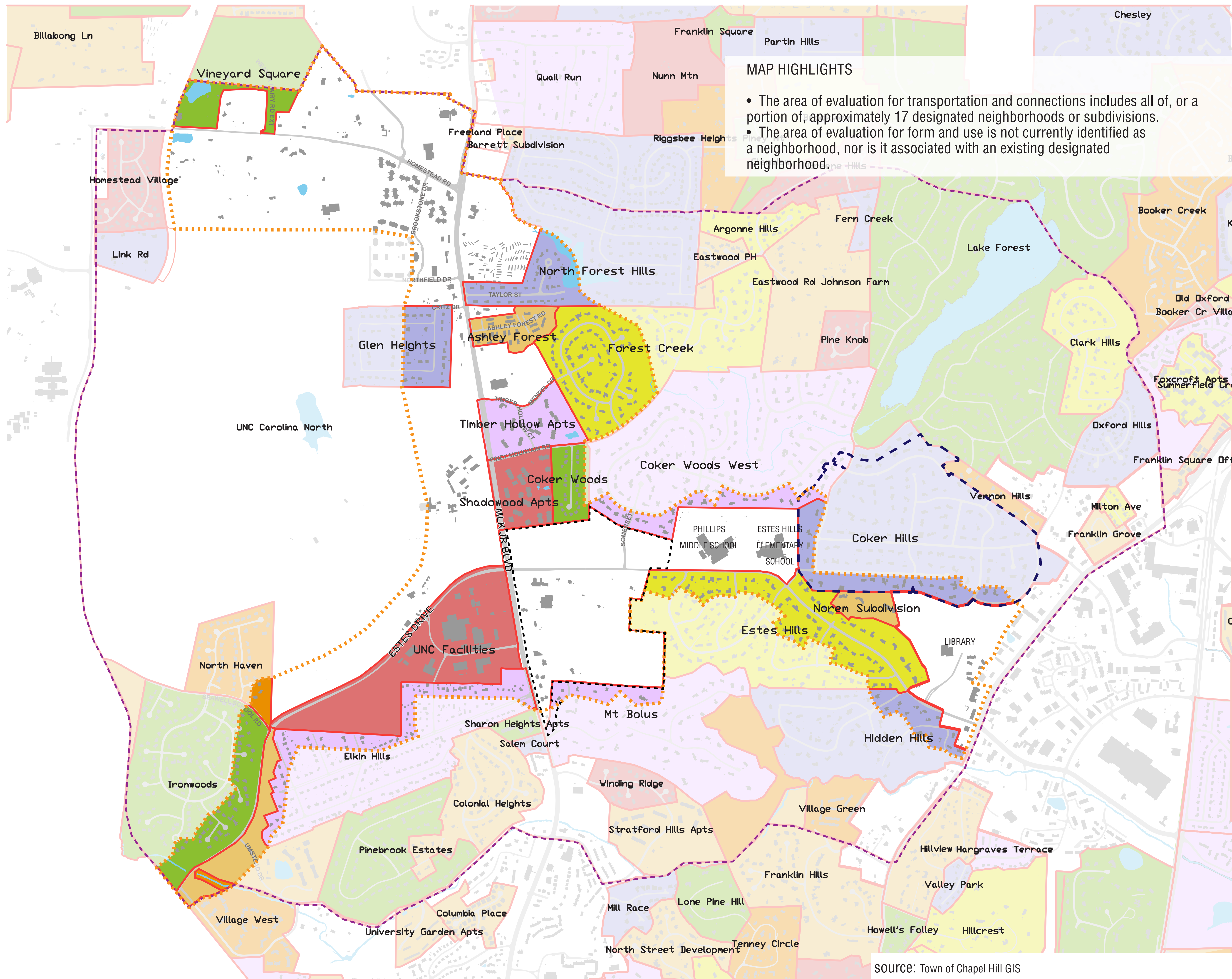
Town of Chapel Hill
Central West Focus Area
NEIGHBORHOODS
DRAFT



- - - - - Impact Area
- - - - - Evaluation for Transportation & Connections
- - - - - Evaluation for Form & Use
- Neighborhood boundary
- Coker Hills Neighborhood Conservation District

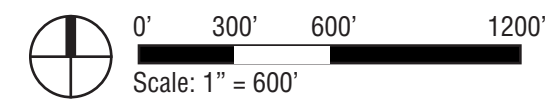
MAP HIGHLIGHTS

- The area of evaluation for transportation and connections includes all of, or a portion of, approximately 17 designated neighborhoods or subdivisions.
- The area of evaluation for form and use is not currently identified as a neighborhood, nor is it associated with an existing designated neighborhood.

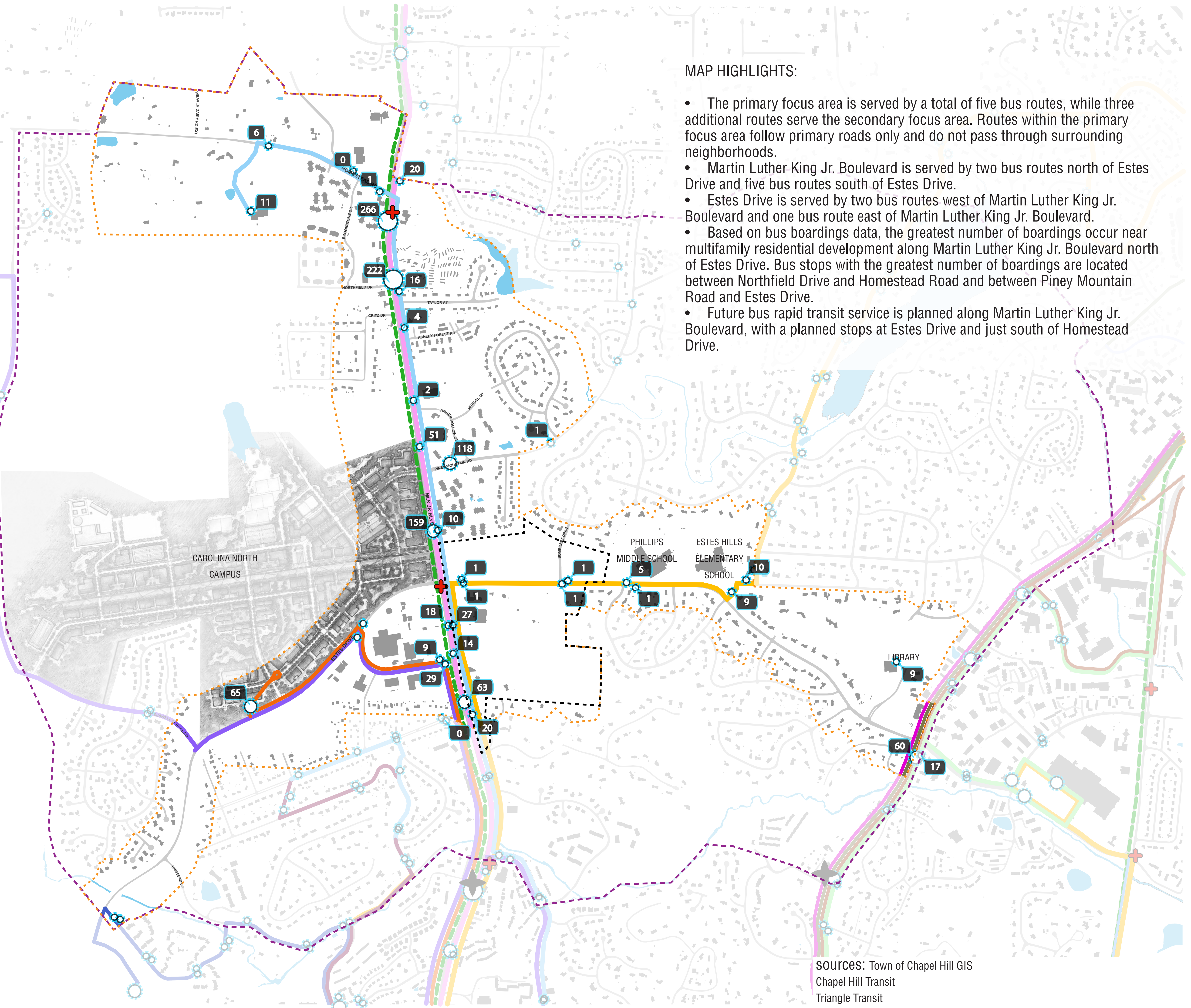


Neighborhood Conservation District (NCD):
Neighborhood Conservation District (NCD) Zoning Overlay is a set of land use regulations that is applied to a specific neighborhood as a zoning overlay. The designation is used by the Chapel Hill Town Council to protect distinctive neighborhood characteristics and is useful in areas that contribute significantly to the overall character and identity of the Town, but may lack sufficient historical, architectural or cultural significance at the present time to be designated as a Historic District.

**TRANSIT SERVICE
DRAFT**



- Impact Area
- Evaluation for Transportation & Connections
- Evaluation for Form & Use
- Evaluation for Form & Use**
(Existing Weekday Routes)
- G route
- NS & T route
- A route
- HS route
- NU route
- Evaluation for Transportation & Connections**
(Existing Weekday Routes)
- CL route
- D route
- F route
- Existing Triangle Transit
- Future BRT route
- + Future BRT stop
- Existing bus stops with number of daily boardings
(size corresponds with level of transit use)
- + Existing Park and Ride

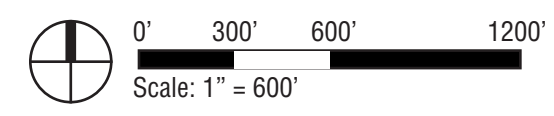


MAP HIGHLIGHTS:

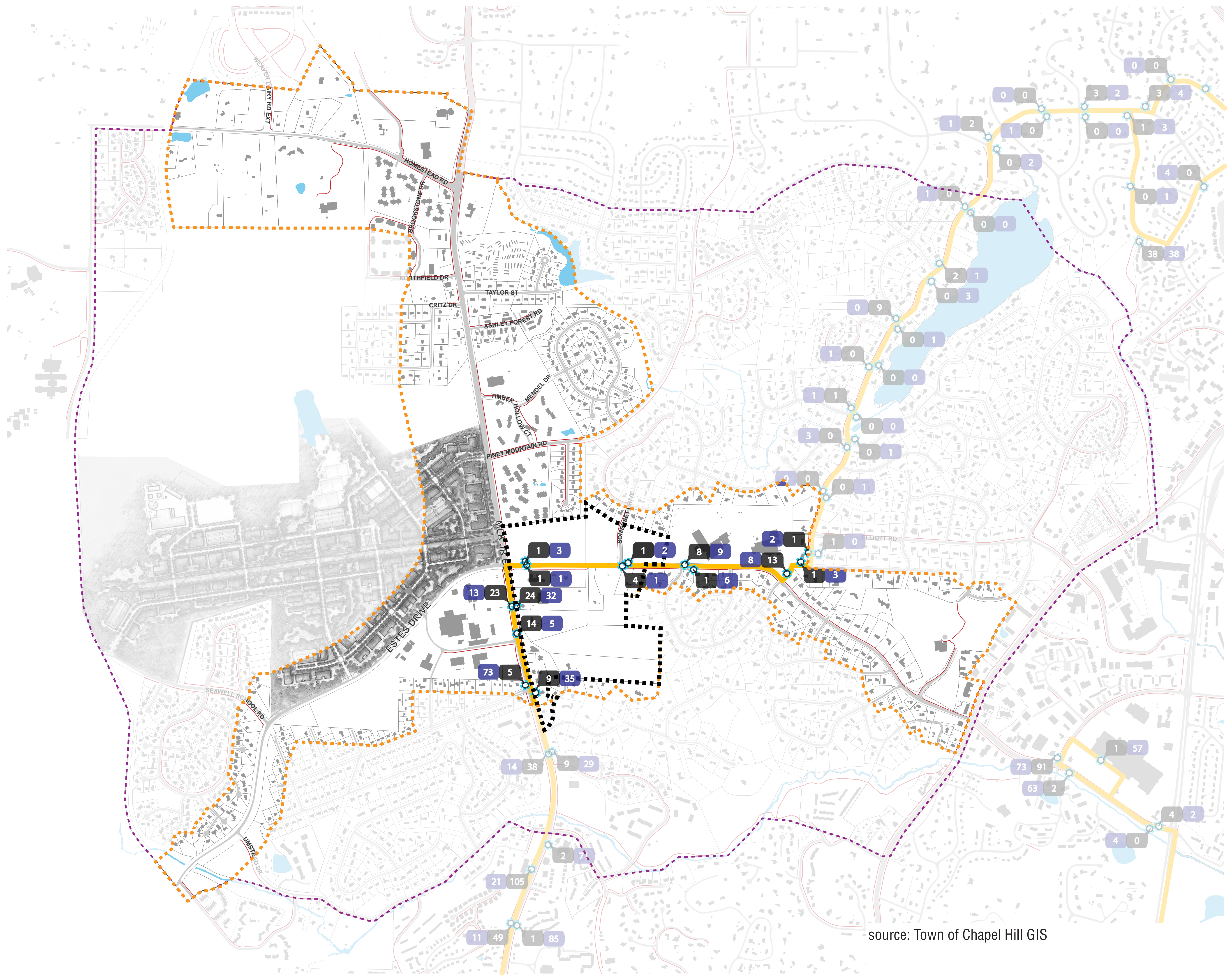
- The primary focus area is served by a total of five bus routes, while three additional routes serve the secondary focus area. Routes within the primary focus area follow primary roads only and do not pass through surrounding neighborhoods.
- Martin Luther King Jr. Boulevard is served by two bus routes north of Estes Drive and five bus routes south of Estes Drive.
- Estes Drive is served by two bus routes west of Martin Luther King Jr. Boulevard and one bus route east of Martin Luther King Jr. Boulevard.
- Based on bus boardings data, the greatest number of boardings occur near multifamily residential development along Martin Luther King Jr. Boulevard north of Estes Drive. Bus stops with the greatest number of boardings are located between Northfield Drive and Homestead Road and between Piney Mountain Road and Estes Drive.
- Future bus rapid transit service is planned along Martin Luther King Jr. Boulevard, with a planned stops at Estes Drive and just south of Homestead Drive.

SOURCES: Town of Chapel Hill GIS
Chapel Hill Transit
Triangle Transit

Town of Chapel Hill
 Central West Focus Area
G ROUTE RIDERSHIP
DRAFT

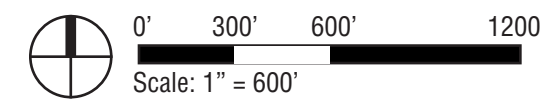


- - - - Impact Area
- - - - Evaluation for Transportation & Connections
- - - - Evaluation for Form & Use
- G Route
- Existing bus stops
- Number of Daily Boardings
- Number of Daily Alightings



source: Town of Chapel Hill GIS

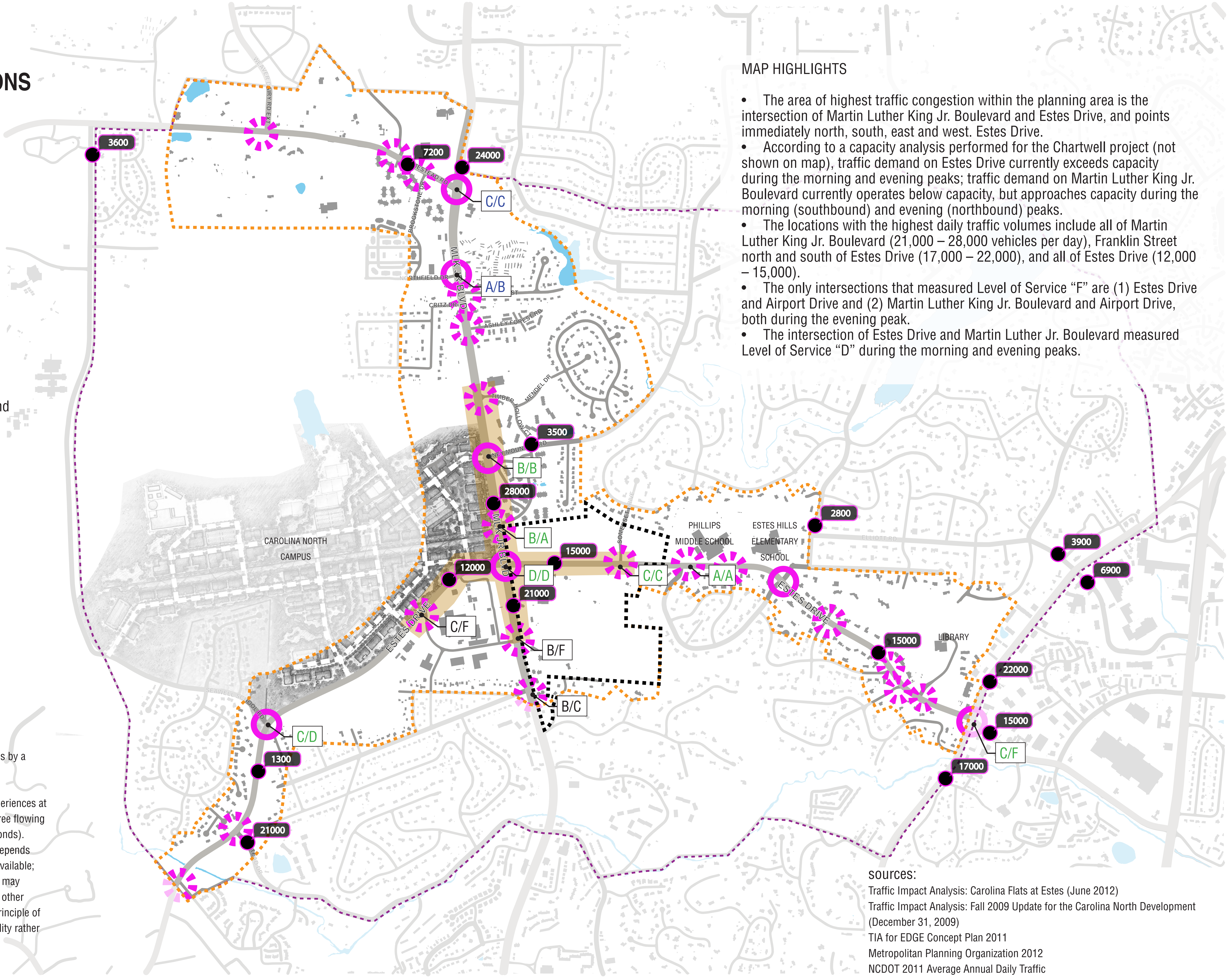
CURRENT TRAFFIC CONDITIONS
DRAFT



- - - - Impact Area
- - - - Evaluation for Transportation & Connections
- - - - Evaluation for Form & Use
- Signalized Intersection
- ✱ Un-signalized Intersection
- 2011 NCDOT Annual Average Daily Traffic (AADT) measurement points and volume estimates*
- Highest Congestion Area
- A/B Existing Level of Service (AM peak/PM peak) based on 2009 data#
- A/B Existing Level of Service (AM peak/PM peak) based on 2011 data#
- A/B Existing Level of Service (AM peak/PM peak) based on 2012 data

* Average Annual Daily Traffic (AADT) is a measure of traffic volume that refers to the average number of vehicles that pass by a measurement point during a 24-hour period in a given year.

Level of Service (LOS) measures the delay each vehicle experiences at a particular intersection, ranging from Level of Service "A" (free flowing traffic) to Level of Service "F" (average delay exceeds 80 seconds). Determining what constitutes an acceptable level of service depends on the local context and the range of transportation options available; for example, in some urban areas, Level of Service "E" or "F" may be considered acceptable. The Project for Public Places, and other highly regarded urban planning organizations, promote the principle of "Streets as Places" urging street design for community livability rather than for free flowing traffic alone.



MAP HIGHLIGHTS

- The area of highest traffic congestion within the planning area is the intersection of Martin Luther King Jr. Boulevard and Estes Drive, and points immediately north, south, east and west. Estes Drive.
- According to a capacity analysis performed for the Chartwell project (not shown on map), traffic demand on Estes Drive currently exceeds capacity during the morning and evening peaks; traffic demand on Martin Luther King Jr. Boulevard currently operates below capacity, but approaches capacity during the morning (southbound) and evening (northbound) peaks.
- The locations with the highest daily traffic volumes include all of Martin Luther King Jr. Boulevard (21,000 – 28,000 vehicles per day), Franklin Street north and south of Estes Drive (17,000 – 22,000), and all of Estes Drive (12,000 – 15,000).
- The only intersections that measured Level of Service "F" are (1) Estes Drive and Airport Drive and (2) Martin Luther King Jr. Boulevard and Airport Drive, both during the evening peak.
- The intersection of Estes Drive and Martin Luther Jr. Boulevard measured Level of Service "D" during the morning and evening peaks.

SOURCES:

- Traffic Impact Analysis: Carolina Flats at Estes (June 2012)
- Traffic Impact Analysis: Fall 2009 Update for the Carolina North Development (December 31, 2009)
- TIA for EDGE Concept Plan 2011
- Metropolitan Planning Organization 2012
- NCDOT 2011 Average Annual Daily Traffic
- Rhodeside & Harwell Site Analysis