
PROJECT NAME

Amity Station Development Review

PROJECT NO.

DATE OF MEETING

N/A

TIME

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ITEMS

RE: May 9, 2019 Development Concept Package

Judy-

Thank you for the opportunity to review the most recent proposed development concept for Amity Station. I wanted to summarize our comments based on the Subcommittee meeting yesterday.

COMMUNITY BENEFITS

Discussion of Community Benefits was intended as a case-by-case negotiation that would likely occur at a later stage. Community Benefits were defined as incentives to encourage Local Business, Homeownership, Affordable Housing and/or Cultural Identity. These considerations are very important to local stakeholders. **It sounds like discussions on the program of Community Benefits for Amity Station will continue to get refined as a building concept is more finalized. It was also good to hear of the commitment to have a Community Workshop in the upcoming weeks.**

DEVELOPMENT FRAMEWORK

These area-wide frameworks include considering larger-scale circulation, particularly across a busy West Rosemary Street, the provision of publicly-accessible parking and open space as part of new development when possible and the encouragement of best practices of sustainable development. The proposed parking ratio is relatively low to typical developments, which may lead to concerns over spillover street parking in the neighborhood. **As mentioned, we want to encourage thinking about how/if the pedestrian flow from Northside to Franklin Street might work around this development. In our opinion, this is about whether/how there is a pedestrian connection on Nunn Alley and how/where pedestrian flow can be directed across Rosemary to pass-through connections to Franklin Street.**



PUBLIC REALM STANDARDS

- 1) **Provide Sufficient Space for Pedestrians-** *This standard seems to be met with the more detailed streetscape details.*
- 2) **Provide Continuous Sidewalks-** *this standard appears to be met;*
- 3) **Require Street Tree Plantings-** *this standard appears to be met;*
- 4) **Provide Sufficient Amenities-** *this standard appears to be met, but can benefit from more specific discussions on its details as the concept develops further;*
- 5) **Add Welcoming and Safe Lighting-** *similar to Site Amenities, this is a detail that will probably be more defined as the concept develops further;*
- 6) **Clearly Mark Paths & Wayfinding-** *this detail cannot yet be evaluated;*
- 7) **Provide Enhanced Pedestrian Crossings-** *this detail needs more study as mentioned in Development Framework, including across both alleys and across West Rosemary Street;*
- 8) **Screen Infrastructure-** *this standard appears to be met;*
- 9) **Hide or Screen Parking-** *the concept design meets this standard by locating parking underground and in the interior behind building frontage facing the street. However, as the concept develops, more details are needed on the full length of the Nunn Alley treatment of the ground level structured parking;*
- 10) **Manage Deliveries & Loading Areas-** *the conceptual location of Service appears to address this standard;*
- 11) **Bury Utility Lines-** *this detail cannot yet be evaluated;*
- 12) **Reduce the Number & Size of Curb Cuts-** *the concept design meets this standard by having parking access off of side streets/alleys and no entry off of West Rosemary Street.*

BUILDING DESIGN

- 1) **Create a Horizontal Datum Line-** *this standard appears to be met in the latest studies;*
- 2) **Create Minor Setbacks Above the Datum Line-** *while conceptual, the elevation does indicate protruding balconies and other articulation that breaks up the elevation. More detail may be considered as a full elevation is developed- the intent is primarily for taller sections of the building massing to have projections and recessed building planes;*
- 3) **Require Entries Off of Streets or Public Spaces-** *the conceptual development appears to meet this standard by providing public open space and amenity/lobby entries facing West Rosemary Street, but more discussion could be held on these details. A entry directly from West Rosemary Street to the Retail should be encouraged;*
- 4) **Specify Spacing Between Entries-** *more details should be provided on exactly how entries will be treated and how many access points will be provided, even if some entries are secured access;*
- 5) **Specify Minimum Number of Doors & Windows-** *conceptually, the intent of this standard appears to be met with the latest elevations;*
- 6) **Encourage the Use of Canopies-** *this standard seems to be conceptually incorporated over the main entries in particular;*



- 7) **Allow for Pedestrian-Scale Signage and Amenities-** *this standard cannot yet be evaluated;*
- 8) **Denote Public & Private Spaces-** *in addition to the public streetscape, a small Plaza exists on each corner and an elevated Plaza exists mid-block. The two corner Plazas are relatively small amenity areas, but more discussion could be held on public access/use. The mid-block Plaza, while slightly elevated, provides the greatest opportunity for a more significant public space. The seating wall is a nice component, but the Plaza could be studied as to its program/size and access, including ideally from the adjacent Retail area. As the concept is further developed, every effort should be given to maximizing the degree to which the building façade adjacent to West Rosemary Street is an active and engaging street front. Three areas of further study exist to maximize the pedestrian experience details- the Lobby/Leasing area near Andrews Lane, the mid-block public plaza and the lower Retail frontage. As much as possible, the longer stretches that can be kept at adjacent grade level will make it feel more accessible. Finally, questions were raised about whether the Dog Park could be a more public open space and if a location on Nunn Alley might be a more accessible location, and/or whether townhomes could continue as a continuous screen;*
- 9) **Discourage Excessive Window Tinting-** *this standard cannot yet be evaluated*
- 10) **Design for Vertical Bays-** *while conceptual, the massing model appears to address this standard by creating five varying masses along West Rosemary Street. As noted, side elevations would also benefit from a similar attitude;*
- 11) **Vary the Upper Cornice Heights-** *this standard appears to be met in the most recent elevational studies;*
- 12) **Provide Visual Breaks in the Façade/No Blank Walls-** *this standard appears to be generally met, but more study could be given to the building mass above the Nunn Alley corner in terms of more articulation on the upper floors of this six-story section. The connecting “bridge” at Floors 3-5 in the middle could also be further studied;*
- 13) **Accentuate Visible Corners-** *the more refined concept is attempting to address this standard on the two corner entries. More study of the Bike Storage area could provide greater transparency at that corner;*
- 14) **Restrict Parking to the Rear/Interior/Below Buildings-** *this standard appears to be met by the conceptual development that places parking underground and behind building frontage;*
- 15) **Screen Service or Locate to the Rear/Underneath-** *this conceptual floor plans showing interior service and Trash screened from West Rosemary Street appear to meet this standard;*
- 16) **Screen Rooftop Units-** *this standard cannot yet be evaluated.*
- 17) **Create Transitional Height Planes-** *this standard appears to be met with the conceptual development. However, there could be additional study of possibly creating a more gradual transition in height from the Northside neighborhood at the rear;*
- 18) **Buffer Adjacent Residential-** *The intent of this standard seems to be generally met, but details should be provided on the specific treatment of any fences, landscaping, etc. Also, it would be good to better understand the details of how the liner building facing the neighborhood is to be detailed and accessed;*
- 19) **Follow Solar Setback Regulations-** *the setback of 15'-9” and height plane transition appears to meet this standard*

