SIX FORKS ROAD | CORRIDOR STUDY

AN IMPLEMENTABLE PLAN FOR PEDESTRIAN SAFETY, MIDTOWN VITALITY, NEIGHBORHOOD IDENTITY AND MULTIMODAL CONNECTIVITY
TODAY’S AGENDA

1. Recap previous public meetings and work done to date
2. Discuss findings from our analysis
3. Get your preferences on streetscape elements
4. Break into groups and discuss redevelopment patterns for specific parcels
5. Next steps
• Length of Corridor: 2.38 Miles
• Northern Boundary: Lynn Road Intersection
• Southern Boundary: Ramblewood Drive Intersection
• Annual daily traffic along corridor: 29,000 - 42,000
• Road Classification:
  Principal Arterial (South of I-440)
  Secondary Arterial (North of I-440)
• A mix of uses: Schools, churches, residential, office, and commercial
PROJECT VISION - FROM RESIDENTS

- A sense of place that is “Uniquely Midtown”
- Enhanced fluidity of movement
- Environmental sensitivity
- Connectivity for residents, workers, students, and visitors
- Transportation modes of all types
- Neighborhood gateways
- “An irresistible gathering place”
7. How would you rate the overall safety of Six Forks Road? (Choose one)

- **Very poor**
- **Poor**
- **Neutral**
- **Good**
- **Very Good**

8. How would you rate the overall flow of traffic of Six Forks Road? (Choose one)

- **Very poor**
- **Poor**
- **Neutral**
- **Good**
- **Very Good**

9. What safety issues concern you the most along Six Forks? (select all that apply)

- Drivers not yielding to pedestrians
- Lack of Crosswalks
- Safety for Bicyclist
- Lack of Pedestrian Signals
- Safety for children coming and going to school
- Safety for folks going to church
- None of the above
17. The most important Roadway Capacity fix is: (Choose 1)

- Widen Six Forks to accommodate more vehicles
- Reduce speed limits along the roadways length
- Make lanes and lanes widths consistent along its length
- Create access management plan to reduce or eliminate curb cuts
- Create a continuous center median sized to accommodate turn lanes
- They are all equally important
- They are not important

18. Which of the following access management strategies would you favor implementing along various segments of Six Forks? (Choose all that apply)

- Combining or reducing the number of driveways / curb cuts
- Providing or requiring cross connections from adjacent properties along the corridor
- Installing medians, along with left turn pockets
- Installing additional right turn pockets along the corridor
- None of the above
- I don’t know, I would like to learn more
22. The most important mind-set that the planning team should bring to this study is: (Choose 1?)

- Think boldly and visionary and create “Wow Factor”, don’t sweat the cost
- Create a balanced plan that is mindful of costs of infrastructure and additional ROW
- Just focus on the quick and inexpensive items that get the most bang for the buck
- Improve the image and appearance, the road works fine the way it is
- Improve safety issues and don’t sweat the rest
- Improve the traffic and don’t sweat the rest
- Improve bike and pedestrian infrastructure and don’t sweat the rest
- None of the above
OUR ANALYSIS

• Traffic Study revealed that a 6-lane cross section is required to handle future capacity and relieve current congestion

• Existing Bike and Pedestrian facilities are inadequate and require safety upgrades

• The future potential for development in the corridor is an opportunity

• We do not have space for everything
SCENARIO 1 - 146’ WIDE SECTION

146’ SECTION “Fully Loaded”

Key Features:

• 10’ Two-way Cycle Track with 3’ Buffer on Both Sides
• 18’ Median with Trees and Rain Garden
• 8’ Tree Lawn/Rain Garden Separating Sidewalk
• 8’ Sidewalk
SCENARIO 1 - 146’ WIDE SECTION

25 Structures

481 Parking Spaces

14.38 Acres of ROW Acquisition required

4100 Lineal feet of retaining wall

100% Powerlines relocated
Key Features:

- 5’ Typical Bike Lane
- 4’ Paved Median
- 4’ Tree Lawn Separating Sidewalk
- 6’ Sidewalk
**SCENARIO 2 - 104’ WIDE SECTION**

- **0** Structures
- **65** Parking Spaces
- **3.74** Acres of ROW Acquisition required
- **750** Lineal feet of retaining wall
- **81%** Powerlines relocated

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*SIX FORKS ROAD | CORRIDOR STUDY*
**SCENARIO 3- 124’ WIDE SECTION**

**124’ SECTION**

“Goldilocks”

**Key Features:**

- 6’ Bike Lane with Buffer
- 8’ Median with Shrubs, Small Trees, and Rain Gardens
- 6’ Tree Lawn with Rain Gardens Separating Sidewalk
- 8’ Sidewalk

**Six Forks Road | Corridor Study**
SCENARIO 3 - 124’ WIDE SECTION

0 Structures

200 Parking Spaces

7.42 Acres of ROW Acquisition required

1902 Lineal feet of retaining wall

100% Powerlines relocated
SCENARIO 3 - MULTIPLE CONFIGURATIONS

1. Wide Median, Minimum Bike/Ped widths

2. Small planted Median, Buffered bike lane, 8’ sidewalks

3. Armored Median, Elevated Bike Lanes, 8’ Sidewalk

4. Armored Median, Two-Way Cycle Track on One Side, 8’ Sidewalk

5. Small, Paved Median, Two-Way Cycle Track on both sides, minimum pedestrian area
MEDIANS
MEDIANS - 18’ - 20’ WITH TREES
MEDIANS - 8’ - 10’ WITH SMALL TREES AND SHRUBS
MEDIANs - 4’ - 6’ PAVED
**MEDIANs**

1. **18' - 20' with Trees**

2. **10' - 12' Armored with Trees**

3. **8' - 10' with Small Trees and Shrubs**

4. **4' - 6' Paved**
BIKE AND PEDESTRIAN FACILITIES
BIKE AND PEDESTRIAN FACILITIES
BIKE AND PEDESTRIAN FACILITIES
BIKE AND PEDESTRIAN FACILITIES
BIKE AND PEDESTRIAN FACILITIES
BIKE LAKES
BIKE LANES - TYPES OF BUFFERS

Knock-down Bollards

Raised Curb

3’ wide Planter
BIKE LANES - ELEVATED FROM TRAFFIC

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BIKE LANES - TWO-WAY CYCLE TRACK
BIKE LANES

1. Typical
2. Buffered
3. Elevated above Traffic
4. Two-Way Cycle Track
SIDEWALK ENVIRONMENT

12 - 18’ Paved Space with Tree Grates and Seating = More Urban Character
6’ - 10’ Sidewalk with a 6’- 8’ Tree Lawn/Planter and Occasional Seating = Less Urban
SIDEWALK ENVIRONMENT

5’ - 8’ Sidewalk with a 6’- 8’ Tree Lawn = More Suburban Character
SIDEWALK ENVIRONMENT

1. More Urban Character
2. Somewhere in the Middle
3. More Suburban Character
POWERLINE LOCATION OPTIONS

1. Underground Power Lines

2. Consolidate Power Lines in Tree Lawn

3. Purchase Additional Right of Way and Locate Power Lines on Edge
BUS STOP LOCATIONS

1/8 of a Mile Radius

1/4 of a Mile Radius
SCENARIO 3 - MULTIPLE CONFIGURATIONS

1. Wide Median, Minimum Bike/Ped widths

2. Small planted Median, Buffered bike lane, 8’ sidewalks

3. Armored Median, Elevated Bike Lanes, 8’ Sidewalk

4. Armored Median, Two-Way Cycle Track on One Side, 8’ Sidewalk

5. Small, Paved Median, Two-Way Cycle Track on both sides, minimum pedestrian area
REDEVELOPMENT OPPORTUNITIES
19. The most important Land Use fix is: (choose 1)

- Promote new mixed use redevelopment along the corridor
- Preserve existing development along the corridor
- Promote a balance of the two.

20. If redevelopment were to occur, I think the character should be:
   (Choose 1)

- 3-5 story buildings that front to the street with parking behind
- Suburban character development like exists now
- Urban character development greater than 5 stories
- A mix of all of the above
REDEVELOPMENT SITES

1. Sandy Forks Site
2. Loft Road / Millbrook Road Site
3. Millbrook Shopping Center Site
4. Crestview Residential Sites
5. Effie Green School / Shelly Road Residential Sites
6. Northbrook Drive / Homewood Road Site
7. East Rowan Street Site
Article 3.4. Frontage Requirements

Sec. 3.4.1. Purpose and Intent

Frontages link a desired development pattern with specific form requirements that mandate the type of development desired along the street edge. Frontages place different requirements from the base dimensional standards. Where there is a conflict between the base dimensional standards and the frontage requirements, the frontage requirements control.

A. Parkway (-PK)

The -PK Frontage is intended to provide a heavily landscaped buffer between the roadway and adjacent development to ensure a continuous green corridor along the street right-of-way.

B. Detached (-DE)

The -DE Frontage is intended for areas adjacent to roadways transitioning from residential to commercial. Accommodates neighborhood-scaled, low intensity commercial uses while maintaining the residential character of the street right-of-way.

C. Parking Limited (-PL)

The -PL Frontage is intended for areas where access to buildings by automobile is desired but where some level of walkability is maintained. Permits a maximum of 2 bays of on-site parking with a single drive aisle between the building and the street right-of-way.

D. Green (-GR)

The -GR Frontage is intended for areas where it is desirable to locate buildings close to the street, but where parking between the building and street is not permitted. Requires a landscaped area between the building and the street right-of-way.

E. Urban Limited (-UL)

The -UL Frontage is intended for areas where parking between the building and street is not allowed. Buildings abut the street and sidewalk but to balance the needs of both the pedestrian and automobile lower street wall continuity is required.

F. Urban General (-UG)

The -UG Frontage is also intended for areas where parking between the building and street is not allowed. Buildings abut the street and sidewalk but higher street wall continuity is required than the -UL Frontage.

G. Shopfront (-SH)

The -SH Frontage is for intended for areas where the highest level of walkability is desired. The -SH Frontage is intended to create a "main street" type of environment; therefore, mixed use buildings are the primary building type allowed.
More Dense, Higher Buildings, Urban Character and Form

Less Dense, Medium Buildings, Less Urban
More Dense, Higher Buildings, Urban Character and Form

Less Dense, Medium Buildings, Less Urban
More Dense, Higher Buildings, Urban Character and Form

Less Dense, Medium Buildings, Less Urban
**Sandy Forks Site:**

Size: 23 acres

Existing Land Use:
- Older Low Density Retail and Commercial
- Older Single Family Residential

Future Land Use in 2030 Comprehensive Plan:
- Neighborhood Retail Mixed Use
- Office and Residential Mixed Use
- Office / Research & Development
- Moderate Density Residential

Opportunity
- Location along Spring Forest Road and Six Forks Road
- Older development is ripe for renewal
- Potential Gateway type development site
- Capacity for more mix of uses - vertical and horizontal

**Allowable Height or Yield Based on 2030 Plan Future Land Use:**

- Neighborhood Retail Mixed Use: 3 - 4 stories
- Office and Residential Mixed Use: 5 stories office - 4 stories residential
- Office / Research & Development: 4 - 7 stories
- Moderate Density Residential: 14 du/acre
Loft Road / Millbrook Road Site:

Size: 56 acres

Existing Land Use:
- Older Low Density Commercial, Office and Public Services
- Older Medium Density MF Residential

Future Land Use in 2030 Comprehensive Plan:
- Neighborhood Retail Mixed Use
- Office / Research & Development
- Office and Residential Mixed Use
- Moderate Density Residential

Opportunity:
- Location at Millbrook Road and Six Forks Road
- Older development is ripe for renewal
- Large enough for walkable center type development
- Capacity for more mix of uses - vertical and horizontal

Allowable Heights or Yield Based on 2030 Plan Future Land Use:

- Neighborhood Retail Mixed Use: 3 - 4 stories
- Office and Residential Mixed Use: 5 stories office - 4 stories residential
- Office / Research & Development: 4 - 7 stories
- Moderate Density Residential: 14 du/acre
Millbrook Shopping Center Site:

Size: 31 acres

Existing Land Use:
- Older Low Density Commercial, Office and Public Services
- Older Medium Density MF Residential

Future Land Use in 2030 Comprehensive Plan:
- Neighborhood Retail Mixed Use
- Office / Research & Development
- Moderate Density Residential

Opportunity:
- Location at Millbrook Road and Six Forks Road
- Older development is ripe for renewal
- Large enough for walkable center type development
- Capacity for more mix of uses - vertical and horizontal
Crestview Residential Site:

Size: 2 acres

Existing Land Use:
• Older Residential that fronts onto Six Forks Road

Future Land Use in 2030 Comprehensive Plan:
• Low Density Residential

Opportunity:
• Shallow lot dimension (150 feet) limits opportunity
• Any roadway expansion would make it more difficult
• May accommodate row of MF housing or commercial or office uses with parking under or behind
• May accommodate park uses

Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Low Density Residential: 1 - 6 du/acre
Effie Green School / Shelly Road Residential Sites:

- Size: 4.6 acres

Existing Land Use:
- Older Residential that fronts onto Six Forks Road

Future Land Use in 2030 Comprehensive Plan:
- Office/Research & Development

Opportunity:
- Limited access off of Shelly Road
- Shallow lot dimension (150 - 250 feet) limits opportunity
- Any roadway expansion would make it more difficult
- May accommodate MF housing, Commercial or Office / Research uses with parking under or behind
- May accommodate park uses

Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Office / Research & Development: 4 - 7 stories
Northbrook Drive / Homewood Road Site:

Size: 24 acres

Existing Land Use:
- Office Campus

Future Land Use in 2030 Comprehensive Plan:
- Office/Research & Development

Opportunity:
- Property width and depth allow for walkable development
- Opportunity for Mixed Use - vertical and horizontal
- Street connection to Residential Neighborhood creates walkable and bikeable destination

Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Office / Research & Development: 4 - 7 stories
East Rowan Street
Northbrook Drive / Homewood
Road Site:

Size: 12 acres

Existing Land Use:
• Office Campus

Future Land Use in 2030 Comprehensive Plan:
• Regional Retail Mixed Use

Opportunity:
• Property width and depth allow for walkable development
• Opportunity for Mixed Use - vertical and horizontal
• Street connection to residential neighborhood creates walkable and bikeable destination
• Adjacency to North Hills creates synergy opportunities

Allowable Heights or Yield Based on 2030 Plan Future Land Use:

Regional Retail Mixed Use: 4 - 7 stories
1. Take what we have learned today and create a design that responds to what you have told us is important:
   - A sense of place that is “Uniquely Midtown”
   - Enhanced fluidity of movement
   - Environmental sensitivity
   - Connectivity for residents, workers, students, and visitors
   - Transportation modes of all types
   - Neighborhood gateways
   - “An irresistible gathering place”

2. Bring design back and share it with you for refinement and your feedback.