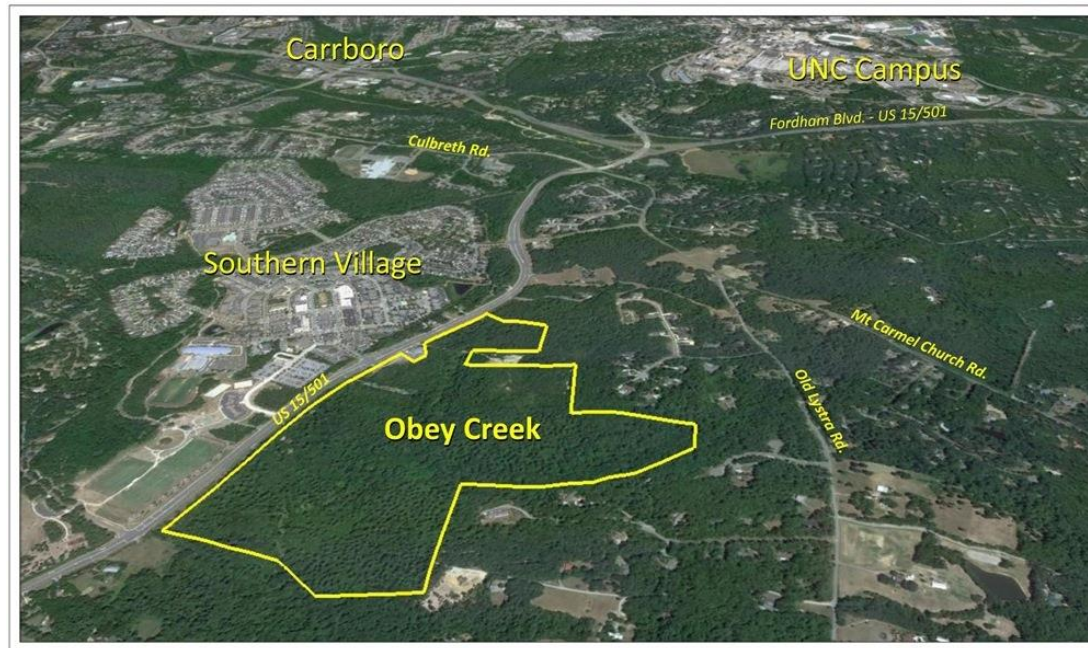




Council Special Meeting

Obey Creek Development Agreement Process



January 8, 2015

Agenda for the Special Meeting

1.	Welcome
2.	Public Comment (Approximately 10 minutes)
3.	Updates
	Council Sub-Committee on Affordable Housing
	Revised Fiscal Analysis
	Connectivity Information – Bicycle and Pedestrian
	Revised Traffic Analysis
4.	Review of Past Discussions and Next Steps
	Prepare for 1/22-1/23 Facilitated Discussion
5.	Comments from East West Partners
6.	Public Comment (Approximately 10 minutes)

Agenda for the Special Meeting

1.	Welcome
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Updates:

Council Sub-Committee on Affordable Housing

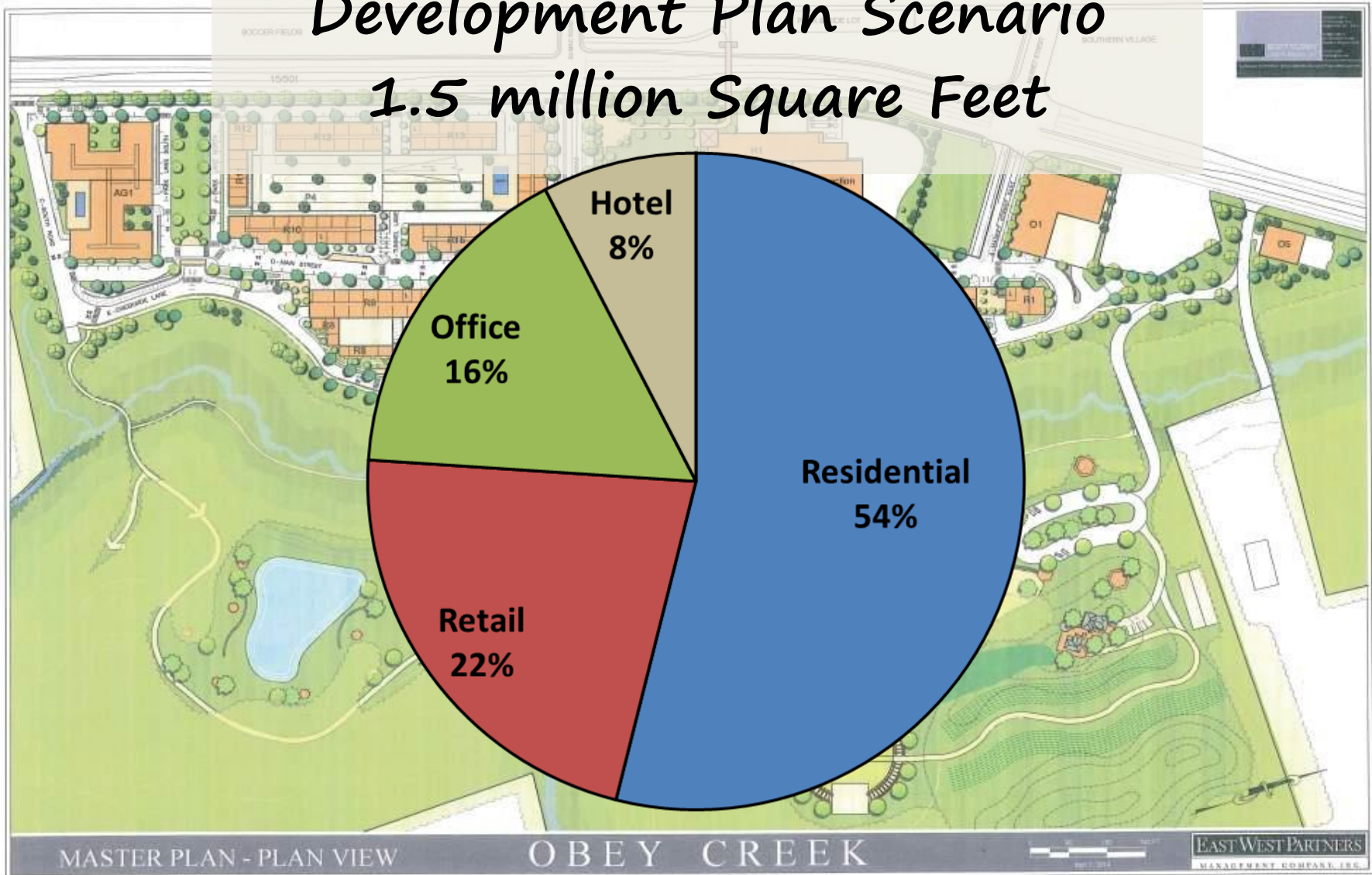
Councilmembers Cianciolo, Greene, and Ward

Updates:
Fiscal Analysis –
Minimum Development Scenario

Ken Pennoyer, Business Management

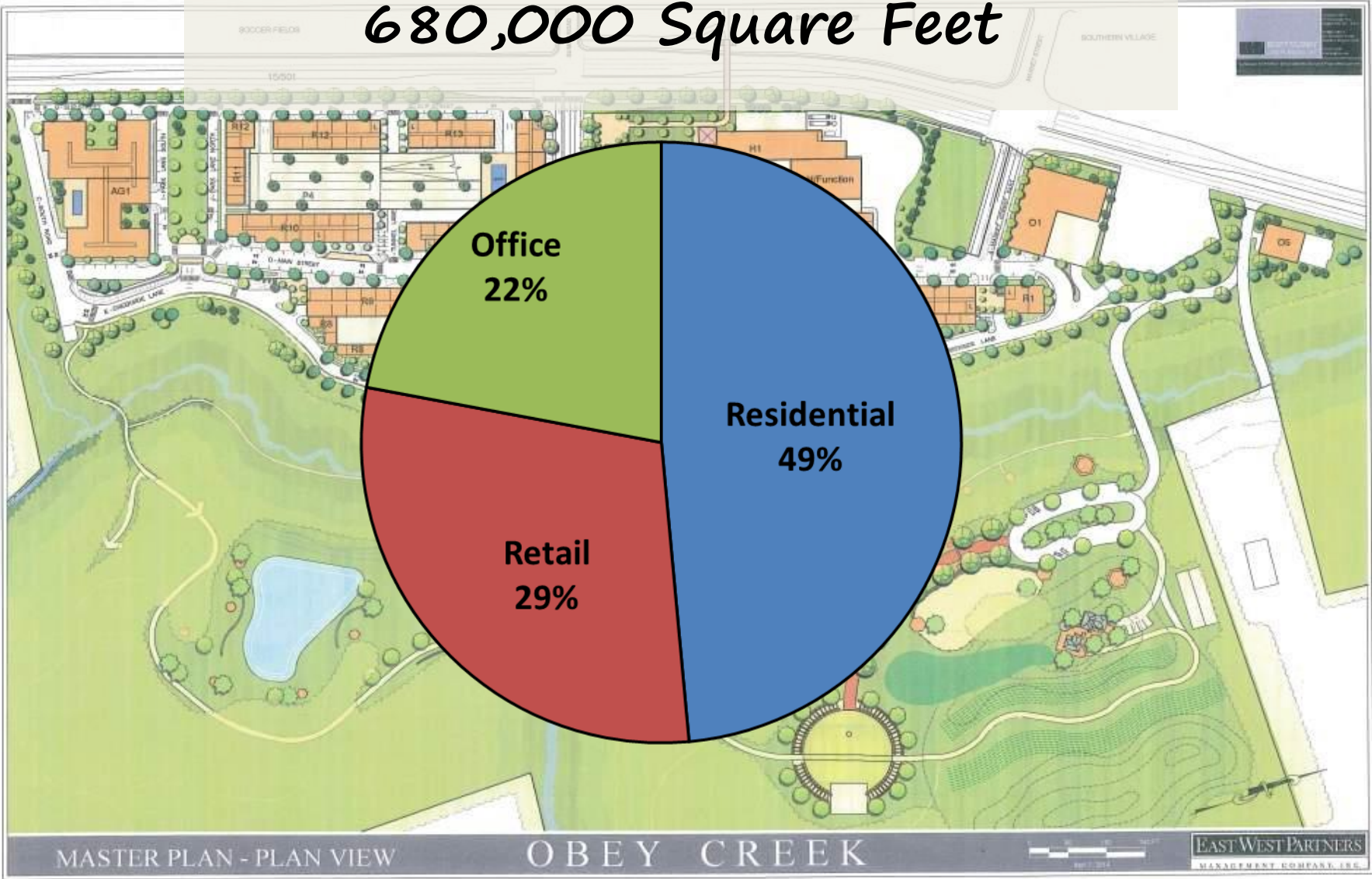
Original Scenario

Development Plan Scenario
1.5 million Square Feet



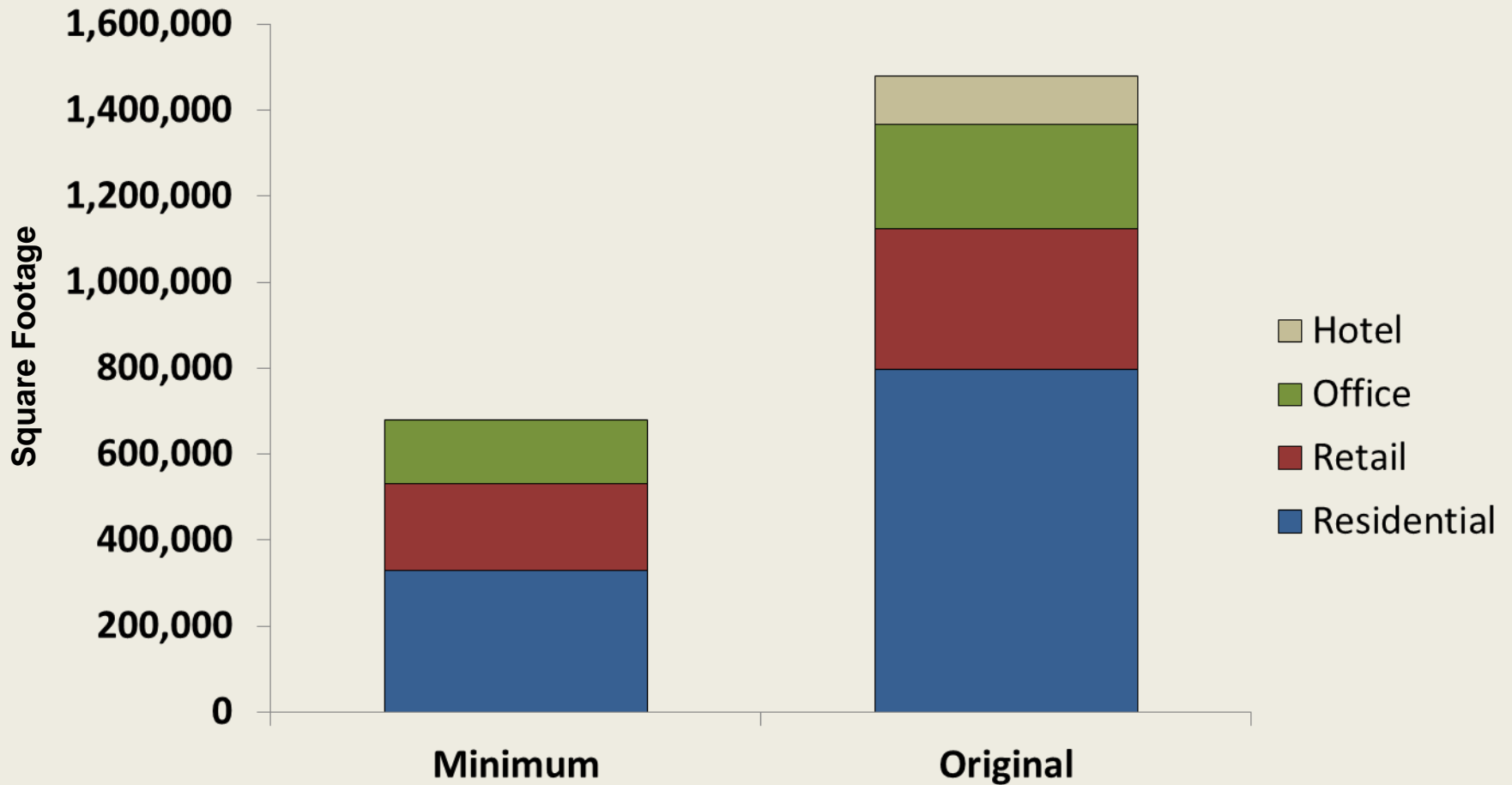
Minimum Scenario

680,000 Square Feet



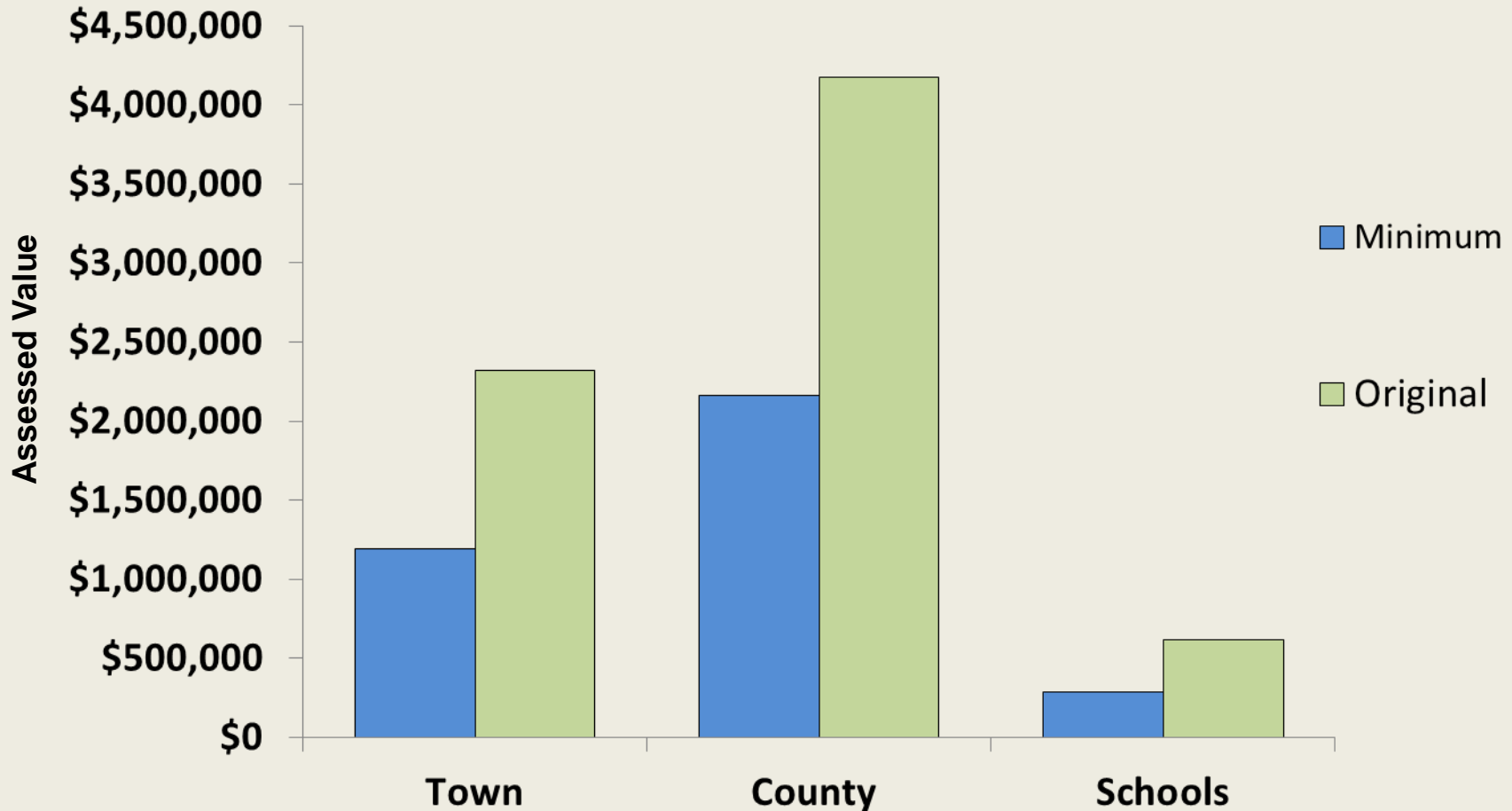
Scenario Comparison

Original versus Minimum



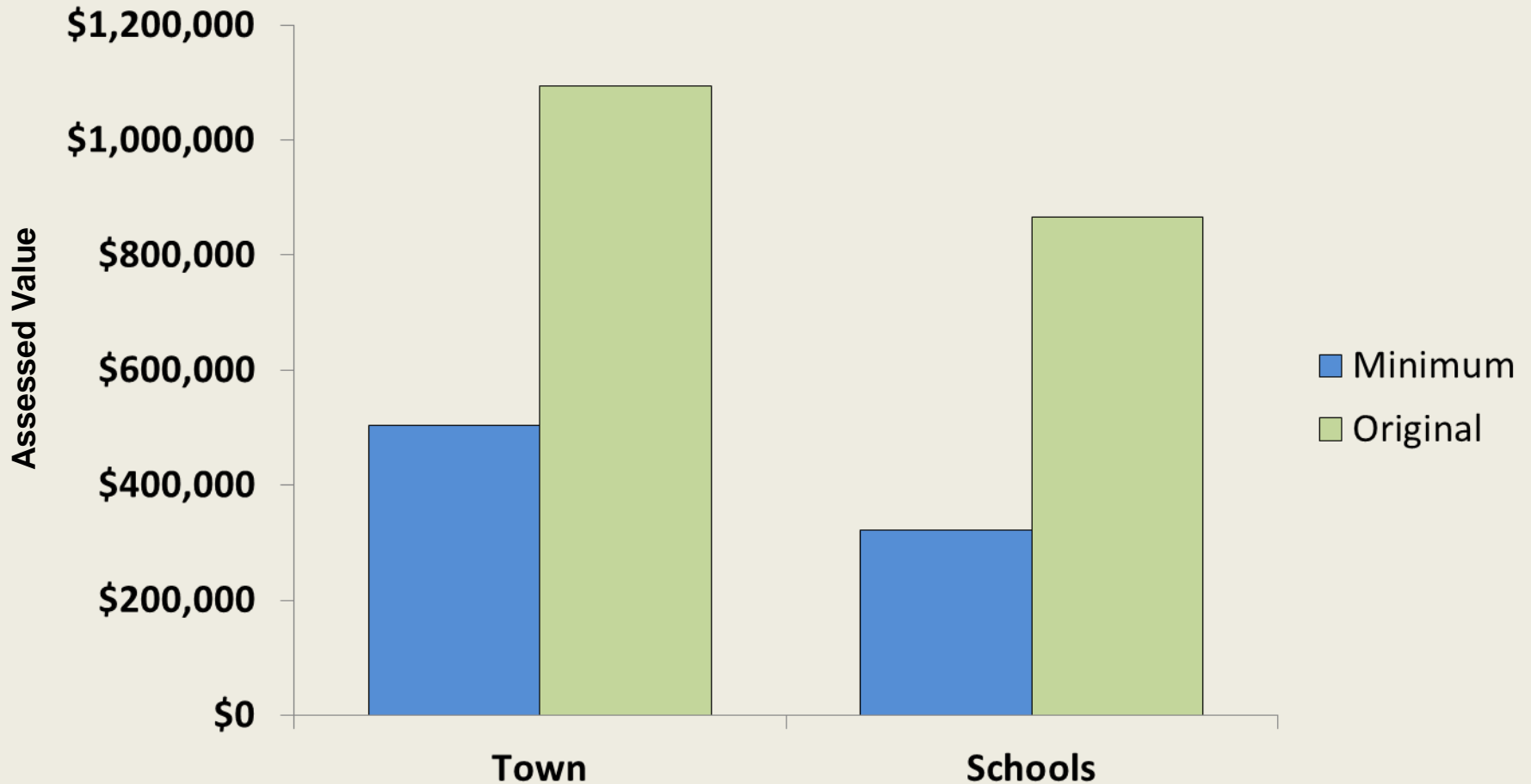
Annual Revenues

Original versus Minimum



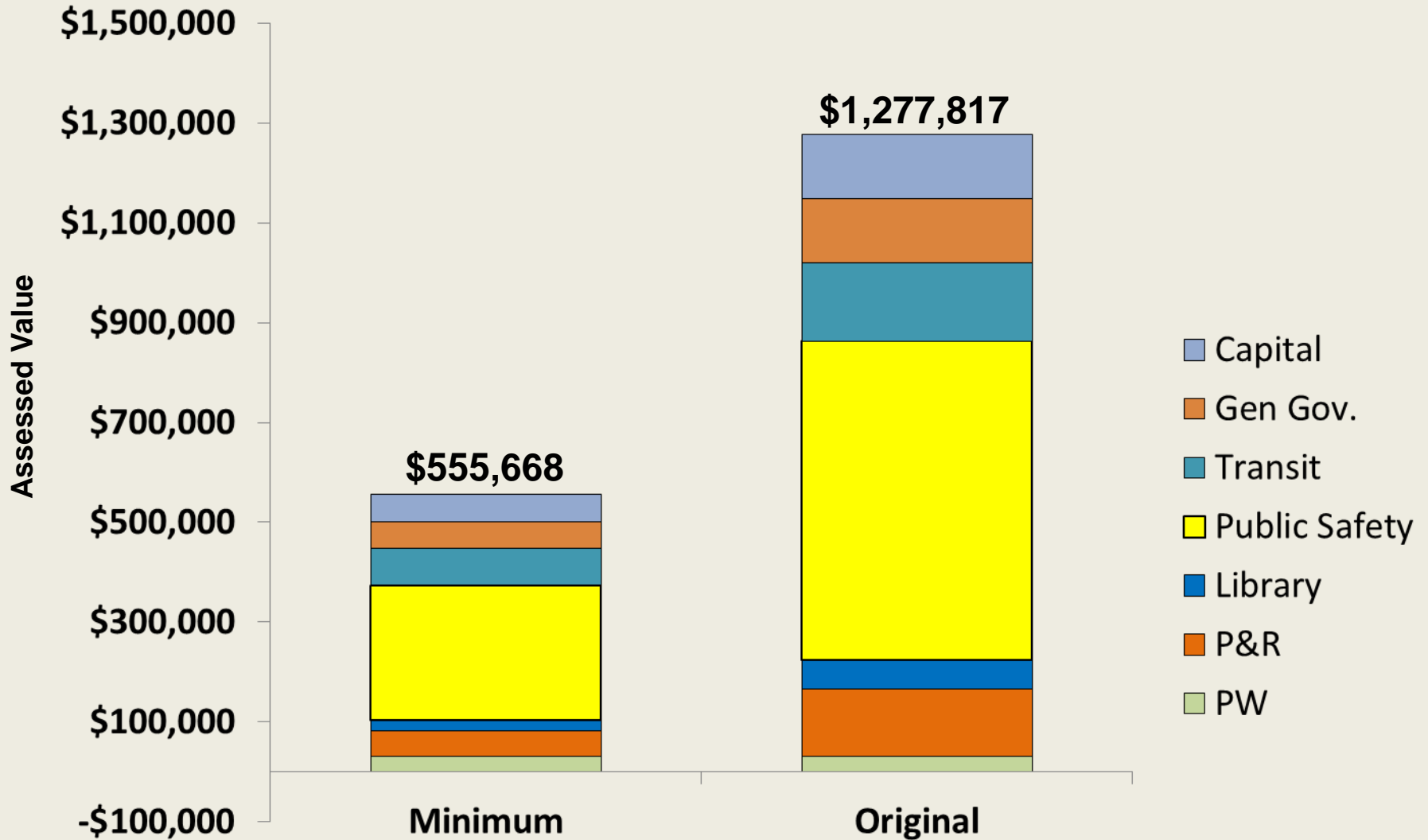
One-time Revenues

Original versus Minimum



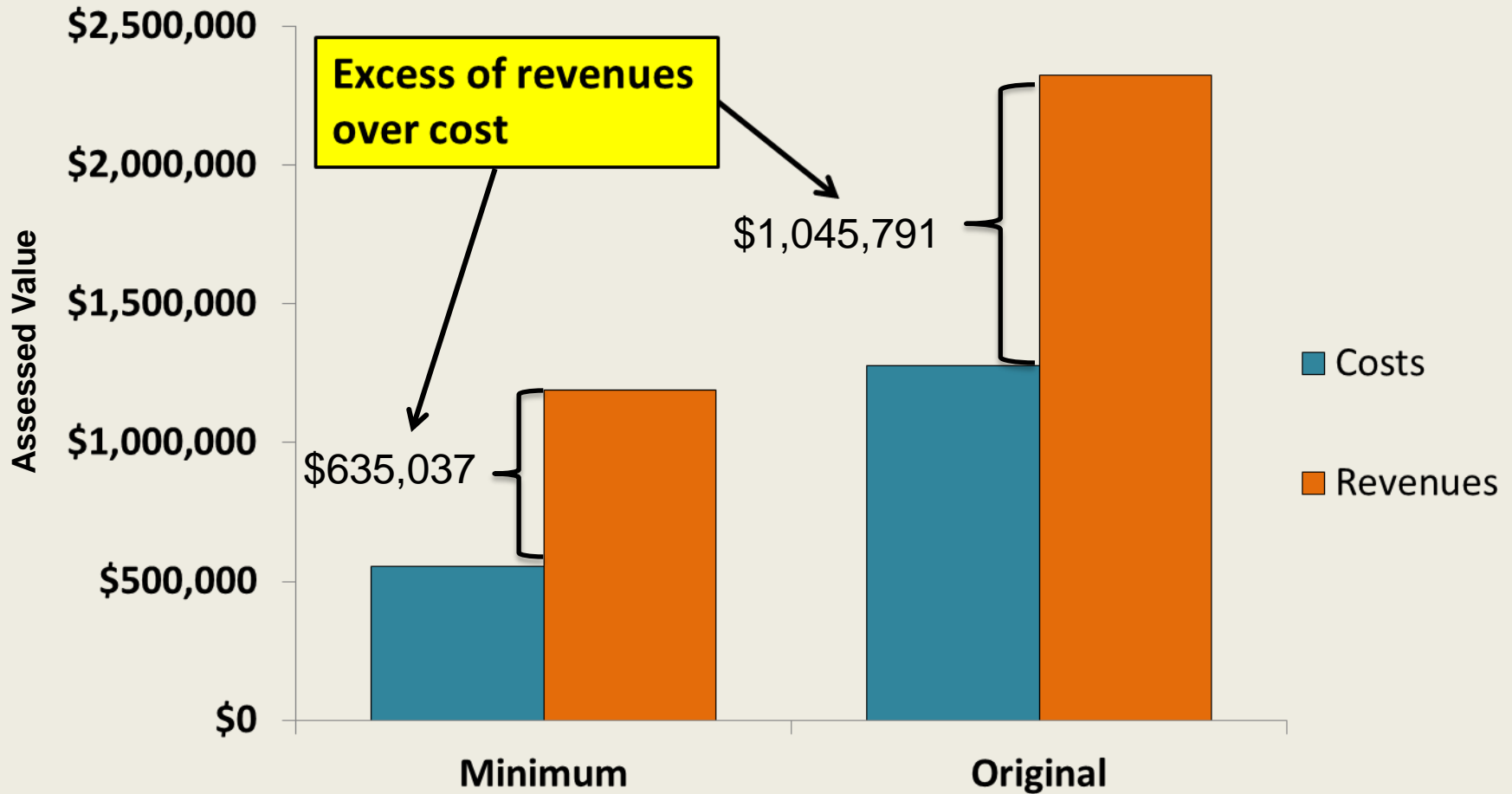
Town Annual Costs

Original and Minimum Scenarios



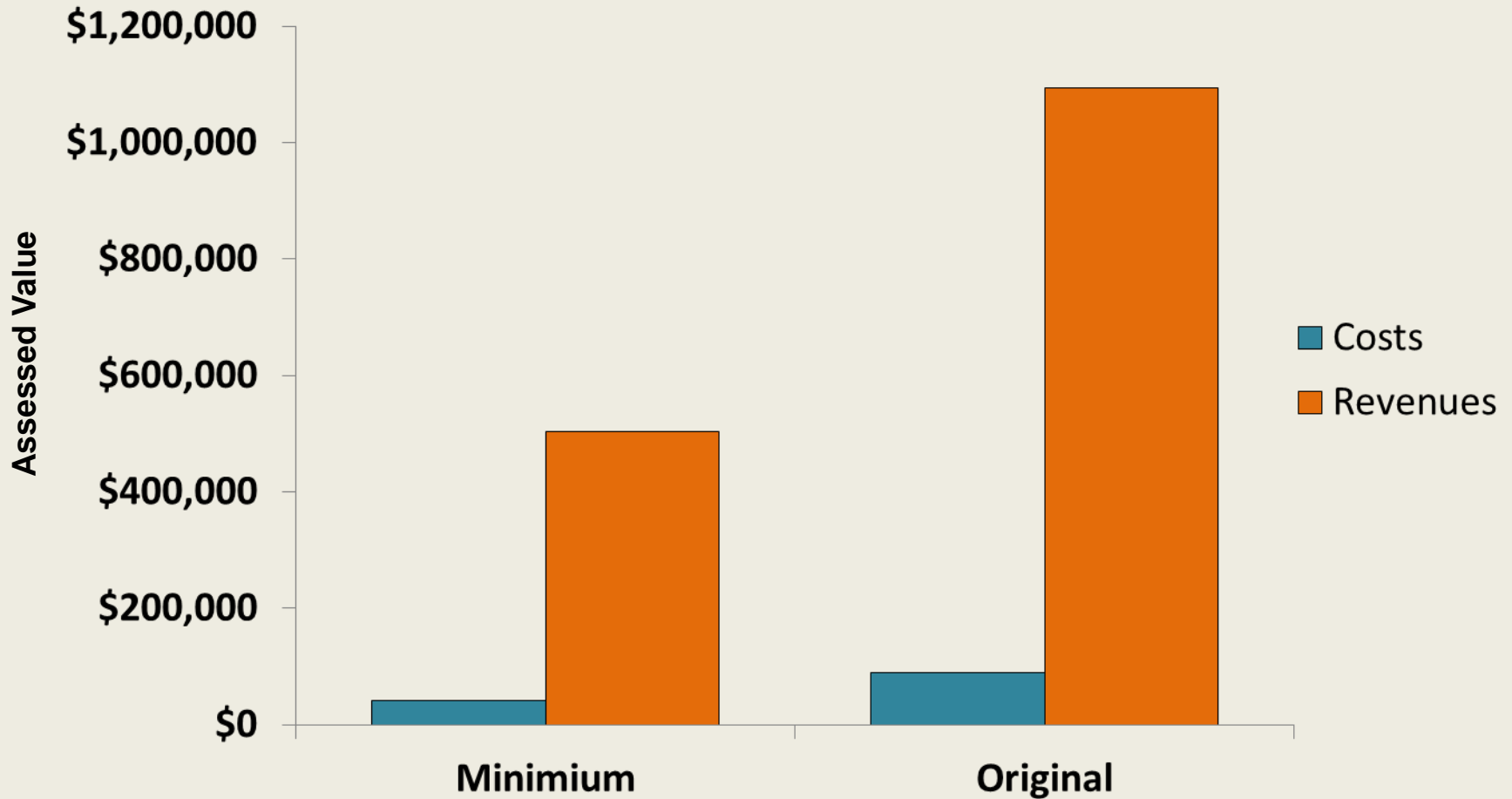
Town Annual Revenue versus Cost

Original and Minimum Scenarios



Town One-time Revenue versus Cost

Original and Minimum Scenarios



Updates:

**Connectivity Information –
Bicycle and Pedestrian**

David Bonk, Transportation and Long Range Manager

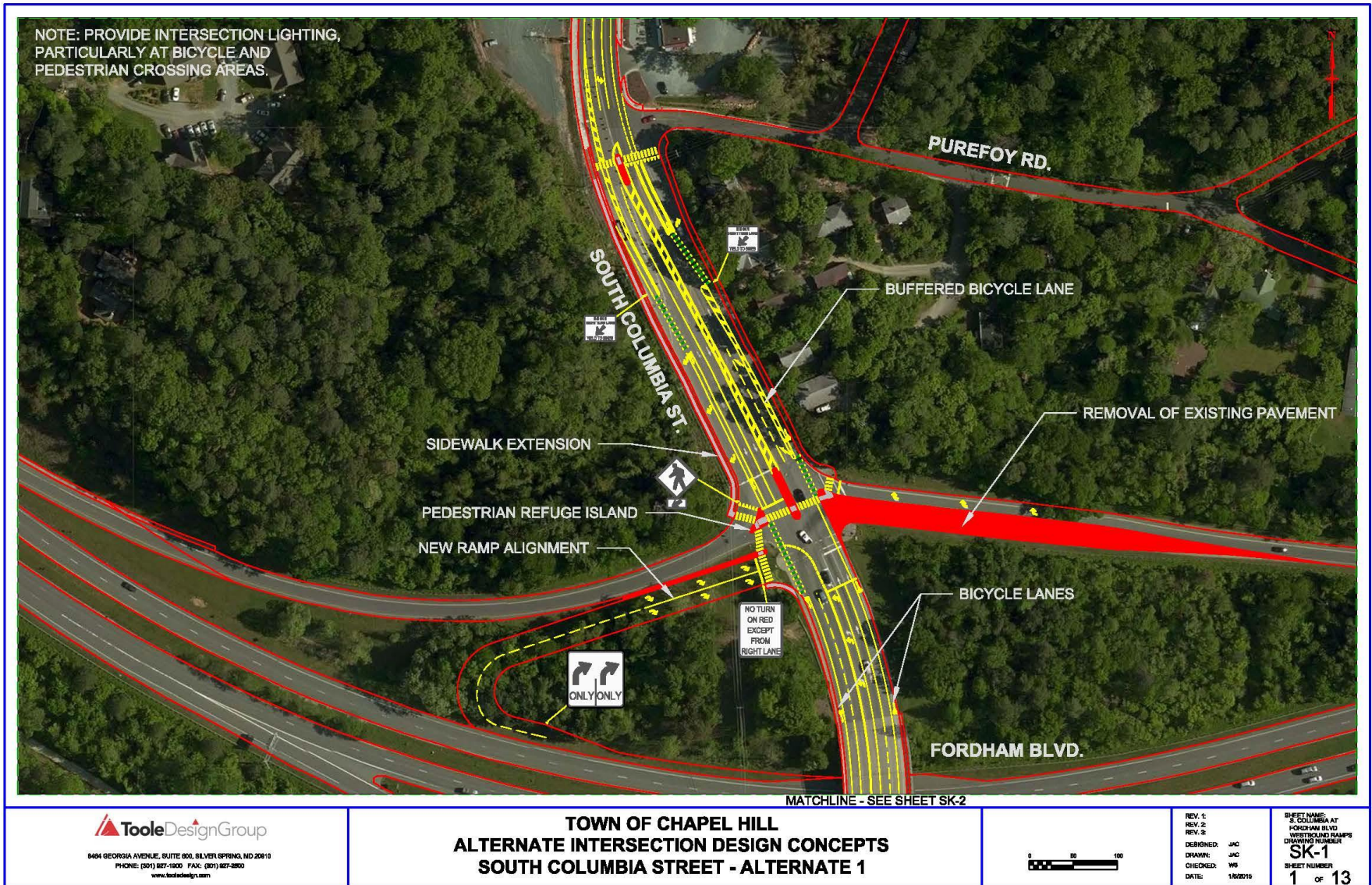
Toole Design Group: South Columbia Assessment

- Identify existing safety challenges for pedestrians and bicyclists (Page 2)
- Review potential operational or safety challenges resulting from proposed roadway modifications (Pages 3-5)
- Develop concepts and recommendations which address existing and future pedestrian and bicycle safety and access issues (Pages 6-11)

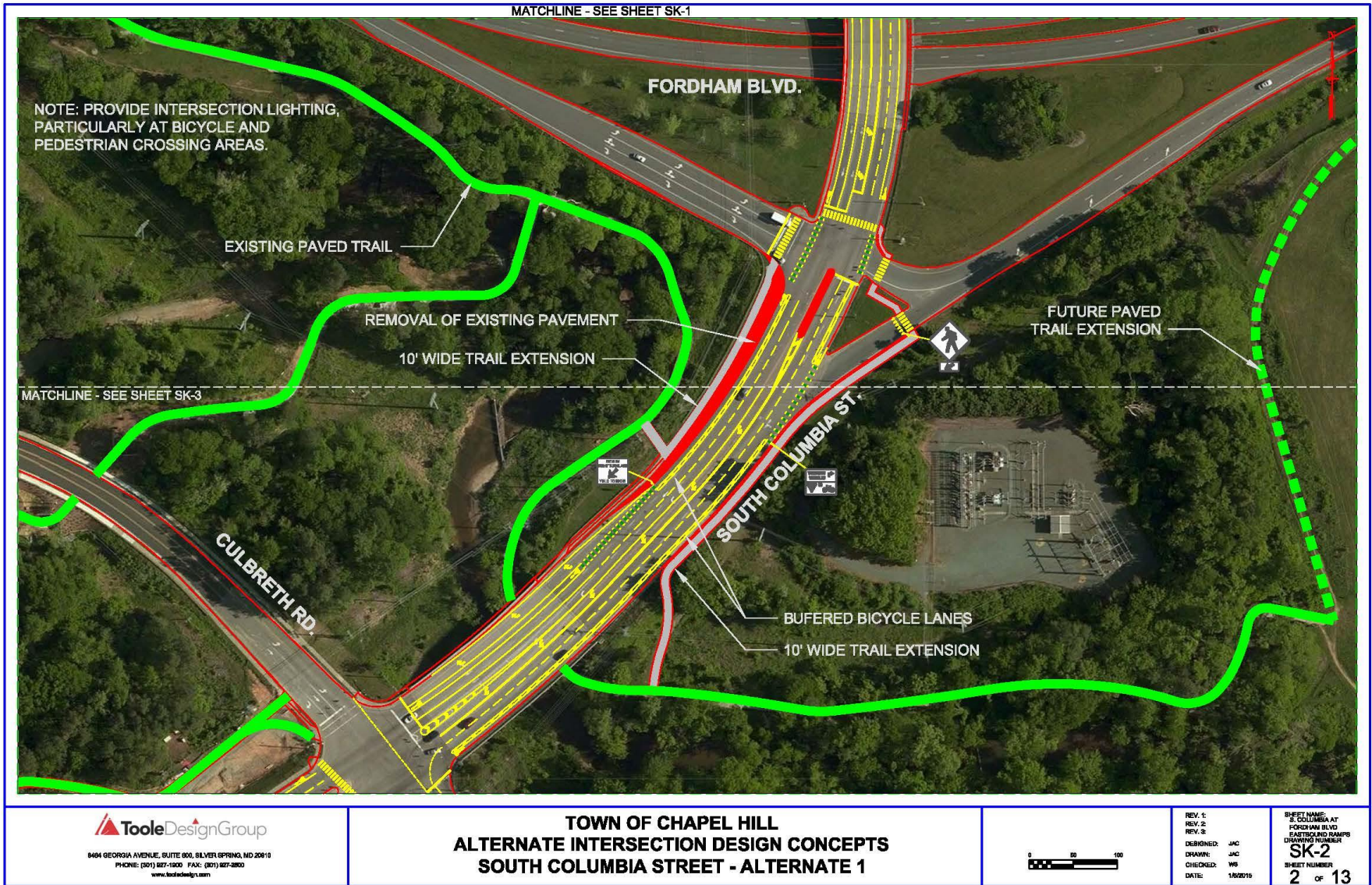
Toole Design Group: South Columbia Assessment

Alternate 1

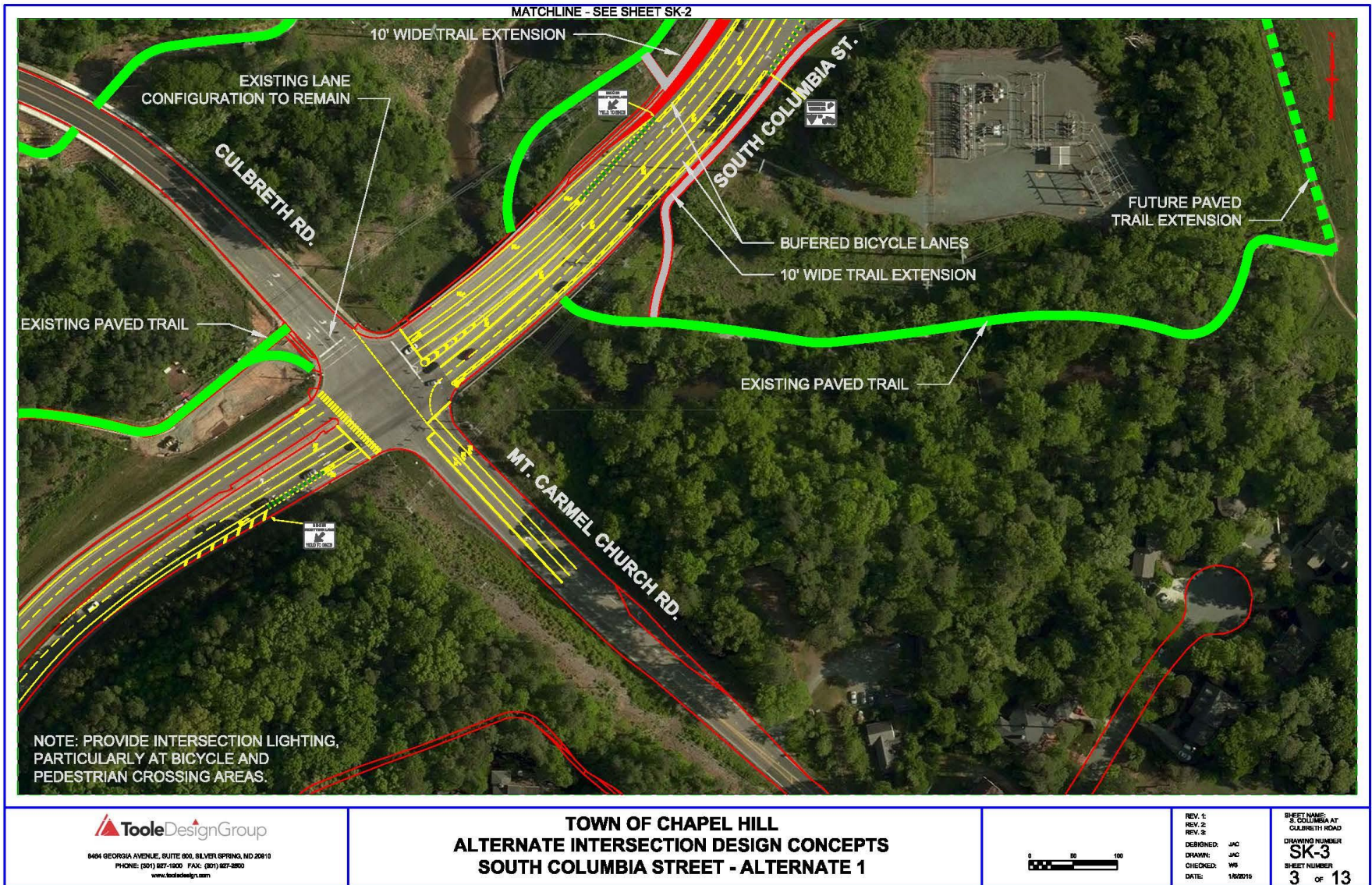
Alternate 1: Image 1 of 13 in Memorandum



Alternate 1: Image 2 of 13 in Memorandum



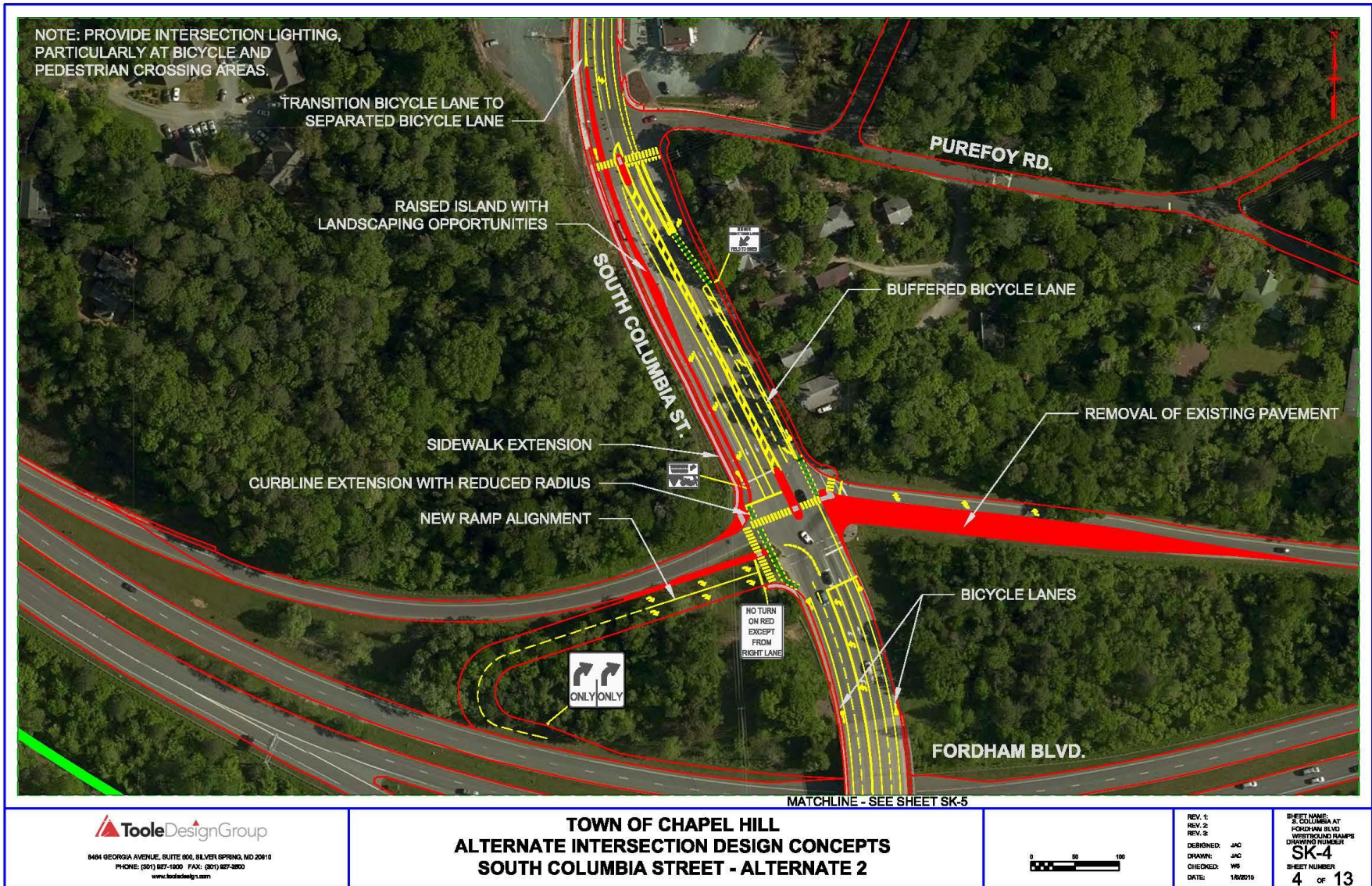
Alternate 1: Image 3 of 13 in Memorandum



Toole Design Group: South Columbia Assessment

Alternate 2

Alternate 2: Image 4 of 13 in Memorandum



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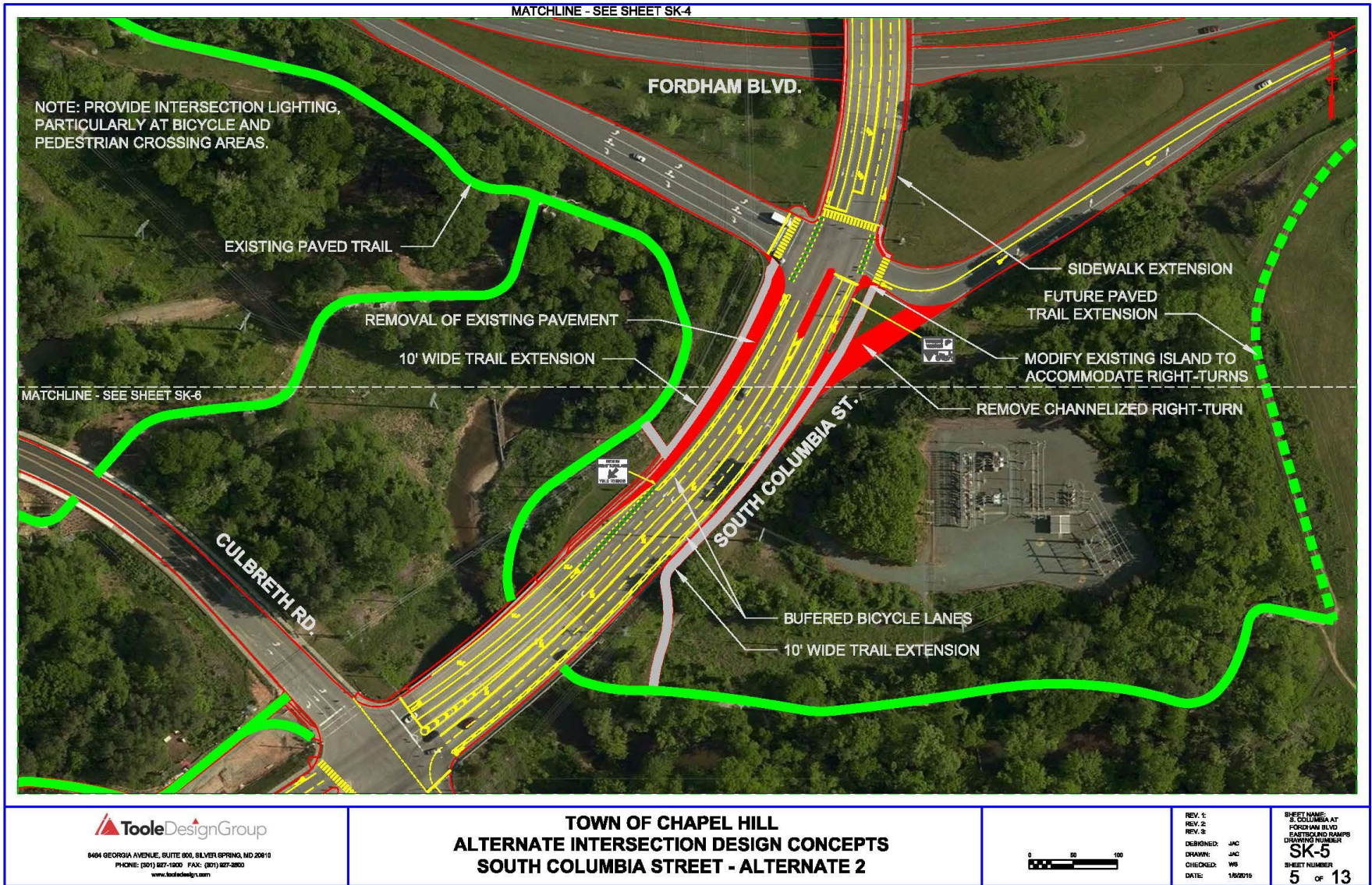
**TOWN OF CHAPEL HILL
 ALTERNATE INTERSECTION DESIGN CONCEPTS
 SOUTH COLUMBIA STREET - ALTERNATE 2**



REV. 1:
 REV. 2:
 REV. 3:
 DESIGNED: JAC
 DRAWN: JAC
 CHECKED: WBS
 DATE: 1/8/2019

SHEET NAME:
 S. COLUMBIA AT
 FORDHAM BLVD
 WESTBOUND RAMP
 DRAWING NUMBER:
SK-4
 SHEET NUMBER:
 4 OF 13

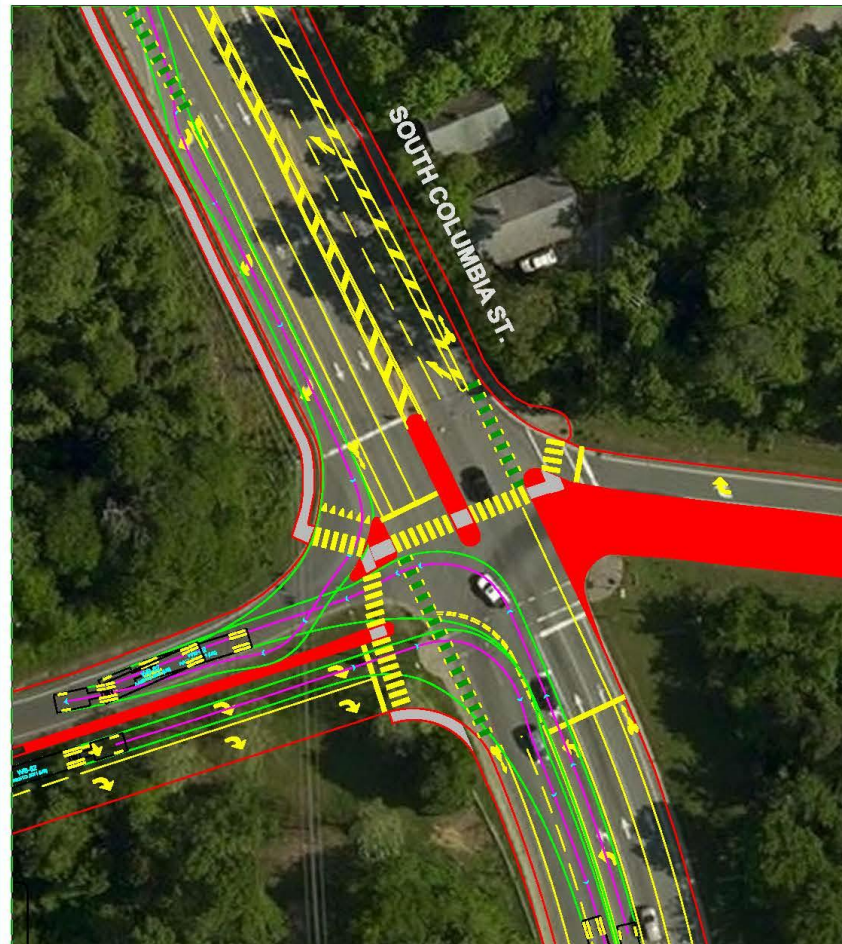
Alternate 2: Image 5 of 13 in Memorandum



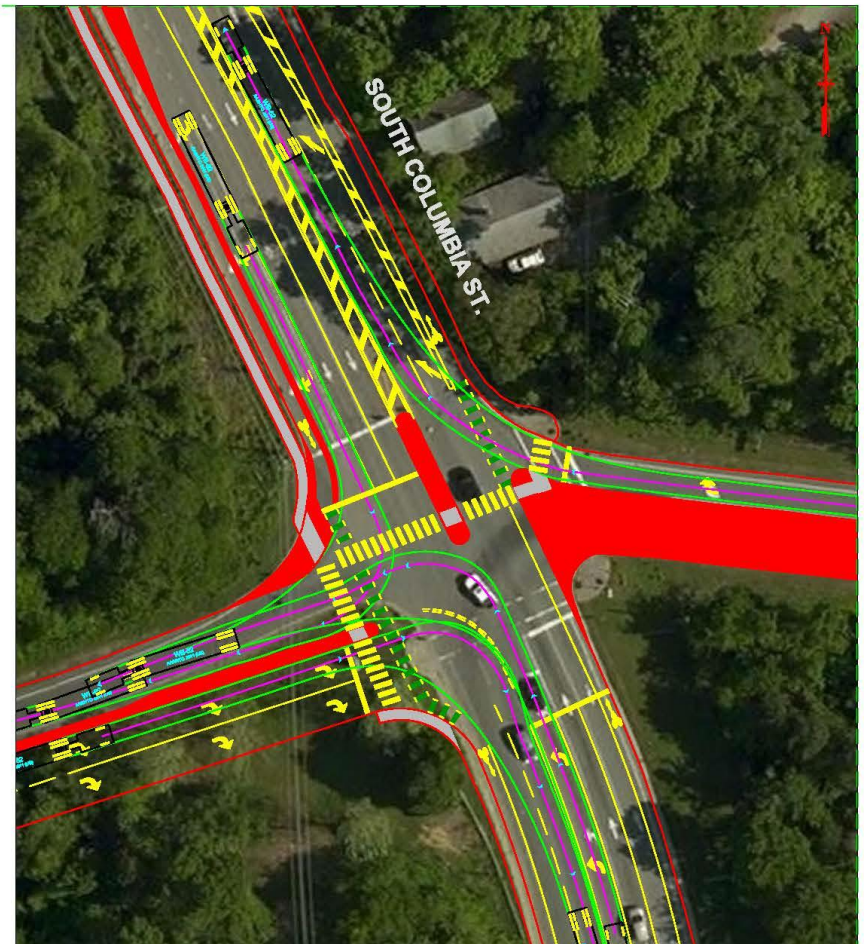
TooleDesignGroup
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**TOWN OF CHAPEL HILL
 ALTERNATE INTERSECTION DESIGN CONCEPTS
 SOUTH COLUMBIA STREET - ALTERNATE 2**

Alternate 2: Image 7 of 13 in Memorandum



ALTERNATIVE 1:-WB-62 TURNING MOVEMENTS



ALTERNATIVE 2: WB-62 TURNING MOVEMENTS

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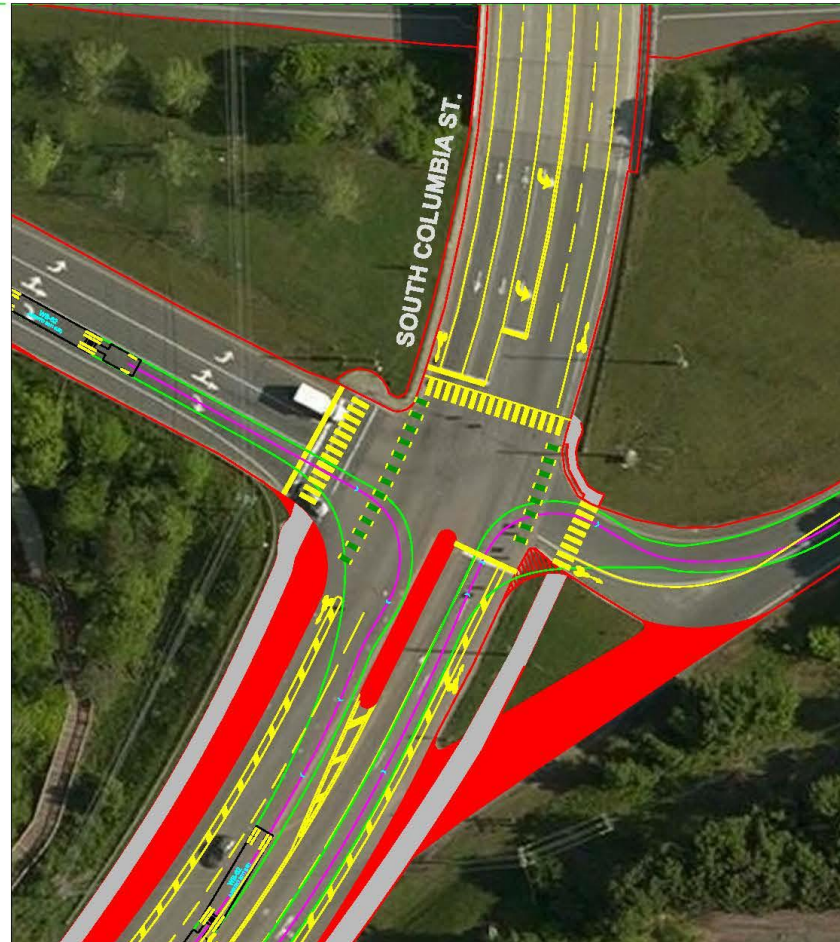
**TOWN OF CHAPEL HILL
 ALTERNATE INTERSECTION DESIGN CONCEPTS
 SOUTH COLUMBIA STREET -TURNING MOVEMENTS**



REV. 1:
 REV. 2:
 REV. 3:
 DESIGNED: JAC
 DRAWN: JAC
 CHECKED: WS
 DATE: 1/8/2019

SHEET NAME:
 S. COLUMBIA AT
 FORDHAM BLVD
 WESTBOUND RAMP
 DRAWING NUMBER:
SK-7
 SHEET NUMBER:
 7 OF 13

Alternate 2: Image 8 of 13 in Memorandum



ALTERNATIVE 2: WB-62 TURNING MOVEMENTS
NOTE: ALTERNATIVE 1 TURNING MOVEMENTS ARE THE SAME FOR VEHICLES ENTERING FROM FORDHAM BLVD. AND MATCH EXISTING CONDITIONS FOR VEHICLES EXITING TO FORDHAM BLVD.


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**TOWN OF CHAPEL HILL
ALTERNATE INTERSECTION DESIGN CONCEPTS
SOUTH COLUMBIA STREET -TURNING MOVEMENTS**



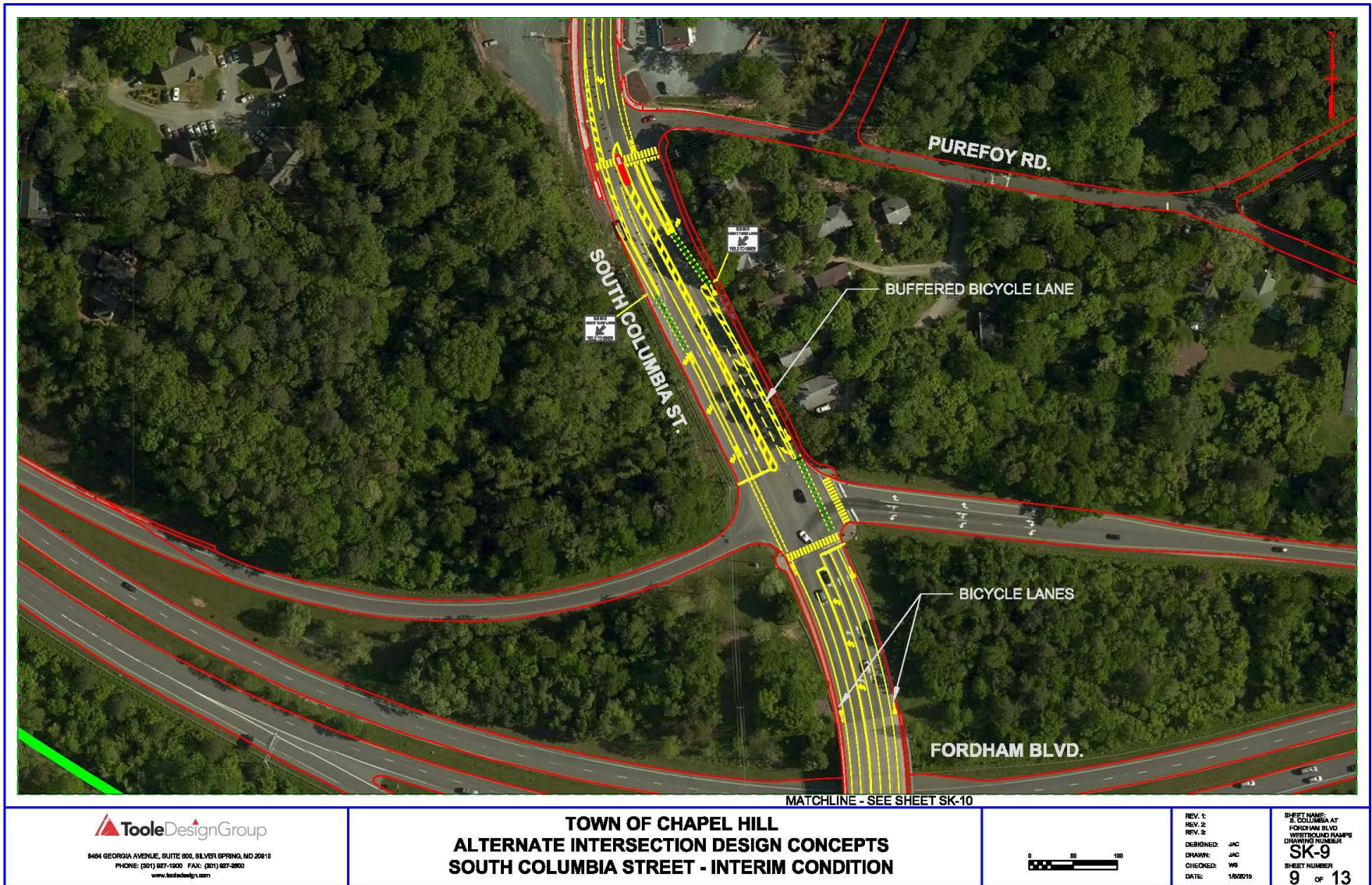
REV. 1:
REV. 2:
REV. 3:
DESIGNED: JAC
DRAWN: JAC
CHECKED: WS
DATE: 1/8/2015

SHEET NAME:
S. COLUMBIA AT
FORDHAM BLVD
EARTHQUAKE RAMPS
DRAWING NUMBER:
SK-8
SHEET NUMBER:
8 OF 13

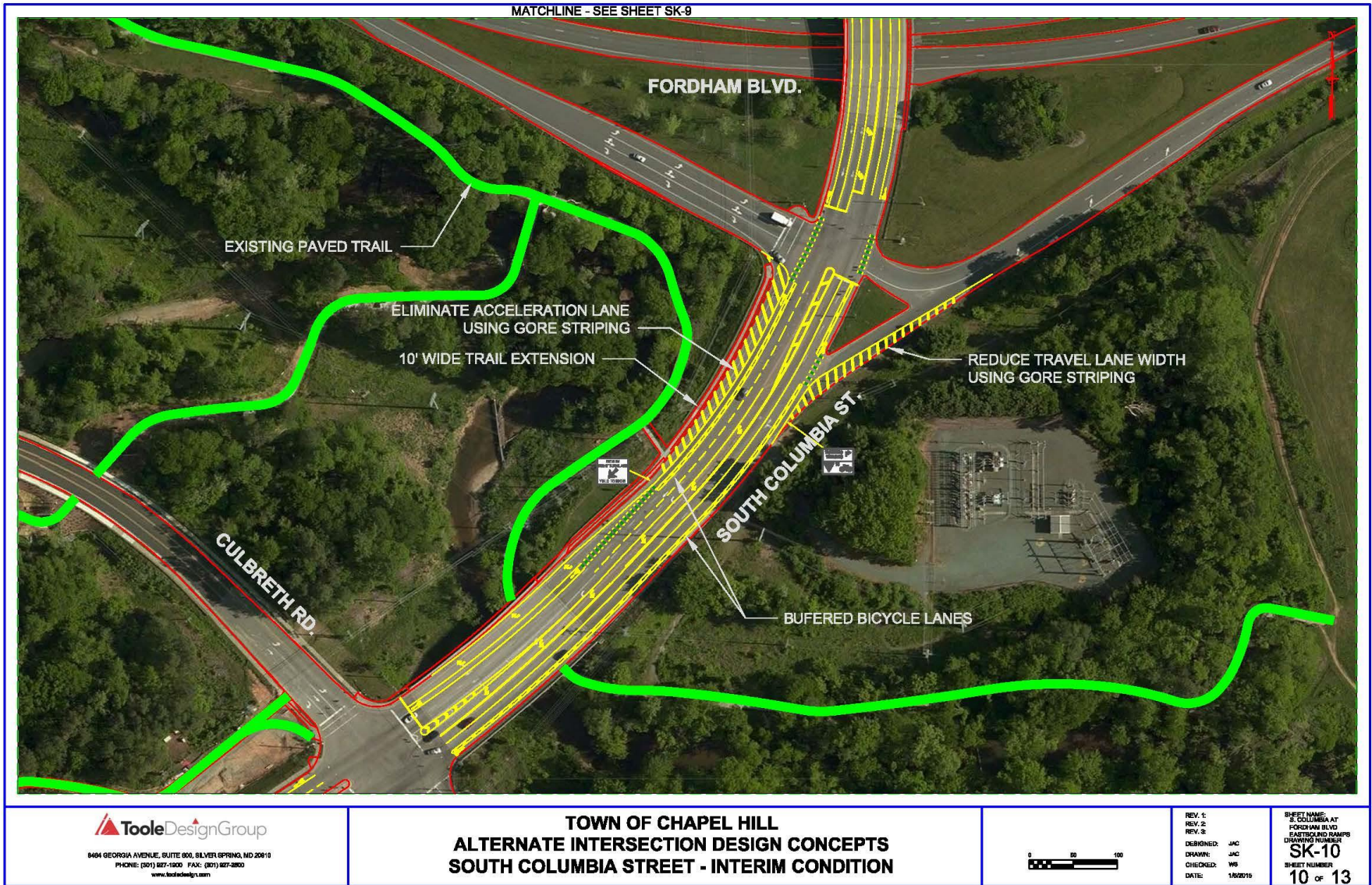
Toole Design Group: South Columbia Assessment

Interim Improvements

Interim Improvements: Image 9 of 13 in Memorandum



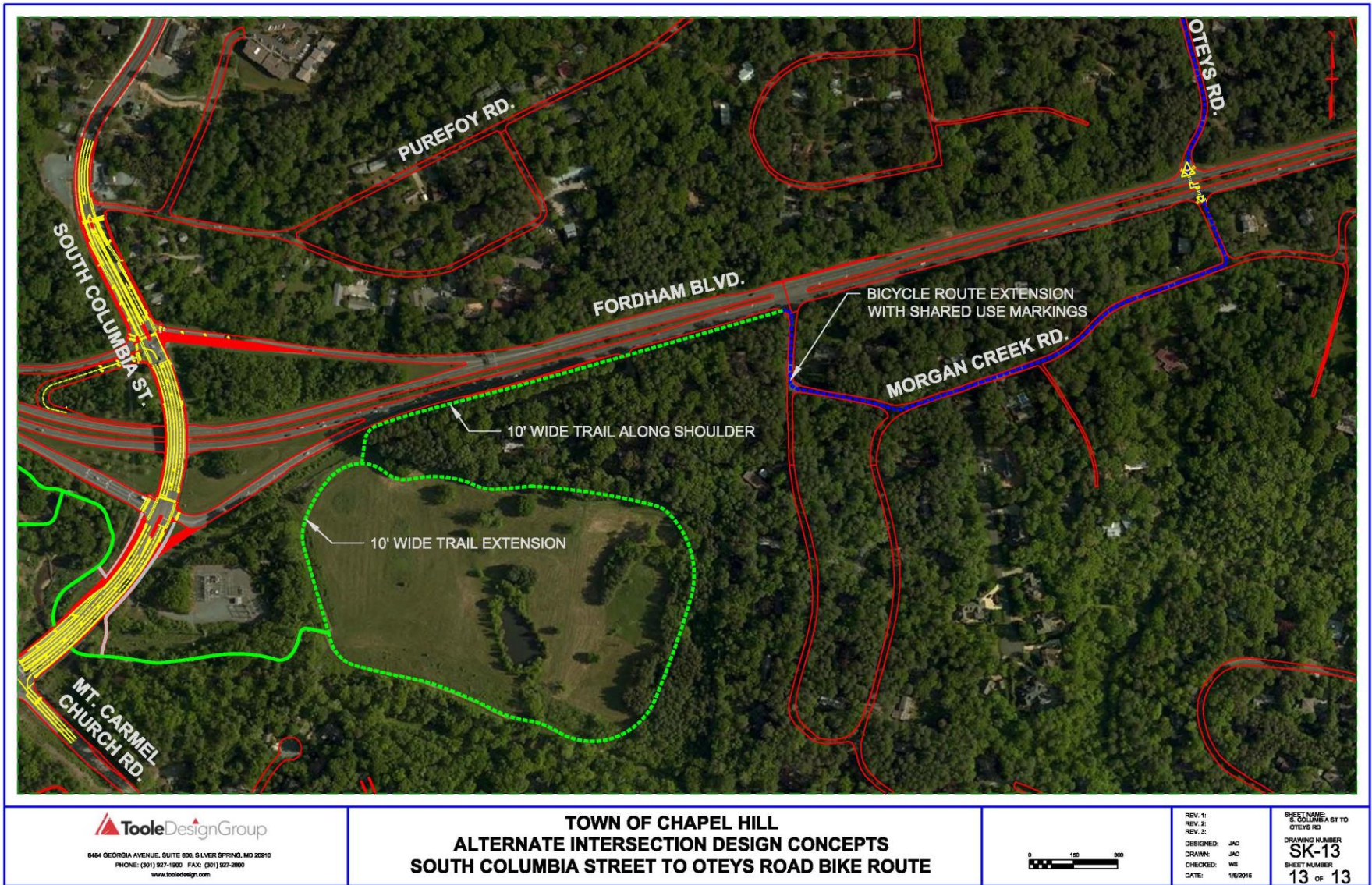
Interim Improvements: Image 10 of 13 in Memorandum



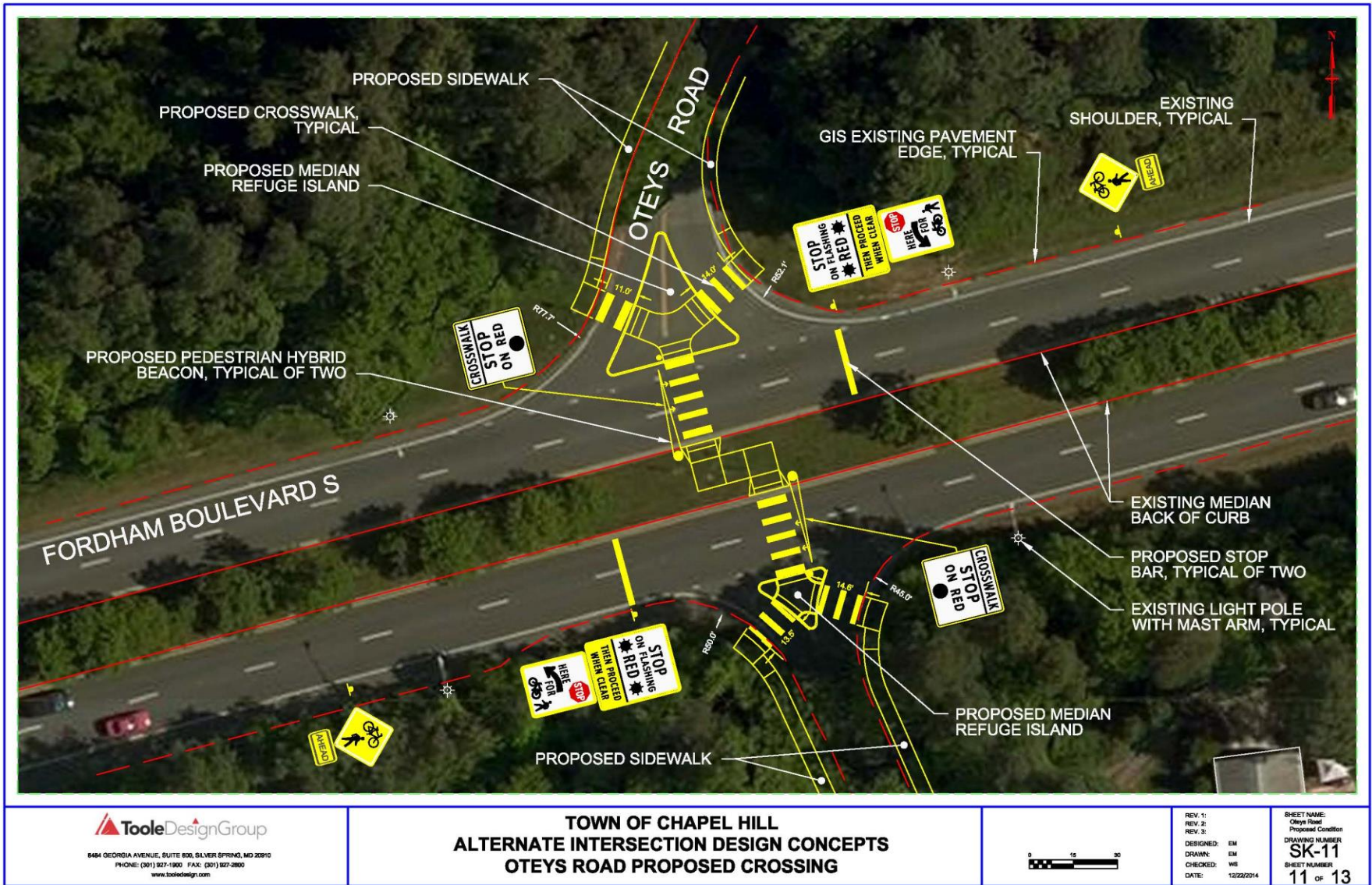
Toole Design Group: South Columbia Assessment

Oteys Road Access and Crossing Design

Oteys Road: Image 13 of 13 in Memorandum



Oteys Road: Image 11 of 13 in Memorandum



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**TOWN OF CHAPEL HILL
 ALTERNATE INTERSECTION DESIGN CONCEPTS
 OTEYS ROAD PROPOSED CROSSING**



REV. 1:
 REV. 2:
 REV. 3:
 DESIGNED: EM
 DRAWN: EM
 CHECKED: WIS
 DATE: 12/22/2014

SHEET NAME:
 Oteys Road
 Proposed Condition
 DRAWING NUMBER
SK-11
 SHEET NUMBER
11 OF 13

Updates:
Traffic Analysis –
Minimum Development Scenario

Craig Scheffler, HNTB

Obey Creek Mixed-Use Development Transportation Impact Study

Today's Presentation

- Obey Creek “Minimum” Concept Trip Generation Analysis
- Updated Traffic Analysis for Toole Design Group Alternatives
- Traffic Simulation Model Update for Toole Design Group Alternative #1

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

**“Minimum” Concept Trip
Generation Analysis**

- Developed Trip Generation Data for November 2014 Concept Plan Using “Minimum” Density Values
- Compared Results with Initial Obey Creek Concept in TIS
- No Further Assessments of Trip Distribution/Assignment or Impacts

Obey Creek Mixed-Use Development Transportation Impact Study

“Minimum” Concept Trip Generation Analysis

Changes in Density

HNTB

Table 1. Comparison of Proposed Land Uses and Densities for Obey Creek Scenarios

Land Use	ITE Code	Original TIS Concept Data	Nov 2014 "Minimum" Concept Data	Unit
Apartments	220	300	200	Dwelling Units
Condominiums/Townhomes	230	100	50	Dwelling Units
Senior Adult Housing - Attached	252	300	0	Dwelling Units
Hotel	310	140	0	Rooms
Community Rec Center	495	48,000	0	Square Feet
General Office Building	710	226,500	150,000	Square Feet
Shopping Center	820	404,525	200,000	Square Feet



**NEW
DATA**

Obey Creek Mixed-Use Development Transportation Impact Study

“Minimum” Concept Trip Generation 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
EXTERNAL TRIP GENERATION BEFORE MODAL REDUCTION	11,552	11,552	23,104	673	404	1,077	670	628	1,297	857	1,054	1,911
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
TOTAL EXTERNAL VEHICLE TRIPS (DRIVEWAY VOLUMES)	10,140	10,140	20,280	565	335	900	604	565	1,169	712	884	1,596
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
TOTAL EXTERNAL VEHICLE TRIPS (NEW TRIPS)	7,928	7,928	15,858	565	335	900	387	348	736	391	563	954

Table 3. Obey Creek Development - Summary Trip Generation Data (November 2014 "Minimum" Site Concept)

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	7,066	7,066	14,132	406	229	635	440	423	862	605	756	1,361
2. Internal Capture	-707	-707	-1,414	-22	-22	-44	-74	-74	-148	-126	-126	-252
EXTERNAL TRIP GENERATION BEFORE MODAL REDUCTION	6,359	6,359	12,718	384	207	591	366	348	714	479	630	1,109
3. Transit Trip Reductions	-494	-494	-987	-57	-32	-89	-34	-32	-66	-74	-92	-166
4. Ped/Bike Trip Reductions	-49	-49	-99	-6	-3	-9	-3	-3	-7	-7	-9	-17
TOTAL EXTERNAL VEHICLE TRIPS (DRIVEWAY VOLUMES)	5,816	5,816	11,632	322	172	493	329	313	642	398	528	926
5. Pass-By Trips	-778	-778	-1,555	-0	-0	-0	-76	-76	-151	-112	-112	-224
6. Diverted Linked Trips	-640	-640	-1,281	-0	-0	-0	-62	-62	-124	-92	-92	-184
TOTAL EXTERNAL VEHICLE TRIPS (NEW TRIPS)	4,398	4,398	8,796	322	172	493	191	175	366	194	324	518

Obey Creek Mixed-Use Development Transportation Impact Study

“Minimum” Concept Trip Generation Analysis

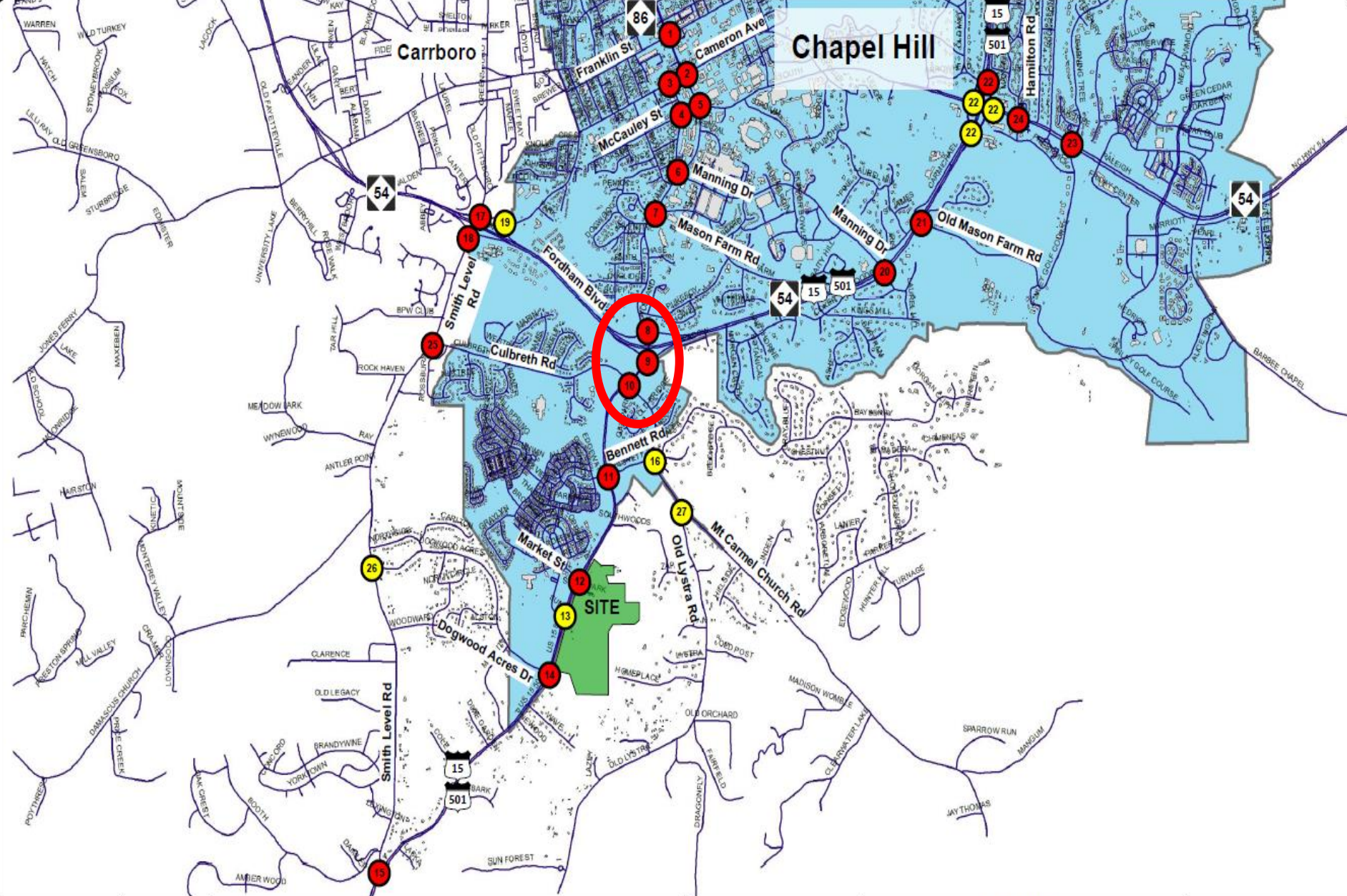
Summary

- Net Result – 40-50% Less Trips Generated in “Minimum” Scenario Compared to Original Concept
- No Impact Analyses of “Minimum” Concept Have Been Done
- May Affect Mitigation Recommendations

Obey Creek Mixed-Use Development Transportation Impact Study

Updated Traffic Analysis

- US 15-501 Corridor at NC 54 Bypass Interchange
- Considers Toole Design Group Alternatives #1 and #2
- 2022 PM Peak Hour – Worst Case for Alternative #1
- 2022 AM Peak Hour – Worst Case for Alternative #2
- Accounts for Geometric Changes That Affect Traffic Flow



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

PROJECT STUDY AREA



LEGEND	
●	= Signalized Study Area Intersection
●	= Unsignalized Study Area Intersection

DATE: May 2013

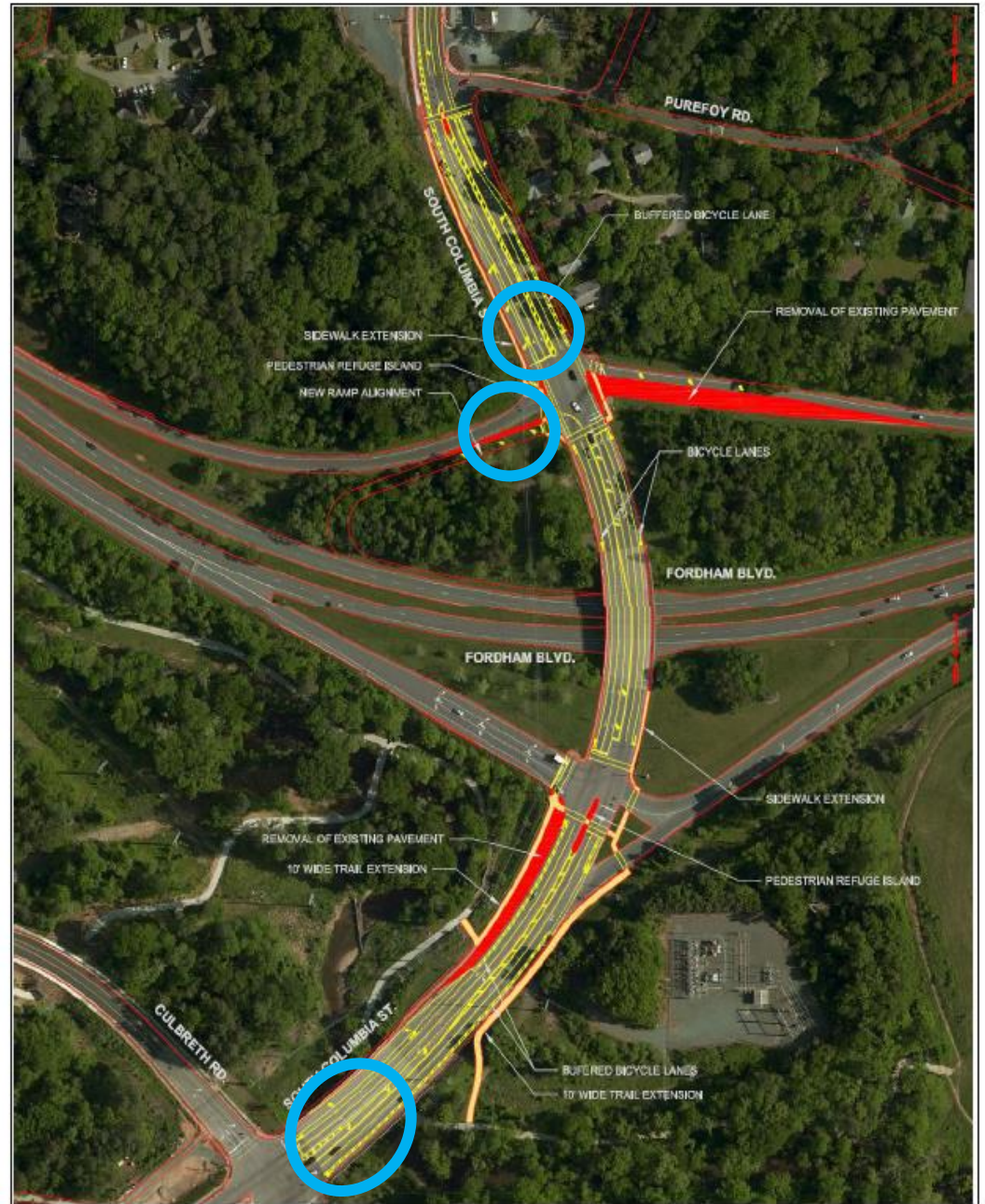
FIGURE 1

Obey Creek Mixed-Use Development Transportation Impact Study

Updated Traffic Analysis

Toole Design Alternative #1
Changes

HNTB



Obey Creek Mixed-Use Development Transportation Impact Study

Updated Traffic Analysis Synchro Network

2022 PM Peak Hour Projected
Traffic Volumes
(with Obey Creek)

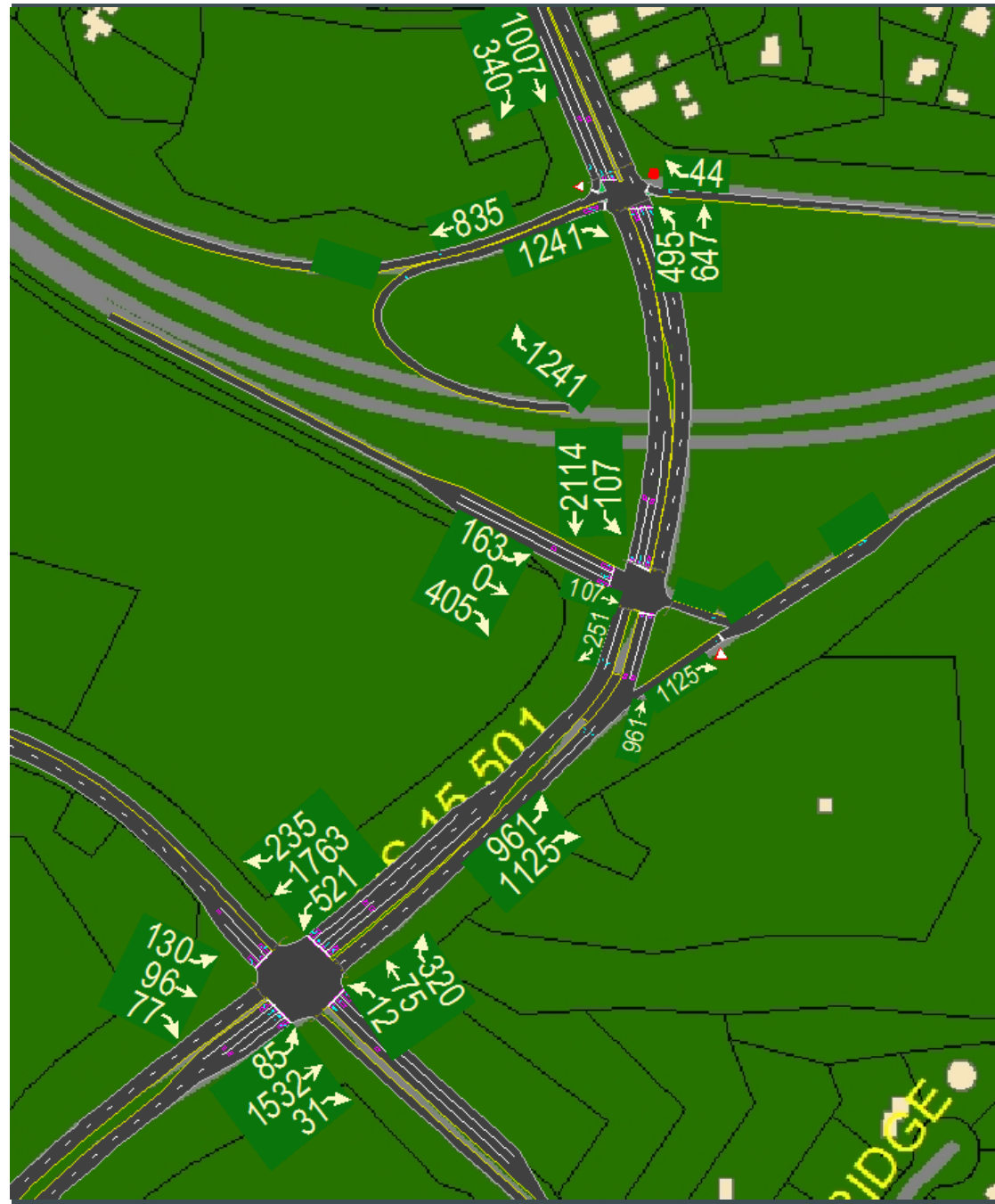


Table 1. 2022 PM Peak Hour Intersection Capacity and Queue Analysis Results

ID #	Intersections / Movements	Original Concept				Toole Design Group Concept				Modified Concept (Dual RT Ramp)			
		LOS	Average Delay (sec/veh)	95 th % Queue (ft)	Queue Storage (ft)	LOS	Average Delay (sec/veh)	95 th % Queue (ft)	Queue Storage (ft)	LOS	Average Delay (sec/veh)	95 th % Queue (ft)	Queue Storage (ft)
8	NC 86 (S. Columbia St) & NC 54 Byp (Fordham Blvd) WB Ramps	C	21.6			F	91.1			C	25.6		
	EB RT	A*	5.0*	0*	600*	F	183.2	1750	800	D	38.3	675	800
	WB RT**	A	8.9	25	1350	A	8.9	25	1350	A	8.9	25	1350
	NB LT	E	70.9	475	200	C	21.7	400	200	A	8.9	275	200
	NB TH	A	0.4	0	725	A	0.4	0	725	A	0.4	0	725
	SB TH	C	34.2	1175	-	F	112.3	725	-	D	47.5	550	-
	SB RT	B	13.3	225	350	A	0.3	0	350	A	0.3	0	350
9	US 15-501 & NC 54 Bypass (Fordham Blvd) EB Ramps	C	22.0			D	42.3			C	31.1		
	EB LT	E	57.9	225	250	E	57.9	225	250	E	57.9	225	250
	EB LTTH	E	79.3	325	900	E	79.3	325	900	E	79.3	325	900
	EB RT	E	78.9	325	250	E	78.9	325	250	E	78.9	325	250
	NB TH	A	4.7	150	800	A	4.7	150	800	A	4.9	175	800
	SB LT	B	10.3	50	150	A	5.1	25	150	C	26.6	75	150
	SB TH	B	16.0	575	625	D	52.9	575++	625	C	31.5	850	625
10	US 15-501 & Culbreth Road / Mt. Carmel Church Road	D	40.9			D	42.0			D	42.4		
	EB LT	F	97.2	200	900	F	97.2	200	900	F	97.2	200	900
	EB TH	E	56.1	150	-	E	56.1	150	-	E	56.1	150	-
	EB RT	E	56.6	125	75	E	56.6	125	75	E	56.6	125	75
	WB LTTH	F	113.8	200	-	F	113.8	200	-	F	113.8	200	-
	WB RT	C	32.8	200	350	C	32.8	200	350	C	32.8	200	350
	NB LT	F	101.8	200	125	F	102.9	200	125	F	101.8	200	125
	NB TH	D	54.0	975	-	E	55.8	975	-	E	56.2	975	-
	NB RT	B	10.9	50	75	B	11.6	25	75	B	12.3	25	75
	SB LT	F	83.4	675	525	F	84.7	675	300	F	84.1	675	300
	SB TH	B	11.6	650	800	B	12.8	650	800	B	13.6	650	800
SB RT	A	2.0	50	250	A	2.2	50	250	A	2.2	50	250	

RED LOS/DELAY VALUES – Movement or Overall Intersection is over capacity per Town of Chapel Hill TIS Guidelines

++ - Queue is Metered by Upstream Signal

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 Transportation Impact Study

Updated Traffic Analysis

2022 PM Peak Hour
Synopsis

Alternative #1

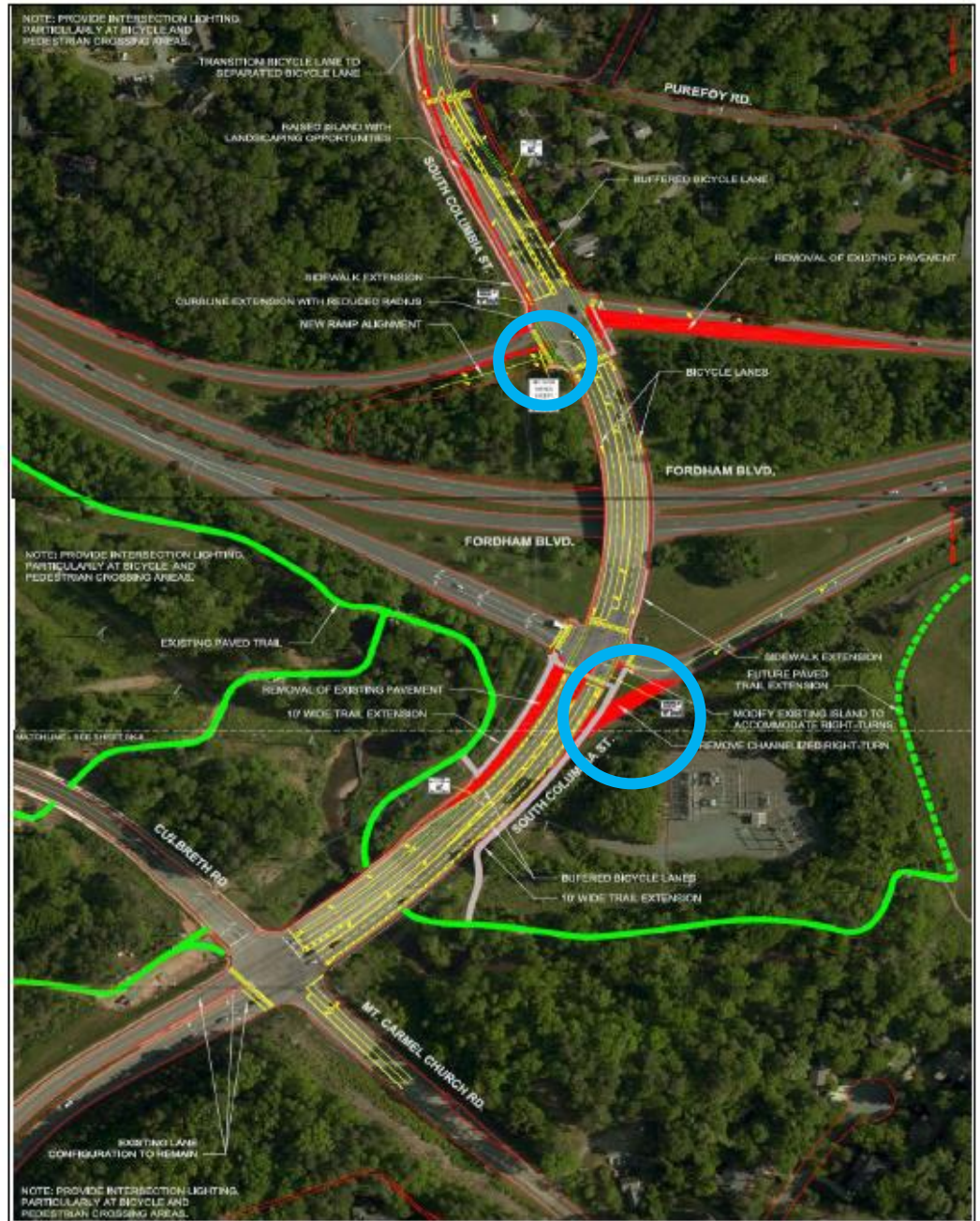


- Single Lane Signalized Loop Ramp Fails to Provide Adequate Traffic Operations
- Dual Lane Signalized Loop Ramp May Provide Adequate Traffic Operations IF Design Can Provide Enough Storage Off Of NC 54
- Shortening of Left-Turn Lane to Mt. Carmel Church Not Recommended
- No Data Available for Peds/Bikes – Any Interactions May Marginally Worsen Traffic Operations (see Simulation)

Obey Creek Mixed-Use Development Transportation Impact Study

Updated Traffic Analysis

Toole Design Alternative #2 Changes



Obey Creek Mixed-Use Development Transportation Impact Study

Updated Traffic Analysis Synchro Network

2022 AM Peak Hour Projected
Traffic Volumes
(with Obey Creek)

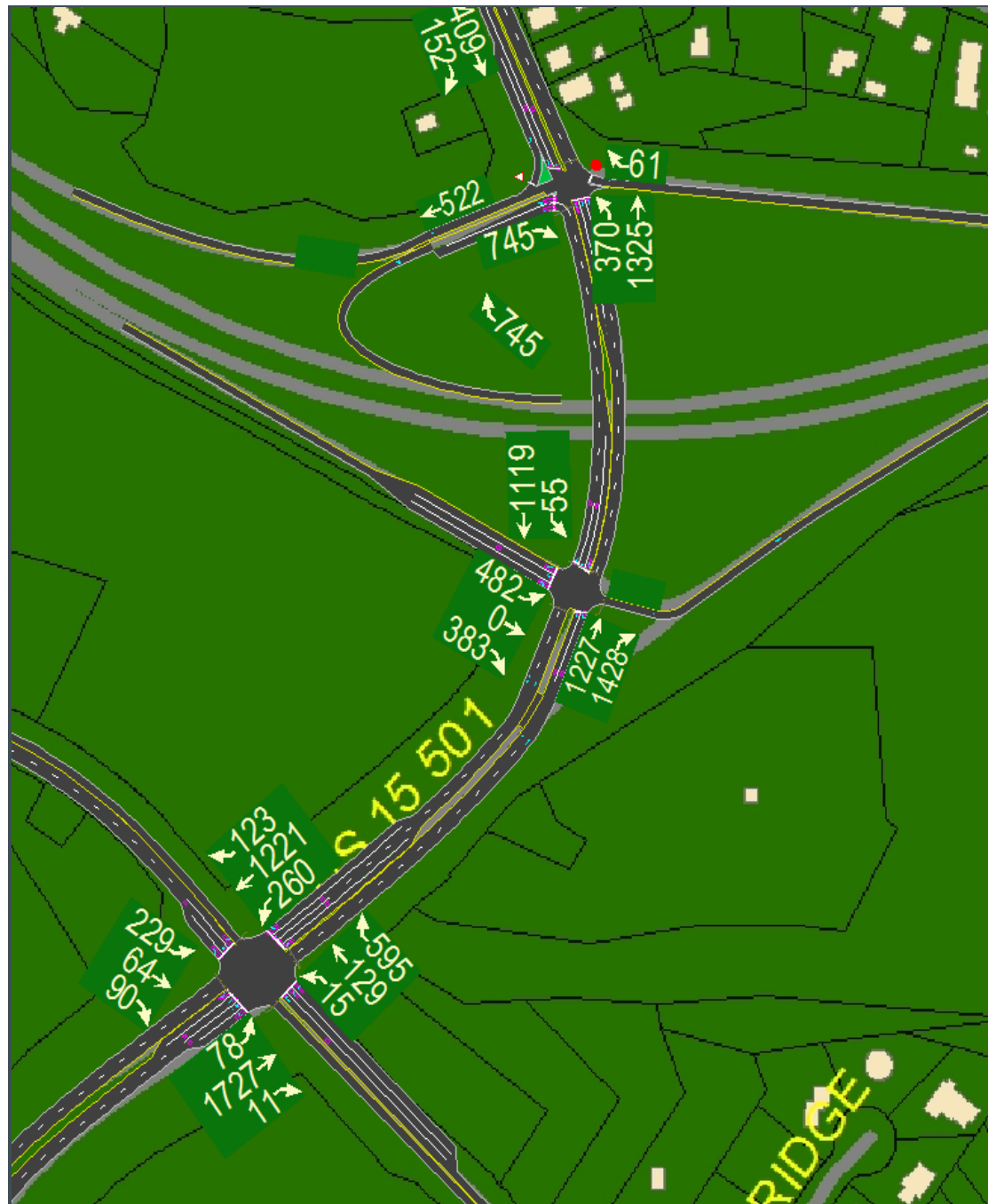


Table 1. 2022 AM Peak Hour Intersection Capacity and Queue Analysis Results

ID #	Intersections / Movements	Original Concept				Toole Design Group Concept – Alternative 2			
		LOS	Average Delay (sec/veh)	95 th % Queue (ft)	Queue Storage (ft)	LOS	Average Delay (sec/veh)	95 th % Queue (ft)	Queue Storage (ft)
8	NC 86 (S. Columbia St) & NC 54 Byp (Fordham Blvd) WB Ramps	A	2.2	--	--	B	10.6	--	--
	<i>EB RT</i>	A*	1.2*	0*	375*	C	28.6	375	575
	WB RT**	B**	10.4**	25	1350	B**	10.4**	25	1350
	NB LT	A	1.3	0	200	A	1.0	0	175
	NB TH	A	2.6	0	725	A	0.6	0	725
	<i>SB TH</i>	A	2.3	75	-	C	26.2	200	-
	SB RT	A	1.7	25	350	A**	0.2**	0	175
	9	US 15-501 & NC 54 Bypass (Fordham Blvd) EB Ramps	C	30.2	--	--	F	151.0	--
EB LT		D	38.8	275	250	E	72.5	375	250
EB LTTH		D	38.8	275	900	E	72.8	400	900
EB RT		E	58.6	475	250	F	236.5	725	250
NB TH		C	25.2	525	800				
<i>NB THRT</i>						F	221.8	1800	800
SB LT		B	19.3	50	200	D	37.4	50	200
SB TH		C	21.8	500	625	A	4.0	75	625
10	US 15-501 & Culbreth Road /Mt. Carmel Church Road	D	40.7	--	--	D	42.6	--	--
	EB LT	F	119.1	350	900	F	116.1	350	900
	EB TH	D	42.2	100	-	D	42.2	100	-
	EB RT	D	44.4	125	75	D	44.3	125	75
	WB LTTH	E	73.8	225	-	E	72.7	225	-
	WB RT	E	58.7	375	350	E	56.3	400	350
	NB LT	C	25.0	50	125	B	18.9	50	125
	NB TH	D	35.1	1050	-	D	38.5	1050	-
	NB RT	B	14.9	25	75	B	14.9	25	75
	<i>SB LT</i>	F	107.5	400	525	F	118.4	325	250
	SB TH	A	9.6	175	800	B	12.3	300	800
	SB RT	A	2.3	25	250	A	1.9	25	250

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 or Yield-Controlled) Movement

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

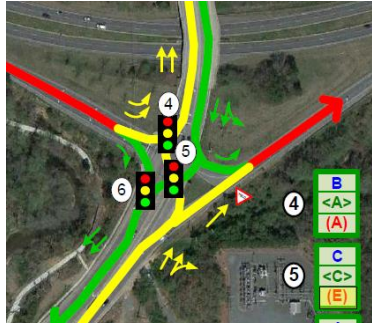
Updated Traffic Analysis

**2022 AM Peak Hour
Synopsis**

Alternative #2

HNTB

- Removal of Free-Flow Right-Turn Lane to Eastbound NC 54 Bypass On-Ramp Not Recommended Due to Safety/Congestion Issues
- No Other Operational Issues Expected for AM Peak
- No Data Available for Peds/Bikes – Any Interactions May Marginally Worsen Traffic Operations



Obey Creek Mixed-Use Development Traffic Impact Study



QUESTIONS AND DISCUSSION



HNTB

Staff Recommendations

- Recommend Alternate 1 for review and comment by NCDOT
 - Provides a balance between bicycles, pedestrians, and vehicles
 - Provides connections to greenway network
- Recommend investigating the options for greenway connections to the Morgan Creek neighborhood and crossing at Oteys Road

Agenda for the Special Meeting

1.	Welcome
2.	Public Comment (Approximately 10 minutes)
3.	Updates
	Council Sub-Committee on Affordable Housing
	Revised Fiscal Analysis
	Connectivity Information – Bicycle and Pedestrian
	Revised Traffic Analysis
4.	Review of Past Discussions and Next Steps
	Prepare for 1/22-1/23 Facilitated Discussion
5.	Comments from East West Partners
6.	Public Comment (Approximately 10 minutes)

Review of Past Discussions

Roger Stancil, Town Manager

Overview of Past Discussions

- Affordable housing
- Bicycle connections
- Open space
- Pedestrian bridge
- Traffic
- Uses

DRAFT – DRAFT – DRAFT – DRAFT – DRAFT – DRAFT – DRAFT – DRAFT

DEVELOPMENT AGREEMENT

BY AND BETWEEN
OBEY CREEK VENTURES, LLC.
C/O EAST WEST PARTNERS MANAGEMENT COMPANY, INC.

AND

THE TOWN OF CHAPEL HILL, NORTH CAROLINA

Effective Date: , 2015

Orange County Parcel Identifier Numbers: 9787-13-6437; 8787-14-0366; 9787-14-8639;
[OBEY CREEK: Insert additional PINS, as necessary]

Development Agreement Template

Modeled on the
Glen Lennox
development
agreement

Next Steps

Roger Stancil, Town Manager

Upcoming Meetings

Monday, January 12th – Business Meeting

- Opportunity for public comment

Thursday, January 22nd – Special Meeting

- Facilitated Discussion with Victor Dover

Friday, January 23rd – Special Meeting

- Facilitated Discussion with Victor Dover

Thursday, February 12th – Special Meeting

- *To be determined*

Attachment: Overview of Facilitated Meetings with Victor Dover – January 22 and 23, 2015

(The following information was shared via email to the Council on Friday, December 12, 2014.)

The overview of the next steps leading to the Council's facilitated meetings with Dover/Kohl on January 22-23 is in three sections:

1. Activities prior to January 22-23 meetings
2. Agenda proposed by Dover Kohl for January 22-23
3. Framework assumptions and questions for January 22-23

Section 1: Activities prior to January 22-23 meetings

Immediately, Town staff provides to Council and Dover/Kohl:

Guiding framework for the southern area/Southern Village Park and Ride Lot meeting/charrette

- Obey Creek background materials
- Council's list of interests for the park and ride lot (from work session/RFP discussion – November 24, 2014 Council meeting)
- List of assumptions and questions (at end of this email)

Obey Creek-related information

- Outline of Council's interests and discussion points to-date
- All new information submitted by the applicant (design guidelines)

By January 8th Staff provides Council with a summary of discussion points to-date for reference

By January 8th (next Obey work session) Dover/Kohl provides:

- Questions/follow up with Council, for Dover/Kohl to use in developing scenarios for the meeting/charrette
- Optional: Survey/other way of checking-in with Council prior to January 22-23

On January 8th Council holds scheduled negotiation session with topics as discussed at December 8th meeting:

- Update on fiscal analysis
- Update on transportation information including traffic analysis and bicycle information
- Review of discussion points
- Review of assumptions/questions/follow up from Dover Kohl

Facilitated Sessions by Victor Dover January 22nd & 23rd

Attachment 4
in packet

Agenda for the Special Meeting

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