

# PEDESTRIAN CIRCULATION

- MAIN STREETS NORTH/SOUTH
- MAIN STREETS EAST/WEST
- SLIP STREET
- CREEK SIDE LANE



**DESCRIPTION:**

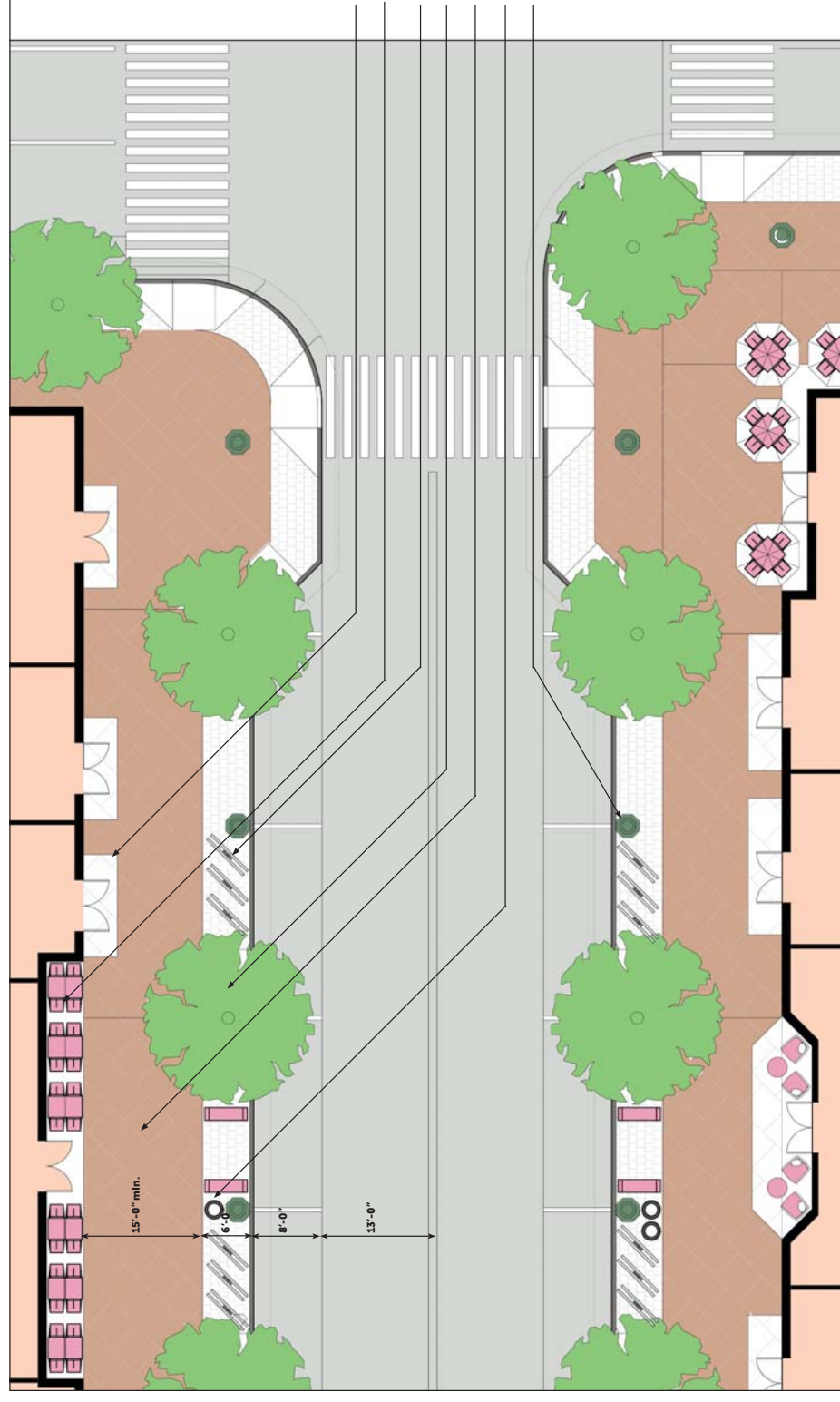
Circulation through the downtown of Obey Creek is organized by a series of East/West access streets from US 15/501 that bisect Main Street running in the North/South direction. Main Street will be sized and designed to engage and facilitate both pedestrian and vehicular movement safely and efficiently. Main Street is characterized by its urban form, pedestrian oriented amenities and framework of design principles creating a dialogue between the streetscape and the buildings that front them. Main Street will slope gradually with the current topography and host the major entrances to the anchor retail stores.

**INTENT:**

- a. Pedestrian friendly w/idea of parking once and walking to all amenities.
- b. Amenities to ensure pedestrian safety and comfort.
- c. Designed for vehicles and bicycles to coexist.
- d. Parrallel parking to act as a buffer.

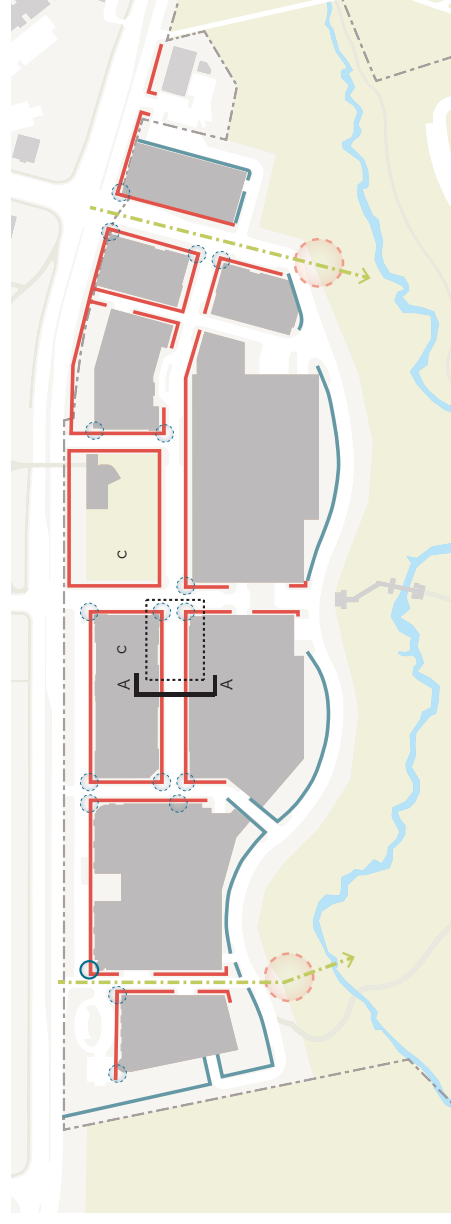
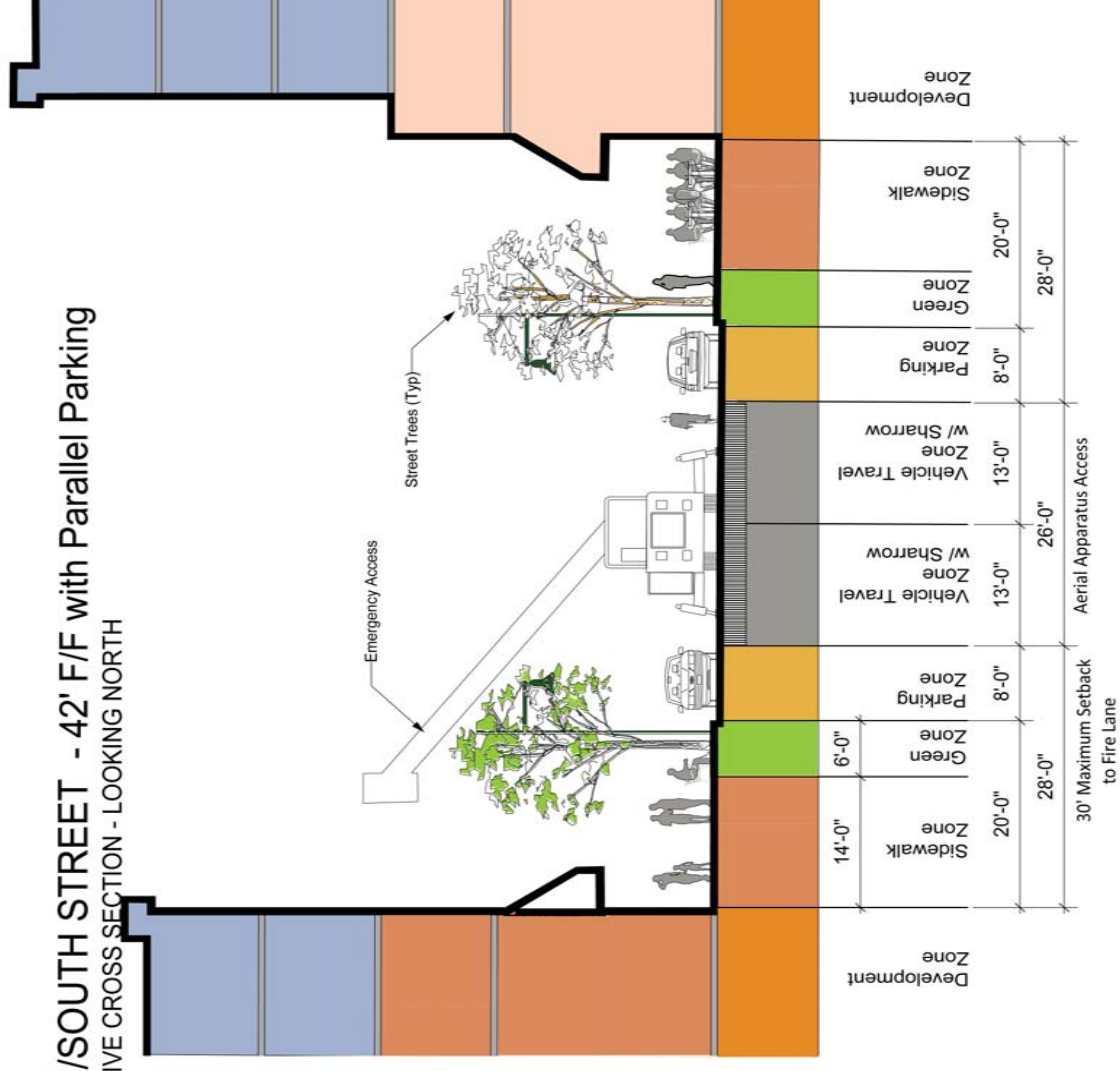
**RECOMMENDATIONS:**

- a. Drive lane adjacent to parking no less than 13'-0" in width.
- b. Sharrows for bicycles.
- c. On street parrallel parking
- d. Sidewalks min. 14'-0" including green zones
- e. Large Trees spaced min. 25'-60' O.C.
- f. Lighting will be spaced and sized to accommodate both pedestrians and vehicles
- g. Bicycle racks to be placed at convenient



Awnings above  
Cafe Seating  
Bike Racks  
Tree Spacing Min 25' - 60' O.C.  
Sidewalk Pavers  
Waste Receptacles  
Street Lighting

**NORTH/SOUTH STREET - 42' F/F with Parallel Parking**  
ILLUSTRATIVE CROSS SECTION - LOOKING NORTH



**NORTH/SOUTH PEDESTRIAN CIRCULATION**

**DESCRIPTION:**

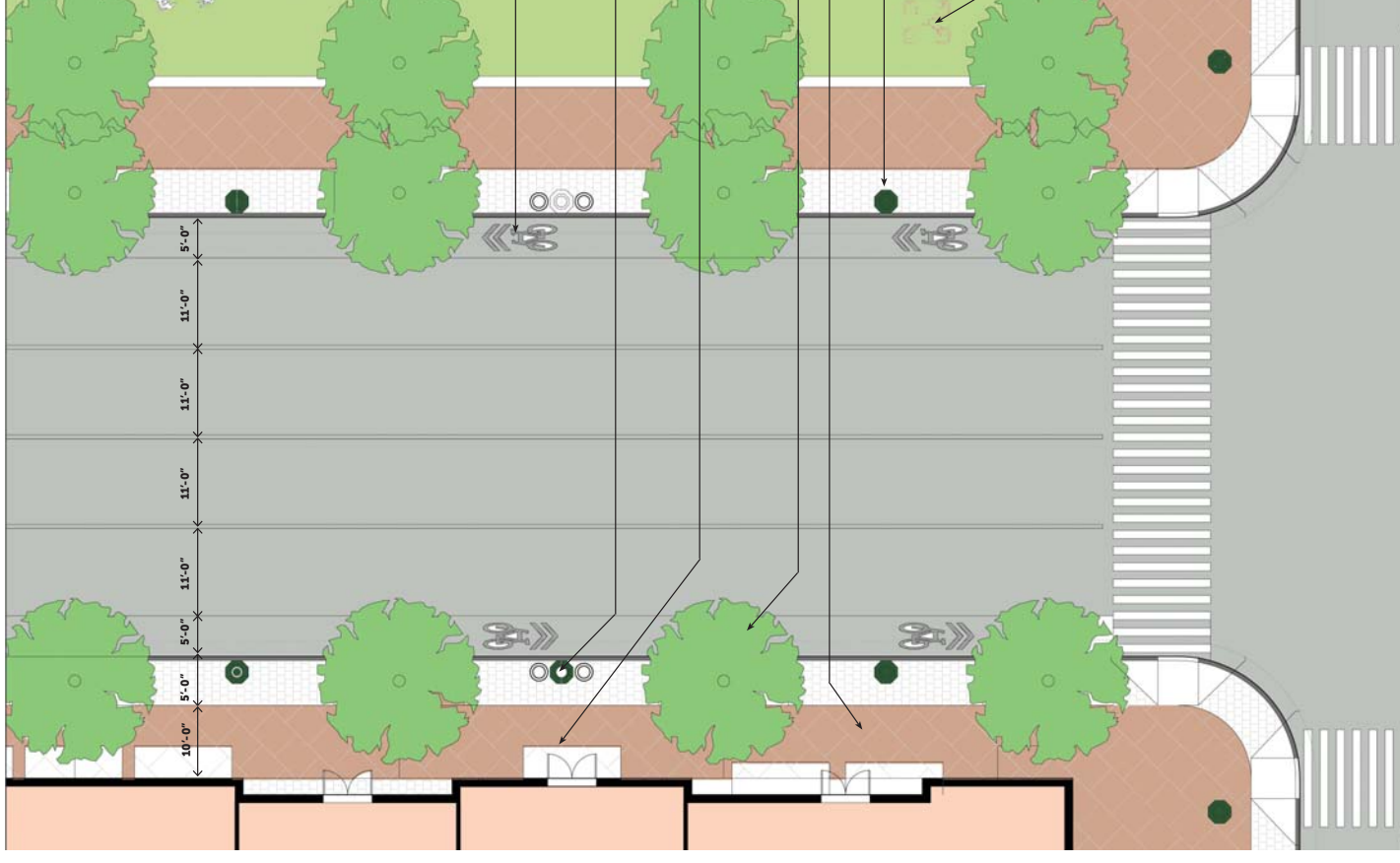
Access to Main Street and parking will be serviced by two primary East/West - protected stem roads that are accessed directly from US 15/501 and/or the "Slip Road". Protected stem roads will be sized and designed to engage and facilitate both pedestrian and vehicular movement safely and efficiently throughout the development. Protected stem roads are characterized by their urban form, pedestrian oriented amenities and design principles which create a dialogue between the streetscape and the buildings that front the streetscape. There are two protected stem roads in Obey Creek: Sumac Road and East Market Street. The most notable and visual difference from the other East/West streets is that these provide direct access from Southern Village to the west, a dedicated bike lane, and an active multiuse sidewalk.

**INTENT:**

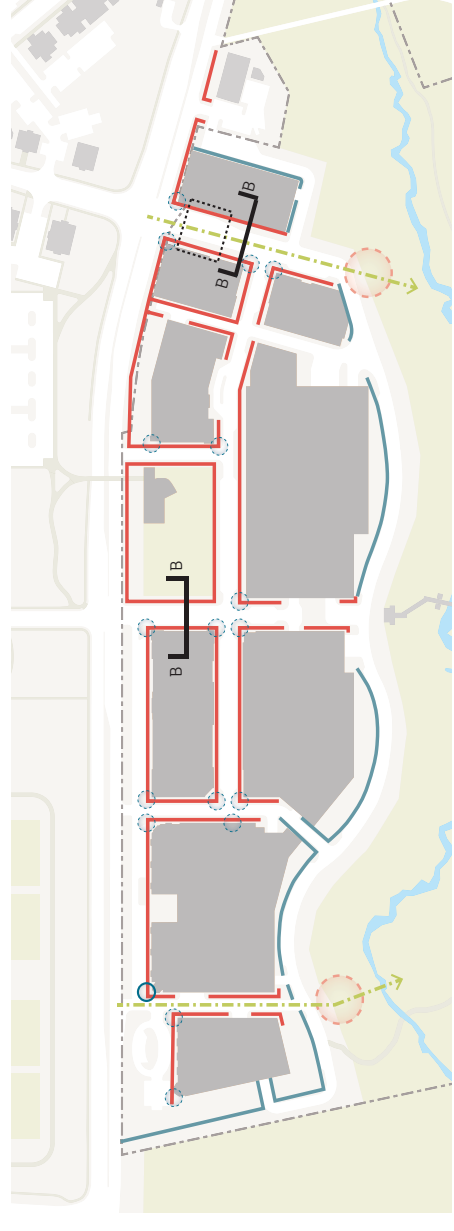
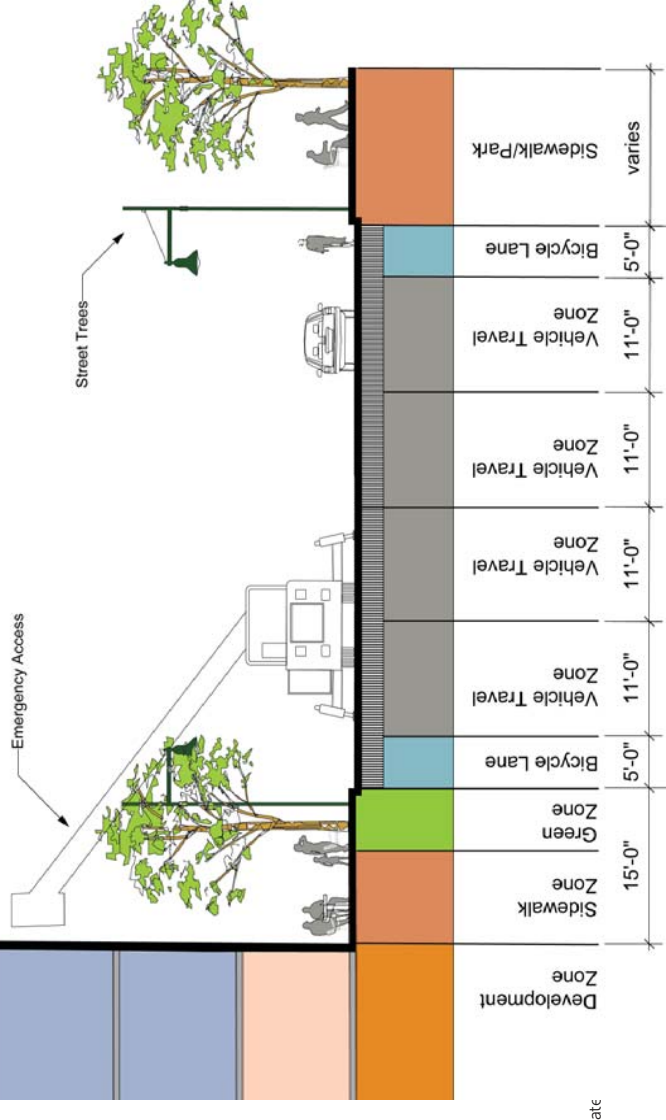
- a. Pedestrian friendly with the idea of parking once and walking to all amenities.
- b. Provide amenities to ensure pedestrian safety and comfort.
- c. Designed for vehicles and bicycles to coexist.

**RECOMMENDATIONS:**

- a. Drive lanes no less than 11'-0" in width.
- b. 5'-0" min, dedicated bicycle lane
- c. Sidewalks min. 15'-0" including green zones
- d. Large Trees spaced min. 25'-60' O.C.
- e. Lighting will be spaced and sized to accommodate both pedestrians and vehicles
- f. Bicycle racks to be placed at convenient locations.
- g. Building "Face to Face" 80' to 86'
- h. Accommodations for sidewalk cafe' seating



**EAST-WEST STREETS - Protected Stem**  
ILLUSTRATIVE CROSS SECTION - LOOKING WEST



**DESCRIPTION:**

East/West circulation and access to US 15/501 and Creek -side lane will be provided by series of parallel streets which will be sized and designed to engage and facilitate both pedestrian and vehicular movement safely and efficiently throughout the development.

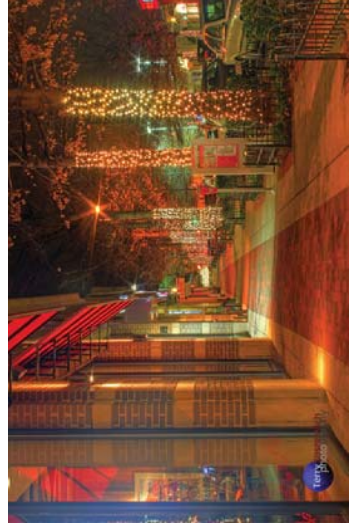
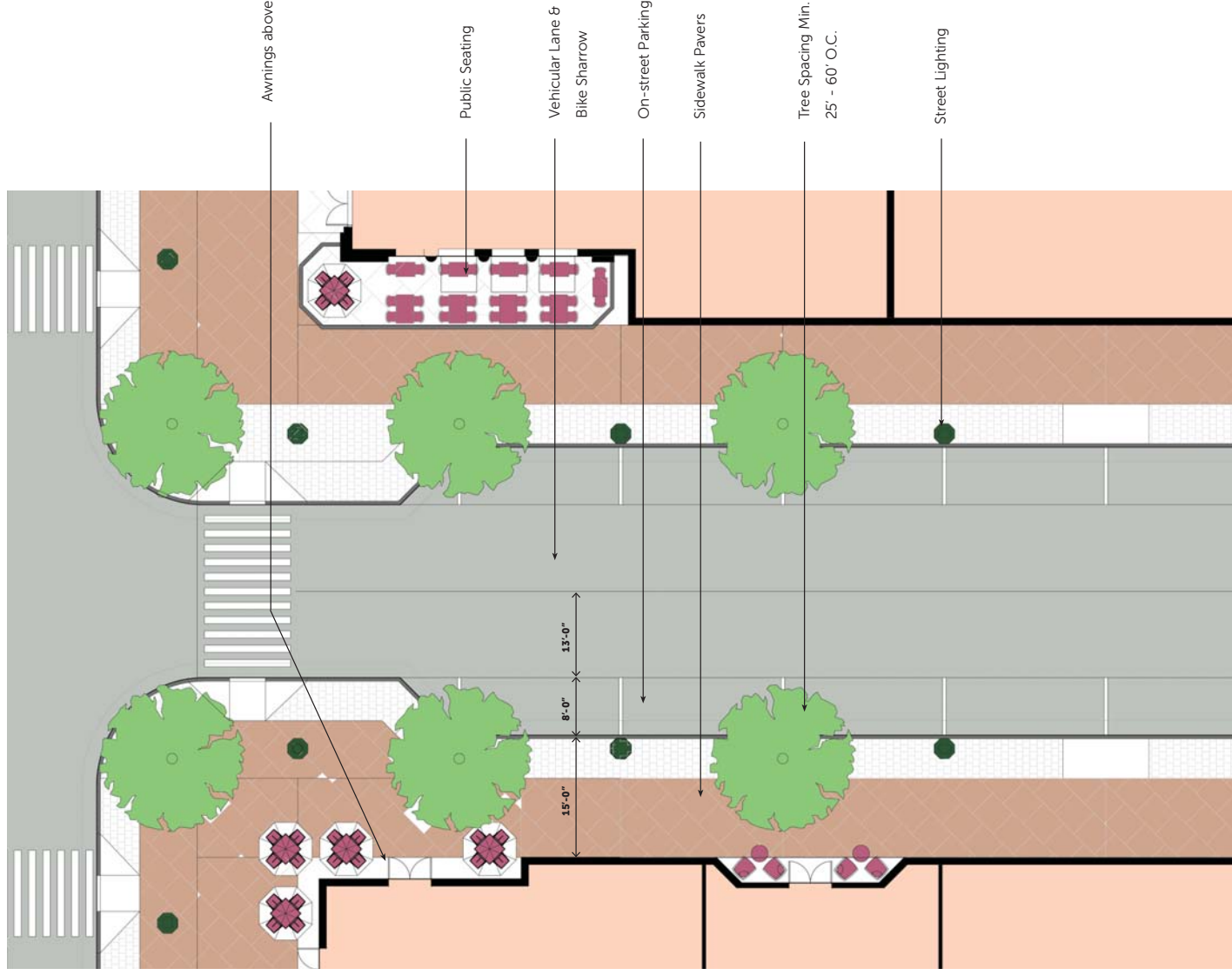
East/West access streets are characterized by their urban form, pedestrian oriented amenities and framework of design principles creating a dialogue between the streetscape and the buildings that front the streetscape. There are four East/West "Stem Streets" in Obey Creek: Service Lane, Middle Street, Park Lane and North Road. The most notable difference from the protected stem streets is the redirection of vehicular lanes from 4 to 2, the elimination of the dedicated bicycle lane for sharrows, and a building face to face of 70'- 74'.

**INTENT:**

- Pedestrian friendly with the idea of parking once and walking to all amenities.
- Provide amenities to ensure pedestrian safety and comfort.
- Designed for vehicles and bicycles to coexist.
- Parallel on street parking to act as a buffer.

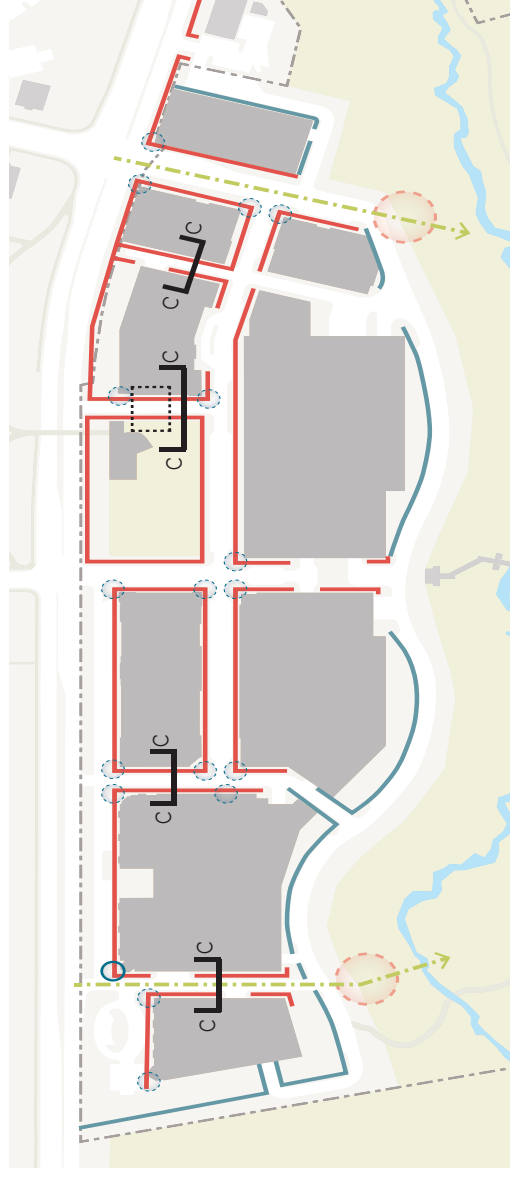
**RECOMMENDATIONS:**

- Drive lanes no less than 11'-0" in width.
- Sharrows for bicycles
- On street parallel parking
- Sidewalks min. 15'-0" including green zones
- Large Trees spaced min. 25'-60" O.C.
- Lighting will be spaced and sized to accommodate both pedestrians and vehicles
- Bicycle racks to be placed at convenient locations.
- Building "Face to Face" 70' to 74'



**EAST-WEST STREETS - 32' F/F (incl. parking)**

ILLUSTRATIVE CROSS SECTION - LOOKING WEST



**EAST WEST PEDESTRIAN CIRCULATION**



THE VILLAGE AT  
**Obey Creek**  
CHAPEL HILL, NC

EAST WEST PARTNERS  
**SCOTT MURRAY**  
LAND PLANNING, INC.

ELKUS | MANFREDI  
ARCHITECTS  
December 8th, 2014

**DESCRIPTION:**

The perimeter road running parallel and continuous for the majority of the site along interstate 15/501 is the "Slip Road". The slip road is used to facilitate lower speed traffic and separate it from the higher speed traffic lanes. Separating the two roads will be a continuous "Green and Multi-use" zone which will act as both a visual buffer and provide both pedestrian and bicycle lanes that will encourage the multi-modal environment. Diagonal parking will be provided for access to retail developments and provide an additional buffer zone between US 15/501 and the Obey Creek development. Slip Streets are characterized by their urban form, pedestrian oriented amenities and a framework of design principles creating a dialogue between the streetscape and the buildings that front the streetscape.

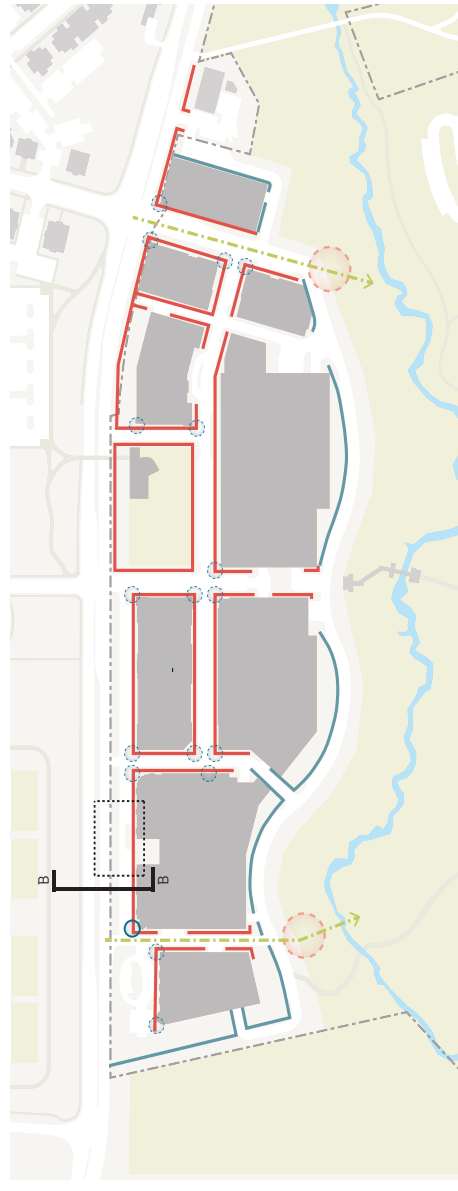
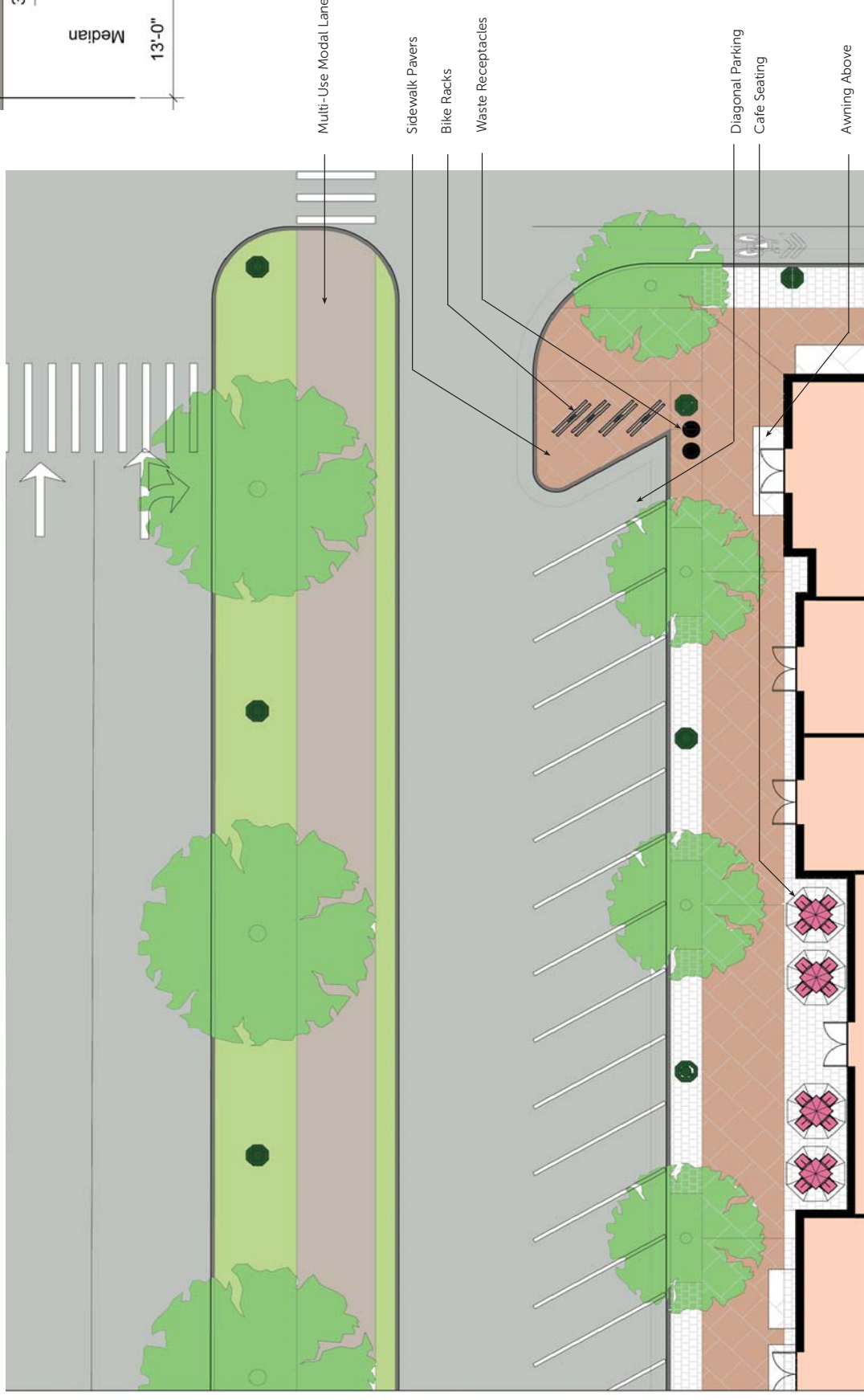
**INTENT:**

- Pedestrian friendly w/idea of parking once and walking to all amenities.
- Amenities to ensure pedestrian safety and comfort.
- Designed for vehicles and bicycles to coexist.
- Diagonal on street parking to act as a buffer.
- Enhanced Multi-Modal environment

**RECOMMENDATIONS:**

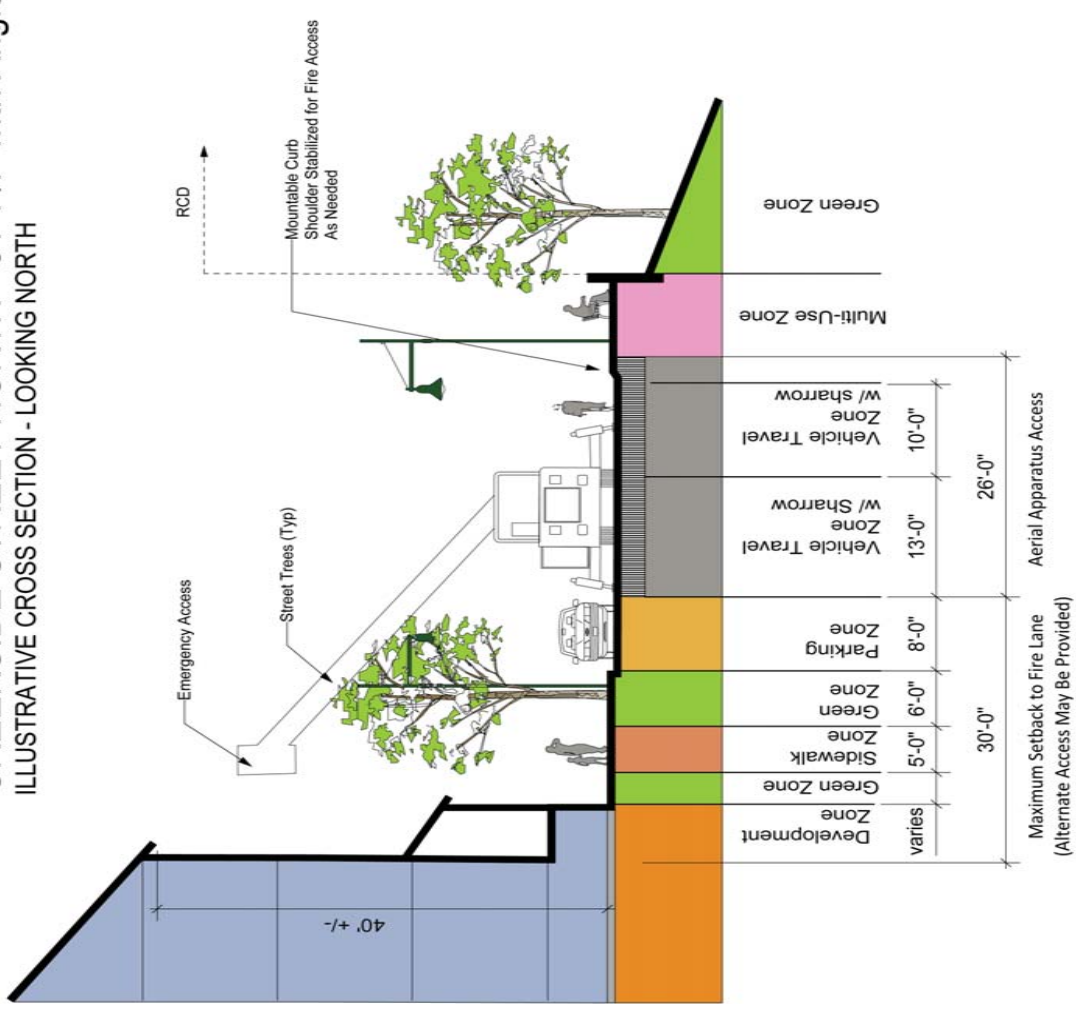
- Drive lane no less than 16'-0"
- 15' min. Multi-use lane in the buffer zone.
- On street diagonal parking
- Sidewalks min. 15'-0" including green zone.
- Lighting will be spaced and sized to accommodate pedestrians and vehicles.
- Bicycle racks will be placed at convenient locations.

**SLIP STREET - 31' F/F with Angled Parking**  
ILLUSTRATIVE CROSS SECTION - LOOKING NORTH



# CREEKSIDE STREET NORTH - 31' F/F with Angled Parking

## ILLUSTRATIVE CROSS SECTION - LOOKING NORTH



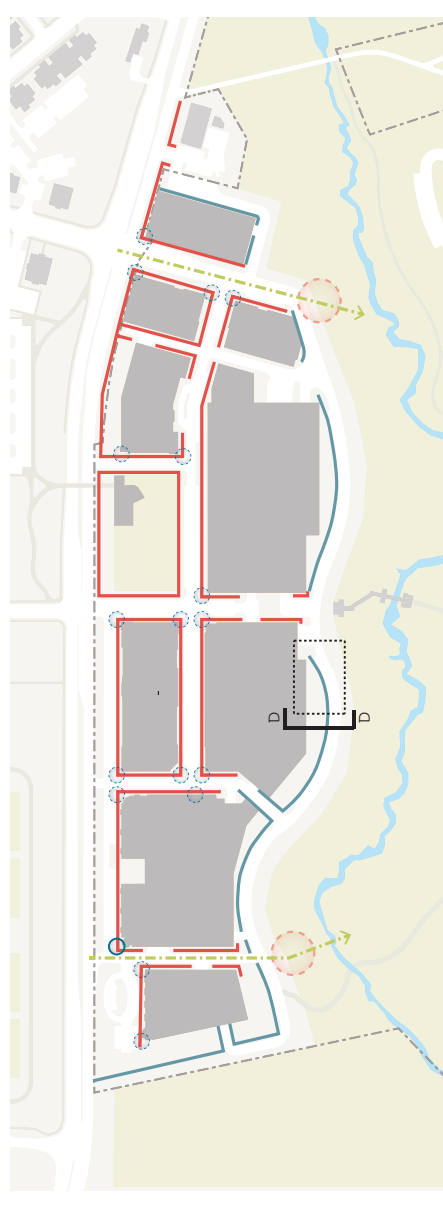
### Recommendations:

- Drive lane adjacent to parking is 13'-0".
- 10'-0" min, multi use zone along conservation land.
- On street parallel parking
- Sidewalks min. 5'-0"
- Large Trees spaced min. 25'-60' O.C.
- Lighting will be spaced and sized to accommodate both pedestrians and vehicles
- Bicycle racks to be placed at convenient locations
- Dedicated "Green Zones" to provide buffer between residences and street.

### INTENT:

- Designed for vehicles and bicycles to coexist.
- Parallel on street parking to act as a buffer.
- Appropriate lighting to ensure safety and promote sustainability.
- Appropriate landscape for Residential Use.
- Provide access to Conservation land.

**DESCRIPTION:** Creekside Lane is the 2nd perimeter road running North South and extending the entire length of the site. It serves as the defining edge between the development and the preserved conservation land to the east. Creekside lane is designed to provide circulation for both vehicular and pedestrian access. Accommodations for a multi-modal use zone will run parallel to the conservation land. On street parallel parking will be provided to act as a buffer to the residential town homes to the west, and to provide access to all amenities. Landscaping and lighting will be designed appropriately to ensure safety, sustainability, and ensure that vehicular and pedestrian circulation coexist harmoniously.



### CREEK SIDE LANE PEDESTRIAN CIRCULATION

# BICYCLE CIRCULATION

- MULTI-MODAL ENVIRONMENT
- ENCOURAGE PEDESTRIAN AND BICYCLE TRAFFIC TO COEXIST HARMONIOUSLY WITH VEHICULAR TRAFFIC
- POISED ADJACENT TO AN EXISTING BIKE NETWORK AND GREATER REGIONAL CHC COMMUNITY
- CONNECTIVITY/SAFETY TO SOUTHERN VILLAGE VIA BRIDGE





Morgan Creek, Merritt's Pasture and Fan Branch Trails



**Intent: Multi-Modal Environment**

Obey Creek is intended to be a multi-modal development that encourages pedestrian and bicycle traffic to co-exist harmoniously with vehicular traffic. Poised adjacent to the existing Fan Branch trail and greater regional trails Obey Creek will benefit from connecting to this recreational system and the greater regional community. By offering amenities and provisions to riders Obey Creek can become a destination point along the trails bringing in potential customers and providing a unique environment for bikers to enjoy.

**Perimeter Road: Bike Lanes**

Perimeter bike lane is planned to be a dedicated multi-use lane parallel to US 15/501 and the use of sharrow alongside Creek Side lane adjacent to the Obey Creek Conservation Park. By placing the multi-use bike lane adjacent to US 15/501 circulation to the site will be direct and efficient.

and bicycles will not have to contend with on-street parking, the higher speed lanes, or the dangers that come from opening car doors into bike lanes while traveling at high speeds.

**Dedicated Bike Lanes:**

Two main roads crossing 15/501 from Southern Village (Sumac and Market) will be provided with dedicated bike lanes that will be a min. 5'-0" wide. Safety is the primary concern at these cross streets. In addition an overhead Pedestrian/Bike bridge will provide direct access to Southern Village and the Chapel Hill Transit system. These dedicated Bike lanes on both sides will continue to Main Street where they will transition to sharrows.

**Amenities for Bicyclist:**

In order to encourage bicycle transportation to Obey Creek, certain amenities will be required such as bicycle racks and lockers so that visitors feel they are provided for and welcome. Bike racks will be placed along the street facing facades of buildings near entries so they are convenient and visible to users but do not obstruct circulation or access.

**Downtown Core: Bike lanes and Sharrows**

The streets within the downtown core are a min. 13'-0" from the center line to the edge of the on street parking. This width is sufficient enough for vehicular traffic which requires only 11'-0". Bicycle lanes will not be striped but streets will be marked to identify that bicycles by right will utilize the same lanes as vehicular traffic. Patrons and residents are encouraged to arrive in Obey Creek by bicycle, and then once inside the development to explore by foot. As traffic speeds within the core will be low, it is likely that pedestrian movement will be the preferred means of navigating the site.





## OPEN SPACE

- HIGHLAND PARK
- OVERLOOK PARK
- OBEY CREEK CONSERVATION PARK





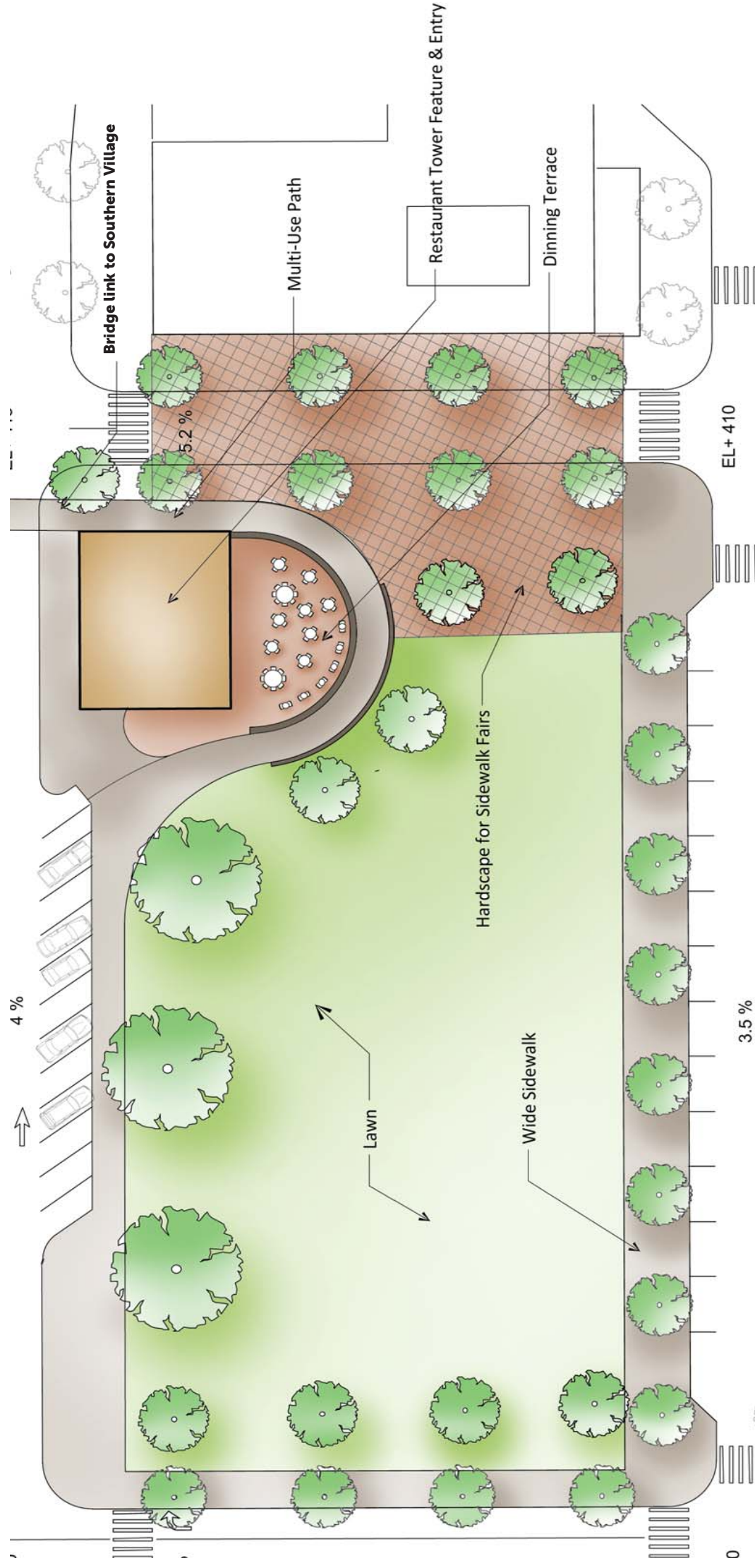
# HIGHLAND PARK

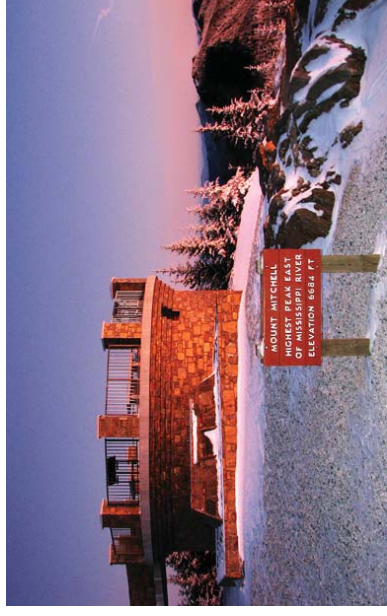
## DESCRIPTION:

Highly visible from 15/501, Highland Park is the primary, central public focal area of Obey Creek. An expansive lawn will define the character of the park where informal and programmed activities will occur. The edges of the park are proposed to include expanded hardscape areas where sidewalk fairs, farmer's markets and similar activities will be staged providing suitable all-weather surfaces. The northwest corner is reserved for retail, restaurant or open-venue uses that will anchor this end of Highland Park. This important corner space is unique in that it serves also as the landing for the multi-use overpass bridge, connecting Obey Creek with Southern Village and the Park and Ride lot. The architecture of any buildings within this corner activity center will dictate the transition of the bridge to grade within Highland Park. Surrounding Highland Park, street level retail uses will stimulate activity in this high-energy space. Highland Park defines the entrance to the community and in so doing becomes a key part of the gateway to Chapel Hill.

## Activities potential uses:

- Community gatherings and events
- Outdoor concerts
- Art expos
- Seasonal outdoor merchant fairs
- Sidewalk artists and entertainers,
- Food vendors
- Passive seating areas
- Child play areas





# OVERLOOK PARK

## DESCRIPTION:

Overlook Park is the primary gateway to the Wilson Creek Park and Nature Preserve.

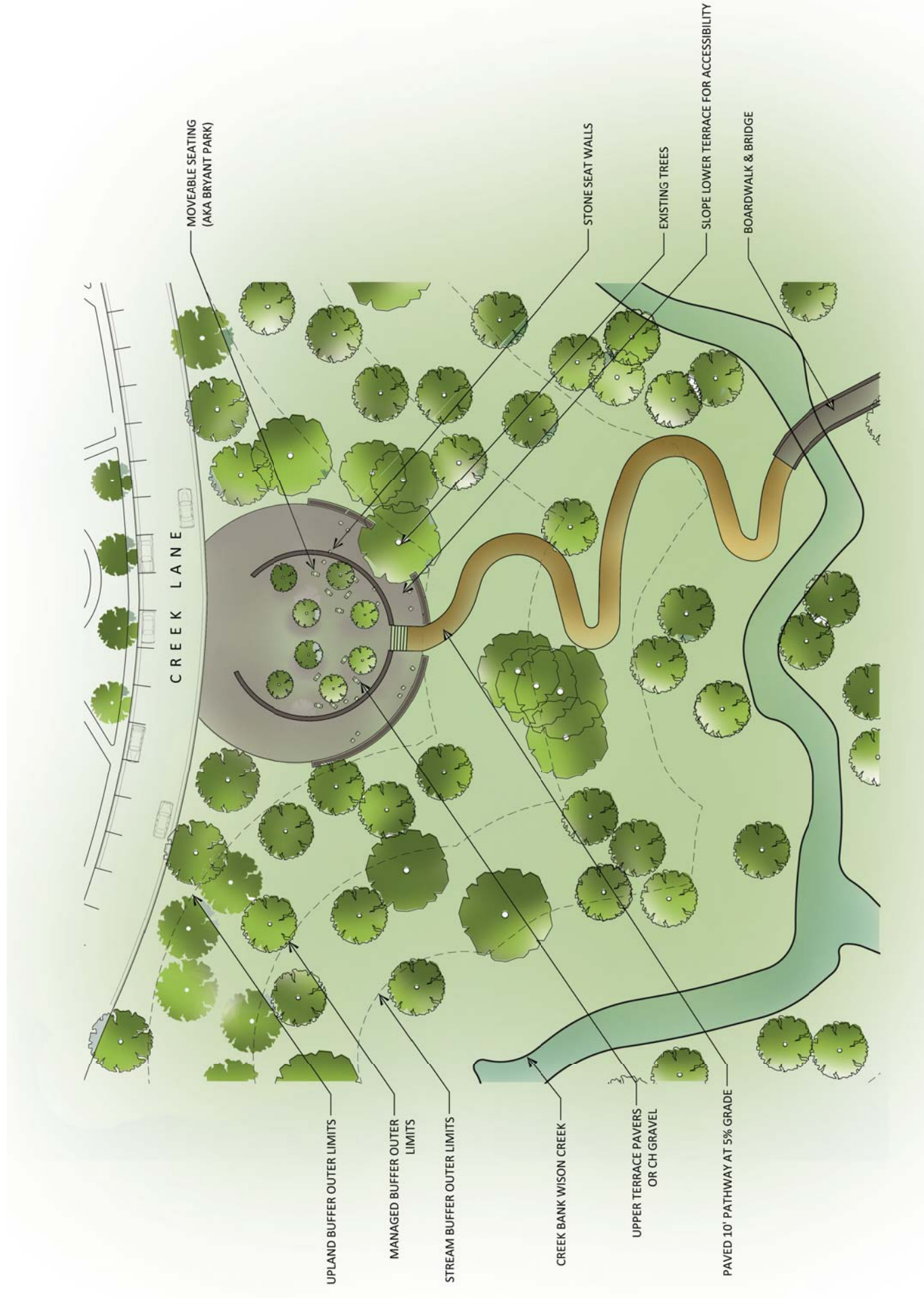
Centrally located it is situated on a promontory that offers views and easy pedestrian access to the trails and park facilities.

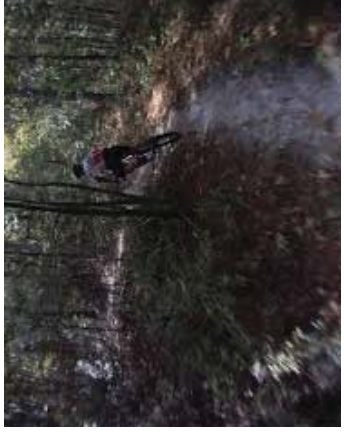
Key in its role as an entranceway it will serve to orient the visitor to the opportunities within the park for both passive and active recreation.

It will memorialize the dedication of this important preserve and the efforts of the larger community to protect this valuable open space for future generations.

## Activities and uses:

- Gateway architecture and/or iconic landscape features.
- Wayfinding and interpretive signage
- Individual and small group seating areas.





# WILSON CREEK CONSERVATION PARK

**Description:**

The Wilson Creek Park and Nature Preserve is the result of the efforts of Chapel Hill's residents over many years to protect over 80 acres of open space for future generations. Serving as a critical natural buffer it protects the waters of Wilson Creek along with the stands of mature hardwood trees along its banks. The park is the former site of a gravel striquarry which with remediation efforts is planned to accommodate a passive open space and/or interpretive signage will provide for pedestrian access within the hardwood forested areas while protecting these areas of the preserve in perpetuity.

**Activities and Uses:**

- Community garden
- Gathering spaces
- Amphitheater
- Nature trails
- Picnic areas
- Interpretive signage
- Child play areas
- Support facilities

