

Lullwater Park
Concept Plan
Plan Dated 7-21-22

Plan Comments

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During a 7-15-22 meeting with the applicant a preliminary site concept was discussed, and comments were provided, some outlined below. Since then, revised drawings, dated 7-21-22, have been submitted for board review and are the subject of the following comments:

1. In general, this plan, which includes both parcels along I-40, is a more successful and integrated concept in terms of overall site layout than the two recent previous plans involving the individual properties on their own.
2. This concept is more closely related to the unofficial draft 2020 North Chapel Hill Master Plan than the previous projects. It is a difficult site to develop because of its narrow dimension, buffer requirements, and amount of environmentally sensitive areas.
3. This concept is strengthened by the establishment of the three place types (The Hub, The Nature Park, The Green) which help establish a variety of open space character areas providing numerous focal points and centers of activity along the long linear site. Appreciate seeing the detailed landscape plans for these areas being provided in this submittal.
4. The Hub: The retail building will be a significant contributor to the activation of this space. During the review meeting an alternative building location further east of the multifamily buildings was discussed but it seemed this particular location near Adair Drive was better in terms of being closer to the Chapel Hill North commercial area and could become a “seam” activity to draw both communities together. Visibility from Perkins Drive and the existing greenway should also be an asset of this location.
5. The rest of the Hub space is logically divided into several activity areas. Suggest utilizing permeable pavers for the Flex Dining Area and Seating/Games Nooks. Suggest preserving as many existing trees as possible in this area to help provide shade, especially at the border between Lullwater and the adjacent Chapel Hill North building to the west.
6. At the review meeting it was suggested to reinforce the vehicular connection between the new Lullwater road and Adair Drive to enhance access to the grocery store and other commercial areas of Chapel Hill North. Since then, updated drawings indicate the road connection has been shifted south from its initial location which allows the Flex Lawn to be larger and more integrated into the Hub layout. As one drives east along Adair, the slight meander onto the short connector drive and then eastward onto the main Lullwater road should provide some traffic calming, and bring traffic directly past the retail building, increasing its visibility and centrality.
7. During the review meeting it was suggested that the area under the powerlines at the Hub be left as an open lawn for passive informal use, such as the dog park and flex space indicated on the current plan. This arrangement also allows flexibility to incorporate a future roadway extending south to connect to Weaver Dairy Road as part of any future redevelopment of the adjoining parcel.
8. Main East/West roadway: Due to environmental constraints and the narrowness of the parcel, the main road has a mostly straight alignment. The roadway does feature a curve in the middle, going around a wetland area, effectively providing a focal point and interesting meander along

the road. It was suggested that the cross section of the main road include some occasional parallel parking, street trees in a curbside planting lawn and sidewalks. This appears to have been provided in the current plan.

9. Existing trees: According to drawings 33% of the existing tree canopy will be preserved. Suggest including informal mulch or gravel trails to provide for low impact access to portions of the forested areas.
10. Main greenway and "The Nature Park": A main greenway trail will extend along south edge of the main roadway, from the existing trail end on the west, eastward to connect with Weaver Diary Road. An additional greenway segment should extend to the northeast, to connect into the Carol Woods neighborhood, which is indicated on the "Idea Diagram".
11. Like how the greenway has features of interest along the way, such as the trail head bike station pavilions, respite stations and benches. Consider adding interpretive nature signage/stations to both the greenway and any other informal trails in the woods, explaining local flora, fauna, and environmental features of the site. Consider how the use of E-bikes might be incorporated and enhanced for both the greenway and in other project open spaces and buildings.
12. Townhouses at the Southeast corner of site: Fronts of the townhouses houses are facing the street, giving a positive character to the frontage. Like the small "mews" arrangement of townhouses at the center of this cluster, offering a unique urban space within the neighborhood.
13. "The Green": This arrangement of the separate and angled buildings with the open space can facilitate integration into a hilly portion of the property. The green lawn provides a focal space and visual terminus at the bend of the road. The inclusion of the townhouse row at the eastern edge of this complex helps provide some enclosure to the outdoor room on what could be a rough edge. It seems like the lawn space could work as a gathering area, for things like outdoor movies and music. Consider utilizing limited portions of sloping lawn for terraced stepped seating to create a small informal amphitheater-like area.
14. The multifamily building west of the lawn appears to have a lot of concrete paving in front of it. Consider breaking this up with different paving materials, or low planters with seat walls.
15. Buildings and unit types: There is a good variety of building types including multifamily, townhouses, and coach houses. The town and coach houses generally mix in with the multifamily buildings helping to break down neighborhood scale. The height varies across a 3-5 story range, taller (5 story) portions occur at the back portions of buildings, which is appropriate.
16. Parking: There is a lot of parking associated with the project (724 provided vs 737 max) but because of the use of covered deck parking and tuck under parking for the coach and townhouses, the impact of surface parking is lessened. Care should be taken to provide trees or other landscape features to provide visual relief for larger surface lots (and on the top of the parking tables) that are close to and viewable from the multifamily buildings.
17. The architectural character of the buildings was not discussed and is to be the subject of a future review.