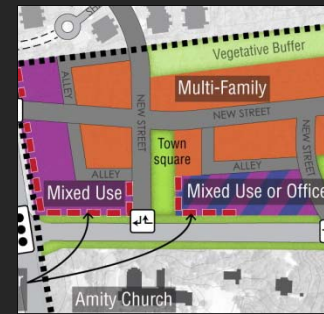
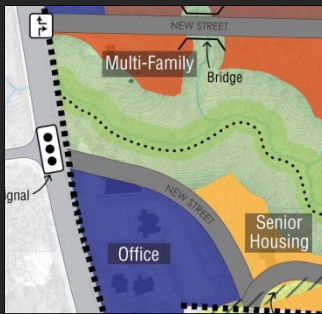


CENTRAL WEST FOCUS AREA

COMMUNITY WORKSHOP #2



May 18, 2013
Chapel Hill Public Library

WORKSHOP AGENDA

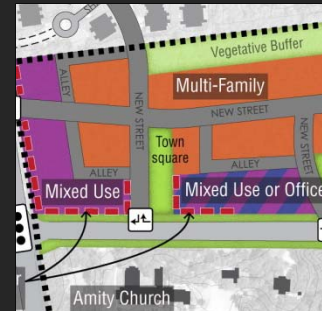
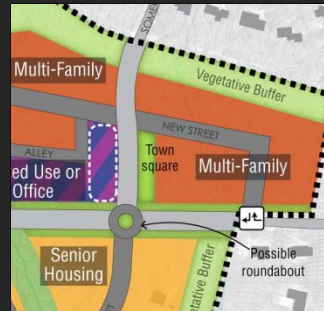
- 8:30 – 9:00** Sign in, browse displays, *Planning Tools* exercise
- 9:00 – 9:10** Introductions and workshop purpose
- 9:10 – 9:30** Overview of planning principles and objectives
- 9:30 – 10:10** Community Exercise A: Planning principles
- 10:10 – 10:20** **BREAK**
- 10:20 – 10:50** Overview of planning concepts
- 10:50 – 11:30** Community Exercise B: Planning concepts
- 11:30 – 12:10** Reporting back
- 12:10 – 12:30** Wrap up

WORKSHOP PURPOSE

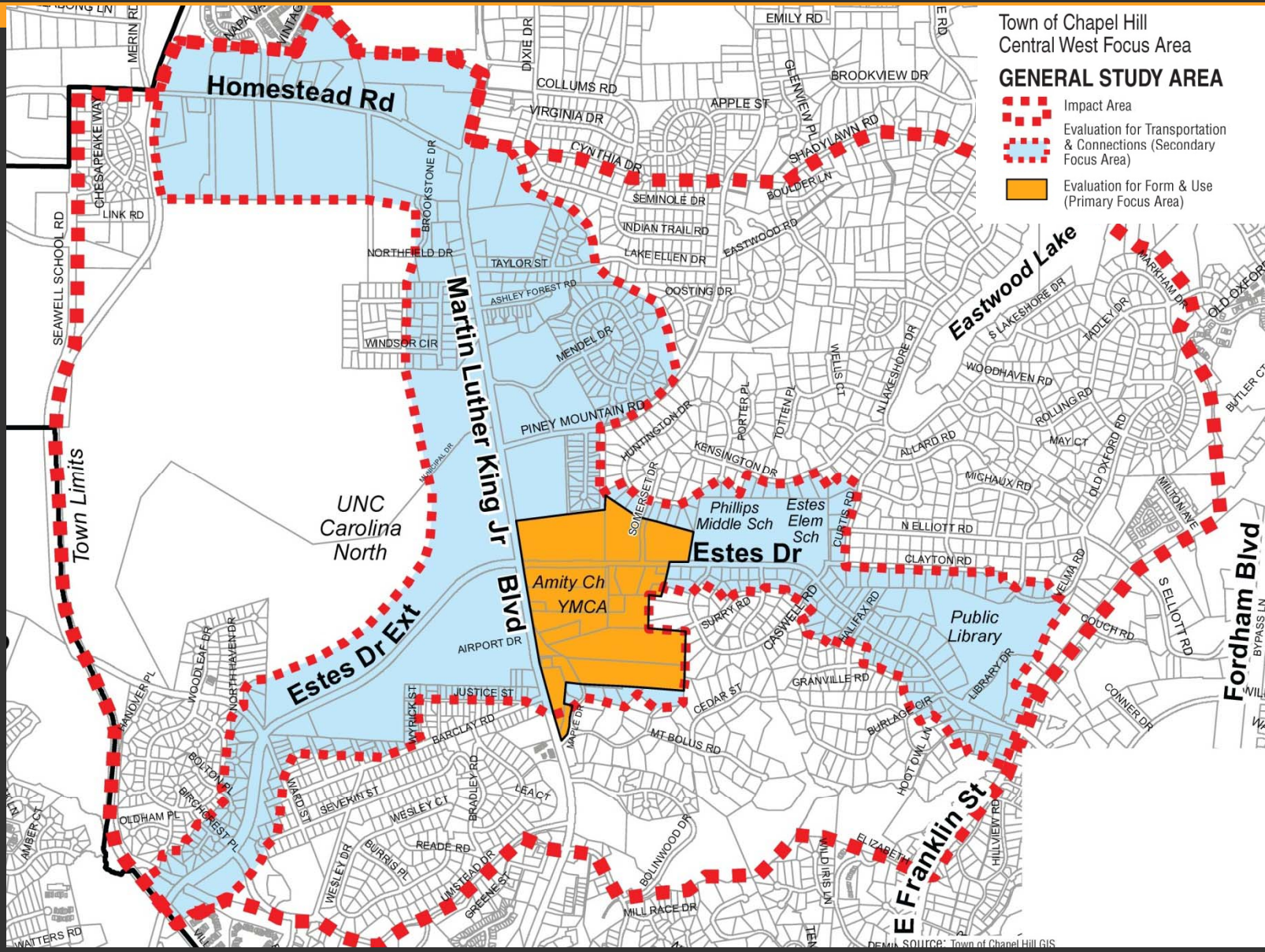
- Directly engage the Chapel Hill community in the Central West Focus Area (CWFA) planning process
- Build on the outcomes from workshop #1 in March
- Hear feedback on the draft principles and objectives for the area's future
- Discuss the draft land use and circulation concepts



BACKGROUND



STUDY AREA



Town of Chapel Hill
Central West Focus Area

GENERAL STUDY AREA

- Impact Area
- Evaluation for Transportation & Connections (Secondary Focus Area)
- Evaluation for Form & Use (Primary Focus Area)

DATA SOURCE: Town of Chapel Hill GIS

COUNCIL'S CHARGE TO THE SC

Purpose of the Steering Committee:

- Maintain the integrity of the planning process
- Ensure an open and participatory process
- Receive and integrate community feedback
- Facilitate communication with the community

Requested Products:

- A small area plan with clear visuals and explanations for recommendations
- A process and schedule for reporting to the community regularly
- Data compilation to ensure informed decisions

STEERING COMMITTEE MEMBERS

# of Seats	Representation	Member
1	UNC Chapel Hill liaison	Jeff Kidd
1	Chapel Hill-Carrboro City Schools liaison	Mia Burroughs
1	Planning Board member	Amy Ryan (co-chair)
1	Transportation Board member	Michael Parker (co-chair)
4	Business owners/Landowners/Non-profit representatives from the area, including one Chamber of Commerce Member	Anthony Carey Lucy Carol Davis Bruce Murray Whit Rummel
7	Residents from the Planning and Impact Areas	Eric Hyman David Tuttle Julie McClintock Sarah McIntee Firoz Rustorn Mistry Mickey Jo Sorrell Elizabeth (Buffie) Webber
1	Renter from the Planning and Impact Area	Abby Parcell
1	Bicycle and Pedestrian Board	Keith Billy
17	Total	7

GENERAL PROJECT SCHEDULE

Information Gathering

- Compile data and hear special topics presentations
- Hold a community workshop and synthesize findings
- Refine project goals and principles to guide next steps

Jan. – April

Draft Plan

- Develop draft focus area plan
- Review with agencies, advisory boards and the public
- Presentation to the Town Council (June 24)

May – June

Revisions

- Revise the plan based on agency, public and Council feedback
- Present the draft plan to the Planning Board for discussion
- Hold a public hearing

July – Sept.

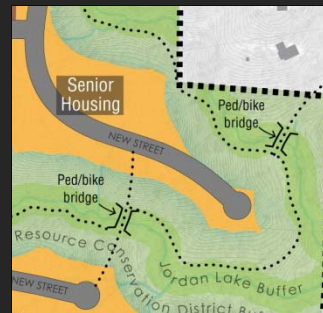
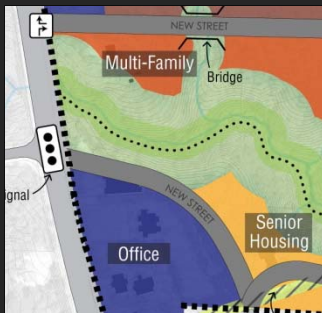
Final Plan

- Make final changes to the plan
- Submit the plan to Town Council for review and possible endorsement

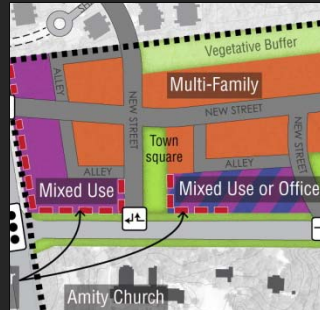
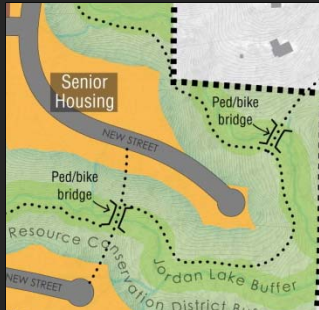
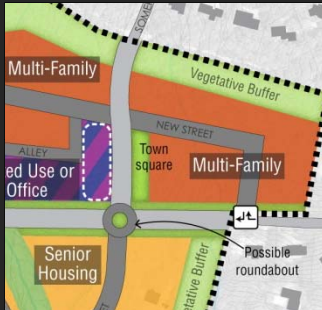
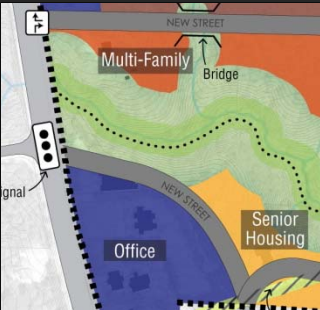
Oct. – Dec.

*The Steering Committee will also hold regular meetings and community report out sessions.

PLANNING PRINCIPLES AND OBJECTIVES



PLANNING CONCEPTS



WHAT ARE THE PLANNING CONCEPTS?

The planning concepts are diagrams that indicate several possible strategies to accommodate future development in ways that address the planning principles.

- The concepts illustrate **options** for:
 - Land uses
 - Road networks (existing and new)
 - Density and intensity
- The concepts are not designs; they **do not show**:
 - A site plan for each parcel
 - Structures
 - Parking layouts
 - Architectural elements

HOW DID THE 3 CONCEPTS EVOLVE?

Factors that informed the concepts:

- The planning **principles**
- Current land **owner intentions** (indicated on map)
- Steering **committee input**, which lead to refinements of land use, circulation networks, etc.
- **Public comments** at workshop and report-out sessions.

HOW DID THE 3 CONCEPTS EVOLVE?

Ideas that emerged and informed the concepts:

- A vibrant **sense of place** and an institutional **gateway**
- A **compatible** bridge between new and existing development
- Respect for the integrity of **existing neighborhoods**
- Opportunities for strong social and physical **connections**
- Circulation options that **minimize traffic** impacts (vehicular, pedestrian, bike, transit)
- A **mix of uses** resulting in **walkable** destinations and population diversity
- Enhancement of the area's **natural features** through active protection and sustainable design practices

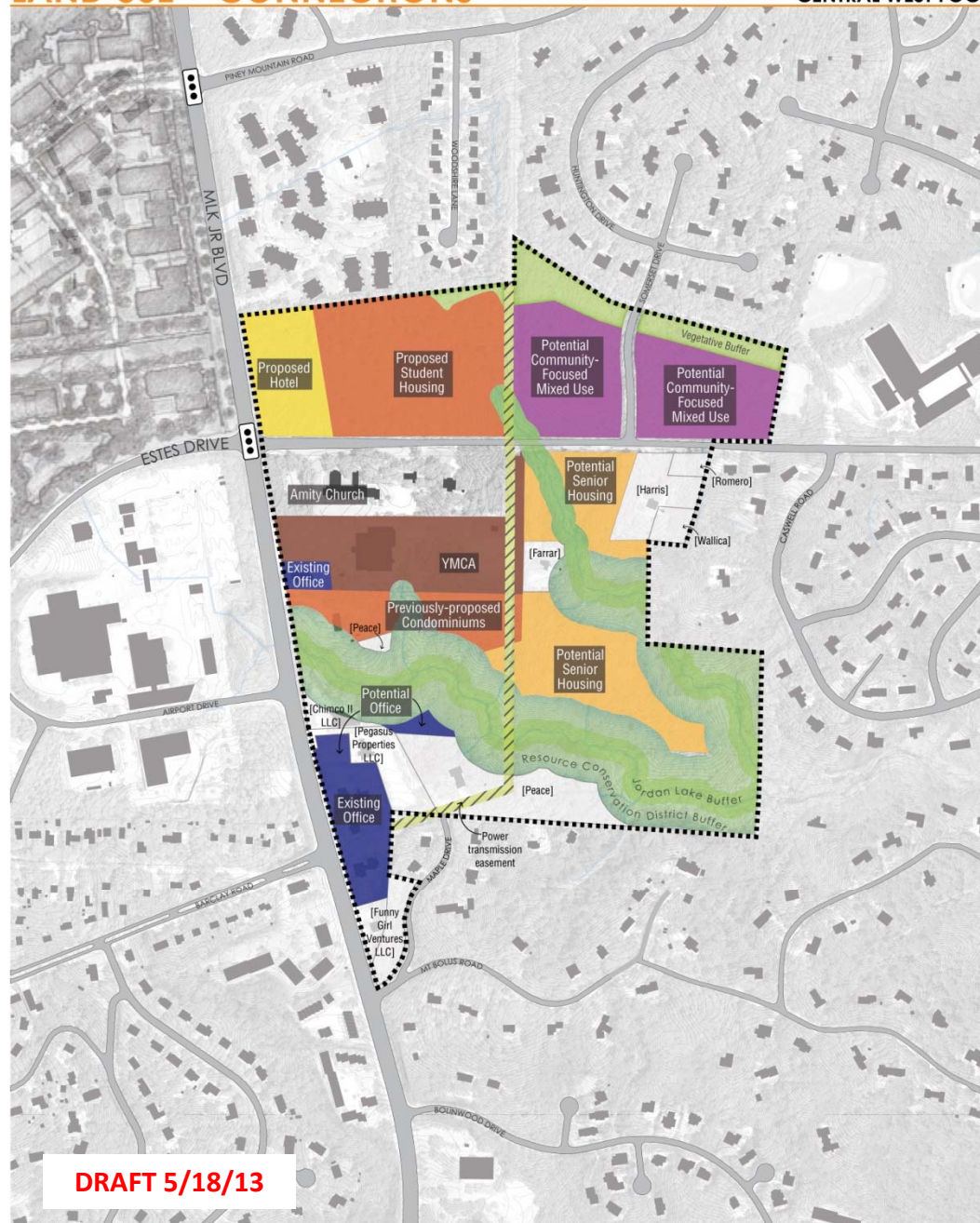
EXISTING ZONING



LAND USE + CONNECTIONS

DRAFT May 13
CENTRAL WEST FOCUS

Current Intentions

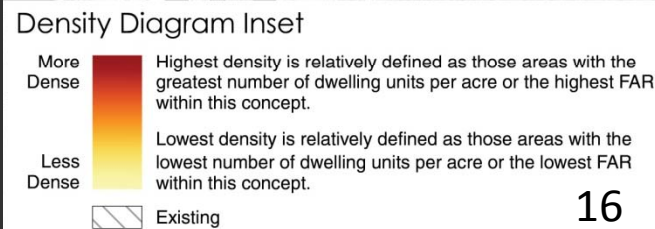
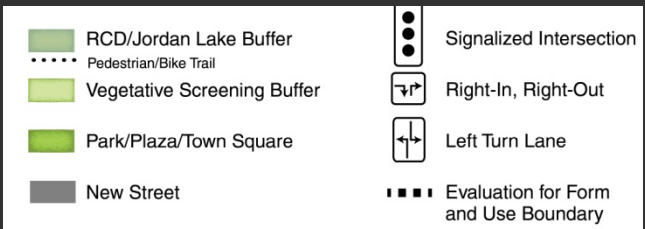
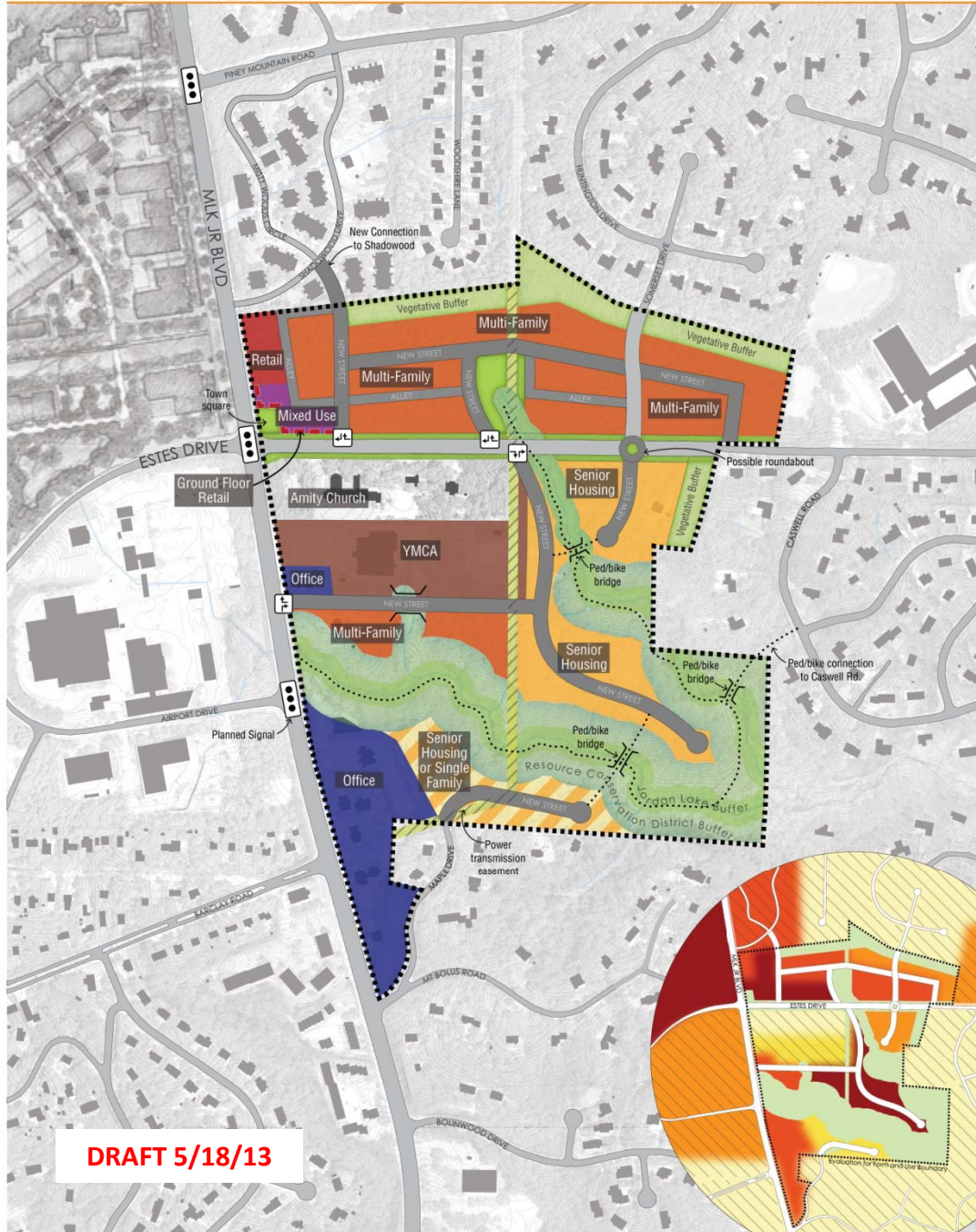


Mixed Use	Multi-Family (Condos/Apartments)
with Retail Ground Floor	Senior Housing
with Community Space	Office
Single Story Retail	Recreation
Single Family	

RCD/Jordan Lake Buffer	Signalized Intersection
Pedestrian/Bike Trail	Right-In, Right-Out
Vegetative Screening Buffer	Left Turn Lane
Hotel	Evaluation for Form and Use Boundary
New Street	

DRAFT 5/18/13

CONCEPT A: Residential Focus



DRAFT 5/18/13

CONCEPT A: Residential Focus

Precedent Images



Carolina Meadows, Chapel Hill



New England Senior Housing



Meadowmont, Chapel Hill



Southern Village, Chapel Hill

CONCEPT A: Residential Focus

Precedent Images



Alexandria, VA



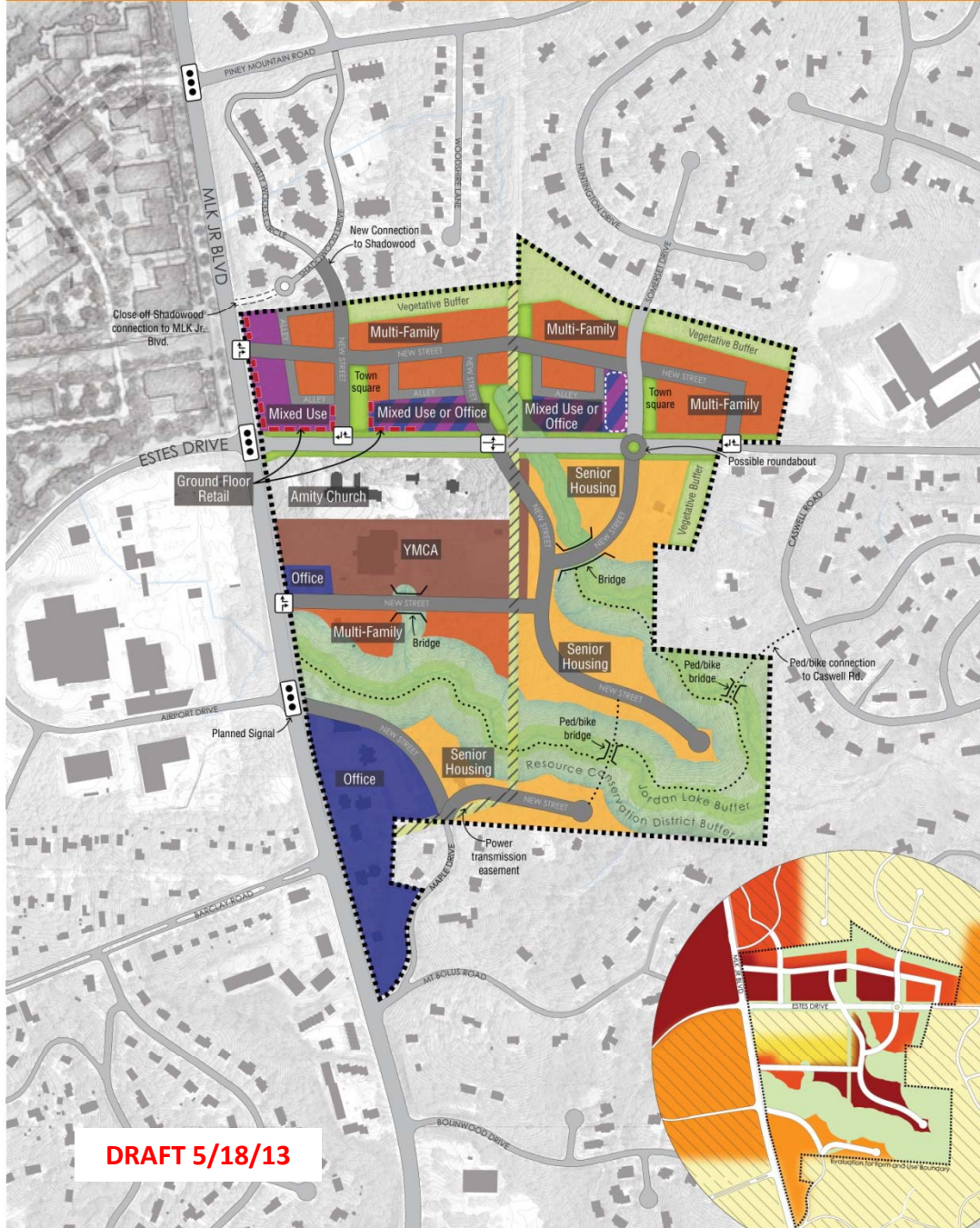
Town Square



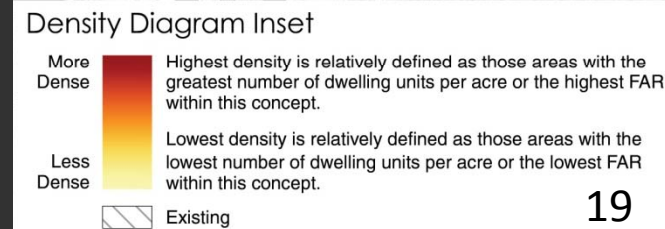
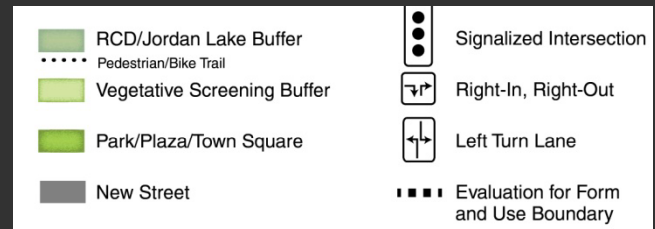
Alexandria, VA

LAND USE + CONNECTIONS

DRAFT May
CENTRAL WEST FOC



CONCEPT B: Residential + Office Focus



DRAFT 5/18/13

CONCEPT B: Residential + Office Focus

Precedent Images



Birkdale Village, NC



Carol Woods, Chapel Hill



Arlington, VA



Image for Landover, MD

LAND USE + CONNECTIONS

DRAFT May
CENTRAL WEST FOC



DRAFT 5/18/13

CONCEPT C: Mixed Use Focus

- Mixed Use
- Multi-Family (Condos/Apartments)
- Single Story Retail
- Single Family
- Recreation
- Office
- with Retail Ground Floor
- with Community Space

- RCD/Jordan Lake Buffer
- Pedestrian/Bike Trail
- Vegetative Screening Buffer
- Park/Plaza/Town Square
- New Street
- Signalized Intersection
- ↗
↘ Right-In, Right-Out
- ↙
↘ Left Turn Lane
- Evaluation for Form and Use Boundary

Density Diagram Inset

More Dense Highest density is relatively defined as those areas with the greatest number of dwelling units per acre or the highest FAR within this concept.

Less Dense Lowest density is relatively defined as those areas with the lowest number of dwelling units per acre or the lowest FAR within this concept.

Existing

CONCEPT C: Mixed Use Focus

Precedent Images



Shirlington, VA



Habersham, SC



Baxter Village, SC

CONCEPT C: Mixed Use Focus

Precedent Images



Habersham, SC



Southern Village, Chapel Hill



Southern Village, Chapel Hill

CONCEPT A: Residential Focus

Summary Highlights:

- Residential character is compatible with current CWFA uses
- Traffic impacts would likely be the lowest given:
 - Predominance of senior housing
 - Potential for student living north of Estes
 - New roadways and connections— takes pressure off Estes
- Density is focused on corner of MLK and Estes— very visible corner

However:

- Lower density and predominance of residential uses = limited ability to attract strong retail, even of local interest
- Retail will likely be similar to convenience retail at the corner of MLK and Homestead

CONCEPT B: Residential + Office Focus

Summary Highlights:

- Retains residential character as shown in Concept A (senior and multi-family)
- Adds additional mixed use (smaller-scale office and other uses)
 - Mixed use makes it possible for the area to respond to market needs over time
- Introduces community “social” spaces— indoors and out
- Increased density and activity/intensity = more retail options
- Increases new road connections— north and south of Estes

However, higher densities and intensities:

- Will need additional circulation options: ped/bike paths, transit
- Changes will likely happen very gradually, with build-out of Carolina North

CONCEPT C: Mixed Use Focus

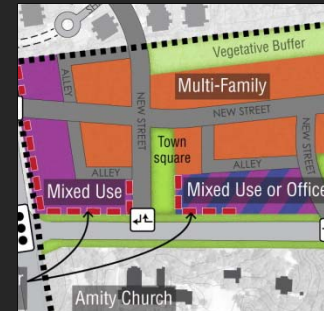
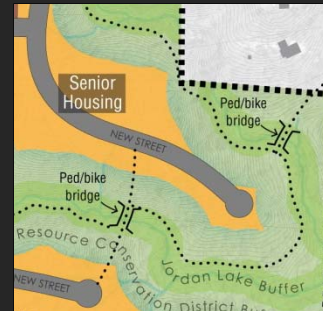
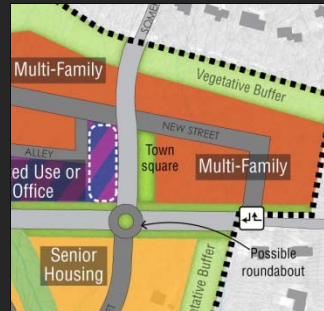
Summary Highlights:

- Provides the greatest land use/market driven flexibility
- Roundabouts improve traffic flow on Estes
- Stronger road connections south of Estes

However:

- The character of each area will need to be further defined to assure the community of the “end results”
- Zoning will need to include a list of allowable land uses for mixed use areas
- Topography is a challenge to the new road south of Estes
- Change will be long term and will rely on the speed of development at Carolina North

CREATING VIABLE TRANSPORTATION OPTIONS



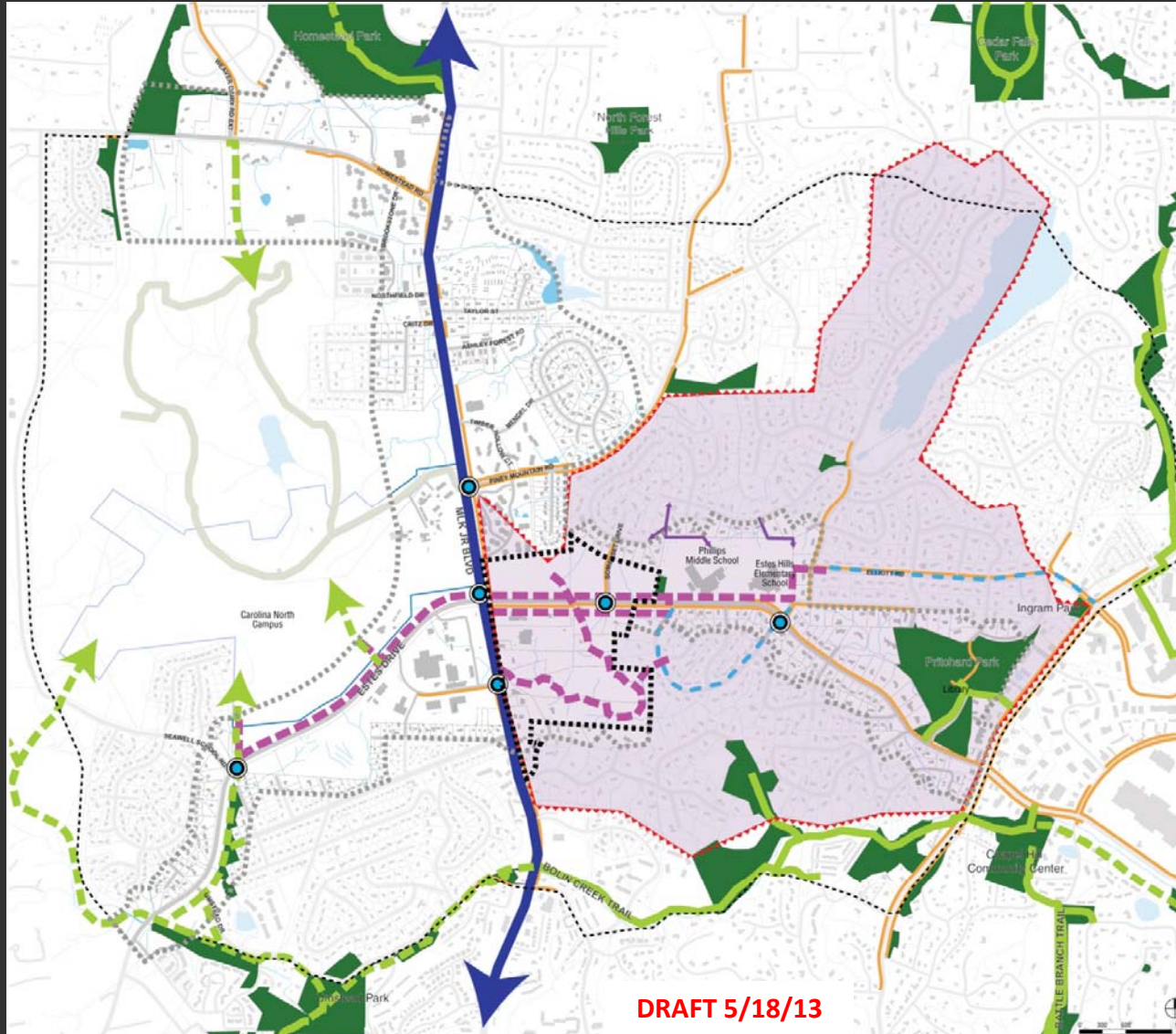
CIRCULATION NETWORK

Why are circulation options needed?

- Relieves pressures and **maintains flow** on Estes Drive
- Accommodates growth by offering **alternative transportation options** in the area
 - New secondary road network
 - Better system of pedestrian access
 - Safe and efficient bike connections
 - Future transit potential (bus rapid transit)

BICYCLE AND PEDESTRIAN CONNECTIVITY

Connections to Existing Parks and Bicycle/Pedestrian Facilities



DRAFT 5/18/13

LEGEND

.....	Impact Area	—	CWFA Proposed Multi Use Trail
.....	Evaluation for Transportation & Connections	—	CWFA Proposed Bicycle Route
.....	Evaluation for Form & Use	—	Existing Sidewalks
■	Existing Parks and Public Green Spaces	—	Informal Pedestrian Paths
○	Elementary and Middle Schools Walkzone	●	Important Bike and Pedestrian Crossings
—	Proposed Greenway Trail		
—	Existing Greenway Trail		
—	Existing Pumpkin Loop Recreation Trail		
→	Ped/Bike facility (under separate study)		

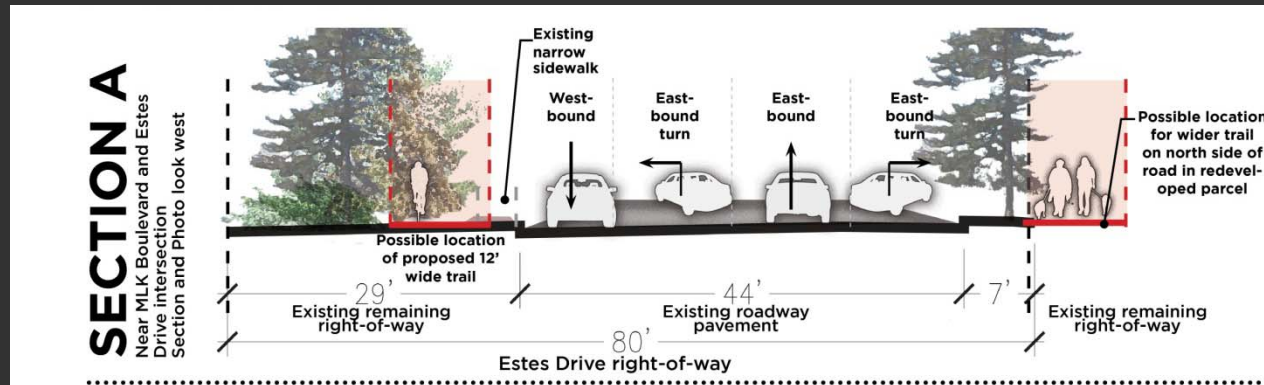
CONNECTIONS
to Area Parks + Bicycle/Pedestrian Facilities

BICYCLE AND PEDESTRIAN CONNECTIVITY

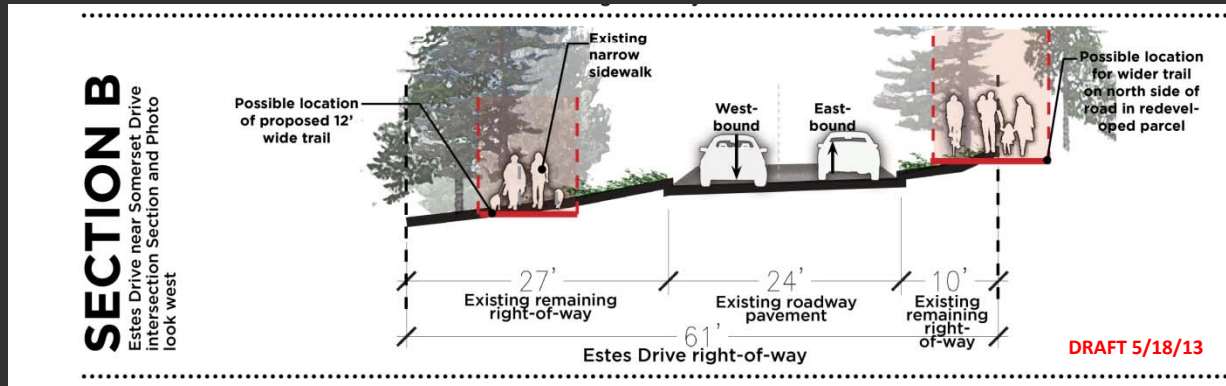
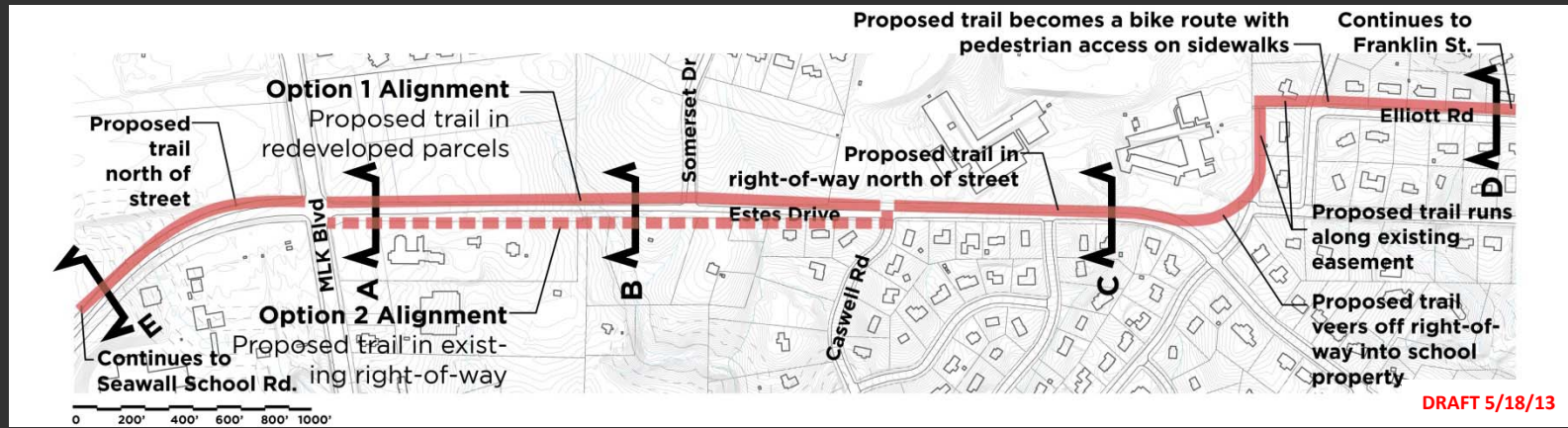
Possible East-West Route



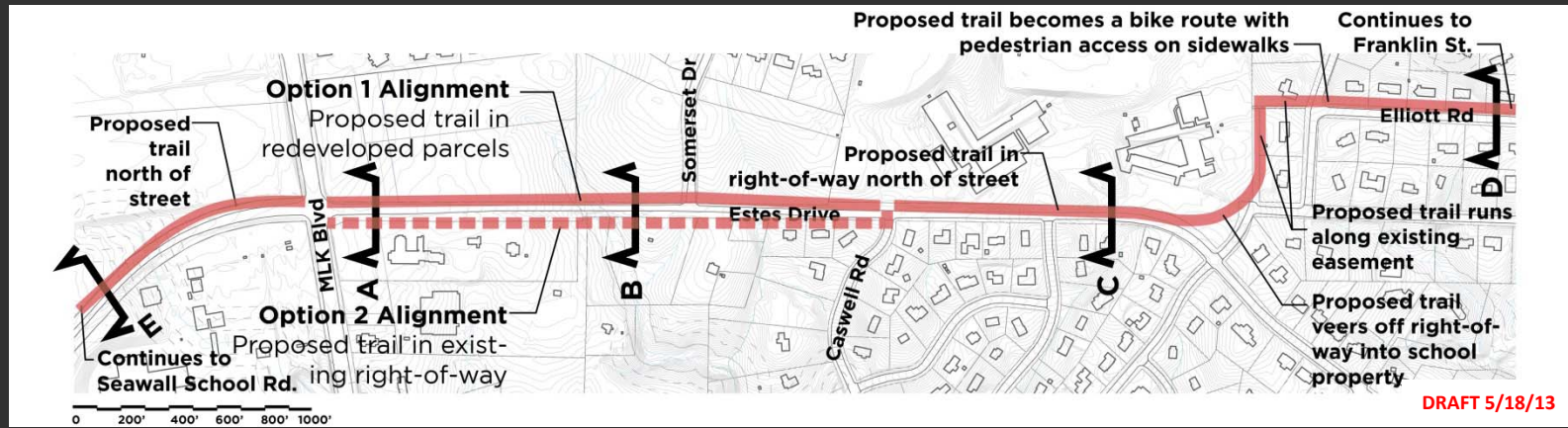
BICYCLE AND PEDESTRIAN CONNECTIVITY



BICYCLE AND PEDESTRIAN CONNECTIVITY

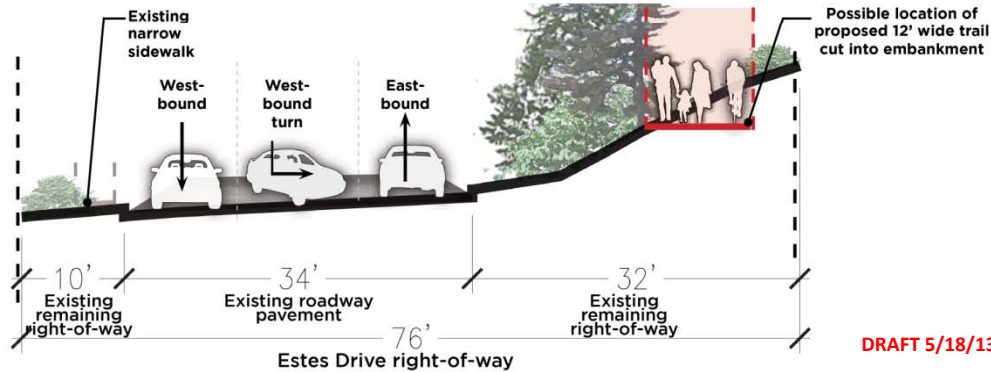


BICYCLE AND PEDESTRIAN CONNECTIVITY

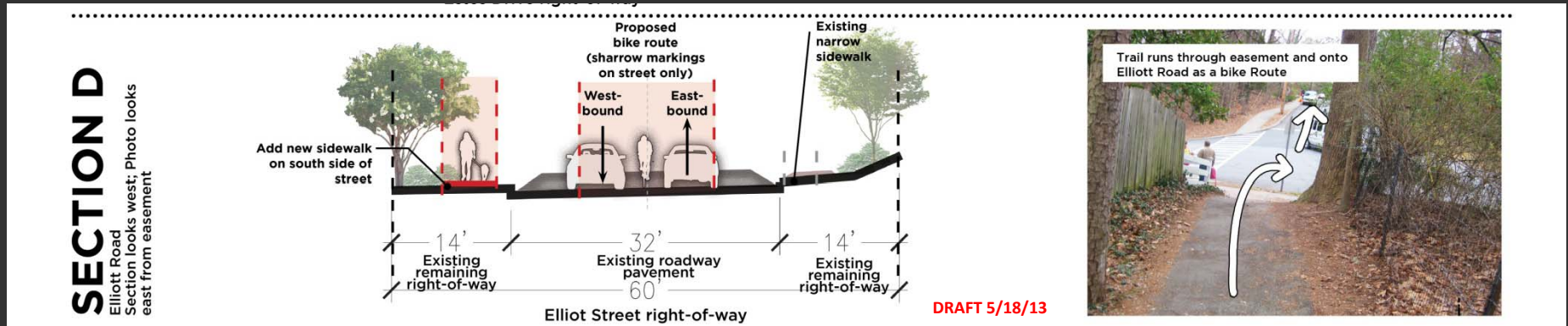
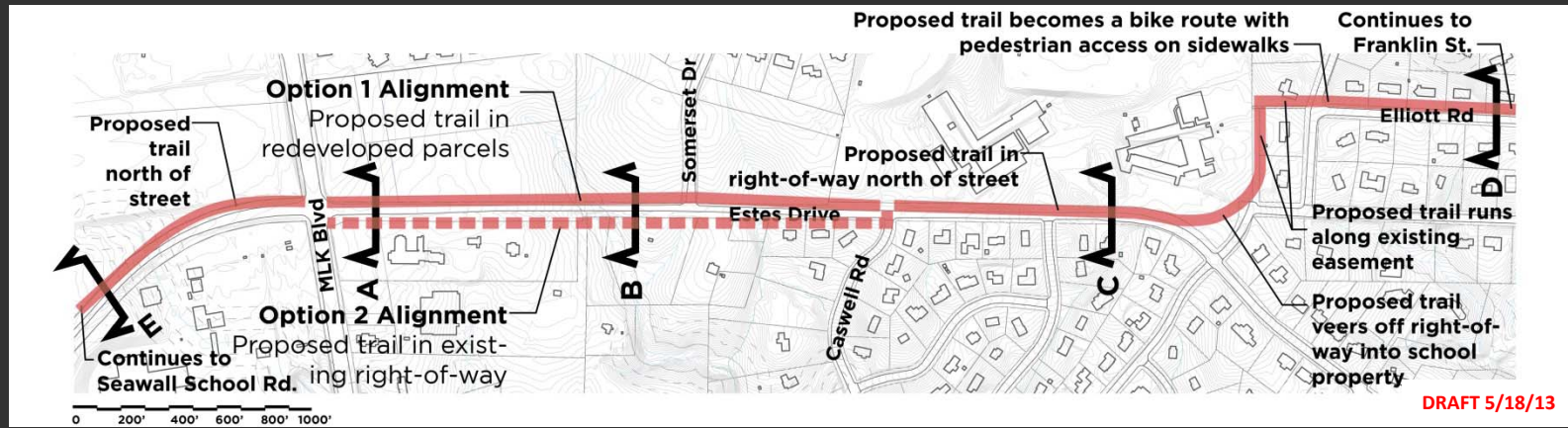


SECTION C

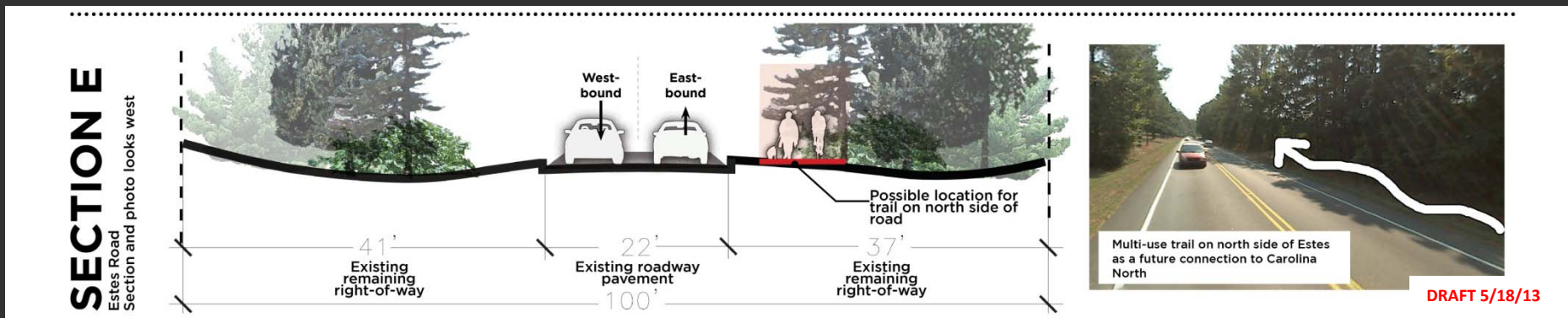
Estes Drive near school
Section and photo look west



BICYCLE AND PEDESTRIAN CONNECTIVITY



BICYCLE AND PEDESTRIAN CONNECTIVITY



BICYCLE AND PEDESTRIAN CONNECTIVITY

Precedent Images



Wide Sidewalk, Franklin Street



Urban Off-Street Bicycle Path

BICYCLE AND PEDESTRIAN CONNECTIVITY

Precedent Images



Bolin Creek Greenway, Chapel Hill



Trail Stream Crossing, Denver



Raleigh Road Sidepath, Chapel Hill



Bicycle/Pedestrian Trail Bridge

INCREASED TRANSIT OPTIONS

- Expansion of user base:
 - Greater clustered density = growing need for transit service
 - Transit incentives: evening hours, additional Estes routes
- Bus Rapid Transit (BRT): Alternatives Analysis Study



NEXT STEPS

1. Refine the objectives
2. Refine the concepts
3. Begin to “populate” the concepts with various density scenarios so that we can “test” potential relative impacts
4. Prepare for a presentation to the Town Council on June 24th

TODAY'S DISCUSSION

A set of the 3 draft concepts is on your table. Working as a group, please discuss the following:

1. What elements of each of the three concepts do you like?
2. Do you have concerns about any of the concepts? If so, please explain these.
3. What additional ideas should be considered.

** In addition, you may provide individual thoughts on the Comment Sheet provided.*