




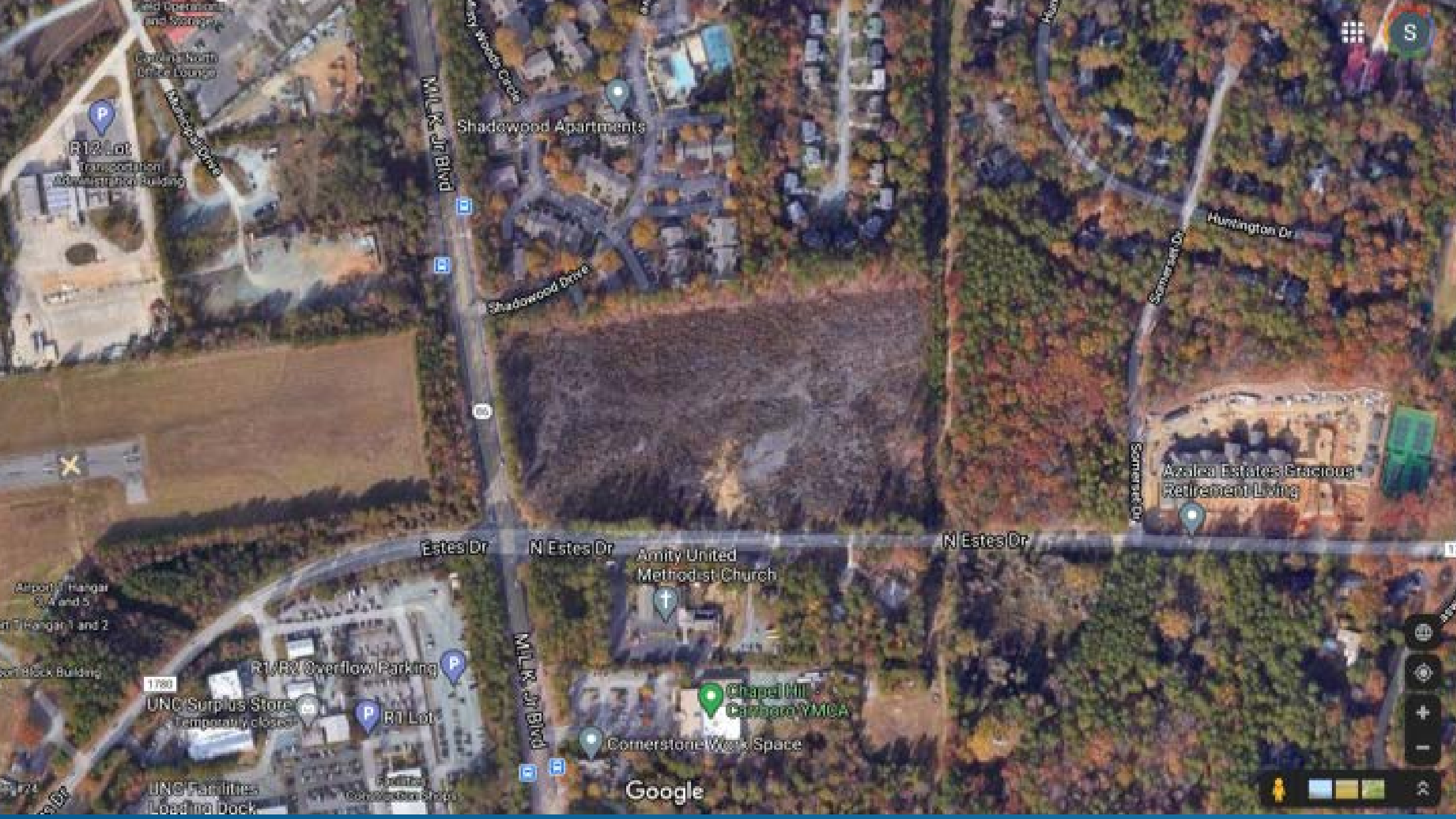
MIXED-USE DEVELOPMENT

Transportation and Connectivity Advisory Board

April 5, 2021

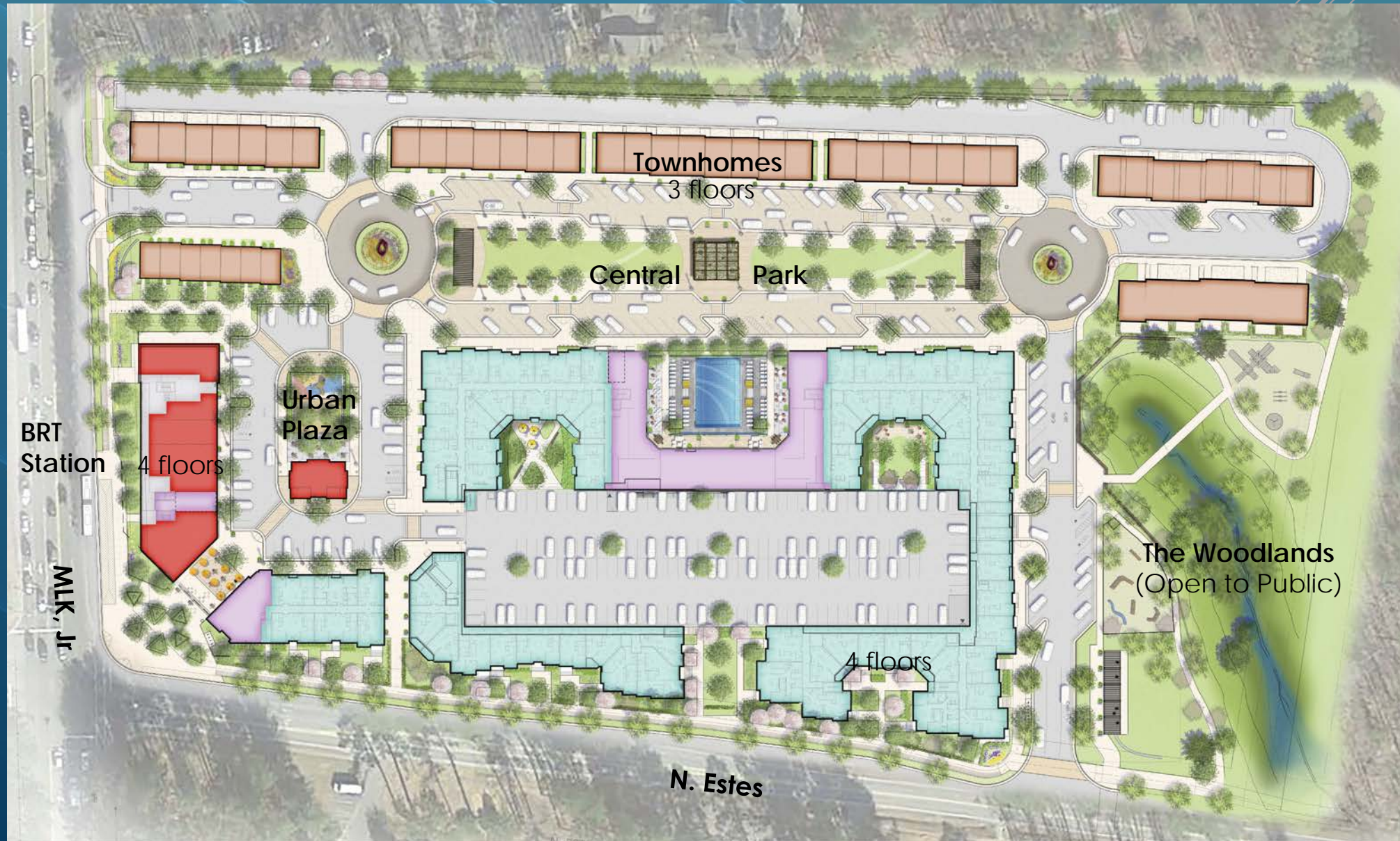
CENTRAL WEST SMALL AREA PLAN

- ▶ 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
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Google

- BRT Station is the Gateway from MLK
- Created a central green organizing space as well as a secondary Urban Plaza space
- Multi-Use Paths
- Connections North & East
- Vertical Mixed Use
- 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



OVERVIEW

- ▶ Urban village provides walkable destination for nearby neighborhoods
 - ▶ 12,500 +/- SF of restaurants and services
 - ▶ Office / Co-working Space.
- ▶ Diverse housing types & sizes
 - ▶ Rental apartments – 361 units (96% of units are 1 & 2 bedrooms)
 - ▶ Up to 59 for-sale townhouses (3+ bedrooms)
 - ▶ Affordable housing – See HAB presentation for details
- ▶ Quality public spaces
 - ▶ The Woodlands – larger park with trails
 - ▶ Central Park – for programmed and casual use
 - ▶ Urban Plaza – focal point for village center

DESIGNED FOR PEOPLE

- ▶ Location – Best opportunity for Transit-Oriented Development on MLK Blvd BRT Corridor
- ▶ Site design creates outdoor rooms of varying sizes
- ▶ Building articulation and heights are human-scaled
 - ▶ Townhouses – 3 floors
 - ▶ Apartments – 4 floors
 - ▶ Vertical mixed-use building – 4 floors
- ▶ 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

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 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





CORNER OF MLK, JR BOULEVARD AND N ESTES DRIVE



N ESTES DRIVE



URBAN PLAZA



CENTRAL PARK



THE WOODLANDS

SUMMARY

▶ Promotes alternative modes of transportation

- ▶ Greenway Corridors
- ▶ Public Transportation – Bus and BRT
- ▶ Great Pedestrian Access around, through and to site
- ▶ Bicycle Facility Access and Connectivity – Multi Use Trails, Greenways
- ▶ The Site design promotes a safe and comfortable bike/ped environment – plenty of opportunities that minimize conflicts with vehicles

▶ An inclusive and connected community

- ▶ Barrier free design accommodates users of differing abilities
- ▶ A mix of housing types and price points and great community spaces provides places and connections for a diverse populations.
- ▶ Provides and promotes safe routes to civic spaces, schools and neighborhood scale commercial

SUMMARY

▶ **Furthers Implementation of Town Plan and Policies**

- ▶ Implements elements of mobility and connectivity plan – Multi-use paths along Estes and MLK, provision for future greenway trail
- ▶ Complete streets – designed for shared use, low speed
- ▶ Great Pedestrian Access around, through and to site
- ▶ Focus on design of a mixed use TOD adjacent to Public Transportation will promote non-single occupant vehicular transportation usage

▶ **Parking**


- ▶ On-site parking is at a rate lower than market standard
- ▶ Bicycle Parking will meet or exceed LUMO standards, and be provided both inside and outside

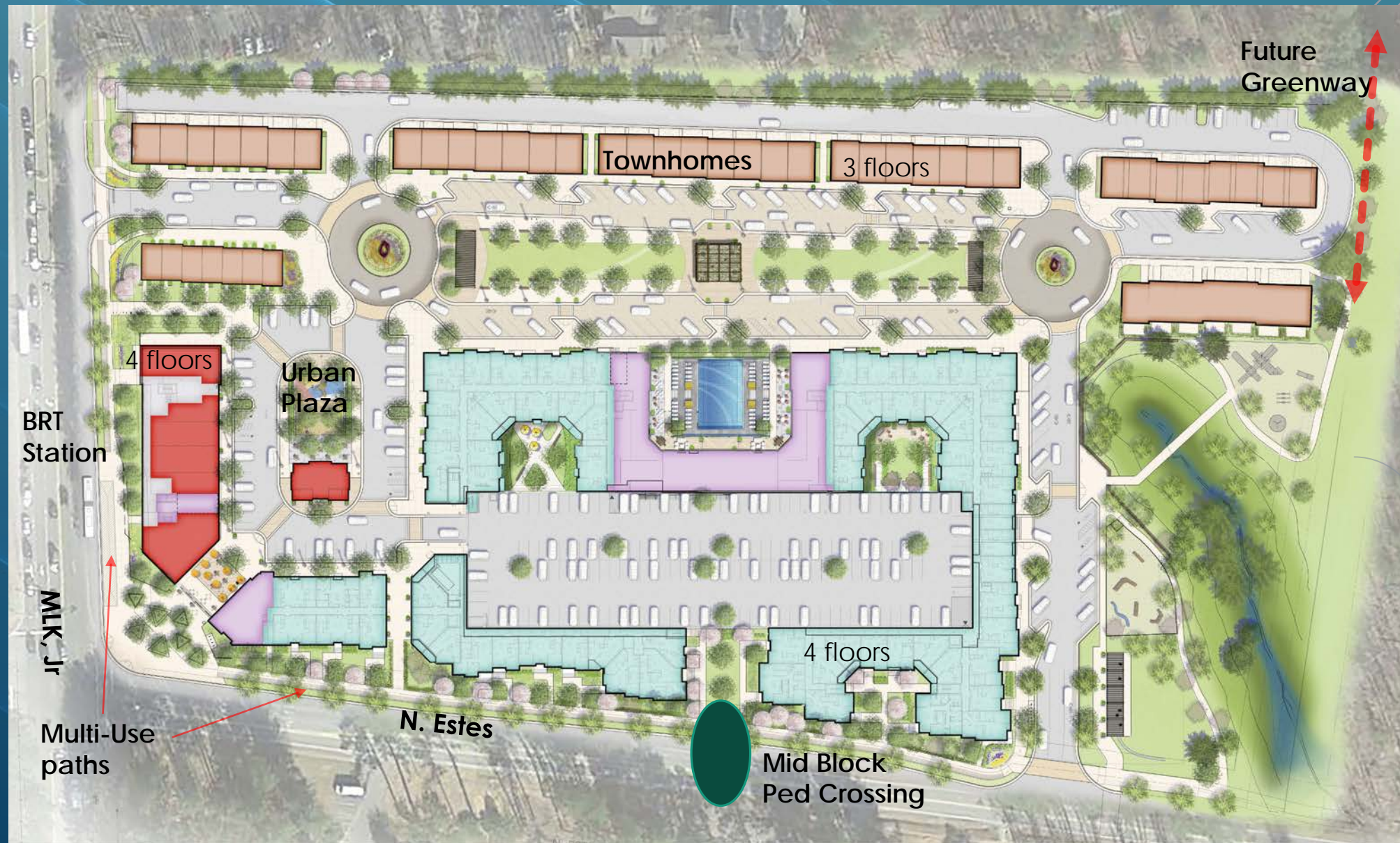
▶ **Public Safety**

- ▶ Minimizes Bike/ped –vehicle interactions. Cross walks will be wide and highly visible
- ▶ Emergency vehicle access to all buildings

SUMMARY

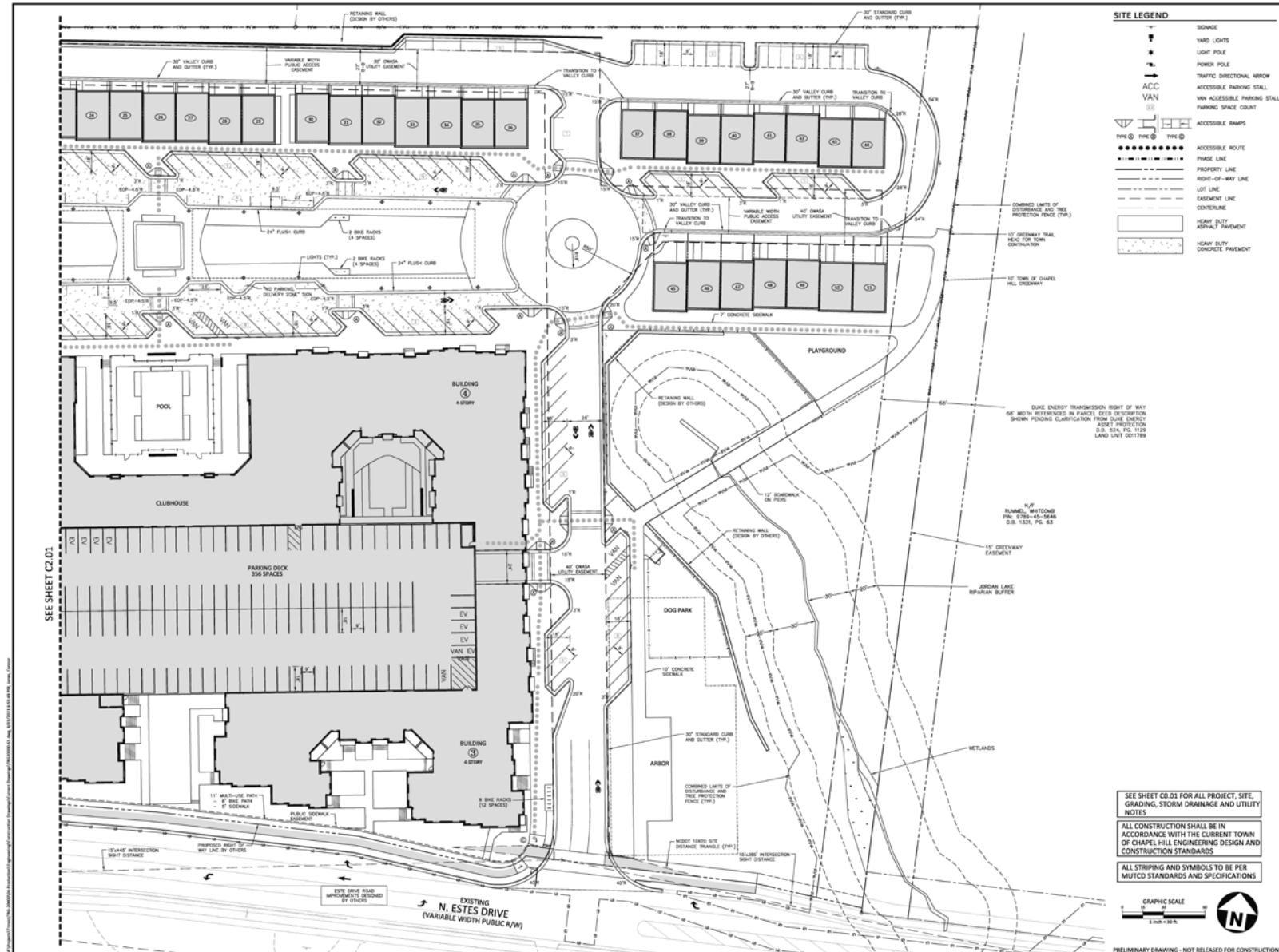
▶ **Future Oriented Design**

- ▶ 20 Electric charging spaces, 160 Electric-ready spaces
 - ▶ Site is designed to accommodate Planned BRT and S. Estes Drive improvements
 - ▶ Ample spaces for designation as needed for rideshare, transportation services, etc.
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QUESTIONS?





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