



Central West Focus Area Steering Committee Meeting

October 3, 2013

Training Room, Transit Building



Agenda

- Introductions and Opening Remarks (Approximately 10 minutes)
- Public Participation/Comments (Approximately 10 minutes)
- Debrief from Planning Board Meeting (Approximately 15 minutes) - Megan Wooley
- Review Stormwater Measures (Approximately 15 minutes) - Megan Wooley and Matt Sullivan
- Review Possible Traffic Parameter Language (Approximately 15 minutes) - David Bonk and Matt Sullivan
- Density Discussion (Approximately 40 minutes) - Michael Parker, Megan Wooley, and Matt Sullivan



Agenda

- Review Draft Vision (Approximately 25 minutes) - Michael Parker and Matt Sullivan
- Review Draft Street Character Vision (Approximately 25 minutes) – Lucy Carol Davis and Matt Sullivan
- Review Additional Recommendations Document (Approximately 10 minutes) - Megan Wooley and Matt Sullivan
- Next Steps (Approximately 5 minutes) - Megan Wooley
- Public Participation/Comments (Approximately 10 minutes)
- Closing

These are the next steps for the Central West process.

Date	Meeting	Goal
October 8 (Next Tuesday)	Steering Committee	Review full draft plan
October 15	Planning Board	Provide recommendation about plan to Council
October 21	Council Public Hearing	Receive input about plan
November 7	Steering Committee	Answer questions that may have arisen from Public Hearing
November 25	Council Business Meeting	Possible endorsement of plan

We anticipate returning to the Planning Board on 10/15 with the draft Small Area Plan.

« Previous Month		October 2013					Next Month »
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
29	30 6:00 PM <u>Council Work Session</u>	1 5:00 PM <u>Bike Plan Worksession</u> 5:30 PM <u>Council Committee on Economic Development - Council Work Session</u> 7:00 PM <u>Planning Board</u>	2 7:00 PM <u>Board of Adjustment - RESCHEDULED to November 6</u>	3 6:00 PM <u>Justice in Action Committee Meeting</u> 6:00 PM <u>Central West Focus Area Steering Committee Meeting</u>	4	5	
6	7 5:30 PM <u>Council Special Meeting</u> 7:00 PM <u>Human Services Advisory Board</u>	8 6:00 PM <u>Central West Focus Area Steering Committee Meeting</u>	9 5:30 PM <u>Council Special Meeting</u> 5:30 PM <u>Chapel Hill Public Arts Commission</u> 7:00 PM <u>Community Policing Advisory Committee Meeting</u>	10 10:00 AM <u>Shred-A-Thon</u> 7:00 PM <u>Transportation Board Meeting</u> 7:30 PM <u>Historic District Commission</u>	11	12	
13	14 5:15 PM <u>Library Board of Trustees</u>	15 7:00 PM <u>Planning Board</u>	16 7:00 PM <u>Council Business Meeting</u> 7:00 PM <u>Parks and Recreation Commission</u> 7:00 PM <u>Community Design Commission - RESCHEDULED to October 23</u>	17 4:00 PM <u>Tar Heel Downtown</u>	18 10:15 AM <u>Council Committee: Sustainability, Energy, and Environment</u>	19	
20	21 7:00 PM <u>Council Public Hearing</u>	22 11:00 AM <u>Public Transit Committee</u> 6:00 PM <u>Stormwater Management Utility Advisory Board</u> 6:30 PM <u>Public Housing Program Advisory Board</u> 7:00 PM	23 7:00 PM <u>Community Design Commission</u> 7:00 PM <u>Greenways Commission</u>	24 6:00 PM <u>Bike to the Future II</u> 7:00 PM <u>Transportation Board Meeting</u>	25	26	

Proposed Stormwater Language to Include in the Central West Small Area Plan

Language to be included in Chapter 4: Concept Plan:

Stormwater management shall be integrated into the site, building, and landscape design. Stormwater management strategies shall be coordinated and applied in a comprehensive manner in the "Evaluation for Form and Use Planning Area" in the Central West Focus Area.

The conceptual stormwater management plan (Plan) shall include hydrologic analyses of the existing conditions (pre-development) and the undeveloped conditions (forested). At a minimum, the proposed conditions hydrology will not exceed the pre-development (existing) conditions. Additionally, the Plan will strive to make the proposed conditions hydrology match the undeveloped conditions, to the maximum extent practicable. The conceptual stormwater management plan will identify the discharge points from the development area and the limited development area that will be analyzed with each site development plan application.

The Plan shall identify the stormwater impacts and document on individual site development permit applications how those stormwater impacts will be mitigated. Stormwater management plans will comply with applicable Town stormwater management requirements, applicable federal and state rules, and applicable federal and state laws.

The stormwater design criteria shall address peak rates, volumes, and quality as follows:

1. The post-development stormwater runoff peak discharge rate shall be controlled such that the post-development runoff peak discharge rate at all locations where stormwater runoff exits the development (or at points designated in the conceptual plan) shall not exceed the pre-development (existing conditions) stormwater runoff peak discharge rate for the 1-year, 2-year, and 25-year, frequency, 24-hour duration storm events.
2. The post-development stormwater runoff volume shall be controlled such that the post-development runoff volume, at all locations where stormwater runoff exits the development area (or at other points designated in the conceptual plan) shall not exceed the pre-development (existing conditions) runoff volume for the 2-year frequency, 24-hour duration storm event.
3. The stormwater water quality volume shall be treated as required by current and future Town, federal or state rules.

Stormwater management facilities shall not be located in any street rights-of-way maintained by the Town unless mutually agreed upon but may be located within rights-of-way maintained by the Owner. Stormwater management facility outlets shall be located a minimum of 30 feet from adjacent private property boundaries, and facility discharges toward private property shall be in a sheet flow condition.

Stormwater facilities shall not be located in the Resource Conservation District streamside zones established in the LUMO or in stream buffers as restricted by applicable Jordan Water Supply Nutrient Strategy rules or statutes.

Central West area will be required to comply with stormwater management and riparian buffer regulations.

These regulations and next steps address stormwater in the Central West area.

The following factors can limit density in the Central West area.

Goal for Open Space	_____ %
Height	<i>Committee has a few left to discuss.</i>
Uses	See draft plan
Impervious Surface Regulations	<i>Include statement in plan: New development cannot exceed current impervious surface regulations; applicants for development should attempt to reduce the impervious surface in this area beyond the requirements.</i>
Internal circulation	Described in draft plan
Parking	Included in objectives for Principle 1 and 7.

The following factors can limit density in the Central West area.

Goal for Open Space	_____ %
Height	<i>Committee has a few left to discuss.</i>
 Uses	See draft plan
Impervious Surface Regulations	<i>Include statement in plan: New development cannot exceed current impervious surface regulations; applicants for development should attempt to reduce the impervious surface in this area beyond the requirements.</i>
 Internal circulation	Described in draft plan
 Parking	Included in objectives for Principle 1 and 7.

Proposed Vision

The Central West area is a vibrant, diverse, and safe community that embraces Carolina North and the surrounding neighborhoods and provides a visible gateway to central and downtown Chapel Hill. The development of the area enhances the quality of life for the Town of Chapel Hill and those who reside in the surrounding neighborhoods. The Central West area responds to the needs of the Town, the neighborhoods, and the evolving Carolina North campus by:

- Developing walkable and bikeable destinations that include locally-focused retail and public green spaces and amenities, including a “town square”
- Improving the attractiveness and safety for pedestrians – particularly school children and bicyclists by creating new sidewalks, bicycle paths, and greenways, while also improving the existing infrastructure
- Respecting the integrity and needs of the surrounding neighborhoods while inviting them into to the new destinations, amenities, and public spaces
- Mitigating the impact of new development on traffic through increased utilization of public transit and limited (defined) road enhancements
- Respecting the environment, enhancing the area’s natural features, and implementing storm water management standards
- Providing for a diversity of both uses and population

Proposed Street Character Vision

- MLK and Estes Drive Streetscape Elements
 - Intersection Characters
 - Short Setbacks
 - Building facades
 - Inclusion of Green Space
- MLK Streetscape Elements
 - Landscaped Median
 - Pedestrian Refuges
 - Bicycle and Pedestrian Buffers
- MLK and Estes Drive Streetscape Elements
 - Street Frontage
 - Buildings and Street Furnishings
 - Estes Drive – From Schools to Library

Proposed Street Character Vision

CENTRAL WEST FOCUS AREA	DRAFT OF STREETScape MATRIX
STREETSCAPE ELEMENTS	<u>MLK, JR. BLVD.</u>
LANDSCAPED BORDER BETWEEN STREET AND SIDEWALKS	ADD ALONG ENTIRE LENGTH
STREET TREES (SHADE QUALITY) BETWEEN SIDEWALK AND STREET	ADD ALONG ENTIRE LENGTH
LANDSCAPE MEDIAN WITH TURN LANES AS NEEDED	ADD ALONG ENTIRE LENGTH
NO DOUBLE DIRECTION CENTER LANES	ADD ALONG ENTIRE LENGTH
SIGNALIZED CROSSWALKS	AT BUS STOPS
PEDESTRIAN REFUGE AREAS IF MORE THAN 2 LANES TO CROSS	
SIDEWALKS WIDEN TO SERVE AS PEDESTRIAN GATHERING AREAS	IN FRONT OF COMMERCIAL DEVELOP.
COMMERCIAL BUILDINGS OPEN TO THE STREET	IN FRONT OF COMMERCIAL DEVELOP.
AWNINGS OR OTHER SHELTERED STRUCTURES	IN FRONT OF COMMERCIAL DEVELOP.
BUS STOPS-SHELTER, BENCHES AND BIKE STORAGE PER 1/4 MILE	ADD ALONG ENTIRE LENGTH
BUS STOPS-BENCHES PER 1/4 MILE	
MAXIMUM SPEED 35 MPH	ADD ALONG ENTIRE LENGTH
MAXIMUM SPEED 25 MPH	
PUBLIC ART	INCLUDE IN COMMERCIAL AREAS
LOW STONE WALLS TO SEPARATE PUBLIC AND PRIVATE REALMS	WHERE APPROPRIATE
AMBIENT STREET LIGHTING	ADD ALONG ENTIRE LENGTH
10' HIGH DOWNLIGHTS FOR PEDESTRIAN WALKS AND PATHS	IN FRONT OF COMMERCIAL DEVELOP.
COLOR CODED IDENTIFICATION SIGNAGE	WHERE APPROPRIATE
VARIED MATERIALS FOR INTERSECTIONS AND CROSSWALKS	AT INTERSECTIONS AND BUS STOPS

Proposed Street Character Vision

CENTRAL WEST FOCUS AREA	
STREETSCAPE ELEMENTS	<u>ESTES DRIVE-SOMERSET TO MLK</u>
LANDSCAPED BORDER BETWEEN STREET AND SIDEWALKS	ADD ALONG ENTIRE LENGTH
STREET TREES (SHADE QUALITY) BETWEEN SIDEWALK AND STREET	ADD ALONG ENTIRE LENGTH
LANDSCAPE MEDIAN WITH TURN LANES AS NEEDED	ADD ALONG ENTIRE LENGTH
NO DOUBLE DIRECTION CENTER LANES	ADD ALONG ENTIRE LENGTH
SIGNALIZED CROSSWALKS	AT BUS STOPS
PEDESTRIAN REFUGE AREAS IF MORE THAN 2 LANES TO CROSS	
SIDEWALKS WIDEN TO SERVE AS PEDESTRIAN GATHERING AREAS	IN FRONT OF COMMERCIAL DEVELOP.
COMMERCIAL BUILDINGS OPEN TO THE STREET	IN FRONT OF COMMERCIAL DEVELOP.
AWNINGS OR OTHER SHELTERED STRUCTURES	IN FRONT OF COMMERCIAL DEVELOP.
BUS STOPS-SHELTER, BENCHES AND BIKE STORAGE PER 1/4 MILE	ADD ALONG ENTIRE LENGTH
BUS STOPS-BENCHES PER 1/4 MILE	
MAXIMUM SPEED 35 MPH	
MAXIMUM SPEED 25 MPH	ADD ALONG ENTIRE LENGTH
PUBLIC ART	INCLUDE IN COMMERCIAL AREAS
LOW STONE WALLS TO SEPARATE PUBLIC AND PRIVATE REALMS	WHERE APPROPRIATE
AMBIENT STREET LIGHTING	ADD ALONG ENTIRE LENGTH
10' HIGH DOWNLIGHTS FOR PEDESTRIAN WALKS AND PATHS	IN FRONT OF COMMERCIAL DEVELOP.
COLOR CODED IDENTIFICATION SIGNAGE	WHERE APPROPRIATE
VARIED MATERIALS FOR INTERSECTIONS AND CROSSWALKS	AT INTERSECTIONS AND BUS STOPS

Proposed Street Character Vision

CENTRAL WEST FOCUS AREA	
STREETSCAPE ELEMENTS	<u>ESTES DRIVE - SOMERSET TO LIBRARY</u>
LANDSCAPED BORDER BETWEEN STREET AND SIDEWALKS	ADD AS OPPORTUNITIES ARISE
STREET TREES (SHADE QUALITY) BETWEEN SIDEWALK AND STREET	ADD AS OPPORTUNITIES ARISE
LANDSCAPE MEDIAN WITH TURN LANES AS NEEDED	ADD AS OPPORTUNITIES ARISE
NO DOUBLE DIRECTION CENTER LANES	ADD ALONG ENTIRE LENGTH
SIGNALIZED CROSSWALKS	WHERE APPROPRIATE
PEDESTRIAN REFUGE AREAS IF MORE THAN 2 LANES TO CROSS	
SIDEWALKS WIDEN TO SERVE AS PEDESTRIAN GATHERING AREAS	AT BUS STOPS ONLY
COMMERCIAL BUILDINGS OPEN TO THE STREET	N/A
AWNINGS OR OTHER SHELTERED STRUCTURES	N/A
BUS STOPS-SHELTER, BENCHES AND BIKE STORAGE PER 1/4 MILE	
BUS STOPS-BENCHES PER 1/4 MILE	ADD AS OPPORTUNITIES ARISE
MAXIMUM SPEED 35 MPH	
MAXIMUM SPEED 25 MPH	ADD AS OPPORTUNITIES ARISE
PUBLIC ART	
LOW STONE WALLS TO SEPARATE PUBLIC AND PRIVATE REALMS	WHERE APPROPRIATE
AMBIENT STREET LIGHTING	ADD ALONG ENTIRE LENGTH
10' HIGH DOWNLIGHTS FOR PEDESTRIAN WALKS AND PATHS	AT BUS STOPS
COLOR CODED IDENTIFICATION SIGNAGE	WHERE APPROPRIATE
VARIED MATERIALS FOR INTERSECTIONS AND CROSSWALKS	AT CROSSWALKS

Proposed Street Character Vision

CENTRAL WEST FOCUS AREA	
STREETSCAPE ELEMENTS	<u>ESTES DRIVE MLK TO CARRBORO</u>
LANDSCAPED BORDER BETWEEN STREET AND SIDEWALKS	ADD AS OPPORTUNITIES ARISE
STREET TREES (SHADE QUALITY) BETWEEN SIDEWALK AND STREET	ADD AS OPPORTUNITIES ARISE
LANDSCAPE MEDIAN WITH TURN LANES AS NEEDED	ADD ALONG ENTIRE LENGTH
NO DOUBLE DIRECTION CENTER LANES	ADD ALONG ENTIRE LENGTH
SIGNALIZED CROSSWALKS	WHERE APPROPRIATE
PEDESTRIAN REFUGE AREAS IF MORE THAN 2 LANES TO CROSS	
SIDEWALKS WIDEN TO SERVE AS PEDESTRIAN GATHERING AREAS	AT BUS STOPS
COMMERCIAL BUILDINGS OPEN TO THE STREET	AS APPROPRIATE
AWNINGS OR OTHER SHELTERED STRUCTURES	AS APPROPRIATE
BUS STOPS-SHELTER, BENCHES AND BIKE STORAGE PER 1/4 MILE	
BUS STOPS-BENCHES PER 1/4 MILE	ADD AS OPPORTUNITIES ARISE
MAXIMUM SPEED 35 MPH	ADD ALONG ENTIRE LENGTH ?
MAXIMUM SPEED 25 MPH	
PUBLIC ART	ADD AS OPPORTUNITIES ARISE
LOW STONE WALLS TO SEPARATE PUBLIC AND PRIVATE REALMS	WHERE APPROPRIATE
AMBIENT STREET LIGHTING	ADD ALONG ENTIRE LENGTH
10' HIGH DOWNLIGHTS FOR PEDESTRIAN WALKS AND PATHS	AT BUS STOPS
COLOR CODED IDENTIFICATION SIGNAGE	WHERE APPROPRIATE
VARIED MATERIALS FOR INTERSECTIONS AND CROSSWALKS	AT INTERSECTIONS AND BUS STOPS

Recommendations

For discussion at the October 3, 2013 Steering Committee Meeting

These recommendations are items that the Committee has discussed. Tonight, we will be asking the Committee to consider approving these items to be placed in the Small Area Plan. If the Committee approves this, then the subcommittee that is reviewing the Small Area Plan language will be asked to incorporate these statements.

Recommendations for Traffic

- Develop traffic parameters to evaluate development applications.
- Have Town staff look into the possibility of the power easement being used as a road, or a greenway if a road is not feasible.
- Have Town staff investigate the appropriate location of a traffic circle or light.
- Investigate a center turn lane on Estes Drive east of Somerset Drive.
- Have Town staff investigate creating a new road that extends through the properties north of Estes Drive in the "Evaluation for Form & Use Area" to the school property which could act as a secondary school entrance.
- If the owners of Shadowwood Apartments are amenable or as a condition of redevelopment, connect the property at the corner of Martin Luther King Jr. Blvd. and Estes Drive with Misty Woods Circle to increase connectivity.
- Work with the Chapel Hill-Carrboro City Schools to consider road crossing improvements at the intersection of the schools and Estes Drive.
- Implement crosswalk improvements along Estes Drive Extension.

Recommendations for Resource Conservation District Overlay Areas

- If landowners are amendable, consider the idea of a land swap for the land that is nestled between the Resource Conservation District overlay areas.
- In the area nestled between the Resource Conservation District overlay, greater heights have been allowed in this area in order to preserve the natural space; therefore, building footprints should be minimized in this area.
- Enhance the Resource Conservation District space that is adjacent to the Martin Luther King Jr. road frontage; include connections such as walking paths that access the natural space.

Recommendation for Green Space

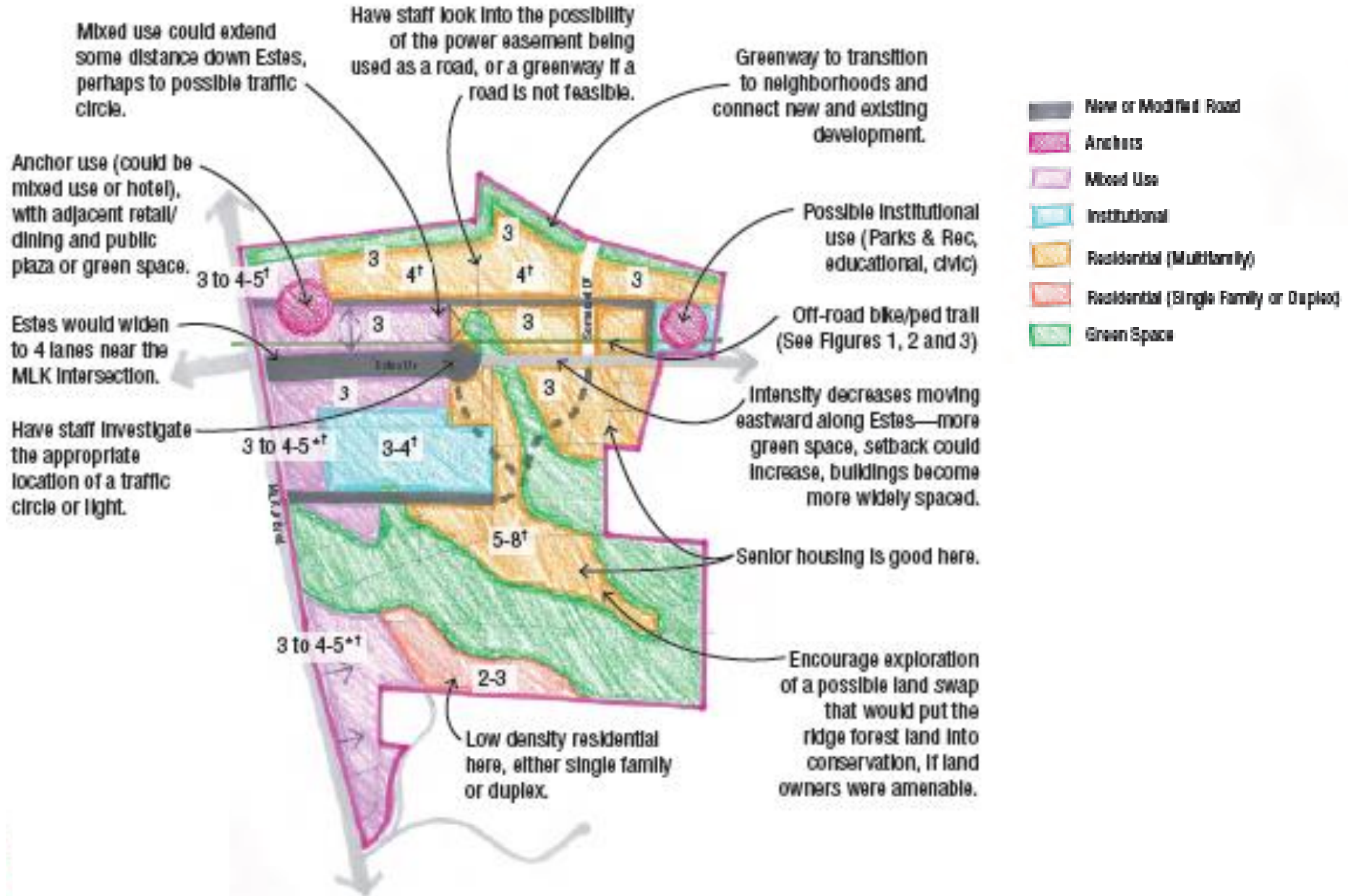
- Significant green spaces should be maintained throughout the area, and development should include open green space, maintain the tree canopy, cluster development to limit large building footprints, and create a "town square," or plaza near the corner of Martin Luther King Jr. Blvd. and Estes Drive/the retail spaces.

Recommendation for Development

- Major land parcels in the "Evaluation for Form & Use Area" should be considered together for development.

**These are
recommendations
that the Steering
Committee has been
discussed.**

**Would the
Committee like to
include these in the
language in *Chapter 4
of the Small Area
Plan?***





These heights need to be discussed.

