

CWFA STEERING COMMITTEE HOMEWORK FOR MEETING ON JULY 1, 2013

AREA A

Resp. #	Uses	Densities	Height	Considerations
1	<p>Phase 1: neighborhood retail, low-density multifamily.</p> <p>Phase 2 (after CN begins to come online): Expand retail to serve CN needs; increase housing density</p> <p>Mixed use area should include an urban public gathering space (plaza?) visible from Estes (and possibly fronting on to Estes)</p>	<p>Plan to phase development; before CN is built, have buildings with surface parking; as CN builds out, allow conversion of parking lots to buildings/ structured parking</p>	<p>3 stories along MLK, possibly turning the Estes corner</p> <p>Area adjacent to Shadowood can equal heights of that development</p> <p>Lower heights or less intense uses in NE corner near Woodshire</p>	<p>This area should provide walkable retail for neighbors, multifamily housing, and eventually living and commercial space to serve CN residents. On transit corridor, so resident parking should be limited. Will need to provide retail with enough parking to succeed, but walking traffic from CN may decrease this need.</p> <p>Some kind of small grocery would eventually be welcome</p> <p>Like the Green Street idea from RH 6.11 plans</p> <p>Need to provide road options to help keep new traffic off Estes</p>
2	<p>Convenience Center - limited office and retail to serve Carolina North and Neighborhood so as to not attract additional traffic that is not already there. small amount of small offices and rental housing possibly. Gathering/park space.</p>	<p>several shops - dry cleaners, coffee, grill or sandwich shop, small restaurant, offices for services such as insurance or investment advisors. Density that can be supported by a thorough traffic study.</p>	<p>one to three stories, keeping in mind that it is not to draw more traffic to the area. Set back from Estes Drive with existing tree buffer.</p>	<p>See Easton and Owen PP on "Supporting Walkable Neighborhood Business Districts." Aim at serving those already there so they don't have to drive and not aim to attract more people to drive there. Traffic Study required.</p>
3	<p>This is the ideal area for a local village mixed use design with integrated open air green space that promotes social interaction and community meeting space. Small, multiple neighborhood service retailers, local co-op grocery store, restaurants, pub, activity centers, etc.</p>	<p>High quality construction –retail on ground with office and residential above</p>	<p>3 to 4 stories</p>	<p>I like the two traffic circles, green way connector street and the right in right out connector to MLK. Bicycle connections to other greenway trails would be ideal. Hold to the fewest acceptable parking spaces and hide from street, green space and bike/ped areas. Emphasize transit access and alternative transportation methods.</p>
4	<p>Mixed use retail/office on western third; Professional housing on eastern portion</p>	<p>Up to 250,000 sf retail/office +100,000retail; Medium density for housing.</p>	<p>2-3 stories for retail/office on MLK; 2 stories for housing</p>	<p>No road connections on Estes for retail; Limit new entrance on to Estes: connect housing and retail with one way per citizens map; off road bike path built into development; include 1 acre park for local residents and retail shoppers and use green buffers along Estes</p>

5	Retail/mixed use along MLK; mixed use/hotel/multi-family (including student) toward interior; structured or underground parking(preferred); public space/town square flanked by retail; needed road /street structure. Try to create feel of downtown in a village; should relate to Carolina North	Highest densities near MLK and at Estes closest to MLK. Lower as you move East.	3-4 stories at MLK frontage; 5 stories in interior of space; 3-4 stories on Estes near MLK; 3 stories on Estes getting toward the East	How much road/street is necessary (and supportable) given other uses/densities on land? How much density in whole area is required to make retail and parking viable and how much retail would that be? Could A, B&C be developed in concert and be addressed through the Development Agreement process?
6	Left 1/3: Retail/Office; Right 2/3: Townhouses	Medium	Left 1/3: 2-3 stories; Right 2/3: 2 stories	Left 1/3: Tree lined plaza/park with benches, retail opens onto plaza; Right 2/3: Wide tree buffer along Estes
7	Front line of retail/office on MLK, match to Carolina North with tree buffer and bike/ped connectivity. Mixed use, local destinations, support for Carolina North. Could include housing, especially toward the east. Large green space.	Highest density along MLK, with transition density to residential character of Estes.	No more than 3 -4 stories along frontage, possibly 5-6 internal, with a significant green buffer on all sides.	Parkland or open green space location as well as bike/ped pathways. Protect waterways. Access to roads How to minimize traffic increases and parking
8	Mixed use – Commercial/Retail Office, Residential rental and for sale, Institutional	Highest – with open gathering spaces. Encourage structured parking	6 stories near MLK transitioning to 3 stories at the Estes end	Traffic circulation to mostly avoid Estes + buffers to SF + open spaces for gathering
9	Retail mixed use on MLK and near MLK; mixed use Office & residential on interior blocks with conservation block containing Jordan lake buffer easement and a playground park block that is accessible by greenways in all 4 directions (see SKM map #2) Like south of Estes Dr, MLK in this section needs the boulevard median planted with large street trees, like beeches. Eventually, as development increases density, the treed median defining a new downtown like area would extend from Homestead in north to just short of Mount Bolus to south.	Moderate-high; 12-16 apt-office units per acre, parking underneath, behind, or in parking structure---absolutely no parking lots. Only permeable block parking right off street. Retail parking nose in right on street (from MLK main travel lane = 12' median with beech tree, +12' service road lane, +24' metered, nose in parking, +4' landscape tree, +12' sidewalk, +4'-16' building frontage space, then 2-3 story building for 30', then 4 story building, same pattern, reversed on interior side of block. (1 story buildings not permitted)	No more than 3 stories right up to street sidewalk, 4 stories max. set-back from street about 30', flat top urban, connected, neighborhood style, retail or office below, apartments above.	Roads across slopes, narrower roads, no parking lots, only parking ribbons alongside roads made with permeable block or parking structures, entrance/exits, set-back, form code for buildings, width of sidewalk, bike lane provisions, green way connections using utility right of ways, road crossing facilities.
10	Mixed use	High density	4-6 Storey	Connection to Shadowood, greenway connection
11	Residential/Commercial	Heavy	5 Stories	
12	Office and Retail			

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**AREA B**

<b>Resp. #</b>	<b>Uses</b>	<b>Densities</b>	<b>Height</b>	<b>Considerations</b>
1	<p>Neighborhood “heart” and new urban residential</p> <p>Provide green space for neighbors to bike and ride to, with adjacent “magnet” --performance space or teen center or restaurant or community flex space (think Southern Village green)</p> <p>Could be townhouse or cluster housing, as shown on the 2 RH 6.11 plans</p>	<p>Need to provide enough density to make public amenities feasible for owner/developer</p>	<p>2 stories adjacent to existing SF residential; 2-3 stories on rest of site</p>	<p>Setbacks on Estes should start to transition to those of existing residential</p> <p>Like the Green Street idea from RH 6.11 plans</p> <p>Need to provide road options to help keep new traffic off Estes</p>
2	<p>Medium density housing of townhome or duplex/triplex attached nature.</p>	<p>medium to low density that can be supported by a thorough traffic study</p>	<p>maximum of three stories set back from road with tree buffer</p>	<p>Traffic study and bike/ped connectivity with existing neighbors and Carolina North</p>
3	<p>Multi-family community with emphasis on work-force housing, open park and well-marked bike/ped connectors</p>		<p>2 to 3 stories</p>	<p>Retail, office space along North Estes with incorporated “Flex” space, and consider rent-a-spaces for companies to use to gather teams on a temporary basis—many companies have work-from-home and need temporary spaces to meet.</p>
4	<p>Senior housing with community building and attached units on circular drive with interior park; good neighbors who can utilize park and retail and won’t add to school numbers</p>	<p>Low to mid density attached homes</p>	<p>2 – 3 story</p>	<p>Keep through traffic one way only around the new neighborhoods, not through them per citizens map</p>
5	<p>Largely multi-family, with some mixed use if economically viable/desirable; some public green space; needed circulation spaces; create attractive Estes frontage</p>	<p>Small scale apartment/mixed use buildings; town homes and/or quads; create a desirable street frontage/feel on Somerset</p>	<p>3-4 stories trending lower toward East – perhaps a 3 story frontage on Somerset</p>	<p>How much road/street/green space can developer be expected to contribute given scale (B&amp;C should be considered together in answering these questions)</p>
6	<p>Small Single family houses</p>	<p>medium 4-8 houses per acre</p>	<p>2 storey</p>	<p>Wide tree buffer along Estes</p>
7	<p>Multi-family residential, such as connected duplex and triplex.</p>	<p>Transition from higher density of A to established residential of neighbors.</p>	<p>2-3 stories. No more than 2 stories adjacent to existing neighborhoods.</p>	<p>Protecting neighborhoods, access (traffic load and control), waterways, aesthetics.</p>

8	Multifamily – could have some mixed-use on ground floor	Medium – with open, green areas	3 Stories – townhouse or apartment forms or clustered	Buffers from SF exist neighbors; relate to scale of Somerset/Estes
9	Workforce connected gabled duplexes, triple deckers, or quads in the middle segment blocks (see SKM #2) Either greenway park OR Single family 4 units per acre near street for the green blocks adjacent to Somerset neighborhood	Moderate density, 6-8 units per acre in interior blocks (see SKM #2). $\geq 16'$ - $\leq 24'$ set-backs from permeable roadside parking ribbon on all. Only scooter and bike parking permitted in front yard of buildings, Parking for owners under buildings, for office visitors, metered parking on permeable street nose in parking. No parking lots. Light density 4 units/acre up to road , or no development, in green blocks next to old neighborhood	3 story gabled roofs for all buildings in the B & C areas. No 1 story buildings permitted.	Roads across slopes, narrower roads, no parking lots, only nose in parking ribbons alongside roads made with permeable block or parking structures, entrance/exits, set-back, form code for buildings, width of sidewalk, bike lane provisions, green way connections using utility right of ways, road crossing facilities.
10	Mixed Residential	High near street, medium at back of plot	2-4 storey	Upper corner
11	Residential/Community	R-5 (High, 15 units/acre)	3-4 stories	
12	Office and retail			

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AREA C

Resp. #	Uses	Densities	Height	Considerations
1	Residential to serve a new generation more geared to denser living, walkability, transit use.	More moderate densities than B, good example shown on 6.11 RH plans	2-3 stories	Setbacks on Estes should mimic those of existing residential Could have fun designing houses that relate to the modernist aesthetic found in older neighborhoods to the north Like the Green Street idea from RH 6.11 plans Consider paths to adjacent school  Need to provide road options to help keep new traffic off Estes
2	single family detached	lower density with minimum .2 ac. Lots	maximum of two stories	maintain character and transition to schools and neighborhood
3	Multi-family transitioning down to single family housing along buffer areas			
4	New single family neighborhood respects existing neighborhood	Low density; perhaps slightly more dense than Somerset neighborhood	2 story 10 – 14 homes of sufficient size to bring net benefit to town tax base	Access to both B and C through traffic light on Estes and existing Somerset entrance
5	Multi-family housing with limited circulation and green spaces; create attractive Estes frontage	Largely quads and town homes. Single family optional but not required	2-3 stories (could be higher at west if it fit in to what was being done in B	See comment on other areas. How should this area best relate to existing neighborhoods and schools. What should nature of Somerset be?
6	Single family houses	low 2-4 houses per acre	2 storey	Wide tree buffer along Estes
7	Single family attached, such as garden homes, or unattached.	Density transition completes match to adjacent uses	2 to 2-3 stories, blending with adjacent densities.	Protecting Estes from increased traffic load. Appropriate access controls (circles, RI/RO, etc.)
8	Multifamily – no commercial on this site, but allow home/office uses	Medium – with open, green areas	3 stories – clustered in groups to avoid sense of mass	Buff Buffers from SF exist neighbors; relate to scale of Exist.

9	Workforce connected gabled duplexes, triple deckers, or quads in the middle segment blocks (see SKM #2) Either greenway park OR Single family 4 units per acre near street for the green blocks adjacent to Somerset neighborhood	Moderate density, 6-8 units per acre in interior blocks (see SKM #2). $\geq 16'$ - $\leq 24'$ set-backs from permeable roadside parking ribbon on all. Only scooter and bike parking permitted in front yard of buildings, Parking for owners under buildings, for office visitors, metered parking on permeable street nose in parking. No parking lots. Light density 4 units/acre up to road , or no development, in green blocks next to old neighborhood	3 story gabled roofs for all buildings in the B & C areas. No 1 story buildings permitted.	Roads across slopes, narrower roads, no parking lots, only nose in parking ribbons alongside roads made with permeable block or parking structures, entrance/exits, set-back, form code for buildings, width of sidewalk, bike lane provisions, green way connections using utility right of ways, road crossing facilities.
10	Residential	Medium tapering to low	1-2 Storey	Greenway, connection to schools
11	Residential	R-3 (Medium, 7 units/acre) & R-4 (Medium, 10 units/acre)	3-4 stories	
12	Office			

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AREA D

Resp. #	Uses	Densities	Height	Considerations
1	MLK frontage and possibly some of western part of Estes frontage – mixed use  Eastern part of site – either residential (maybe like Alexandria image from RH multifamily precedents). Could also have commercial uses like the current day care – buildings feel compatible with residences	MLK frontage – same as area A  Eastern part of site – moderate densities. Transition from greater density and heights at MLK.	MLK frontage – 3 stories, same as area A  Eastern part of site – 2-3 stories	Status of church plans  Need to figure out how to transition between mixed use and more residential character.  Site access should be primarily from MLK On transit corridor, so resident parking should be limited. Need to provide road options to help keep new traffic off Estes
2	As is. No recommendation.			
3	This area is dependent on what the church wishes to do. However, if the church decides to sell some property, this could be ideal for small office or retail along MLK frontage		3 to 4 stories along MLK	
4	Church property	No comment		
5	Retail/mixed use along MLK (if economically viable); consider using corner of MLK & Estes in both A&D to create a visually interesting entrance to the area; multi-family toward the East; keep church as is or relocate in way that benefits both the church and the area. Relate to Carolina North as possible	Densities should be similar to , but slightly lower than those in A. Much will depend on whether church moves on site, stays where it is, or sells out altogether. Create attractive Estes frontage.	Similar height pattern to what is suggested for A, perhaps one story lower across the board	What is the future of the church building; can/should D&F be developed together in some way For both D&F, what kind of circulation improvements are required to make space usable, yet fit within site economics
6	Church leave unchanged			
7	Currently not our call. If the church chooses to make changes, I would support something similar to A – development along MLK and transition along Estes.			Any availability here does not mean full scale development. Until further notice I cannot imagine that we should spend any time or energy on this parcel.
8	Mixed use – Commercial/Retail Office, Residential rental and for sale. Institutional	Highest – with open gathering spaces. Encourage structured parking	6 stories near MLK transitioning to 3 stories at the Estes end	Traffic circulation to mostly avoid Estes + buffers to SF + open spaces for gathering

9	Mixed use retail/office/residential on MLK, like on A parcel, restaurant strip, with a family friendly snack/lunch/ice cream place in front of YMCA; Seasonal retail use retail on east side of church matching, where child care center is now, also preferring a family friendly place to eat after church place, possibly a community farmer's market pavilion with outdoor gas and water cooking facilities, where pumpkins and xmas trees are now sold (something that could be expanded upon). Asphalt ribbons across slope with strips of drain catches that feed into rain catch gardens. metered parking in surrounding parking lot use for both church and overflow parking. Parking becomes fundraiser for church.	Moderately high; 12-16 living/use units per acre, youth hostel dormitory or student living above family lunch, possible ice cream parlor	No more than 3 stories right up to street sidewalk, 4 stories max. set-back from street about 30', flat top urban, connected, neighborhood style, retail or office below, apartments above.	Roads across slopes, narrower roads, parking ribbons alongside roads made with permeable block or parking permeable parking lot (gravel or asphalt with drains directed to rain-water catch gardens; structures, entrance/exits, set-back, form code for buildings, width of sidewalks, bike lane provisions, green way connections using utility right of ways, road crossing facilities.
10				Bike/ped safety
11	Residential/Commercial	Heavy	5 stories	
12				



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**AREA E**

<b>Resp. #</b>	<b>Uses</b>	<b>Densities</b>	<b>Height</b>	<b>Considerations</b>
1	Residential	Similar to RH 6.11 Walkable Residential plan	2-3 stories	Setbacks on Estes should start to transition to those of existing residential to the east  Need to provide road options to help keep new traffic off Estes
2	residential - similar to "B" and "C". Possible senior cottage type housing.	density based upon no more than traffic study of entire area would support	maximum of two stories	maintain character and transition to neighborhood
3	Senior housing		3 to 4 stories	I like the mix of higher density units and the cottage or patio style homes
4	Western portion is workforce housing and senior housing; eastern portion is single family to mirror housing on the other side of Estes per citizens map	Mid to high density for workforce and senior housing on western portion. Alternate might be senior cottages; Committee needs to make tradeoffs for higher densities if old growth forest is conserved.	Western portion near Estes could have tall buildings if interior area is conserved.	Observe stream buffer bisecting this property; respect the special nature of the interior portion that could be left alone if tall buildings allowed on edges.
5	Residential. Should be similar to use pattern in B&C, although perhaps accommodating some single family; could also be part of a broader senior housing complex. Create attractive frontage on Estes	Density should mirror B&C	2-4 stories, depending on where in site and area topography	Can this be developed as a single area or will ownership preclude a unified approach
6	Single family houses (may be used as senior housing)	Medium 4-8 houses per acre	2 storey	Wide tree buffer along Estes
7	Should match adjacent properties, including the north side of Estes and Caswell residences.	Densities match adjacent properties.	No more than 2-3 stories.	Concerns about increasing traffic on Estes and/or requiring a compromise of RCD behind.
8	Multifamily – anticipate, but not restricted to some form of housing for seniors	Medium	3 stories – clustered in groups to avoid sense of mass near Estes	Buff Buffers from SF exist neighbors; relate to scale of B/C; Somerset Intersection design

9	Senior or workforce housing, apartments, convenient to transit	High 12-16 units per acre; nose-in permeable ribbon parking along roads		
10	Residential	Medium density	1-3 Storey	Senior vs apts.
11	Residential	R-3 (Medium, 7 units/acre) & R-4 (Medium, 10 units/acre)	3-4 stories	
12	Senior			

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AREA F

Resp. #	Uses	Densities	Height	Considerations
1	MLK frontage – mixed use  Eastern end – Could be part of multifamily development in area H	Not adjacent to SF housing; could put more density here if it doesn't create lots of traffic dumping onto Estes	MLK frontage – 3 stories, same as area A  Interior – greater heights possible (4-5 stories?)	Try to get traffic to go to MLK, not Estes
2	As is. No recommendation.			
3	I would provide incentives in this area to retain and expand the YMCA because it is an excellent community institution for all			
4	YMCA	No comment		
5	Retail/mixed use on MLK if viable. If Y plans to stay, then an expansion of their facilities, with better circulation/access would be appropriate. If they want to move or relocate on site, should develop similar to (and maybe in concert with) D	Either institutional or multi-family/senior housing	3-5 stories depending on uses and topography	What does the Y wish to do with this property – redevelop largely for its own uses or figure out a way for it to generate financial resources for the Y. If significant redevelopment is desired how does it link and relate to D&G?
6	YMCA leave unchanged			
7	We should wait for the Y to inform us of their plans.	Sensitive to adjacencies and traffic issues.	Sensitive to adjacencies and traffic issues.	Patience with institutional planning.
8	Mixed use – Commercial/Retail Office, Residential rental and for sale, Institutional	Highest – with open gathering spaces. Encourage structured parking	6 stories near MLK transitioning to 3 stories at the Estes end	Traffic circulation to mostly avoid Estes + buffers to SF + open spaces for gathering
9	YMCA. Retail in front, no residential possible but maybe youth hostel rooming house above family oriented restaurant? Fits with Y Mission	Medium high 12 units/acre		
10				

11	Civic/Community		4-5 stores	
12				

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**AREA G**

<b>Resp. #</b>	<b>Uses</b>	<b>Densities</b>	<b>Height</b>	<b>Considerations</b>
1	Multifamily  The area could also be split, with the eastern portion developing as multifamily (connected to area H) and the western portion developing as commercial (similar to area I)	Eastern portion of the land is very buildable – could build reasonably densely (any of the precedent multi-family images)  Western portion could be more like area I	Western portion will be seen from MLK, so heights should be compatible with other recommendations for the area – 4 stories?  Eastern portion can be slightly higher, bridging to even higher buildings in area H	Is a bridge across the RCD feasible so that a road can go through here?  As much traffic as possible from this area should be sent to MLK, not Estes. Determine feasibility of bridge across RCD to access light at Airport Drive.
2	Possibly some office and housing to accommodate renters of seniors	density based upon no more than traffic study of entire area would support	maximum of three to four stories	sensitive to the environmental issues.
3	Multi-family and affordable housing			
4	Residential/office/retail	High density	Taller buildings	Limited foot print that respects RCD which takes up half of property
5	Multi-family/senior. Should relate well to both H and F and provide a seamless feel for all three areas	Similar densities to F&H	3-4 stories	How much of this is truly buildable. Does it relate more to F or to H
6	Environmentally sensitive area	Make a park		
7	Building should only be on the highest areas, protecting the RCD. Probably appropriate for office, multi-use, or multi-family.	Density needs to be concentrated into small areas, but would be appropriate to match with adjacent intentions.	2-3 stories is probably sufficient. 4 stories might be considered if done tastefully and with sensitivity to adjacent uses.	Protecting steep slopes and environmentally sensitive areas. Access.
8	Multifamily or Mixed Use	Highest. Encourage structured parking	6 stories + parking below	Protect town required stream buffers;

9	Yoga&CHIMed; Mixed Office , residential and retail closer to street	Med 12/acre	3-8 story (stepped higher w/setback)	(parcel beside YMCA) This parcel seems appropriate for mixed use office and residential moderately high density 30-50 units per acre 5-8 story apartments as (unlike Chartwell site) there aren't any residents around to be bothered by height here and it is set down the hill a bit. Convenient to transit.
10	Residential	Medium	2-4 Storey	Senior vs apts.
11	Office/Res.	R-3 (Medium, 7 units/acre)	3 stories	
12				

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AREA H

Resp. #	Uses	Densities	Height	Considerations
1	Multifamily (with senior housing as one option)	Higher density good here on selected portions of the site so that sensitive areas can be left undisturbed.	Could go high here (6 stories?)– it's a secluded site, so there aren't adjacent neighbors to overshadow. Greater height will buy more undisturbed land.	RCD limits development here. Concerns about protection of ecologically valuable areas  As much traffic as possible from this area should be sent to MLK, not Estes. Determine feasibility of bridge across RCD to access light at Airport Drive.
2	May be too environmentally sensitive to develop.			
3	With consideration to natural resources, this would be an area for excellent green space with some senior, multi, or single family homes where possible			
4	Senior residential located in north east corner avoiding steep slopes and old growth forest	Don't know	One tall building with access to Estes and MLK on north east corner of property.	Limited development potential for this land
5	Multi-family and/or senior housing; respect/capitalize on buffer/green areas	Medium density. Town homes, quads and where reasonable "apartment building" type structures	3-5 stories depending on uses and topography	Circulation/roads. Which parts are environmentally sensitive and how to address
6	Environmentally sensitive area	Make a park		
7	All building should be out of the RCD and off the steep slopes. Senior housing could be appropriate within the remaining uplands.	Due to small area actually available for building and the difficulty of accessing this area, density seems to be not so much the issue.	2 – 3 stories is sufficient	Protect RCD and steep slopes. Access. Sensitivity to adjacent neighborhoods. How will greenways be built in this sensitive area?
8	Multifamily or Institutional - anticipate, but not restricted to some form of housing for seniors	Highest-clustered on buildable areas. Plenty of undeveloped, natural area for buffers and to keep as is	6 to 8 stories + parking below; Stay below the existing tree canopy; cluster for smaller footprint	Traffic circulation to avoid Estes Protect town required stream buffers;

9	Buildable acreage limited, tall residential buildings with small footprints, no 1 story, structure parking or permeable block. Develop critical mass to support van service. Assisted living apts and/or nursing care rehab facility	high on small footprint	6-10 stories with small footprints, no 1 or 2 story	This parcel seems appropriate for residential very high density set back quite a bit from road (senior housing seems okay). 30-50 units per acre (the buildable area is not very big) 6-10 story apartments (up to tree line) as (unlike Chartwell site) there aren't any residents around to be bothered by height here. Convenient to transit. Building structure parking or permeable block parking across slope with catch rain gardens or cistern collection for landscape use. Permeable block on all non-handicapped spaces. This local area would be optimal for planting very large, long living specimen nut trees like American Beech and American chestnut to match the scale of the buildings. 1 story cottages are not a good idea since the construction footprint in this sensitive area would be too big. Senior housing in taller apartment buildings would be able to support a couple of independent vans to supplement EZ rider service. The elevators become more economical when several floors. Parking should be limited and rented separately to encourage carpooling and going car-less.
10	Residential/none	Low	1 Storey	Senior vs park
11	Residential	R-2 (4 units/acre) & R-3 (Medium, 7 units/acre)	3 stories	
12	Senior			



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**AREA I**

<b>Resp. #</b>	<b>Uses</b>	<b>Densities</b>	<b>Height</b>	<b>Considerations</b>
1	Commercial	I can see it becoming an area more like MLK near Town Hall – denser, closer to the road, but not quite urban	About 4 stories max	As time passes and CN develops, this area should redevelop from its suburban office park feel
2	offices			
3	Office with retail mix			
4	Office	Mid to high density	Redevelopment potential could bring taller buildings and new birthing center.	Keep existing road structure. Mt Bolus residents want same footprint;
5	Commercial (offices, incubators, etc.) If supportable, limited/light retail. If economics can be made to support it, consider wrap around parking (or parking at rear and crate a good MLK frontage	Moderate commercial density	3-5 stories (frontage on MLK should be similar to frontages elsewhere in area)	Can circulation be improved. Can it relate to or be connected with Carolina North
6	Offices/retail (food)	medium	2-3 storey	
7	Appropriate for office as is currently there. Could add retail or multi-use if sensitive to appearance and a part of a larger vision of MLK streetscape.	Higher density as appropriate along MLK.	2-3 along the road frontage. Could be 4 stories deeper IF compatible with adjacent uses.	What is our vision for the MLK streetscape? Will it be continuous or fragmented? Where are the green spaces? Are we happy with what is there now?
8	Mixed use	Highest to Med.	5-6 stories MLK	Maintain buffers

9	M-RR, MOR, retail food, apt buildings in back, retail/office in front.	High 16+ units/acre	3-6 stories 3 in front, 6 in back	service road, boulevard median with large trees Intensive mixed use, office, retail and residential, all these MLK buildings should be not more than 3 stories at 4'-16' from a 12' sidewalk, but stepped up to 4 stories about 40' from street, up to 10 stories >/= 200' from street. Like north of Estes Dr, MLK in this section needs the boulevard median planted with large street trees, like beeches. Eventually, as development increases density, the treed median defining a new downtown-like area would extend from Homestead to just short of Mount Bolus.
10	Office	High	3-5 Storey	
11	Office		3-4 stories	
12				

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**AREA J**

<b>Resp. #</b>	<b>Uses</b>	<b>Densities</b>	<b>Height</b>	<b>Considerations</b>
1	Single family	Topography will limit density here	2 stories	RCD protection important in this area; steep slopes will limit development. RCD isolates this area from the undeveloped land to the east; as a result, this property should relate toward properties along MLK, not to area H. As much traffic as possible from this area should be sent to MLK, not Estes. Determine feasibility of bridge across RCD to access light at Airport Drive.
2	single family detached like "C"	density minimum .2 ac. lots if compatible with environmental restraints	maximum of two stories	maintain and transition to neighborhood
3	Same concept as Area H			
4	Single family here - logically follows current uses along Maple Drive and is what neighbors desire			Severe RCD constraints on eastern third
5	Residential/senior housing	Single family, town homes or quads	2-3 stories	How much of land is actually buildable. If area could link well to H & G, consider for senior
6	Town houses	medium	2 storey	Environmentally sensitive area
7	After protecting the RCD and steep slopes there is very little space for development and no easy access except for adjacent properties. Therefore it should be continuous with intent for adjacent properties.	Densities match adjacent properties.	2-4, with attention to the affect on skylines and views from neighboring developments.	Current prized homes in CH would indicate that high ticket single family homes would be valued here.
8	Multifamily/SF	Medium to Low	3 stories	Stream buffers

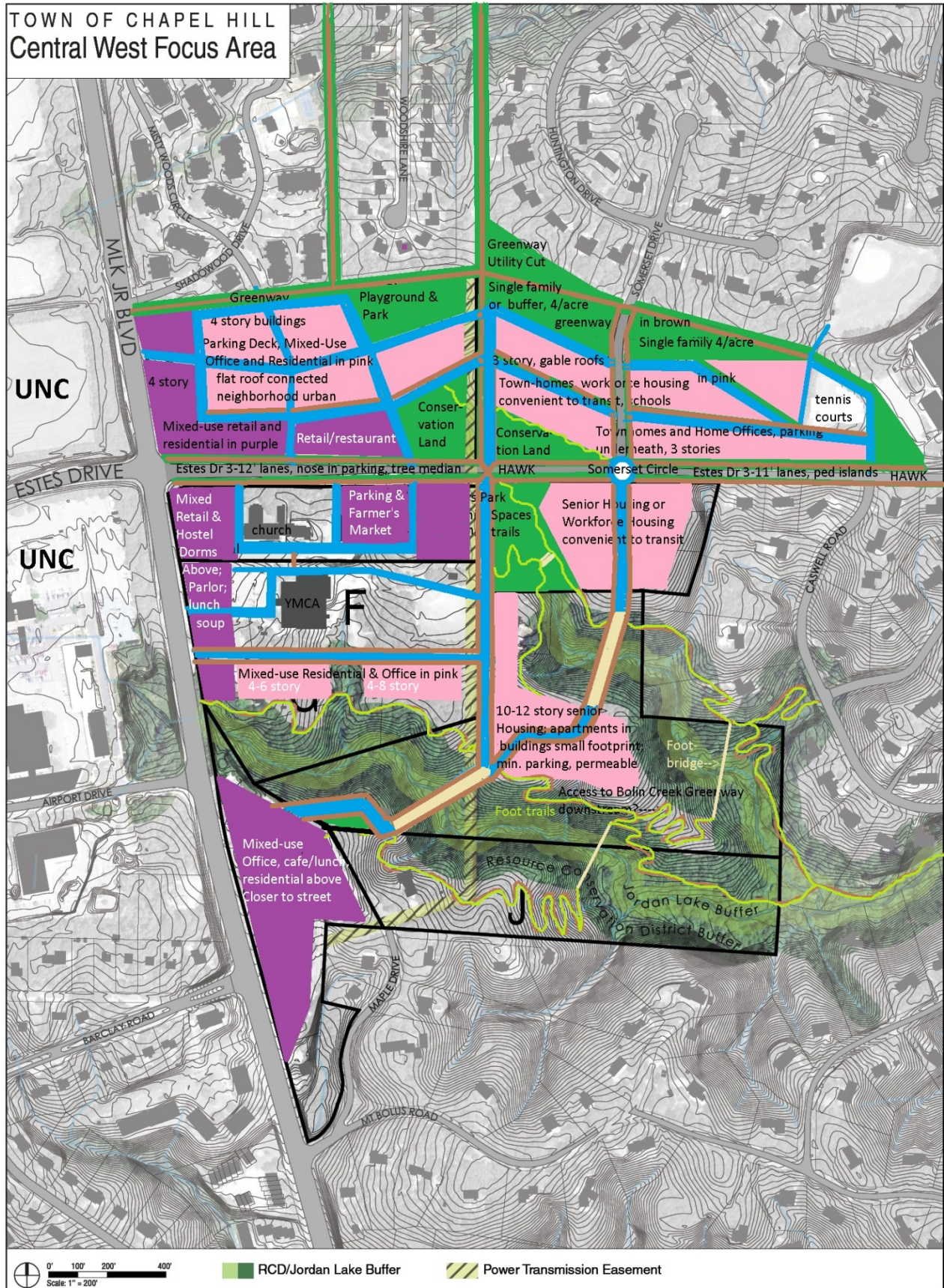
9	Residential apt buildings	High density 16+ units/acre	6-12 story, small footprints	Very limited parking, permeable, rented separately. Since parcel J interfaces with an existing single family neighborhood, but visually, it is on the other side of the local hill, building height should not exceed the hill top tree canopy. There seems to be room for only one building with a small footprint. It could easily be high density residential in back here, somewhat like parcel H. This parcel is on the other side of a creek/ravine to H, so they can see each other. This building should take a small footprint in this sensitive slope landscape, could be 5-10 stories with 6 apartments per floor, like parcel H. Sharing perhaps of a recreational trail system, maybe sharing with H construction of road and greenway bridges
10	Office/none	Medium	1-3 Storey	Protecting creek
11	Residential	R-1 (3 units/acre)	2-3 stories	
12	Senior			

**CWFA STEERING COMMITTEE HOMEWORK FOR MEETING ON JULY 1, 2013**

**OTHER COMMENTS FROM RESPONDENTS**

<b>Respondent #2:</b>
The revised Citizens Concept Plan is a good reference for some of my comments, but this is not meant to adopt that concept plan as proposed, with the idea that no more than what can be supported by a thorough Traffic Study should be allowed to develop.
<b>Respondent #3:</b>
All information given in this table is predicated on the fundamental redesign of Estes Drive and MLK that promotes pedestrian and bicycle travel and safety. This assumes a change in Estes Drive from at least Seawell Drive to Franklin St and MLK within the impact area. Design changes to include at least, reduced auto speed with improved flow, continuous sidewalks on both sides of roadways,
<b>Respondent #6:</b>
All development dependent upon ability of Estes to carry increased traffic; new independent traffic impact study for current traffic patterns and future projected patterns.
Town/state willing to make investments to improve Estes from Greensboro St to Franklin St. If not, developers to pay for improvements.
Development linked to development at Carolina North and not before, and also in coordination with Carolina North.

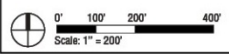
Map from Respondent #9



TOWN OF CHAPEL HILL  
Central West Focus Area

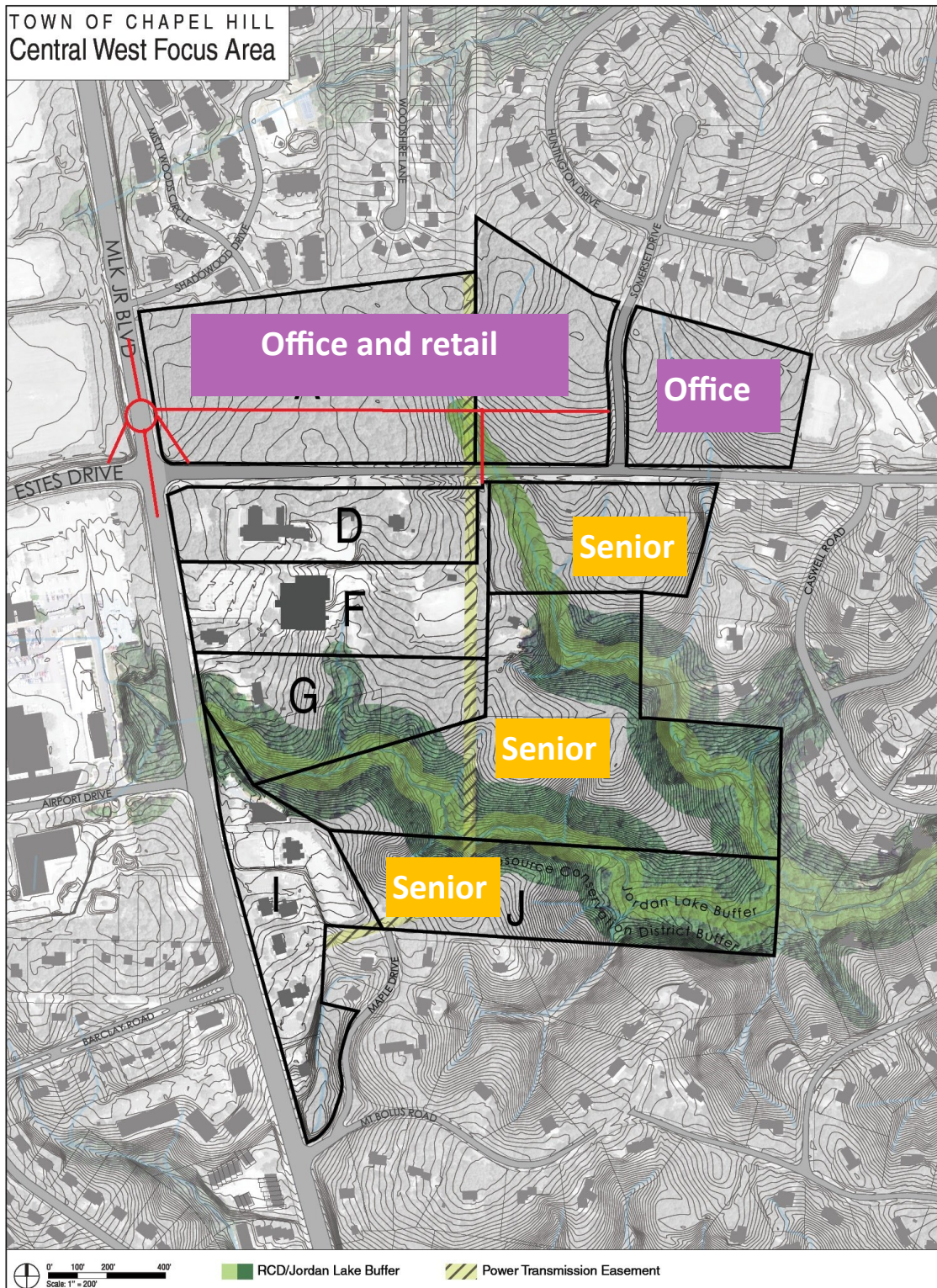
UNC

UNC



■ RCD/Jordan Lake Buffer     
 ▨ Power Transmission Easement

Map from Respondent #12



Close existing MLK & Estes intersection and add roundabout north with entrance into properties. Allow for grid that accesses MLK rather than Estes.