

Glen Lennox Public Interest Meeting

April 29 and 30, 2014

Public Questions and Comments:

- Where will the light rail be built?
 - The following is a link to flyover of proposed route: https://www.youtube.com/watch?v=rTSvgu_b8Lo&feature=player_embedded

- What is being proposed to mitigate traffic?
 - The following is a link to the latest NCDOT review of the Glen Lennox traffic study: <http://www.townofchapelhill.org/Modules/ShowDocument.aspx?documentid=23005>
 - Additional Traffic Study information:
 - [Glen Lennox Traffic Impact Study - Executive Summary](#)
 - [Glen Lennox Traffic Impact Study - Report and Figures](#)
 - [Glen Lennox Traffic Impact Study - Appendices](#)
 - [Glen Lennox Traffic Impact Study - Addendum #2 \(dated 3/25/14\)](#)

- How will this development impact the consumption of water and water pressure in surrounding areas?
 - OWASA requires design submittals from the developing party to help them (OWASA) evaluate the proposed project's impact on the water and sewer systems and to ensure those impacts are mitigated, with the developer generally paying the costs. OWASA's standards also require the developer to design and construct extensions to the water system that serve development in such a manner as to adequately serve both the domestic and fire protection needs of the development. If a multi-story building requires more pressure to for upper floors, it is the responsibility of the developer to install fire service and/or domestic service pumps to provide adequate pressure on the upper floors.

- How will Stormwater runoff be handled?
 - The developer will provide a stormwater masterplan for the site as part of the Development Agreement. According to staff, what has been proposed will be a great improvement over current mitigation strategies.

- How will quality of life be impacted during construction?
 - The details are still to be determined, but the Town will require a construction management plan that specifies how construction impacts will be mitigated (including noise, staging of equipment, dust, sub-contractor obligations)

- Impact on schools?
 - The development will generate tax revenue to the CHCCS that is projected to be about \$1.7M. The costs that CHCCS would incur as a result of the development are projected to be less than \$600k.

- How will the plan accommodate bicycle traffic on NC-54?
 - Multi-modal traffic on NC-54 is a topic that will be discussed during the Council work session. Currently major bicycle improvements agreed upon are a north south greenway along eastern edge of the property, dedicated bike lanes connecting the property East-West along the new street, and sharrows on the two main streets.
- How will trees/tree canopy be preserved?
 - The developed area of the project will include significant street, landscape and natural planning and landscaped areas and tree protection measures. The project will meet a tree canopy coverage of 35% using the procedure in the Tree Canopy section of the Town's Land Use Management Ordinance. The developer will include detailed landscape and tree protection plans in each site development permit application.
- What data does the Town have on the number of trips on 15-501 with respect to Glen Lennox plus Obey Creek, plus Ephesus-Church Fordham, plus Chatham Park. Will the new traffic studies yield that information?
 - This data does not currently exist.

Comments:

- Need a bus cutoff, west in front of Glen Lennox
- Much bike traffic east and west, very dangerous
- Pedestrian overpass will be needed at 54 and Hamilton Rd.
- Pedestrian traffic on 54 needs to be protected
- Needs to be a pedestrian connection to light rail crossing 54
- Finley Course Road is in poor condition
- Church of the Holy family goes from a full movement intersection at Brandon and 15-501 and a median-free Hayes Road to much more limited access with a RIRO intersection at Brandon and a median that limits access from Brandon and Hayes. Our Hayes Road parking lot and on-street parking become practically isolated because of these changes.
- I'm concerned about the traffic, water (usage and runoff) and trees.
- Bus stops need to be able to pull off of 54 to pick up and drop off
- We need more enforcement at stop signs
- Traffic calming measures should be designed to be gentler on people's backs
- Important to have connectivity with campus via extension of greenway in front of Meadowmont, even if it only provides a safe passageway to the bottom of the hill on Raleigh Road
- Need bike/ped connection to Greenwood
- The dirt portion of Hamilton Road slows traffic but creates a lot of dust