

Land Development Potential

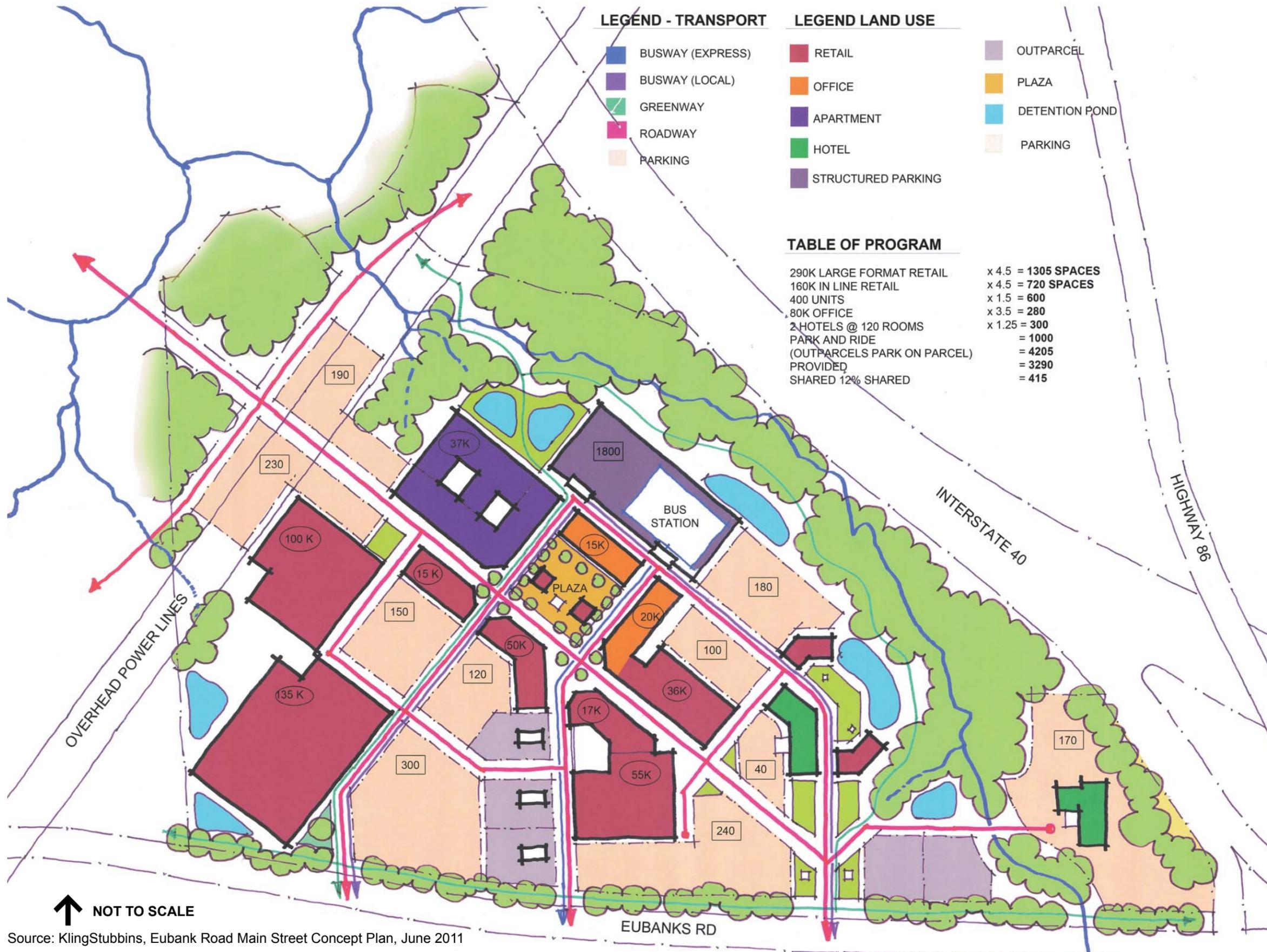
Expansion of the Park-and-Ride lot on the existing site presents an opportunity for a community enhancement by satisfying a transportation need in addition to providing an intermodal facility directly connected to transit-supportive development. The Town requisitioned a land development Master Plan in cooperation with a private partner for the existing Park-and-Ride lot and adjacent properties. KlingStubbins generated the plan for The Edge, which is provided in Figure 5-1. A variation from The Edge plan is also provided in Figure 5-2. The private investment will dictate how the transit-supportive development may come to fruition; therefore, the plan shown in Figure 5-2 is the approach to expand on the existing site and adjacent properties in a pattern which will invite the transit-supportive development versus “turning its back on” it. Images of the potential of a Eubanks Road Intermodal Facility with a mixed-use program are portrayed in Figures 5-3 and 5-4.

5.1 The Edge - Review of Transit Suitability

5.1.1 Land Development

The Edge Development has been proposed for the area bounded by I-40, Eubanks Road, Martin Luther King, Jr. Boulevard, and overhead power lines. This is the area identified as Site A in this feasibility study. The proposed development includes a variety of land uses including a “Main Street” retail environment, hotels, apartments, office space, and big-box retail in addition to outparcels. The proposed development includes relocation and expansion of the Park-and-Ride facility as a multilevel, 1,800-space garage. In order for this to occur, CHT must comply with all FTA real estate regulations. Currently, FTA maintains an interest in a parcel of land where the existing facility is located; federal dollars were used for a portion of land purchase and facility construction funding. There are alternative approaches to land exchange, such as land sale and/or lease. Both of them would also require compliance with FTA regulations.

The concept plan includes the proposed Park-and-Ride at the northern edge of the site, as far removed from Eubanks Road as possible. The likely routing of transit vehicles with the site in this configuration has buses enter at the eastern driveway, have the bus loading and unloading area along the street frontage of the Park-and-Ride rather than integrated into the garage, and then exit at the western driveway.



↑ NOT TO SCALE

Source: KlingStubbins, Eubank Road Main Street Concept Plan, June 2011

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Feasibility Study
Chapel Hill, North Carolina

Figure 5-1:
EDGE Development Concept Plan

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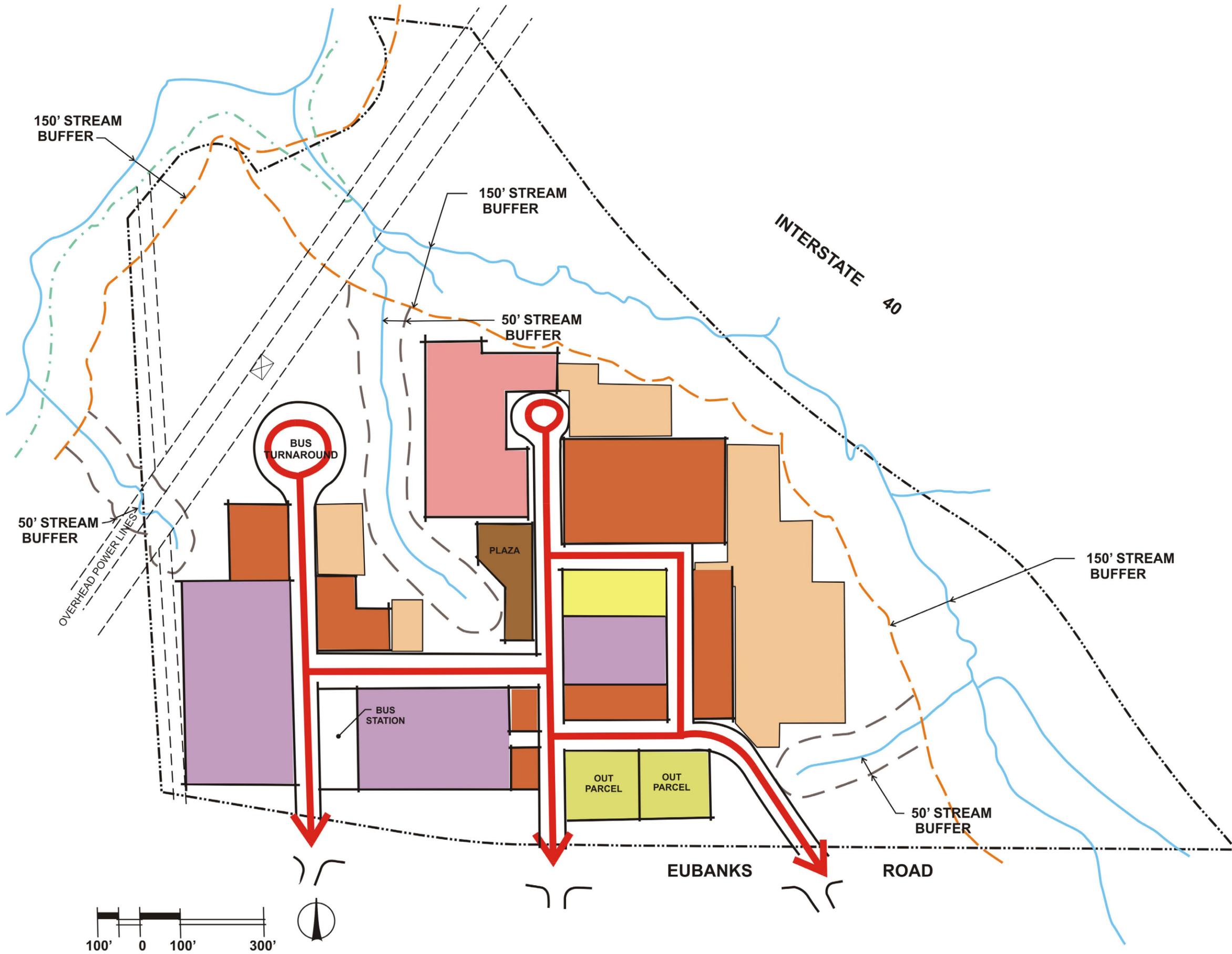


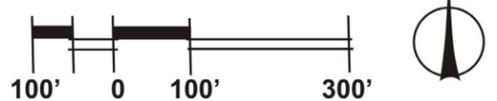
TABLE OF PROGRAM	
LARGE FORMAT RETAIL	95,000 S.F.
IN LINE RETAIL	135,000 S.F.
OFFICE	50,000 S.F.
RESIDENTIAL/APARTMENTS	248 UNITS

	RETAIL
	OFFICE
	RESIDENTIAL/APARTMENTS
	STRUCTURED PARKING
	SURFACE PARKING
	CIRCULATION

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Figure 5-2
Alternative Land Development Plan

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Figure 5-3
Perspective Sketch
Looking West on 4-Lane Eubanks Road

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Figure 5-4
Perspective Sketch
Looking at Multimodal Center

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5.1.2 Access

The site plan provides three connections to Eubanks Road, roughly evenly spaced along the site frontage. A network of internal streets connects these access points to parking facilities and land uses within the development area. At a planning level, there is no detail provided regarding the intersection operations, lane configuration, street widths, sidewalk locations, parking access points, loading areas, or other elements of the transportation system within the site. The Park-and-Ride is accessed from an internal street that provides a direct connection to Eubanks Road at the east end. In an effort to dissipate traffic impact and to provide community connectivity two additional streets provide linkages between the Park-and-Ride and Eubanks Road.

The site plan as currently conceived and without the availability of additional detail, raises a number of concerns in terms of access for private vehicles using the Park-and-Ride and for transit operations serving the facility. General concerns with the location, as well as specific concerns with each of the access routes are described below.

5.1.3 General Concerns

The location of the Park-and-Ride, deep within the site, generates the following concerns:

- Bus travel times are extended to their maximum since the pick-up/ drop-off area is as far from Eubanks Road as possible.
- Buses will need to pass through the entirety of the site, maximizing the potential for delays and conflicts associated with pedestrian travel, parking access points, and retail activity.
- Park-and-Ride patrons will also need to drive through the site to the maximum extent possible with this location for the Park-and-Ride
- The Park-and-Ride will have limited visibility from Eubanks Road
- The Park-and-Ride is distant from the retail and separated from the “plaza” amenity by office users.
- The Park-and-Ride is as removed as possible from surrounding land uses such as the Chapel Watch Village apartments, which may generate transit ridership.

5.1.4 Access Route Concerns

In addition to the general concerns outlined above, each of the roadway links between the Park-and-Ride and Eubanks Road is reviewed below.

East Drive

The eastern access road (“East Drive”) forms part of a loop that would bring buses from Eubanks Road, through the EDGE site, to the Park-and-Ride. It is assumed that the intersection of East Drive and Eubanks Road would be under traffic signal control. Areas of concern are listed below.

- Immediately upon entering the site, East Drive is met with two other site roadways, in an irregularly configured intersection. This intersection configuration is likely to cause conflicts with crossing traffic and pedestrians, creating challenges for access to the Park-and-Ride.

- As East Drive continues, additional conflicts can be anticipated between the hotel and amenity space.
- The route then continues through two parking fields where Park-and-Ride patrons and buses will encounter conflicts with traffic entering and exiting these parking lots.

Middle Drive

The Middle Drive is less likely to be used by bus traffic, but may carry significant private vehicle traffic generated by the Park-and-Ride. The following areas of concern on Middle Drive are noted:

- Potential conflicts with pedestrians around the plaza
- Skewed intersection with the “Main Street” and potentially significant pedestrian conflicts with the Main Street retail.
- Configuration of outparcel and parking access
- Potential delays due to un-signalized operations at Eubanks Road.

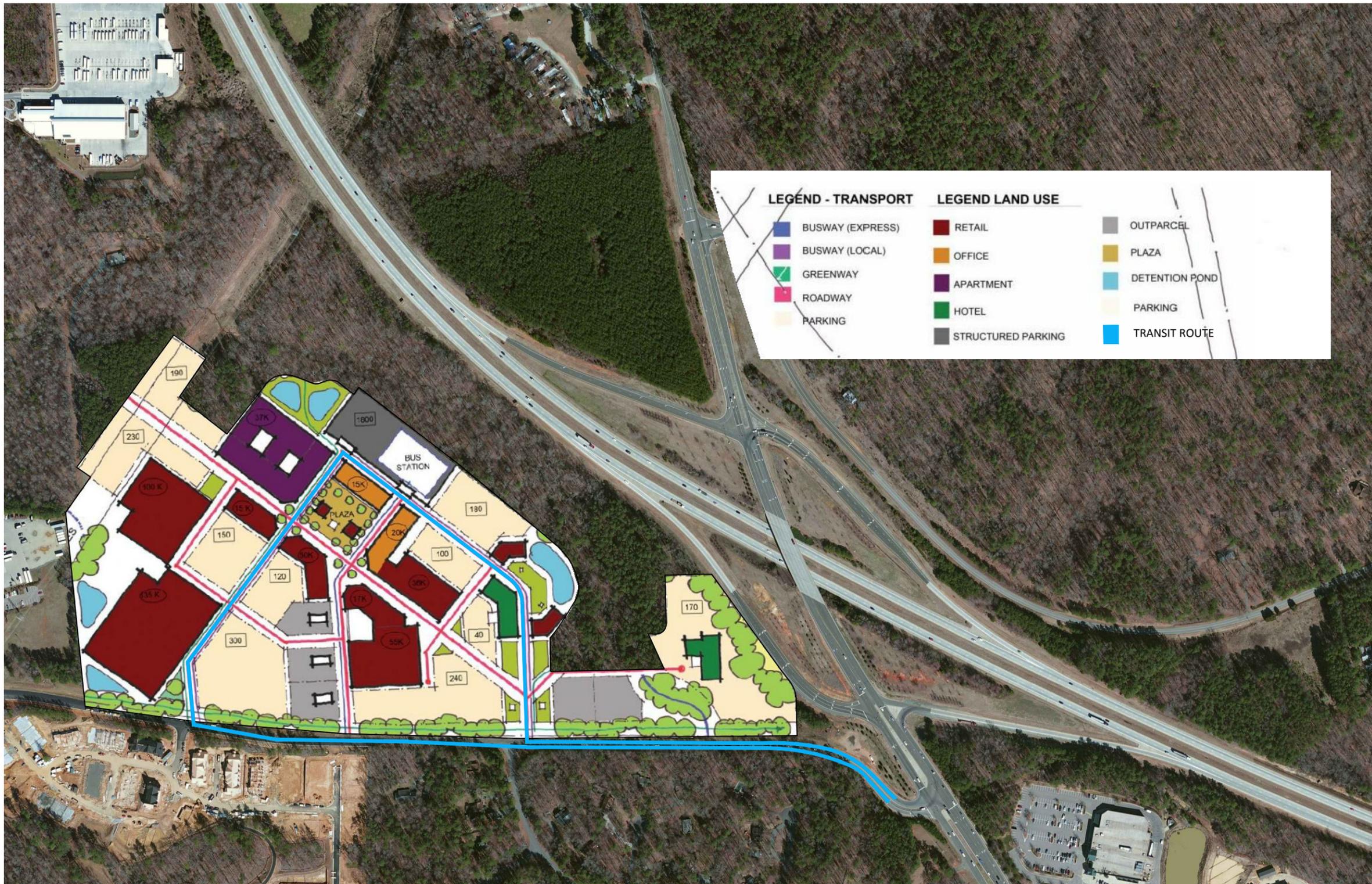
West Drive

The West Drive is also likely to carry both private vehicle and bus traffic generated by the Park-and-Ride. The following areas of concern with West Drive are noted:

- Potential conflicts with pedestrians around the plaza
- Parking access and circulation conflicts
- High traffic volume along the face of the large format retail store.

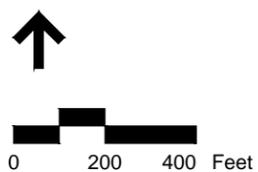
5.1.5 Alternative Site Configuration

With the concerns identified above, including transit travel times, traffic conflicts, pedestrian conflicts and roadway geometrics, it may be advisable to consider alternative locations within the site for the Park-and-Ride. In addition, long-term access modifications, discussed elsewhere in this report, may suggest a different site configuration. Figures 5-6 and 5-7 provide two different examples of site alternatives that strive to maintain the general configuration and layout of the site, while minimizing the conflicts and concerns identified above. It is acknowledged that other variations may better suit the developer and Park-and-Ride needs on the site than these options.



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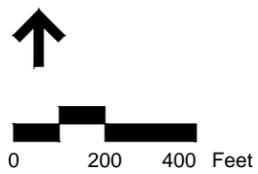
Figure 5-5
Areas of Concern





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Figure 5-6
Alternative Site Configuration





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Figure 5-7
Alternative Site Configuration 2

