



Action Minutes

Central West Focus Area: Steering Committee Meeting

Meeting Date/Time: July 30, 2013, 6:00 p.m. to 9:00 p.m.

Members Present: Mia Burroughs, Lucy Carol Davis, Eric Hyman, Jeff Kidd, Julie McClintock, Sarah McIntee, Firoz Mistry, Abby Parcell, Michael Parker (co-chair), Whit Rummel, Amy Ryan (co-chair), Jared Simmons, Mickey Jo Sorrell, David Tuttle, Councilmember Jim Ward, and Buffie Webber

Members Absent: Anthony Carey and Bruce Murray

Staff Present: David Bonk, Mary Jane Nirdlinger, and Megan Wooley

Council Members Present: Sally Greene, Ed Harrison, and Jim Ward

Consultants: Rebecca Finn from Rhodeside & Harwell

Agenda Item	Discussion Points	Motions/Votes	Action
<p>1. Introductions and Opening Remarks</p>	<p>Megan Wooley, Chapel Hill Planning Department, opened the meeting and welcomed attendees. She provided an overview of the agenda and the upcoming meetings.</p> <p>She also mentioned the special topic presentation that will be given on Monday, August 12th from 7:00-8:30pm at the Chapel Hill Public Library. The topic is “Design for a Changing World: The New Practicality of Placemaking,” and the presentation will be given by Victor Dover from Kohl & Partners.</p> <p>Megan also said that she and David Bonk met with the Pastor and some parishioners from Amity Church on Monday, July 29th to discuss their vision for their property. They envision that the property will remain as a church for the next fifteen to twenty years, and they would like to have the possibility of having a coffee</p>	<p>Julie McClintock requested that the Steering Committee have an item on the next Steering Committee meeting agenda to review the Committee’s work plan. Megan said that she would email the work plan to the Committee, and the Committee agreed to review the work plan and share any thoughts with the co-chairs.</p>	

Agenda Item	Discussion Points	Motions/Votes	Action
	shop or other gathering space on the property.		
2. Public Participation/ Comments	<ul style="list-style-type: none"> • Dave Sidor: “Pedestrian” is synonymous with “walking on sidewalks.” On the Pedestrian and Bicycle Access diagram, sidewalks are not on the chart; only greenways are mentioned. • Tom: Question about the major natural gas line and an understanding of the ramifications of developing here. • Beth: She has lived in the area for two years and walks everywhere. How are we going to work on the pedestrian component? 		
3. Transportation Charrette Decision Point: <i>Bicycle and pedestrian facilities along Estes Drive</i>	<p>The Committee was asked to provide feedback and a vision for the bicycle and pedestrian facilities on Estes Drive and MLK.</p> <p>They discussed these items and agreed upon the following items:</p> <ul style="list-style-type: none"> • Looking at Option 3 from Carrboro to Franklin Street (see attached document titled: Estes Drive Bicycle & Pedestrian Access: Alternative Roadway Sections) • Prioritize the path to the schools • Give special consideration to Caswell, Elliot, Estes area and how people move through there • Consideration of turning lanes along Estes to keep traffic moving (just where needed for access – like in front of the Library) • Should have landscaping, character • On street bike lanes should be specially considered for safety • Important to improve the visibility of crosswalks – support safe crosswalks <p><i>For an overview of the comments from the transportation discussion, see the attached “Meetings Notes” document.</i></p>		

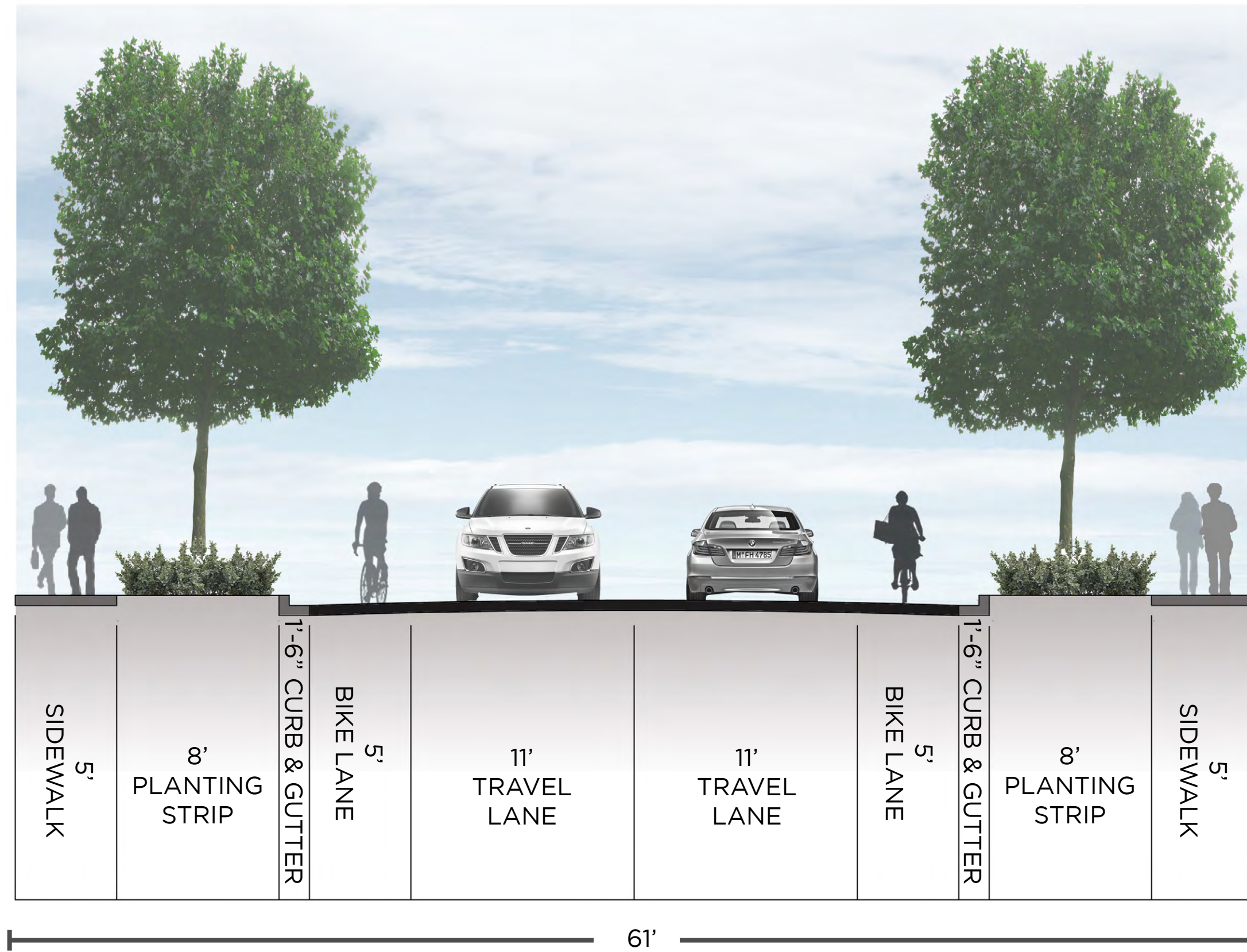
Agenda Item	Discussion Points	Motions/Votes	Action
<p>4. Land Planning Charrette</p> <p>Decision Points: <i>Draft small area plan decisions for Areas A, B, C, and E; Internal circulation through new development?</i></p>	<p>The Committee discussed the areas north of Estes Drive and their vision for what should be in these areas.</p> <p>They discussed these items and agreed upon the following items:</p> <ul style="list-style-type: none"> • For Parcel A: Area along MLK for mixed-use with a strong retail presence; Potentially having mixed-use, strong retail presence on the corner, turning onto Estes • Have buffers to the existing neighborhoods in Parcels A, B, and C • A variety of building setbacks • Inclusion of green space and plaza (space for public use) • Activity along MLK and Estes • An openness to where the parking happens • No “dead zone” – no parking lots visible from the street • Height diminishes as it approaches the neighborhood • Access along MLK needs to be thoughtfully considered and planned • Parcel A and B: Could have a gradient – retail to the west and residential to the east • Relationship from one side to MLK to the other • Activity on the street • The corner of MLK looks like someplace you can walk to <p><i>For an overview of the comments from the transportation discussion, see the attached “Meetings Notes” document.</i></p>		
<p>5. Public Participation/ Comments</p>	<ul style="list-style-type: none"> • Lynne Kane: Lighting is very important. In Chapel Hill, lights are often covered by the tree canopy. East 54 has good circulation, a plaza effect, also a UNC building is next to it that is right up to the street. Retail in the Central West area needs visibility. 		

Agenda Item	Discussion Points	Motions/Votes	Action
	<ul style="list-style-type: none"> <li data-bbox="485 217 1148 360">Elaine Marcus: Would be good to include day care and after school programs in the area. It would be good to have the Parks and Recreation Department and a play and gathering area in the Central West area. A special needs playground is needed. 		
6. Closing			The meeting adjourned at 9:00p.m.

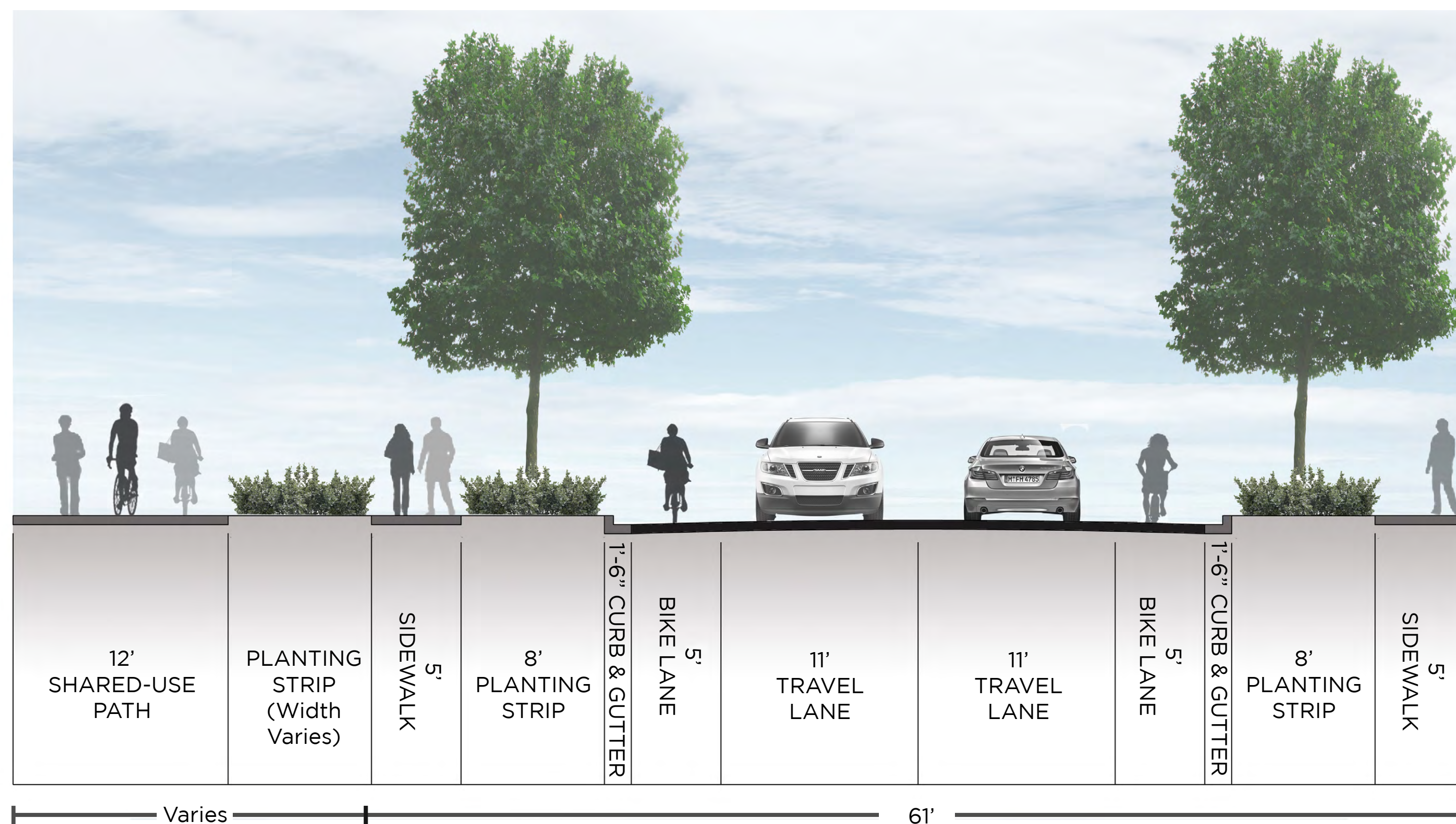
The next Steering Committee meeting will be on Wednesday, August 7th from 6:00-9:00pm in the Chapel Hill Public Library.

Estes Drive Bicycle & Pedestrian Access Alternative Roadway Sections

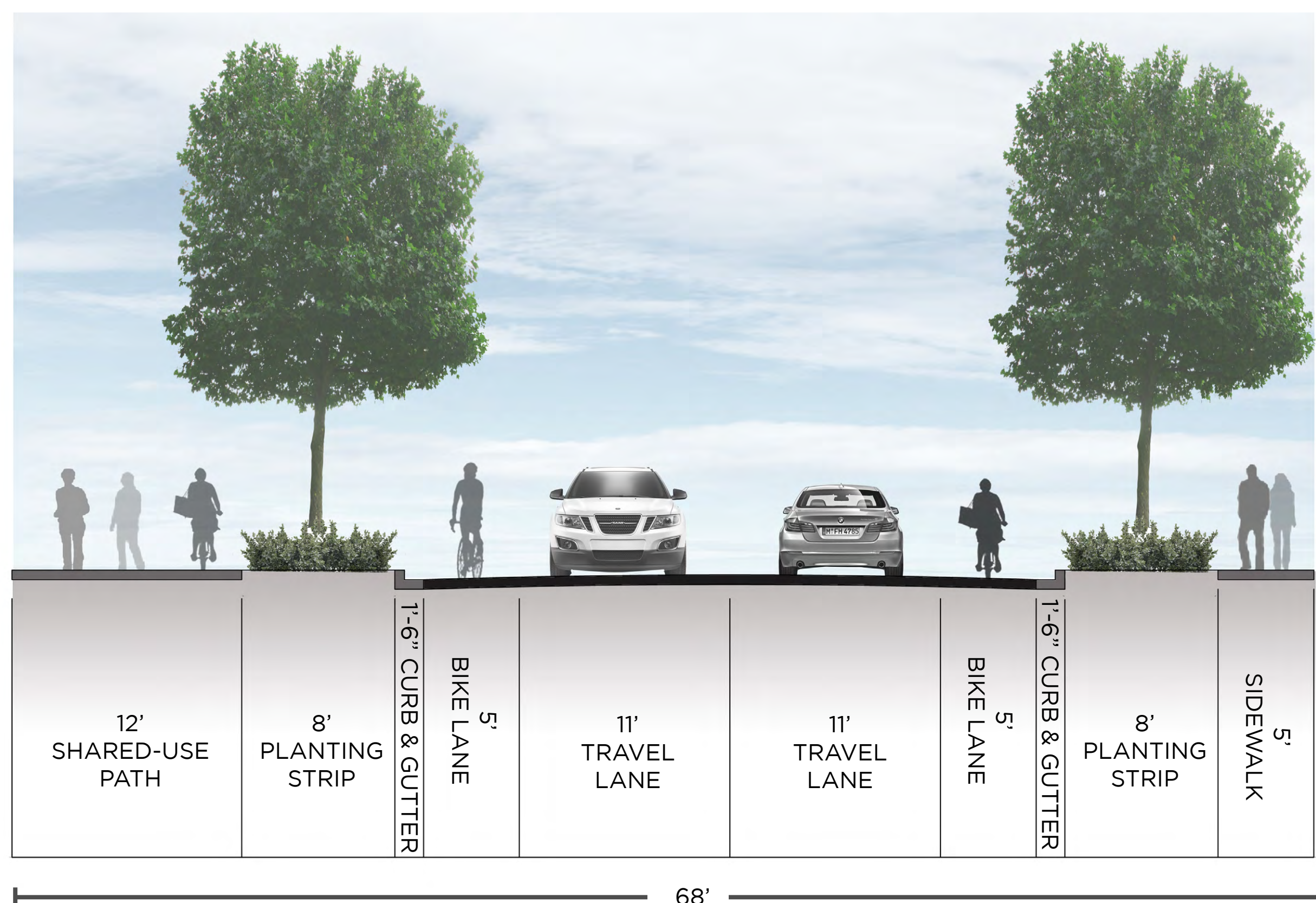
OPTION 1: ON-ROAD BIKE LANES AND SIDEWALKS (BOTH SIDES)



OPTION 2: ON-ROAD BIKE LANES, SIDEWALKS (BOTH SIDES) & SHARED-USE PATH



OPTION 3: ON-ROAD BICYCLE LANES, SIDEWALK (ONE-SIDE) & SHARED-USE PATH



Central West Steering Committee – Meeting Notes

Central West Focus Area

July 30, 2013

Notes from the Committee's Transportation Discussion

- Off-road bike lanes are key in this area
 - Could go through A, B, C parcels and wind to Elliot Road
- Next question: Sidewalks and bike paths run the full length of Estes Drive?
- Maybe have bike lanes run behind the schools?
- Bike plan should encompass entire focus area
- Separate bike paths and sidewalks (bikers and walkers move at different speeds)
- Could have bike/ped facilities along Estes Drive and within the A, B, C parcels
- Have landscaped separation between bike/ped facilities and cars
- Would be nice to have bike lanes along Estes (with off-road Estes too) – For bikers that want to get from Point A to Point B
- Prioritize off-road bike lanes since children may be biking to school
- Would like to have shade trees
- Off-road trail is a priority, Option 3 throughout the area, and Option 2 where 3 isn't possible
- Need a commitment to have bike lanes the full length of the area (with various bike-lane options – on and off road)
- Question: Are we still considering a third stop light?
- Street doesn't need to be the same width the whole length of Estes; could use some turn lanes in certain places
- Have bike/ped facilities along Estes Drive from Franklin to the campus-to-campus connector
- Improving visibility of crosswalks: Request that staff look into shaving off the top of the crest of the hill
- Need to have more crosswalks
- Unanimous support of the recommendations

- **Summary of the Discussion and General Agreement:**
 - Looking at Option 3 from Carrboro to Franklin Street
 - Prioritize the path to the schools
 - Give special consideration to Caswell, Elliot, Estes area and how people move through there
 - Consideration of turning lanes along Estes to keep traffic moving (just where needed for access – like in front of the Library)
 - Should have landscaping, character
 - On street bike lanes should be specially considered for safety
 - Important to improve the visibility of crosswalks – support safe crosswalks

Notes from the Committee's Land Use Discussion

- Could have community/civic uses near the schools
- Could have more concentrated development closer to MLK
- Don't have over 3 stories right on the street, have increased heights set back from the street to avoid the concrete canyon effect
- Have more development on the street to have a smaller footprint and protect the land behind
- Don't have retail right on Somerset
- Need to think about setbacks holistically
- Character of Estes and MLK – Keep the green, leafy feel
- Retail areas may need shorter setbacks in order to be financially healthy
- Long setbacks will not slow cars down, does not provide a visual barrier
- Have leafy areas
- Buildings should relate to the street
- Setbacks should relate to Carolina North
- This area is a gateway to campus
- Concern about bringing buildings too close to the street - we should not have the look of Franklin Street on Estes, maintain the residential character
- Businesses will want to be seen by drivers along MLK and Estes, but this might not be the primary entrance to the facility
- People are interested in having activity on the site
- There needs to be enough retail and that the retail relates to the street
- Likes the idea of the internal street circulation – could be a second street
- Have something on the corner of MLK and Estes that you want to walk to
- Would like to get rid of the powerline (have a concept that does not show this)
- Seems to be agreement that MLK north of Estes for some community-oriented retail with residential, offices
- Maybe have mixed-use on the corner, with retail being on the first floor is desirable, but leave it at this – at this point – good to have some flexibility in the plan
- Retail is desirable, maybe have density bonuses if retail is built
- Buildings need to be accessible
- Don't have retail at Somerset
- Have start-ups in this area
- Concerned about the heights (doesn't want 6-10 stories here)
- In Parcel A: Willing to give more density if access is off MLK
- Have office space in the area – people will not be there on the weekends (may help with traffic)
- Does access through Parcel A connect through to Somerset? This intersection could be signalized or have a roundabout.
- A and B should be considered together, density could be less on B
- Have a spine street along A and B

- Somerset is an important access road
- Internal roadway network could make a distinction between the existing neighborhoods and the new development
- B be should residential – maybe condos
- Residential – be more descriptive about what this means - doesn't mean "single-family homes," maybe apartment complex, fourplex, condos
- Students will be associated with Carolina North, may be interested in living in this area
- Parcel C: Could have some civic/municipal use

- **Summary of the Discussion and General Agreement:**
 - For Parcel A:
 - Area along MLK for mixed-use with a strong retail presence
 - Potentially having mixed-use, strong retail presence on the corner, turning onto Estes
 - Have buffers to the existing neighborhoods in Parcels A, B, and C
 - A variety of building setbacks
 - Inclusion of green space and plaza (space for public use)
 - Activity along MLK and Estes
 - An openness to where the parking happens
 - No "dead zone" – no parking lots visible from the street
 - Height diminishes as it approaches the neighborhood
 - Access along MLK needs to be thoughtfully considered and planned
 - Parcel A and B: Could have a gradient – retail to the west and residential to the east
 - Relationship from one side to MLK to the other
 - Activity on the street
 - The corner of MLK looks like someplace you can walk to

Information about Setbacks:

- 0 foot – Franklin Street
- 6 feet – Southern Village (stoop and small front garden)
- 10 feet – A little larger
- 20 feet – typical front yard for a single-family house
- 60 feet – in nearby residential neighborhoods
- Area does not need to have all the same setbacks, can have varying setbacks