

**OBEY CREEK PUBLIC INFORMATION MEETINGS**  
**MAY 7 and 15, 2014**

- Why is the Town considering any change at all in zoning?
  - Area is in the Comprehensive Plan as a Focus Area; rural buffer/urban services
  - Opportunity to increase commercial tax base
- Are areas around creek currently stable? When does run-off impact creek?
  - Plan is to install vaults and sand filters – numerous specific points of release to minimize impact on creek
- School site location?
  - About 15 acres outside the RCD on the opposite side of the creek
- Rental vs ownership?
  - Will respond to market conditions at time of sale; mostly rental
- Size of units?
  - Mostly 1-2 bedroom units
- Phasing over time?
  - Phase 1: 2 major intersections and development between as well as street network; large anchor retailer in Phase 1; mix of all uses in each phase
- When will Council decide whether or not to proceed to negotiations?
  - Looking at late June Council Meeting date with potential negotiations to occur in the fall
- Tallest building proposed?
  - 3 floors over 15-501; 5 stories with grade change; potential 6 stories on main street
- Ped crosswalk design?
  - Up to AASHTO standards; proposing plantings in crosswalk?
- Culbreth/Mt Carmel/15-501 intersection concerns – LT from Culbreth to 15-501 is dangerous
  - The signal phasing will be reviewed during the final design of signal upgrade.
- Comment: Interest in full discussion of traffic and transportation issues now; impact of bike/ped issues with at-grade crossings
  - Public meeting held specifically to discuss TIA, second one scheduled for June 3<sup>rd</sup>.
- Architectural style – unique?
  - Design guidelines will be negotiated and more eclectic than Meadowmont or Southern Village
- When will traffic impacts be addressed?
  - We recommend that impacts by site traffic be addressed before completion of Phase I.
- What would by-right zoning allow?
  - If Development Agreement does not go through, the by-right is a low density residential
- Phasing plans?
  - Based on market demands & pre-leasing; usually commercial construction is at 50% pre-leased. All horizontal (street and stormwater) will most likely be all in Phase 1
- What is going on across street? Wouldn't it be nice to include P/R lot
  - Interest discussed by Council but no action

- Comment: East 54 – retail was leased early on but now empty spaces
  - Only one empty space – not enough retail space; Obey Creek would have 1 large box, grocery store & several junior tenants
- What would happen if Obey Creek development doesn't happen?
  - Town wants multi-use site, not SF
- Flexibility of uses within site?
  - DA is a 20 yr agreements – flexibility is a negotiated item – using traffic as a constraint
- What about the piece of land that the Town owns that bisects the site?
  - Developer looking at possible land swap with Town
- Age restrictions for senior housing? Is it legal to restrict and not have school age children?
  - Developer believes there is ability within NC laws to restrict age
- Has the Town conducted an analysis of how affordable housing units are distributed across Town?
  - Not at this time
- If age restricted is a rented unit, is it still age restricted?
  - Yes
- Is age restriction to avoid school district issues?
  - Developer would still need to market and provide amenities; believe there is a market for age restricted units as well as mitigate school impacts; Age restricted units are not designed as a CCRC but fully independent living – component of the Comprehensive Plan
- Is the age restricted housing proposed by Town or developer?
  - By developer
- Bridge needs to be wide enough to function as a multi-modal path?
  - AASHTO standard is 10' – Bill Webster – 12' for mixed bike/walk facility
- Any plans for bus stop?
  - CHT, in cooperation with the Applicant, will need to consider routing from the Park and Ride across 15-501 into Obey Creek and come back out onto 15-501 at Market St heading northbound. Not yet sure about bus stops on 15-501 because of the turbulence in traffic flow. Still being reviewed and will be discussed further if Council decides to proceed to negotiations.
- Why are you not using LEED standards to reuse some of the run-off?
  - Developer is exploring options for irrigation – they are looking at plumbing as well. Could spray irrigate on the 80 acres
- How do we make sure when we are capturing water we are not depleting Morgan Creek?
  - Standard is to collect water and release at same rate as pre-construction rate. Are you starving the watershed when capturing water? Cistern system may be used as well.
- Water collection would be under parking area – how many?
  - Developer could collect all the run-off within one deck if necessary
- Comment: Current water run-off from northern side of site already overflows
- Many of the sites nearby are on well & septic – will this affect those sites?

- Do not believe so.
- Comment: Can use storm water run-off as a supplement to water supply
- Will crossing creek to serve school site have an impact on stream?
  - It will have to be bridged
- Comment: The TIA should include the potential impact of a school site
- School site designation – does it include the entire 120 acres or was it specifically designated for a particular spot?
  - No specific plan has been put together; School site was not included in the Traffic Analysis.
- Total parking and per square footage?
  - 3 ½ per retail; 3 per office; 1 per hotel room – approximately 2700 spaces proposed – depends on the final mix of uses
- Number of parking stories proposed?
  - Would not rise above the building
- Would like to see the parking rates for each use detailed?
  - Developer final mix has not been negotiated at this point
- Park & ride across street charges for parking – impact on free parking on site?
  - Developer will monitor parking situation
- What was the traffic study of?
  - Includes analysis of the existing conditions in a large 30 intersection project study area and future conditions with and without Obey Creek traffic. It also includes identifying current and future traffic problems and recommended mitigation measures.
- Proposed morning traffic heading north is not changed by proposal?
  - TIA did not identify any traffic issues and did not make any suggestions for necessary improvements.
- Comment: Mt Carmel & 15-501 intersection improvements are limited to the first 50 yards; Need longer queuing distance
  - Town and NCDOT staff is looking into this issue and will investigate and finalize the design during the final plans review. There is approximately 350 feet of existing right-turn storage. The shift necessary for 2 right-turn lanes and a single through/left-turn lane would utilize this current pavement width (subject to taper increases).
- What is the involvement from NCDOT?
  - NCDOT is currently reviewing the TIA and any recommendation for traffic mitigation must be approved by NCDOT.
- What has substantially changed in the development proposal since Compass Committee? Other than storm water?
  - Very little; we now have the TIA and some additional environmental data
- Mt Carmel & 15-501 – any improvements heading northward? No added lanes?
  - Impacts are at intersections, not the travel lanes.
- Are there any improvements for heading north?
  - At intersections.

- Will there be on-site management of residences?
  - Yes
- Has the Town considered impact on homeowners in Southern Village and how development here would affect them, particularly as it relates to crime?
  - The Police and Fire Chiefs have participated in discussions with the developer about the current proposal and how it might impact public safety needs. Will be addressed.
- Comment: The Town has said it is developing a customized way to analyze financial impact/cost-benefit analysis – Without that information, it is unwise to proceed to negotiation.
- Comment: Some of the assumptions as part of TIA are grand – transit share and shift to Smith Level Road
- Ongoing visibility to traffic impacts – how can people understand options that are explored?
  - Town & NCDOT are reviewing and the Council will discuss.
- Generous allowances for transit uses & potential of mixed use can contribute to additional transit use – impact on transit system. In order to capture the proposed rate, how will it be done?
  - The trip generation methodology and trip estimates for transit are a starting point in the decision-making process for route adjustments and enhancements that will be further explored with participation from CHT and the Applicant in the negotiation process.
- Synergy with Southern Village Market Street – need to explore – understand options on the park/ride lot? What is the connection between the two? Location of bridge?
  - TBD
- Mt Carmel & Bennett intersection – capacity and safety issues.
  - The capacity analysis does not indicate that the Obey Creek site impacts cause capacity issues at this intersection. It can be included as part of safety issues in the Final TIS discussions.

**Obey Creek TIA Public Meeting  
May 20, 2014**

- What will the developer to be responsible for?
  - Extent of responsibilities TBD in negotiations, and will depend in part on review by NCDOT. Developer will be responsible for improvements along property frontage.
- Mt Carmel & 15-501 – 2 lanes turn right from Mt Carmel proposed – the width to improve Mt Carmel only exists for about 60 yards. Queuing issues for RT on Mt Carmel – backs up to Bennett Rd. Bicyclists have issue with the grade climbing from 15-501 – width problem on Mt Carmel.
  - Town and NCDOT staff is looking into this issue and will investigate and finalize the design during the final plans review. We understand there is approximately 350 feet and dual right-turn lanes will address some of the storage issues and improve the overall signal efficiency.
- Traffic toward Culbreth and south flows ok today but combining two movements together could cause backups
  - Traffic study did not identify any excessive queue issues for the Mt. Carmel Church Road westbound left-turns (light volumes) and through movements with the proposed laneage change.
- Describe impacts on Smith Level Road – Assigned small % of site traffic to Smith Level. What % is assigned to Smith Level?
  - Few vehicles from Obey Creek are projected to use Smith Level Road but traffic study did not identify any impact on Smith level Rd by Obey Creek Development traffic. US 15-501 Corridor study by NCDOT may provide more information regarding traffic projections on Smith Level Rd.
  - It would be very difficult, given the information available and analysis methodology to make an accurate determination of the percentage of vehicles that would use Smith Level to “avoid” Obey Creek and existing Southern Village traffic along 15-501. You would need to run some kind of sensitivity analysis in the Triangle Regional Model to estimate this effect.
- What about traffic from Bennett & Mt Carmel to Obey Creek? Comment: It would be a wrong assumption to believe that people would travel to Mt Carmel and not use 15-501.
  - We believe that traffic on Mt. Carmel Church Rd heading to Obey Creek will make left turn at Bennett Rd and left turn at US 15-501/Arlen Park Dr intersection.
- What about roundabout at Bennett?
  - NCDOT and Town approved a round-about at this intersection. Partial funding from NCDOT is available and this project is included in Statewide Transportation Improvement Program for the remaining funding. Final TIS could comment on the roundabout and provide some analysis for 2022 conditions to determine if it operates acceptably.
- Comment: Table 15 - #s do not add up

- They are peak hour trips, not daily trips. We did not find any discrepancies.
- Diverted link trips?
  - Still accounted for at the driveways and along the US 15-501 corridor through the NC 54 Bypass interchange.
- What is the background growth rate in area?
  - It was estimated at 1.2% a year, based on long-term growth patterns for the entire TIS study area taken from the Triangle Regional Travel Demand Model.
- Increased traffic for 2022 – includes background growth?
  - Background growth is accounted in the future traffic analysis using both a regional growth rate and adding in traffic from the new Wal-Mart and the Southern Village Hotel/Office project.
- Analysis of folks going south on Smith Level to Dogwood Acres?
  - It was assumed that the Obey Creek traffic from Carrboro mostly uses either 54 or Culbreth. A small percentage of trips from areas west of Smith Level Road may choose to use Dogwood Acres for direct access to Obey Creek.
- 54 exit off of 40 – and potential bypass from that area to Obey to accommodate future growth?
  - There are no plans in place.
- Comment: Concerned about underestimate of traffic on Smith Level and Pittsboro
  - A small percentage of trips were assigned to Smith Level Road to and from the site.
- Roadway capacity is a town asset for purposes of this negotiation.
  - As US 15-501 is a NCDOT asset and NCDOT will be providing review and comment about site impacts and necessary mitigation measures.
- What percentage of remaining roadway capacity is being considered for this development? How is that being calculated?
  - TIS primarily (per Town guidelines) focuses on impacts to intersections and maintaining a minimum overall LOS D operation at intersections. Intersection analysis is a much better measure of impacts than the planning-level estimates of individual road “capacity”.
- Will capacity be reserved for town opportunities at the Park & Ride lot and other area development?
  - Any other future development opportunities not specifically defined in the analysis are not accounted for at this time.
- Are potential changes to south 15-501 being factored in as well?
  - The 15-501 Corridor Study is likely to address this.