

Cameron Village-Hillsborough Street Small Area Plans

Advisory Committee Meeting Notes – 4/20/16

Complete Pedestrian and Bicycle Networks

- Questions about design of proposed Johnson Street bike facility, particularly how parking will be impacted. *Explained that further engagement will happen later on to determine design of the facility and any changes to parking or traffic flow on Johnson.*
- “Intersection Pedestrian Safety” recommendations for key intersections – wants to make sure that this suggests more than just striping for key locations, particularly on Oberlin Road, more robust intersection and pedestrian crossing treatment seem warranted.
- Ensure that pedestrian crossing and landing zones at intersections without sidewalks on both sides of the street are well-designed and safe (in particular Sutton/Woodburn and Sutton/Daniels)
- Discussion on how sidewalk petition process works and which streets are eligible for city-initiated capital improvements

Improve and Expand Parks & Open Space

- Need more information on the classification of existing parks and whether it would be advantageous to be classified as “Urban Parks”; may impact ability to have food, alcohol, and other items available for sale. Important to get input of surrounding residents/property owners before recommending changes to classification. *(Staff will gather information on park classification and possible impacts)*
- Concern about potential impact to stream and loss of open space between Smallwood and Bellwood with suggested Peace/Clark/Smallwood intersection realignment.
- Support for the recommendation of potential conversion of Daniels Street block within Cameron Village to community gathering/open space.

Increase Transit Options

- Greater emphasis on bus shelters needed; signs are not enough
- Idling lanes at Hillsborough and Brooks; an issue for cyclists and pedestrians? Any way to move the location of these idling lanes?

Distribute and Calm Traffic

- Concerns over realignment of Smallwood-Sutton-Cameron-Bellwood intersection; feels like it works pretty well as is, especially in terms of getting Broughton High students in and out efficiently
- Operational Improvement recommendation for Van Dyke-Oberlin intersection; some support shown for exploring possibility/feasibility of roundabout there. *(Larger issue - Does this need to be called out for operational improvement since the Sutton-Van Dyke connection is no longer on the table?)*
- Clark-Peace-Smallwood realignment; questions about level of service at this intersection today and whether leaving this intersection as-is will impact functionality of network and other land use intensity recommendations in plan. *Would like information on projections for level of service at this intersection to see impact of changing versus leaving as-is.*

- Would like to see cost estimates for intersection improvements and realignments

Plan for Adequate & Accessible Parking

- Request for more granular, detailed information about on parking analysis and recommendations, particularly for the Hillsborough Street area. Student parking behavior and homeowner parking behavior does not seem to be taken into account. Where are possible spots to expand metered parking? What are some types of incentives the city can provide?
- NC State University, the City, and private entities need to work together closely to expand parking options in the Hillsborough Street area
- No free parking anywhere, any time
- No costs are assigned for parking changes/updates. Would like to see this information in the final plan.

Zone for the Future

- Language in plan regarding whether zoning recommendations will be initiated by the city or through private development should be consistent and more clear.
- Split in the advisory committee as to whether zoning recommendations should be city-initiated or privately-initiated. City-initiated will be general use; private would likely be conditional use and more input from community would be possible on issues like open space, parking plans, overflow traffic, street activation and businesses, affordable housing, mix of unit types, etc.
- More discussion of Vanderbilt Avenue area and the possibility of Planned Development zoning here.

Promote Quality Design

- Most of the discussion focused on limitations of enhanced design regulations and the UDO's new administrative-only site plan review process. Think about ways to perhaps have greater design scrutiny for larger projects (i.e. entire block)
- This section lacks a clear, strong strategy