

Glen-Lennox



GRUBB PROPERTIES

Development Agreement Public Session #2: Transportation and Connectivity

December 10, 2013

Agenda

This presentation will provide you an overview of the following topics:

Traffic

Transit

Parking

Streets

Sidewalks

Bikeways and Greenways

Each public meeting addresses separate topics of interest to all stakeholders. When finalizing the development agreement, we will have to balance all of the interests of all stakeholders and view the redevelopment holistically.

Guiding Principles

1. Value the **history** of neighborhood and the Glen Lennox apartment and commercial property
2. Preserve **street** network
3. Create & maintain **open public space**
4. Balance the new development with preservation of the **trees** and tree canopy
5. Keep a portion of the **buildings**
6. Transition and vary **density** and **height** of the buildings
7. Provide landscaped buffers for sensitive **neighbors**
8. Preserve **Church of the Holy Family's** visibility and accessibility
9. Create an effective **transportation** strategy
10. Encourage community **sustainability**
11. Encourage and support community **diversity**

PRESERVE THE STREET NETWORK

- » Maintain a north-south street as a spine through the neighborhood
- » Street preservation allows for infrastructure and landscaping preservation
- » Preserve the curvilinear street network for aesthetics and traffic calming

CREATE AN EFFECTIVE TRANSPORTATION STRATEGY

- » Include bicycle and pedestrian amenities such as dedicated bike space and sidewalks
- » Integrate the proposed bus rapid transit station along the periphery of Block 8 of the Glen Lennox property
- » Provide greenways
- » Accommodate bus service
- » Ensure connectivity throughout the whole site

PRESERVE THE CHURCH OF THE HOLY FAMILY'S VISIBILITY AND ACCESSIBILITY

- » Allow for adequate green space in the transitional area between the Church and the new apartments
- » Preserve the tree line along Brandon Road
- » Have appropriate adjacent uses and be height sensitive
- » Ensure accessibility from 15-501

Transportation

We are committed to building a community that manages automobile, pedestrian, and bicycle activities in conjunction with the 11 guiding principles. We are in the process of analyzing what transportation improvements are effective and achievable.

When reviewing the HNTB TIS, our initial concerns are:

1. Impact the street design has on walkability



W. Big Beaver RD & Lakeview Dr. in Michigan

For example, a super street is a suburban transportation improvement that you don't typically see in walkable, urban environments.

While a pedestrian has a refuge area, the crossing experience is not pleasant and is delayed by having two stages of crossing.

When reviewing the HNTB TIS, our initial concerns are:

1. Impact the street design has on walkability
2. Impact the street design has on experience of entering neighborhood



W. Big Beaver RD & Lakeview Dr. in Michigan

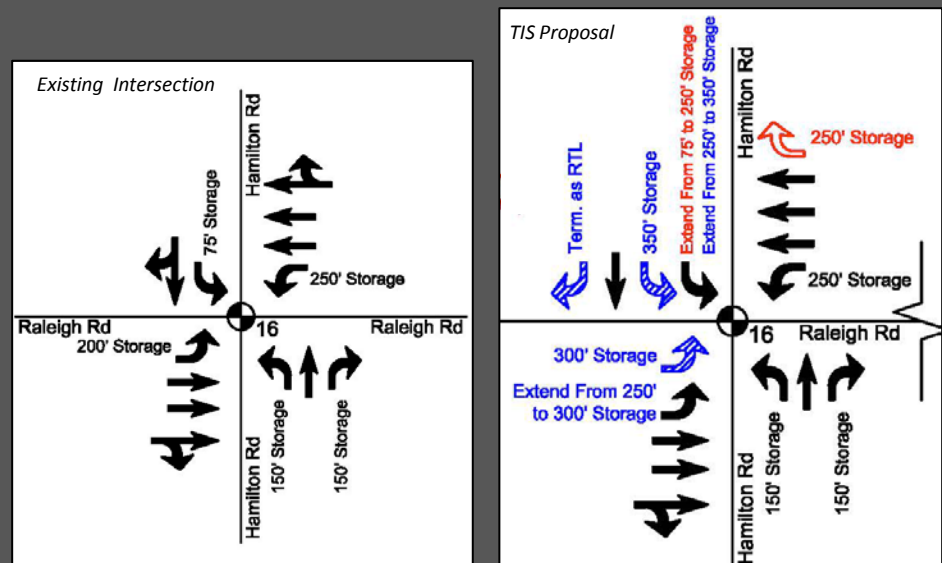
We want residents, patrons, and visitors to have a clear sense of entry and a positive experience when entering into the Glen Lennox neighborhood. Many studies describe the driver confusion as a result of the super street unique design. We also want to be careful to not create hard and cold entrances by increasing asphalt and reducing green space.

When reviewing the HNTB TIS, our initial concerns are:

1. Impact the street design has on walkability
2. Impact the street design has on experience of entering neighborhood
3. Impact of widening streets on open space, trees, and developable land



For example, what would be lost in the 2012 Concept Plan if you added additional lanes to NC54? (diagram not to scale)



TIS Recommended Improvements compared to Existing Hamilton and Raleigh Road intersection.

When reviewing the HNTB TIS, our initial concerns are:

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3. Impact of widening streets on open space, trees, and developable land
4. Impact of right of ways on the viability of improvements



For example, what would be lost in the 2012 Concept Plan if you added additional lanes to NC54? *(diagram not to scale)*

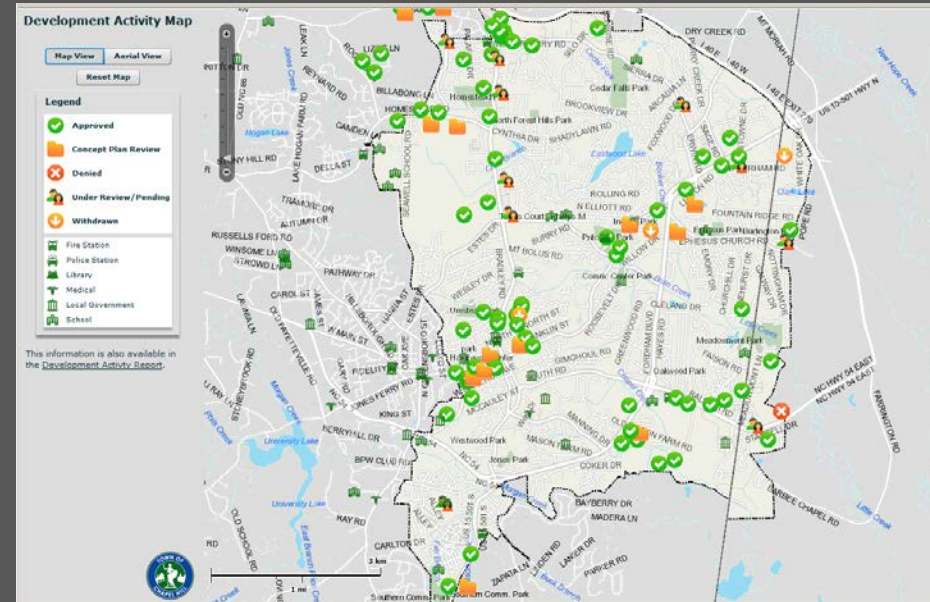


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1. Impact the street design has on walkability
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3. Impact of widening streets on open space, trees, and developable land
4. Impact of right of ways on the viability of improvements
5. Allocation of financial responsibility

“The operation and maintenance of superstreets can be higher than other street designs.”

(http://mobility.tamu.edu/mip/strategies_pdfs/added-capacity/technical-summary/Superstreets-4-Pg.pdf)



Chapel Hill's past development and transportation decisions coupled with future development have an impact on traffic that needs to be considered when addressing what mitigations are the responsibility of Glen Lennox.

Cost of improvements is a variable in the decision of what solutions to implement.

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3. Impact of widening streets on open space, trees, and developable land
4. Impact of right of ways on the viability of improvements
5. Allocation of financial responsibility
6. Impact of improvements on accessibility to businesses



For example, what will be the impact on the existing gas station and shopping center if you close a curb cut on NC54?

When reviewing the HNTB TIS, our initial concerns are:

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4. Impact of right of ways on the viability of improvements
5. Allocation of financial responsibility
6. Impact of improvements on accessibility to businesses
7. Timing of improvements

Our transportation consultant has been reviewing the synchro files and determined that the mitigations in the HNTB TIS don't necessarily need to be implemented as early as prescribed in the TIS in order to achieve an acceptable level of service.

We would like to implement the improvements only as necessary to allocate the financial impact accurately across each phase.

Next step is to meet with Town of Chapel Hill and Regional transportation representatives, NCDOT representatives, and consultants. We need to look at the traffic impacts and proposed improvements holistically and determine the best solutions that mitigate traffic increases and are financially feasible, physically feasible, and have minimal impact on the surrounding built environment.

Transit

Transit plays a significant role in the success of the neighborhood today and even more so in the future.

As Transit gets improved and planned, we believe the following connections to Glen Lennox should be considered:

UNC Main Campus

UNC Hospital

Downtown/Franklin Street

University Mall

Ephesus Church Road-Fordham Blvd

Carolina North

Friday Center Park & Ride

RDU Airport

Research Triangle Park

Other regional connections

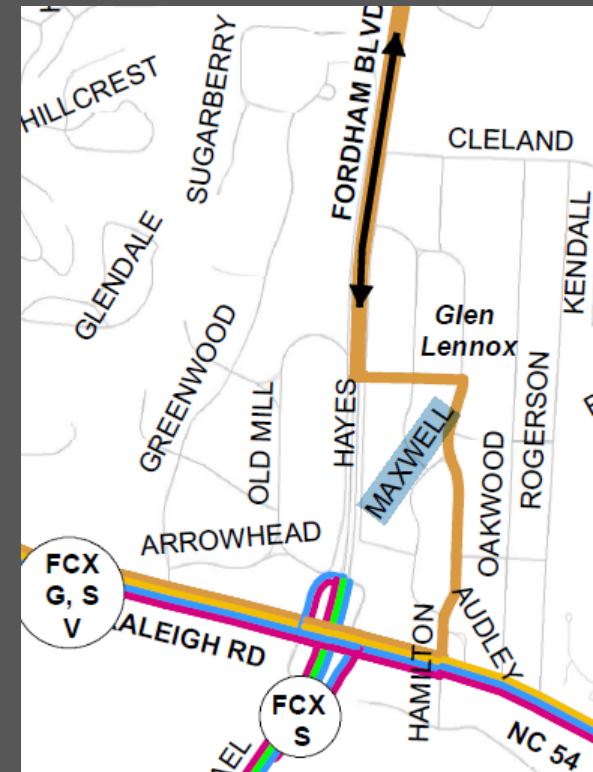


Transit plays a significant role in the success of the neighborhood today and even more so in the future.

Local & Regional Buses

We believe the bus system should continue to connect Glen Lennox to the larger community and should be improved as the ridership increases as a result of the development, including new and revised routes and improved stops/shelters.

Revised routes and stops will be determined with Chapel Hill & Triangle Transit during development design.



Current Bus System Map

Transit plays a significant role in the success of the neighborhood today and even more so in the future.

Bus Rapid Transit

A BRT plan for 15-501 is still in the research stage and is not yet a reality. As a result, we do not plan to address BRT in the development agreement. However, we hope to be included in future discussions so we may proactively plan for a potential station at or near Glen Lennox.



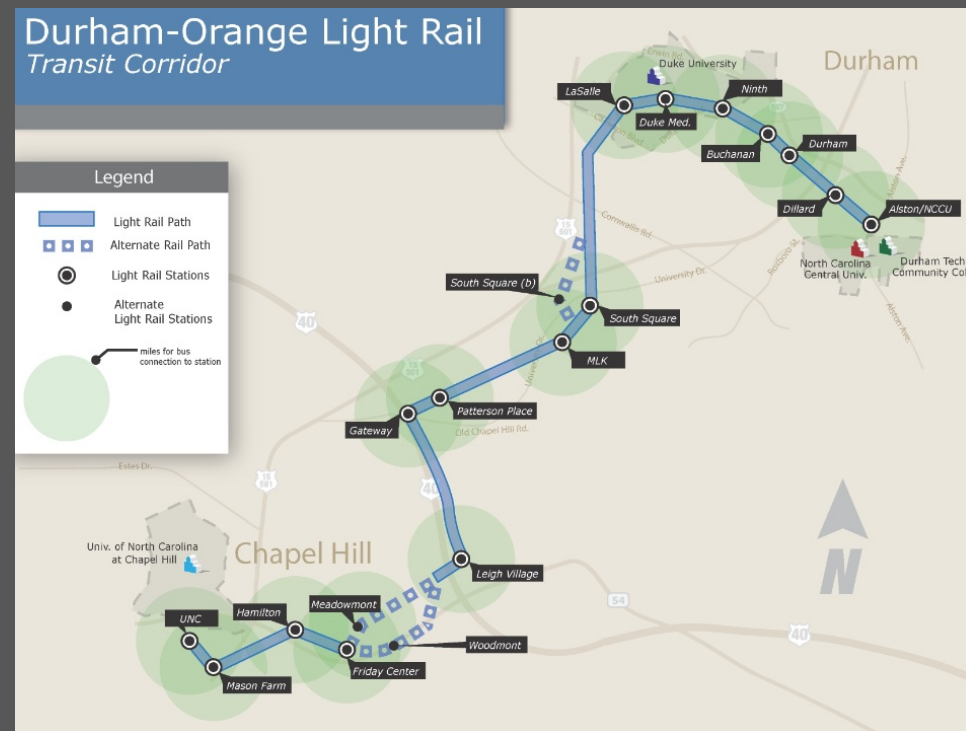
Suffolk County's BRT

Transit

Transit plays a significant role in the success of the neighborhood today and even more so in the future.

Light Rail

We will work with Triangle Transit and other stakeholders to incorporate Glen Lennox in the larger signage program.



Proposed Light Rail Route

Parking

Parking will include on street spaces, surface lots, and parking decks.
The NCD Plan includes parking ratios, placement guidelines, and screening guidelines.

USE	PARKING RATIO
R = Residential	1.25 space/du
C = Commercial (Retail/ Restaurant)	4 space/1k SF
O = Office	3 space/1k SF
MO = Medical Office	4 space/1k SF
H = Hotel	1 space/room
+ = Group Care Facility	1 space/2 beds
* = Place of Assembly	1 space/4 people

PLACEMENT GUIDELINES

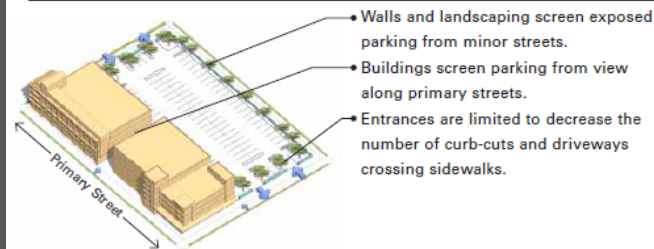
- » Parking areas are necessary components to development, but are best located out of public view.
- » Vehicular and pedestrian access points to parking areas should be visible and easily accessed from public rights-of-way.
- » Parking structures can either be connected to other buildings, or free standing and naturally ventilated.

SCREENING GUIDELINES

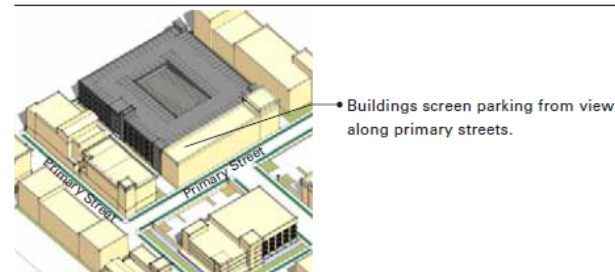
- » Surface parking lots are permitted within the interior of blocks. They should be screened from public rights-of-way by buildings, low walls, fences, or landscaping.
- » Parking garages should be lined by buildings along public rights-of-way. When exposed to the street, they must have an architectural treatment to the facade.



SCREENED SURFACE LOT



SCREENED GARAGE



It is recommended that where a garage is exposed to pedestrian passages, the facade is articulated architecturally.

Parking

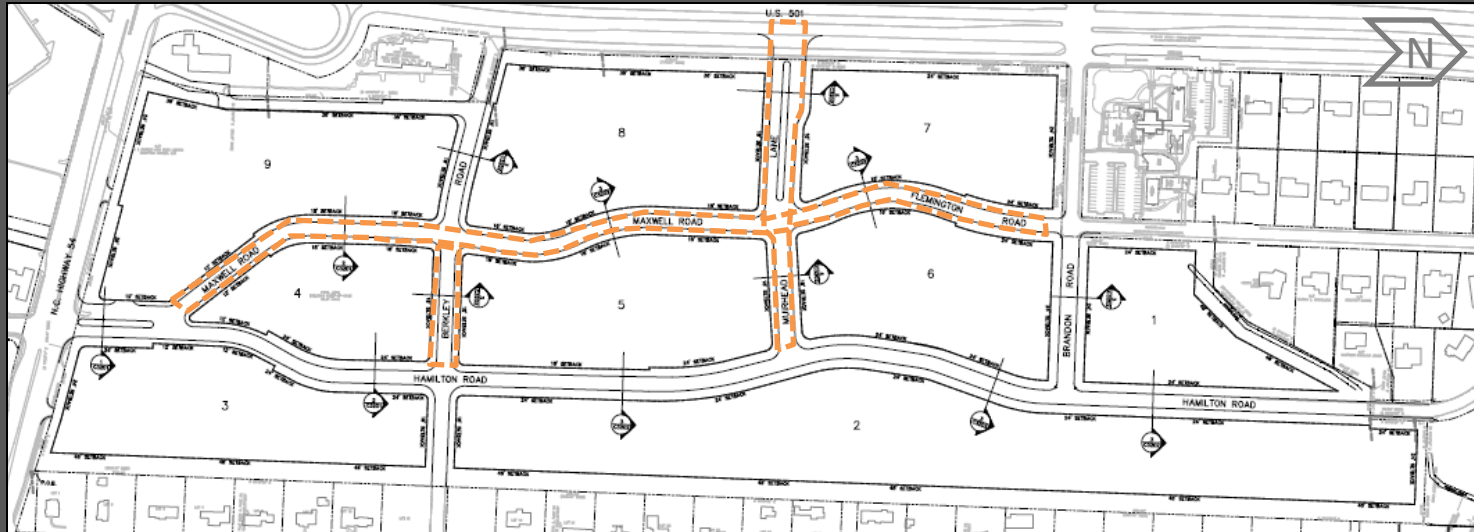
All parking needs will be analyzed through a shared parking model, similar to the one exemplified below. A shared parking model calculates how many spaces are needed per use at specific times of day, allowing you to determine the most efficient number of spaces required across all uses.

For example, when residential parking spaces aren't being used during the day, office users can park in those spaces rather than having additional parking spaces for those office users.

The design of the parking locations will be important to take advantage of this shared parking.

		Parking Requirements by Period:										24 Hour Weighted Average Ratio
		Period 1 8am-12pm		Period 2 12-6pm		Period 3 6-8pm		Period 4 8-10pm		Period 5 10pm-8am		
		Ratio	Spaces	Ratio	Spaces	Ratio	Spaces	Ratio	Spaces	Ratio	Spaces	
Shared Parking Model												
Apartment Units												
Apartment Residents	550	0.50	256	0.50	256	0.75	384	1.50	767	1.50	767	1.02
Total	550 Units	0.47	256	0.47	256	0.70	384	1.39	767	1.39	767	0.95
Hotel												
Guests	210	1.00	195	1.00	195	1.00	195	1.00	195	1.00	195	1.00
Staff	210	0.15	29	0.15	29	0.15	29	0.15	29	0.15	29	0.15
Total	210 Units	1.07	224	1.07	224	1.07	224	1.07	224	1.07	224	1.07
Office												
Office Tenants	90,000	3.00	251	3.00	251	1.00	84	0.25	21	-	-	1.35
Total	90,000 SF	2.79	251	2.79	251	0.93	84	0.23	21	-	-	1.26
Retail												
Retail Customers	19,872	1.25	29	1.75	41	1.00	23	-	-	-	-	0.73
Retail Employees	19,872	1.00	23	1.00	23	0.50	12	-	-	-	-	0.46
Restaurant Customers	25,000	0.50	12	1.75	41	12.00	279	10.00	233	0.25	6	2.46
Restaurant Employees	25,000	0.75	17	1.00	23	2.00	47	2.00	47	0.25	6	0.81
Total	44,872 SF	1.81	81	2.85	128	8.05	361	6.24	280	0.27	12	2.32
Total Requirements			812		859		1,053		1,292		1,003	

Streets



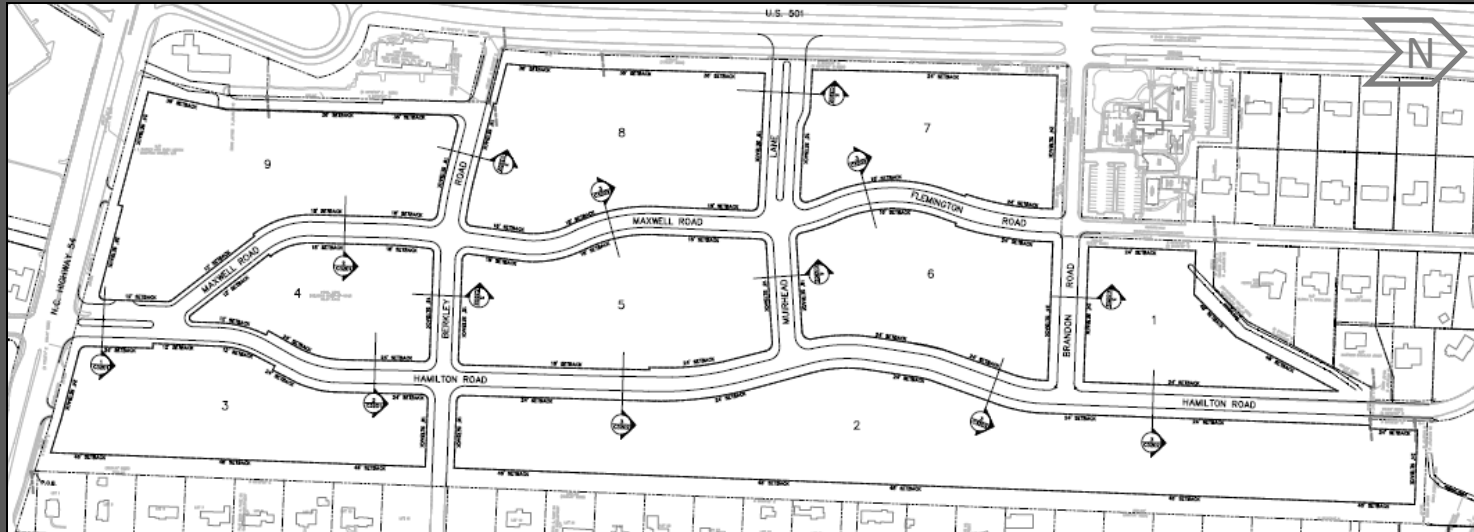
Per the guiding principle, wherever possible the street network is being preserved.

Proposed major changes to the public street network include a connection between Lanark Rd and Berkley Rd (currently called Berkley Rd); a new road (currently called Muirhead Lane); and realignment of Maxwell Rd and Flemington Rd.

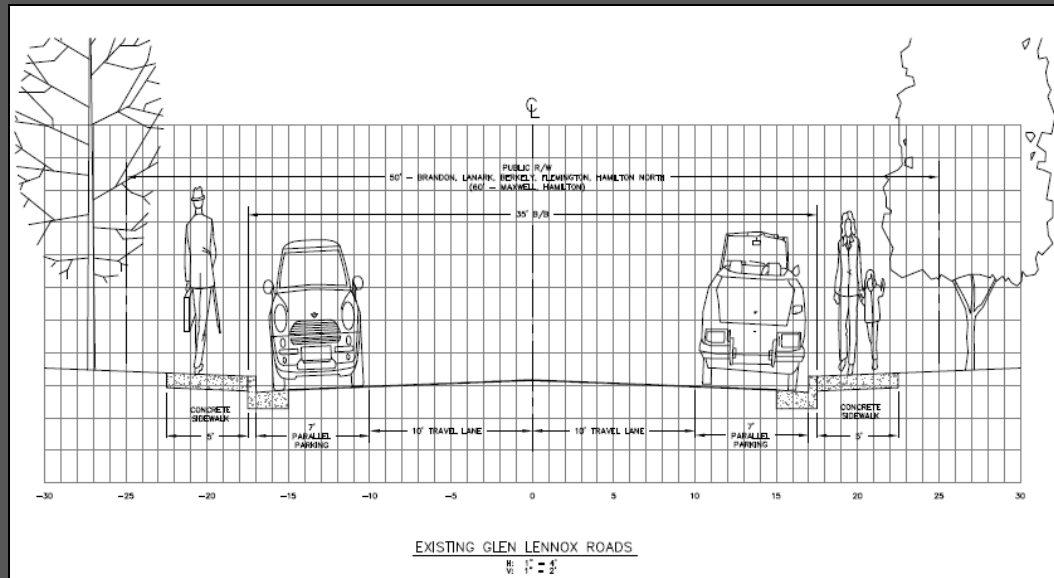
Pictured above are the public streets, however there may be additional connections between blocks to improve connectivity and provide access to parking.

The development agreement will need to allow flexibility on the *exact* location of streets.

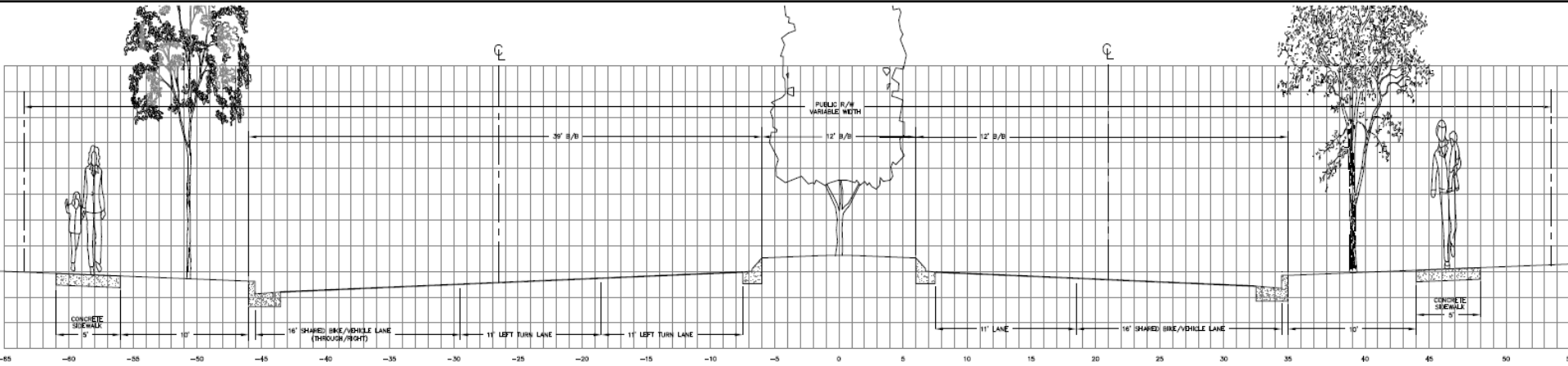
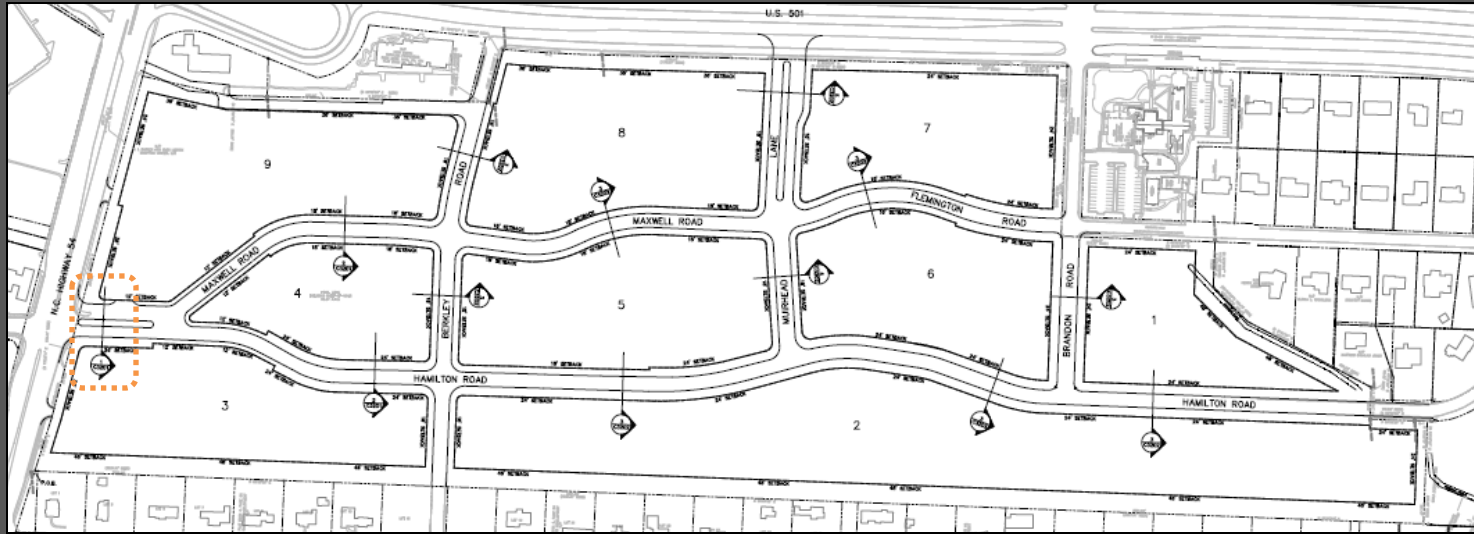
All new streets will follow the NCDOT Complete Streets Design Guidelines.



Section of Existing Glen Lennox Roads



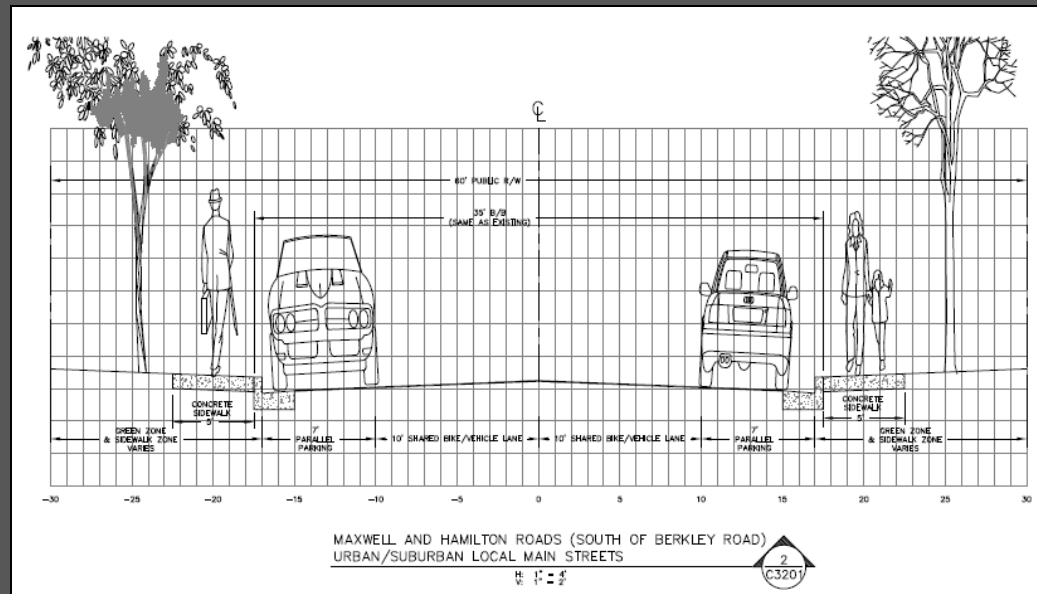
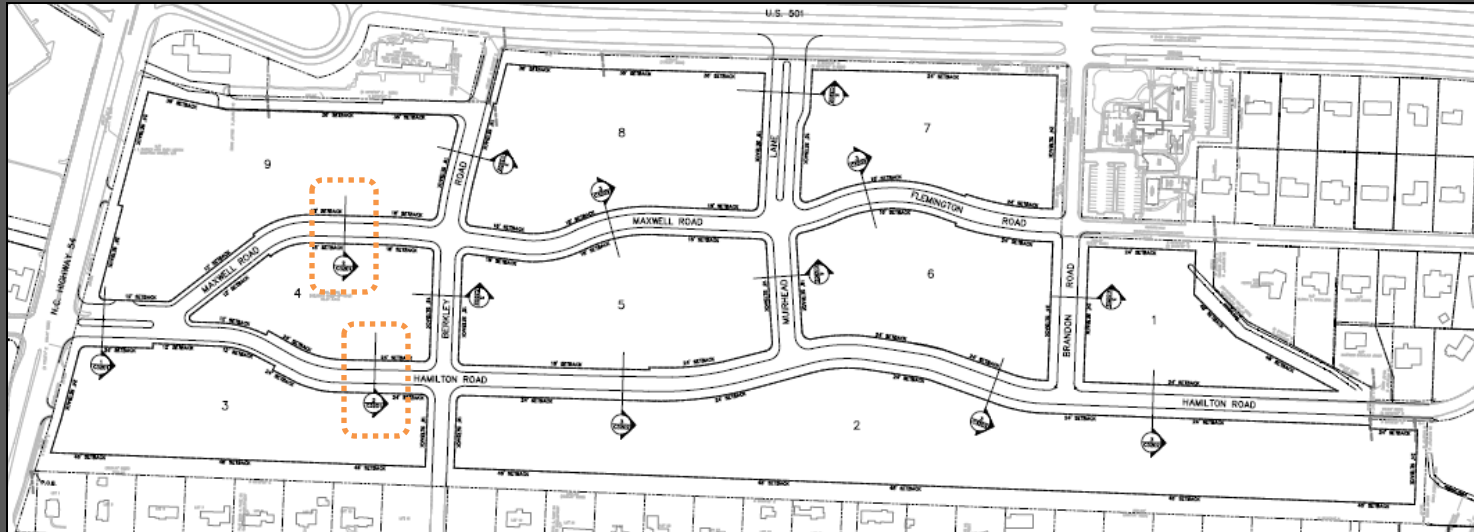
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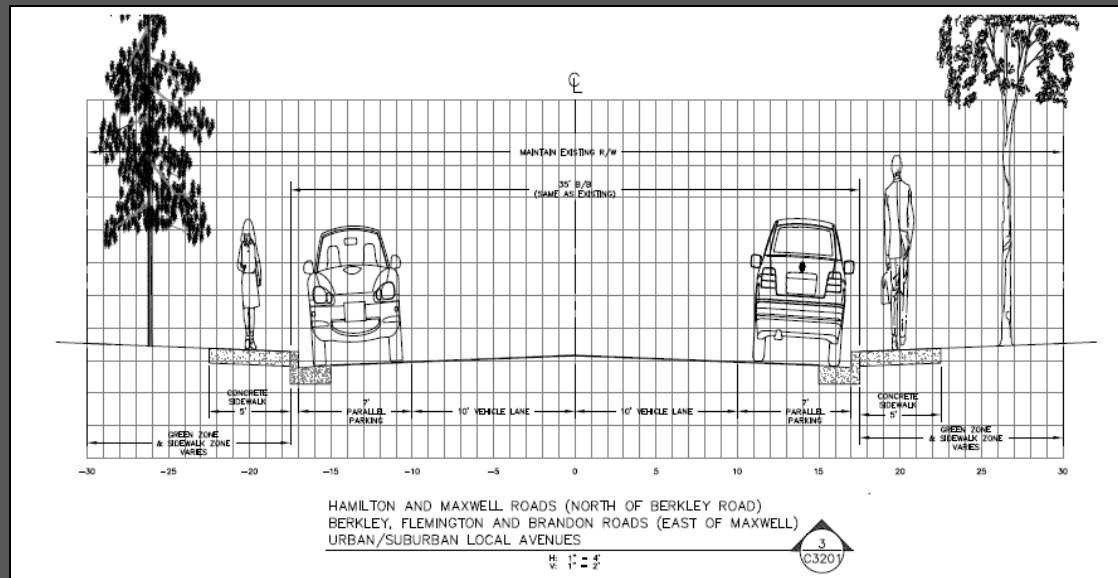
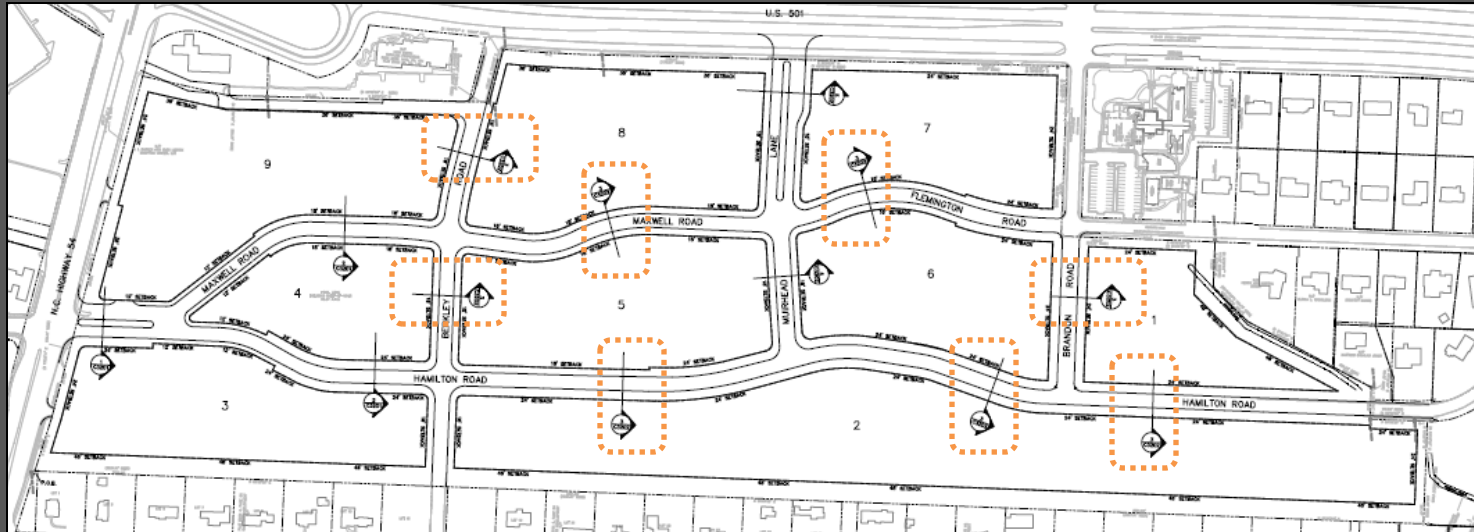
HAMILTON ROAD ENTRANCE
URBAN/SUBURBAN BOULEVARD



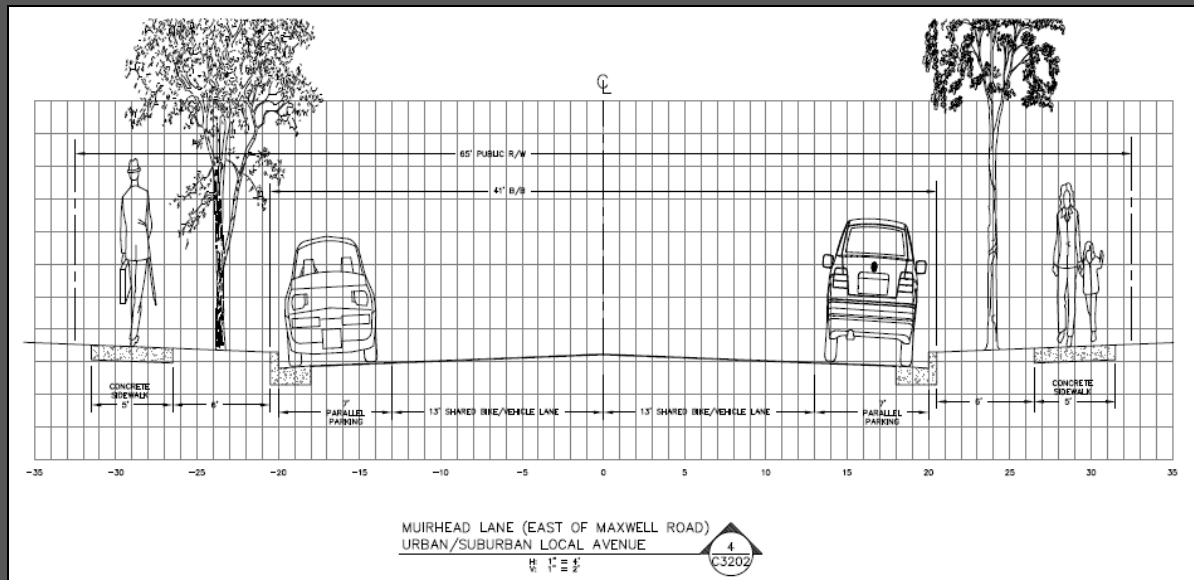
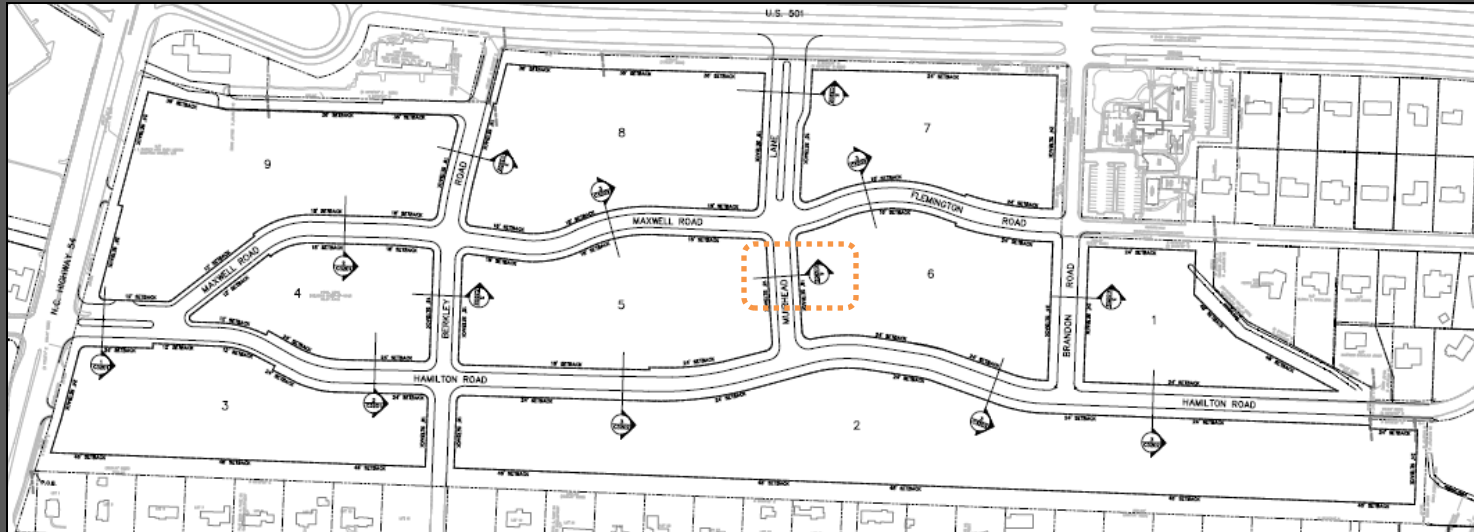
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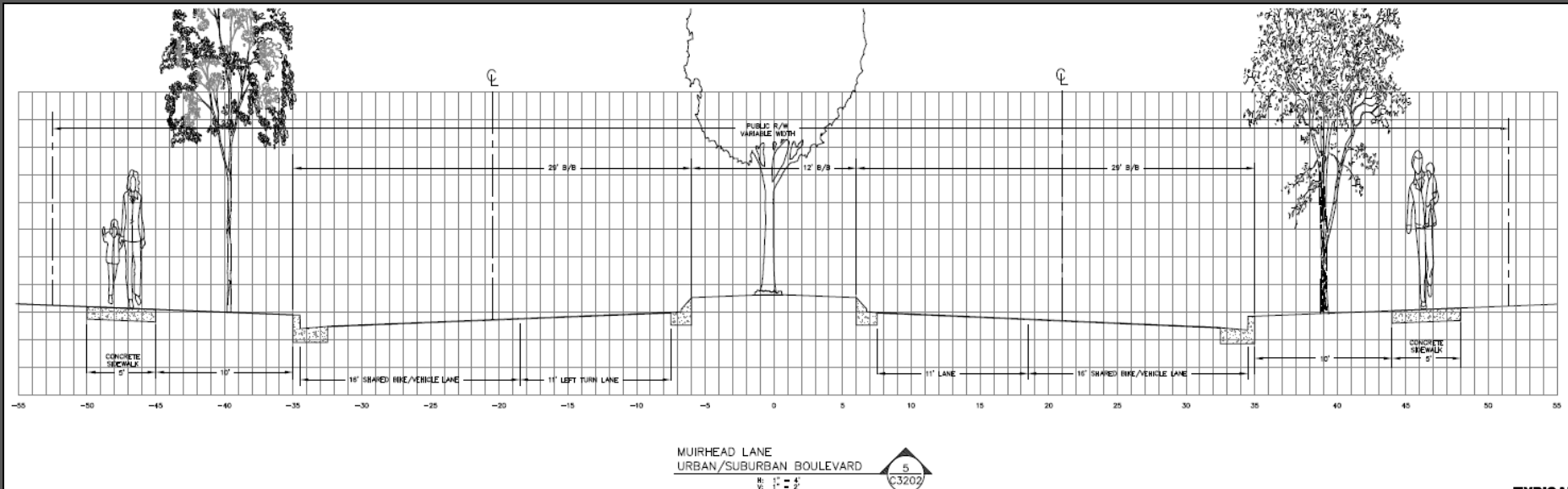
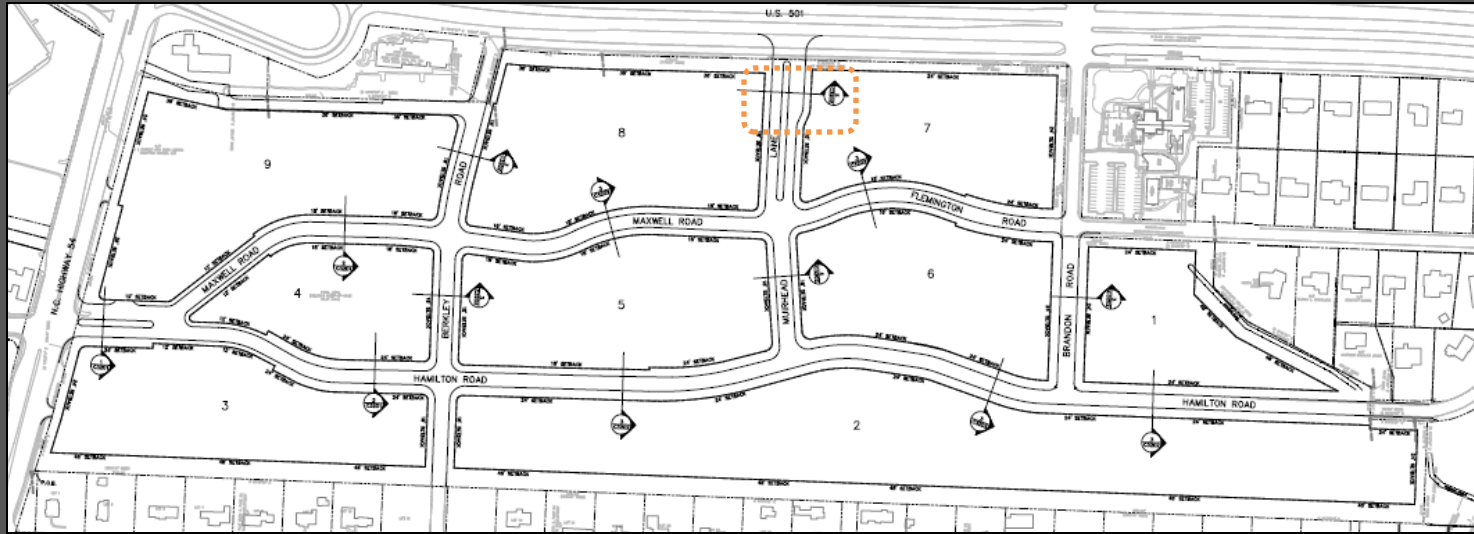
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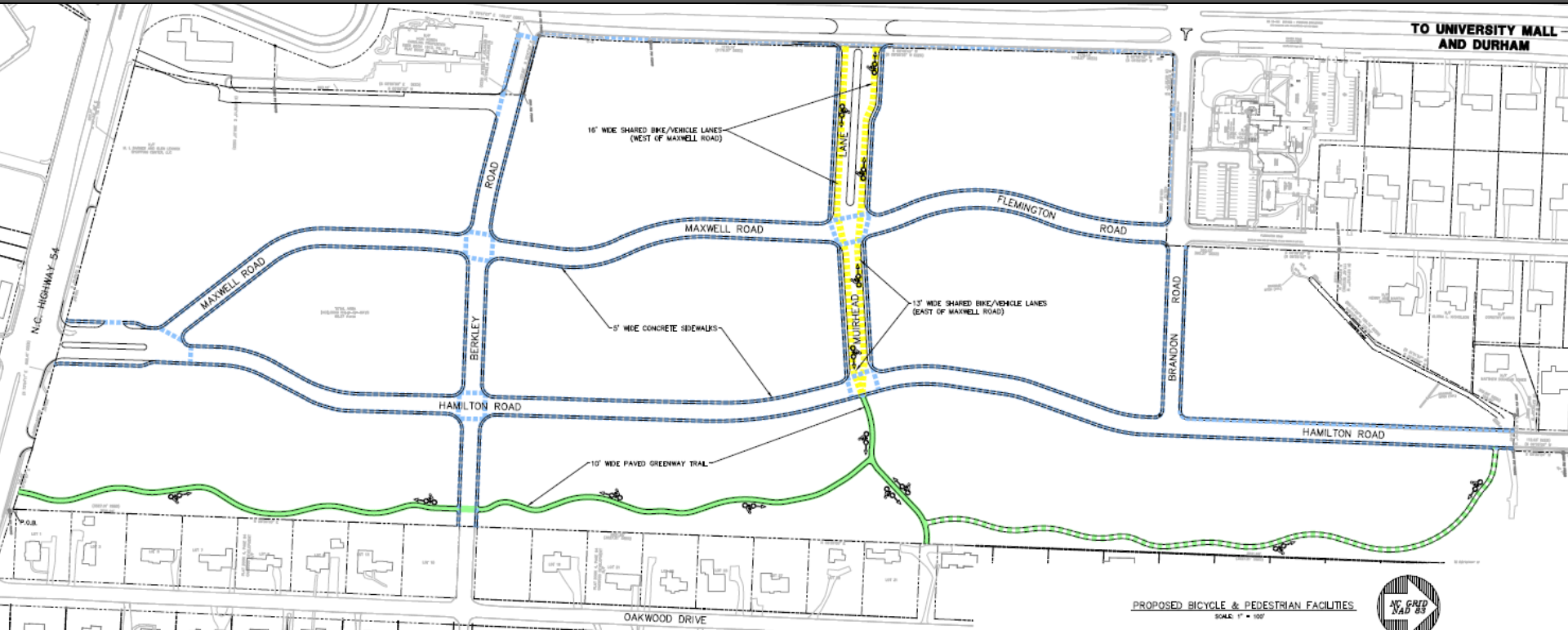
Streets



Streets



Sidewalks



5' concrete sidewalks will be on both sides of every public street.

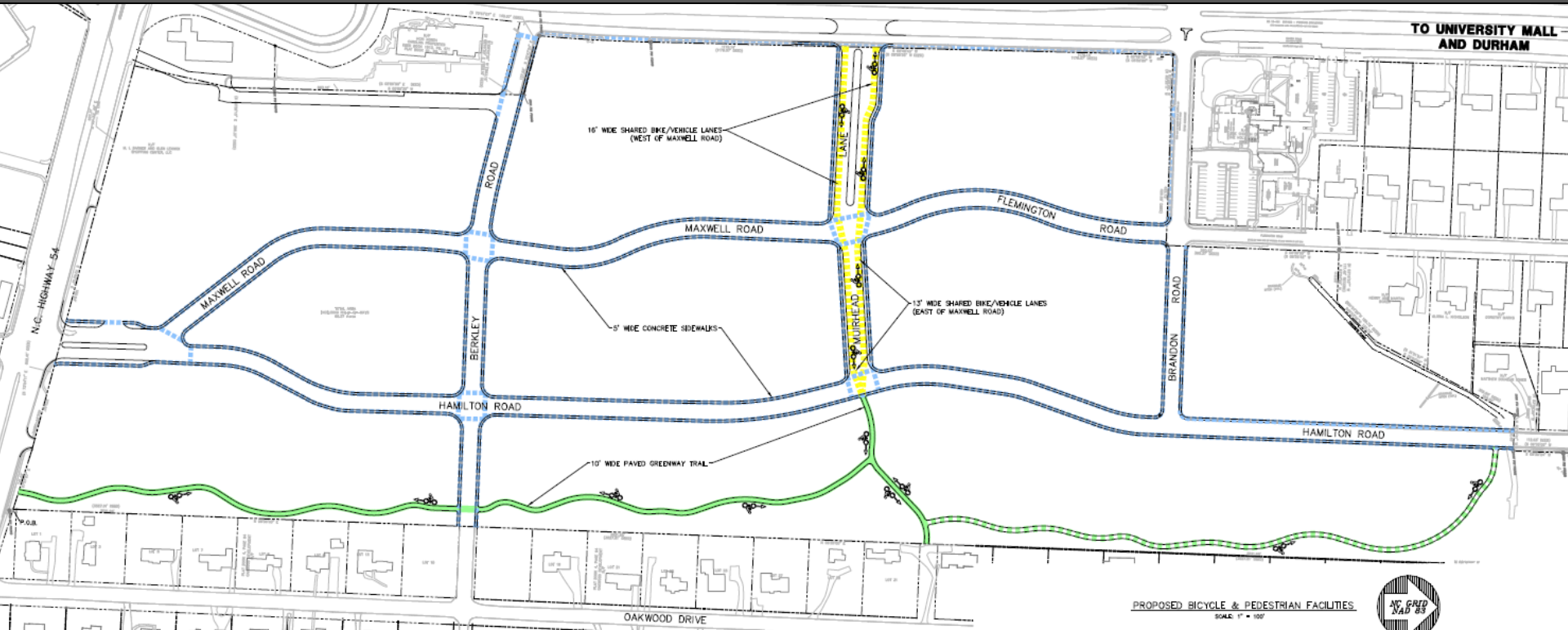
Pedestrian pathways within each block will connect to the sidewalks.

Intersections will be designed for easy and safe pedestrian crossing.

DRAWING LEGEND

- Greenway Trail
- Bike Lane
- Sidewalk/Pedestrian Walkway
- Potential Greenway

Bikeways & Greenways



Greenway will connect to bike route on Muirhead Lane and pedestrian pathways throughout blocks. The Glen Lennox greenway could connect to a potential expansion of the Meadowmont greenway.

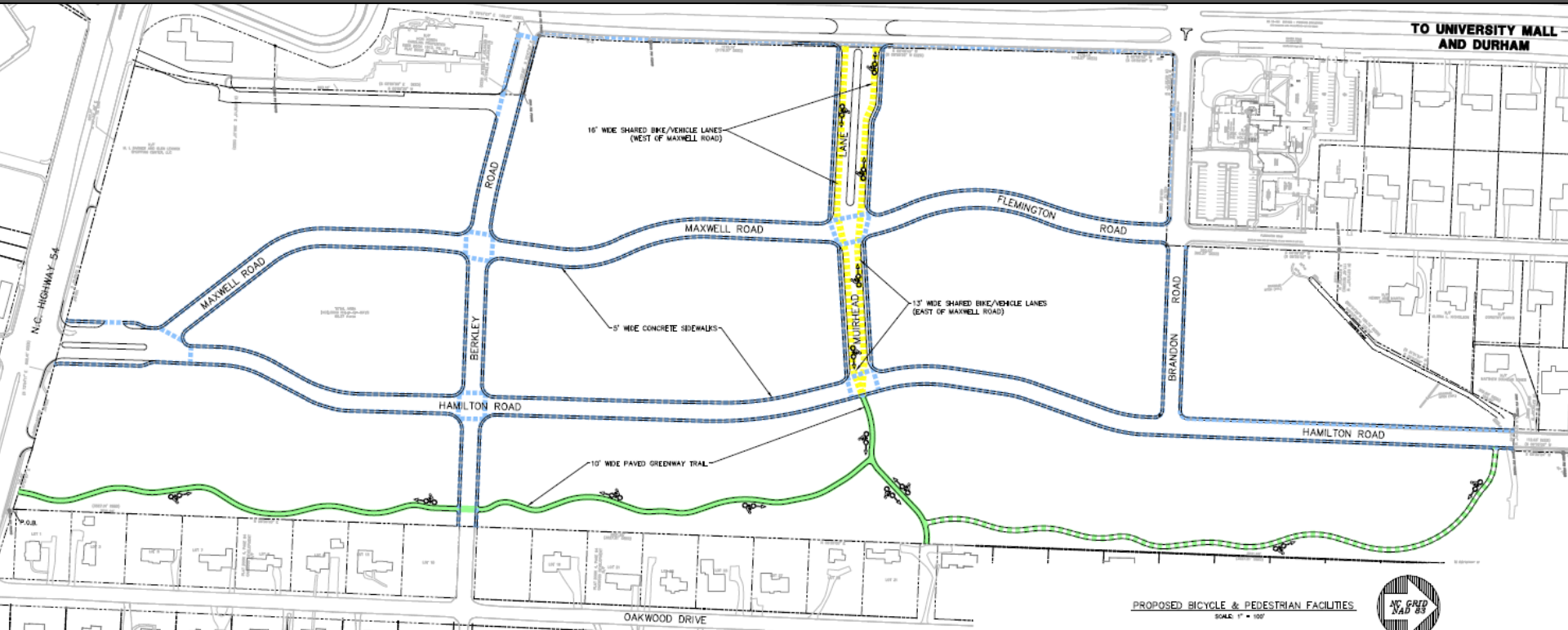
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Meadowmont Greenway stops at Burning Tree





Bikeways & Greenways



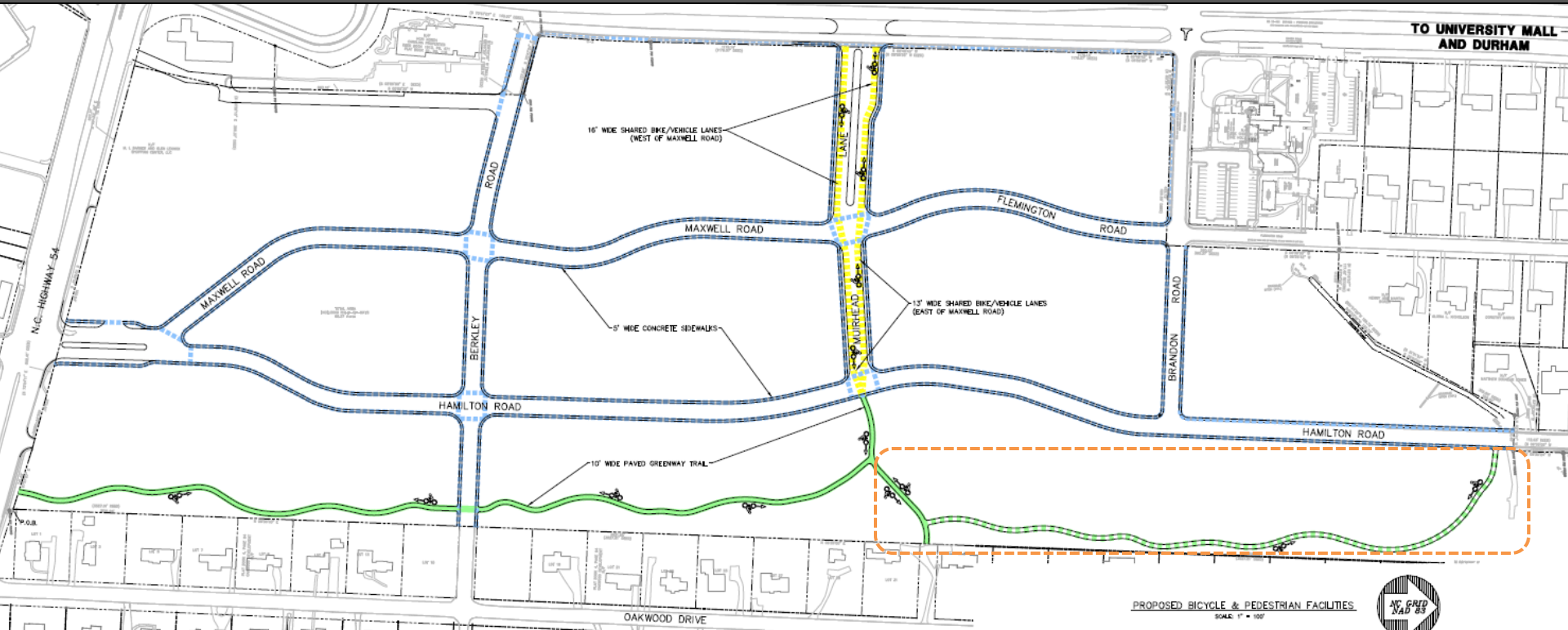
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Greenway will be paved and 10' wide with additional shoulder space, accommodating bikes, pedestrians, and wheel chairs.

DRAWING LEGEND

-  Greenway Trail
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-  Potential Greenway

Bikeways & Greenways



Greenway will connect to bike route on new road and pedestrian pathways throughout blocks. The Glen Lennox greenway could connect to a potential expansion of the Meadowmont greenway.

Greenway will be paved and 10' wide with additional shoulder space, accommodating bikes, pedestrians, and wheel chairs.

The greenway north of Muirhead Lane, if designed to Chapel Hill standards, will have conflicts with existing buildings. We will have to work with Chapel Hill to determine the best solution.

DRAWING LEGEND

- Greenway Trail
- Bike Lane
- Sidewalk/Pedestrian Walkway
- Potential Greenway



Contact Rachel Russell
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