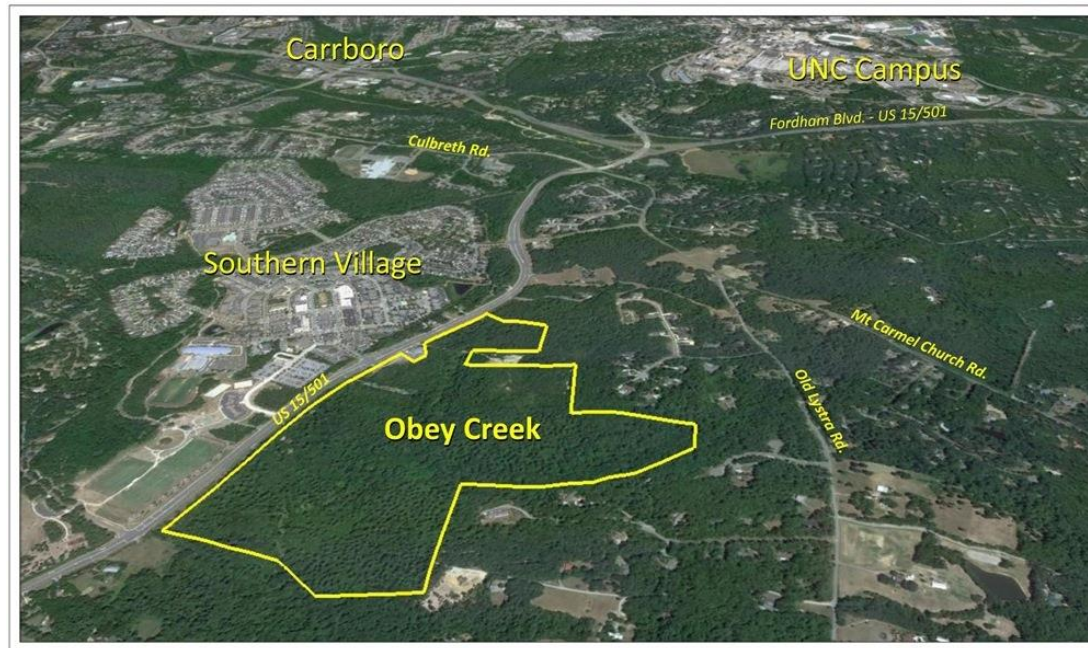




# Council Special Meeting

## Obey Creek Development Agreement Process



October 30, 2014

# Agenda for the Work Session

1.	<b>Public Comment</b> (Approximately 10 minutes)
2.	<b>Presentation:</b> Connectivity, Transportation, and Transit
3.	<b>Presentation:</b> Response to questions about southern Chapel Hill
4.	<b>Council Discussion</b>
5.	<b>Public Comment</b> (Approximately 10 minutes)

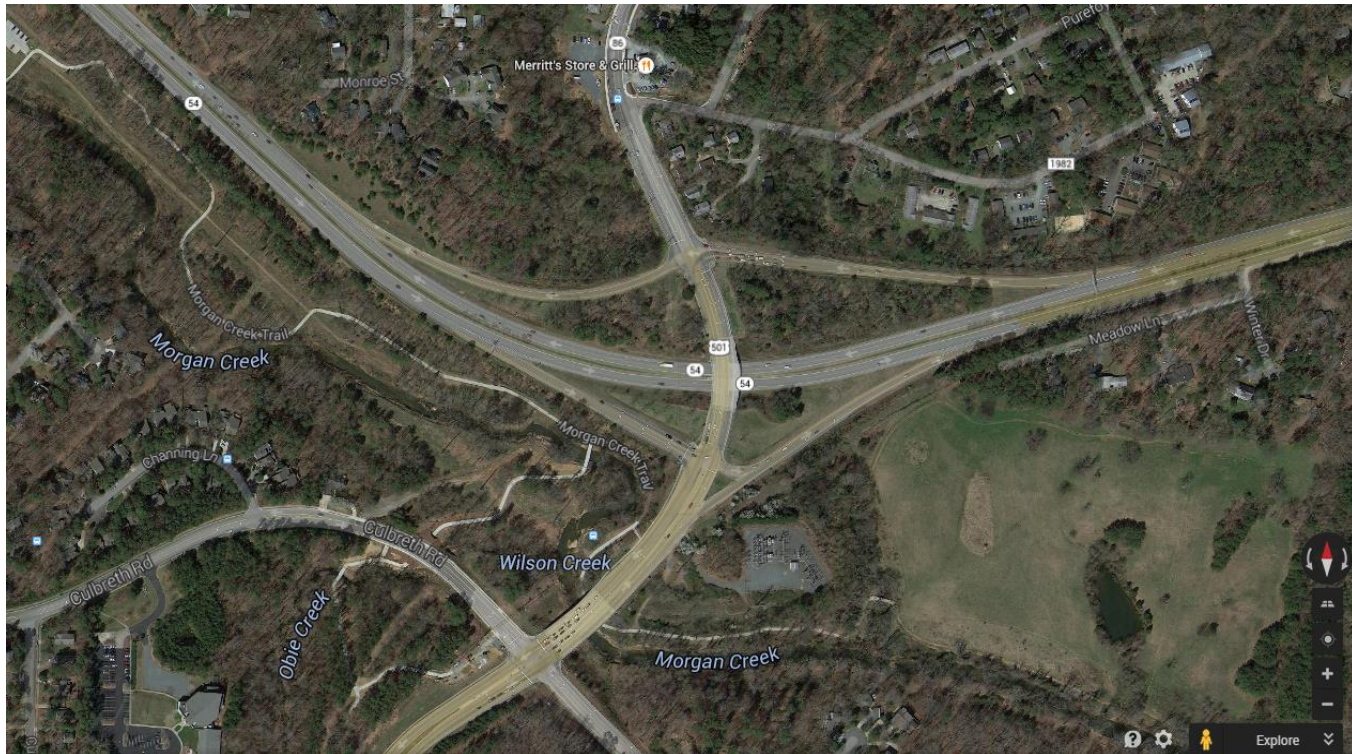
# Connectivity

*Team Member:*

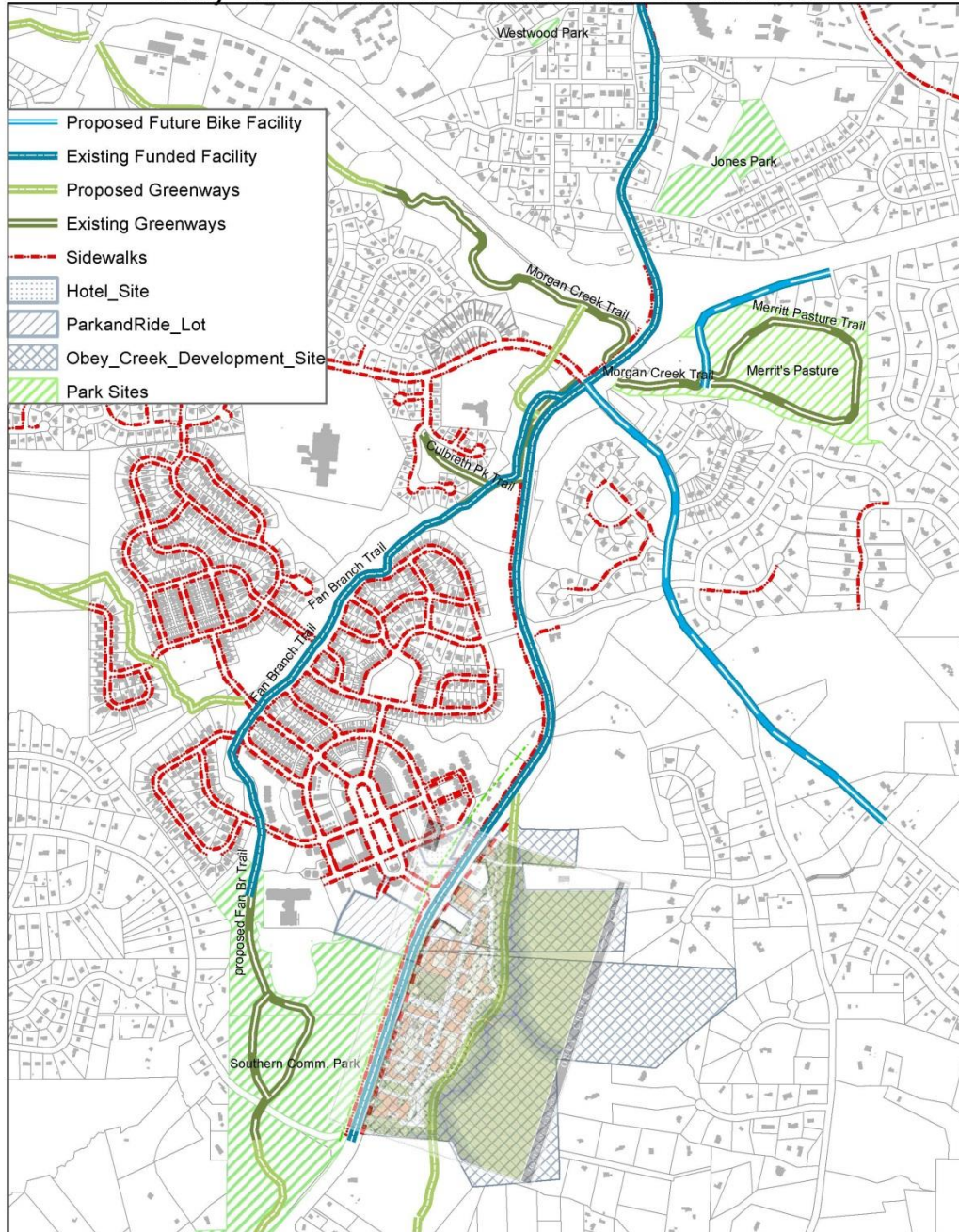
*David Bonk, Long Range and Transportation Manager*

# Connectivity

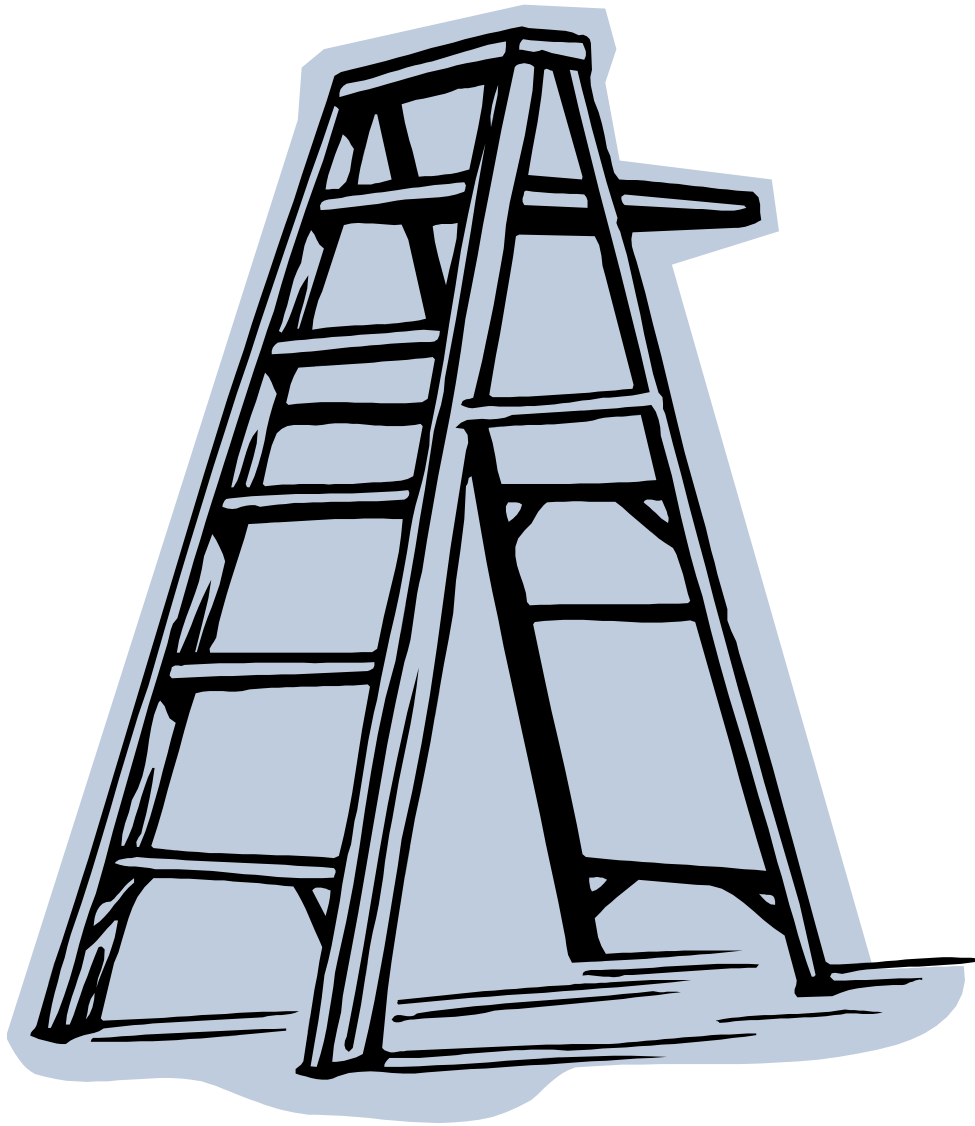
- Response from NCDOT: US 15-501
- Meeting with BACH (Bicycle Alliance Chapel Hill)



# Obey Creek Bike and Pedestrian Connections



**Existing and Proposed  
Bike and Pedestrian  
Connections  
in southern Chapel Hill**



**How does  
this information  
inform  
the next steps  
in the process?**

# Roadway Improvements

***Team Member:***

*Craig Scheffler, HNTB*

*Kumar Neppalli, Traffic Engineering*

# Obey Creek Mixed-Use Development Traffic Impact Study

## Today's Presentation

- Provide Updates to Original TIS Capacity Analysis
- New Traffic Network Assumptions
- Discussion of Level-of-Service and Queueing Results

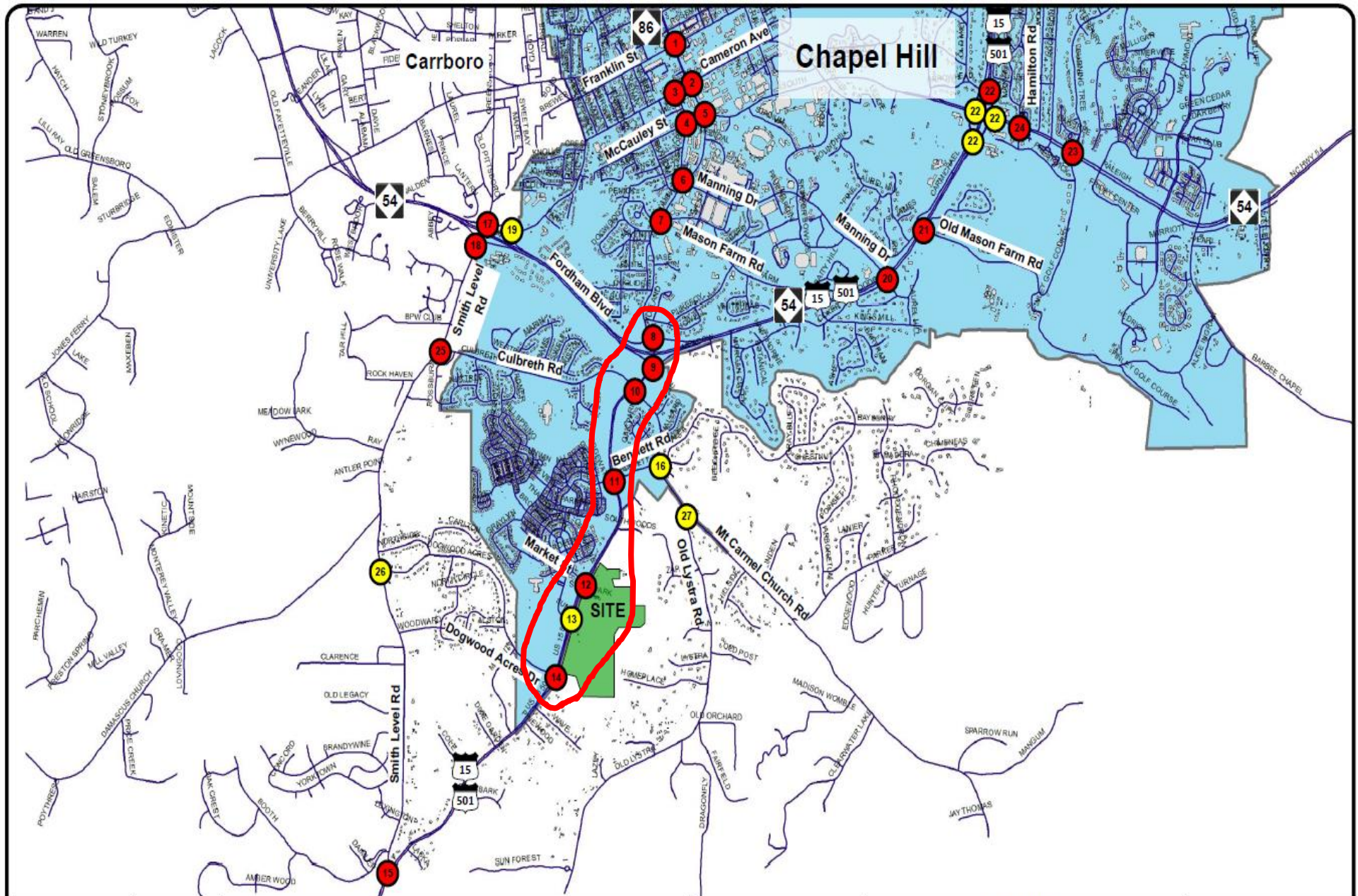


# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis

### Basic Details

- US 15-501 Corridor from NC 54 Bypass Interchange to Dogwood Acres Drive
- 2022 PM Peak Hour – Worst Case
- Accounts for NCDOT Modified Recommendations
- Accounts for Recommended Loop Ramp and Mt. Carmel Church Road Improvements



**Obey Creek Mixed-Use Development  
Traffic Impact Study**

**PROJECT STUDY AREA**



**NOT  
TO  
SCALE**

**LEGEND**

- = Signalized Study Area Intersection
- = Unsignalized Study Area Intersection

DATE: May 2013

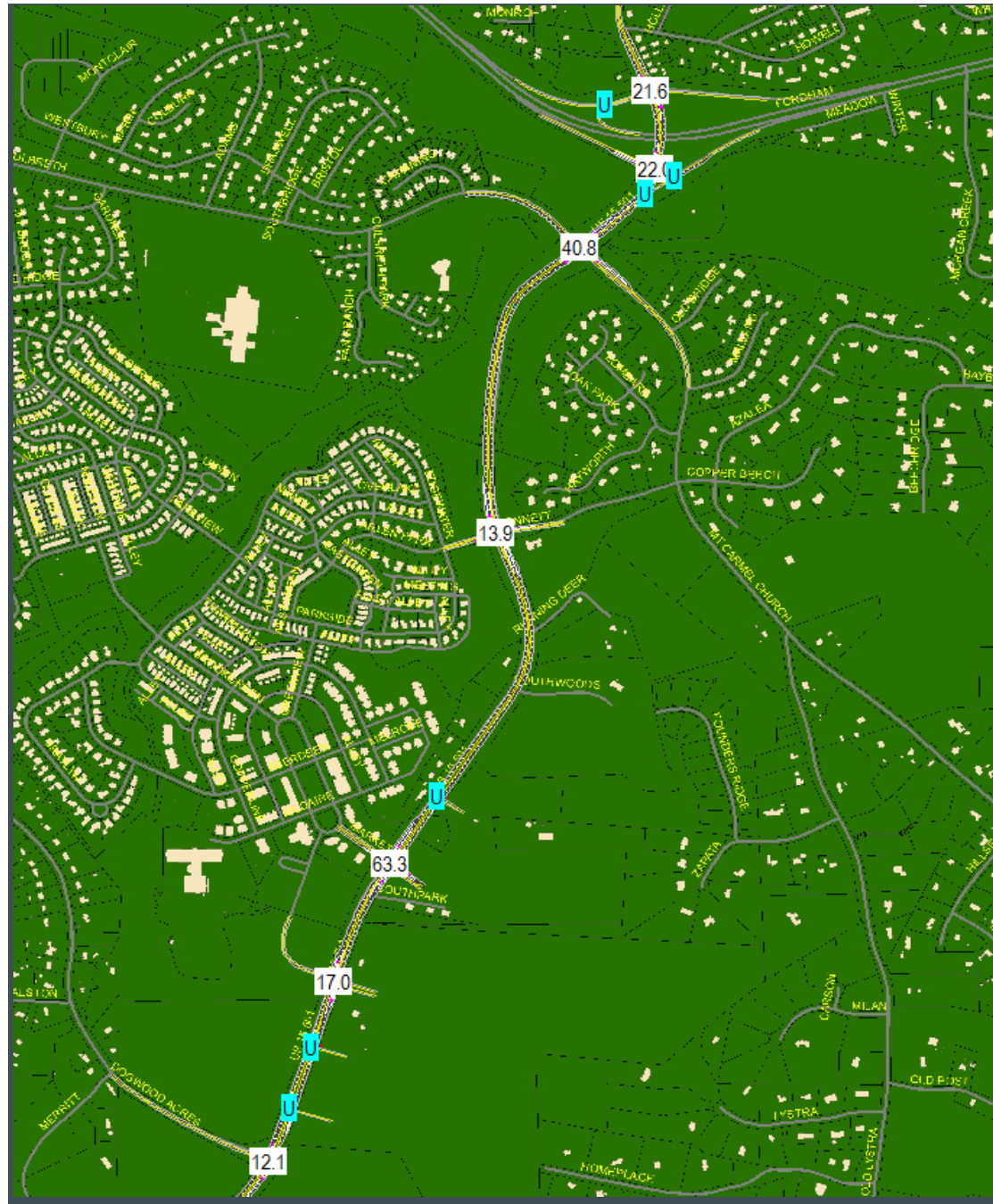
**FIGURE 1**



# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis Synchro Network

2022 PM Peak Hour Overall  
Intersection LOS



# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis Methodology

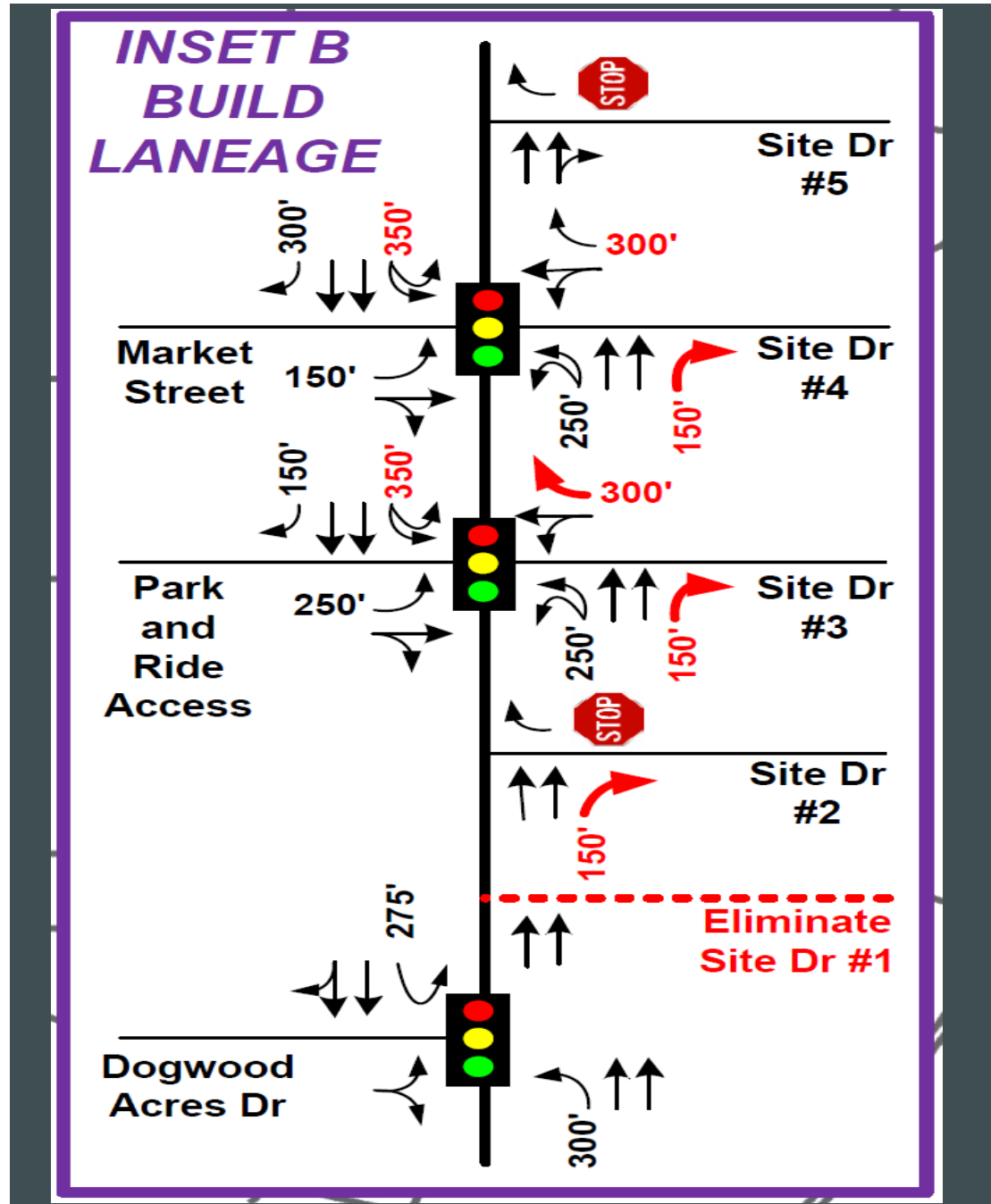
- Revise Road Network in Vicinity of Obey Creek
- Adjust Traffic Volumes for Sumac Road (Park & Ride Exit / Site Driveway #3) Access Restrictions
- Reoptimize Network Traffic Signals
- Assume Loop Ramp Design and Mt. Carmel Church Road Improvements in Place

# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis

Original HNTB Laneage  
Recommendations for  
Obey Creek

**HNTB**



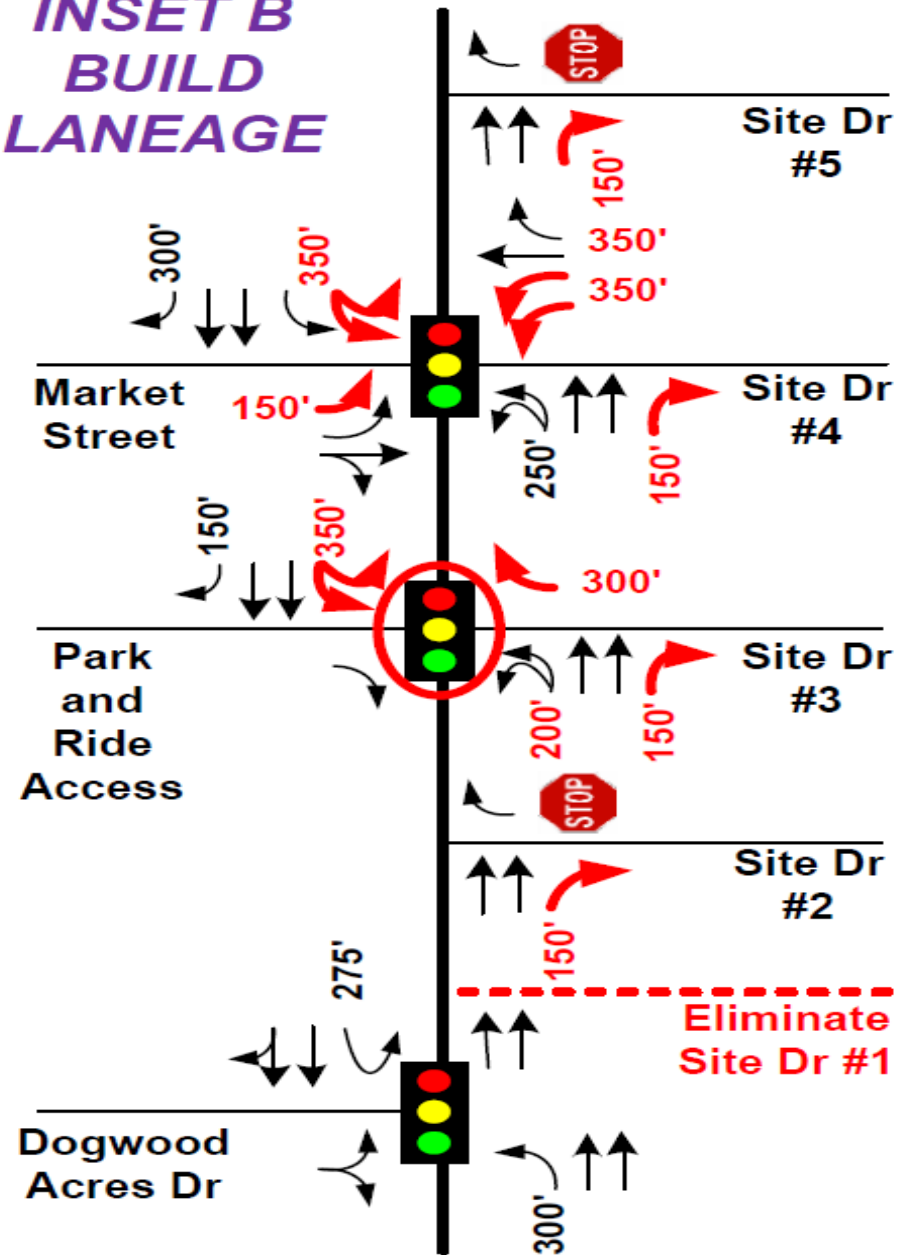
# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis

NCDOT Original  
Recommended  
Laneage for Obey  
Creek

**HNTB**

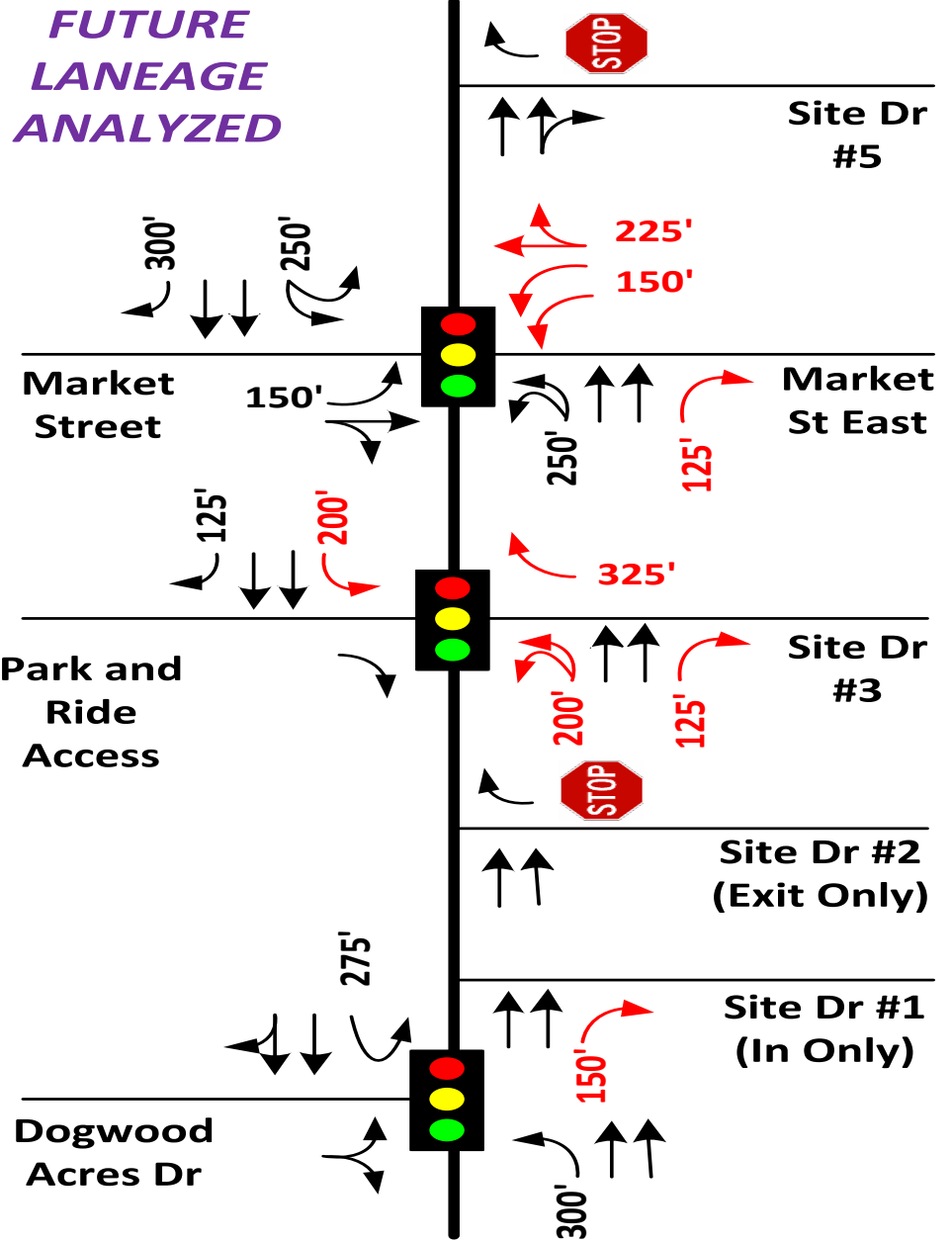
### INSET B BUILD LANEAGE



# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis

Current Laneage  
Assumptions for Obey  
Creek





# Obey Creek Mixed-Use Development Traffic Impact Study

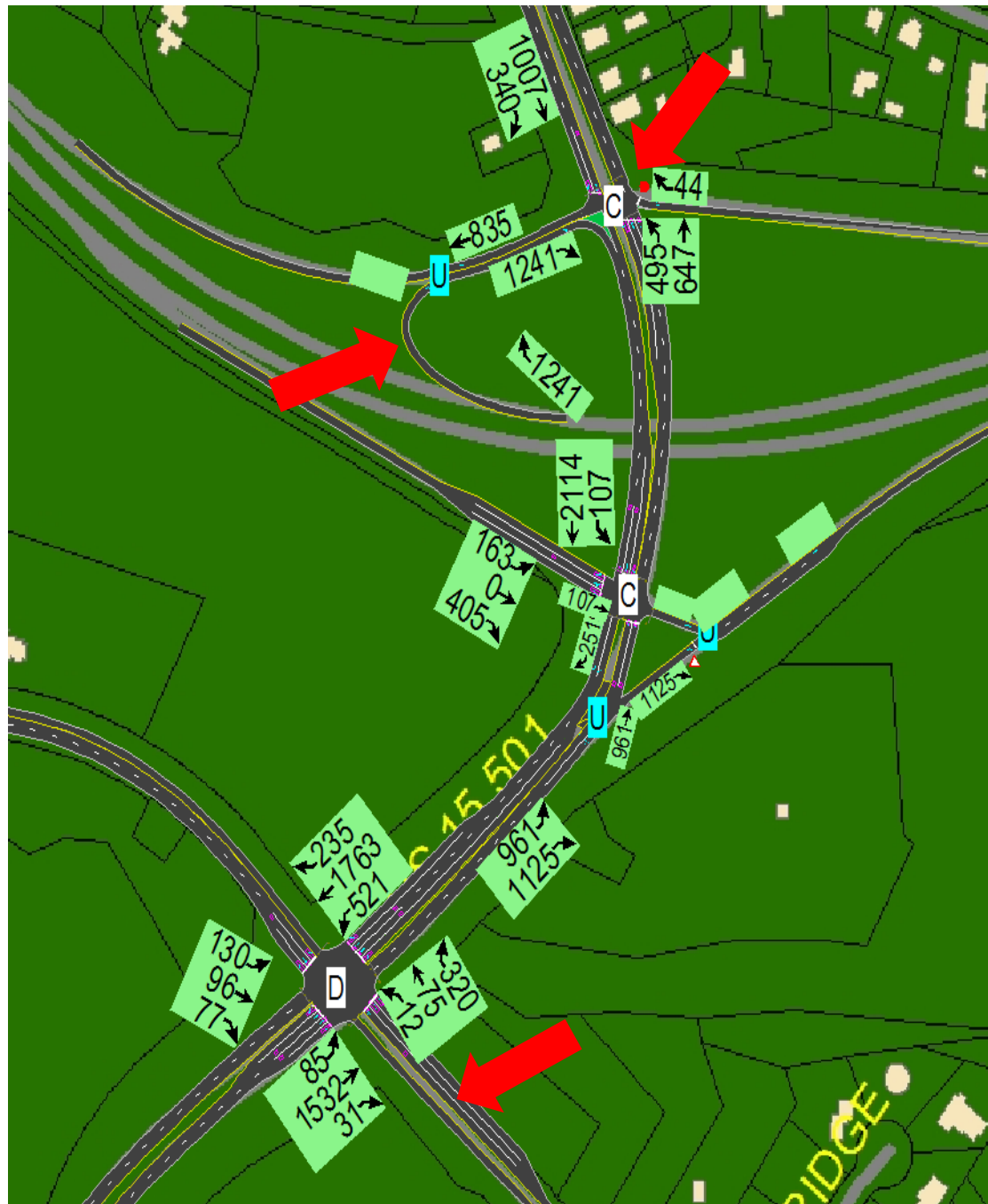
## Updated Traffic Analysis Network Changes



# Obey Creek Mixed-Use Development Traffic Impact Study

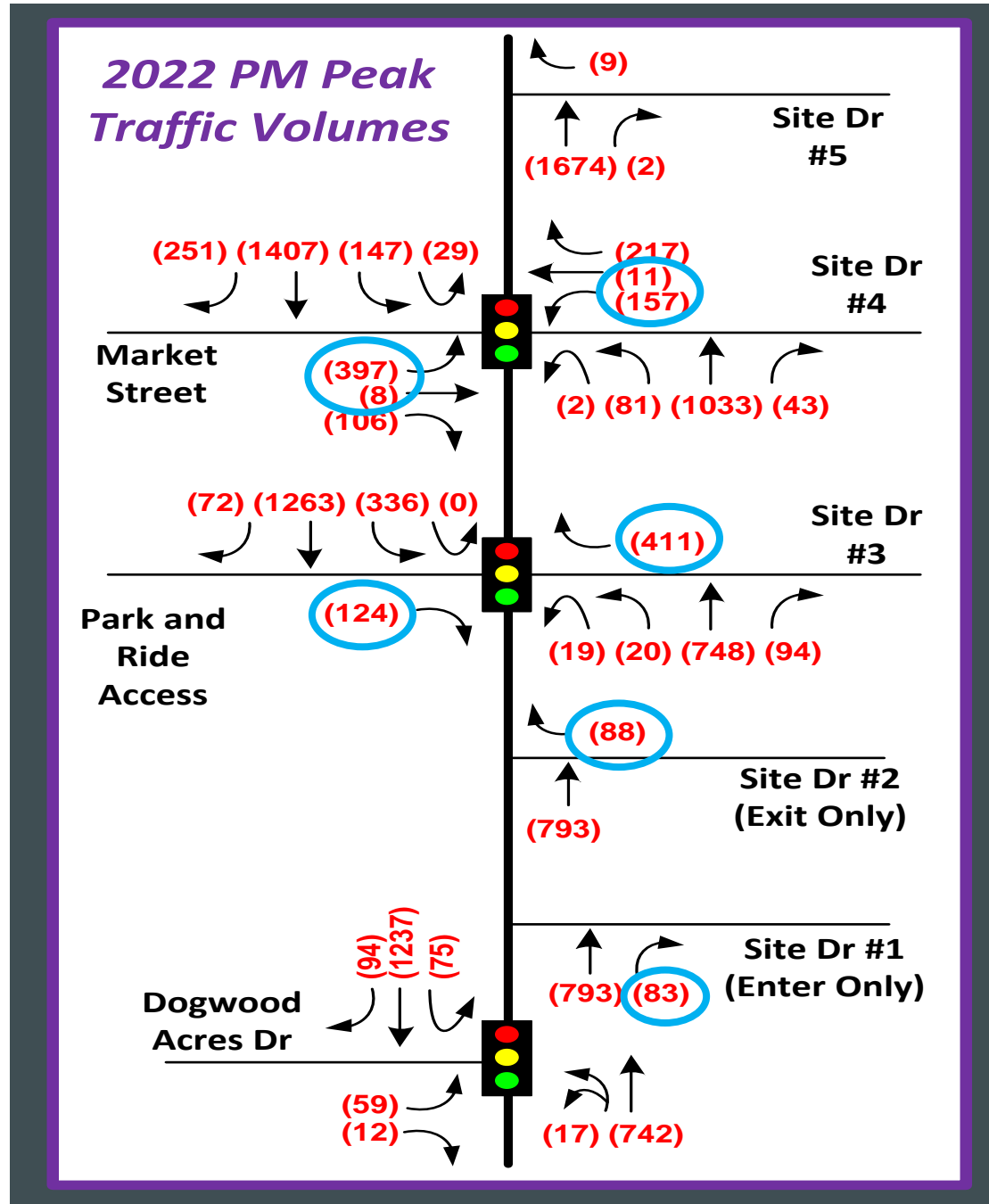
## Updated Traffic Analysis Network Changes

**HNTB**



# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis Traffic Volume Redistribution



# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis

2022 PM Peak Hour  
Weekday LOS Results  
& Maximum Queue  
Estimates

Several Individual Movements  
Exceed LOS D

Several Movements Exceed  
Queue Storage



Table 1. 2022 PM Peak Hour Intersection Capacity and Queue Analysis Results

ID #	Intersections / Movements	LOS	Average Vehicular Delay (sec/vehicle)	95 <sup>th</sup> % Queue Length (ft)	Queue Storage (ft)
8	NC 86 (S. Columbia Street) & NC 54 Bypass (Fordham Blvd) WB Ramps	C	21.6		
	EB RT*	A	5.0	0	600
	WB RT**	A	8.9	25	1350
	NB LT	E	70.9	475	200
	NB TH	A	0.4	0	725
	SB TH	C	34.2	1175	-
	SB RT	B	13.3	225	350
9	US 15-501 & NC 54 Bypass (Fordham Blvd) EB Ramps	C	22.0		
	EB LT	E	57.9	225	250
	EB LTTH	E	79.3	325	900
	EB RT	E	78.9	325	250
	NB TH	A	4.7	150	800
	SB LT	B	10.3	50	150
	SB TH	B	16.0	575	625
10	US 15-501 & Culbreth Road / Mt. Carmel Church Road	D	40.9		
	EB LT	F	97.2	200	900
	EB TH	E	56.1	150	-
	EB RT	E	56.6	125	75
	WB LTTH	F	113.8	200	-
	WB RT	C	32.8	200	350
	NB LT	F	101.8	200	125
	NB TH	D	54.0	975	-
	NB RT	B	10.9	50	75
	SB LT	F	83.4	675	525
	SB TH	B	11.6	650	800
SB RT	A	2.0	50	250	
11	US 15-501 & Arlen Park Drive / Bennett Road	B	13.9		
	EB LT	E	70.4	175	75
	EB THRT	D	52.2	100	400
	WB LT	E	60.7	125	200
	WB THRT	D	49.2	50	-
	NB LT	E	63.5	50	275
	NB TH	A	9.6	650	-
	NB RT	A	5.5	50	300
	SB LT	E	59.9	50	275
	SB TH	A	9.6	375	-
SB RT	A	6.1	75	325	

RED LOS/DELAY VALUES – Movement or Overall Intersection is over capacity per Town of Chapel Hill TIS Guidelines  
RED QUEUE LENGTH/STORAGE VALUES – Synchro Estimated Queue Length Potentially Exceeds Existing/Future Storage

\*\* = Queue Storage Calculation Not Relevant for Specified Movement

\* - Free Flow Movement      \*\* - Unsignalized (Stop-Controlled) Movement

# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis

2022 PM Peak Hour  
Weekday LOS Results  
& Maximum Queue  
Estimates

US 15-501 & Market Street /  
Market Street East Exceeds  
Overall Intersection LOS D

Several Movements Exceed  
Queue Storage



Table 1. (Continued) 2022 PM Peak Hour Intersection Capacity and Queue Analysis Results

ID #	Intersections / Movements	LOS	Average Vehicular Delay (sec/vehicle)	95 <sup>th</sup> % Queue Length (ft)	Queue Storage (ft)
12	US 15-501 & Market Street / Market Street East	<b>E</b>	<b>63.4</b>		
	EB LT	F	103.8	650	150
	EB THRT	E	71.2	175	350
	WB LT	D	41.3	100	150
	WB THRT	F	116.7	425	225
	NB LT/U-TURN	F	109.9	200	250
	NB TH	D	44.4	600	925
	NB RT	A	5.8	25	150
	SB LT/U-TURN	F	108.1	325	250
	SB TH	E	61.9	925	-
SB RT	A	6.5	25	300	
13	US 15-501 & Sumac Road (SV Park & Ride Driveway / Site Driveway #3)	B	17.0		
	EB RT	E	68.1	175	-
	WB RT	C	26.2	400	325
	NB LT/U-TURN	E	68.0	100	200
	NB TH	C	26.4	250	1400
	NB RT	C	22.1	75	125
	SB LT	B	11.4	175	200
	SB TH	A	2.5	100	925
SB RT	A	2.1	25	125	
14	US 15-501 & Dogwood Acres Drive	B	12.1		
	EB LTRT	E	75.5	125	-
	NB LT	A	9.6	25	300
	NB TH	A	9.6	225	-
	SB U-TURN	E	55.7	150	275
	SB THRT	A	7.2	275	1400
29	US 15-501 & Site Driveway #2 (Exit Only)	N/A	N/A		
	WB RT	B	10.8	25	-
30	US 15-501 & Site Driveway #5 (RIRO)	N/A	N/A		
	WB RT	B	10.0	25	-

RED LOS/DELAY VALUES – Movement or Overall Intersection is over capacity per Town of Chapel Hill TIS Guidelines  
 RED QUEUE LENGTH/STORAGE VALUES – Synchro Estimated Queue Length Potentially Exceeds Existing/Future Storage  
 “-” = Queue Storage Calculation Not Relevant for Specified Movement  
 \*\* - Unsignalized Movement  
 N/A – Not Applicable, Overall Intersection LOS for Unsignalized Intersection Not Calculated by HCM Methodologies

# Obey Creek Mixed-Use Development Traffic Impact Study

## Updated Traffic Analysis

### US 15-501 & Market Street Improvement

Change Westbound Approach  
from Obey Creek to left-  
turn/through/right-turn lanes

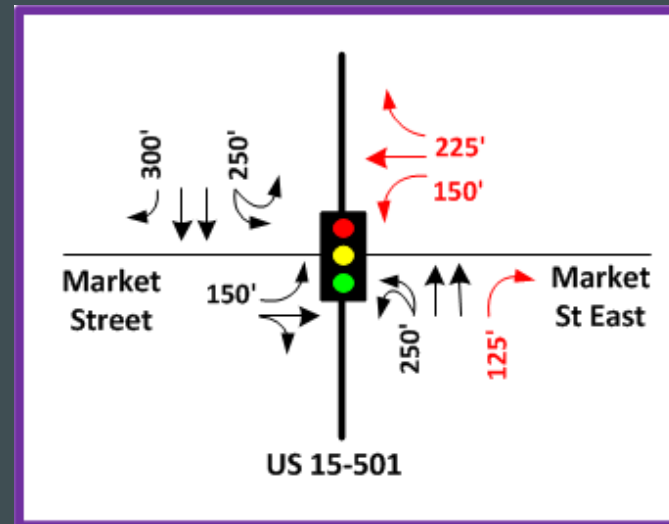
Overall Intersection LOS  
improves to LOS D

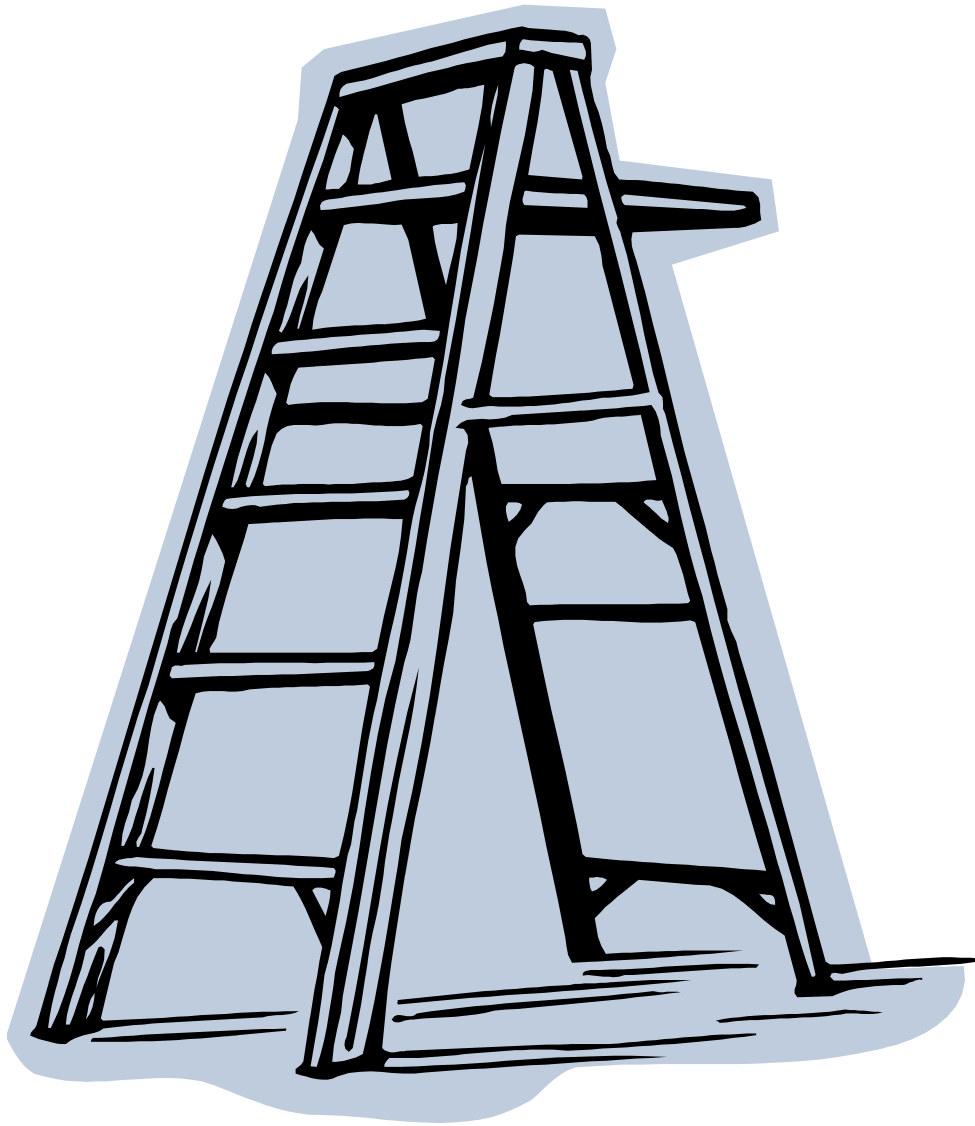


Table 2. US 15-501 and Market Street Potential Improvements

ID #	Intersections / Movements	LOS	Average Vehicular Delay (sec/vehicle)	95 <sup>th</sup> % Queue Length (ft)	Queue Storage (ft)
12	US 15-501 & Market Street / Market Street East	D	37.3		
	EB LT	<i>E</i>	<i>71.7</i>	<i>575</i>	<i>150</i>
	EB THRT	<i>E</i>	<i>67.3</i>	175	350
	WB LT	<i>E</i>	<i>71.4</i>	<i>250</i>	<i>150</i>
	WB TH	<i>E</i>	<i>63.8</i>	50	225
	WB RT	<i>E</i>	<i>65.8</i>	<i>300</i>	<i>225</i>
	NB LT/U-TURN	<i>F</i>	<i>109.8</i>	200	250
	NB TH	C	32.3	575	925
	NB RT	B	12.3	50	150
	SB LT/U-TURN	<i>E</i>	<i>67.8</i>	250	250
	SB TH	B	18.5	725	-
	SB RT	A	2.2	100	300

Blue = Improved Movement Allowing Overall Delay to Drop from 63 to 37 seconds





**How does  
this information  
inform  
the next steps  
in the process?**

# Transit

***Team Member:***

*Craig Scheffler, HNTB*

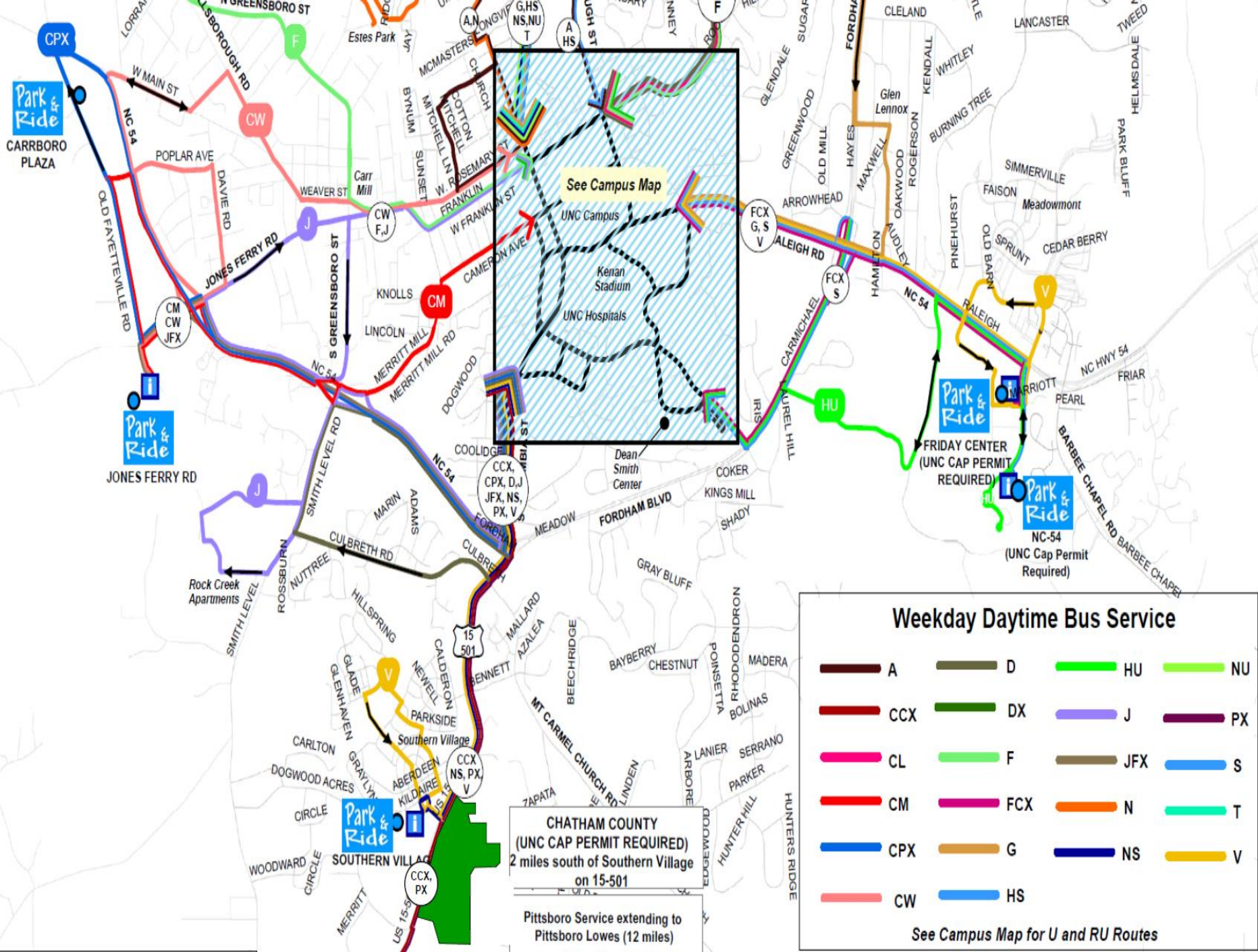
*Brian Litchfield, Chapel Hill Transit*



# Obey Creek Mixed-Use Development Traffic Impact Study

## Today's Presentation

- Determine Existing & Future CHT Service Patterns and Capacity
- Proportion Obey Creek Projected Transit Trips Onto Existing Routes
- Estimate Future Build “Stop” and Route Load/Capacity



**CHATHAM COUNTY**  
 (UNC CAP PERMIT REQUIRED)  
 2 miles south of Southern Village  
 on 15-501

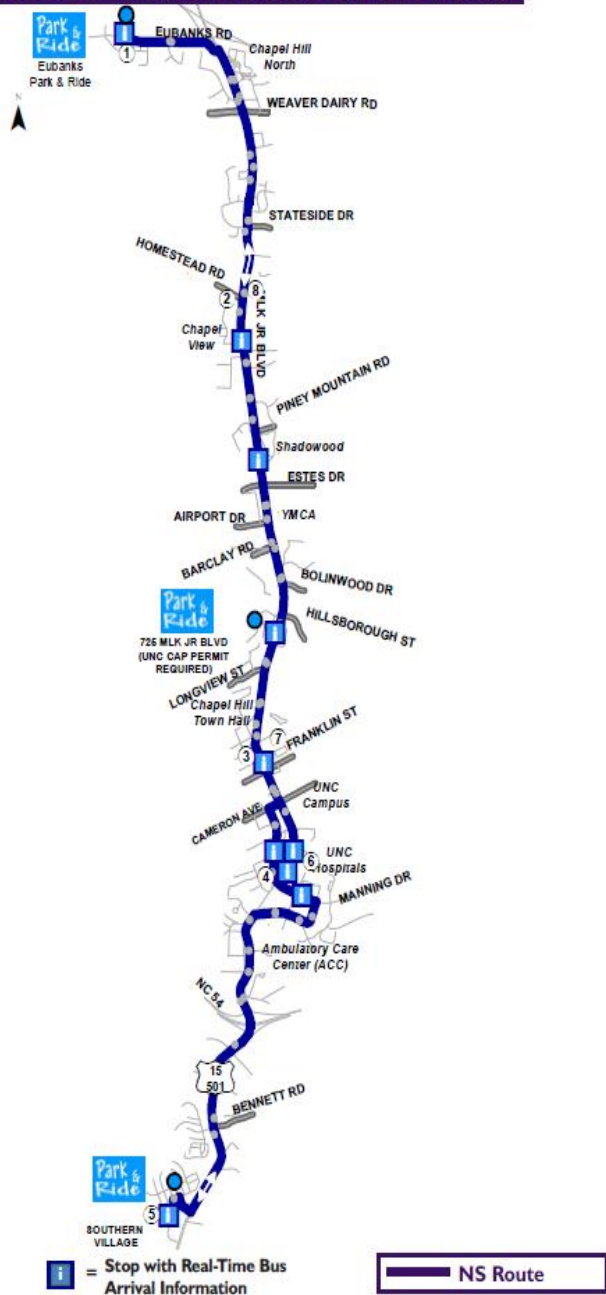
Pittsboro Service extending to  
 Pittsboro Lowes (12 miles)

### Weekday Daytime Bus Service

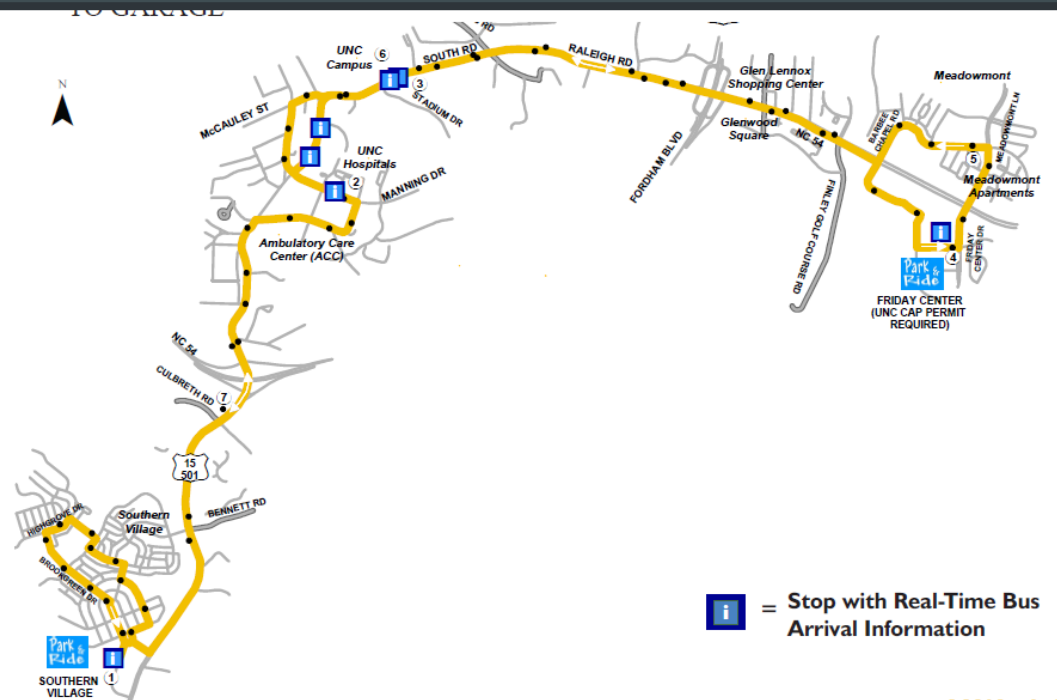
A	D	HU	NU
CCX	DX	J	PX
CL	F	JFX	S
CM	FCX	N	T
CPX	G	NS	V
CW	HS		

See Campus Map for U and RU Routes

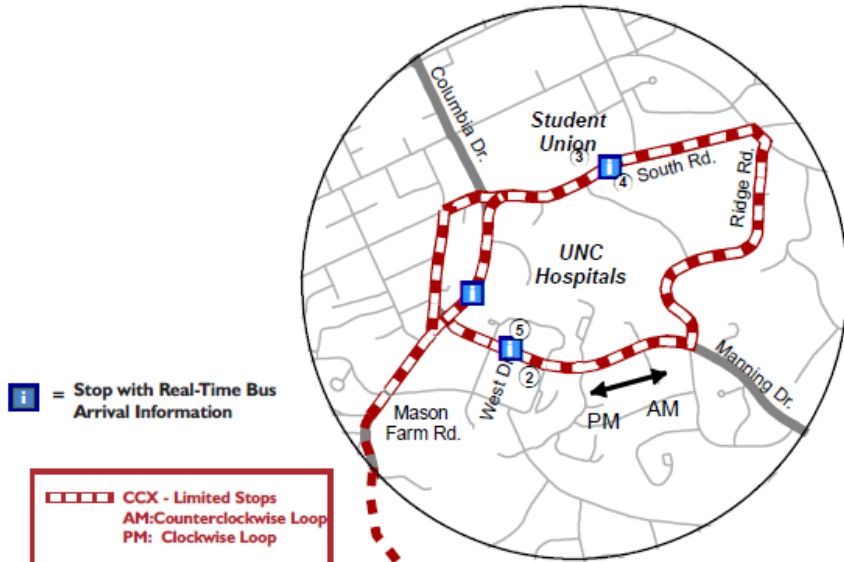
# NS Route - Eubanks Road / Southern Village



- Current CHT Fixed Routes NS and V provide service to Southern Village Park and Ride & are only current routes directly serving Obey Creek



# CCX Route - Chatham County Express



= Stop with Real-Time Bus Arrival Information

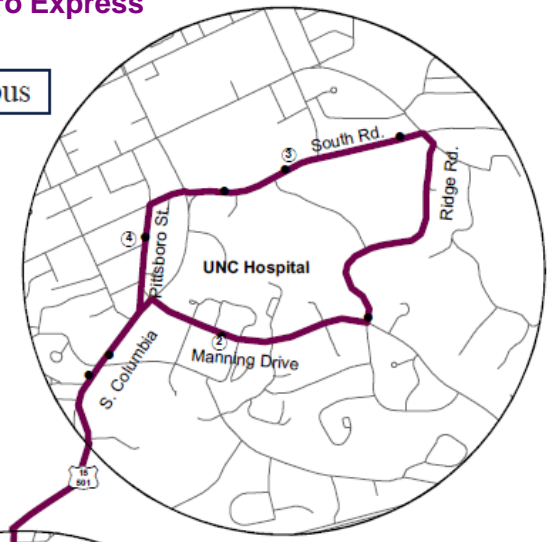
- CCX - Limited Stops
- AM: Counterclockwise Loop
- PM: Clockwise Loop
- Express (no stops)



N  
Map not to scale

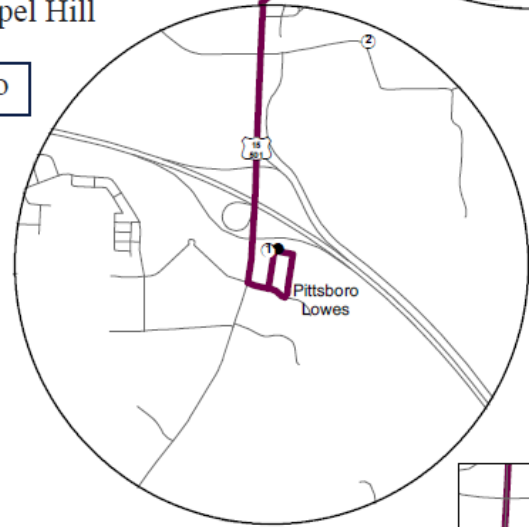
# PX Route - Pittsboro Express

UNC Campus



h  
Pittsboro  
Blvd., Chapel Hill

Pittsboro



N  
Portions of map not to scale



Table 2. Existing CHT Service Capacity and Details

Direction	Obey Creek Trip Type	Daily Buses	Daily Cap.	AM Peak Hour Range	Buses	Raw Seat Cap.	Noon Peak Hour Range	Buses	Raw Seat Cap.	PM Peak Hour Range	Buses	Raw Seat Cap.
<b>NS Route</b>												
Southbound	Alighting	51	3,060	7:30 – 8:20	6	360	11:55-12:25	2	120	4:40-5:30	6	360
Northbound	Boarding	51	3,060	7:30-8:20	6	360	12:10-12:30	2	120	4:40-5:40	6	360
<b>V Route</b>												
Southbound	Alighting	18	1,080	7:36-8:18	2	120	12:46	1	60	4:51-5:42	2	360
Northbound	Boarding	16	960	7:40-8:15	2	120	12:10	1	60	5:03-5:30	2	360
<b>CCX Route</b>												
Southbound	Alighting	18	1,080	7:30-8:15	4	240	12:20 – 1:00	2	120	4:45-5:30	4	240
Northbound	Boarding	18	1,080									
<b>PX Route</b>												
Southbound	Alighting	8	480	7:48	1	60	N/A	N/A	N/A	5:08	1	60
Northbound	Boarding	6	360	7:10			N/A	N/A	N/A	4:28		

# Obey Creek Mixed-Use Development Traffic Impact Study

## Detailed Transit Analysis

### Site Trip Generation Details



- Prepared Trip Generation Methodology Document
- Calculated Trips Using ITE Methodology and Adjusted by Field Collected Information/Research
- Adjusted Raw Trips For Internal Capture, Transit, Pedestrian/Bicycle, Pass-by Trips & Diverted Linked Trips
- Distribute Vehicle Trips By Existing Trip Patterns & Proposed Spatial Access
- Assign Trips

Table 15. Obey Creek Development - Summary Trip Generation Data

Trip Generation Step	24 Hour Volumes			AM Peak Hour Trips			Noon Peak Hour Trips			PM Peak Hour Trips		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
1. ITE Raw Trip Generation Calculations	12,836	12,836	25,672	719	450	1,169	814	772	1,585	1,098	1,295	2,393
2. Internal Capture	-1,284	-1,284	-2,568	-46	-46	-92	-144	-144	-288	-241	-241	-482
<b>EXTERNAL TRIP GENERATION BEFORE MODAL REDUCTION</b>	<b>11,552</b>	<b>11,552</b>	<b>23,104</b>	<b>673</b>	<b>404</b>	<b>1,077</b>	<b>670</b>	<b>628</b>	<b>1,297</b>	<b>857</b>	<b>1,054</b>	<b>1,911</b>
3. Transit Trip Reductions	-1,282	-1,282	-2,565	-98	-63	-161	-60	-57	-116	-131	-155	-286
4. Ped/Bike Trip Reductions	-130	-130	-259	-10	-6	-16	-6	-6	-12	-13	-15	-29
<b>TOTAL EXTERNAL VEHICLE TRIPS (DRIVEWAY VOLUMES)</b>	<b>10,140</b>	<b>10,140</b>	<b>20,280</b>	<b>565</b>	<b>335</b>	<b>900</b>	<b>604</b>	<b>565</b>	<b>1,169</b>	<b>712</b>	<b>884</b>	<b>1,596</b>
5. Pass-By Trips	-1,213	-1,213	2,425	-0	-0	-0	-119	-119	-237	-176	-176	-352
6. Diverted Linked Trips	-999	-999	1,997	-0	-0	-0	-98	-98	-195	-145	-145	-290
<b>TOTAL EXTERNAL VEHICLE TRIPS (NEW TRIPS)</b>	<b>7,928</b>	<b>7,928</b>	<b>15,858</b>	<b>565</b>	<b>335</b>	<b>900</b>	<b>387</b>	<b>348</b>	<b>736</b>	<b>391</b>	<b>563</b>	<b>954</b>

# Obey Creek Mixed-Use Development Traffic Impact Study

## Detailed Transit Analysis

### 2022 Obey Creek Demand



Table 1. Estimated Obey Creek Transit Trips

Trip Type	Daily	AM Peak Hour	Noon Peak Hour	PM Peak Hour
Boarding (Exit)	1,282	63	57	155
Alighting (Enter)	1,282	98	60	131
<b>Totals</b>	<b>2,564</b>	<b>161</b>	<b>117</b>	<b>286</b>

- Peak Hour Demand = Adjacent Traffic Peak Hour
- Peak Hour Demand Divided Over Existing Route Service (# of buses)
- No estimate of distribution of daily trips over “off-peak” hours for this analysis



# Obey Creek Mixed-Use Development Traffic Impact Study

## Detailed Transit Analysis Existing Route Ridership



Table 3. Existing Average Transit Ridership (Boardings) for Routes Serving Obey Creek

Route	Daily	AM Peak Hour	Noon Peak Hour	PM Peak Hour
NS	3,643.36	476.98	147.1	409.93
V	603.17	112.35	45.08	79.19
CCX	412.61	87.77	7.33	33.6
PX	98.47	21.82	0	33.1
Totals	4,757.61	698.92	199.51	555.82

- Ridership estimates used to proportion Obey Creek demand for each potential route
- Assume CCX and PX Routes could be used for Obey Creek service

# Obey Creek Mixed-Use Development Traffic Impact Study

## Detailed Transit Analysis

### Obey Creek Trips By Route



Table 4. Estimated Proportion of Obey Creek Trips Using Existing Routes

Route	Daily		AM Peak Hour		Noon Peak Hour		PM Peak Hour	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting
NS	982	982	43	67	42	44	114	97
V	163	163	10	16	13	14	22	19
CCX	111	111	8	12	2	2	9	8
PX	27	27	2	3	0	0	9	8
Totals	1,282	1,282	63	98	57	60	155	131

- Assume no transfers to other routes
- No PX Route Noon Peak service
- Use data to add to projected 2022 No-Build loadings to determine “stop” and route available capacity

# Obey Creek Mixed-Use Development Traffic Impact Study

## Detailed Transit Analysis

### “Stop” Capacity Analysis Results

Time Period	Scenario	2014 Existing		2022 No-Build		2022 W/ Obey Creek	
		% Available Boarding Capacity	% Available Alighting Capacity	% Available Boarding Capacity	% Available Alighting Capacity	% Available Boarding Capacity	% Available Alighting Capacity
Daily	NS	85%	85%	82%	82%	50%	50%
	V	90%	95%	88%	94%	71%	79%
	CCX	90%	89%	88%	86%	83%	81%
	PX	80%	95%	76%	94%	61%	91%
	<b>Totals</b>	<b>87%</b>	<b>89%</b>	<b>85%</b>	<b>87%</b>	<b>65%</b>	<b>69%</b>
AM Peak Hour	NS	64%	88%	57%	85%	45%	67%
	V	73%	92%	67%	90%	59%	77%
	CCX	73%	95%	67%	93%	64%	88%
	PX	64%	96%	57%	96%	53%	91%
	<b>Totals</b>	<b>68%</b>	<b>91%</b>	<b>62%</b>	<b>89%</b>	<b>54%</b>	<b>77%</b>
Noon Peak Hour	NS	92%	84%	91%	80%	56%	44%
	V	90%	97%	88%	96%	67%	73%
	CCX	97%	92%	96%	91%	94%	89%
	PX	0%	0%	0%	0%	0%	0%
	<b>Totals</b>	<b>94%</b>	<b>90%</b>	<b>92%</b>	<b>88%</b>	<b>73%</b>	<b>68%</b>
PM Peak Hour	NS	97%	81%	96%	78%	65%	51%
	V	98%	95%	98%	94%	80%	78%
	CCX	97%	58%	96%	50%	92%	46%
	PX	98%	72%	98%	66%	83%	54%
	<b>Totals</b>	<b>97%</b>	<b>76%</b>	<b>97%</b>	<b>71%</b>	<b>77%</b>	<b>54%</b>

- Is there enough load capacity for Obey Creek riders to get on/off?
- Does not account for impacts along the routes

# Obey Creek Mixed-Use Development Traffic Impact Study

## Detailed Transit Analysis

### Route Capacity Analysis Results



- Does Obey Creek ridership impact other areas along each route where existing/future service may be near/at capacity?
- Assume Obey Creek riders board/alight at same proportions as existing route boardings/alightings
- Compute load capacity for each stop along route – No-Build/Build
- Assume no transfers & stops can be made for Express Routes at Obey Creek
- No Daily Estimates made for this analysis

# Obey Creek Mixed-Use Development Traffic Impact Study

## Detailed Transit Analysis Route Capacity Analysis Results

### CCX Route



EXHIBIT 3. 2022 CCX Route No-Build/Build Available Load Capacity Results

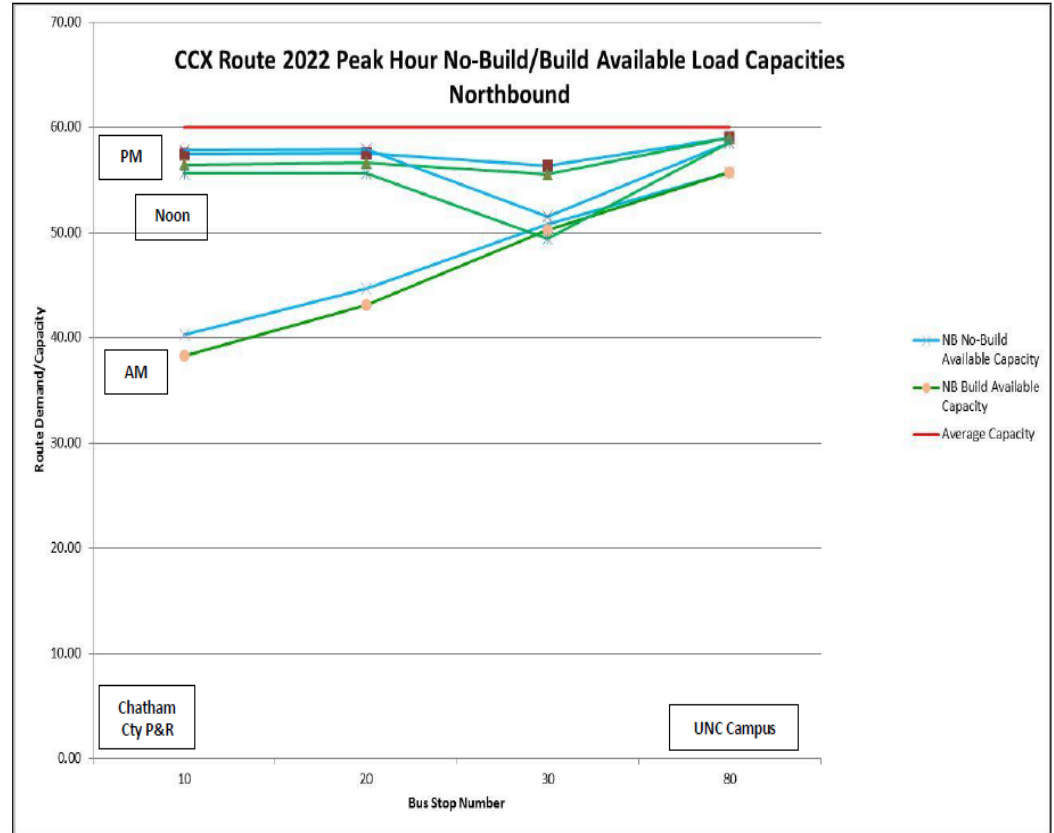


Table 6. 2022 Southbound Route CCX Load Capacity Analysis – Passing Obey Creek Site

Peak Hour	Max Capacity	2014 Existing Available Capacity	2022 No-Build Available Capacity	Obey Creek Portion (Alighting at Obey Creek)	2022 Build Available Capacity
AM	60	58.37	58.01	3.00	55.01
Noon	60	56.10	55.32	1.00	54.32
PM	60	49.44	47.33	2.00	45.33

# Obey Creek Mixed-Use Development Traffic Impact Study

## Detailed Transit Analysis Route Capacity Analysis Results

### PX Route



EXHIBIT 4. 2022 PX Route No-Build/Build Available Load Capacity Results

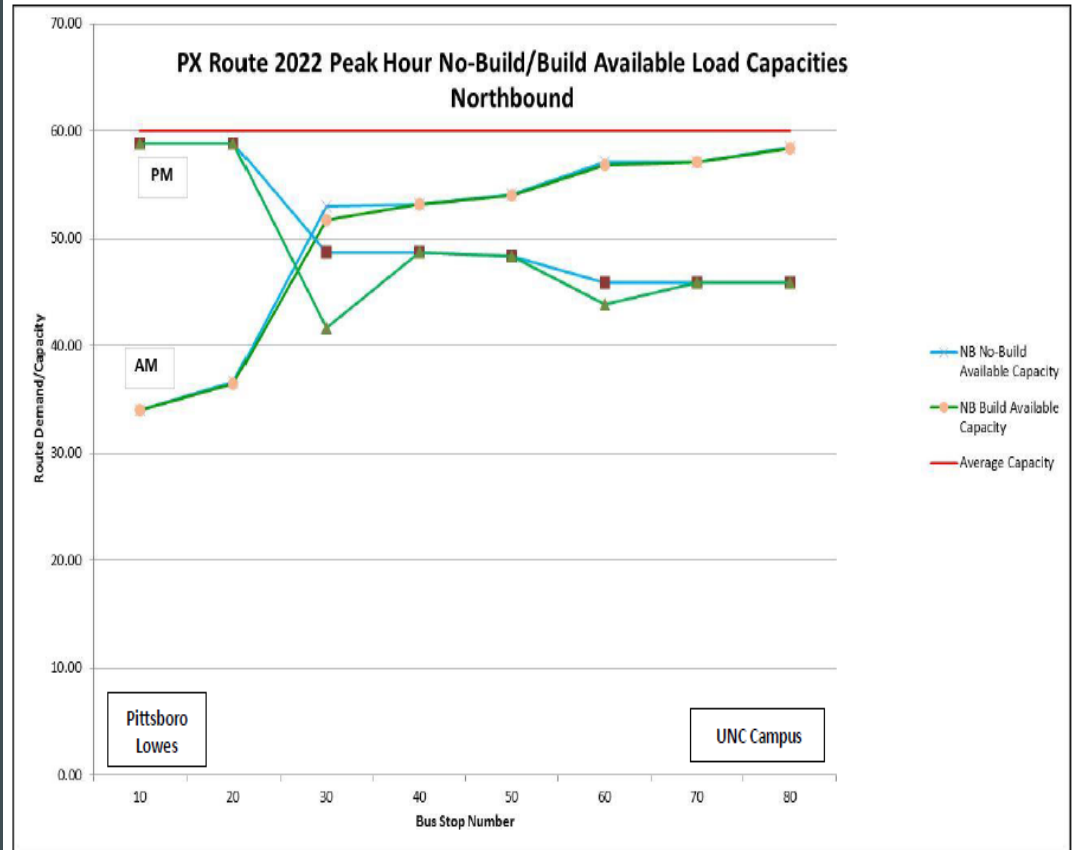
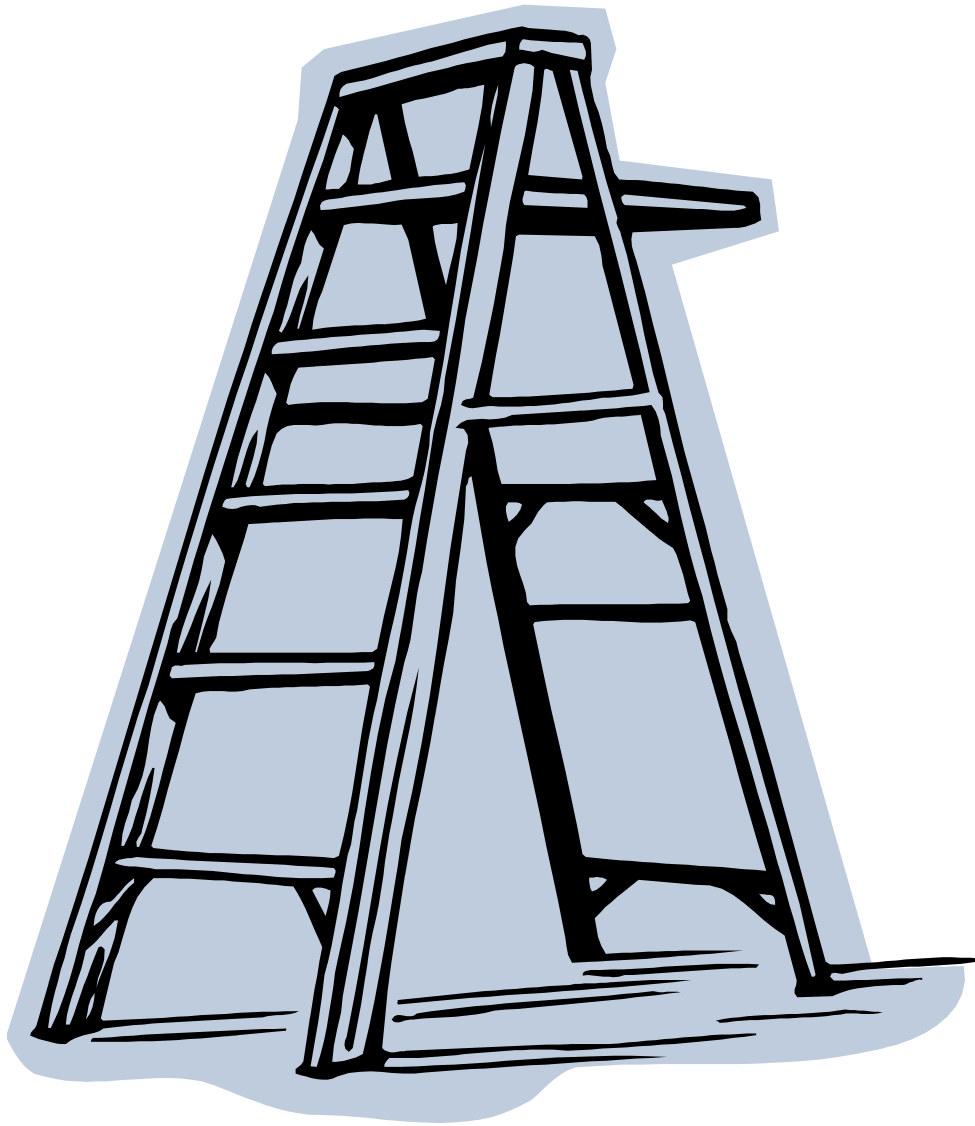


Table 7. 2022 Southbound Route PX Load Capacity Analysis – Passing Obey Creek Site

Peak Hour	Max Capacity	2014 Existing Available Capacity	2022 No-Build Available Capacity	Obey Creek Portion (Alighting at Obey Creek)	2022 Build Available Capacity
AM	60	58.00	57.60	3.00	54.60
PM	60	42.93	39.51	8.00	31.51



**How does  
this information  
inform  
the next steps  
in the process?**

# Responses to questions about southern Chapel Hill

*Team Member:*

*Megan Wooley, Community Sustainability Planner*



# Guidance from existing plans and reports for growth in southern Chapel Hill



Urban Services  
Boundary

Chapel Hill 2020  
comprehensive  
plan

Obey Creek  
Compass  
Committee  
Report

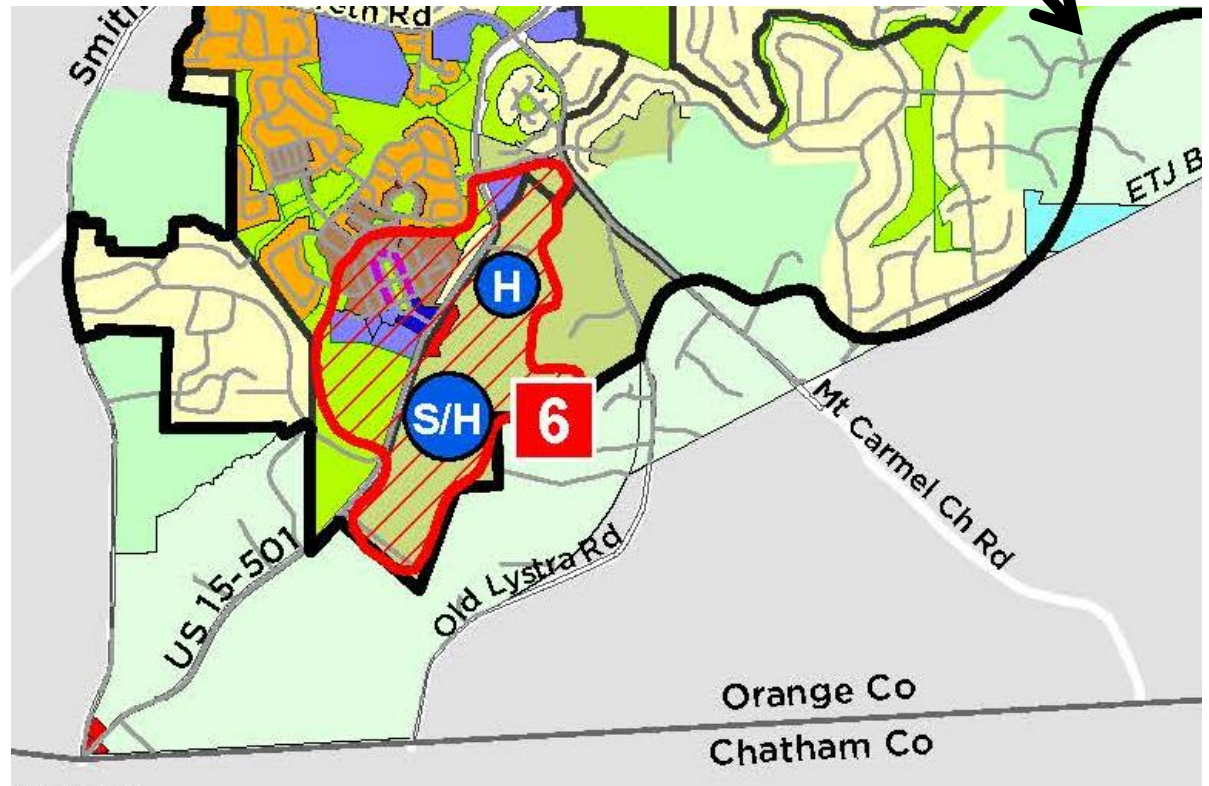
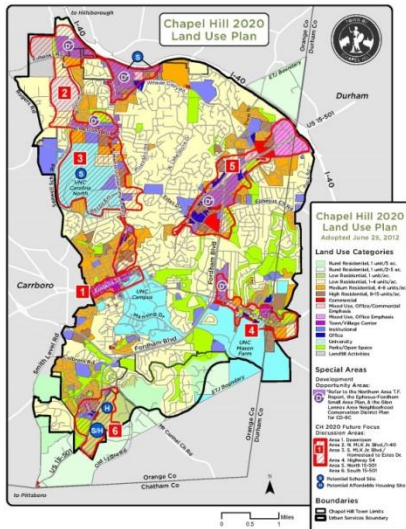
# Urban Services Boundary (Established 1986)

Urban Services  
Boundary

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Defined as the area within which public utilities or services are available currently or will be provided in the future.



# Chapel Hill 2020 comprehensive plan

Urban Services  
Boundary

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## Chapel Hill 2020 Land Use Plan

Uses in the west:

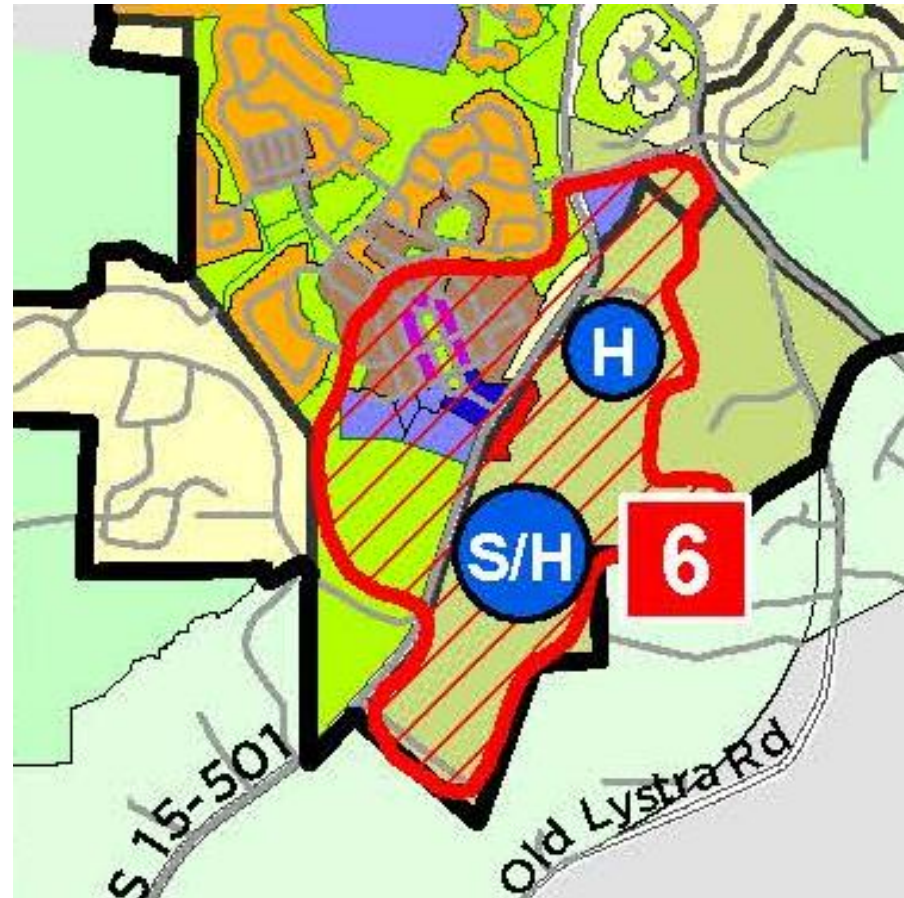
- Parks and Open Space
- Institutional

Uses in the east:

- Low residential

Suggested Uses:

- H: Affordable Housing
- S: School



# Chapel Hill 2020 comprehensive plan

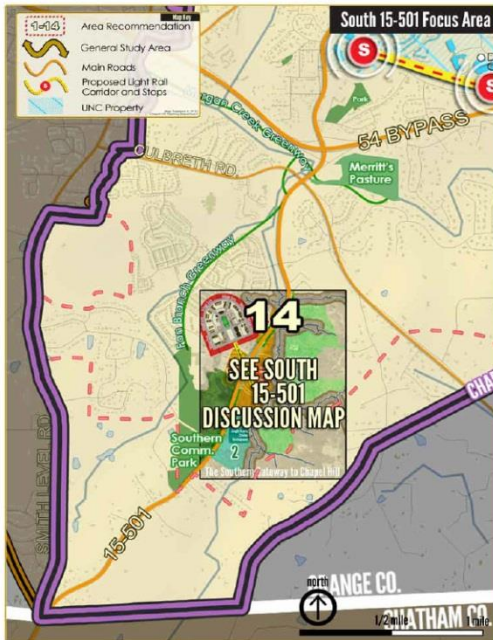
Urban Services  
Boundary

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comprehensive plan

Obey Creek Compass  
Committee Report

## South 15-501 Discussion Group – General Principles

Area 6: South 15-501



### A Place for Everyone

- Respond to demonstrated needs of the greater Chapel Hill community

### Facilitate Getting Around

- Minimize traffic impact on neighborhoods surrounding the study area and along 15-501
- Plan collaboratively for the 15-501 corridor with Orange County and Chatham County (including transit planning)
- Improve bicycle and pedestrian connectivity among neighborhoods, schools, community facilities, parks, and across 15-501
- Plan for increased use of transit

# Chapel Hill 2020 comprehensive plan

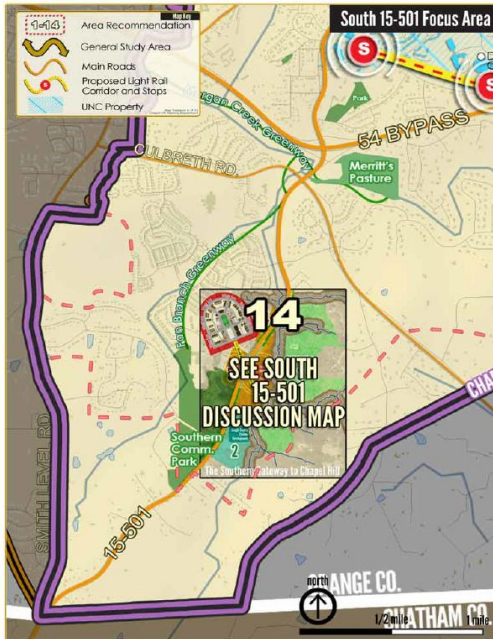
Urban Services  
Boundary

Chapel Hill 2020  
comprehensive plan

Obey Creek Compass  
Committee Report

## South 15-501 Discussion Group – General Principles

Area 6: South 15-501



### Develop Good Places, New Spaces

- Recognize and honor the spirit of the Southern Small Area Plan from the early 1990s
- Ensure that there is significant community process and community benefit in all future development plans
- Minimize the impact of development on schools

### Nurture Our Community

- Preserve and enhance natural resources (make public), including water quality and stormwater quality
- Preserve and enhance the “Green Gateway”

# Chapel Hill 2020 comprehensive plan

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comprehensive plan

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Committee Report

## South 15-501 Discussion Group – Area Specific Principles

### Area-Specific Principles



### Area 1

- Meet community needs with new development (mixed-use) focused on commercial rather than residential
- Promote architectural diversity and quality with design guidelines
- Emulate design principles of market area of Southern Village, including building height restrictions
- **And County Line:** Encourage clustered retail development including any new development toward the county line

# Chapel Hill 2020 comprehensive plan

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comprehensive plan

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Committee Report

## South 15-501 Discussion Group – Area Specific Principles

### Area-Specific Principles



### Areas 1 and 2

- Utilize clustered, compact development to maximize open space preservation

### Areas 1, 2, and 3

- Promote greenways, particularly along and near creeks

### Areas 2 and 3

- Maximize permanent preservation of open space

# Chapel Hill 2020 comprehensive plan

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Committee Report

## South 15-501 Discussion Group – Area Specific Principles

### Area-Specific Principles



### Areas 4 and 5

- Promote possibility of workforce housing or accommodations for other identified community needs, such as senior citizen housing

### Area 5

- Evaluate increased transit use at park-and-ride lot

### All Areas

- Provide corridor buffer along 15-501, allowing for visibility and access to retail or commercial development



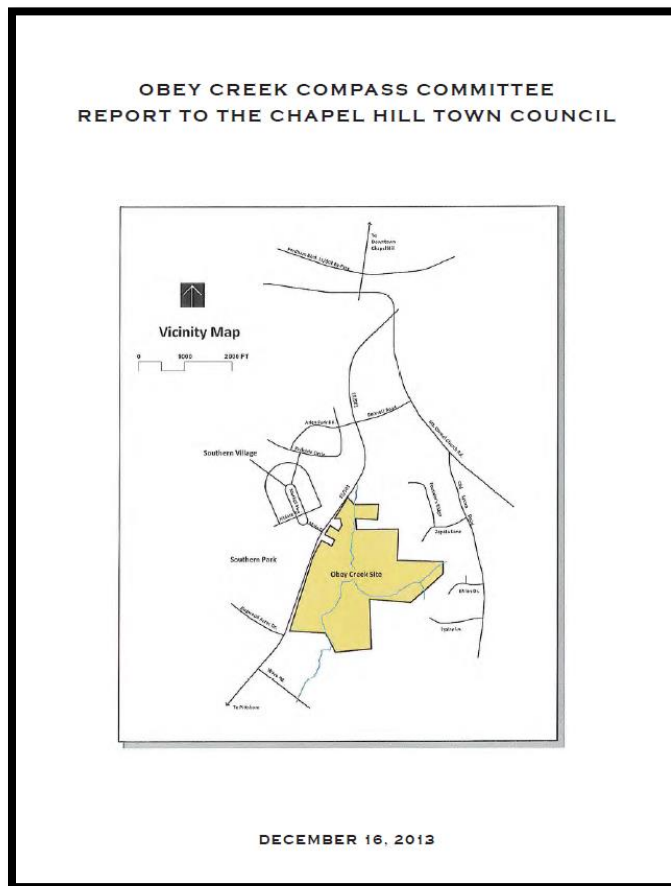
# Obey Creek Compass Committee Report (December 2013)

Urban Services  
Boundary

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comprehensive plan

Obey Creek Compass  
Committee Report

Provides area-wide and site-specific recommendations



## Area-wide recommendations regarding:

- Uses and Impacts
- Design
- Connectivity and Mobility
- Traffic
- Environmental Considerations

# Guidance from existing plans and reports for growth in southern Chapel Hill



Urban Services  
Boundary

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comprehensive  
plan

Obey Creek  
Compass  
Committee  
Report

# Cost Estimates for a Small Area Plan

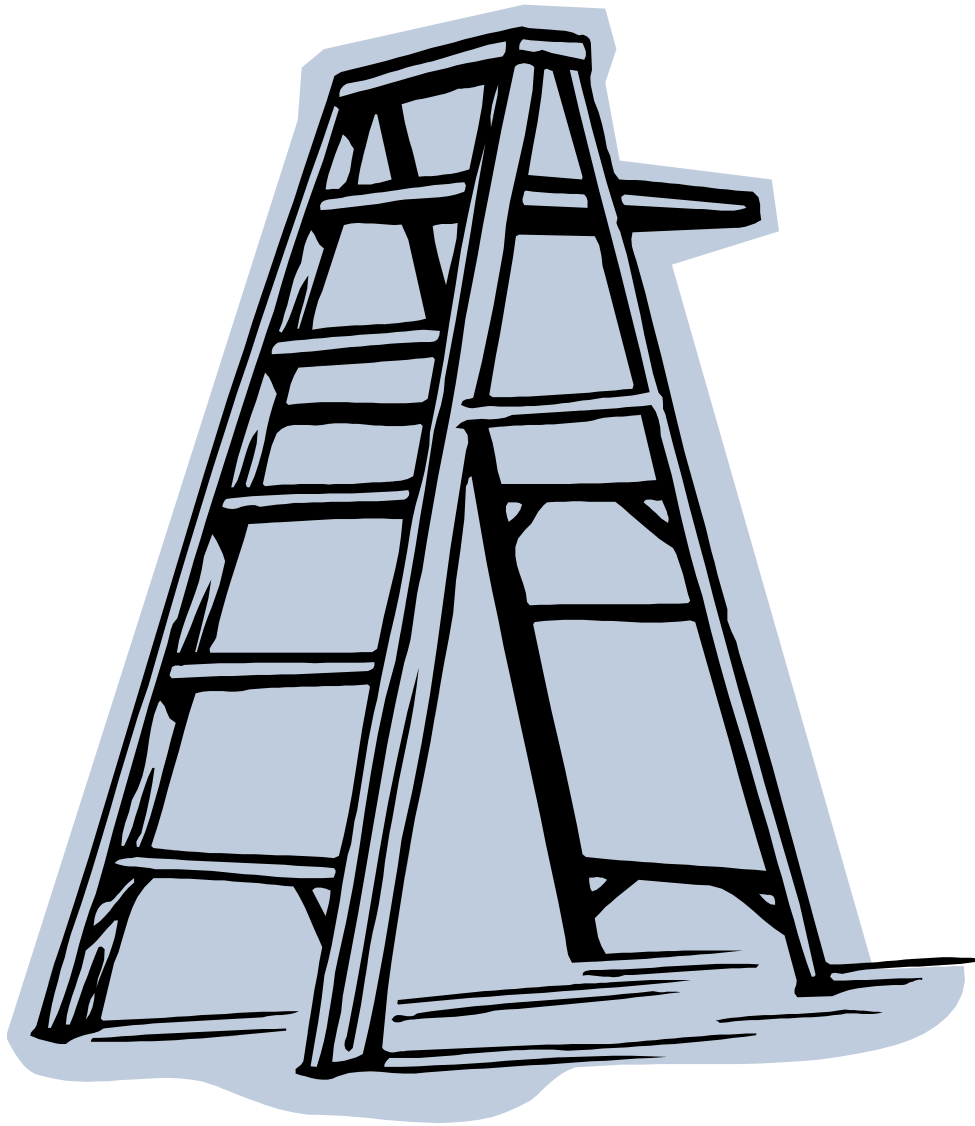
## **Option 1: Visioning Workshop - \$80,000-\$95,000**

- Review Base Information
- Vision Workshop (3-4 day visioning and design effort)
- Final work product (plan for area)

## **Option 2: Charrette - \$180,000-\$250,000**

- Review Base Information
- Pre-Charrette Analysis
- Charrette (5-7 day visioning and design effort)
- Final work product (plan for area)
- Final presentations

***Note: These estimates do not include staff time.***



**How does  
this information  
inform  
the next steps  
in the process?**

# Council Discussion

***Team Member:***

*Mary Jane Nirdlinger, Planning and Sustainability*

# Conclusion and Next Steps

## *Team Member:*

*Mary Jane Nirdlinger, Planning and Sustainability*

## **Upcoming Meetings**

- Monday, November 3<sup>rd</sup>
- Thursday, November 13<sup>th</sup>
- Monday, December 8<sup>th</sup>