



# **Central West Focus Area Steering Committee Meeting**

**October 8, 2013**

**Training Room, Transit Building**



# Agenda

- Introductions and Opening Remarks (Approximately 10 minutes)
- Public Participation/Comments (Approximately 10 minutes)
- Review of Draft Central West Small Area Plan (1 hour and 30 minutes)
- Discussion of Additional Items (1 hour)
  - Objectives for Principle #2
  - General Setbacks
  - Transportation Vision
- Public Participation/Comments (Approximately 10 minutes)
- Closing

# These are the next steps for the Central West process.

Date	Meeting	Goal
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	

# Revised Objectives for Principle #2

*Includes revisions made to the objectives during the 10/8 meeting*

## Principle 2: Ensure Community Compatibility

Development will provide a graceful transition between the existing residential and institutional uses and the new uses evolving around the Martin Luther King Jr. Blvd./Estes Drive intersection near the Carolina North campus.

~~D. Match existing single family character, where it exists, by making multi-family duplexes, quad-plexes, etc./ having new construction resemble single-family homes.~~

E. *Consideration should be given to allowing ~~permitting~~ The* existing neighborhoods, especially near the new development, ~~may consider to construct~~ ancillary apartment/cottage development on existing properties to increase density, ~~for complete visual integration,~~ while preserving ~~single-family-existing~~ character.

F. ~~Integrate the new development seamlessly with the~~ existing neighborhoods. The first line in every new development, *if* adjacent to ~~old existing~~ neighborhood buildings, will ~~match~~ complement the character (e.g., scale, materials, and setbacks) of the ~~old~~ neighborhood edge before transitioning to different style or housing type.

# Pictures of Setbacks



# Pictures of Setbacks



# Pictures of Setbacks





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# Pictures of Setbacks



# Pictures of Setbacks



# Pictures of Setbacks



# Draft Transportation Vision

Transportation and connectivity for all modes in the Central West Focus Area has been key to developing this Central West Small Area Plan. The community has voiced a strong preference for changes that do not create a burden on the existing transportation system and that enhances the use of bicycles, transit, and walking and creates a safe environment for all. The plan recognizes that Estes Drive is a significant east-west arterial road in Chapel Hill with existing congestion at peak hours, and that it can be either a barrier or an asset to the adjoining neighborhoods and institutions. A community vision will aid the Town in coordinating improvements to Estes Drive and Martin Luther King Jr. Blvd with the NC State Department of Transportation, who currently owns and maintains these roads.

This plan strives to balance demands and opportunities created by new uses. The improvement of the bicycle, pedestrian, and transit facilities is strongly supported. As new uses are developed, the Committee recommends that roadway mitigation measures be limited to those that do not create an automobile-oriented character and ensure a bicycle and pedestrian friendly environment.

The plan contains a framework for improvements at the Estes Drive/Martin Luther King Jr. Blvd. intersection, internal roads within new development to take pressure off the intersection, specific points of access to existing neighborhood roads, and a limited cross-section for the length of Estes Drive.

Respecting and promoting the pedestrian, cyclist, and transit user over full convenience of the automobile may mean that reduced speeds and some peak-hour congestion are acceptable trade-offs against full-flowing movement of automobiles at all times. This balance among multiple constituencies will need to be carefully considered as specific proposed changes in the Central West area are advanced.







