



Town Council

May 12, 2021

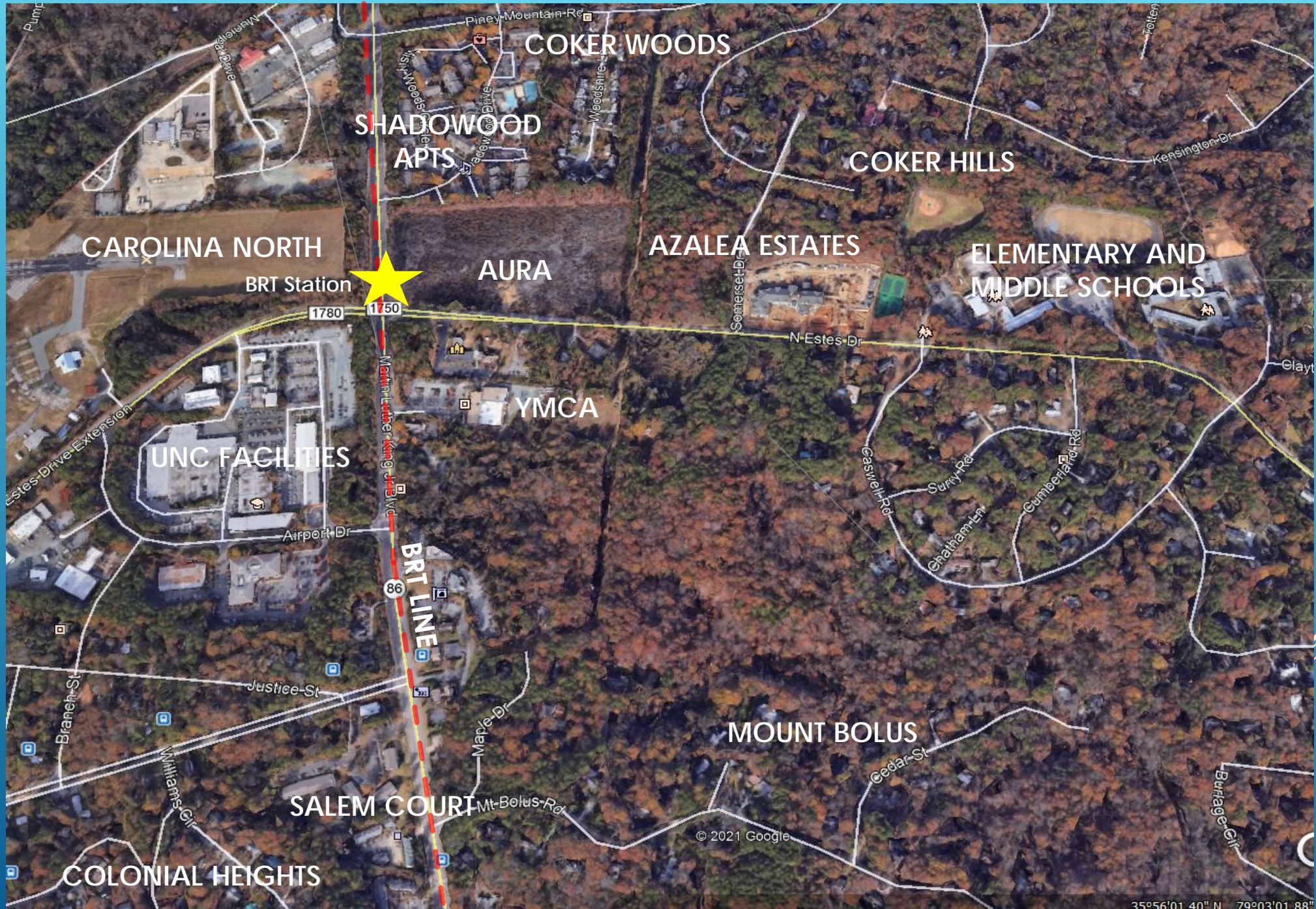
GOAL:

CREATE A "THIRD PLACE" FOR THE GREATER NEIGHBORHOOD

*In community building, the **third place** is the social surroundings separate from the two usual social environments of home ("first place") and the workplace ("second place"). Examples of third places would be environments such as churches, cafes, clubs, public libraries, bookstores or parks*

Wikipedia entry

AND WHAT IS THAT NEIGHBORHOOD?



COKER WOODS

SHADOWOOD APTS

COKER HILLS

CAROLINA NORTH

BRT Station

AURA

AZALEA ESTATES

ELEMENTARY AND MIDDLE SCHOOLS

YMCA

UNC FACILITIES

MOUNT BOLUS

SALEM COURT

COLONIAL HEIGHTS

BRT LINE

1780


1750

86

© 2021 Google

35°56'01.40" N 79°03'01.88" W

CENTRAL WEST SMALL AREA PLAN

- ▶ Create a Strong Sense of Place
 - ▶ Ensure Community Compatibility
 - ▶ Create Social Connections
 - ▶ Minimize Vehicular Traffic Impacts
 - ▶ Enhance the Pedestrian/Bicycle Experience
 - ▶ Improve the Transit System
 - ▶ Encourage a Diverse Mix of Uses
 - ▶ Include a Diverse Population
 - ▶ Respect Existing Neighborhoods
 - ▶ Employ Environmentally Sound Practices
- 



CORNER OF MLK, JR BOULEVARD AND N ESTES DRIVE



URBAN PLAZA



CENTRAL PARK



THE WOODLANDS



N ESTES DRIVE

DESIGNED FOR PEOPLE

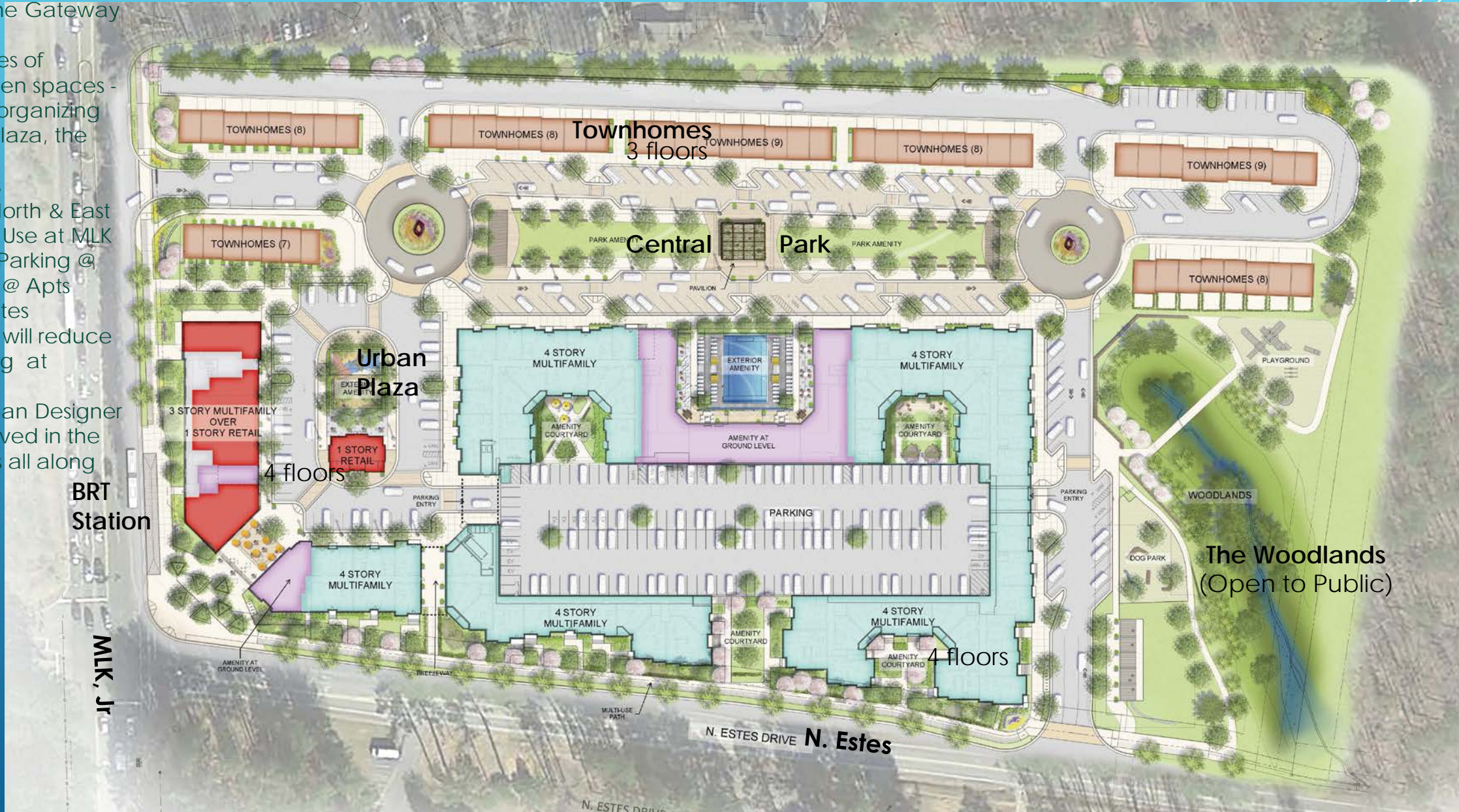
- ▶ Location – Best opportunity for Transit-Oriented Development on MLK Blvd BRT Corridor
- ▶ Site design creates outdoor rooms of varying sizes – Connected Open Space. 3.5 acres of parks (23% of land area) for passive and active recreation area
- ▶ Building articulation and heights are human-scaled
 - ▶ Townhouses – 3 floors
 - ▶ Apartments – 4 floors
 - ▶ Vertical mixed-use building – 4 floors
- ▶ Urban village provides walkable destination for nearby neighborhoods
 - ▶ 12,500 +/- SF of restaurants and services -
 - ▶ Neighborhood Scale Retail – not destination retail. Goal is to not compete with Downtown
- ▶ Prioritizes pedestrian & bicycle experiences
 - ▶ Plentiful sidewalks and trails on-site
 - ▶ Ped-bike connections to Shadowood to north and Rummel property to east
 - ▶ Trailhead for a North-South greenway along Duke Energy easement
 - ▶ Part of East-West bike corridor to be constructed along Estes Drive

Comments


- Create a central green organizing space
- Impacts to RCD
- BRT Station Gateway
- Connections North & East
- Lower Bldg Heights north edge
- Traffic, Traffic, Traffic
- How Buildings address N. Estes
- How Buildings address MLK – Vertical MU
- Structured parking along north edge, 2nd level tabletop at center
- More green



- BRT Station is the Gateway from MLK
- Created a series of connected open spaces - central green organizing space Urban Plaza, the Woodlands
- Multi-Use Paths
- Connections North & East
- Vertical Mixed Use at MLK
- No Structured Parking @ north, only UG @ Apts
- Proposed N. Estes Improvements will reduce current stacking at intersection
- The Town's Urban Designer has been involved in the design process all along



The Woodlands
(Open to Public)

- ▶ Diverse housing types & sizes
 - ▶ Rental apartments – 361 units (96% of units are 1 & 2 bedrooms) 60% & 80% AMI
 - ▶ Up to 57 for-sale townhouses (3+ bedrooms)
 - ▶ 47 Affordable Apartments, Funding 5 Habitat Homes
 - ▶ Quality and Connected public spaces
 - ▶ The Woodlands – larger park with trails
 - ▶ Central Park – for programmed and casual use
 - ▶ Urban Plaza – focal point for village center
- 

TRANSPORTATION & CONNECTIVITY

- ▶ Multi-modal Transportation Hub
 - ▶ Bus-rapid transit – Transit-supportive development
 - ▶ Ample bicycle parking, both outside and inside buildings
 - ▶ Greenways – N/S along Duke easement and E/W along Estes Drive
 - ▶ Bicycle routes – N/S and E/W
 - ▶ On-demand Crosswalk light on Estes to connect to YMCA
- ▶ Parking management
 - ▶ Boulevard parking minimizes parking fields and related heat-island effect
 - ▶ 175 underground spaces (1 acre) frees up areas for parks
 - ▶ 20 EV charging stations; conduit in place for future expanding EV charging
 - ▶ Upper parking level is flat, so can be converted to other uses in future

TRAFFIC

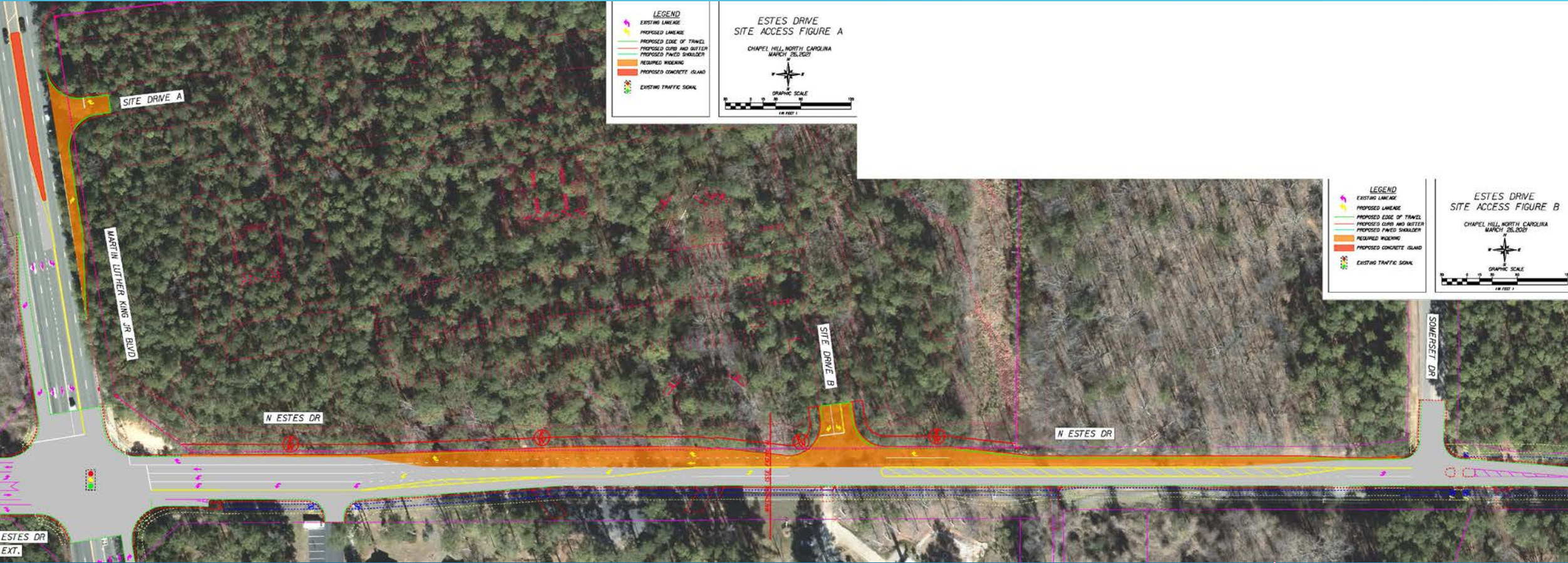
The Developer's Goal was to ensure that off-site traffic impacts were completely mitigated, and if possible to even improve existing conditions

Intersection - Estes Drive & Martin Luther King, Jr. Blvd

- ▶ Excessive delays on Estes Drive, especially during peak hours are unacceptable
 - ▶ Requires multiple light cycles to clear intersection
 - ▶ Queuing backs up 2200 feet during worst times of day (5 pm – 6 pm)
 - ▶ Somerset Drive is blocked frequently by queued cars, making exits difficult, potentially dangerous
 - ▶ Additional delays during pick-up/drop-off periods at Estes Hills and Phillips schools







Current Estes Drive condition is particularly hazardous for Pedestrians & Bicyclists

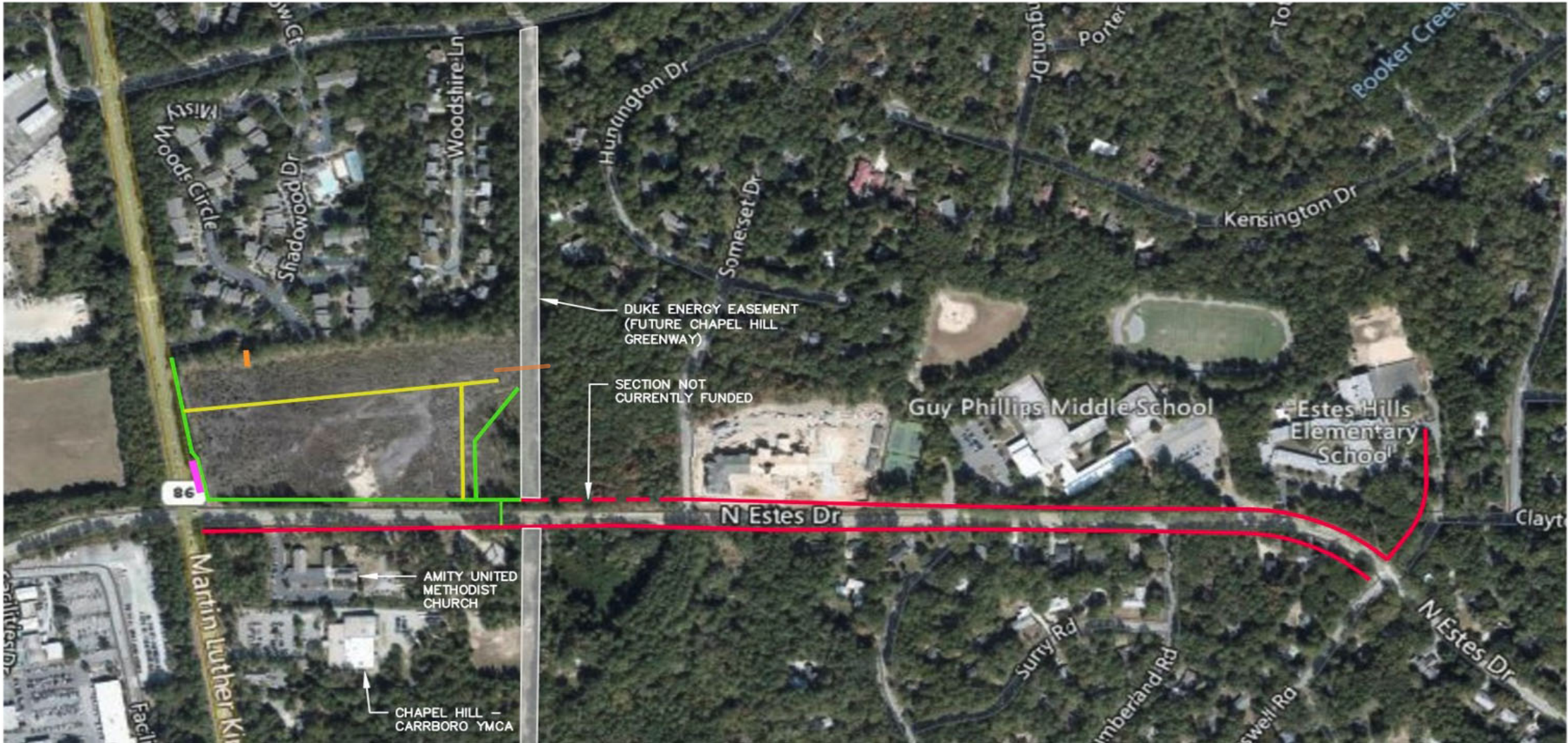
PROPOSED ROADWAY IMPROVEMENTS



BICYCLE AND PEDESTRIAN IMPROVEMENTS

LEGEND

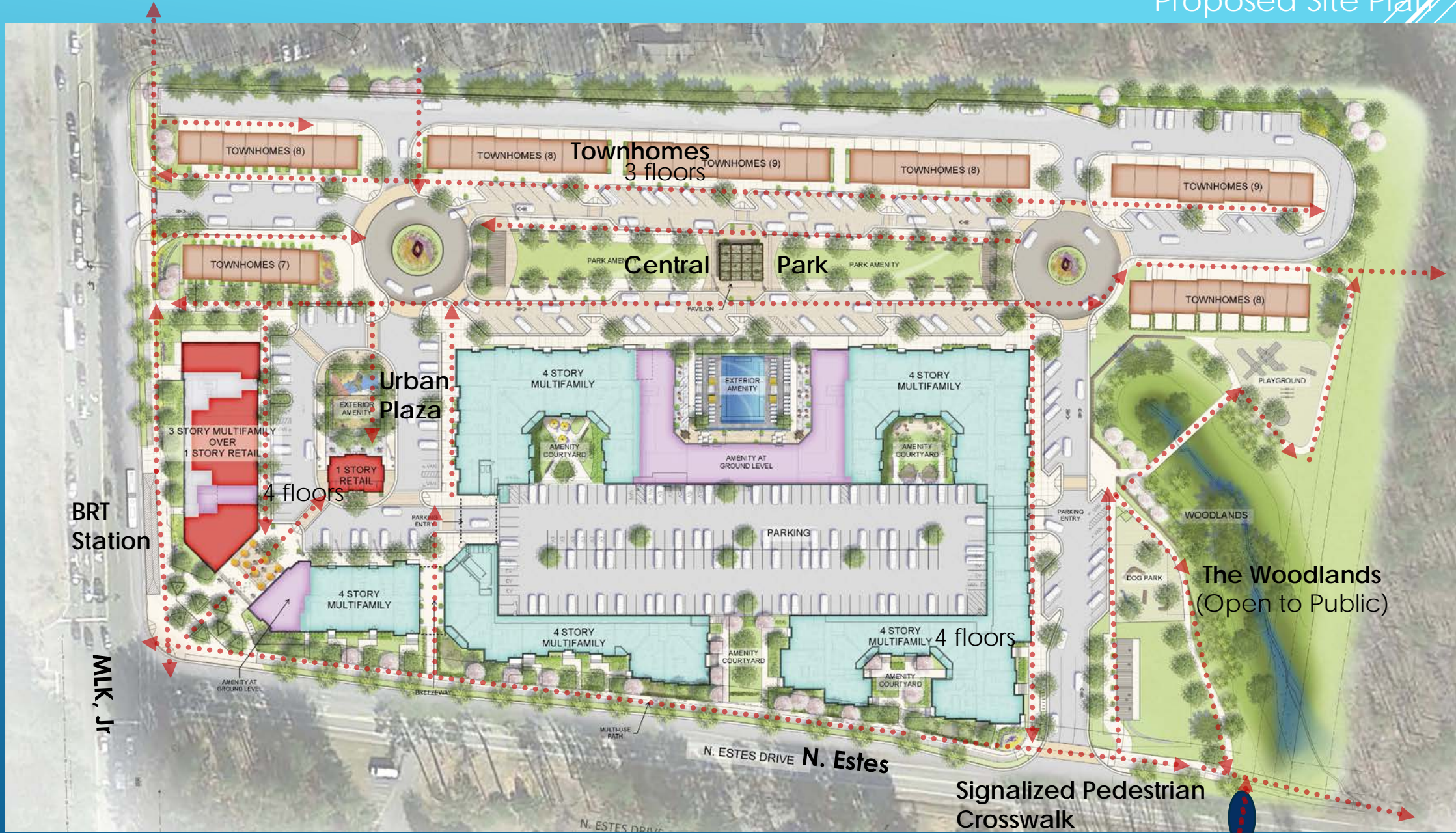
-  AURA BIKE/PED AND GREENWAY
 -  AURA BIKE/PED CONNECTION
 -  AURA INTERNAL STREETS
 -  TOWN BIKE/PED AND GREENWAY*
 -  BUS RAPID TRANSIT STOP
 - 
- * CONSTRUCTION EXPECTED SUMMER 2021



TRAFFIC

- ▶ Aura and Town improvements to improve congestion and bike-ped connectivity – Commencing 2021
 - ▶ Add second left-turn lane from west-bound Estes Dr (toward Franklin St.)
 - ▶ Extend westbound right turn lane on Estes to a total of 800' (Aura frontage)
 - ▶ Queuing will be reduced from 2,200' during PM Peak to less than 600'
 - ▶ **According to TIA commissioned by Town and performed by VHB Traffic Engineers, there are no negative impacts to the LOS at the existing intersections that were analyzed once roadway improvements are made**
 - ▶ **According to Town Wide Traffic Model commissioned by Town and performed by HNTB Traffic Engineers, there are no negative impacts to the LOS at the existing intersections that were analyzed once roadway improvements are made**
 - ▶ Add separated Bike-Ped paths and/or sidewalks
 - ▶ North side of Estes Dr - from Estes Hills Elementary to Somerset Drive
 - ▶ South side of Estes Dr - from Caswell Rd (at stoplight) to MLK Blvd

In Summary, the Town and the Developer are in complete alignment with solving traffic impacts.



IN SUMMARY

- ▶ This proposal manages to solve the transportation issues that the 4 previous Concept Plans on this property were not...through over a \$1 million in public road, bike and pedestrian improvements funded by Aura.
- ▶ Through minimizing parking fields and putting an acre of parking underground, we have been able to keep almost 25% of the site in Open Space
- ▶ The Town benefits from 47 affordable apartments, and 5 fully funded Habitat Homes on Sunrise Road
- ▶ And most importantly, we are providing many of those Third Places envisioned in the Central West Plan....including community scale retail, great community gathering spaces, a connected networks of sidewalks and trails, and at a density that is appropriate for the Site...and is Transit Supportive so as to contribute to the success of the proposed BRT Line

THANK YOU

