



TOWN OF CHAPEL HILL

Town Council Meeting Agenda

Town Hall
405 Martin Luther King Jr.
Boulevard
Chapel Hill, NC 27514

Mayor Pam Hemminger
Mayor pro tem Karen Stegman
Council Member Jessica Anderson
Council Member Camille Berry
Council Member Tai Huynh

Council Member Paris Miller-Foushee
Council Member Michael Parker
Council Member Amy Ryan
Council Member Adam Searing

Wednesday, January 5, 2022 6:30 PM

Virtual Meeting

Virtual Meeting Notification

Town Council members will attend and participate in this meeting remotely, through internet access, and will not physically attend. The Town will not provide a physical location for viewing the meeting.

The public is invited to attend. The Town of Chapel Hill wants to know more about who participates in its programs and processes, including Town Council business meetings and work sessions. Please participate in a voluntary demographic survey <https://www.townofchapelhill.org/demosurvey> before accessing the Zoom webinar registration. After registering, you will receive a confirmation email containing information about joining the webinar in listen-only mode. Phone: 301-715-8592, Meeting ID: 899 2852 0599

View Council meetings live at <https://chapelhill.legistar.com/Calendar.aspx> – and on Chapel Hill Gov-TV (townofchapelhill.org/GovTV).

OPENING

ROLL CALL

ANNOUNCEMENTS BY COUNCIL MEMBERS

AGENDA ITEMS

1. Provide Guidance on Options for Franklin Street Downtown. [\[22-0003\]](#)

PRESENTER: Bergen Watterson, Transportation Planning Manager
Sarah Poulton, Downtown Special Projects Manager

The purpose of this item is for the Council to provide feedback on the options for Franklin Street Downtown.

2. FY 2021 Excess Fund Balance Appropriation [\[22-0004\]](#)

PRESENTERS: Maurice Jones, Town Manager
Amy Oland, Business Management Director

The purpose of this item is for the Council to receive an update on the FY 2021 Excess Fund Balance Appropriation and to provide an opportunity to discuss how much fund balance to appropriate and the intended uses for these funds.

3. Update on Land Use Management (LUMO) Rewrite and Community Engagement Process. [\[22-0005\]](#)

PRESENTER: Diedra McEntyre, Principal Planner-Land Use

The purpose of this item is for the Council to receive the presentation and provide feedback on the Transit-Oriented Development Planning and Visioning for the Unified Development Ordinance.

4. Long Range Planning Initiative. (no attachment) [\[22-0006\]](#)

PRESENTER: Maurice Jones, Town Manager

The purpose of this item is to share a long-range planning initiative update resulting from the Housing Needs Study discussion, confirm Council's interest in a Council-led community engagement visioning process and Council's interest in a Council Subcommittee to help guide the process through all phases as it moves forward.

REQUEST FOR CLOSED SESSION TO DISCUSS ECONOMIC DEVELOPMENT, PROPERTY ACQUISITION, PERSONNEL, AND/OR LITIGATION MATTERS



TOWN OF CHAPEL HILL

Town Hall
405 Martin Luther King Jr.
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Chapel Hill, NC 27514

Item Overview

Item #: 1., **File #:** [22-0003], **Version:** 1

Meeting Date: 1/5/2022

Provide Guidance on Options for Franklin Street Downtown.

Staff:

Colleen Willger, Director
Bergen Watterson, Transportation Planning Manager
Sarah Poulton, Downtown Special Projects Manager

Department:

Planning
Planning
Manager's Office

Overview: Franklin Street is Chapel Hill's "Main Street", serving as the primary commercial and social hub of the Town. The road is maintained by the North Carolina Department of Transportation (NCDOT) and the segment downtown is currently a five-lane road with parallel parking on both sides for the majority of the corridor. Over the past few years, Town leadership and staff have explored various options for reconfiguring the road to better meet our goals and needs. NCDOT will resurface W. Franklin St. in the summer of 2022 and the Town has an opportunity to change the road.

In 2020, Town staff worked with a consultant and NCDOT and has a set of approved pavement marking plans showing a lane reallocation, converting a travel lane in each direction to a buffered bike lane, which was to be implemented in summer 2020. COVID-19 delayed the resurfacing and the Town installed the temporary in-road walkway to support businesses and provide additional space for people walking and rolling downtown. The walkway, especially on W. Franklin St., received positive feedback, causing Town leadership and staff to reconsider the approved plans for the lane reallocation. The resurfacing that was rescheduled to summer 2021 was delayed again due to a conflicting OWASA project, providing another year for the Town to decide what to do with Franklin St. In October 2021, the Chapel Hill Downtown Partnership petitioned the Town Council to explore transferring downtown Franklin St. (Raleigh St. to Merritt Mill Rd.) maintenance from NCDOT to the Town.



Recommendation(s):

That the Council provide guidance on the options for Franklin Street Downtown.

Decision Points:

- Should the Town request a transfer of maintenance of Franklin St. between Raleigh St. and Merritt Mill Rd. from NCDOT?
- If so, what uses does the Town want to pursue and what should the public input process look like?
- If not, what design should we pursue for restriping in summer 2022?

Key Issues:

- The in-road walkway as it is implemented now cannot be made permanent
 - NCDOT will not allow it to remain
 - The crown of the street makes it non-ADA compliant
- The cost to the Town for one-time upgrades needed at some point after taking over maintenance of approximately one mile of Franklin St. between Raleigh St. and Merritt Mill Rd. is up to \$2.7million, including major stormwater system replacements.
 - The annual cost of maintaining the road would be approximately \$190,000.
- Town control of Franklin St. would allow more autonomy and allow better alignment of street

design and Town goals. Such goals include economic development and emphasizing the safety of vulnerable road users of the street.

- If the Town does not pursue the maintenance transfer:
 - Traffic-running bike lane design is already approved by NCDOT
 - Curb-running (parking protected) bike lane design requires additional funds and time to design and may not be approved by either NCDOT or Town staff.
 - Both designs would require approximately \$250,000 for traffic signal plans and adjustments, median redesign and reconstruction, and safety enhancements like green paint and flexible delineator posts.
- If NCDOT resurfaces the road, the deadline for any pavement marking changes is late March 2022.

Fiscal Impact/Resources: The fiscal impact depends on the guidance provided. Transferring maintenance of Franklin Street from NCDOT to the Town would result in costs associated with one-upgrades of approximately ~\$2.7million and an annual cost of \$190,000. The majority of the ~\$2.7million is not necessarily an immediate expense.

If the Town opts to proceed with a lane reallocation after NCDOT resurfacing, the cost would be ~\$250,000 plus any needs for alternate designs. There is no funding identified at this time.

Where is this item in its process?



Attachments:

- Staff Presentation
- Technical Memorandum

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: Bergen Watterson, Transportation Planning Manager
Sarah Poulton, Downtown Special Projects Manager

The purpose of this item is for the Council to provide feedback on the options for Franklin Street Downtown.



DRAFT

Franklin St. Considerations

Council Presentation – January 5, 2022

WELCOME
Downtown
CHAPEL
HILL

Agenda



Timeline of recent Franklin St. decisions and changes



Information on W. Franklin St. restriping and multi-use path potential



Guidance needed on whether to pursue maintenance transfer from NCDOT to Town

October 2019: CHDP petitions Town to consider bike lanes on W. Franklin St.

April 2020: Traffic-running bike lane design submitted to/ approved by NCDOT but resurfacing soon delayed to 2021

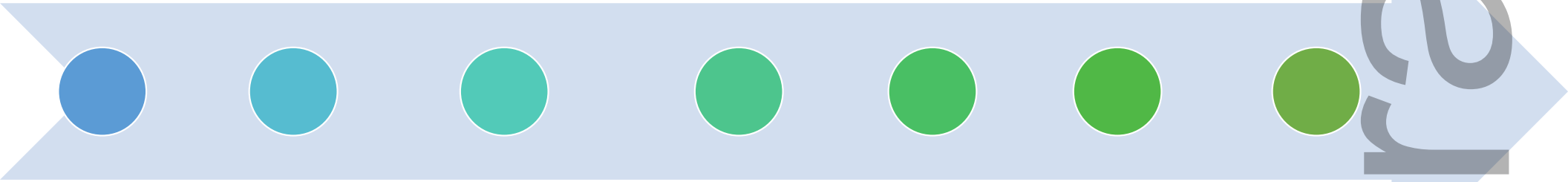
May 2021: NCDOT delays resurfacing due to OWASA project in Carrboro to 2022

October 2021: Town petitioned by CHDP to explore maintenance transfer

March 2020: COVID Begins

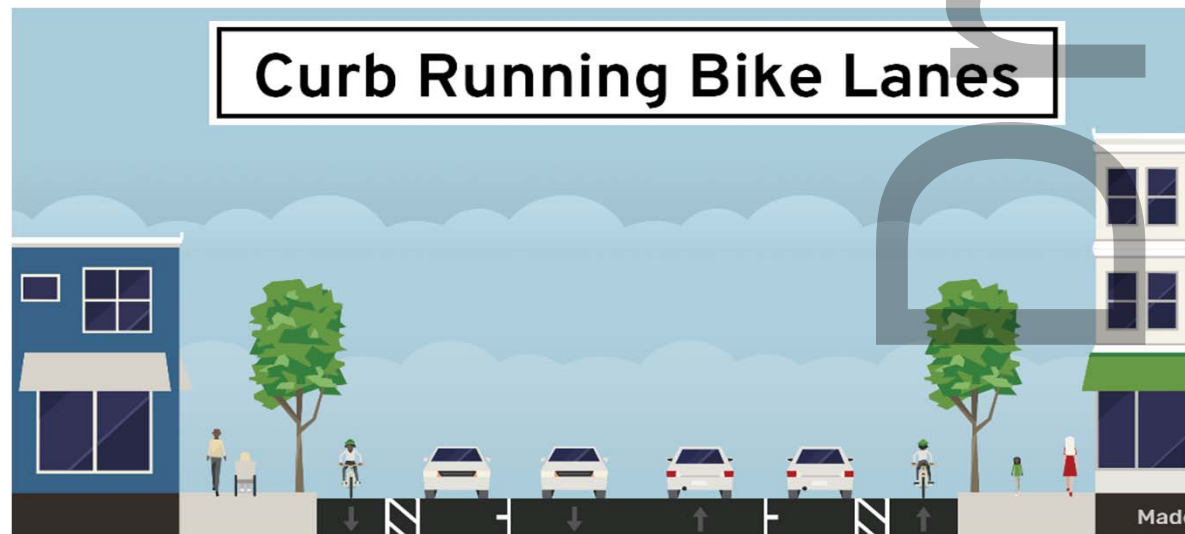
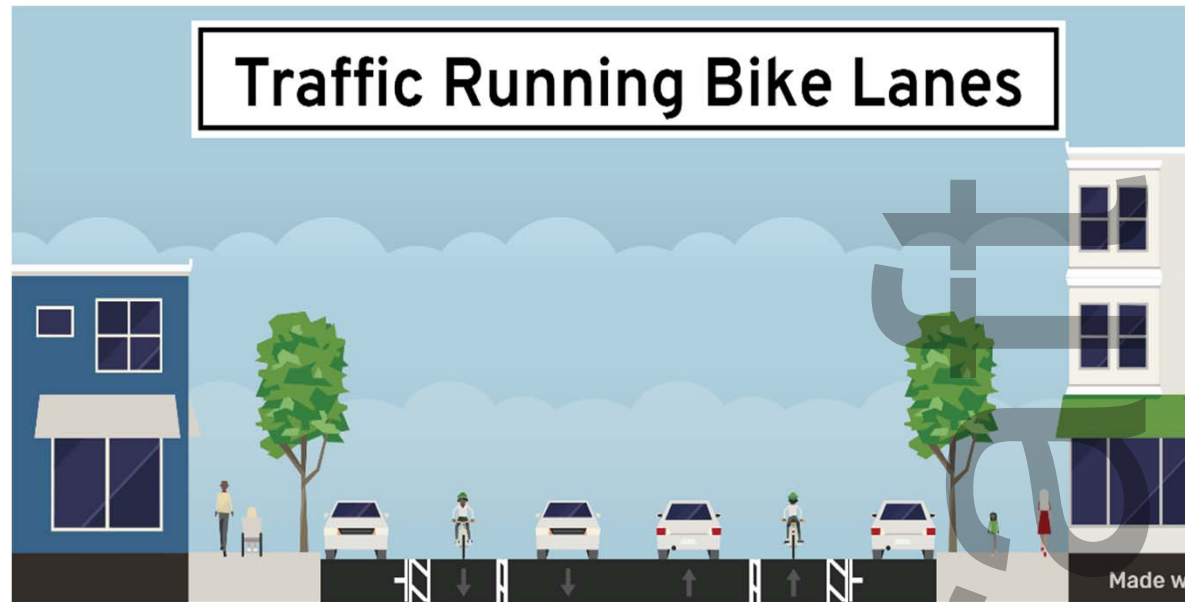
August 2020: Temp walkway installed on Franklin St. in response by Feet on Franklin

September 2021: Town receives multiple ADA complaints about temp walkway



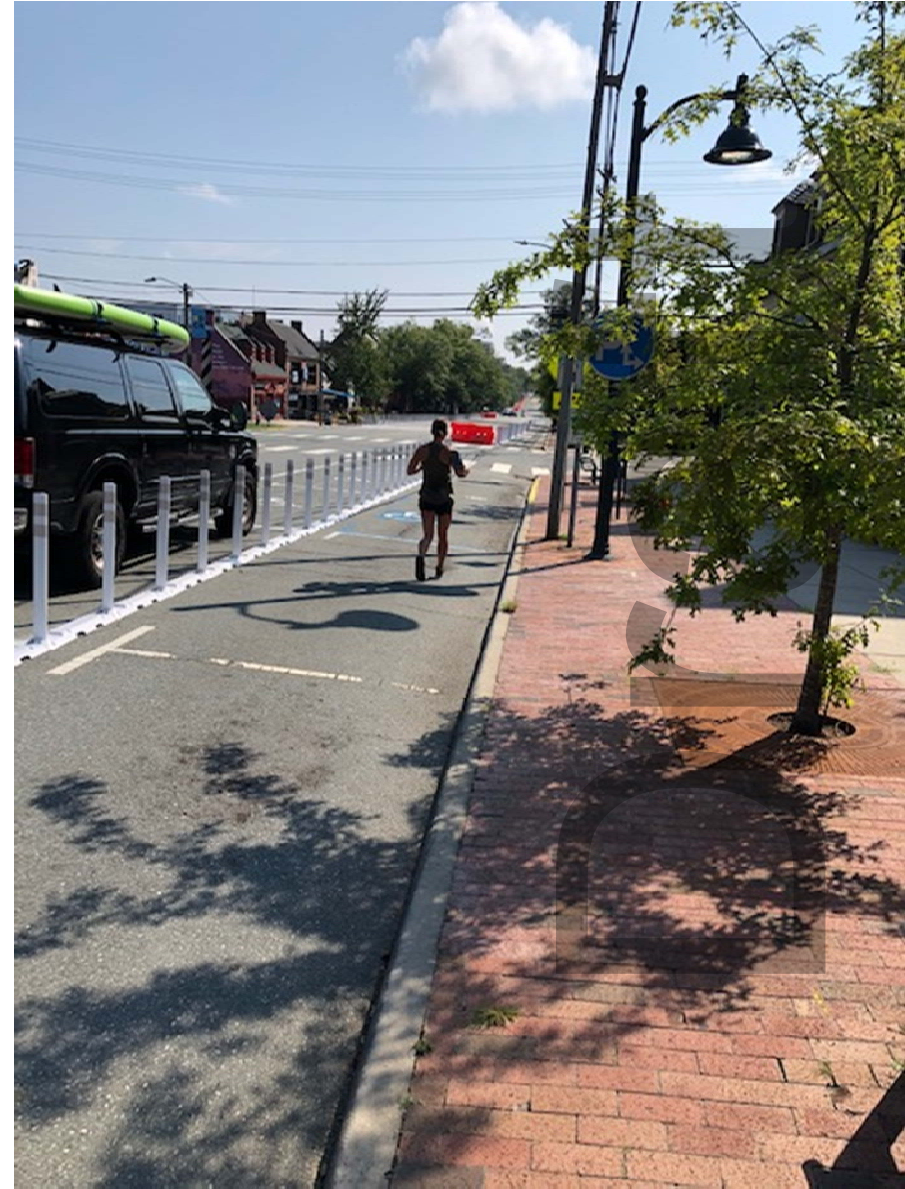
West End Restriping Decision Needed

- **Traffic-running bike lane:**
 - Plans are already approved, just need minor tweaks
- **Curb-running bike lane:**
 - Requires additional design required by consultant
 - More conflicts with driveways and parking
- **Both options require:**
 - Transit stop adjustments/re-engineering
 - \$250,000 traffic signal adjustments and Merritt Mill Rd. traffic island adjustment
- Preferred option due to NCDOT by March 2022 to meet summer resurfacing schedule



West End Multiuse Path

- ADA-accessible multiuse path is not possible in the street's current state
 - Asphalt is too crowned to be ADA-accessible
 - Requires much more design and consideration
- Would require more extensive reconstruction than planned NCDOT resurfacing

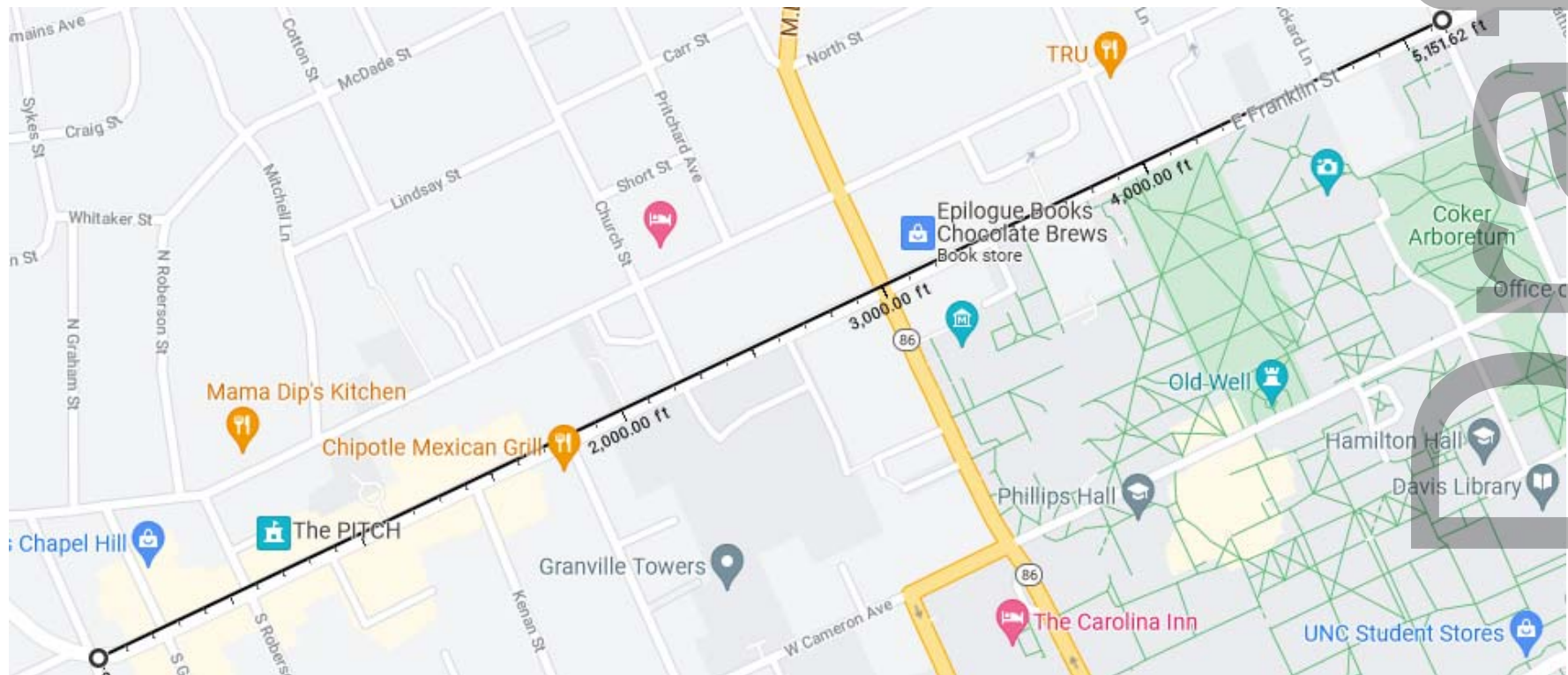




Maintenance Transfer

Current Maintenance

- NCDOT currently maintains curb to curb
- Town maintains and replaces sidewalk and curb





Current Challenges

- Town and NCDOT have **different philosophies** for Franklin St. (destination versus throughway)
- **NCDOT must approve** all right of way projects, including Transit stops
- **Aging** stormwater infrastructure
- **Innovative concepts** require NCDOT approval and are **not easily achieved**
- NCDOT's funding sources **do not allow** use of the street itself for **commerce**

Responsibility Changes

- **What we already pay for:**
 - Sidewalk and brick
 - Street sweeping, trash and recycling, pressure washing
 - Parking space, loading zone and other painting
 - CHDP pays for planter upkeep
 - Tree maintenance
- **What we would add:**
 - Stormwater infrastructure
 - Signal adjustments
 - Crosswalk paint maintenance
 - General maintenance of the street (ie ongoing resurfacing, snow removal) including bike lanes



Use Changes

What **could** change if we transfer maintenance

- Explore parklets in parking spaces, colorful crosswalks, other innovations
- Emphasize vulnerable road users
- Update stormwater infrastructure

What **wouldn't** change if we transfer maintenance

- Still follow federal design guidelines
- Current construction and configuration of Franklin St. does not allow street to be used as ADA-accessible walkway



Accessible Platform at Outdoor Dining
Photo: DC Office of

Cost of Maintaining Raleigh Rd. to Merritt Mill Rd. (~0.96 mi)

One-time upgrades

- Resurfacing to reduce crown: \$825,000
- Geo-technical analysis: \$12,000
- Drainage system analysis: \$31,250
- Critical stormwater system replacement: \$1,831,100

Total: \$2,699,350

Annual costs

- General street maintenance: \$75,000
- Traffic signal maintenance: \$27,000
- Pavement marking maintenance: \$6,000
- Stormwater maintenance and crew member: \$82,400

Total: \$190,400

**Funding source has not been identified*

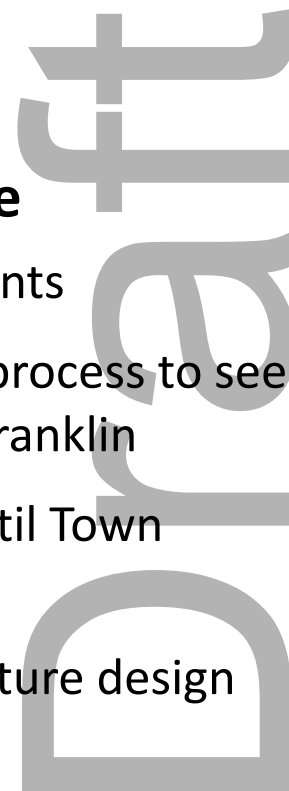
Transfer Maintenance to the Town

NCDOT resurfaces

- NCDOT pays for resurfacing
- Town conducts public input process to see what community wants on Franklin
- Temporary walkway stays until summer
- ADA-accessible multi-use path impossible until major reconstruction occurs

NCDOT does not resurface

- Town pays for all improvements
- Town conducts public input process to see what community wants on Franklin
- Temporary walkway stays until Town resurfaces
- Multi-use path possible in future design



Keep Maintenance with NCDOT

- NCDOT pays for resurfacing
- Town determines and submits restriping design to NCDOT by March
- Town contributes ~\$250,000 towards improvements needed to make our preferred design happen

Draft

Staff Memorandum

Council Work Session– 01/05/2022

Provide Guidance on Franklin Street Options Downtown.**Staff:**

Colleen Willger, Director
 Bergen Watterson, Transportation Planning Manager
 Sarah Poulton, Downtown Special Projects Manager

Department:

Planning
 Manager's Office

Background: The design of Franklin Street downtown has been a topic of discussion for a few years. The road is maintained by the North Carolina Department of Transportation (NCDOT) and is currently five-lanes with parallel parking on both sides through downtown Chapel Hill. The discussion has taken form over the past two years:

- **October 2019:** Council Work Session recommendation to pursue a lane reallocation with NCDOT resurfacing in summer 2020
- **January 2020 – April 2020:** Staff worked with Ramey Kemp (RKA) on pavement marking plans and public outreach (survey, public meetings)
- **April 2020:** Final plans with traffic-running bike lanes, approved by NCDOT
- **Summer 2020:** COVID-19 delayed resurfacing to summer 2021, Town installed temporary in-road walkway
- **Spring 2021:** NCDOT notification that OWASA project delayed resurfacing again to summer 2022
- **October 2021:** Chapel Hill Downtown Partnership petition to explore transferring maintenance of Franklin St.

Maintenance Transfer: The Chapel Hill Downtown Partnership's petition led staff to investigate, to the extent possible, the feasibility of transferring maintenance of the street to The Town. Representatives from NCDOT have told staff that they are amenable to the Town taking over maintenance of any portion of Franklin St. in any amount. Staff considered the downtown core, from Raleigh St. to Merritt Mill Rd., to be the most desirable segment of Franklin St. for purposes of aligning the road design with Town goals related to economic development and emphasizing the safety of vulnerable road users.

What does transferring maintenance mean?

Transferring maintenance of Franklin St. means that the Town would take on responsibility for everything within the right-of-way. Currently NCDOT maintains everything from curb-to-curb and the Town maintains the sidewalk and curb. Below is a table showing the increased responsibility after maintenance transfer:

Current Town Responsibility	Additional Town Responsibility After Maintenance Transfer
Sidewalk, brick, curb and gutter	Stormwater
Street sweeping, trash and recycling, pressure washing	Signal maintenance and adjustments
Parking spaces, loading zones, other painting	Crosswalk paint and maintenance
Downtown Partnership maintains planters	Resurfacing, snow removal, other general maintenance
Trees	

Staff Memorandum

Council Work Session– 01/05/2022

Why transfer maintenance to the Town?

Town control of Franklin St. would allow more autonomy over the design and use of the road. The Town has demonstrated commitment to goals of supporting local businesses and prioritizing safety of vulnerable road users (people traveling outside of personal vehicles), and the current design of Franklin St. is not aligned with these goals. The Town sees Franklin St. as a people-oriented destination, whereas NCDOT believes Franklin St. should function as a throughway. In addition, NCDOT must approve all projects within the right-of-way, and Town staff have struggled to gain approval for projects that deviate from traditional roadway designs (i.e. colorful crosswalks, protected bike lanes, pedestrian safety infrastructure). The road itself is in unsatisfactory condition, with a significant crown making some existing crosswalks non-ADA compliant due to the slope, as well as unmaintained stormwater infrastructure. Finally, NCDOT prohibits the road from being used for commerce, limiting the Town's ability to allow even temporary installations to support businesses and create an inviting place for people.

If the Town controlled Franklin St. we would still need to follow certain guidelines related to roadways. The temporary in-road walkway, as currently configured, could not remain in place due to ADA compliance issues. However, a different design or configuration could be considered.

Financial Impact: The Town's Public Works department has estimated the high-end cost to transfer maintenance and provided both one-time costs and annual costs. The Town would receive approximately \$8,500 in annual revenue from the Powell Bill if we take on maintenance of the street. The potential funding sources for both the one-time upgrades and annual costs have not been identified.

One-time upgrades:

- Resurfacing to reduce crown: \$825,000 (\$675,000 resurface/paint, \$150,000 reduce crown)
- Geo-technical analysis: \$12,000
- Video evaluation of drainage system: \$31,250
- Stormwater system replacement: \$1,831,100

Total: **\$2,699,350**

Annual costs:

- General street maintenance: \$75,000
- Traffic signal maintenance: \$27,000
- Pavement marking maintenance: \$6,000
- Stormwater maintenance and crew (includes new staff person): \$82,400

Total: **\$190,400**

Town staff will continue to meet with representatives from NCDOT to determine what, if any, improvements the Department would make prior to transferring maintenance to the

Staff Memorandum

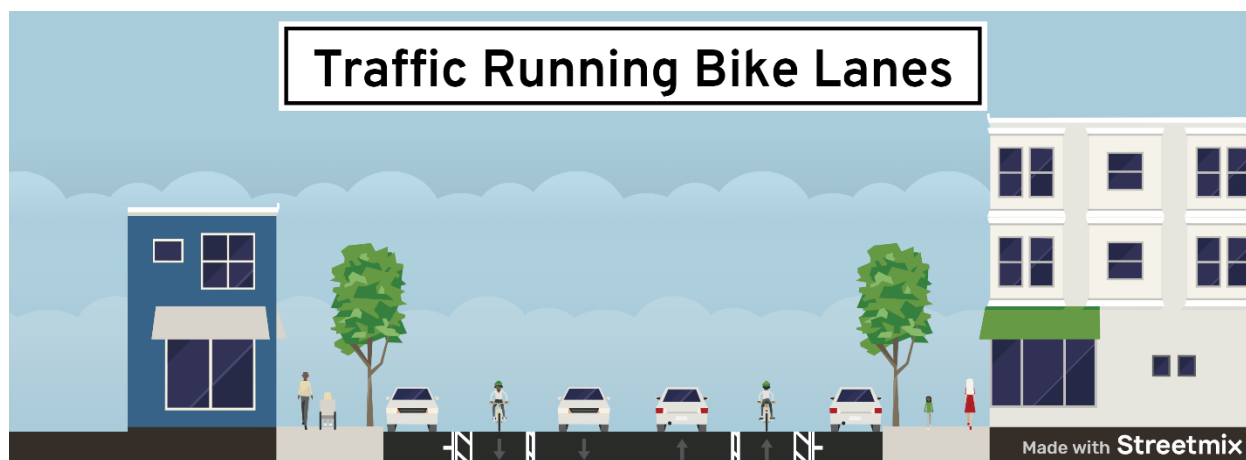
Council Work Session– 01/05/2022

Town. The stormwater system replacement costs are dependent on the results of the video evaluation.

Lane Reallocation: The Town has heard support for a reconfiguration of Franklin St. from many sources. The current five lanes of traffic and on-street parking emphasize single occupancy vehicles above all other uses of the street despite Franklin St. serving as our economic, visitor, and university center. Staff has investigated the potential for two types of bike lanes as alternatives to Franklin St.'s current configuration.

In early 2020 Town staff hired RKA to create pavement marking plans for bike lanes on W. Franklin St. between Columbia St. and Merritt Mill Rd. Staff gathered public input via survey and public meetings and has NCDOT-approved plans for traffic-running bike lanes with buffers on both sides almost ready for implementation.

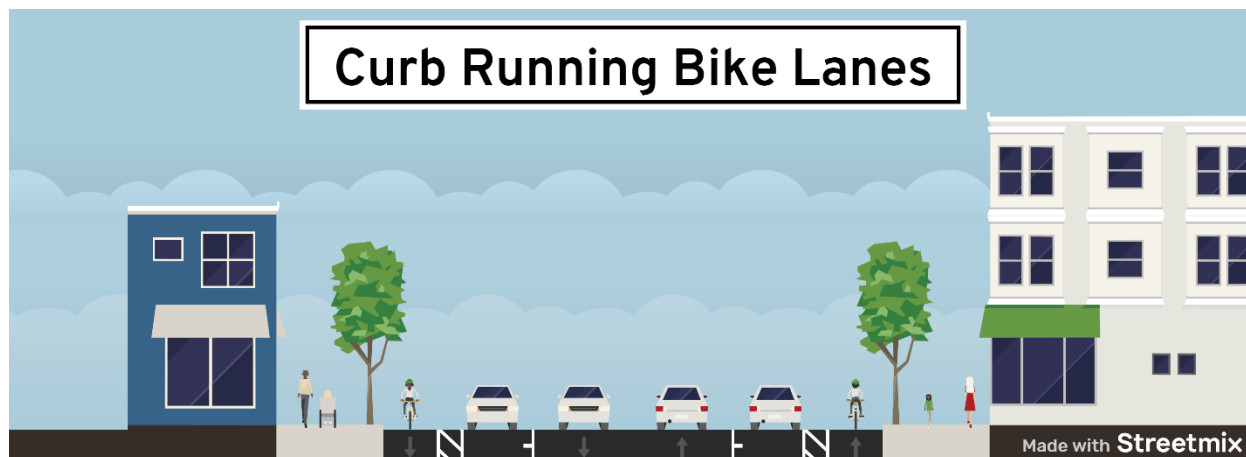
Traffic-running bike lanes: Traffic-running bike lanes do not offer vertical protection to cyclists but are easier for bikes to maneuver in and out of the lane when turning. This option would allow the Town to install one additional on-street parking space and two loading zones.



Curb-running bike lanes: Since the temporary walkway has been in place on Franklin St. staff has received feedback supportive of curb-running bike lanes (bike lanes running between parked cars and the curb). This option was evaluated in 2020 but was not preferred primarily due to fire safety and access concerns, as well as driveway and intersection conflicts between vehicles and bikes. This option offers parked cars as protection and reduces potential conflicts between cyclists and cars entering/leaving parking spaces. This option poses possible conflicts at intersections and for bikes wishing to turn left. It is likely that on-street parking would be reduced with this option to ensure adequate visibility at driveways and intersections.

Staff Memorandum

Council Work Session– 01/05/2022



Financial impact: If the Town wishes to pursue curb-running bike lanes then additional design costs will be necessary. In addition, both traffic-running and curb-running bike lanes will require approximately \$250,000 for signal plans, signal adjustments, median redesign, and median construction. This has always been necessary but the uncertainty and delay of the project has made it difficult for staff to identify funding.

Next Steps: Staff seeks guidance from Town Council on whether to pursue a maintenance transfer of Franklin St. from NCDOT. The following are two options for how to proceed:

Option A: Town elects to pursue taking on maintenance of Franklin St.

In this scenario, the Town would identify what, if any, improvements NCDOT will complete before transferring maintenance and what other improvements are needed to meet our goals for the street. Determining those goals would involve a public input process to talk with Downtown stakeholders about what design best serves them within the boundaries of adopted federal road guidelines. The existing temporary walkway could then stay on the street until the Town resurfaces and restripes Franklin St. to the determined design.

Alternately, the Town could transfer maintenance of Franklin St. and NCDOT could still resurface the road in summer 2022. This would perpetuate the existing issues with the street (severe crown, stormwater concerns) but it would be in better condition between summer 2022 and whenever the Town implements the preferred changes in the future.

Option B: Current maintenance arrangement continues

In this scenario, the Town is required to submit our preferred restriping design to NCDOT by late March 2022 for summer 2022 resurfacing. This would include seeking public input from the community on a preferred design and funding to enact that design if it includes bike lanes.



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Item Overview

Item #: 2., File #: [22-0004], Version: 1

Meeting Date: 1/5/2022

FY 2021 Excess Fund Balance Appropriation



Attachments:

- Draft Staff Presentation

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTERS: Maurice Jones, Town Manager
Amy Oland, Business Management Director

The purpose of this item is for the Council to receive an update on the FY 2021 Excess Fund Balance Appropriation and to provide an opportunity to discuss how much fund balance to appropriate and the intended uses for these funds.



FY 2021 Excess Fund Balance Appropriation Recommendation

January 5, 2022

General Fund (GF)– Fund Balance Results

- Incredibly strong end to FY 2021 attributed to:
 - Conservative budgeting
 - Sales tax growth
 - Personnel savings from hiring freeze
- Overall fund balance is up by \$7,028,454 (\$34.3 million)
- Available fund balance is up by \$5,913,496 (\$21.0 million)
- Amount of fund balance available to appropriate is \$7,926,620

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GF - Available Fund Balance Calculation

- Available Fund Balance calculation

$$\$20,989,439 / \$59,376,447 = 35.3\%$$

(unassigned fund balance/total expenditures)

- Amount Available to Appropriate per calculation

\$ 20,989,439	unassigned fund balance @ 35.3%
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<u>(13,062,819)</u>	unassigned fund balance @ 22%
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\$ 7,926,620	
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Draft

GF– Fund Balance Recommendation

- FY 2021 expenditures lower than usual
 - Budget cuts - \$2.2 million (maintenance, vehicles, OPEB)
 - Hiring freeze - \$2.5 million over normal personnel savings
- Recommendation
 - Reduce the amount available to appropriate to **\$4.5 million** to help ensure we finish FY 2022 at the 22% fund balance target.

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GF – Fund Balance Appropriation Recommendation

Calculation: $\$16.5 \text{ million} / \$72.5 \text{ million} = 22.8\%$
 (estimated unassigned fund balance/total expenditures)

Numerator:	\$21.0 million	FY 2021 unassigned fund balance
	<u>(4.5) million</u>	Recommended excess fund balance appropriation
	\$16.5 million	

Denominator:	\$71.0 million	FY 2022 General Fund adopted budget
	(5.0) million	Typical year-end savings
	2.0 million	FY 2021 carryforward
	<u>4.5 million</u>	Recommended excess fund balance appropriation
	\$72.5 million	

Draft


Strategic Use of Fund Balance

- Tie back to needs identified in 5-year budget strategy
- Funding provides ability to address:
 - Council & community interests
 - Organizational needs
 - Recovery & restoration from pandemic



Direct

Possible Funding Allocation

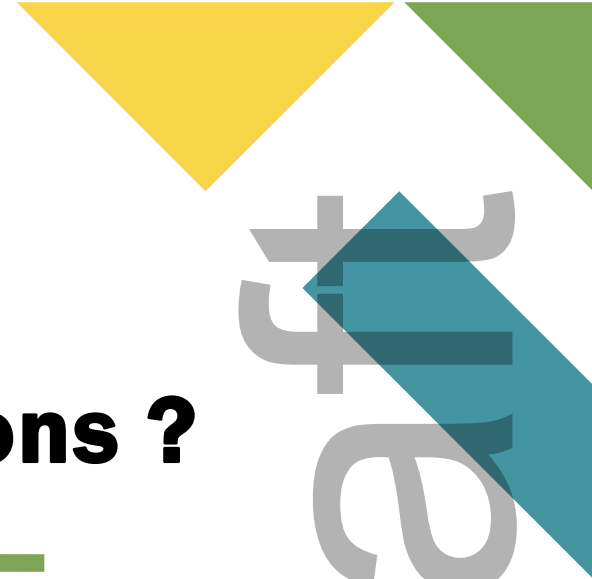


Recommended Use	Recommended Amount
Climate Action	\$ 500,000
Affordable Housing	500,000
Compensation & Classification Implementation	500,000
Maintenance	500,000
Vehicles	1,000,000
Streets	500,000
Department One-Time Adds	500,000
Splash Pad Placeholder	<u>500,000</u>
TOTAL	\$ 4,500,000



Questions ?

Draft





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Item Overview

Item #: 3., **File #:** [22-0005], **Version:** 1

Meeting Date: 1/5/2022

Update on Land Use Management (LUMO) Rewrite and Community Engagement Process.

Staff:

Colleen Willger, Director
Corey Liles, Planning Manager
Diedra McEntyre, Principal Planner-Land Use

Department:

Planning

Overview: Town Council adopted the Future Land Use Map (FLUM) - Update to *Chapel Hill 2020* on December 9, 2020. The next step in Charting Chapel Hill's future is to rewrite the Town's Land Use Management Ordinance (LUMO). As a part of this process the Transit and Planning Departments issued a Request for Proposal to consultants for Transit-Oriented Development (TOD) Planning and Unified Development Ordinance Visioning project. Tonight, the Council will receive an update on where we are in the contracting process and with this project.

The Council will also receive an update on the related public engagement process for visioning, including information about next steps for selecting a consultant and the timeline for moving ahead.



Recommendation(s):

That the Council receive the presentation and provide feedback.

Fiscal Impact/Resources: TOD Planning Funding (Grant)/Town General Fund



Attachments:

- Draft Staff Presentation
- Engagement Overview

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: Diedra McEntyre, Principal Planner-Land Use

The purpose of this item is for the Council to receive the presentation and provide feedback on the Transit-Oriented Development Planning and Visioning for the Unified Development Ordinance.

Town Council Work Session

Transit Oriented Design (TOD) Planning &
Unified Development Ordinance (UDO) Visioning
Project Update

January 5, 2022





Points for Discussion

- ❖ RFP Recap
- ❖ Team Introduction
- ❖ Equity Measures
- ❖ Integrated Approach
- ❖ Public Engagement Principles & Plan/Strategies
- ❖ Major Milestones/Schedule
- ❖ Town Council Engagement
- ❖ Questions

Draft

RFP Recap

- RFP's Received October 2021
- Consultant Interviews November 2021
- Consultant Selection November 2021
- Contract Award December 2021

Draft



Team Introduction



■ Town of Chapel Hill Team

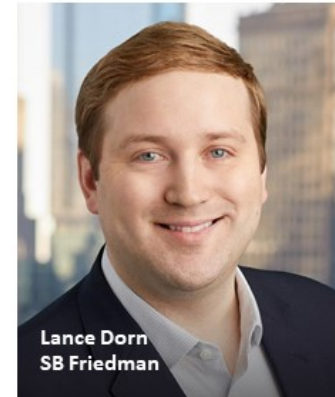
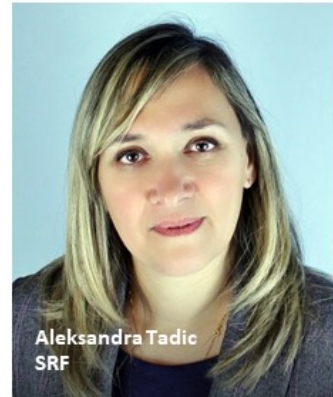
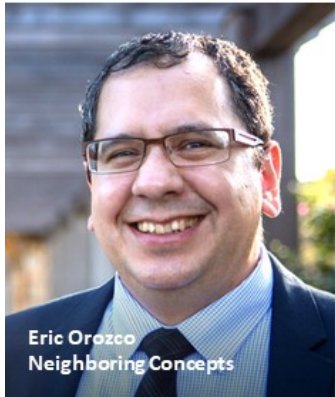
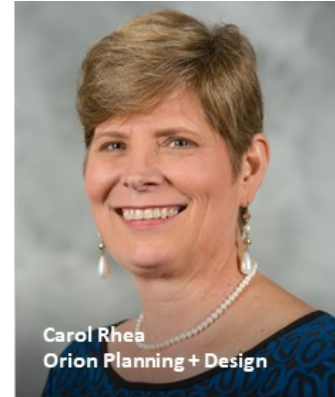
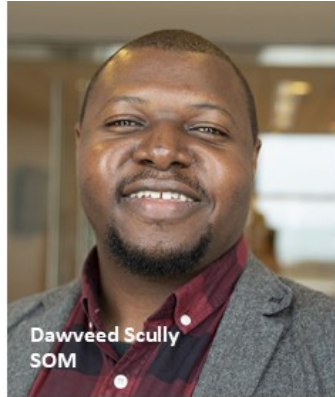
- Colleen Willger -Director, Planning Department
- Brian Litchfield - Director, Transit Department
- Corey Liles- Planning Manager, Planning Department
- Matt Cecil - Transit Development Manager, Transit Department
- Diedra McEntyre – Principal Planner, Planning Department

Draft



Team Introduction

Skidmore, Owings & Merrill and Sub Consultants



Draft



Team Introduction

SOM: 10 Principles of Sustainability + Wellbeing



Draft



ECOLOGY

Leverage and Protect Nature



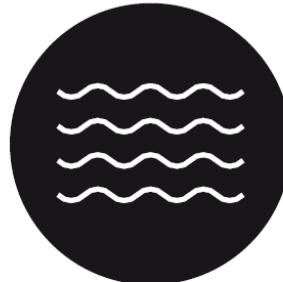
ECONOMY + EQUITY

Provide Low Carbon Urbanism for All



ENERGY + CARBON

Design and Deliver Net Zero Carbon Built Environments



WATER

Value Every Drop



RESILIENCY

Adapt for Climate Change



LIVABILITY + WELLBEING

Design Places where People Thrive



MOBILITY

Promote Sustainable Connectivity



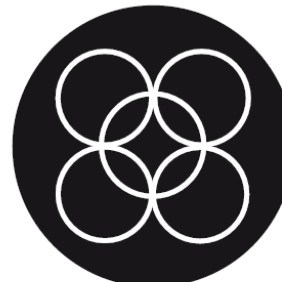
MATERIALS + RESOURCES

Specify Responsibly and Prioritize Efficiency



WASTE

Do More with Less



HERITAGE + IDENTITY

Cultivate Authentic Connections



Equity Measures

- Core principle for engagement
- Embedded wherever possible in deliverables
 - Market Analysis, Accessibility
 - E-TOD Station Area + Focus Area Design:
 - Housing Strategy: Affordable and Missing Middle
 - Implementation: UDO Code
- Considers outcomes for historically disadvantaged groups

Draft



Equity Measures – SOM Team

- *“Racial equity is vital in the planning process. We intentionally devise **practices, attitudes and cultural messages** that take into account a **neighborhood's past history and current conditions** to provide **wealth building opportunities to historically under-served groups**. We bring this all to the table to **reshape and transform communities**.”*

Draft



What is Equitable TOD

- Transit that meets the needs of moderate and low income communities
- Development that meets community needs
- An engaged community process
- Addresses retail gaps, community facilities, locally relevant arts and culture
- Housing existing communities can access
- Focus on available land and likely development locations
- Sensitivity to effects on local markets



Distinctive Expertise: *Design, Equity, Connectivity, Implementation*



Anti-Displacement Policies and Programs



Minimizing Displacement

Prioritizing choice means recognizing that as development occurs, policies should be crafted to minimize displacement for existing residents



Accessing Wealth

Prioritizing equity means that policies should be designed to ensure historically disadvantaged groups are able gain access to the wealth-building opportunities



Giving Recommendations

Recommendations were given to assist the policies developed by the city



Setting Development Goals

Prioritizing choice and equity alongside traditional development goals while preserving neighborhood character and build community wealth

Draft

Distinctive Expertise: *Design, Equity, Connectivity, Implementation*



at

Information Kiosk

New Homes, New Jobs

6 Ave SW

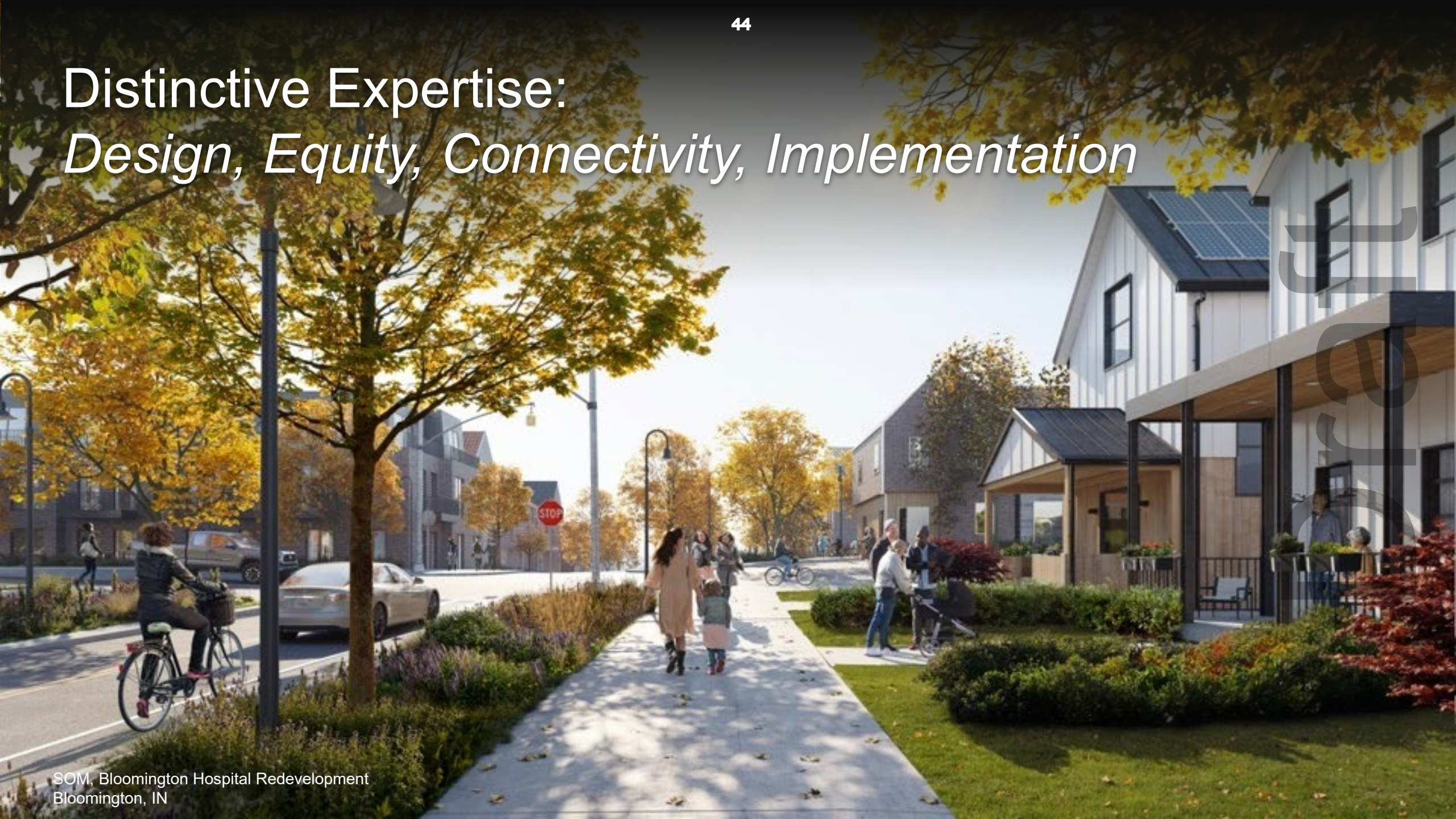
2 St SW

Real-Time
Arrival Information

Raised Curb and Textured
Warning Strip for Easy Boarding

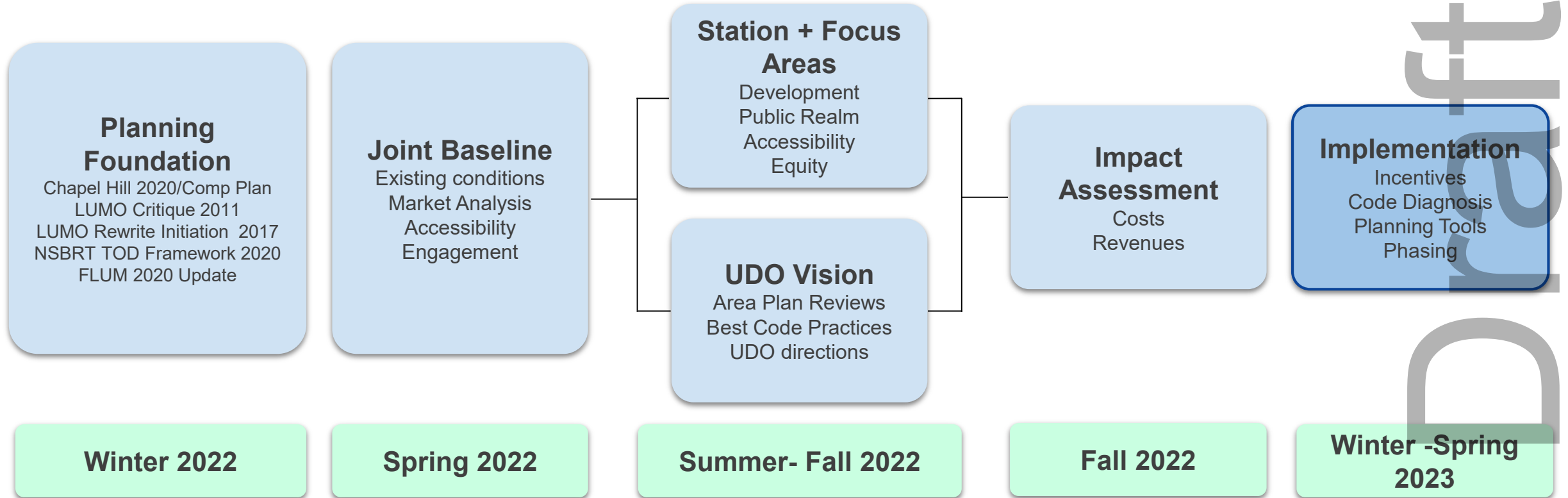
Taylor Street Mixed Income **Sustainable Landscapes and
Chicago, IL Stormwater Management in the Boulevard**

Distinctive Expertise: *Design, Equity, Connectivity, Implementation*



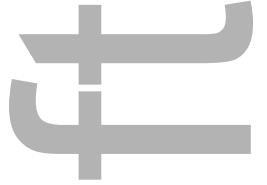
Integrated Approach

TOD Planning and UDO Vision



Public Engagement Principles

- Multiple types of events and input opportunities
- Relationship-building with under-represented groups
- *Community Connections Strategy*



Public Engagement Plan/Strategies

- Public and Stakeholder Engagement Plan
- “In-reach” Steering Committee
- Site Tours
- One-to-One Interviews and Meetings

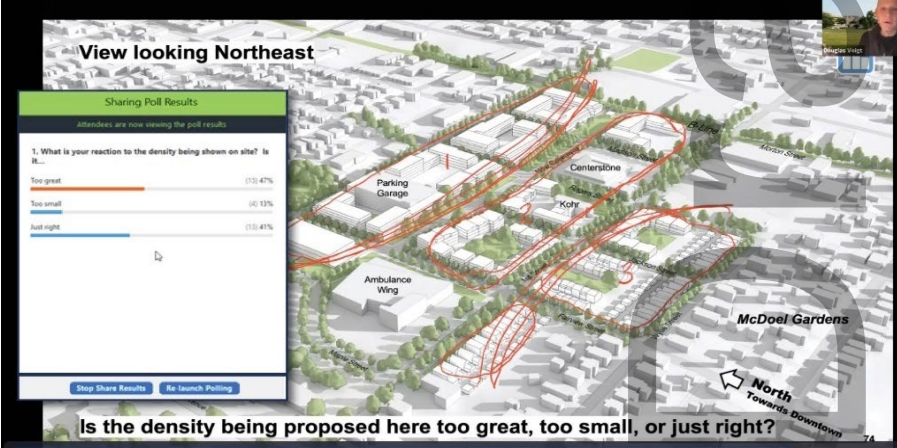


Draft



Public Engagement Plan/Strategies

- Open Houses & Public Workshops
- Public Webinars

View looking Northeast

Sharing Poll Results
 Attendees are now viewing the poll results.

1. What is your reaction to the density being shown on site? Is it...

Too great	(15) 47%
Too small	(10) 31%
Just right	(13) 41%

Buttons: Stop Share Results | Re-launch Polling

Labels in rendering: Parking Garage, Ambulance Wing, Centerstone, Kehr, McDoel Gardens, North Towards Downtown

Question: Is the density being proposed here too great, too small, or just right?

Video player controls: 02:12:10 / 02:03:02

Participant thumbnails: Joshua Scism, Kim Reeves, James Olsen, Virginia Hall, Mary Krupinski



Public Engagement Plan/Strategies

Open House 1: Visioning

Project purpose
Existing conditions
Diverse, locally relevant examples
Concepts: Station Areas, Focus Areas.

Outcome

Increased awareness
Vision objectives
Area goals

April 2022

Open House 2: Concept Plans

Vision Concept
Refined urban design principles
Equity objectives
Development
Accessibility
Public Realm
Draft framework plans
Initial 3D digital modeling

Outcome

Area directions

June 2022

Open House 3: Station and Focus Area Plans

Urban design forms and character
Housing affordability, anti-displacement
Missing middle housing
Public realm and open space
Implementation Strategies
Plans, diagrams
Refined digital 3D Modeling
Eye level visualizations

Outcome

Agreed direction

October 2022

Public Engagement Plan/Strategies

- Pop-Up Events
- Organization Meetings
- Project Website
- Survey Tools



Draft



Major Milestones/Schedule

- Public Engagement Plan January 2022
- Technical Studies March 2022
- Station Area Concept Metrics November 2022
- Implementation Plan January 2023
- Final Report February 2023
- UDO Visioning Reports June 2023

Draft



Town Council Engagement



Winter 2022

Team/Project Introduction

Spring 2022

Facilitated Conversation
Station Area & Focus Area Planning

Summer- 2022

Facilitated Conversation
Code Analysis:
Existing LUMO

Winter 2023

Council Review & Adoption
Station Area + Focus Area Specific Plans

Spring 2023

Council Review & Endorsement
Code Audit



Town Council Engagement

Winter 2022

Team/Project
Introduction

Spring 2022

Facilitated
Conversation
Station Area &
Focus Area Planning

MARCH 2022
Work Session

- Affirm community values
- Present Public Engagement Plan

Summer- 2022

Facilitated
Conversation
Code Analysis:
Existing LUMO

JULY 2022
Update briefing 1

AUGUST 2022
Update briefing 2

OCTOBER 2022
Work Session

Winter 2023

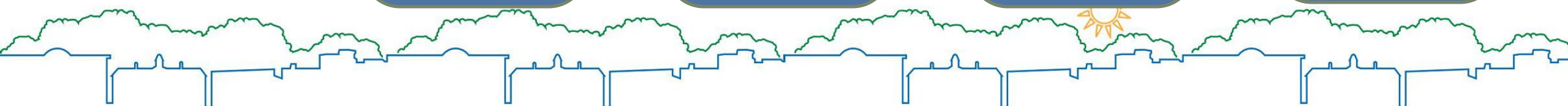
Council Review &
Adoption Station
Area + Focus Area
Specific Plans

FEBRUARY 2023
Regular Meeting

Spring 2023

Council Review &
Endorsement
Code Audit

JUNE 2023
Regular Meeting



Town Council Work Session

DISCUSSION

January 5, 2022



Discussion

- Schedule for Council engagement
- Community partners to engage
- Most important or “live” issues for Chapel Hill
- Next steps



Town Council Work Session

Transit Oriented Design (TOD) Planning &
Unified Development Ordinance (UDO) Visioning
Project Update: **APPENDIX**

January 5, 2022



Project Management

- Project Kickoff
- TOD Station Area and Focus Area PM Plan
- Project Management Team Meetings
- Establish Guiding Statements as principles for decision making

Draft



Scope of Work/Deliverables

- Project Management and Coordination with Town
- Background Review
- Public and Stakeholder Engagement
- Town Council, Committee and Board Engagement
- Existing Conditions Analysis

Draft



Scope of Work/Deliverables

- **Technical Studies – Market Analysis**
 1. Market Analysis:
 2. Affordable Housing:
 3. Missing Middle Scan:

Draft



Scope of Work/Deliverables

- **Technical Studies – Accessibility Analysis**
 1. Walk and Bike Analysis Review
 2. Audit Update
 3. Accessibility Recommendations
 4. Transit Equity Recommendations

Draft



Scope of Work/Deliverables



■ TOD Station Area and Focus Area Plans

1. TOD Station Area and Focus Area Visioning: *Open House 1: Visioning – May 2022*
2. Station Area and Focus Area Concept Plans: *Open House 2: Station Area and Focus Area Plans – June/July 2022*
3. TOD Station Area and Focus Area Plans:
Open House 3: Draft TOD Station Area and Focus Area Plans - September 2022

■ Impact Assessment

■ Implementation Plan

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Town Council Engagement – Phase I

Diagnostic & Visioning

