



CHAPEL HILL NORTHERN AREA WORKSHOP: TRANSIT ORIENTED DEVELOPMENT CONCEPT PLANS



Prepared by the Chapel Hill Planning Department and Crosby, Schlessinger, and Smallridge (CSS)
September 24, 2007

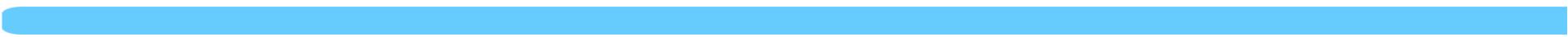


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INTRODUCTION

HOW DOES THIS DOCUMENT RELATE TO THE TASK FORCE REPORT?

This document summarizes the two Saturday morning workshops where consultants and Task Force met. Consultants presented draft conceptual land use plans, which were then revised based on Task Force feedback. This report documents the evolution of the land use plans during this process. The plans presented in this document are not endorsed by the Task Force; however, the final concept plans incorporate the feedback they provided to consultants.

The Chapel Hill Town Council established the Northern Area Task Force in March of 2007 to advise the Town about various issues regarding the future of the Northern Area. At the time the Town also enacted a temporary development moratorium for all new development in the area. The Northern Study Area is roughly defined as north of Homestead Road, east of the railroad, south of I-40, and west of Carol Woods. The Task Force was charged with the following responsibilities:

- Review background information on transit oriented development, identification of transit corridors and the Chapel Hill Long Range Transit Plan.
- Develop a vision statement for the area.
- Prepare recommendations for the Council's consideration on development regulations, design standards and appearance guidelines for the implementation of transit-oriented development along Martin Luther King Jr. Boulevard, Weaver Dairy Road and Eubanks Road.
- Develop recommendations on pedestrian and bicycle safety improvements throughout the study area.

To assist in these efforts, the Town hired the landscape architecture, urban design, and planning firm, Crosby, Schlessinger, and Smallridge (CSS) to work with the Task Force to develop conceptual land use plans for the area based on input and feedback from work sessions with the Task Force.

What is the purpose of this report?

The purpose of this report is to detail the process and results of the Task Force-consultant work sessions. It describes the way the work sessions were structured, the evolution of the land use plan from the first consultant drawings through the final ones based on task force input, and relates the final maps to the recommendations of the Task Force report.

The Task Force did not endorse the concept plans but used them to prepare goals and objectives. The Task Force requested that the concept plans be included as an addendum to the Task Force report for illustrative purposes.



Northern Study Area

Figure 1 presents the Northern Study area identified by the Town Council at the time of enactment of the moratorium and establishment of the Northern Area Task Force. Within the study area, four focus areas were chosen for more detailed development recommendations based on proximity to major transit corridors and development/redevelopment potential (see Figure 2). The areas also include significant gateway entrances along Martin Luther King Jr. Blvd.

Figure 1: Northern Study Area

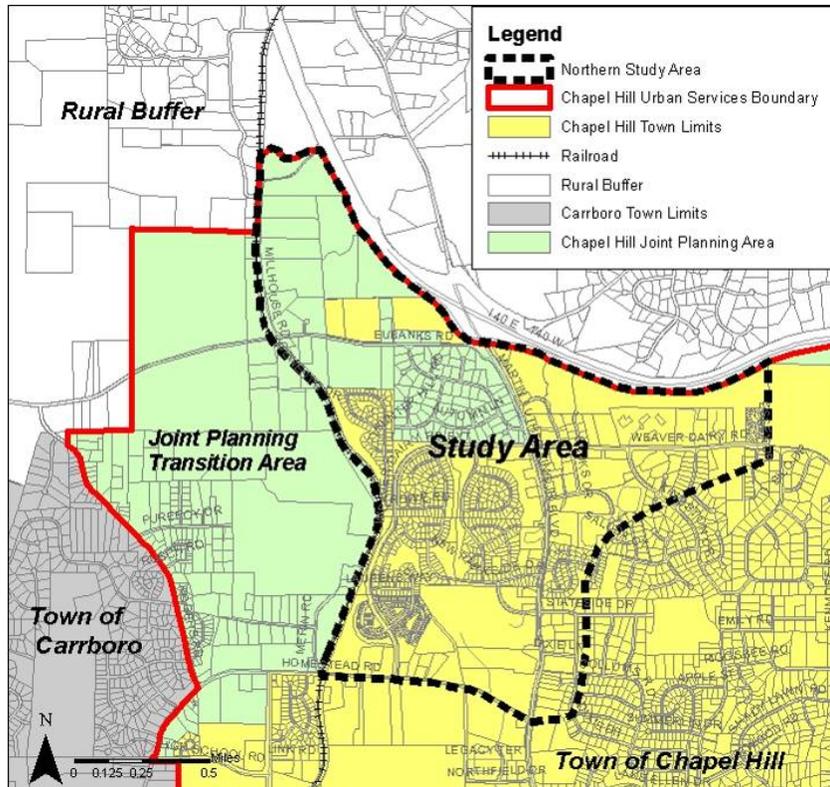
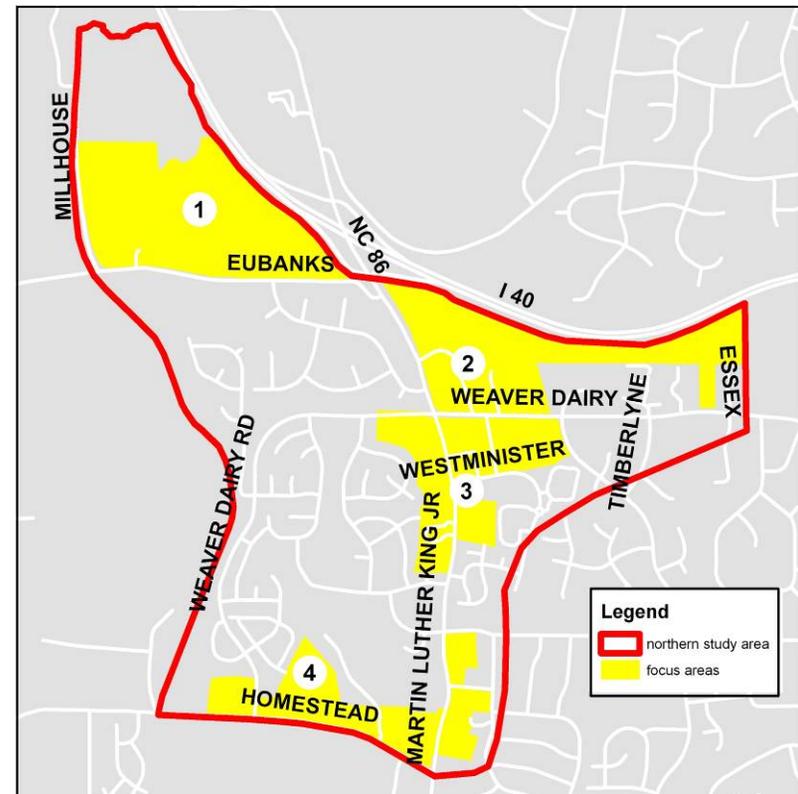


Figure 2: 4 Focus Areas



THE PROCESS

The products presented in this document were created through a collaborative process that included several steps.

1) Survey of the Study Area

The consultants began the process by conducting a site analysis to identify major assets and constraints in each focus area. Natural features such as steep slopes and streams, as well as proximity to major streets and transit corridors were mapped for each focus area. CSS prepared constraint maps for each focus area which are included in later sections of this report.

2) Preliminary Plans Prepared

Based on the assets and constraints identified, CSS prepared preliminary concept plans that adhered to the tenets of transit oriented development (TOD). The purpose of these plans was to provide a starting point for the Task Force to translate the vision they identified into a physical plan for the area. These conceptual plans are presented later in the report.

3) Work Sessions between CSS and Task Force

Over the course of two Saturday mornings in June, 2007, CSS and the Task Force participated in two working sessions. Chapel Hill Planning staff were also present to serve as facilitators. The meetings were structured to include discussion of the following issues:

Overview:

- Generic transit oriented development principles and how these relate to Chapel Hill
- Different transit oriented development typologies
- Site constraints and opportunities for each focus area
- Comparable examples of transit oriented developments elsewhere in Chapel Hill and from other cities
- Draft site plans for each focus area

WHAT ARE THE PRINCIPLES OF TRANSIT ORIENTED DEVELOPMENT?

Density: Project density is related to the type of transit service anticipated to serve the development, for example typical bus service requires at least 8 units per an acre

Design: Guidelines must include site specific design and zoning within a framework of principles for walkability, building density, and integration of transit.

Diversity: Development includes a mix of uses, including residential, commercial, and office.



Collaboration:

- Task Force provided comments and suggestions on draft site plans.
- Consultants made changes during the workshop, overlaying tracing paper over the site constraint maps to modify the alternative concept plans.
- Task Force reviewed the different design options represented in the concept plans and evaluated how these options met the goals of the Task Force.

Throughout the work session, Task Force members were able to ask questions and provide suggestions and comments. Each Saturday workshop focused on two of the four focus areas.

4) Final Maps Created

Based on the comments provided by the Task Force, the consultants turned the free-hand drawings created at the work sessions into a more finalized version. They also created a 3-D rendering of the gateway site (Focus area 3).



A Task Force member provides comments to Skip Smallridge of CSS.

CSS UTILIZED THE FOLLOWING ASSUMPTIONS :

- Uses for the concepts include residential, retail, office, mixed-use, open space, civic, cultural, and recreational uses.
- The Town's emerging Long Range Transit Master Plan will call for a high investment transportation service along Martin Luther King Jr. Boulevard and along adjacent facilities such as Eubanks Rd and Weaver Dairy Rd.
- Commercial development should be focused into nodes and create stronger destinations.
- Along corridors outside of the nodes, residential development should be set behind a landscaped buffer to help to maintain the existing green character of the boulevard.

TRANSIT ORIENTED DEVELOPMENTS TYPOLOGIES AND EXAMPLES

At the beginning of the first Saturday workshop, CSS presented three different typologies of transit opportunities they had identified for consideration in the Northern Area.

1) Gateway Sites:

Gateway sites are larger sites located at the periphery of the Town on a major transit corridor and provide opportunities to capture trips originating within the town and outside of the Town. These sites should provide park and rides and mixed-use developments. Focus Area 1 is a Gateway Site.

2) Perpendicular sites:

Perpendicular sites have little presence on the primary transit corridors. They mainly run perpendicular to Martin Luther King Jr. Blvd. and have less visibility. There are opportunities in these sites to create pedestrian, bicycle, and bus transit ways that connect with the major Martin Luther King Jr. Blvd. corridor. Focus Area 4 is a Perpendicular site.

3) Parallel Sites:

Parallel sites are adjacent to Martin Luther King Jr. Blvd., have high visibility, and provide an opportunity for direct access to the major transit corridor. Focus Areas 2 and 3 are Parallel Sites.

The consultants also presented examples of transit oriented development designs within Chapel Hill and other municipalities to prepare the Task Force to better understand the draft conceptual plans . They provided pictures of residential developments of varying densities, different mixed-use developments, and pedestrian and bicycle features, to allow the Task Force to better visualize the plans presented during the workshops. This page and the following displays several of these examples.



Consultants display examples of TODs in Chapel Hill and other municipalities

An example TOD in Chapel Hill





Example TODs shown to the Task Force during the workshops



FOCUS AREA 1

This section of the report outlines the evolution of the concept plan for each focus area. It presents the constraints identified, the initial plans drawn, the changes made during the work sessions based on Task Force feedback, and the final products. Additionally, it relates the final product back to recommendations endorsed by the Task Force.



Focus Area 1 Vicinity Map

ASSETS AND CONSTRAINTS

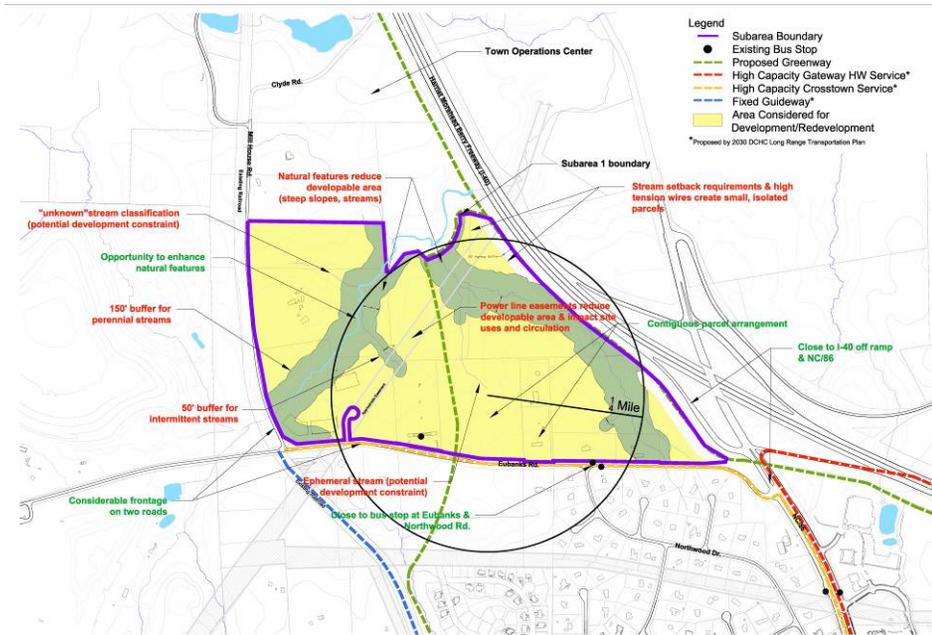
Gross Area: 127 Acres

Developable Area: 90 Acres: discounts natural constraints only, other constraints will apply

Current Land Use Plan Designation: Mixed-use/ Office Emphasis

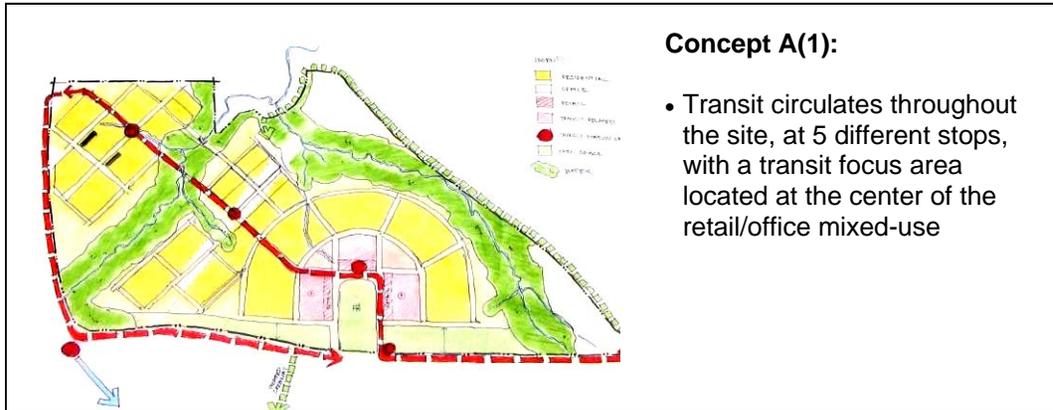
Current Zoning: MU-R-1 (Northern Parcels) and MU-OI-1 (Southern Parcels)

Description: Focus area 1 is unique in its size and gateway location. The area has relatively few land owners (12 parcels with an average size of 10 acres) and represents the largest development opportunity in the Northern Area. Most of the land in the area is undeveloped. At the corner of Millhouse and Eubanks there is an existing office and flex-space center. The focus area also contains a 6-acre Town-owned park-and-ride lot that is used for both local and regional transit.



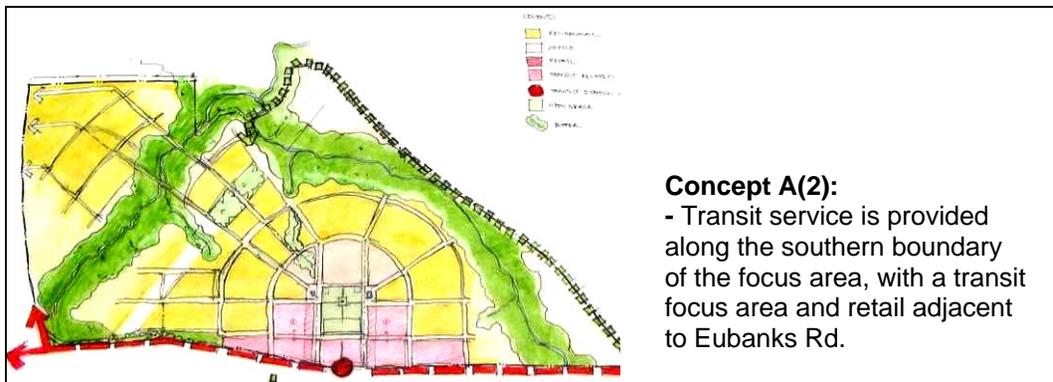
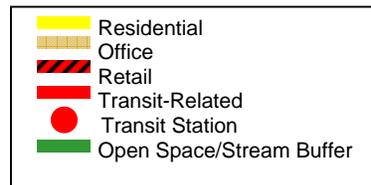


Initial Conceptual Focus Area 1 Land Use Plans Presented by CSS



Concept A (Overall)

- Transit-oriented mixed-use village with office, retail, and housing, oriented in towards a central public open space.
- Additional housing surrounding the village center .
- Residential densities at 15-25 units per acre, accommodating a total of ~1,500 units.
- Redevelop the current park and ride lot into structured parking located at the back of the village center.



TASK FORCE RESPONSE:

The Task Force generally supported this type of land use concept for the focus area. They expressed the following concerns:

-The development needs to generate enough tax revenue to fund infrastructure improvements.

-The natural features on the site, such as the stream buffer, should be used for active recreational uses, such as a greenway loop around the development.

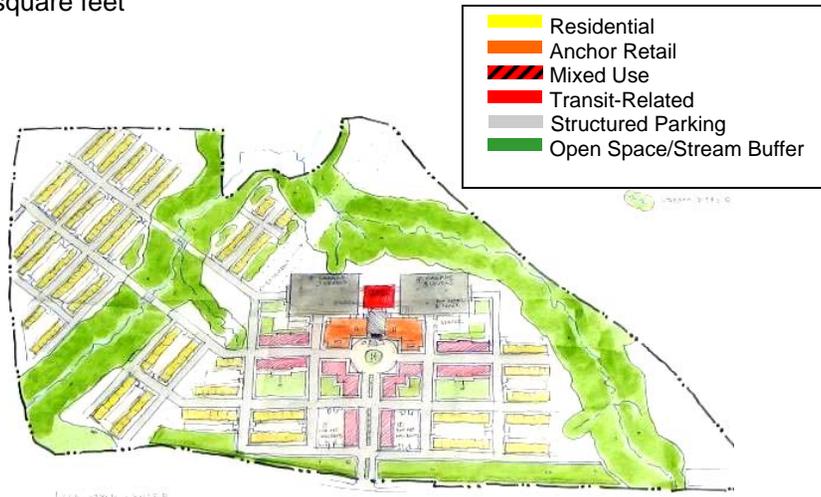
-Noise from I-40 will need to be mitigated by constructing noise walls, or placing the parking garages in the sections of the site closest to I-40.

-The southeast corner could be an opportunity for a focal building, art, or entrance feature.

When the consultants presented the focus area concept plans, they also asked about other uses the Task Force might like to see in the area. Given the concerns raised about tax base, some Task Force members suggested a larger commercial/retail use, such as a “lifestyle center” for the focus area. Consultants drew a sample plan in response to this request.

Concept B:

- Transit center and 2 large structured parking lots with 2,300 parking spots (1,300 for park and ride)
- Ground level mixed-use with two floors of apartments above, lining the main streets, and leading to two-story anchor retail
- Total retail space would range from 100,000 to 350,000 square feet



TASK FORCE RESPONSE:

- This option would include much more impervious surface which would make stormwater management more difficult.
- The amount of traffic generated might require an additional exit off I-40.
- Landscaping will be more important for such a large development.
- This type of use may be better suited to a different location, such as the University Mall.
- A “lifestyle center” might detract from the economic expansion of the downtown area.



Figure 3 presents the final conceptual land use plan drafted by the consultants. It incorporates the same general features presented in the initial plan, more closely replicating Figure X with the transit station located within the site rather than along Eubanks Rd. It addresses the Task Force concerns with I-40 noise by placing the structured parking at the very back of the main developable area to serve as a noise buffer. Additionally, it specifies a centralized park and trail system and identifies the southeast corner of the site for gateway features.

While it does not specifically include a hotel in the plans, this type of use would be an option for the central village area. Altogether, it incorporates all the Task Force recommendations.

FOCUS AREA 1 TASK FORCE RECOMMENDATIONS:

- Served by transit stops and includes a transit center/public space oriented to Eubanks Rd that is served with parking garages and enveloped by housing retail/office ✓
- Minimum gross density of 15 units/acre for residentially developed portions of the site ✓
- Optimal site for a hospitality center including a hotel ✓
- Opportunity for art or entrance feature in the southeast corner ✓
- Integrate and expand the existing park-and-ride facility vertically with new development ✓
- Protect the Northwood neighborhood from cut-through traffic ✓

Figure 3: Final Conceptual Land Use Plan, Focus Area 1



FOCUS AREA 2



Focus Area 2 Vicinity Map

Assets and constraints

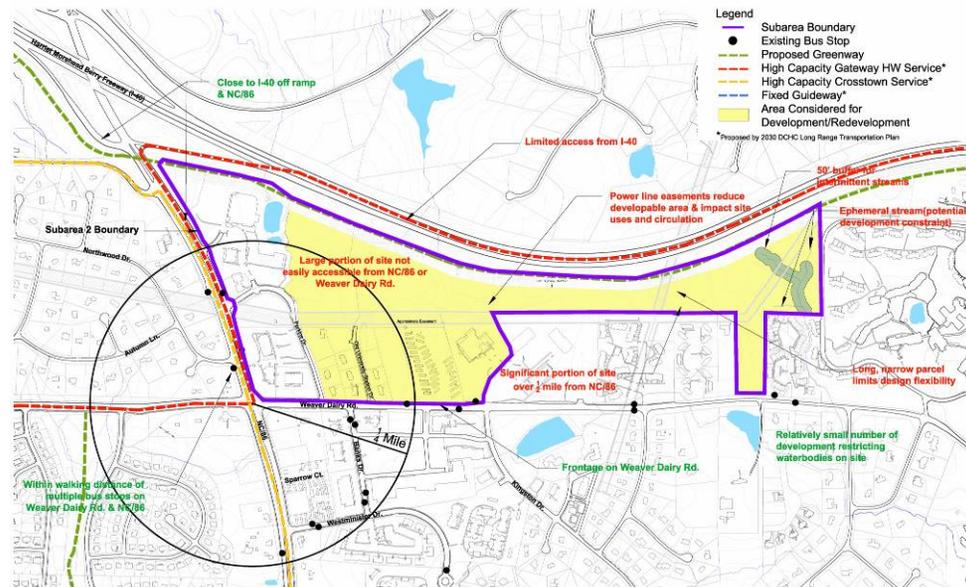
Area 2 Gross Area: 71 Acres

Developable Area: 68 Acres: discounts natural constraints only, other constraints will apply

Land Use Plan Designation: Mixed-Use & Medium Density Residential

Current Zoning: MU-OI-1 (Western Parcels) & R-3 (Eastern Parcel)

Description: In May 2007, the Town Council approved a 123-unit residential development on 13 acres adjoining the existing shopping center at the west of Focus Area 2. Area 2 includes the unusually shaped 43-acre University Station property, which consists of two triangular shaped parcels connected by a 275-foot-wide strip of land adjoining Interstate 40. The area also includes an existing 5-acre mobile home park, approximately 6 acres of the older phase of Vilcom Office Park, and a cluster of half-acre lots off Perkins Drive and Old University Station Road. The northern part of the area is constrained by noise, power lines, and the highway right-of-way requirements. The existing configuration of the Chapel Hill North Shopping Center makes it difficult to incorporate into any redesign for the area. Most of the land in the area is relatively accessible with few natural constraints (streams and steep slopes).





Given the proximity of Focus Areas 2 and 3, the consultants and Task Force recognized that land use concepts for the two areas would be closely related to one another. The general concept developed proposes concentrated commercial use at established nodes, with residential use in the areas between these nodes. Three different potential land use plans were presented for each area. This section will provide an overview of the concept for the two areas combined and then walk through the details of each of the three plans for the two focus areas separately.

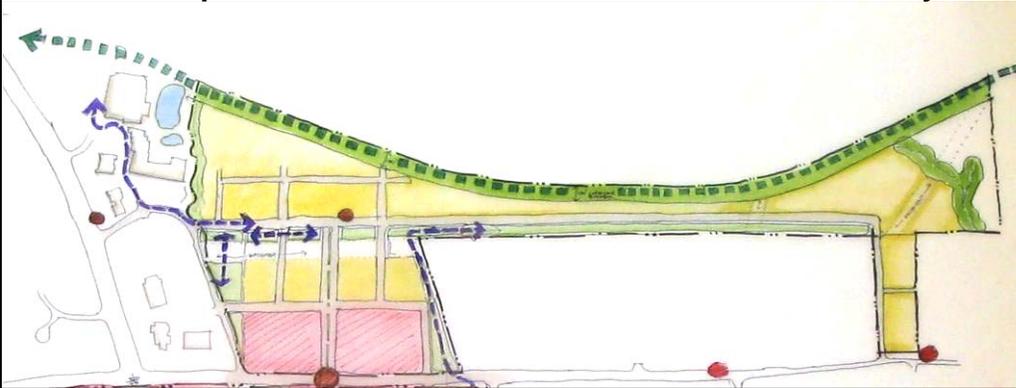
Focus Areas 2 and 3 Land Use Concept

- No additional signals or intersections are added south of Weaver Dairy Rd.
- Martin Luther King Jr. Blvd. is a green, landscaped, corridor.
- The intersection of Weaver Dairy Rd. and Martin Luther King Jr. Blvd. will serve as a welcoming gateway entrance into Town.
- 1,100- 1,270 new housing units, with about 500 of the units located along Martin Luther King Jr. Blvd.
- One parking space per dwelling unit, anticipating a high transit mode share.
- 86,000 to 200,000 new square feet of retail space.



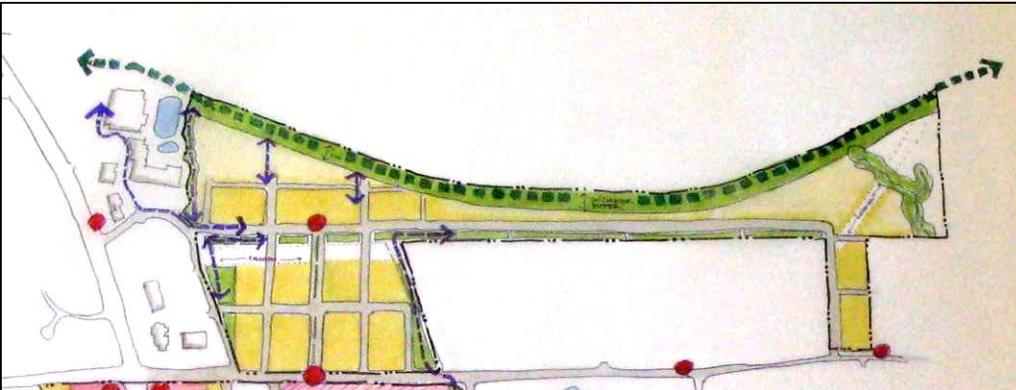
Skip Smallridge of CSS presents draft conceptual land use plans for Focus Areas 2 and 3 to the Task Force

Initial Conceptual Focus Area 2 Land Use Plans Presented by CSS



Concept A

- Retail center north built on the axis of Old University Station Rd., with adjoining retail on the other side of Weaver Dairy Rd. in Focus Area 3
- Residential development north of the retail center



Concept B

- All residential development north of Weaver Dairy Rd.



Concept C

- The Timberlyne Shopping center (in Focus Area 3) is redeveloped, and retail components are relocated north of Weaver Dairy Rd, fronting on the axis of Old University Station Rd.





Task Force comments presented here are those that relate specifically to the focus areas. Other comments were incorporated into the Task Force goals and objectives and final recommendations.

TASK FORCE RESPONSE:

- The northern part of the parcel should limit residential uses due to its proximity to I-40.
- Office use is more appropriate for the site.
- The strip of land connecting east and west is an ideal opportunity for a linear park, rather than a road and residential or retail development.
- The site should be broke into pieces because of the distance between the eastern and western pieces.
- The intersection of Martin Luther King Jr. Blvd. and Weaver Dairy Rd. should make a gateway statement.
- The major corners of the intersection should be architecturally uniform to visually tie together the area.
- Commercial development at the intersection should be visually linked to Timberlyne to draw people in.



Task Force listens to consultant presentation of draft conceptual land use plans.

Figure 4 presents the final conceptual land use plan drafted by the consultants. This plan proposes not to develop the narrow strip of land connecting to two larger parcels, leaving it as open space. The western side of the site would include office, residential, and mixed residential/retail uses, with most residential units located on the southern part of the site, further from I-40. The mixed residential/retail use would tie into a redevelopment of the Timberlyne site, with additional mixed-use office, residential, and retail located on the southern side of Weaver Dairy Rd. Finally, the northwest corner of the site would be retail use, possibly a restaurant.

This plan incorporates the Task Force recommendations identified on the following page. Some transportation recommendations go into further detail than the plan goes, such as particular intersection improvements, or transit stops. The final conceptual plan includes the residential use adjacent to I-40 which has already been approved. Additional residential development is proposed to be buffered from I-40 by other uses.

Figure 4: Final Conceptual Land Use Plan, Focus Area 2

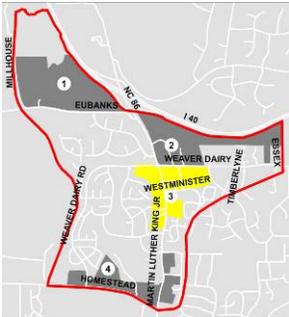




FOCUS AREA 2 TASK FORCE RECOMMENDATIONS:

- Mixed-use 8-15 dwelling units/acre on the northern side of Weaver Dairy Road west of and including the older part of the Vilcom office property. ✓
- University Station:
 - Western End - Mixed-use with transit oriented residential densities (8-15 DU/ac). In addition to the 100 foot buffer to I-40 which is required by Town ordinances, south of the buffer development should be designed to provide parking and non-residential uses between I-40 and any residential use. ✓
 - Central - Residential development should not be permitted in the narrow strip of land adjacent to I-40. The strip should be used as green space and a buffer. A traffic calmed road connecting the eastern and western end of the property through the open space/buffer should be considered. ✓
 - Eastern End - Residential use of a density consistent with adjoining residential developments and should not have residential development adjacent to I-40. If warranted a traffic light should be provided at the intersection of the eastern property access and Weaver Dairy Road. ✓
- Old University Station Drive should be realigned to connect through to a possible new entrance to the Timberlyne Shopping Center with a signalized intersection and pedestrian improvements. ✓
- Add a pedestrian activated crosswalk at Silo Drive in addition to the pedestrian crossings already included in the Weaver Dairy Rd Improvements and programmed for construction 2013.

FOCUS AREA 3



Focus Area 3 Vicinity Map

Assets and constraints

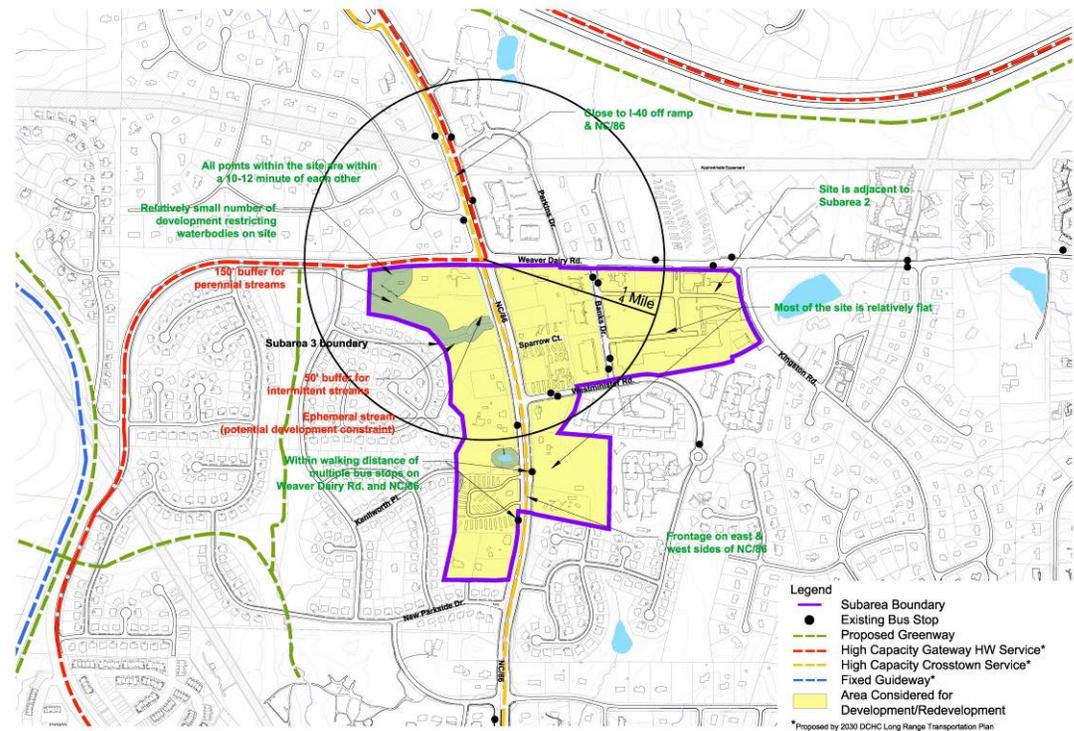
Area 3 Gross Area: 71 Acres

Developable Area: 59 Acres: discounts natural constraints only, other constraints will apply

Land Use Plan Designation: Mixed-Use, Medium & High Density Residential & Commercial, Development Opportunity Areas

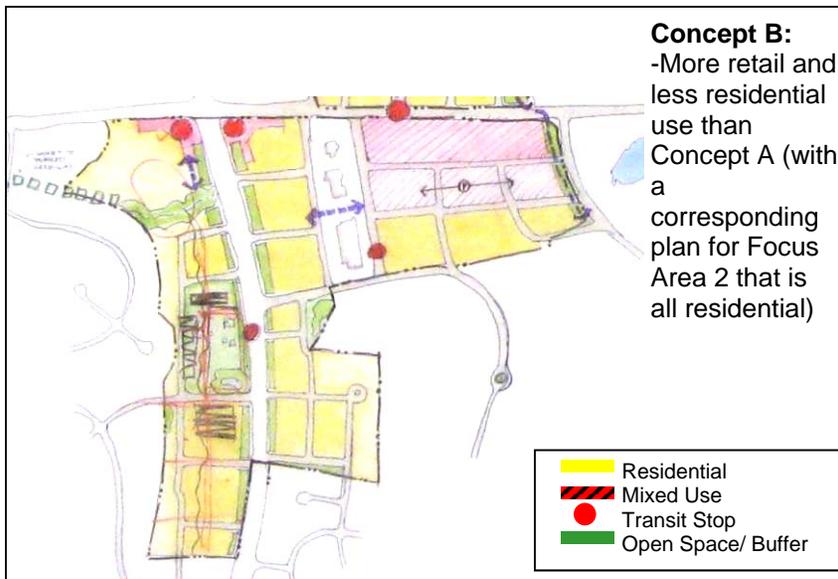
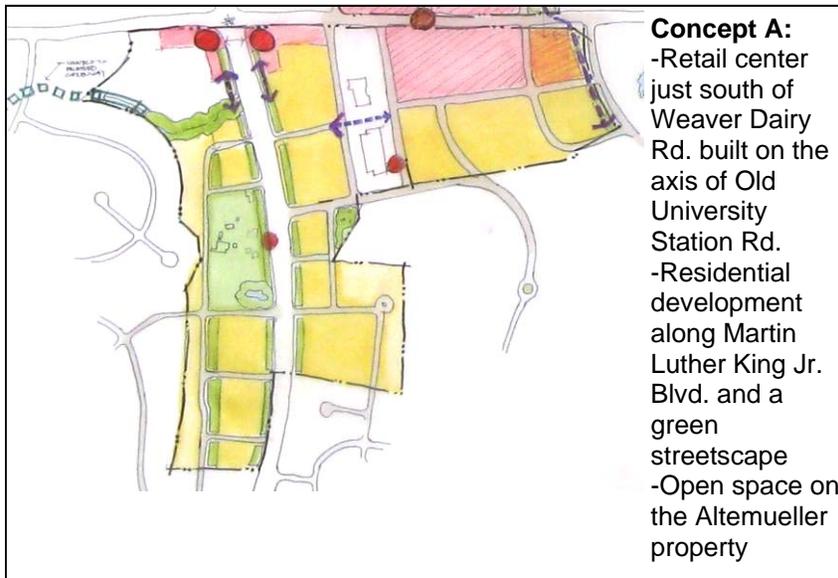
Current Zoning: MU-OI-1, OI-1, CC, R2, R3 & R5

Description: On the eastern side of Martin Luther King Jr. Blvd., area 3 includes the existing Timberlyne Center. The center accommodates unique neighborhood commercial uses and has opportunities for redevelopment within its existing framework; currently there is excess parking capacity at the shopping center. On the western side, Area 3 includes the Altemueller property which contains historic buildings of a former farm, including a farm house and outbuildings. There are also stands of mature trees, the headwaters of Booker Creek, a mobile home park and Fire Station 4.





Initial Conceptual Focus Area 3 Land Use Plans Presented by CSS



TASK FORCE RESPONSE:

- Currently, Timberlyne has excess parking capacity
- Timberlyne should re-develop “organically” over time, to better accommodate neighborhood commercial needs.
- The Altemueller property is an opportunity to provide an active community space that maintains its existing green character.
- Preservation of a portion of the Altemueller property may require Town financial participation.
- The Altemueller property may also incorporate retail or be surrounded by mixed-use development.

Concept C(1):

-Timberlyne is redeveloped for housing (retail is re-located north of Weaver Dairy Rd.)

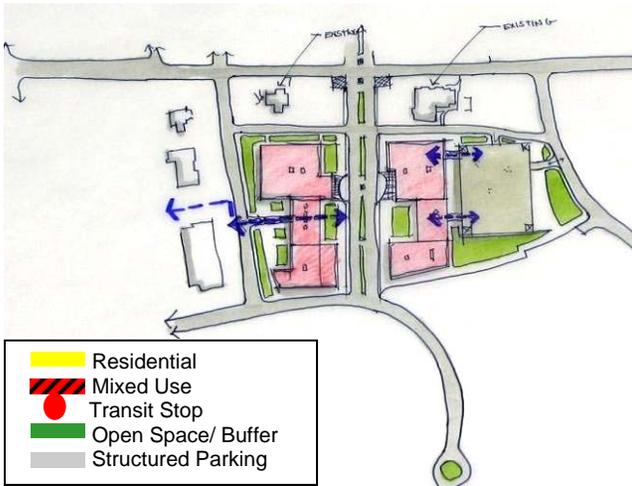


Concept C(2):

-Timberlyne is redeveloped

-Existing parking is re-located to structured parking on the east of the site.

-Retail orients centrally onto axis of Old University Station Rd.



Concept C(1) on the board for discussion during the workshop.



During the discussion of Focus Area 3, the consultants also presented an example of how an auto-oriented commercial center could redevelop into a transit-oriented one. A similar series of steps could be applied to redevelop Timberlyne (see Figure 5).

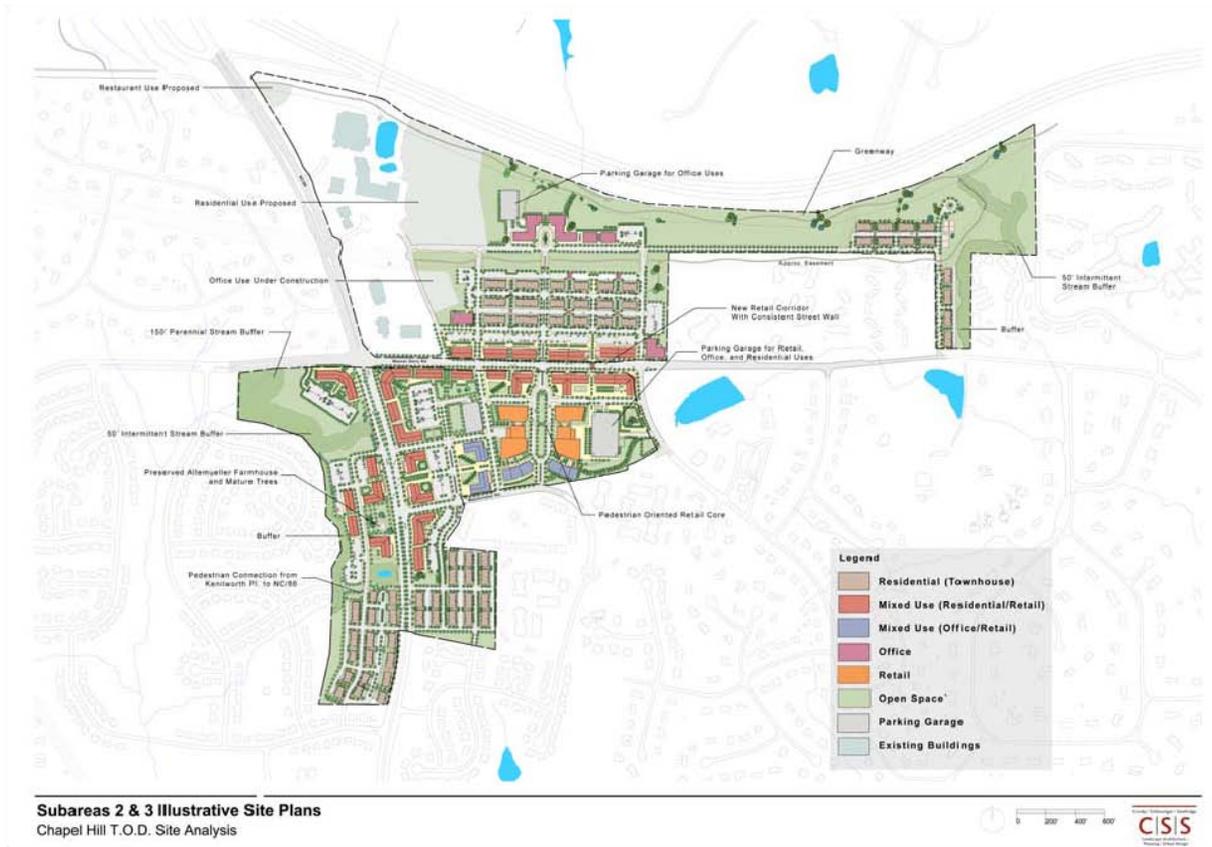
**Figure 5: Example of Phased Re-development of Shopping Center:
From Auto-oriented to Transit-oriented**



These pictures show the evolution of an existing auto oriented shopping center into a pedestrian friendly transit oriented development. Redevelopment of the Timberlyne could be achieved following a similar series of phases.

Figure 6 presents the final conceptual land use plan drafted by the consultants. It corresponds most closely to draft Concept C. The Timberlyne site would redevelop into a pedestrian-oriented retail core with mixed-use residential and retail on the north part of the site. The existing Timberlyne parking would be re-located to a structured parking lot on the east side of the site. The Altemueller farmhouse site would be protected and remain open space with mixed residential, office, and retail uses surrounding it. Residential uses are proposed south of this mixed-use area and mixed residential and retail uses to the north. Finally, the south two corners of the Weaver Dairy Rd./ Martin Luther King Jr. Blvd. intersection are identified for gateway features. This concept plan incorporates the Task Force recommendations.

Figure 6: Final Conceptual Land Use Plan, Focus Area 3

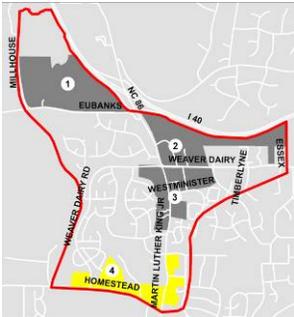




FOCUS AREA 3 TASK FORCE RECOMMENDATIONS:

- The intersection of Martin Luther King Jr. Boulevard and Weaver Dairy Rd. should have a highly visible gateway entrance that contains a retail component. The gateway should be connected to the Timberlyne Center by retail uses on the southern side of Weaver Dairy Rd. ✓
- Timberlyne Center - The center should remain a major commercial node and should redevelop over time. A master redevelopment plan incorporating transit oriented development principles and active public space should be prepared. Access to the center should be aligned to a realigned access at Old University Station Drive. ✓
- East Side of Martin Luther King Jr. Boulevard - Mixed-Use, 15+DU/Acre minimum gross density for residential developments. ✓
- West Side of Martin Luther King Jr. Boulevard - Mixed-Use, 8-15DU/Acre minimum gross density for residential developments (density should be measured as an aggregate of all the property in this portion of the focus area). ✓
- Altemueller property - Retain the building and tree group as an active focal space for the community. Adaptively reuse the farmhouse. Protect the natural and cultural heritage of the site. Because of the environmental constraints impacting the property, it will likely be developed at a lower density than the adjoining property on the east side of Martin Luther King Jr. Boulevard. ✓
- Consider Town coordinated redevelopment of the Fire Station which incorporates the existing facility and transit oriented development principles. ✓
- Extend greenway along Weaver Dairy Rd. Ext. to Martin Luther King Jr. Blvd. ✓

FOCUS AREA 4



Focus Area 4 Vicinity Map

ASSETS AND CONSTRAINTS:

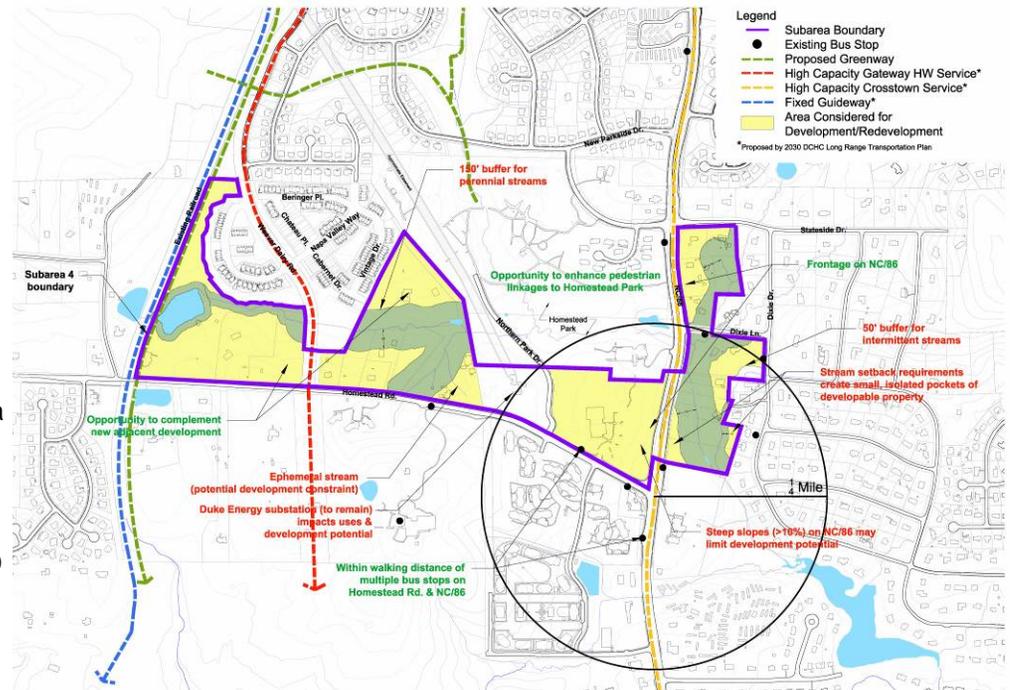
Gross Area: 98 Acres

Developable Area: 40 Acres: discounts natural constraints only, other constraints will apply

Land Use Plan Designation: Mixed-use/ Office Emphasis

Current Zoning: R-1 (Along Homestead), R-2 (Eastern side of Martin Luther King Jr. Blvd), OI-2 (Corner Parcel)

Description: Focus area 4 primarily runs parallel to Homestead Rd. Development in the area is heavily constrained by the Resource Conservation District. Most of the land in the area is developed as low density residential single family houses. Duke Energy has a substation property and a lot for sale on the corner of Martin Luther King Jr. Blvd. and Homestead Rd. The senior center and Homestead Park are in close proximity to the study area. Transit wise, the area could be potentially served by three transit corridors: Martin Luther King Jr. Blvd., Homestead Rd, and the Railroad. Focus Area 4 is heavily contained by the RCD (Resource Conservation District). Most the land along the eastern side of Martin Luther King Jr. Blvd. has very limited development potential.





Initial Conceptual Focus Area 4 Land Use Plans Presented by CSS

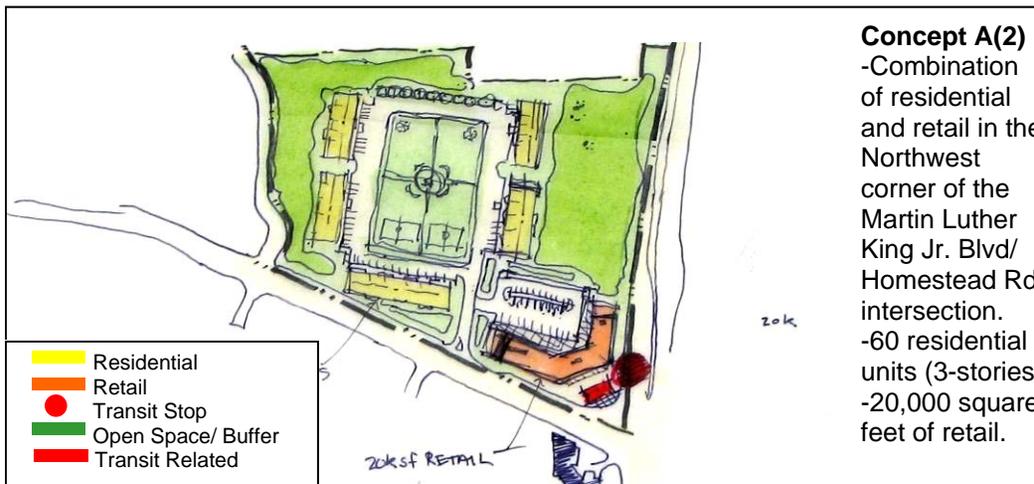


Concept A(1)

-High density residential complex at the intersection of Homestead Rd. and Martin Luther King Jr. Blvd

Concept A (Overall)

- Secondary transit corridor along Homestead Rd, linking properties along the street with a landscaped walkway
- Residential developments along Homestead Rd such as high density townhouses, framing the street
- Open space along Martin Luther King Jr. Blvd., with a small 3 story residential development with ~35 units in on the east side of the street in the north part of the site.



Concept A(2)

-Combination of residential and retail in the Northwest corner of the Martin Luther King Jr. Blvd/ Homestead Rd. intersection.
-60 residential units (3-stories)
-20,000 square feet of retail.

TASK FORCE RESPONSE:

-Homestead Rd. should be a continuous pedestrian oriented street and have a meandering landscaped path running the entire length of the road and connecting to Martin Luther King Jr. Blvd.

-The intersection of Martin Luther King Jr. Blvd. and Homestead Rd. is a gateway opportunity for service retail, public and community use combinations, live work space, pedestrian oriented community space, avoiding office use since it is limited to daytime uses.

-The plan may incorporate too much residential development given the rapid growth of Carrboro.

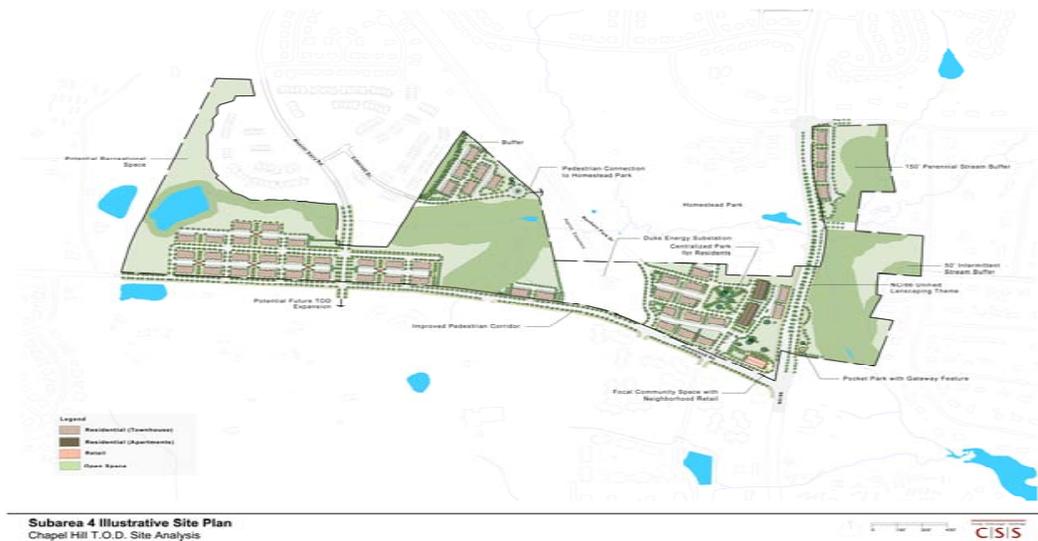
-The constrained land on the West side of Martin Luther King Jr. Blvd should be incorporated into the development e.g. small park to complement existing development.

Figure 7 presents the final conceptual land use plan for Focus area 4. It closely follows Concept A(2) with retail located at the Northwest corner of the Martin Luther King Jr. Blvd./Homestead Rd. intersection. It calls for a small pocket park with gateway features across from the retail on the east side of Martin Luther King Jr. Blvd. and an improved pedestrian corridor along Homestead Rd.

FOCUS AREA 4 TASK FORCE RECOMMENDATIONS:

- Served by transit stops on Homestead Rd. ✓
- The intersection of Martin Luther King Jr. Blvd. and Homestead Rd. should be identified as a hub and include a focal community space with supporting neighborhood retail. ✓
- Improved pedestrian corridor along Homestead Rd with uniformity in landscaping and a meandering pedestrian/bicycle path. ✓
- Seek a pocket park east of Martin Luther King Jr. Blvd. on Resource Conservation District constrained property. ✓
- Transit oriented development concept should be expanded to the Town's property adjacent to Vineyard Square and the railroad tracks on the north side of Homestead Rd. ✓
- Identify the farmhouse across from the senior center for potential adaptive reuse, for example, a small office. ✓

Figure 7: Final Conceptual Land Use Plan, Focus Area 4

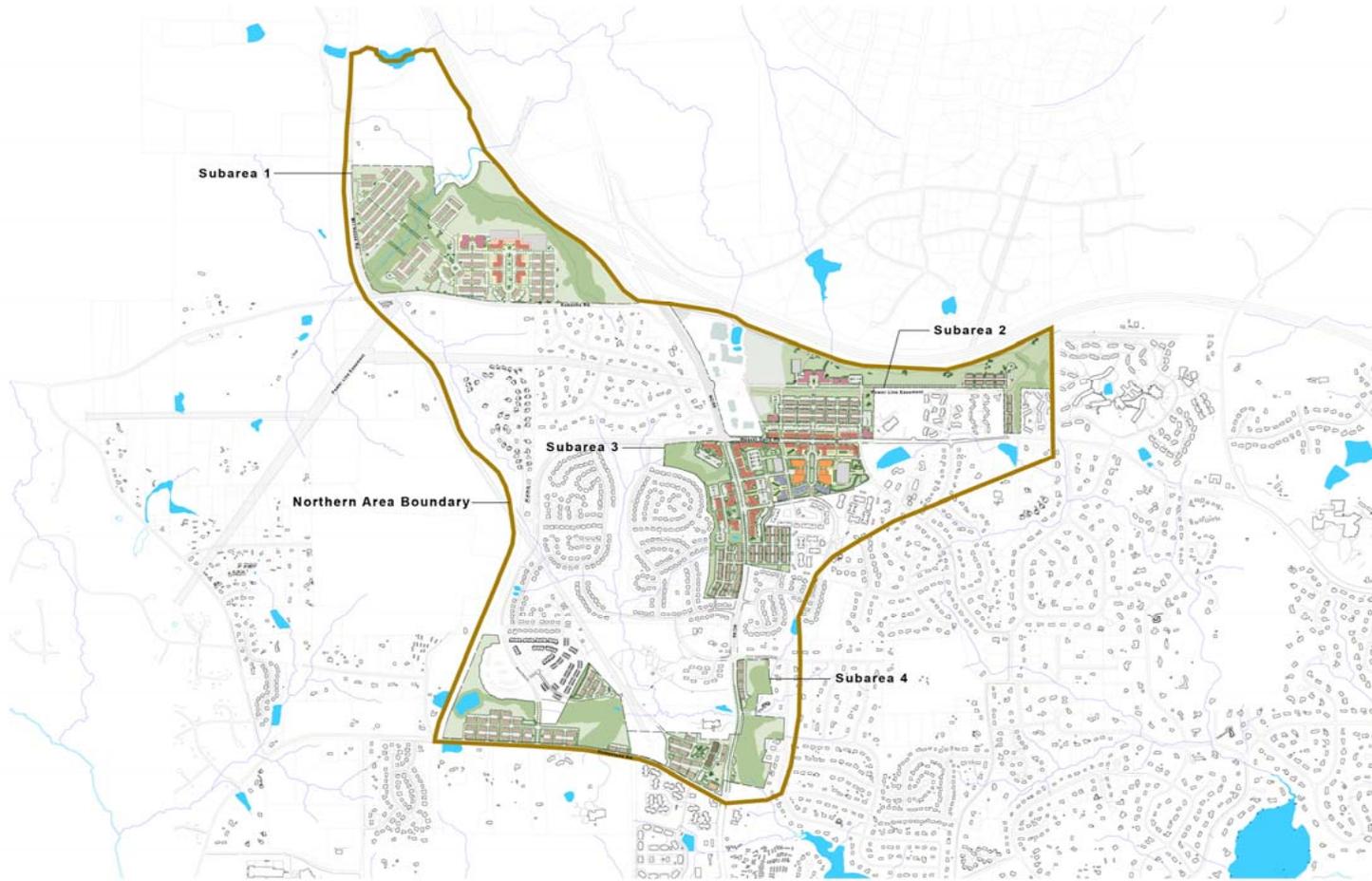


FINAL CONCEPTUAL LAND USE PLAN



Figure 8 presents the summary conceptual land use plans created by CSS with Task Force feedback.

Figure 8: Final Conceptual Land Use Plan For All Four Focus Areas

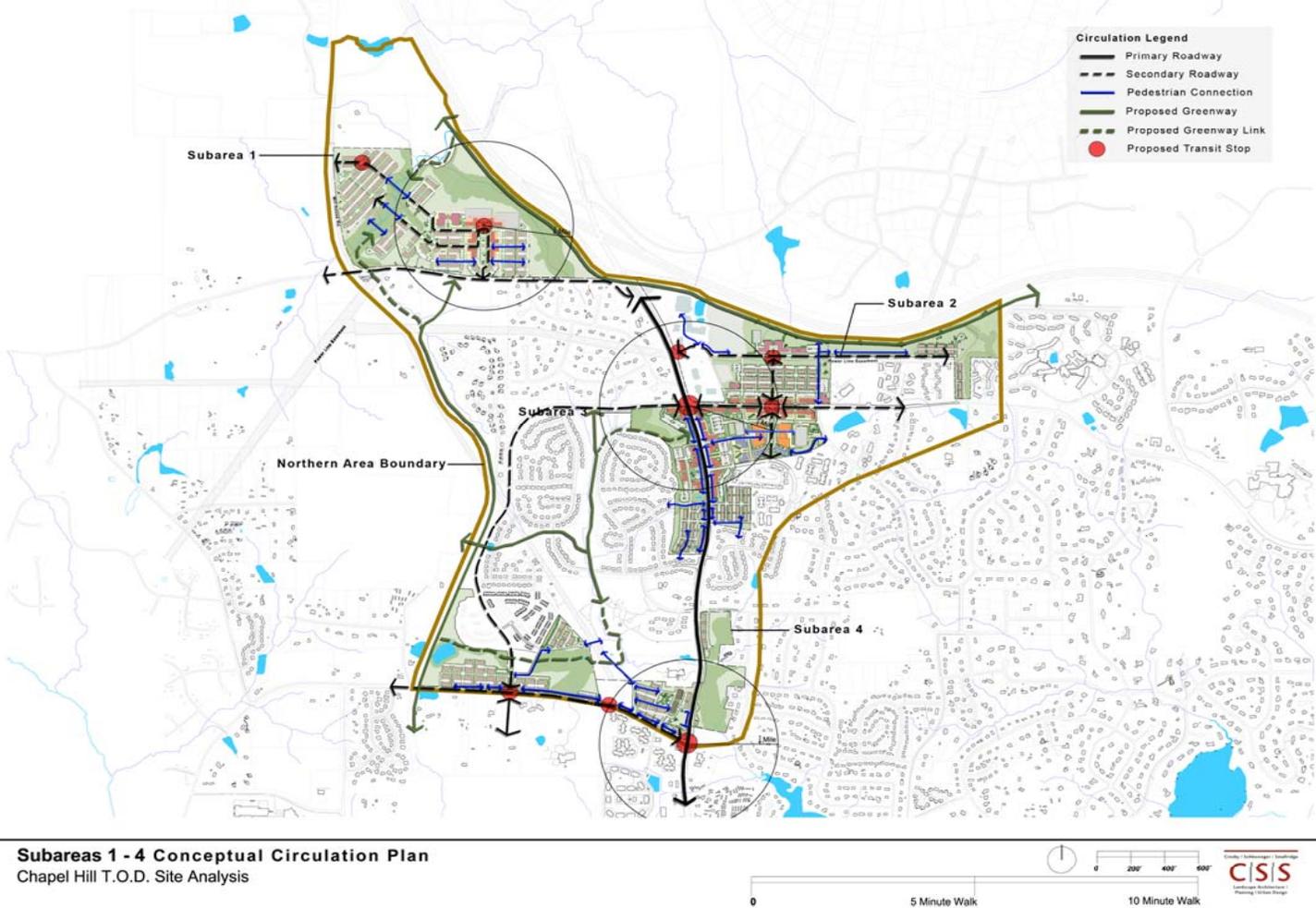


Subareas 1 - 4 Illustrative Site Plans
Chapel Hill T.O.D. Site Analysis



Figure 9 presents the summary conceptual circulation plan created by CSS with Task Force feedback.

Figure 9: Final Conceptual Circulation Plan For All Four Focus Areas



SUMMARY

The maps presented here reflect conceptual land use plans that could guide the creation of transit oriented development in the Northern Study Area of Chapel Hill. This report, as well as the Northern Area Task Force Report, will serve as guides for the Town as they amend the Comprehensive Plan and Zoning Ordinances to reflect the goals and recommendations presented in these documents.

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