

**SUMMARY SHEET OF ADVISORY BOARD
COMMENTS**
FLX District at Old NC 86 and Eubanks Road

| Advisory Board | Comments |
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| PB | 1. We would strongly urge a revision of his concept to remove this extension of the single family residential area. We have included rough sketches showing multi-family in <i>red</i> , residentially scaled retail/office in black, and single-family in brown, and purple representing public open space. Gray represents roads and parking areas, while the orange line represents a pedestrian connection. Blue are possible sites for stormwater BMPs. We also urge the developer to consider the arrangement and scale of uses in Franklin Square, located in Chapel Hill at the east end of Franklin Street. Clustering the retail/office uses would allow for more open space. |
| | 2. We also urge the alderman to consider strengthening the language regarding affordable housing as provided for in Sec. 15-350-D. We would like to see affordable units scattered throughout the development and for these to include both multi-family and single-family options, for renters and for homebuyers. |
| | 3. We also have concern about the ability of roads in the area to handle the traffic generated by the development of the site, but we also recognize that this area will density in the future and we recommend phasing this development with improvements to road and other infrastructure. |
| | 4. We also are concerned about potential blasting on the site and recommend looking into raising the site to prevent the need for extensive blasting. |
| | 5. We believe the optimal access for this property would be off of Eubanks across from Dromoland, and a second point of access off of Eubanks at the roundabout. The single family road should extend the full length of the northern end of the parcel to allow for future connections to adjacent properties |
| EAB | 1. Use a tool such as iTree to estimate carbon capture eliminated. |
| | 2. Supply a LEED worksheet |
| | 3. Strive for carbon neutral or negative design. |
| | 4. Provide on-site renewal energy or make buildings renewable energy ready |
| | 5. Retain or integrate open space and contiguous, protected wildlife corridors |
| | 6. Increase stormwater design to address up to 100 year events |
| | 7. Implement grey water recycling with cisterns for commercial building |
| | 8. Green roofs and walls |
| | 9. ADA compliant compacted dirt walking paths rather than hard surface |
| | 10. Use raised walkways for any through wetlands if it is done |

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| EAB | 11. To minimize idling time and implement an east-bound turn lane into school |
| | 12. That, in the construction plans the greenway trails be designed to meet or exceed the specifications identified in the AASHTO Guide for the Development of Bicycle Facilities, and that the proposed greenway be constructed to the Type IV AASHTO standard. |
| | 13. Maintain bicycle and pedestrian connectivity northbound from school and Greenway south of Eubanks |
| | 14. That at least one accessible parking space be provided in close proximity to the main entrance of Building 3 in the option A site plan proposal. |
| | 15. Source materials locally (within 50 miles if possible) |
| | 16. Use cement substitutes to reduce carbon footprint |
| | 17. Use materials that emit low levels or no air pollutants (adhesives, paints) to allow people with chemical sensitivity equal access |
| | 18. Use salvaged/recycled materials |
| | 19. Strive for net-zero or net-positive construction |
| | 20. Use native plants and no invasive species using Town planting guide as a reference |
| | 21. To the greatest degree possible use integrated pest control measures |
| | 22. Abide by shading requirements based on localized uses – eg residential shading requirements for residential area, parking lot shading requirements for parking lots |
| | 23. Retain existing forest canopy to the greatest extent possible. |
| | 24. We recommend some level of co-housing |
| | 25. Increase urban transition zone (buffer) between development adjacent to wetlands to 100 feet and streams to 200 feet |
| | 1. The density of the development should reflect the rural and current character of the area; and be more consistent with the DAD workshop. The NTAAC plans to make a specific recommendation on the density further in to this planning process. |
| | 2. Any affordable housing density bonuses be defined at the beginning of the planning process |
| | 3. To reflect the DAD workshop vision of a mixed-use development, the ordinance should ensure that a phased build out and/or market conditions do not allow for solely residential. |
| | 4. The ordinance should more closely reflect the vernacular standards as discussed at the DAD workshop, and should comply with the requirements regarding Architectural Standards in Section 15-177 in Article XI. |

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| NTAAC | 5. The development should maintain a 100-foot road buffer as a minimum. |
| | 6. Screening should predominantly, but not wholly, be an understated vegetative buffer throughout the edges of development, and comply with the requirements in Article XIX Screening and Trees. The NTAAC requests site-specific street-level visuals or renderings of the proposed screening for both Eubanks Rd and Old Hwy 86 |
| | 7. Facades of buildings facing Eubanks Road should reflect the rural character of the area and not attempt to create a faux suburban look. The NTAAC requests site-specific street-level visuals or renderings of the building facades |
| | 8. To mitigate traffic impacts, a right turning lane into the elementary school at the roundabout should be added, traffic calming measures and roundabouts should be installed on Eubanks Road, and priority should be given completing the Lake Hogan Farm Road extension. The required traffic analysis should capture data that reflects the impact that school traffic has on the area. The NTAAC plans to make more specific traffic mitigation recommendations once a comprehensive traffic analysis has been completed. |
| | 9. Prioritize the expansion and connection of the Twin Creeks Greenway to the development |
| | 10. A multi-use path should be constructed along Eubanks Road to facilitate both pedestrian and bicycle connections to the school and the nearby greenway. |
| | 11. CH Transit should expand route options to the area, and explore opportunities for bus stops either inside the development or on Eubanks Road. |
| | 12. Locate parking, especially for the multi-family residential, behind buildings, on the interior of the development |
| | 13. Lighting standards and specific measures should be taken to protect the dark skies. |
| | 14. The Table of Permissible Uses should more closely reflect the proximity of the school and the DAD workshop. The NTAAC plans to contribute more specific comments on the table of permissible uses further in to this planning process |
| TAB | 1. Define a medium residential use within the proposed district, which would represent three-plex and four-plex type housing units. This would be distinct from the low density (single family and townhomes) and high density (multi-family) residential uses |
| | 2. Limit the minimum density on to 15 DU per area as this is a well-documented density which supports transit use |
| | 3. Reduce the setback requirements for any buildings oriented towards Eubanks road as this can facilitate reduction in driving speed due to the feeling of entering a village type setting |
| | 4. Use pooled greenspace to reduce the single family lot sizes and provide a large, common use, community open space |
| | 5. Remove the restriction on the percentage of recreation facilities which can be located in common open space |
| | 6. Access points along Eubanks Road should be limited to two (2 |

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| TAB | 7. If the completion of the Traffic Impact Analysis would indicate improvements are needed at Eubanks Rd and Old NC 86, the preferred intersection type is a roundabout |
| | 8. If the completion of the Traffic Impact Analysis would indicate improvements are needed at Eubanks and Drummond, the preferred intersection type is a roundabout |
| | 9. If the completion of the Traffic Impact Analysis would indicate improvements are needed along Eubanks Rd, provision of bike/ped facilities in the form of a separated sidepath (as opposed to a bike lane) should be provided at time of construction |
| | 10. Design of roundabouts or other improvements along Eubanks Road must include high visibility crosswalks at appropriate locations |
| | 11. Roadways internal to the development should be interconnected between the access points along Eubanks Road |
| | 12. Roadways internal to the development should be designed with sidewalks on both sides of the street |
| | 13. Protect the shag bark hickory trees currently on the land. |
| | 14. Consider creation of site specific shared parking ratios to reduce the overall parking space requirements for the commercial and retail uses proposed |
| | 15. Provide appropriate internal bike/ped connections such that they would facilitate extension of the Jones Creek Greenway through Morris Grove, across Eubanks Road, and into the proposed development |
| | 16. Provide an enhanced pedestrian crosswalk where the greenway crosses Eubanks, this should include a high visibility crosswalk, and traffic control such as a Rapid Rectangular Flashing Beacon (RRFB) or High Intensity Activated Crosswalk Beacon (HAWK). |
| | 17. Coordinate with Chapel Hill Transit to ensure to internal design of the site would facilitate provision of direct transit access (consider stop locations and bus operations during design) with modification to the existing HS route if needed |
| | 18. Clarify this language to indicate that bike parking requirements are not reduced in this district and that the town-wide standard will be followed. |
| | 19. Consider use of low glare outdoor lighting to minimize light pollution |