

Weaver Dairy Road Concept Plan (Aspen) Design Review

Drawings Dated 12/20/21

Plan Comments/Notes

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From 1-12-22 meeting with the applicant team, notes prepared 1-13-22

Site Design (see sketch 2)

1. The site layout generally follows the Draft North Chapel Hill (document dated 04-29-20) concept. A roadway connecting onto Weaver Dairy Road extends along the southern edge of the property, to be connected at some point in the future to a similarly aligned road being proposed for the neighboring parcel to the west (sketch 1). The middle of the site is occupied by a multi-family building, with townhouses to the south and west. The eastern portion of the property contains environmentally sensitive lands, which will be preserved.
2. There is a lot of surface parking associated with the multi-family building. Consider providing the fewest number of parking stalls as possible. Also consider utilizing a parking table or other below (or partially below) grade strategies to reduce the paved area around the building.
3. Appropriately, the street will have an urban character, with parallel street parking, a planting strip with street trees, and sidewalks on both sides of the street. Suggested adding some occasional central medians with plantings to help calm traffic and to break up long, straight views along the roadway corridor.
4. Provide a multi-use trail along the north side of the street extending eastward and through the RCD and tree preservation area, terminating at the NE corner of the site at Carol Woods Drive. For the portion of the trail along the street frontage, coordinate trail width and alignment with the development and design team for the neighboring property to the west (Lullwater).
5. Within the RCD and tree preservation area, consider providing a series of informal (mulch or similar) trails to allow public access within the natural areas. This could include simple crossings over streams where feasible and environmentally appropriate. Consider extending one of these informal trails to connect to Carol Woods Drive, allowing residents of the Carol Woods community to access the preserve.
6. Provide buffer landscaping to the extent possible, along the edge of the utility line ROW.
7. In the courtyard-like entrance area for the multi-family building, rather than a parking lot, consider designing it as a more plaza-like space, which allows some parking in it.
8. In the area where the main road curves and changes direction, consider providing a small park, plaza, or other landscape feature that helps create a focal point and view terminus as one approaches along the road from either direction.

Building Massing/Articulation (see sketch 3 & 4)

9. The multi-family building is very large: utilize architectural and massing strategies to help reduce the scale of the building such as breaking the singular building down into a series of several separate buildings, with corridor connections between buildings via exterior bridges spanning the gaps (sketch 3).
10. The apartment building mass will include some stepping down at various locations, to adjust to the sloping topographical conditions.

11. Along the street frontage of building 2000, there is a retaining wall located directly next to the sidewalk. The wall will require careful architectural or material articulation strategies to alleviate a harsh visual impact along the streetscape. Terracing the wall might be another acceptable approach.
12. Verified that the townhouses along the site area connecting to Weaver Dairy Road will have their fronts facing east, along the street. Each unit will have a sidewalk and direct entrance from the street frontage (sketch 3). The units behind them will have their fronts facing west, accessed from a sidewalk that will extend along a linear green space. The townhouses will have their backs (with garages) facing the inner portion, in a “Garage Court” arrangement. Sidewalks should be provided in the gaps between the townhouse groupings so that visitors who are parking along the street can easily walk through the gaps to get to the entrances of the western-facing units.
13. For multi-family building 3000, consider articulating vertical modules on the south façade that relate to the scale and height of the townhouse units and/or stepping down the height of the building on its western end (sketch 4).
14. It was suggested to provide additional townhouses in the area between multi-family building 3000 and the row of townhouses to the west, as a means of providing continuation of the urban street frontage along this sizeable gap in the urban fabric. It was pointed out that this can’t be done as there is a power line easement there. Suggested using landscaping and streetscaping strategies to help reinforce edge continuity and an urban street character in this area (sketch 4).
15. Verified that the townhouses will have front entrances off the street, with the garages/parking to the rear (sketch 4).

Sketch 1



Lullwater proposed development concept 7-19-21

Lullwater
Chapel Hill, NC

WEAVER DARTY ROAD

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CONCEPT SITE PLAN

Sketch 2

Consider occasional center medians w/ plantings to help calm traffic and break up long, straight views down street

create plaza-like space with some parking allowed

trail connection

tree preservation area

continuation of trail from neighboring community

buffer landscaping as possible adjacent to R.O.W

focal point / small park



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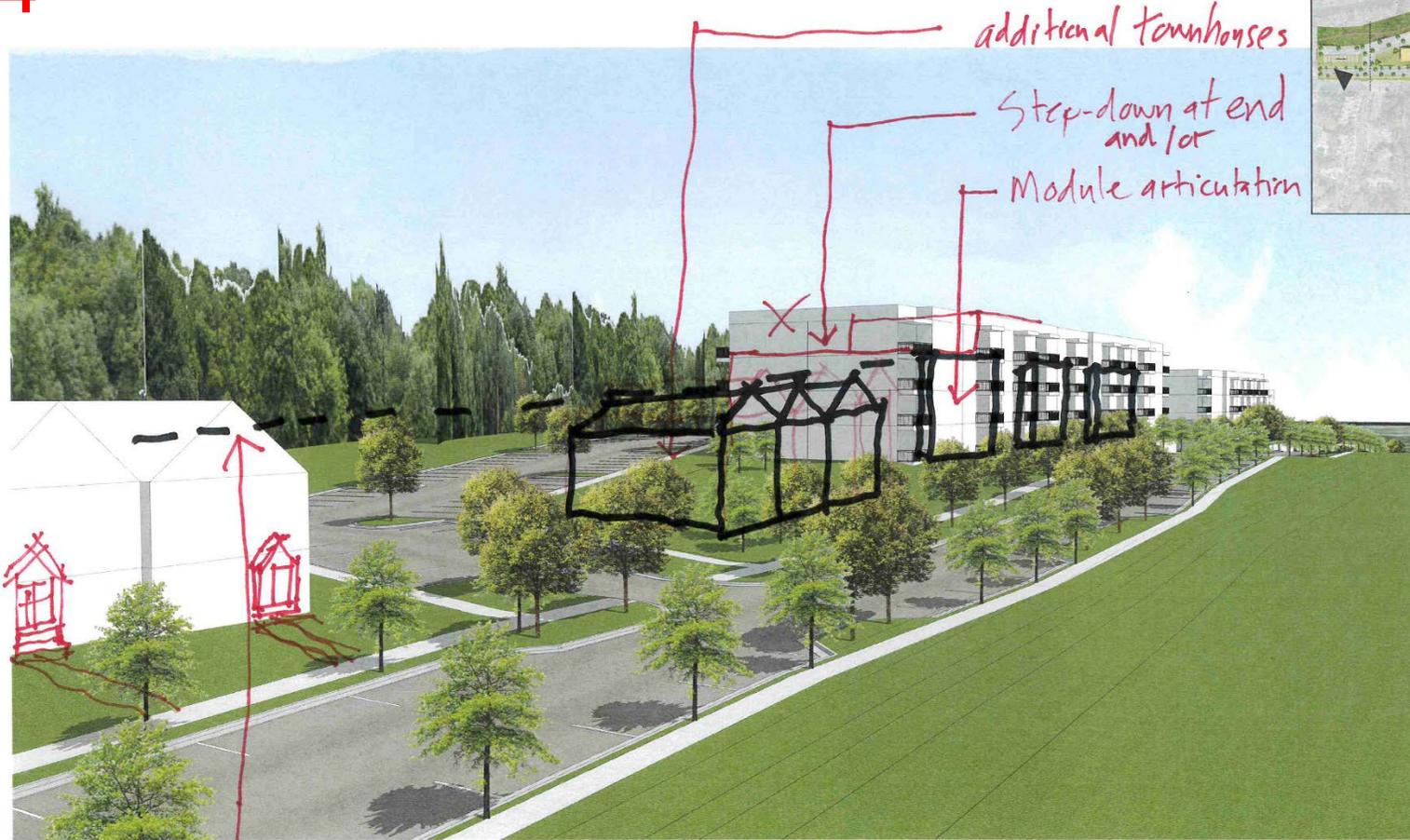
AERIAL VIEW FROM SOUTHEAST

Sketch 3



"Fronts" of townhouses along street with sidewalks & front yards & street trees with planting strip between curb and sidewalk

Sketch 4



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