

TOWN OF CHAPEL HILL

CONCEPT PLAN PROPOSAL

Applicant Information

Name: The Design Response, Inc.
Address: 1616 Evans Road, Suite 205
City: Cary State: North Carolina Zip: 27513
Phone (Work): 678-8050 FAX: 678-8150 E-Mail: jsmyre@thedesignresponse.com

Property Owner Information (include as attachment if more than one owner)

Name: Don Fraley Phone: (919) 604-1323
Address: 4753 Sharpstone Lane
City: Raleigh State: North Carolina Zip: 27615

Development Information

Name of Development: Fraley Property (actual project name not yet determined)
Tax Map: 24 Block: n/a Lot(s): 12 & 12A Parcel ID#: 9870-91-4489 & 9870-91-9528
Address/Location: 2214 Homestead Road & 2312 Homestead Road, Chapel Hill, NC 27516
Existing Zoning: R-2 New Zoning District if Rezoning Proposed: MU-V (arterial)
Proposed Size of Development (Acres/Square Feet): 9.20 Acres / 400,620 +/- SF (GLA)
Permitted/Proposed Floor Area (Square Feet): 394,885 SF / 123,650 SF
Minimum # Parking Spaces Required: 226 Spaces # Proposed: 228 Spaces
Proposed Number of Dwelling Units: 32 units on 4.94 acres # Units per Acre: 6.5
Existing/Proposed Impervious Surface (Square Feet): 17,732 SF (4.9%) / 158,906 SF (43.6%)
Is this Concept Plan subject to additional review by the Town Council? Yes

Fee \$320

Submittal schedule attached

The undersigned applicant hereby certifies that: a) the property owner authorizes the filing of this proposal; b) authorizes on-site review by authorized staff; and c) to the best of his/her knowledge and belief, all information supplied with this proposal is true and accurate.

Signature: _____ Date: _____
Jack L. Smyre, PE, AICP, for The Design Response, Inc.

Presentations must be kept under 15 minutes as required by Town Council

FRALEY PROPERTY

Concept Plan Review

**Town of Chapel Hill
Community Design Commission
October 22, 2008**

**Chapel Hill Town Council
November 17, 2008**

Prepared by:



THE DESIGN RESPONSE

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FRALEY PROPERTY

Concept Plan Proposal

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FRALEY PROPERTY

Concept Plan Information

I. Site Analysis

The site consists of two adjoining tracts of land that are currently occupied by two detached single-family dwelling units and various accessory structures (detached garage, sheds, etc.). The overall site includes a Net Land Area (NLA) of approximately 364,200 SF (8.4 acres) and a Gross Land Area (GLA) of approximately 400,620 SF (9.2 acres).

Hydrology

Topographical information from Orange County's Geographic Information System (GIS) indicates that the site generally slopes from Homestead Road (located along the site's southern boundary) to an unnamed stream that meanders along the site's northern boundary. The unnamed stream is a tributary that is draining from a pond on the adjoining Town-owned property located west of this site to its confluence with Booker Creek in Homestead Park, which is located east of this site. Therefore, the predominant drainage pattern for the site is from south to north, with water heading towards the unnamed stream. The Resource Conservation District (RCD) associated with this unnamed tributary also meanders across the northern portion of the site and occupies approximately 2.4 acres (26.5%) of the site.

There is also a noticeable crest that runs diagonally across the southwestern portion of the property, which means that stormwater in this particular corner of the site actually drains to the west and northwest before eventually turning and heading northward towards the previously identified tributary.

Topography & Slopes

The site analysis includes 2-foot contours that have been provided by Orange County's Geographic Information System (GIS). This information indicates that there are several areas of moderate slopes (10-15%) and steeper slopes (>15%) that are located within the site's Resource Conservation District (RCD) areas. The steepest slopes on the property (>25%) occur where the RCD intersects Weaver Dairy Road Extension and are actually man-made slopes due to the necessary elevation of this street with relation to the adjoining terrain. The unnamed tributary crosses under Weaver Dairy Road Extension in this location.

With regard to the remainder of the property (e.g. areas that are not within the RCD) however, slightly over one-half of the developable portions of the site have slopes of less than 10%, and are considered to be "prime buildable" per the Town's Design Guidelines. Much of the remaining developable portions of the site have moderate slopes (10-15%) and are classified as "secondary buildable" per the Town's Design Guidelines.

There is an area of steeper slopes (between 15 and 25%) that is located in the central and southeastern portion of the site for which the Design Guidelines note that “customized architectural solutions and specialized site design techniques and approaches” are needed for development to occur.

There are no slopes of 25% or greater that are located within the developable portion of the site, other than a small area of man-made slopes that are located adjacent to the Weaver Dairy Road Extension right-of-way.

Soil Types

The site predominantly consists of Georgeville silt loam soils (GeB and GeC). As discussed in the US Department of Agriculture Soil Conservation Services’ *Soil Survey for Orange County, North Carolina*, Georgeville soils consists of well-drained, moderately permeable soils that formed in material weathered from fine-textured metavolcanic rocks. The surface layer is yellowish red silt loam, and the subsoil is mottled red clay loam and silty clay in upper regions, and just mottled red clay loam in lower areas.

Georgeville soils are typically found on gently sloping to moderately steep Piedmont uplands, although they can also be found on narrow side slopes. Slopes are generally in the range of 2 to 10%, although steeper slopes can occur on side slopes. Georgeville soils have high potential for cropland and woodland use, and are considered to have moderately high potential for most urban uses.

Vegetation

The site generally consists of a mix of hardwoods and pines, with some cleared areas in the vicinity of the existing homes, garages and driveways. The northern portion of the site that is located in the Resource Conservation District (RCD) includes a mix of hardwoods and pines. The vegetation in the western and eastern portions of the site primarily consists of pine trees. The central portion of the site, including the site’s frontage along Homestead Road includes a mix of hardwoods and pines, with some large significant trees located in the vicinity of the two existing homes and accessory structures.

Sun/Shade Pattern

The sun rises due east of the property, moves across the property during the day, and then sets due west of the property. This sun pattern means that building exposures facing Homestead Road will have a prevalent southern exposure, while those building facades facing towards the Resource Conservation District (RCD) will benefit from indirect northern light and will cast mid-day shadows towards the unnamed tributary and associated RCD that runs along the northern edge of the property.

Water & Sewer Availability

Water mains are available along both adjoining street frontages. A gravity sanitary sewer connection exists under Weaver Dairy Road Extension, just south of the creek crossing underneath the street.

II. Developer's Program

The property owner's approach to development of the site began by considering several alternative zoning districts and development approaches to the property. We will share these alternatives in addition to the proposed scenario as a component of our presentation at the Concept Plan review meeting. At this time however, we provide additional information regarding the proposed scenario which we believe represents the best opportunity and most desirable fit for this site and the surrounding area.

Overview

The property owner proposes to develop the property in accordance with the Town's adopted Land Use Plan (which is a component of the Town's Comprehensive Plan) that identifies this site as a "development opportunity area" - a designation that is further identified within the adopted Chapel Hill Northern Area Task Force report as an "opportunity to **complement** new adjacent development".

It is worth noting that there are indeed many surrounding residential neighborhoods (Vineyard Square, Homestead Village, Parkside, Parkside II, Northwoods V, Larkspur, Rainbow Heights, Brookstone Apartments and Chapel Ridge Apartments) that are close enough to walk or bike to this convenient corner lot location, especially if a more complete sidewalk and bike lane system existed on Homestead Road. Additionally, this property is well-situated to encourage multi-destination vehicular trips for users of regional facilities such as Homestead Park (soccer, baseball, aquatics facility), the Orange County Human Services Center, and the new Senior Center, as well as nearby schools (Chapel Hill High School, Smith Middle School and Seawell Elementary School). Furthermore, this site is well situated to serve daily commuters on Homestead Road, thereby potentially helping to reduce the length of diverted vehicular trips to accomplish errands.

Once one recognizes these surrounding land uses and acknowledges that the southern leg of the Homestead Road and Weaver Dairy Road Extension intersection will become the northern entrance to Carolina North when it eventually connects to Homestead Road, it becomes clear why this intersection was identified as a unique opportunity for a development that can **complement** the adjacent and surrounding uses. With this opportunity in mind, we believe that this particular site offers an ideal location for a mixed-use development that is designed to interface with this key intersection in an aesthetically appealing and pedestrian-friendly manner.

Noting that the actual intersection corner of Weaver Dairy Road and Homestead Road is not a conducive location for residences, the provision of neighborhood-oriented retail and small office user space in this location would seem to be a better land use fit that would complement adjacent development by providing support services and convenience retail in a nearby location that could be reached by multiple modes of transportation. Finally, in addition to this site being situated at the intersection of two arterial streets, it is adjacent to a developing greenway (Rail Trail), and is located within walking distance of the State University railroad corridor (a potential future mass transit corridor). These are all features that further enhance the site's multi-modal accessibility.

Consequently, having recognized these unique locational attributes, the property owner is proposing that Mixed-Use Village (MU-V) is the appropriate zoning designation for this corner property in order to implement the Comprehensive Plan vision and simultaneously pursue the submitted conceptual mixed-use plan for the site that utilizes all three legs of the mixed-use stool (retail, office, and residential).

We note that although the site is located at the intersection of two arterial roads (Homestead Road and Weaver Dairy Road), and therefore technically qualifies the site for a floor area ratio of 1.2 under the MU-V (arterial) section of the LUMO, the property owner instead proposes a development program intensity that represents less than one-third of that allowable floor area and is furthermore less floor area than would be allowed for a MU-V (local) zoning parcel. In fact, the proposed floor area is less than what would be allowed under a more traditional Community Commercial (CC) zoning designation. Therefore, although the Mixed-Use Village zoning district provides the land-use opportunity to appropriately blend the desired mix of uses on this site, the property owner is only proposing to utilize a limited portion of the floor area that could be proposed with this zoning district.

Conceptual Site Plan Vision

The property owner believes that the combination of land uses and site plan elements that best responds to the site and its surrounding environment is a mixed-use plan that vertically mixes the non-residential elements (retail and office) in a visible two-story form. The placement of these non-residential buildings along the street frontage of the two intersecting streets, joined by the hardscape plaza area between them at the actual corner, shields the parking court area located within, while allowing open access to the retail/office area from the pedestrian system at the intersection. The plaza area also helps monument the corner and provides an interesting and inviting visual element to the streetscape for both streets.

These two buildings are envisioned to house neighborhood level retail of a minor nature and are therefore only 60-foot and 70-foot deep so as to maximize the storefront area for the smaller leases that neighborhood-level providers require. Restaurant opportunities exist on at least one side of the plaza area. Also, one of the buildings might potentially house a single first-floor tenant, such as a pharmacy (without a drive-in window). Some service-oriented office uses (such as an insurance agent's office) might also occupy a ground floor space alongside a retail use.

Above the predominantly first-floor retail users would be a second story of office uses. These office tenants would also be envisioned to be smaller tenants than usually found within the larger office buildings in town. Their smaller lease requirements result in more window opportunities within smaller footprint buildings, so we believe there may be less competition for this office space with other Class A office space in Town than might be first assumed, since the same tenant will likely not be looking at both spaces. Also, we believe that much of the interest in renting this particular office space will be generated from the surrounding neighborhoods, either from entrepreneurs looking to drastically lower their commute by deciding to locate their business office in their neighborhood, or from service providers who draw comfort from the proximity of a nearby neighborhood market.

The existing moderately-sloped and steeper-sloped areas in the central and southeastern portions of the site actually provide a unique opportunity for below-grade parking to basically be constructed on the existing slope with minimal cut and fill. Specifically, the amount of fall from Homestead Road to the central portion of the site is commensurate with the height of a structured parking facility, allowing the understory garage level to be built close to existing grade in the central portion of the site, while the upper deck of the structure would tie into the existing topography at the intersection of Homestead Road and Weaver Dairy Road Extension.

With this approach, the “top deck” would effectively have the appearance of being a surface parking lot for the first-floor retail users and would contain enough parking spaces to serve those ground floor uses. The second floor office tenants and their employees would park in the “below grade” understory garage level that would be accessed by a ramp on the north edge of the parking structure. Although not visible from the first level or the adjoining public streets, this second understory level provides premium parking spaces that are weather-protected for those office users. Again, minimum grading is required to achieve this objective, since the structure is essentially built on the existing slope, as illustrated within the submitted site cross-sections.

For the residential component of this mixed use project, the property owner is proposing a 32-unit townhome community that would be immediately adjacent to the non-residential land use elements. This residential component would provide a step-down land-use and streetscape response from the intersection to the adjoining Town-owned property, and is compatible with surrounding land uses such as Vineyard Square. A separate circulatory access pattern is proposed for the townhomes that is spatially separated from the non-residential components, but still provides easy pedestrian access between the non-residential elements to the east and the greenway/park property to the west.

Affordable Housing

Affordable housing is conceptually illustrated as being provided onsite (15% of total units), but the property owner is receptive to alternative approaches involving payment-in-lieu, if deemed preferable for this project.

Access & Circulation

The best location for the primary access to the site from Homestead Road was field-determined to be at the existing house located in the center of the property’s Homestead Road frontage. As it turns out, that house’s existing driveway is optimally located at the crest of a small rise, providing excellent visibility both east and west on Homestead Road. Furthermore, locating the driveway entrance to the site in this particular location retained enough site frontage to the west to provide a left-turn lane for this entrance utilizing an asymmetrical widening of Homestead Road to the north in conjunction with provision of sufficient right-of-way to contain the ultimate road cross-section for Homestead Road (15’ of additional right-of-way dedication for an ultimate 90-foot right-of-way cross-section is currently illustrated). This primary access point from Homestead Road subsequently became an organizing feature in the development of the conceptual site plan, with the entry boulevard creating an informal transition from the non-residential to the residential uses.

The secondary access point was located on Weaver Dairy Road at the northernmost point that would preserve the Resource Conservation District (RCD) buffer located along the northern property line. That driveway connects to the top deck of the parking structure, which appears simply as a surface parking lot to the first-floor retail user. Access to the lower “below ground” parking deck for second-story office users is via a ramp system constructed on the north edge of the parking structure.

Circulation throughout the non-residential portion of the site is fairly straightforward with only three drive aisles on each level of the deck. In particular, by stacking the parking, each level of parking area effectively appears to be and functions like a smaller parking lot. Consequently, by keeping each level at one-half the size of a comparable surface parking lot, navigation of the non-residential portion of the site becomes easier for vehicles, bicycles and pedestrians.

Circulation within the residential portion of the conceptual plan is circular in nature with no dead-end streets. Connection opportunities, for pedestrians, bicycles and vehicles, are illustrated to the west, where the existing greenway and Town park property are located. This is also an appropriate opportunity to note that there are no “back-to-back” placements of the residential units within the conceptual plan, with every building backing up to a landscape buffer or a preserved open space area (as opposed to backing up to another building).

Vehicular Parking

The Town’s Land Use Management Ordinance requires a minimum of 226 vehicular parking spaces for the proposed combination of land uses, and allows a maximum of 318 parking spaces. According, with 228 proposed vehicular spaces, parking is essentially provided at the prescribed minimum level for the proposed uses.

Bicycle Parking

It is the intent of the property owner to provide the appropriate bicycle parking mix for the site’s development program. We note that there are ample opportunities to do so on the conceptual plan, ranging from external bicycle racks in the plaza area to interior bicycle storage opportunities within the below-ground parking structure for office and retail employees.

Mass Transit/Bus Service

With frontage on both Homestead Road and Weaver Dairy Road Extension, the site has existing access to the Town’s mass transit system. In an effort to foster and promote the availability of bus service to this site, the property owner is proposing to construct a bus stop and a bus pull-off along the site’s Homestead Road frontage.

Stormwater Management

The appropriate stormwater management system will probably utilize an extended detention stormwater pond, as illustrated on the conceptual plan alongside the northern edge of the parking

structure. However, the re-use of portions of the stormwater runoff from the site will also be explored.

Solid Waste & Recycling

The Town's standard solid waste dumpster and recycling enclosure is illustrated on the surface parking deck level of the parking structure for the non-residential portion of the site. With regard to the residential portion of the site, it is the preliminary assumption of the property owner that the townhome community's streets would be public in nature, similar to the adjoining Vineyard Square neighborhood, so that trash and recycling could be gathered curbside.

Building Elevations

The two non-residential buildings would need to be designed in close harmony with the Community Design Commission (CDC) in order to present the appearance of a unified architectural anchor to the northwest quadrant of Weaver Dairy Road's intersection with Homestead Road - an intersection that will become even more prominent as the future northern entranceway into Carolina North is the southern leg of this intersection.

Because of the prominence of this intersection, the plaza element between the two buildings further monuments the northwest corner of the intersection, providing an open pedestrian avenue into the heart of the retail space from the intersection, and setting an expectation for building form and intersection monuments for future projects located in other quadrants of this intersection.

Landscaping, Buffers & Tree Protection

The streetscape elements along the developed portion of the Weaver Dairy Road street frontage and along the Homestead Road street frontage will largely consist of planted elements, with some hardscape elements potentially used along the Homestead Road frontage of the townhome community. The property owner recognizes that special attention will be needed along the Homestead Road frontage in order to both screen views outward as well as screen, or at least filter, the views into the property from the street.

An appropriate landscape buffer will either be preserved, or supplemented with additional plantings, along the western edge of the townhome community. In particular, due to the relatively flat nature of this edge and the limited grading that we anticipate will be needed in this area, we believe that there is a good chance that some of the existing vegetation can be retained and incorporated into the landscape buffer for this area.

The majority of tree preservation on the site will occur within the 2.4 acres of Resource Conservation District buffer that encompasses about 26.5% of the 9.2-acre site. We also have identified and incorporated a potential central tree save area that exists behind the affordable housing townhomes and may involve large existing mature hardwoods. More existing tree location information will be available at the site plan submittal stage.

III. Statement of Compliance with the Town’s Design Guidelines

General Design Criteria

On page 2 of the Town’s Design Guidelines is a section entitled “Criteria for Design” which establishes six “general guidelines for Chapel Hill design.” The general guidelines from this section are reproduced below (*in italics*) with commentary provided as to how this conceptual proposal responds to and addresses each of these criteria.

1. ***Livability:*** *Buildings and outdoor spaces should be designed to fit human scale, harmonize with design of streets, and accommodate pedestrian traffic.*

The non-residential buildings have been sited so as to provide visual interest at the Homestead Road / Weaver Dairy Road intersection by reinforcing the intersection geometry with buildings fronting on each street, while shielding views of the associated parking areas behind them. In particular, the design of the two buildings will “incorporate architectural elements that give scale, or a sense of scale” to each building, as well as architecturally unifying them. Each building appears as a two-story form to the parking area and the adjoining streets (retail on the ground floor and offices above), with the exception of the northeast corner of the building fronting on Weaver Dairy Road Extension. The northern end of this building will have one corner of the basement area revealed as the building follows the natural slope of that area.

Additionally, sufficient space has been left between these two non-residential buildings in the intersection quadrant to create an enjoyable, human-scale space between them in the form of a plaza. This plaza affords direct pedestrian access to the heart of the non-residential element from the intersection area. In addition, this plaza also functions both as a place for human interaction and as a potential setting for a water feature and/or public art.

The residential buildings have been sited such that there are no “back-to-back” relationships between the townhomes, with every dwelling unit situated to alternatively back into a landscape buffer or a preserved open space area. The street pattern serving the residential buildings also promotes livability by allowing for “walk around the block” opportunities, as well as providing multiple pedestrian connections between the non-residential component of the project and the existing greenway and Town-owned recreational land to the west.

2. ***Visual Impact:*** *New public and private projects should be visually appealing, and compatible with other development in the surrounding area.*

The combination of building form, to be developed in conjunction with the Community Design Commission’s (CDC) review, and the streetscape that will be established by this project will combine to provide an appealing visual edge to the northwest quadrant of the intersection of Weaver Dairy Road with Homestead Road. When further combined with the hardscape and landscape elements that will comprise the plaza that is located in the actual intersection area, this particular corner of that intersection will be appropriately

monumented and the views down each street corridor will be visually integrated. Furthermore, the scale of the development (two and three story buildings) is compatible with the two and three story townhomes located in the adjoining Vineyard Square neighborhood that is located immediately to the north of this site.

3. **Vegetation:** *Landscape design concepts should preserve existing trees and incorporate native new trees and shrubbery. The landscape theme should be aesthetically compatible with that of the surrounding neighborhood.*

Preservation of existing vegetation within the fairly substantial Resource Conservation District (RCD) buffer that is located along the northern portion of the site (2.4 acres and approximately one-quarter of the site), combined with a proposed central tree save area in the townhome portion of the site, provide preservation of tree line elements for the southern horizon of the adjoining development to the north (Vineyard Square).

The establishment of a landscaped streetscape, which may include hardscape elements in the residential portion of the Homestead Road street frontage, will provide visual interest for vehicular and pedestrian traffic on both Weaver Dairy Road and Homestead Road. In addition, consideration and incorporation of native trees and shrubbery into the planted streetscapes will help insure aesthetic compatibility with the landscaping of the surrounding development and open space preservation areas.

4. **Mobility:** *Land design concepts should provide a network of roads, bicycle paths and lanes, and sidewalks that give strong consideration to the safety of motorists, cyclists, joggers, and walkers.*

An extensive sidewalk system is illustrated on the conceptual plan, providing sidewalk connections from the adjoining public streets alongside each of the two vehicular entrances. Additionally, a sidewalk connection directly from the intersection area is provided through the plaza area between the two non-residential buildings. Finally, two sidewalk connections are provided from the residential townhome community area to the existing greenway and the adjoining Town-owned recreational land to the west. Collectively, the proposed sidewalk network provides ample and safe opportunities for pedestrians moving throughout the site.

5. **Activity Centers:** *Structures and complexes should enhance community life by use of "destination points" such as arcades, lobbies, and ground-level retail stores, while at the same time providing for safe movement of vehicles and pedestrians.*

The non-residential component of this conceptual plan provides not only an activity center for the townhome community on site, but also for the surrounding neighborhoods, by providing a centrally located neighborhood-scale retail center with a proportionally scaled parking area. Above these ground-level retail opportunities is a second floor for small offices, which either offer a short commute for entrepreneurs who live within one of the nearby neighborhoods if they choose to locate their office within this center, or provide support services that can be marketed to these neighbors.

Furthermore, a key element of the conceptual site plan is the provision of a plaza area between the two non-residential buildings, offering a gathering spot for social interaction, outdoor dining opportunities, or to simply serve as a meeting place for those coming from separate places. The sidewalks and plaza combine to form a pedestrian system separated from the vehicular movement system on site.

6. *Views: Streets, buildings, and parking lots should enhance the urban environment by providing pleasant vistas and geographic orientations.*

As outlined above, the arrangement of the non-residential buildings parallel to the intersecting arterial streets and along the site's street frontage reinforces the intersection geometry and shields views of the internal parking area from the view of the adjoining public street system. Provision of the plaza in the intersection area lends an urban feel to this geometry, providing glimpses of kinetic activity to the passing motorists and providing a direct pedestrian link into the heart of the retail area from the intersection.

Within the center, the two-story appearance of the non-residential buildings from the top parking surface, as well as the scaled-down size of the twin-level parking structure combine to keep the project at a human scale. Preservation of the existing trees within the Resource Conservation District (RCD) buffer area to the north of the site provide a visual separation between this site and the neighborhood to the north, as well as providing a pleasant backdrop for the on-site buildings as viewed from the adjoining public streets.

Specific Examples of Compliance with the Town's Design Guidelines:

In addition to explaining how the project achieves the six key design criteria identified in the Town's Design Guidelines, we offer the following detailed examples as to how the proposed conceptual site plan achieves additional specific design objectives included in the document:

- The site is characterized as Prime Buildable (with slopes of less than 10 percent) in the southern area adjacent to Homestead Road and in the western area of the site and as Secondary Buildable (with slopes of between 10 percent and 15 percent in the northeastern area of the site. Proposed buildings are generally sited within the Prime Buildable areas of the site with a two-story parking deck (one level below a surface level) taking out the grade within the Secondary Buildable area of the site, where "site preparation techniques should be utilized which minimize grading and site disturbance".

The portions of the site that are characterized as Conserved (with slopes of 15 to 25 percent) are either conserved within the RCD portion of the site or are spot locations within the parking deck area which is proposed as a creative and innovative solution in accordance with the Design Guidelines requirement of "customized architectural solutions and specialized site design techniques and approaches" to be applied within such areas so as to minimize grading.

- Parking has been located away from the street, behind the buildings and below grade within the parking deck, thereby using the building and the parking structure as an effective visual barrier between the adjoining public streets and the parking areas onsite.
- A bus pullover stop is conceptually located along the project's Homestead Road street frontage (subject to review) to accommodate mass transit opportunities to and from the both the non-residential and residential components of the project.
- Two means of vehicular site access and five points of pedestrian access are provided to the site, as well as establishment of a circulatory pattern for both vehicles and pedestrians, in order to assure "an efficient circulation pattern" for employees, customers, Town service vehicles, and emergency access vehicles, if needed.
- Interior raised planter islands and landscape containers at the ends of parking aisles on the upper surface portion of the parking deck will provide visual interest and break up the parking deck expanse in an aesthetically pleasing manner.
- Appropriate streetscape landscape buffers will be established, in conjunction with the Community Design Commission (CDC), that provide screening or visual separation/filtering, as desired, with an emphasis on visually separating with a filtered view along the non-residential street frontage of the project and an emphasis on screening, with both landscape and hardscape, along the residential street frontage of the project.

In summary, we believe that the proposed conceptual plan for this site is in compliance with both the intent and the spirit of the Town's Design Guidelines.