



CAMERON VILLAGE CHARRETTE INPUT SUMMARY

FEBRUARY 10-12, 2015



CHARRETTE PARTICIPATION:

DAY #1 - TUESDAY

Public Work Session 7:00-9:00pm, St. Mary's School

- Approximately 70+ Attendees
- 12 small-group discussions with activities focused on urban design and development

DAY #3 - THURSDAY

Presentation 7:00-8:30pm, St. Mary's School

- Approximately 40+ Attendees
- Planning Stations:
 - Development Framework
 - Public Realm Improvements
 - Special Studies

ONLINE SURVEY PARTICIPATION:

- 603 Survey Responses



Charrette Recap



DAY #1 - TUESDAY

Public Work Session 7:00-9:00pm, St. Mary's School

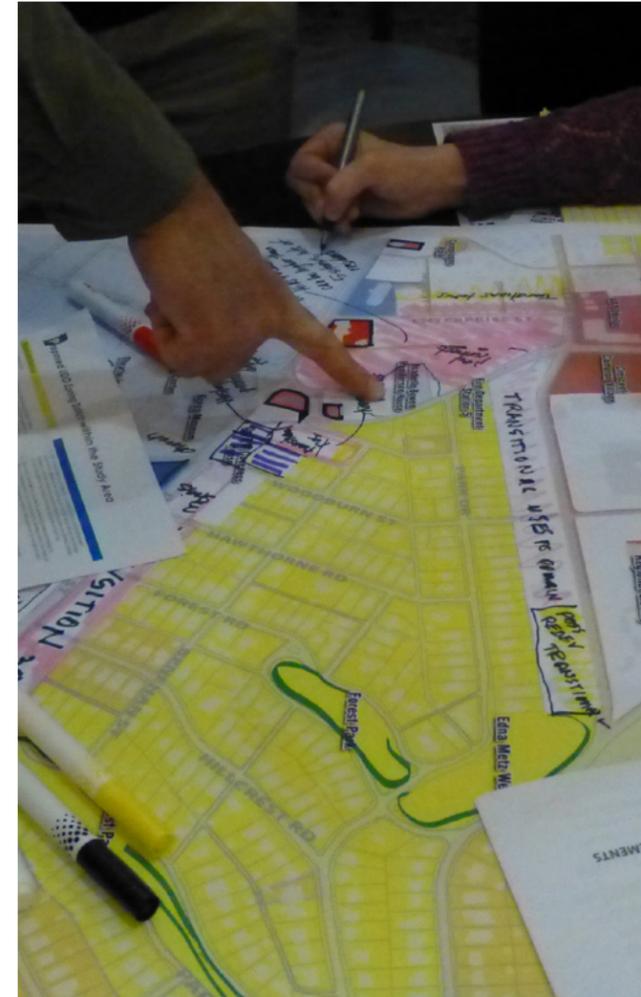
- Review planning process and district analysis
- Facilitated small-group activities focused on urban design and development

DAY #2 - WEDNESDAY

Open Studio Hours at Raleigh Urban Design Center 4:30 – 6:30pm

Work day for the Project Team focused on:

- Analyze the exercises from all the tables
- Create synthesized maps based on the table exercise results
- Use community impacts assessment software to compare growth scenarios to a baseline
- Conduct additional study and/or illustration of priority projects



DAY #3 - THURSDAY

Open Studio Hours at Raleigh Urban Design Center 8:30 – 10:30am

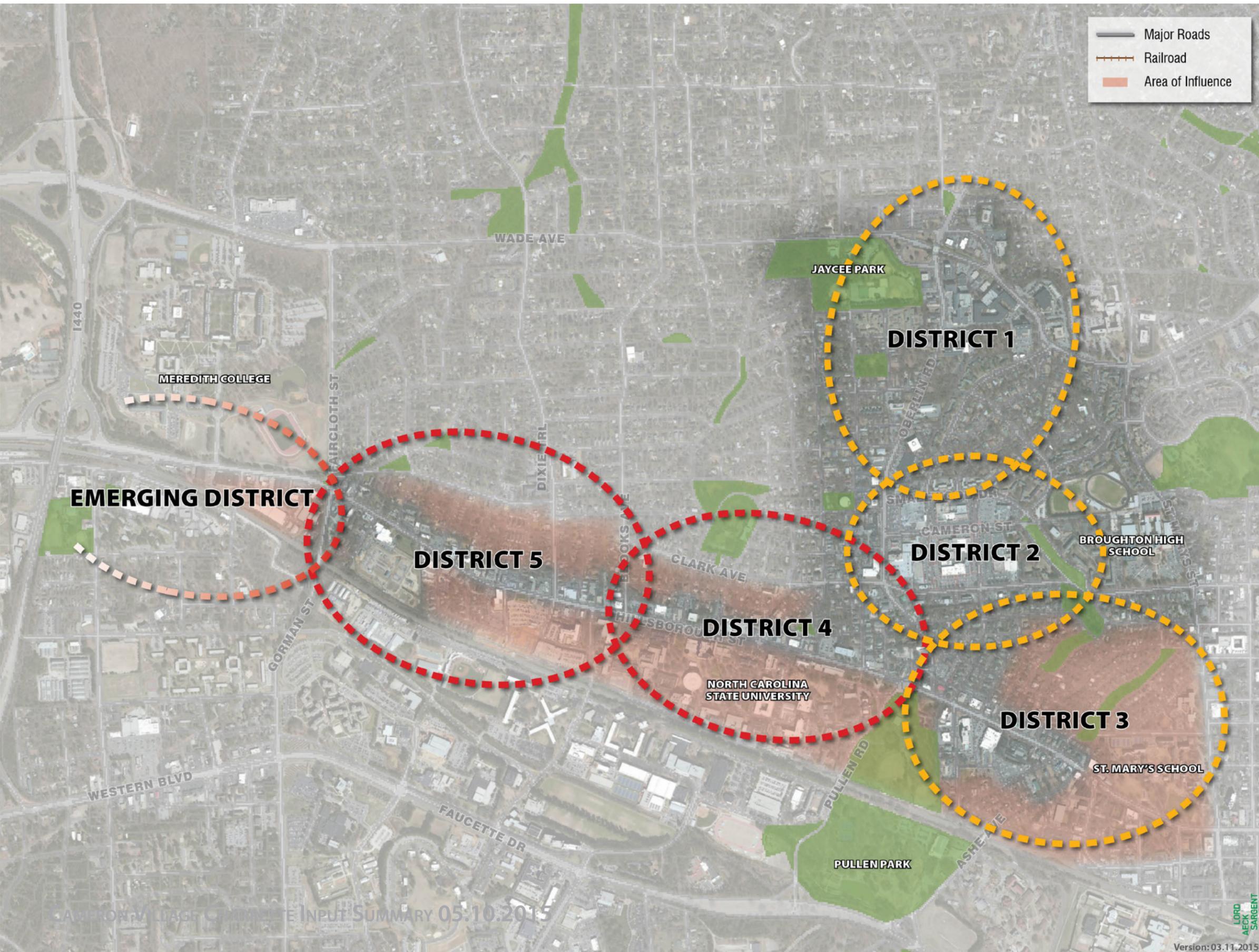
Presentation 7:00-8:30pm, St. Mary's School

- Continue refinements to the scenarios and visualization
- Mid-day preview for the Advisory Committee
- Public presentation of draft workshop results in the evening

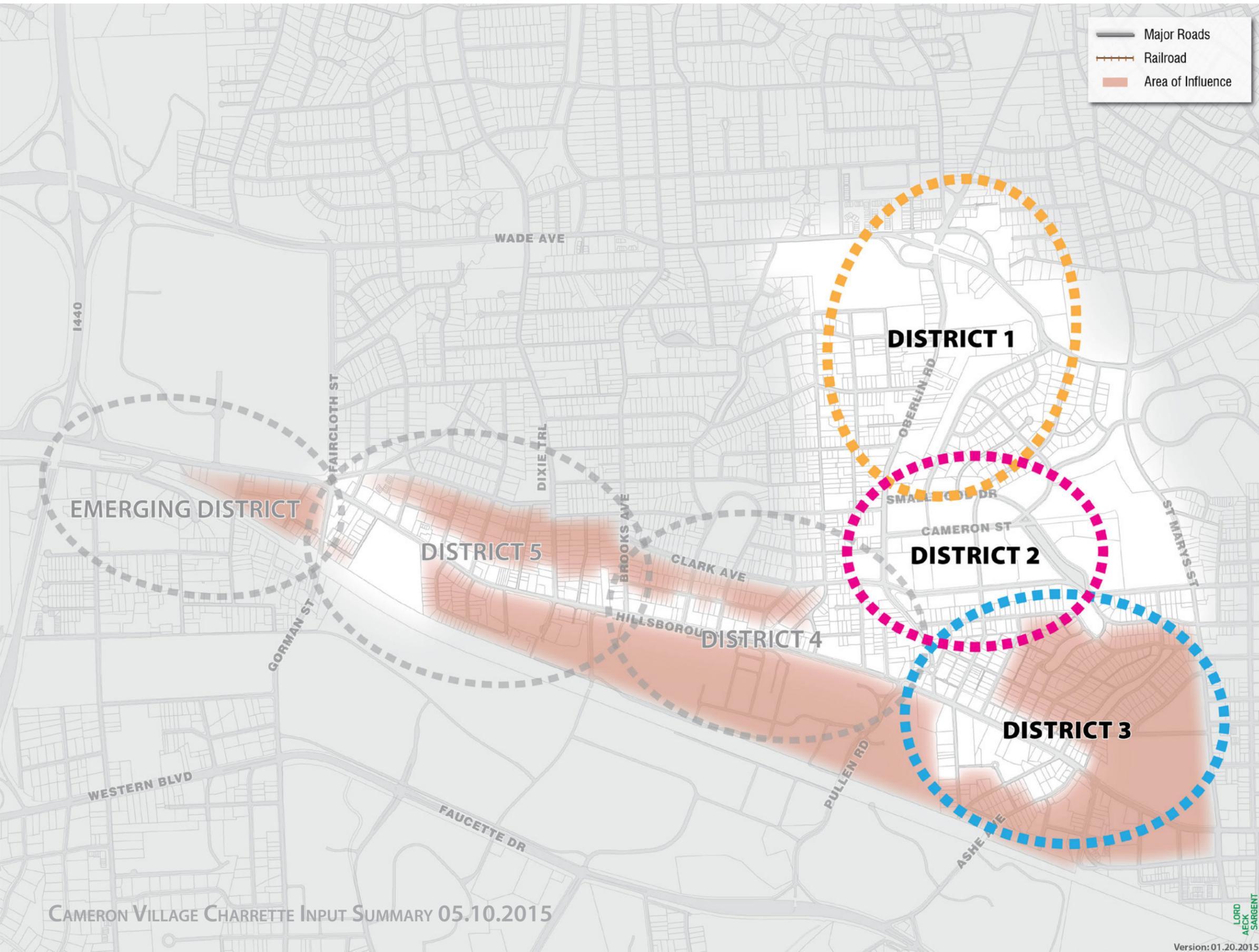


District Analysis

DISTRICTS



District Analysis



CAMERON VILLAGE CHARRETTE

Discussed Districts 1, 2, & 3

February 10-12, 2015

Location: St. Mary's School

Major Themes from Public Input

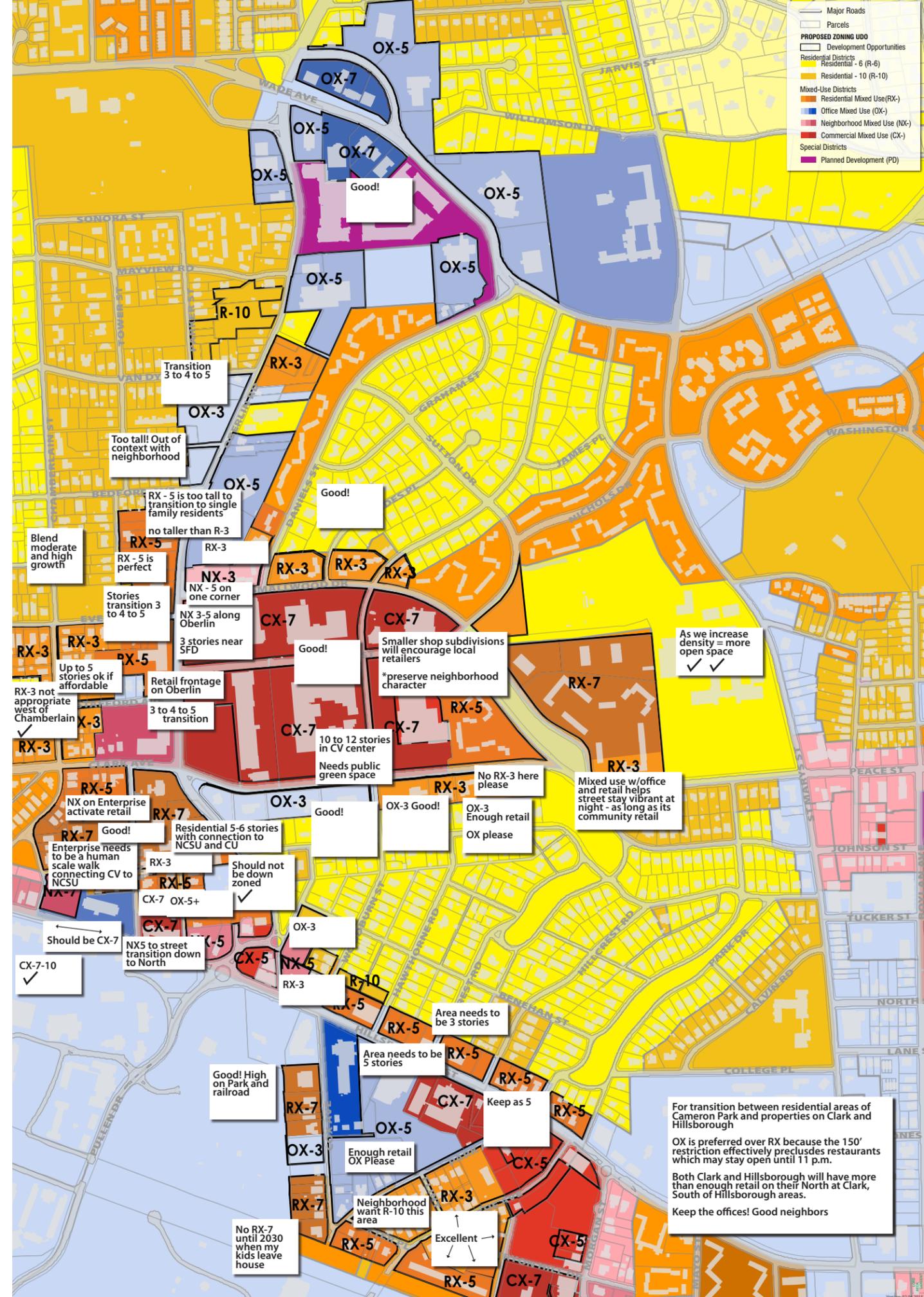
Preserve and enhance existing neighborhoods

Manage and direct new growth

Plan for a first-class public realm

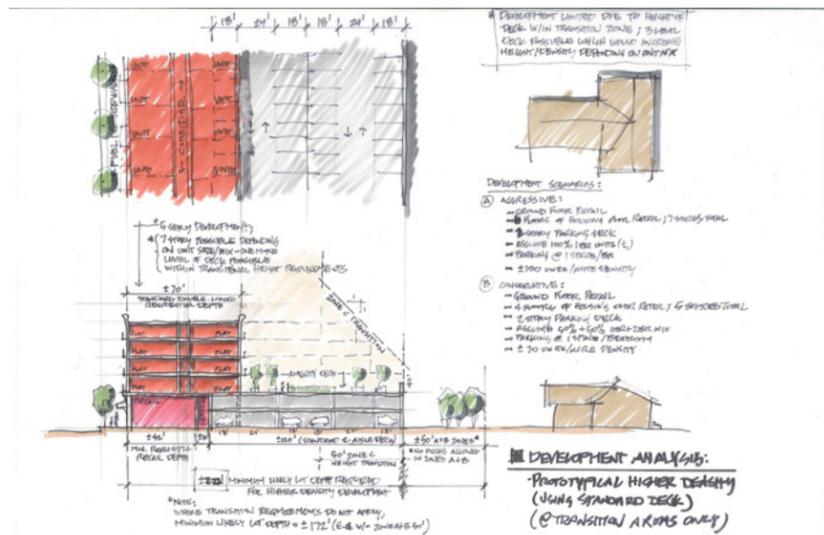
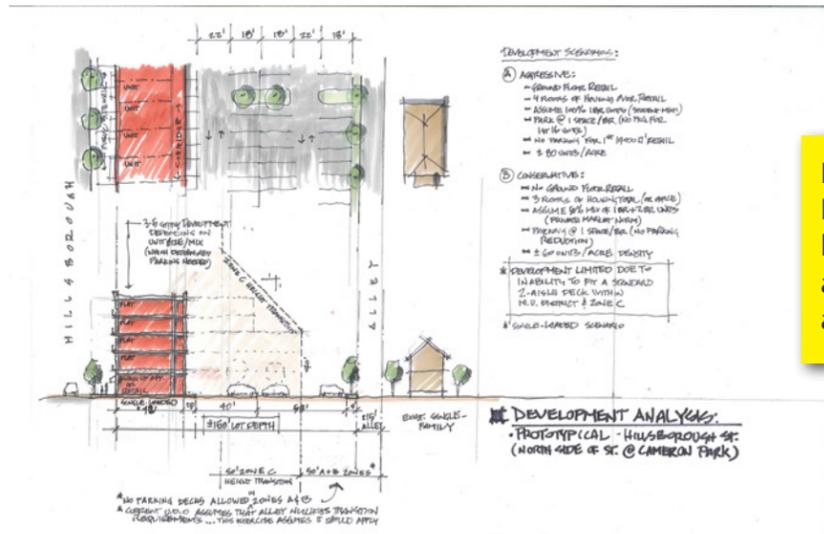
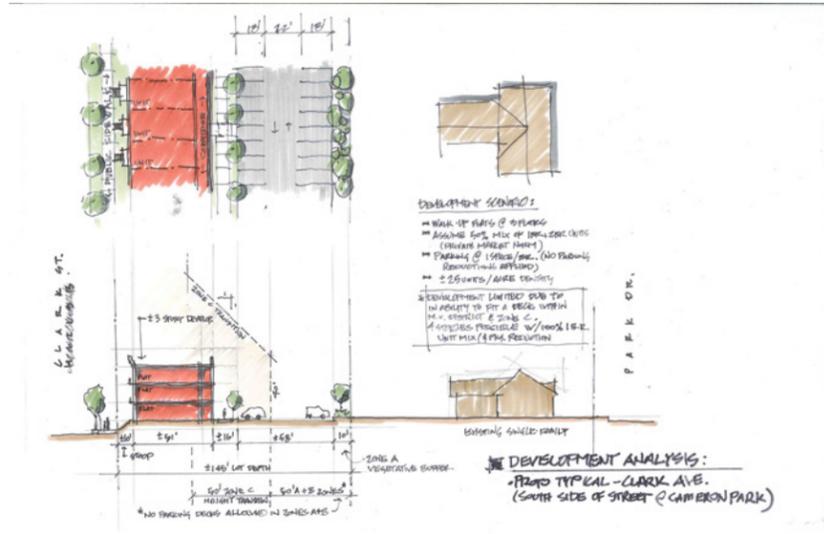
Land Use and Development Framework Scenario B

- Transition 3 to 4 to 5 stories
- More open space with increased density
- OX preferred over RX because the 150' restriction effectively precludes restaurants which may stay open till 11pm.
- Upto 5 stories along Oberlin Road
- Higher along Enterprise



Conceptual Development Studies - Height Transition Conditions
(generally assumes development best practices and UDO requirements for parking and transition)

Conceptual Phased Development Study of Cameron Village Shopping Center



Development along Hillsborough needs to be limited to 3 stories where adjacent to SFD (including along the alley)



Existing



Smallwood Drive Block

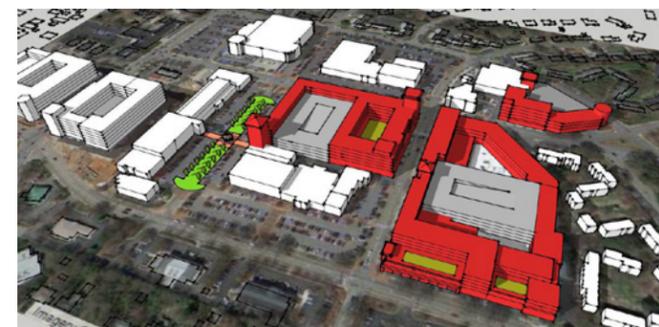


Library Block



Daniels Street Block

Like the structured parking



Potential New Plaza

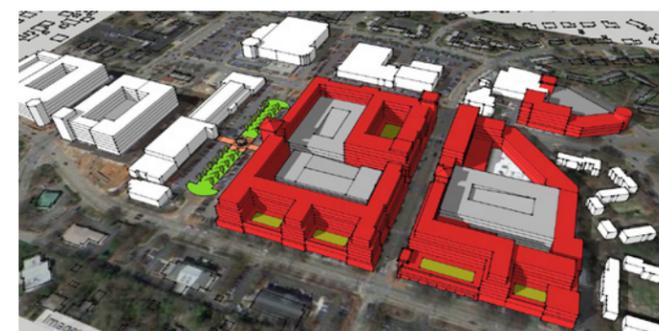


5 Story Partial Build Out

Make library bigger?

Opportunity for smarter storefronts

Keep some of Cameron Village present height to promote sense of place outside shopping



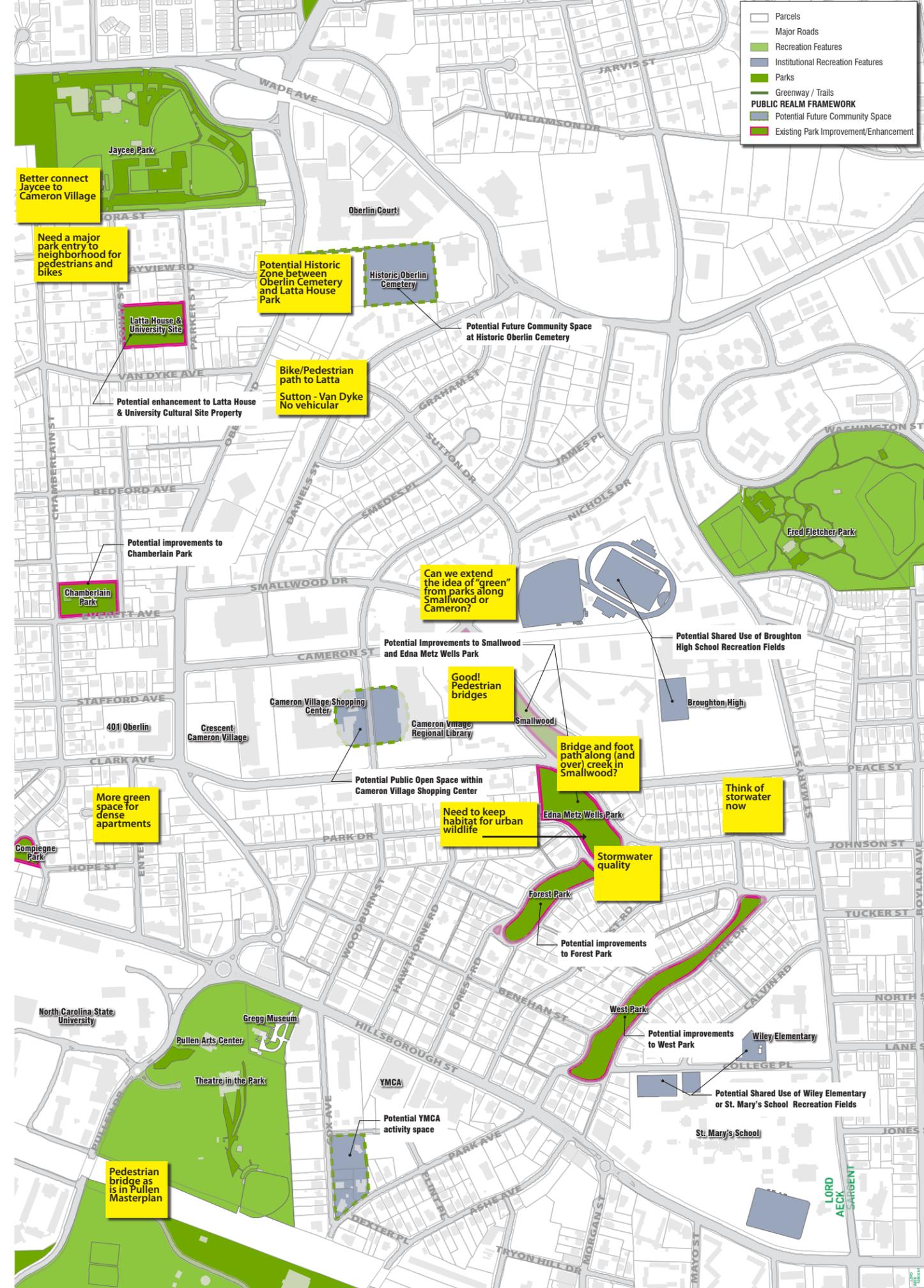
7 Story Partial Build Out

Verify transportation infrastructure capacity

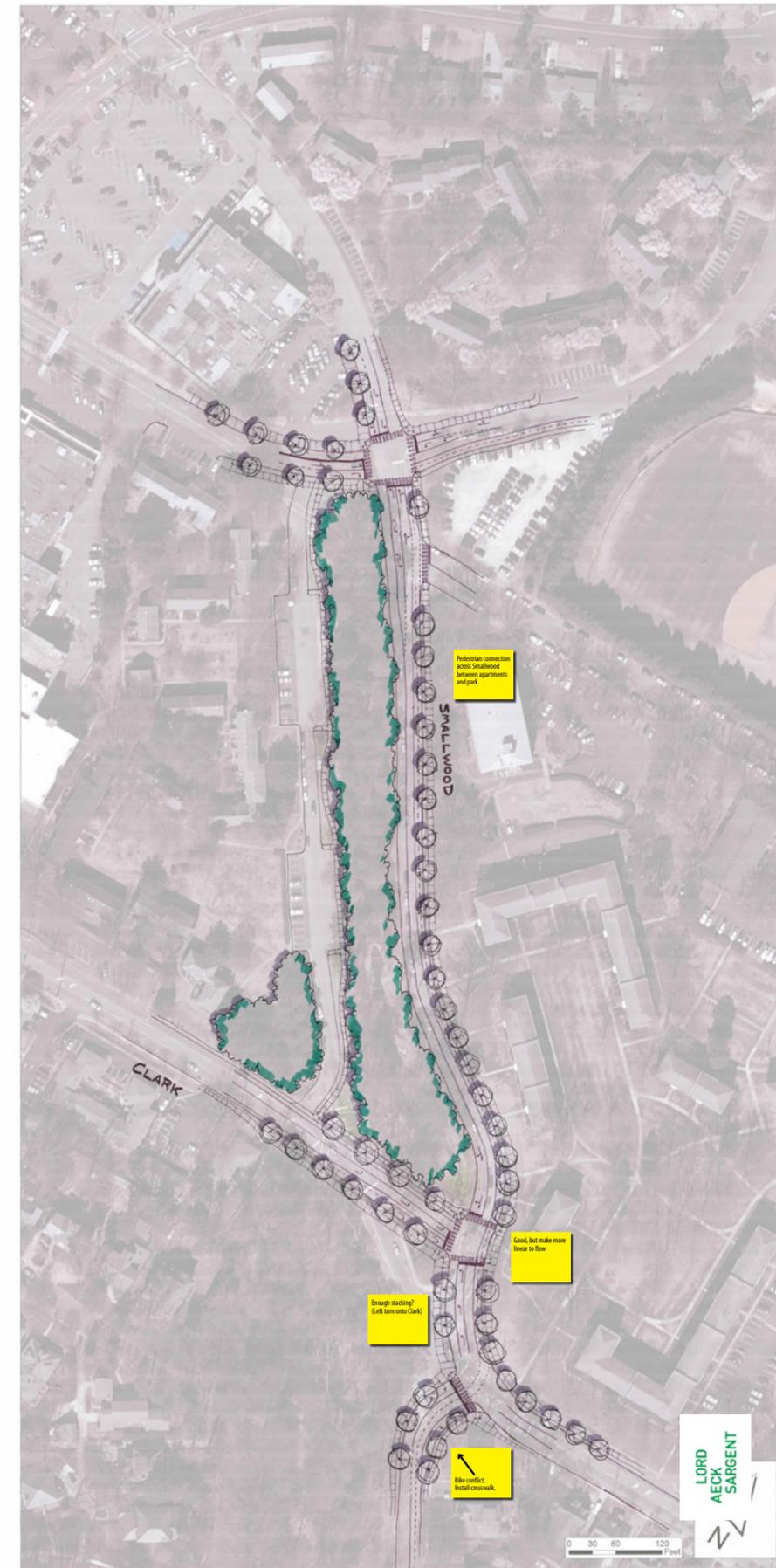
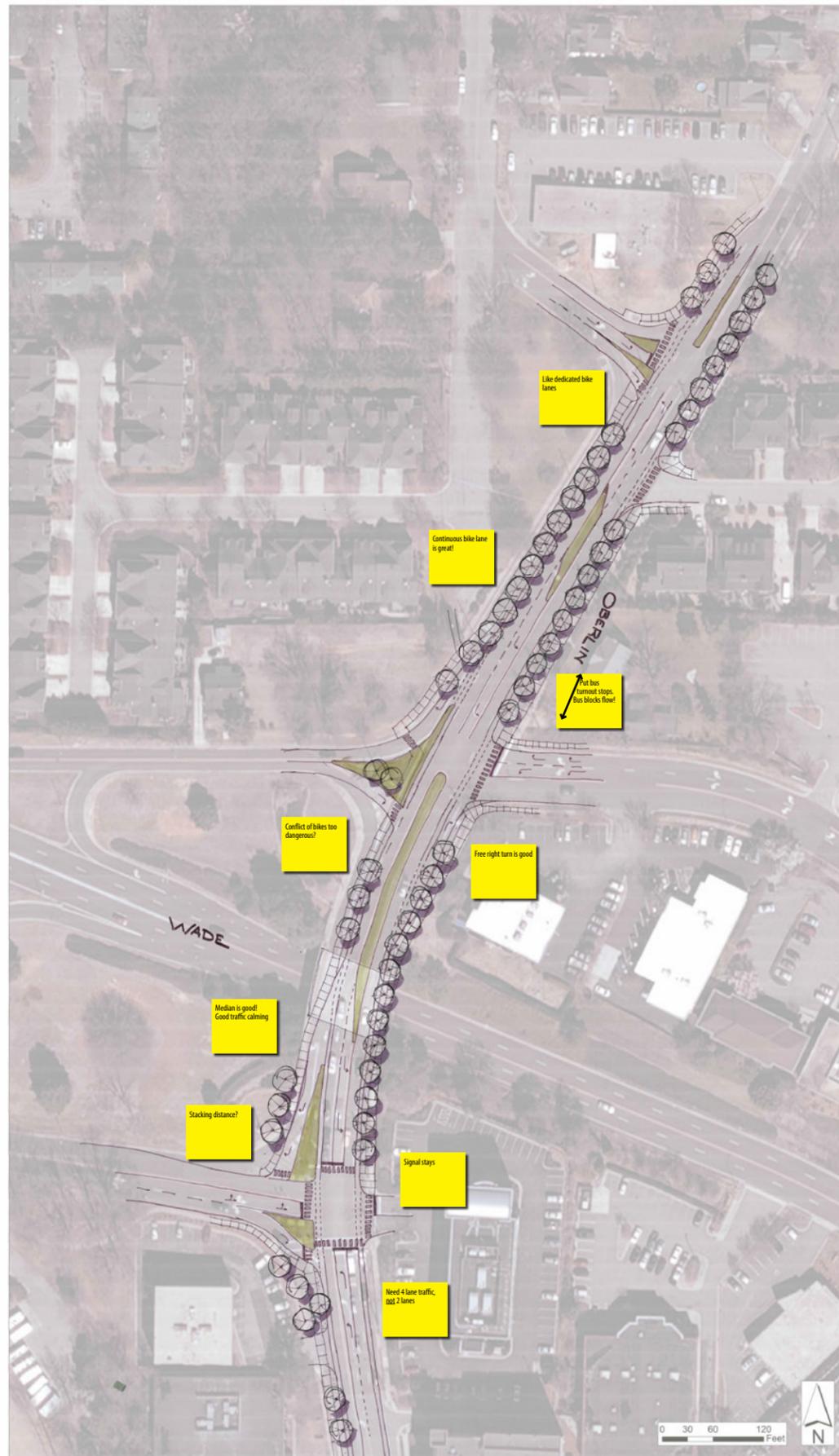
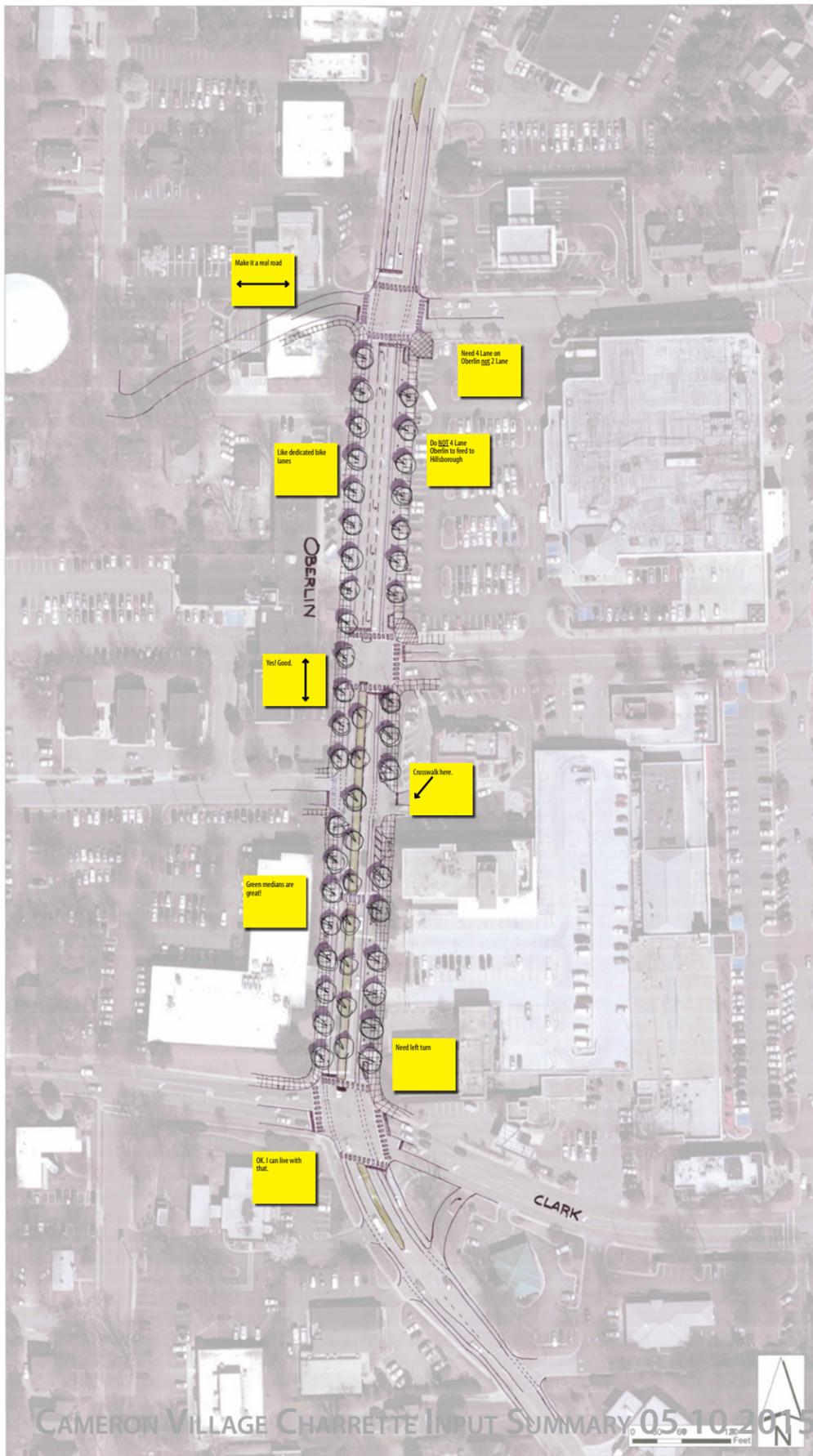
No "Big Box" stores

Public Realm Framework

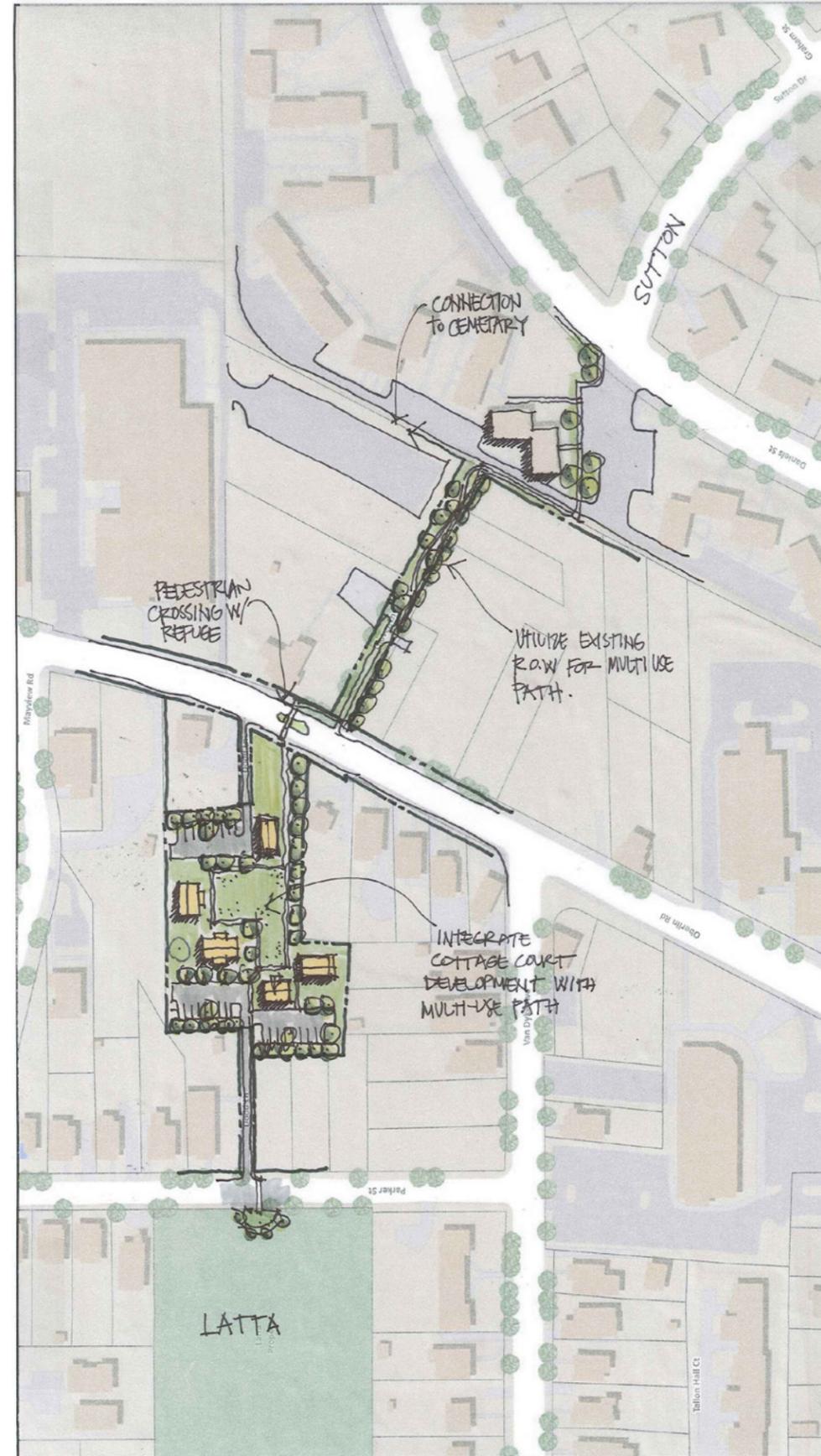
- Better connect Jaycee to Cameron Village
- Need a major park entry to neighborhood for pedestrians and bikes
- Potential Historic Zone between Oberlin Cemetery and Latta House Park
- Bike/Pedestrian path to Latta
- Sutton-Van Dyke: No vehicular
- More green space for dense apartments
- Can we extend the idea of "green" from parks along Smallwood or Cameron?
- Good pedestrian bridges (by Smallwood Park)
- Bridge and foot path along (and over) creek in Smallwood?
- Need to keep habitat for urban wildlife
- Stormwater quality
- Think of stormwater now
- Pedestrian bridge as is in Pullen Masterplan



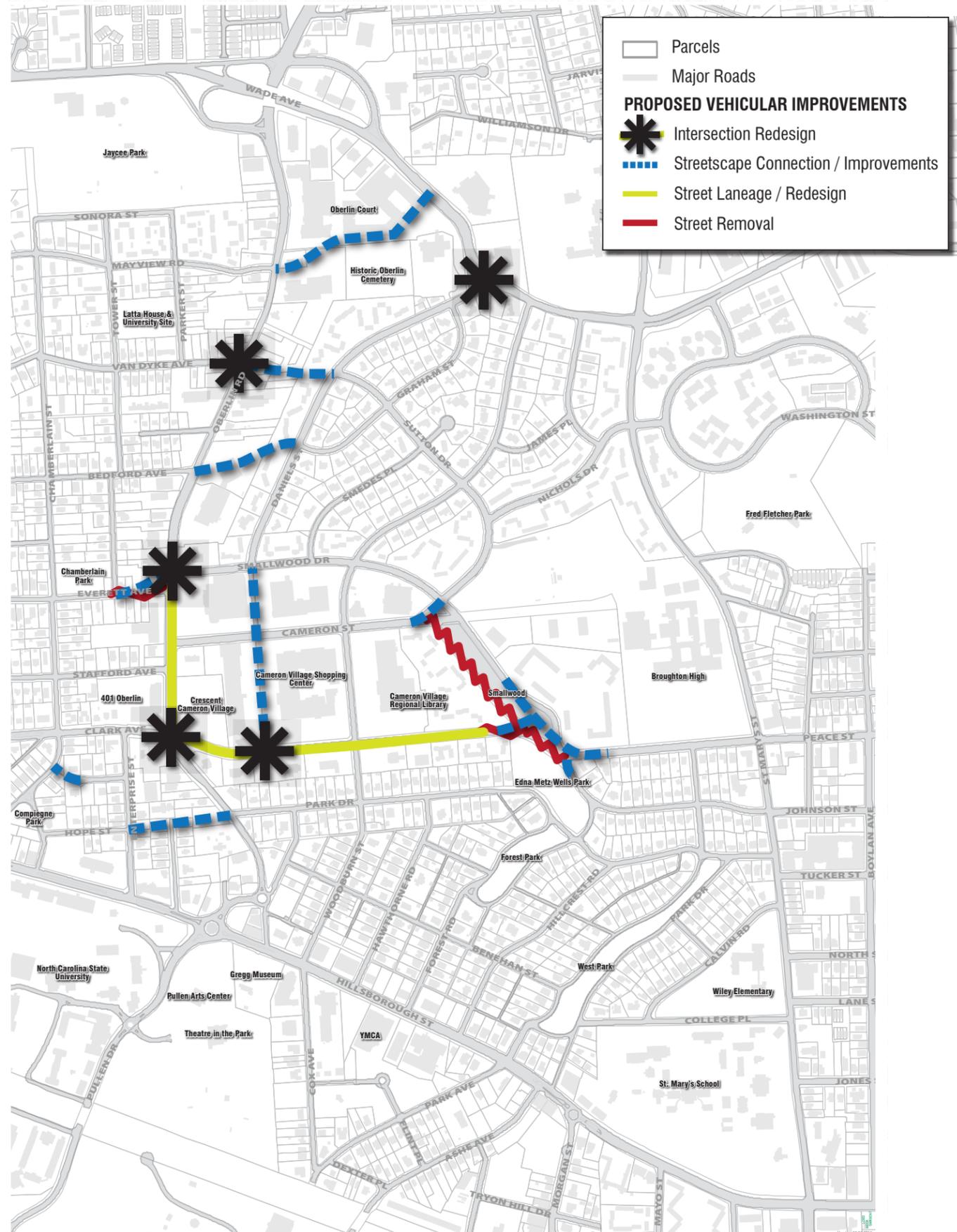
Public Realm Framework



Public Realm Framework



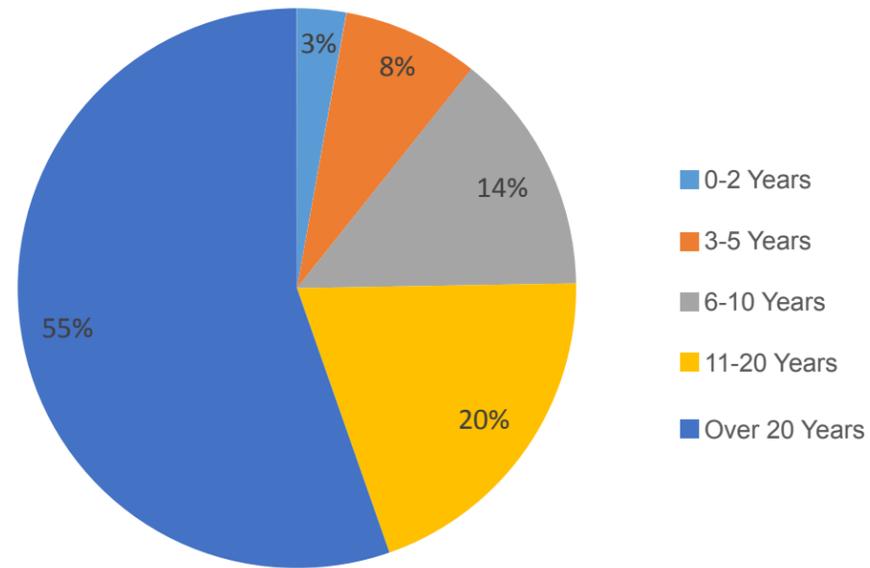
Public Realm Framework



Survey Results

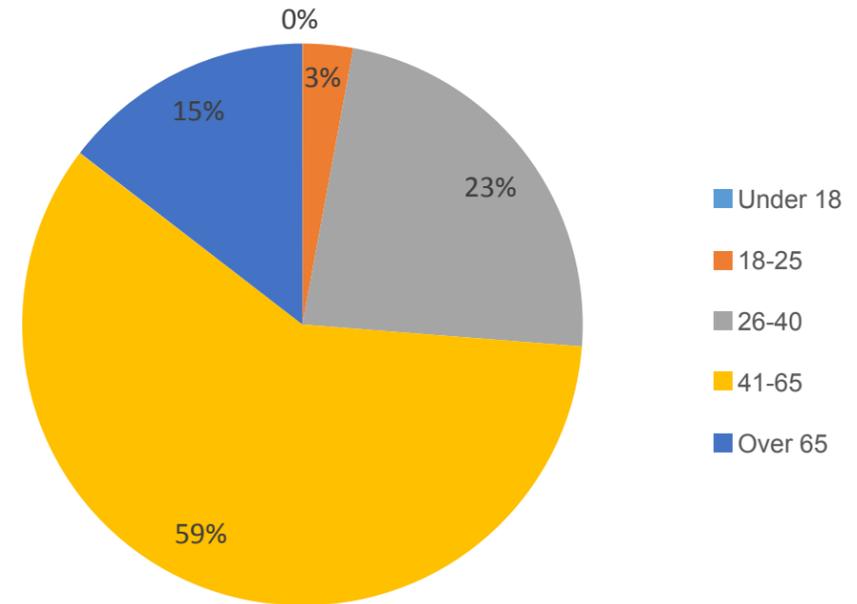
Number of responses: 603

Years Living /Working in Raleigh



Answered question: 457
Skipped question: 145

Age of the Participants



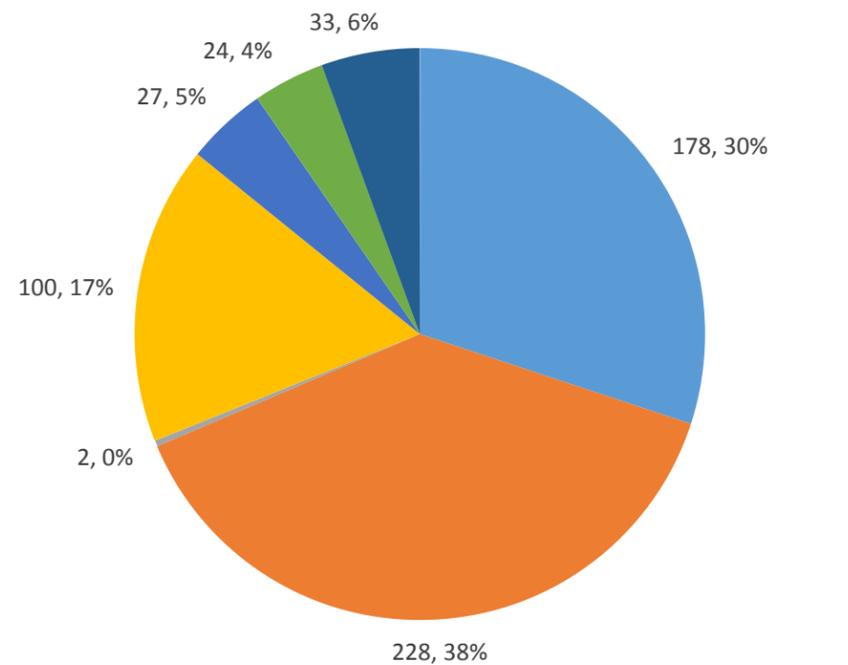
Answered question: 446
Skipped question: 156

Survey Results

1. Do you believe that multi-modal (cars, bicycles, and pedestrians) improvements should be made along Oberlin Road, between Clark Avenue and Smallwood Drive, to accommodate enhanced sidewalk and pedestrian improvements, improved bicycle facilities, and street parking?

Answered question: 592

Skipped question: 10



- Yes, facilities should be improved for people walking and biking, and on-street parking should be added.
- Yes, facilities should be improved for people walking and biking.
- Yes, on-street parking should be added.
- Yes, but only if improvements do not impact vehicular flow.
- No, Oberlin Road should focus on carrying more cars.
- No, Oberlin Road should remain as-is.
- Other (please specify)

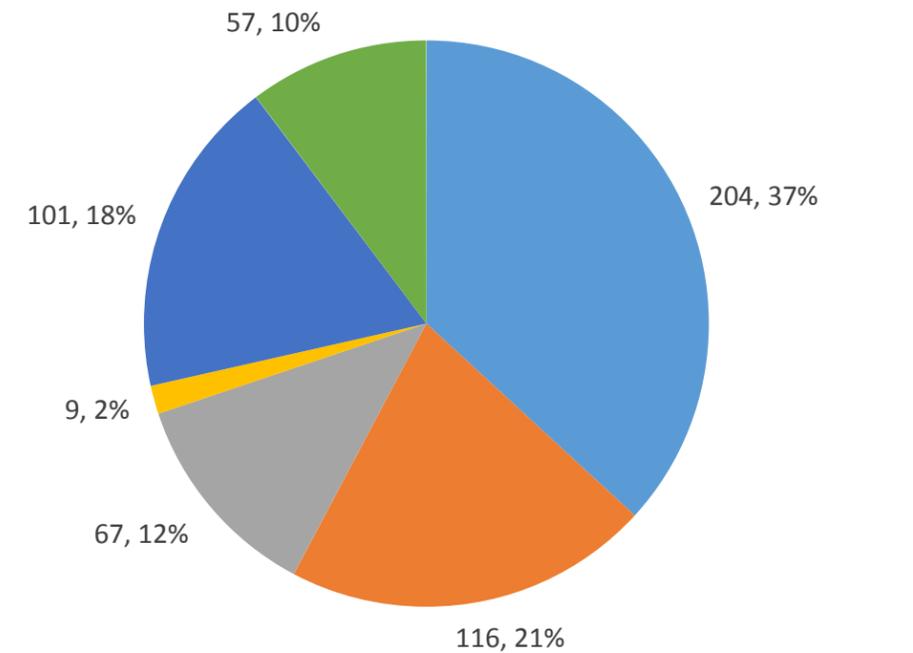
* Additional comments from the public centered around the topics of:

- Focusing more on pedestrians and bike lanes.
- On-street parking could be fine if it does not put the pedestrian or cyclist in danger.

2. The block bounded by Oberlin Road, Daniels Street, Wade Avenue, and Smallwood Drive creates a continuous superblock with a perimeter of nearly one and a half miles. What do you think about new connections from Oberlin Road to the east (similar to the ones shown: an extension of Mayview Road to Wade Avenue, a connection from Van Dyke Avenue to Sutton Drive, and a connection from Bedford Avenue to Graham Street)?

Answered question: 554

Skipped question: 48



- Yes, these should become new streets, with sidewalks and bike paths.
- Yes, these should become new multi-use paths for people walking and biking.
- Yes, but I think only some of these new connections should be made.
- Yes, but there should be different connections.
- No, new connections are not necessary.
- Other (please specify)

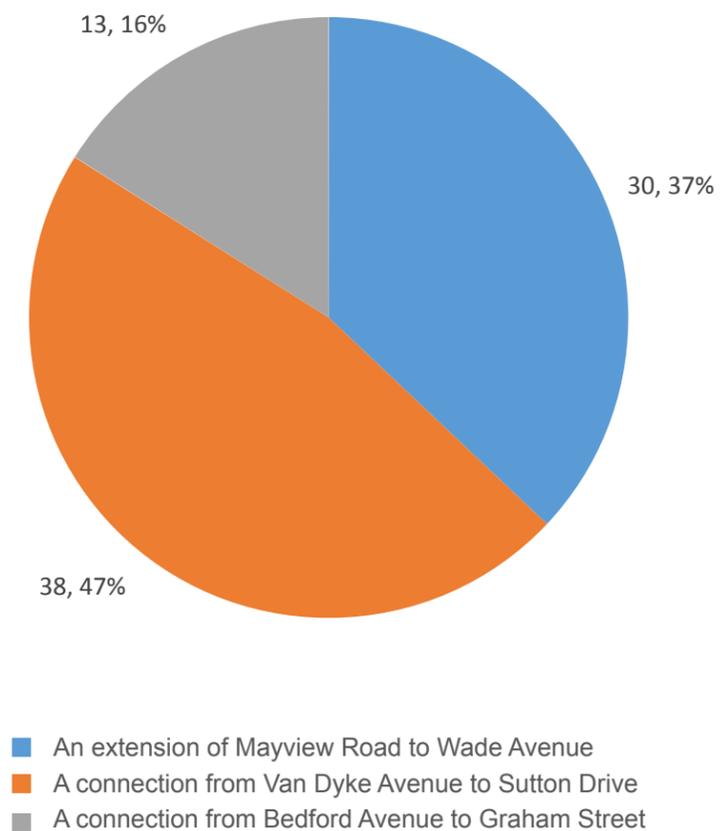
* Additional comments from the public centered around the topics of:

- Having some of the connectors proposed, but not all of them.
- Sidewalks and bike lanes should be a priority.

Survey Results

3. CONNECTING THE NORTH END OF OBERLIN ROAD (continued from Q2)

If you think only some of these new connections should be made, which of the following do you think are most appropriate?



4. CONNECTING THE NORTH END OF OBERLIN ROAD (continued from Q2)

If you think there should be different connections what would you suggest?

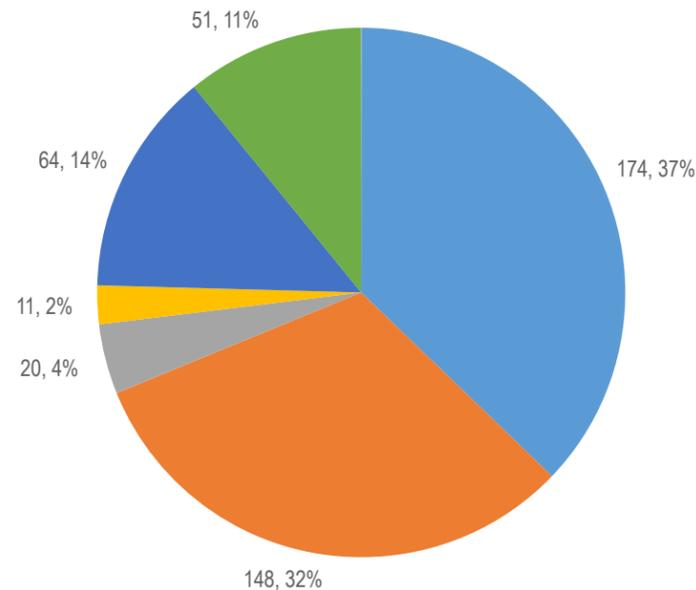
- Connect Wade Ave to Chamberlain or Tower- Before the “superjam”, not after....(from cars coming downtown via wade at start of work day)
- More for car traffic, less bike and foot
- I ride a bike a bike it would save time
- No Roundabout
- Offset the new connections to limit cut-through traffic. I.e., move the proposed connections north or south about 1/10 mile from Van Dyke and Mayview. These streets already receive to much cut-through traffic because they are so connected to North-south streets. .

Survey Results

5. What do you think about realigning the intersection of Smallwood Drive, Bellwood Avenue, Clark Avenue, and West Peace Street? The realignment would make Smallwood Drive to West Peace Street the primary connection into Cameron Village. It would reduce traffic on Clark Avenue and create T-intersections at Peace Street for both Clark Avenue and Johnson Street. This change would also make Bellwood Drive primarily a parking and access street for the nearby residences.

Answered question: 468

Skipped question: 134



- I think this realignment will work better than what is currently there.
- I like the idea of improving this intersection, but I would give more priority to keeping Clark Avenue to West Peace Street the primary movement.
- I like the idea of a realignment of the intersection, but I would not downgrade make Bellwood Avenue primarily a parking and access street for the nearby residences.
- I like the idea of a realignment of the intersection, but the direct connection of Smallwood Drive to Johnson Street is important to maintain.
- I do not think the intersection needs realignment.
- Other (please specify)

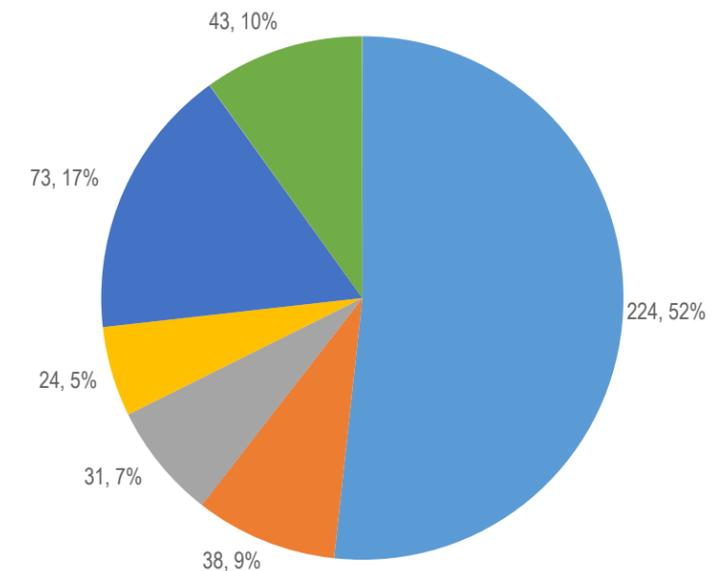
* Additional comments from the public centered around the topics of:

- Concern over traffic from Broughton High School.
- Uncertainty over this area, more information was needed.

6. What do you think about realigning the intersection of Smallwood Drive, Bellwood Drive, Cameron Street, and Sutton Drive? The realignment would make the intersection of Cameron Street and Sutton Drive a single four-way intersection. This change reinforces Bellwood Drive becoming primarily a parking and access street for the nearby residences.

Answered question: 433

Skipped question: 169



- I think this realignment will work better than what is currently there.
- I like the idea of improving this intersection, but I would give more priority to Smallwood Drive being the primary movement.
- I like the idea of improving this intersection, but I would give more priority to Cameron Street and Sutton Drive being the primary movement.
- I like the idea of a realignment of the intersection, but I would not make Bellwood Avenue primarily a parking and access street for the nearby residences.
- I do not think the intersection needs realignment.
- Other (please specify)

* Additional comments from the public centered around the topics of:

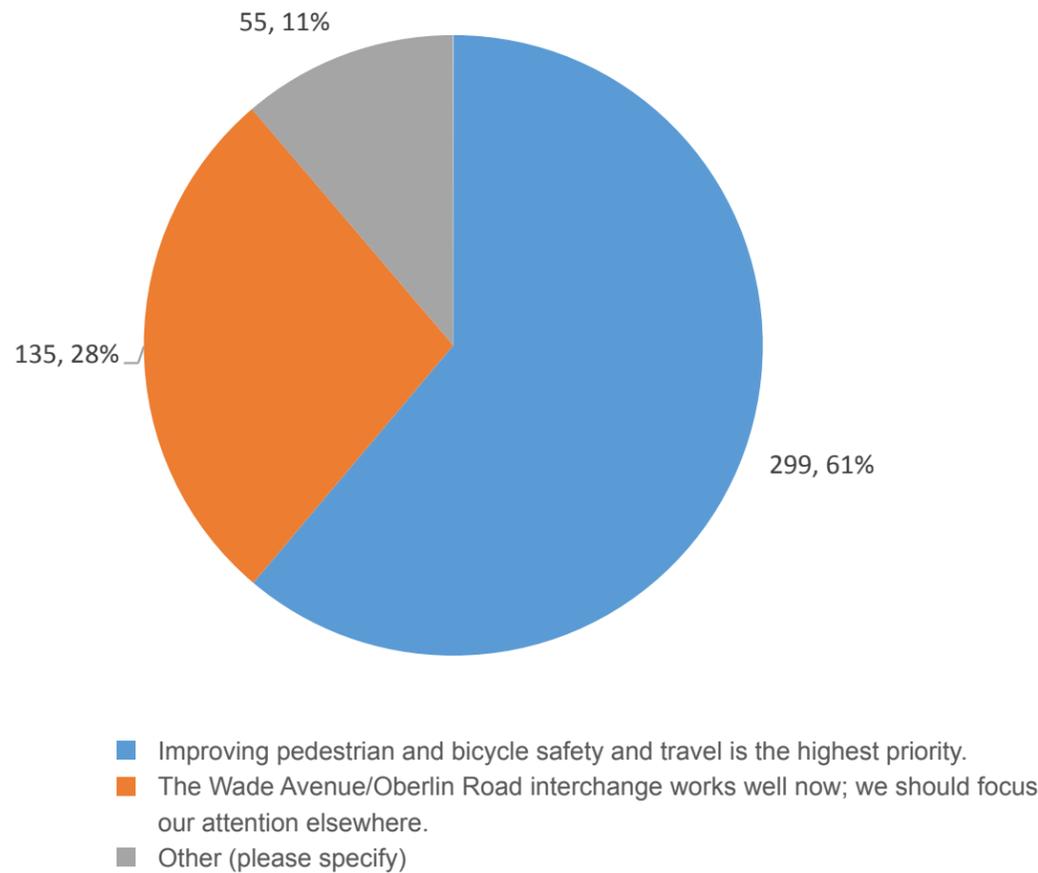
- Uncertainty over this area, further studies should be done.
- Consider roundabout opportunity.

Survey Results

7. What do you think about the potential redesign of the intersection and overpass of Oberlin Road and Wade Avenue? The redesign would help to improve the pedestrian and bicycle experience, as well as helping to clear up confusion of vehicles exiting Wade Avenue and merging onto Oberlin.

Answered question: 485

Skipped question: 113



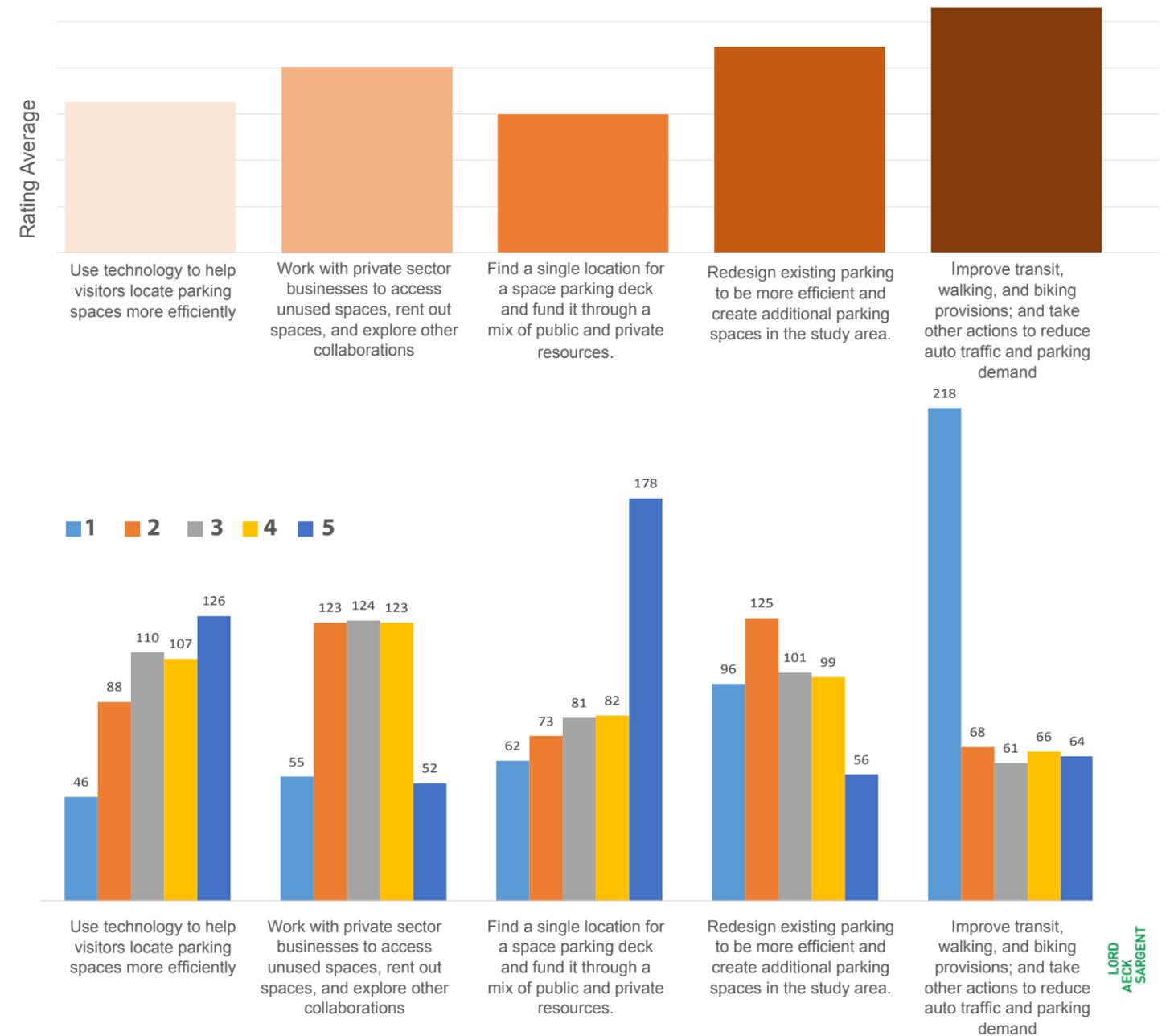
* Additional comments from the public centered around the topics of:

- Improvements should be made to help with vehicular confusion.
- While ped and bike safety improvements are desired, a priority for traffic improvements was expressed.

8. The demand for both on- and off-street parking is substantial, and may increase with new development. There are many trade-offs associated with parking strategies, ranging from the sheer expense to consumption of valuable land to quality of residential and business character. What measures do you think should we should explore to make parking better? Rank the responses from 1 to 5, with 1 being the most important.

Answered question: 477

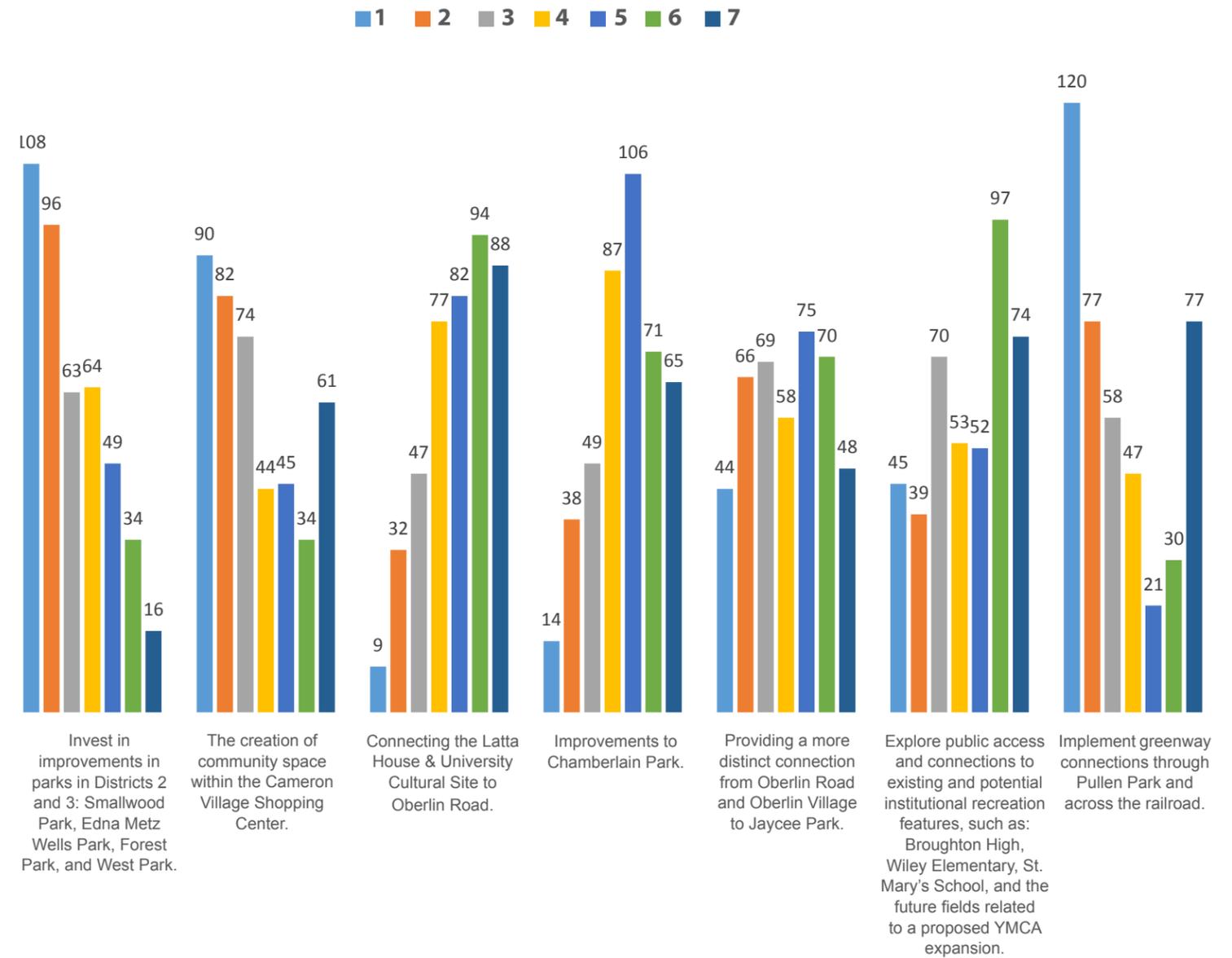
Skipped question: 125



Survey Results

9. Please list the following improvements, enhancements, connections, or additions to parks and community space in order of priority from 1 to 7 (1 being the most important to you, and 7 being the least).

Answered question: 430
Skipped question: 149



Survey Results

10. Please list other improvements, enhancements, connections, or additions to parks and community space not shown above (please specify)?

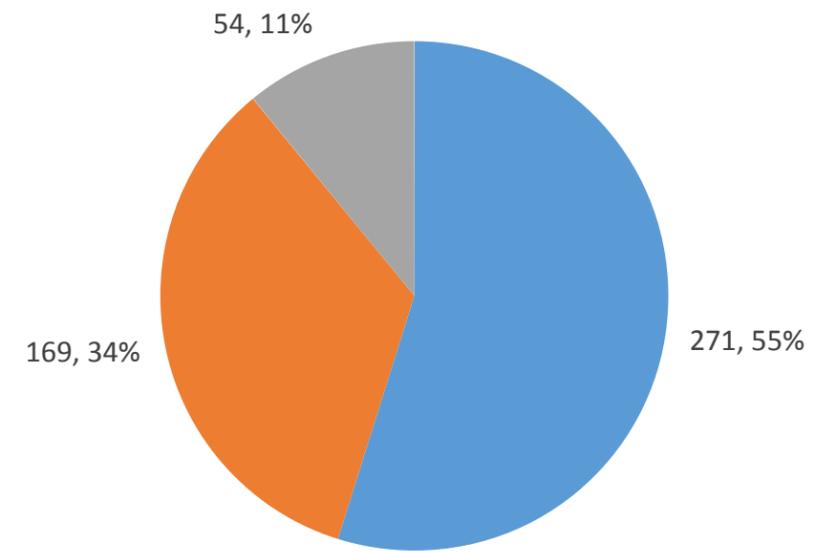
Answered question: 66
Skipped question: 513

Additional comments from the public centered around the topics of:

- Adding connections via greenways.
- Keeping the character of the neighborhood.
- Improvements on existing infrastructure, but not necessarily new development.
- Preservation of existing greenspaces.
- Maps are difficult to read.

11 Which growth scenario seems more appropriate for the area around Wade Avenue and Oberlin Road?

Answered question: 440
Skipped question: 162



- The Moderate Growth Scenario (shown on the left) seems more appropriate for the area around Wade Avenue and Oberlin Road.
- The High Growth Scenario (shown on the right) seems more appropriate for the area around Wade Avenue and Oberlin Road.
- If you would like to leave feedback you may do so here. Please be as specific as you can by providing approximate locations, such as nearest intersections.

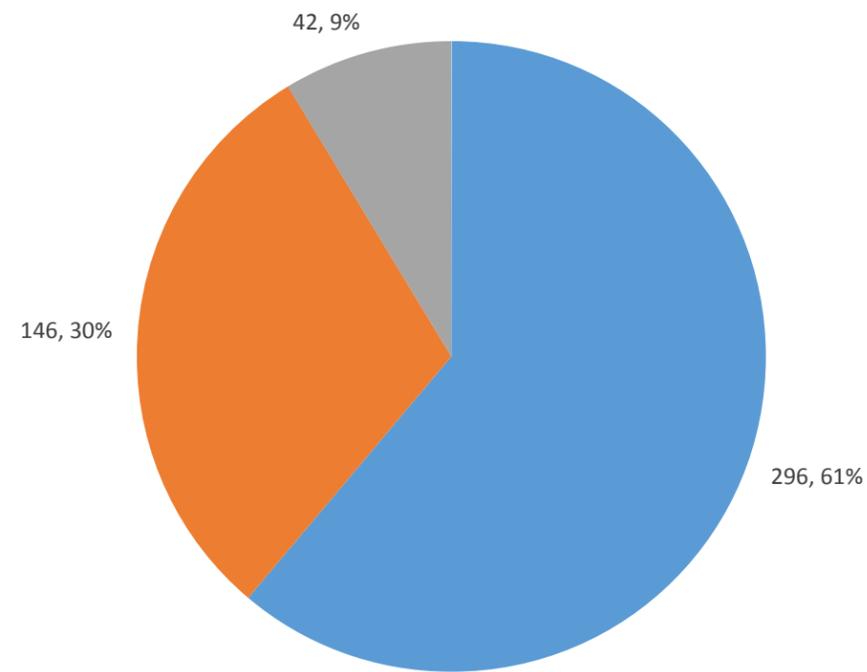
* Additional comments from the public centered around the topics of:

- I don't understand the question.
- There is no low growth scenario.
- Must transition to single family - nothing more than 3 stories.
- The road network cannot handle significant redevelopment.
- Protect Oberlin Village.
- Growth needs to be distributed to key areas that could handle it.
- Ped/bike and transit investment.

Survey Results

12. Which growth scenario seems more appropriate for the area along Oberlin Road?

Answered question: 442
Skipped question: 160



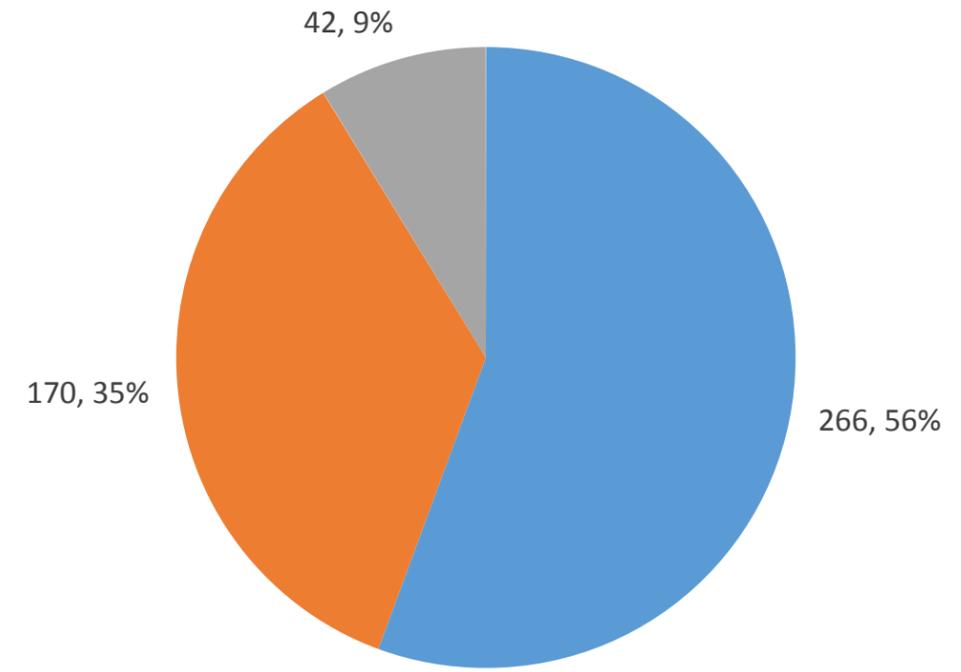
- The Moderate Growth Scenario (shown on the left) seems more appropriate for the area along Oberlin Road.
- The High Growth Scenario (shown on the right) seems more appropriate for the area along Oberlin Road.
- If you would like to leave feedback you may do so here. Please be as specific as you can by providing approximate locations, such as nearest intersections.

*** Additional comments from the public centered around the topics of:**

- Frustration over no/low growth.
- More consensus on lower density.
- Less office.
- Oberlin Road cannot handle more growth.

13. Which growth scenario seems more appropriate for the area around the Cameron Village Shopping District?

Answered question: 436
Skipped question: 166



- The Moderate Growth Scenario (shown on the left) seems more appropriate for the area around the Cameron Village Shopping District.
- The High Growth Scenario (shown on the right) seems more appropriate for the area around the Cameron Village Shopping District.
- If you would like to leave feedback you may do so here. Please be as specific as you can by providing approximate locations, such as nearest intersections.

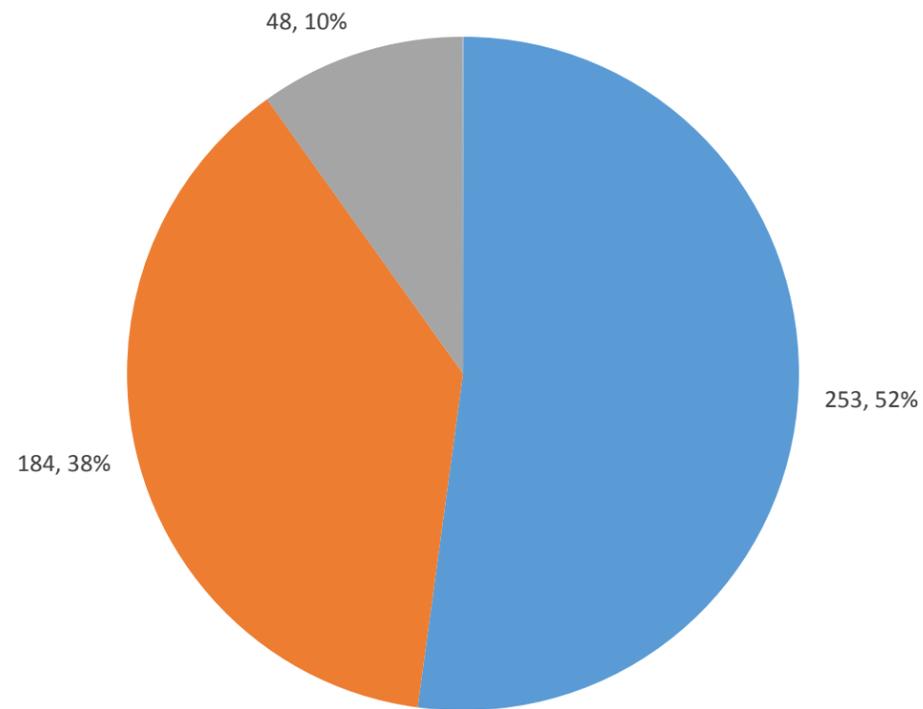
*** Additional comments from the public centered around the topics of:**

- Lower - less than 5 stories.
- Traffic impact.

Survey Results

14 Which growth scenario seems more appropriate for the area along Hillsborough Street?

Answered question: 437
Skipped question: 165



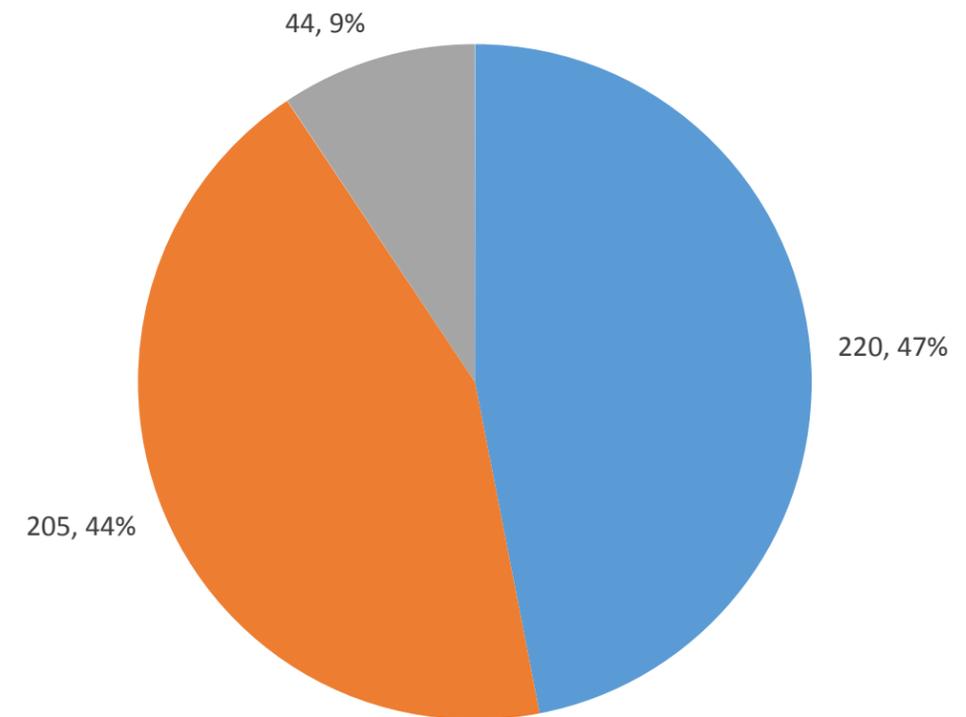
- The Moderate Growth Scenario (shown on the left) seems more appropriate for the area along Hillsborough Street.
- The High Growth Scenario (shown on the right) seems more appropriate for the area along Hillsborough Street.
- If you would like to leave feedback you may do so here. Please be as specific as you can by providing approximate locations, such as nearest intersections.

* Additional comments from the public centered around the topics of:

- Two different visions for Hillsborough Street.

15 Should the area around Enterprise Street become a site for significant redevelopment, even given its Historic Overlay District status?

Answered question: 425
Skipped question: 177



- Yes, I think redevelopment is a good idea for the area around Enterprise Street.
- No, I do not think that the area around Enterprise should be significantly redeveloped.
- If you would like to leave feedback you may do so here. Please be as specific as you can by providing approximate locations, such as nearest intersections.

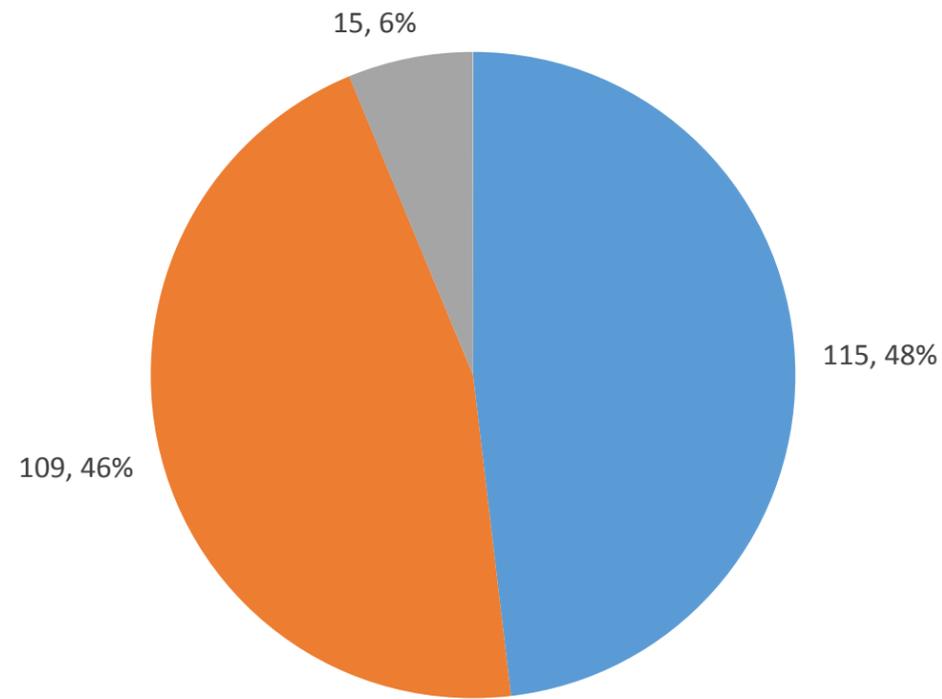
* Additional comments from the public centered around the topics of:

- Concern over historic resources.
- General support for redevelopment and connection.

Survey Results

16 Which growth scenario seems more appropriate for the area along Enterprise Street?

Answered question: 224
Skipped question: 378



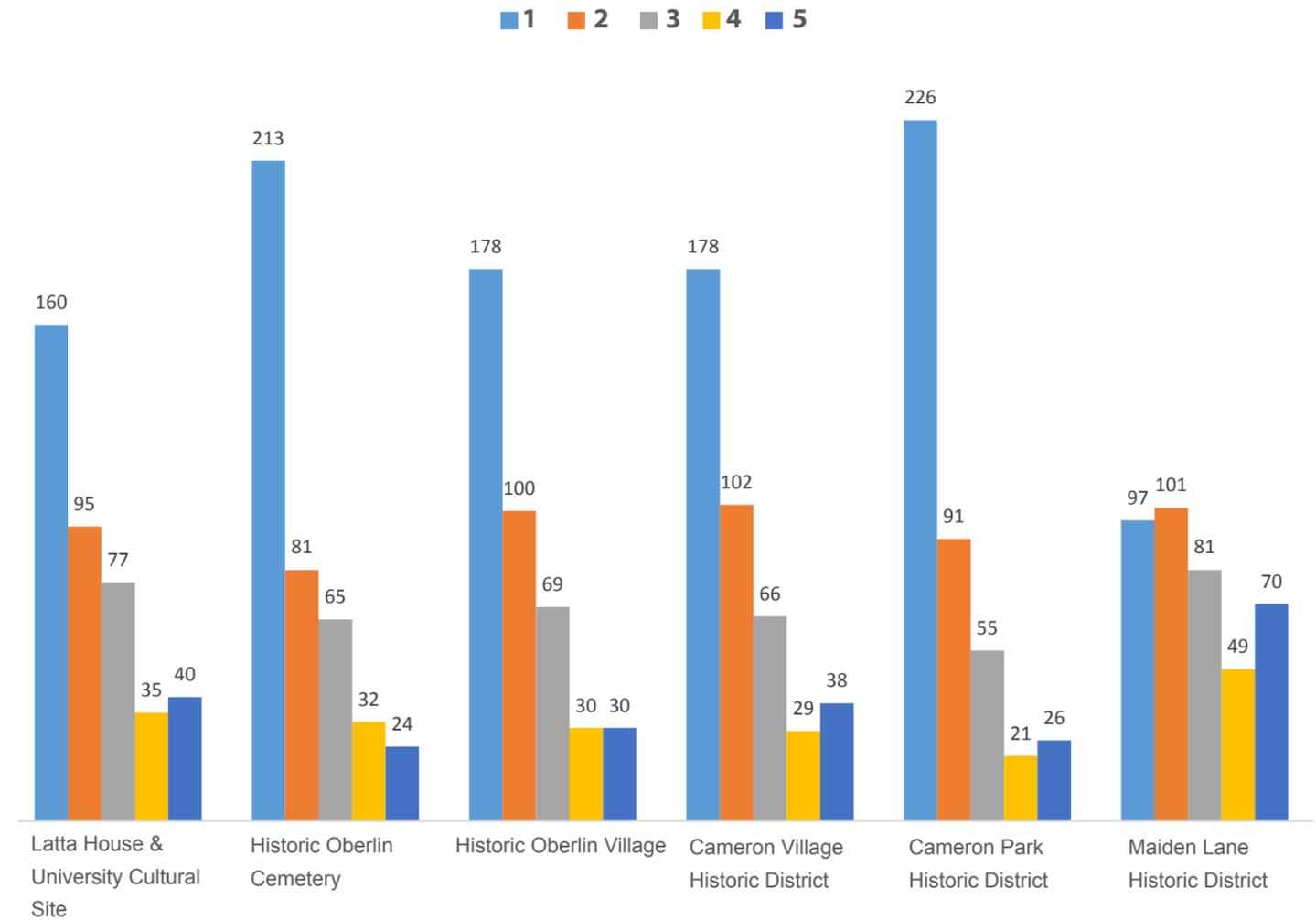
- The Moderate Growth Scenario (shown on the left) seems more appropriate for the area along Enterprise Street.
- The High Growth Scenario (shown on the right) seems more appropriate for the area along Enterprise Street.
- If you would like to leave feedback you may do so here. Please be as specific as you can by providing approximate locations, such as nearest intersections.

* Additional comments from the public centered around the topics of:

- Readability of maps.
- Focus on connecting or providing better access between Cameron Village and Hillsborough Street.

17 In your opinion, what is the importance of preserving and enhancing the following historic resources, with 1 being very important and 5 being not as important?

Answered question: 422
Skipped question: 180



* Additional comments from the public centered around the topics of:

- Identifying and preserving historical structures/areas.

Survey Results

18 What neighborhood or place do you most identify with in or around the Cameron Village and Hillsborough Street study area?

Answered question: 356

Skipped question: 246

Respondents identified with the following areas:

- 100 Cameron Park
- 86 Cameron Village
- 44 University Park
- 14 Hillsborough Street
- 4 Budleigh
- 18 Oberlin Road
- 3 Clarke Ave
- 3 Boylan Heights
- 7 North Carolina State University
- 4 West Morgan
- 2 Bellwod
- 2 Harry Barton
- 2 Sunset Hills
- 2 Pullen Park
- 4 Glenwood
- Other neighborhoods and areas include Forest Hill, Ridgewood, Fletcher, Fairmont, Maiden Lane, Daniel St., Wade Ave, Woodburn Road, Graham, Brooks among others.

19 We welcome any additional comments or thoughts. Our goal is to incorporate as much public input as we can into the small area plans.

Answered question: 126

Skipped question: 476

Additional comments from the public centered around the topics of:

- Growth is ok but we need to address existing traffic issues before adding more density.
- Focus on bike/ped improvements. Walkability is important.
- Preserve the character of the area.
- Keep historic structures intact.
- Preservation of trees.
- Parking needs to be addressed.