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Requested Modifications to Regulations

Project Name	Lightbridge Project	Application Number [Staff to Complete]	CZD-25-5
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LUMO Section	Section 5.6 Landscape, screening and buffering
Requirement	Required 30' wide "D" buffer against Weaver Dairy Road (north property line)
Requested Modification	Modification request to reduce the buffer to a 20' C buffer and to reduce plantings by 50%.
Purpose or Intent of Regulation	Buffers shall be required to separate a proposed development from adjacent major streets and different adjacent land uses or zoning designations in order to minimize potential nuisances such as the transmission of noise, dust, odor, litter, and glare of lights; to reduce the visual impact of unsightly aspects of adjacent development; to provide for the separation of spaces; and to establish a sense of privacy.
Justification	A 20' buffer is consistent with the retail development to the west, which has a 20' wide buffer between the street sidewalk and project parking lot. The reduction in plant material is requested due to multiple overhead existing utility lines which restrict planting choice and location, and also due to the wide utility easement on the eastern frontage where no plantings will be allowed. The reduction in plantings would provide a greater screen than what exists in the buffer to the west. The reduced buffer plantings will still provide shade and a visual screen for vehicles on the street and especially for pedestrians on the sidewalk. Additionally, there is no streetyard parking to be screened, unlike the developments to the east and west.
Evaluation [Staff to Complete]	See Staff Report

LUMO Section	Section 5.6 Landscape, screening and buffering
Requirement	10' wide landscape buffer between the proposed daycare center and the existing medical offices at the northwest property line. (northwest property line)
Requested Modification	Request to reduce the plantings in this buffer by 50%, maintaining the 10' buffer width.
Purpose or Intent of Regulation	Buffers shall be required to separate a proposed development from adjacent major streets and different adjacent land uses or zoning designations in order to minimize potential nuisances such as the transmission of noise, dust, odor, litter, and glare of lights; to reduce the visual impact of unsightly aspects of adjacent development; to provide for the separation of spaces; and to establish a sense of privacy.
Justification	The existing development to the west has some well established plantings in place in their buffer zone. Overplanting the buffer on the daycare side would intrude into root zones of that established buffer. The two uses are both non-residential and neither produces an excess of noise, litter, glare, or nuisance. By adding 50% of the required

	material the buffer will be improved without restricting growth of the plants already established on the adjacent property. Note that evergreen plantings will be added at the proposed dumpster location and in the parking lot area.
Evaluation [Staff to Complete]	See Staff Report

LUMO Section	Section 5.6 Landscape, Screening and Buffering
Requirement	20' wide 'C' landscape buffer between the proposed residential use and the existing business use east of the utility easement. (southeast property line)
Requested Modification	Request a modification to allow for one columnar canopy tree and a reduction of 50% for understory and shrub plantings, to be installed in an 8' wide zone.
Purpose or Intent of Regulation	Buffers shall be required to separate a proposed development from adjacent major streets and different adjacent land uses or zoning designations in order to minimize potential nuisances such as the transmission of noise, dust, odor, litter, and glare of lights; to reduce the visual impact of unsightly aspects of adjacent development; to provide for the separation of spaces; and to establish a sense of privacy.
Justification	The 30' electric easement on the east side of the parcel restricts the woody plantings that may be installed. The residential use will set the garages against this buffer and it is not expected that this side of the property will provide outdoor living space for the residents. The proposed understory trees and shrubs will remain at a height to avoid conflict with overhead wires, and will provide a visual screen against between the proposed 2-story townhomes and the adjacent development which sits 12' below.
Evaluation [Staff to Complete]	See Staff Report

LUMO Section	Section 5.6 Landscape, Screening and Buffering
Requirement	10' wide 'B' landscape buffer between the proposed daycare use and the existing business use east of the utility easement. (northeast property line)
Requested Modification	Request a modification to reduce the planting by 50%, to be installed in an 8' wide zone.
Purpose or Intent of Regulation	Buffers shall be required to separate a proposed development from adjacent major streets and different adjacent land uses or zoning designations in order to minimize potential nuisances such as the transmission of noise, dust, odor, litter, and glare of lights; to reduce the visual impact of unsightly aspects of adjacent development; to provide for the separation of spaces; and to establish a sense of privacy.
Justification	The 30' electric easement on the east side of the parcel restricts the woody plantings that may be installed. The proposed daycare use and existing bank east of the power easement are both non-residential uses and neither produces an excess of noise, glare, litter, or nuisance. The plantings between the driveway and the power easement will provide a screen against the driveway, and additional plants installed between the driveway and the daycare building will add to the separation. The proposed trees will be columnar canopy, and understory trees and shrubs to avoid conflict with overhead wires which will provide a visual screen against between the proposed 1-story daycare center and the adjacent bank which sits 7' below.
Evaluation [Staff to Complete]	See Staff Report

LUMO Section	Section 5.9.7 Parking and Loading – Minimum and Maximum Off-Street Parking Space Requirements
Requirement	Bicycle parking is not called out for preschools but Town Planning would consider the elementary school requirement as a comparable use. Bicycle parking would be required at a rate of 1 space per 10 students/children.
Requested Modification	Request a modification to reduce the bike parking to 4 spaces for any daycare non-residential use, or 4 spaces for a daycare plus the LUMO required spaces for all other users if the non-residential space has a mix of tenants. Other uses on site, including all other non-residential and residential uses will be compliant with the LUMO requirements.
Purpose or Intent of Regulation	
Justification	There is no current specification for daycare bicycle parking in the LUMO. The closest comparable use type is an elementary school and the bicycle parking requirement is based on an occupancy calculation. The bicycle parking for most other non-residential uses is based on square footage of the facility which would result in a lower total number of bike parking spaces. As infants and small children would not be bicycling to the facility, and the majority of parents drop off children by car or public transit on their way to and from work, the applicant feels that providing spaces for staff should be sufficient. Any other non-residential use would meet LUMO requirements which for bicycle parking is generally based on building square footage.
Evaluation [Staff to Complete]	See Staff Report

LUMO Section	Section 5.9.7 Parking and Loading - Minimum and Maximum Off-street Parking Space Requirements
Requirement	Parking to be provided in MU-V zone at a minimum rate of 50% of the minimums noted in LUMO 5.3.
Requested Modification	Request to allow for a 20% additional reduction of parking spaces on site no matter what the use.
Purpose or Intent of Regulation	
Justification	The initial uses expect to park at the minimum rate. But there are bus stops within a 5 minutes walk for two different public transit lines, including a stop proposed for the future NS BRT route. The reduction is requested to allow for future expansion of usable space on site without adding parking, due to the availability of alternative transit options and the ability for shared parking on site.
Evaluation [Staff to Complete]	See Staff Report

LUMO Section	Section 5.3.2 Steep Slopes
Requirement	No more than 25% of the total combined area of 4:1 (25%) or steeper slopes shall be disturbed.
Requested Modification	Request to disturb 87% of the total 4:1 slope area on site.

<i>Purpose or Intent of Regulation</i>	The purpose of this section is to minimize the grading and site disturbance of steep slopes by restricting land disturbance on steep slopes, and by requiring special construction techniques for development on steep slopes. These provisions are intended to: (1)Protect water bodies (streams and lakes) and wetlands from the effects of erosion on water quality and water body integrity, (2)Protect the plant and animal habitat of steep slopes from the effects of land disturbance, and (3)Preserve the natural beauty and economic value of the town's wooded hillsides.
<i>Justification</i>	The steep slopes on this site are man-made and were established to level out the site for previous development. The steep slopes are not associated with water bodies and are not large areas. There will be a retaining wall constructed at the edge of the driveway to allow for proposed improvements to be built without grading into the power easement.
<i>Evaluation [Staff to Complete]</i>	See Staff Report

<i>LUMO Section</i>	Section 5.7.2(c) Tree Protection Replacement Canopy
<i>Requirement</i>	40% tree coverage, credit of 500 sf per canopy tree planted
<i>Requested Modification</i>	Allow up to 1/2 of the replacement coverage to be fulfilled with understory tree plantings at a rate of 250 sf credit per tree (half the amount credited for installation of canopy trees).
<i>Purpose or Intent of Regulation</i>	The intent of this section is to preserve, maintain, and increase tree canopy to protect the public health, safety and welfare and enhance the quality of life in Chapel Hill.
<i>Justification</i>	There are multiple utility constraints on site which limit development including overhead electric lines along two of the four perimeter buffers. Allowance of understory trees for credit would allow a small mixed use development supported by the comprehensive plan and would still result in tree installation in spaces where tree height would be in conflict with overhead utilities and in narrow spaces which wouldn't support large maturing canopy trees.
<i>Evaluation [Staff to Complete]</i>	See Staff Report

<i>LUMO Section</i>	5.11.4 Offsite Illumination
<i>Requirement</i>	Maximum offsite light spill of 0.3 foot candles
<i>Requested Modification</i>	Up to 1.0 footcandles at residential property lines, up to 2.0 footcandles at non-residential property lines, and up to 5.0 foot candles at right of way.
<i>Purpose or Intent of Regulation</i>	This section provides standards for lighting that shall be designed to minimize spillover of light onto adjacent property, glare that could impair vision, and/or other conditions that deteriorate normally accepted qualities and uses of adjacent property.
<i>Justification</i>	Along the southern property line, the proposed project will need some lighting along that property line for safety and for emergency access but will use wall packs or very low height poles with directional hoods to keep light spill toward the ground, and not out toward the adjacent residential uses.

LUMO Section	Section 3.4.6 (b) (1) B (i) and 3.4.6 (c) (1) Land Use Categories
Requirement	The uses permitted in the MU-V-CZD include Uses listed in subsection (2), below, which are mixed horizontally. Uses are "mixed horizontally" where: i. Such uses comprise not less than the minimum, and not more than the maximum, percentage of floor area prescribed in subsection (b)(2)A, below; AND An MU-V shall include office, commercial, and residential uses as described below. The mix of floor area within a proposed development shall contain at least twenty-five (25) percent of the floor area devoted to residential uses and at least twenty-five (25) percent of the floor area devoted to office/commercial uses.
Requested Modification	Modification request to reduce the minimum percentage of any individual use to 15% of the total project built area.
Purpose or Intent of Regulation	The mixed-use village conditional zoning district (MU-V-CZD) established in 3.4.3 is intended to provide for the coordinated development of office, commercial, and residential uses and their necessary support functions in the vicinity of key highway intersections and transit corridors in Chapel Hill. The district is designed to facilitate stated public policies to encourage design which emphasizes lively, people-oriented environments and compatible, visually interesting development. This district provides areas where moderate scale mixed use centers can locate with an emphasis on development of a balance of residential, office and commercial uses. It is further intended that the mixed use districts shall encourage development within which mutually supporting residential, commercial and office uses are scaled, balanced and located to reduce general traffic congestion by providing housing close to principal destinations, and convenient pedestrian and bicycle circulation systems and mass transit to further reduce the need for private automobile usage. Mixed use districts are intended to encourage development that allows multiple destinations to be achieved with a single trip. These standards encourage a design such that uses within a mixed use district are arranged in a manner that encourages internal vehicular trip capture and the development patterns that encourage walking, transit and bicycling as alternatives to automotive travel. When such districts adjoin residential development or residential zoning districts, it is intended that arrangement of buildings, uses, open space, and vehicular or pedestrian and bicycle access shall be such as to provide appropriate transition and reduce potentially adverse effects.
Justification	The site is small and oddly shaped and allows for more dense development on the northern portion of the site and minimal density on the south end of the site due to the restricted vehicular access point and the narrowness caused by existing electric transmission lines and the related easement associated with that utility. The site shape

	provides a natural place for separation of uses which gives the residential section a feeling of privacy, but that natural separation point does not support 25% of the built area on the south portion. Additionally this development is not intended to provide multiple uses which support only each other. This is a small project located within a much larger area already developed with multiple uses. The project will add two uses to a mix which already includes retail, residential, and services.
Evaluation [Staff to Complete]	See Staff Report

LUMO Section	Section 3.4.6 (e)2 Mixed Use Development Design Standards
Requirement	The application shall also include a phasing plan that specifies the stages of development build out. The phasing plan shall identify the sequence of development for the land uses shown on the application. The phasing plan information may be prepared as a plan, a table, or a report. It shall include general phasing of internal and external traffic circulation systems, amenities, and utility improvements that will be constructed concurrent with the land use development. Land use development scheduling shall include a general indication of size, either in square footage or acres. The plan shall also indicate the expected impact of the development on existing or proposed public facilities, including but not limited to, streets, transit, schools, water and sewer systems, and public safety. The applicant shall provide assurances that all the use categories will be constructed and that the project will, in fact, result in a mixed use development satisfying the purpose section of this district. The applicant shall include all of the required use categories (residential, commercial, and office uses) in the first phase of the project.
Requested Modification	Request to provide the north site development and site services as the entire Phase 1 prior to providing the second use in Phase 2.
Purpose or Intent of Regulation	The mixed-use village conditional zoning district (MU-V-CZD) established in 3.4.3 is intended to provide for the coordinated development of office, commercial, and residential uses and their necessary support functions in the vicinity of key highway intersections and transit corridors in Chapel Hill. The district is designed to facilitate stated public policies to encourage design which emphasizes lively, people-oriented environments and compatible, visually interesting development. This district provides areas where moderate scale mixed use centers can locate with an emphasis on development of a balance of residential, office and commercial uses. It is further intended that the mixed use districts shall encourage development within which mutually supporting residential, commercial and office uses are scaled, balanced and located to reduce general traffic congestion by providing housing close to principal destinations, and convenient pedestrian and bicycle circulation systems and mass transit to further reduce the need for private automobile usage. Mixed use districts are intended to encourage development that allows multiple destinations to be achieved with a single trip. These standards encourage a design such that uses within a mixed use district are arranged in a manner that encourages internal vehicular trip capture and the development patterns that encourage walking, transit and bicycling as alternatives to automotive travel. When such districts adjoin residential development or residential zoning districts, it is intended that arrangement of buildings, uses, open space, and vehicular or pedestrian and bicycle access shall be such as to provide appropriate transition and reduce potentially adverse effects.
Justification	The proposed project is located in an area that is already developed with multiple different uses. The development of this site with mixed uses is not intended to be a

	standalone project where each use supports only the other, but rather is intended to add people-oriented usable spaces to the general area. Within 400 feet of this project already exists a mix of uses including retail, residential, places of employment, medical offices, stores, restaurants, a grocery, and community services. The phasing of the project will add pedestrian traffic and an inviting streetscape to the public right of way in phase one, and will add another residential development to the community in phase 2.
<i>Evaluation [Staff to Complete]</i>	See Staff Report

<i>LUMO Section</i>	Section 3.4.6 (e) 5 Mixed Use Development Design Standards
<i>Requirement</i>	The applicant shall provide a bus stop consistent with the design criteria of sections 21-7 and 21-28.1 of the town Code of Ordinances. Such stops shall be located within one-half (½) of a mile of all dwelling units or office buildings. Notwithstanding the provisions of section 21-7 of the town Code of Ordinances, a resolution of the town council shall not be required prior to the designation of bus stops. Instead, this section only requires that bus stops be indicated on the subdivision plat or site plan. Different locations may be designated by resolution(s) of the town council following approval of the mixed use development.
<i>Requested Modification</i>	Request a modification to be exempt from this requirement.
<i>Purpose or Intent of Regulation</i>	The mixed-use village conditional zoning district (MU-V-CZD) established in 3.4.3 is intended to provide for the coordinated development of office, commercial, and residential uses and their necessary support functions in the vicinity of key highway intersections and transit corridors in Chapel Hill. The district is designed to facilitate stated public policies to encourage design which emphasizes lively, people-oriented environments and compatible, visually interesting development. This district provides areas where moderate scale mixed use centers can locate with an emphasis on development of a balance of residential, office and commercial uses. It is further intended that the mixed use districts shall encourage development within which mutually supporting residential, commercial and office uses are scaled, balanced and located to reduce general traffic congestion by providing housing close to principal destinations, and convenient pedestrian and bicycle circulation systems and mass transit to further reduce the need for private automobile usage. Mixed use districts are intended to encourage development that allows multiple destinations to be achieved with a single trip. These standards encourage a design such that uses within a mixed use district are arranged in a manner that encourages internal vehicular trip capture and the development patterns that encourage walking, transit and bicycling as alternatives to automotive travel. When such districts adjoin residential development or residential zoning districts, it is intended that arrangement of buildings, uses, open space, and vehicular or pedestrian and bicycle access shall be such as to provide appropriate transition and reduce potentially adverse effects.
<i>Justification</i>	Within ½ mile of the project there are already multiple bus stops serving two different routes and accessible to the project by sidewalk, which encourages the use of alternate transportation types.
<i>Evaluation [Staff to Complete]</i>	See Staff Report



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Statement of Consistency with the Comprehensive Plan

This Statement worksheet addresses the application's responsiveness to the [Complete Community Strategy](#) and other components of the Town's [Comprehensive Plan](#). **This form is fillable. Please complete fields in the worksheet where feasible** or reference any attached narratives. See the accompanying Comprehensive Plan Consistency Guide for more detailed guidance. The numbering of fields in this worksheet corresponds to the section numbering of the Guide.

Project & Site Information	Project Name	Lightbridge Project	Application Number [Staff to Complete]	CZD-25-5
	Future Land Use Map (FLUM) Focus Area	North Martin Luther King Jr Blvd	FLUM Sub-Area	D

COMPLETE COMMUNITY: STRATEGIES FOR WHERE TO DIRECT GROWTH		
Strategy	Consistency of Application	Evaluation [Staff to Complete]
0.A Greenways	The project is located on the south side of Weaver Dairy Road east of MLK. There is no plan for a greenway trail at this site. This site has frontage on Weaver Dairy Road which is currently served by a dedicated bike lane in the street. There are sidewalk connections existing in the area which will connect to future greenway trails. The project includes connectivity within the site for pedestrian access to sidewalks and bike lanes in the adjacent and nearby rights of way.	See Staff Report
0.B Transit Corridors	The project is located just 500' from an anticipated bus stop for the NS BRT route on Martin Luther King Jr Blvd. The project is within a quarter mile of existing Chapel Hill Transit bus stops on both Martin Luther King Jr Blvd and on Weaver Dairy Road.	
0.C Large infill sites with existing infrastructure (within Focus Areas)	n/a	
0.D Smaller infill sites (Residential designation on FLUM)	This site was previously developed but is now a vacant lot. It is served by water and sewer infrastructure as well as roads, electricity, and pedestrian walks and trails.	

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1)- SUPPORTING PLANS and POLICIES

Plan/Policy References	• Future Land Use Map (FLUM), Land Use, Density & Intensity, Mapped Features • Shaping Our Future (TOD Plan) • West Rosemary Development Guide • Central West Small Area Plan • Chapel Hill 2020: Community Prosperity and Engagement; Town and Gown Collaboration • Housing Advisory Board Development Review Criteria		
Topic	Relevant Features of Plan	Consistency of Application	Evaluation [Staff to Complete]
1.A.1 FLUM Guiding Statements (Town-wide) #2., 3., 7., 10.	1) Demonstrate the Town’s commitment to effectively respond to the threats associated with climate change. 2) Ensure equitable planning and development. 3) Encourage a diversity of housing. 4) Promote distinctive, safe, and attractive neighborhoods. 5) Cultivate a vibrant and inclusive community. 6) Promote construction of transit and multi-modal options in concert with the Town’s regional transportation partners. 7) Support and facilitate economic development, including the development of flexible and varied types of retail and office spaces; job creation; innovation; and entrepreneurship, through redevelopment and infill development, in order to expand and diversify the Town’s tax base to enable the Town’s fiscal resiliency. 8) Provide appropriate transitions between land uses and buildings of different scales. 9) Preserve and maintain Chapel Hill’s appearance and create the quality of design and development the Town desires. 10) Cooperate and collaborate with the Town’s regional partners.	1) The project will add a daycare center and 4-12 residences in an infill parcel already served by sidewalks, public transit, and services. On a site of less than 2 acres, it will add a small mixed use development. 2) The project will enhance the neighborhood by providing a daycare service in a location close to housing and close to public transit. The rezoning will include allowance for additional non-residential uses which would be compatible with existing neighboring uses. 3) The housing is expected to be rental 2-bedroom townhome units, smaller than average townhome size to accommodate different household size. 4) The project will act as a transition between retail/clinic space to the west and residential to the south, with a lower density housing supportive daycare use and a few small residential units. The architecture will be appropriately scaled for its location. 5) The townhome units will have a shared outdoor space and the total site will provide a small mixed use development. 6) The uses proposed will support public and alternate transit opportunities. Though low density, the project is fully using a small infill lot. The requested approval is for the opportunity to build non-residential and residential uses to the full density allowed by the ordinance in the MU-V zoning district. 7) This is an infill project which will provide a	See Staff Report

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1)- SUPPORTING PLANS and POLICIES

		small amount of housing and will provide employment opportunities. The requested approval is for the opportunity to build non-residential and residential uses to the full density allowed by the ordinance in the MU-V zoning district. 8) The project parcel is small and will provide non-residential space at a scale appropriate to transition from the development at the corner of two arterial roads, to the residential uses to the south. 9) The project complies with the desired development in the MLK North Focus Area. The parking lot is small and located behind the daycare center structure, and there are sidewalks throughout, creating a pedestrian friendly access to the rest of the community. 10) Though not associated with UNC Chapel Hill, the project is located on multiple bus routes which connect directly with UNC Campus and hospitals, making it attractive for employees and students to use the daycare facility as well as the residential.	
1.A.2.a-f FLUM Focus Area Principles for Land Use and Density & Intensity	This development is in the North MLK, Sub-Area D focus area of the FLUM, which supports development of multi-family residential, shops, commercial development, parks and gathering spaces as primary uses. Typical heights would be 4-6 stories.	The proposal is for a commercial use (daycare center) and a small amount townhome residential as a secondary use. The commercial uses may be expanded to include many other uses normally allowed in the Town's NC zone. The proposed buildings will be 1-2 stories – lower than the typical desire. The small parcel size, and especially the narrow width of the parcel mean that meeting requirements for fire access to buildings 3-stories and taller would be inefficient. The requested approval is for building structures up to the allowed heights in order to respond to market demands and take advantage of future connectivity opportunities from future development on adjacent sites.	See Staff Report

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1)- SUPPORTING PLANS and POLICIES			
1.A.3 FLUM Appropriate Uses (Primary and Secondary)	Multifamily residential, shops, offices, parks and green spaces, and commercial uses as predominant uses. Secondary uses include townhomes, institutional/university/civic uses.	The project will provide a daycare (commercial) as the predominant use on site, with a residential townhouse cluster as the secondary use. The requested approval is to allow for all non-residential uses as allowed by ordinance in the MU-V zoning district.	
1.A.4 FLUM Building Height Guidance	4-6 stories typical.	The site is narrow and constrained by a 30' electric easement along the entire eastern property line. The remaining width does not support the fire/emergency access required for structures 3 stories or more. The project proposes 1- and 2-story buildings on site but the rezoning would allow for larger structures and more dense development. The requested approval is for the opportunity to build taller structures in the future as connectivity opportunities may become available through redevelopment of adjacent parcels.	See Staff Report
1.A.5 FLUM – Other Mapped Features	Flood resiliency – Heat island resiliency – Tree canopy – Impervious surfaces – Habitat connections.	The project adds impervious surface which will be treated for the 100-year storm event. There are no streams or floodplain on the parcel. The majority of the site is cleared from previous development. New trees will be planted.	See Staff Report
1.B Shaping Our Future Focus Area and Recommended Actions (Delete row if outside of TOD Opportunity Sites)	n/a		

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1)- SUPPORTING PLANS and POLICIES			
1.C West Rosemary St Development Guide – Community Priorities by Section (Delete row if outside of Plan Area)	n/a		
1.D Central West Small Area Plan – Principles and Objectives (Delete row if outside of Plan Area)	n/a		
1.E.1 Chapel Hill 2020: Community Prosperity and Engagement (CPE)	Promote a safe, vibrant, and connected (physical and person) community (CPE.3)	The project develops a site which is fully serviced, with easy access to public transit and community sidewalks and bike lanes. The proposed project will take advantage of these opportunities to provide much needed daycares services and a small amount of infill housing, with the opportunity for future non-residential uses as allowed by the ordinance in the MU-V zoning district.	See Staff Report
1.E.2 Chapel Hill 2020: Town and Gown Collaboration (TGC)	Housing for students that is safe, sound, affordable, and accessible and meets a demonstrated need conducive to the education and maturational needs of students, and housing for Town, University, and the Health Care System employees that encourages them to reside in the community. (TGC.4)	Though not associated with the University of North Carolina, the project is on a direct bus line into campus and the hospital, and therefore will be attractive to UNC students, and employees at UNC and in the UNC Health Care system, and in that way will support the university community.	See Staff Report

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1) - COMMUNITY BENEFITS		
Options for Community Benefits	Applicant Proposal	Evaluation [Staff to Complete]

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1) - COMMUNITY BENEFITS		
Affordable Housing Proposal, Including AMI Targets and Mix of Unit Sizes	This project proposes 4-12 rental units in a townhouse cluster, likely 2-bedroom units. The small size of the townhome units will act to make them more affordable than the average townhome in Chapel Hill.	See Staff Report
Housing Voucher Acceptance – Commitment for Rental Units		
Displacement Mitigation Strategies – Resources and Support for any Existing Residents	The property is vacant and therefore there will be no displacement of existing residents.	See Staff Report
Demographic Needs Served by Housing Types	This project offers rental units, likely in a 2-bedroom configuration, serving individuals and small or shared households.	See Staff Report
Homeownership Opportunities	n/a	
Proximity to Daily Needs and Amenities – Access to Parks, Daycares, Schools, Grocery Stores, Medical Offices, etc.	The project is within walking distance of restaurants and amenities such as groceries and entertainment. It is on an existing bus route, as well as being at the north end of the future NS BRT service. Residents of this community as well as employees of the daycare or future non-residential uses will have alternate transportation access to employment, recreation, grocery, and retail opportunities.	See Staff Report
Resident Access to Career and Education Opportunities	The project location is conducive to public transit access to UNC campus, and it's location near I-40 makes it attractive to households where individuals travel to different places for school and work.	See Staff Report
Effective Use of Limited Land Supply – Sufficient Intensity on Developable Land (excluding Environmental Constraints)	This is a project taking vacant serviced land and providing living space for at least 4 individuals and/or families in Chapel Hill, as well as providing a much needed daycare service close to existing and proposed residential neighborhoods. The zoning would allow for different non-residential uses in the future.	See Staff Report

COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2)- SUPPORTING PLANS and POLICIES

Plan/Policy References	• Everywhere to Everywhere Greenways Map (See Appendix A for multiuse greenway network) • Mobility and Connectivity Plan (for additional bike facilities) • Greenways Plan (for additional trails including unpaved) • Connected Roads Plan • Future Land Use Map (FLUM), Connectivity & Mobility • Chapel Hill 2020: Getting Around • Transportation & Connectivity Advisory Board Development Review Criteria		
Topic	Relevant Features of Plan	Consistency of Application	Evaluation [Staff to Complete]
2.A Everywhere to Everywhere Greenways Map Facilities			
2.B Mobility and Connectivity Plan Facilities	The plan does not address development as far north as this project, but it does call for access to BRT routes, filling in sidewalk gaps, and providing good pedestrian connections to public transit.	The project fulfills two of these elements – access to the BRT route and good internal connections to public transit. The parcel already has sidewalk and bike lanes along its street frontage.	See Staff Report
2.C Greenways Plan Facilities	The 2013 Greenways Master Plan calls for a bike lane along Weaver Dairy Road.	The project frontage already has a dedicated bike lane within Weaver Dairy Road.	See Staff Report
2.D Connected Roads Plan Connections	The Town aims to improve connectivity and safety for local trips by focusing on connecting streets as a part of new development. In identifying new connections and policy improvements, the Town considers road safety, pedestrian and bicycle safety, accessibility, and convenience.	The project is small and does not involve additional roads. Internal pedestrian connections are being provided.	See Staff Report
2.E.1 FLUM Guiding Statements (Town-wide) #6.	The FLUM encourages investment along key transportation corridors as well as promoting construction of transit and multi-modal transportation options.	The project adds to the commercial offering at the corner of two arterial roads. As such it attracts employees and residents who can be supported by public transit. The requested entitlement approval would allow for most non-residential uses in the MU-V zoning district as allowed by the ordinance.	See Staff Report
2.E.2.a-f FLUM Focus Area Principles for Connectivity & Mobility	The FLUM speaks to connecting residential areas with commercial destinations, developing multi-modal links between developments, and leveraging	The project has a small surface parking lot which will be shared between the commercial and residential tenants. The parking lot is not a major feature of the project, located behind the building and not	See Staff Report

COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2)- SUPPORTING PLANS and POLICIES			
	the transit system, and also avoiding surface parking lots.	visible from the street. Buildings front sidewalks and community space. Plentiful pedestrian routes provide safe routes to sidewalks in the right of way, including access to bus stops and bike lanes.	
2.F.1 Chapel Hill 2020: Getting Around (GA)	Balancing automobiles with alternative forms of transportation in an integrated transportation network (GA.1);	The project is located within a few minutes walk of bus stops and transit routes along two arterial roads. It is also a few minutes wal to the proposed future NS BRT route. (GA.1)	See Staff Report

COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2) - COMMUNITY BENEFITS		
Options for Community Benefits	Applicant Proposal	Evaluation [Staff to Complete]
Traffic Impact Analysis – Status of Completion or Exemption (LUMO Sec. 5.8)	Not required	See Staff Report
Road Improvements Addressing Traffic Impacts (typically based on TIA Recommendations)		
Location of Vehicular Access Points; Vehicular Cross-Connectivity Opportunities	The main driveway will be accessed from Weaver Dairy Road and will be a right-in / right -out traffic pattern due to the existing median in Weaver Dairy Road in front of the site. There is an easement access part way along the western property line allowed a driveway connection between the non-residential and residential uses. This connects to the parking lot and Sparrow Street.	See Staff Report
Pedestrian Access and Internal Circulation, Connections to Larger Network	Pedestrian connections will be offered in multiple locations – at the Weaver Dairy frontage at both the east and west sides, at the driveway connection to the west, and the developer will allow for a future paved pedestrian connection at an appropriate location to the east if and when that parcel is redeveloped. Currently the adjacent parcel is all service area and parking lot and is constrained by a large grade difference.	See Staff Report
Bicycle Access and Safe Movements through Site; Identify Shared or Dedicated Facilities within Site and along Frontages	There will be bicycle parking at the daycare center, as well as bicycle storage opportunities at each of the townhome units. There is a bike lane in Weaver Dairy Road along the project frontage.	See Staff Report

COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2) - COMMUNITY BENEFITS		
Bicycle Amenities – Type and Location of Bicycle Parking and Other Supportive Amenities	There are 4 surface bike parking spaces (2 loops) offered at the entry to the daycare center. They will be covered, and that space will be visible from the interior entry desk. There will be space within the townhome carports for secure bicycle parking.	See Staff Report
Safe Road Crossings for Various Ages and Abilities – Treatments Used at Key Intersections	The project is located on a major streets with an existing bike lane. It is located less than 100' from a pedestrian crossing allowing access to the north side of Weaver Dairy Road. It is also less than 500' from the intersection of Weaver Dairy and Martin Luther King Jr Blvd, with cross walks and pedhead lights in all directions.	See Staff Report
Transit Service Proximity and Frequency; Improved Access to Nearest Transit	There is an existing bus stop approximately 1000' south on Martin Luther King Jr Blvd, and approximately east on Weaver Dairy Road. This is also a few minutes walk from a bus stop on Martin Luther King Jr Blvd to use the proposed NS BRT route.	See Staff Report
Future Multimodal Connectivity Opportunities (include projects by others for Greenways, Transit, and/or Bicycle Facilities)	No new greenway segment will be added as part of this project. Multiple pedestrian connections will be provided within the site to allow access to the existing sidewalk and bike lane network in the area.	See Staff Report
Parking Demand Reduction Strategies	The parking provided will be shared by the commercial use and the residential tenants.	See Staff Report

COMPLETE COMMUNITY: GREEN STRATEGIES (Goal 3) – SUPPORTING PLANS and POLICIES			
Plan/Policy References	• Climate Action and Response Plan (CARP) • Stormwater Management Master Plan • Future Land Use Map (FLUM), Environmental • Chapel Hill 2020: Nurturing Our Community • Sustainable Building Policy for Conditional Rezoning • Environmental Sustainability Advisory Board Development Review Criteria		
Topic	Relevant Features of Plan	Consistency of Application	Evaluation [Staff to Complete]
3.A.1 CARP: Buildings & Energy Actions	The plan calls for improving the efficiency of new buildings through Green Building / LEED techniques, using renewable energy sources, encouraging net zero emissions for new buildings, and ensuring all buildings are all-electric.	The buildings will be designed with all electric systems and appliances.	See Staff Report

COMPLETE COMMUNITY: GREEN STRATEGIES (Goal 3) – SUPPORTING PLANS and POLICIES			
3.A.2 CARP: Transportation & Land Use Actions	Creating walkable, bikeable, transit-served neighborhoods; contributing to town-wide EV charging station network, and increasing transit ridership.	The project's location encourages walking, biking, and public transit usage. One dual EV station serving 2 parking spaces will be installed in the parking lot for employee and tenant use.	See Staff Report
3.A.3 CARP: Waste, Water, & Natural Resources Actions	Protect natural resources by conserving existing tree canopy, developing green corridors, and protecting sensitive areas like RCD.	The project site has been mostly cleared by previous development. New trees and shrubs will be installed as part of the project development. There are no streams or wetlands on site. The Town's Natural Features Viewer ranks this site as having minimal influence of natures features, a low habitat score, a low riparian/aquatic score, and not supportive of natural open space.	See Staff Report
3.A.4 CARP: Resiliency Actions	Enhance green infrastructure including green spaces, stormwater control measures, and green building features.	New trees will be planted, and stormwater mitigation will treat for quantity of 100 year storm event and treat for water quality to meet state and municipal mandates. The project parking lot is small with good vegetative cover, thereby reducing heat island effect of large paved areas.	See Staff Report
3.B Stormwater Management Master Plan	Protect and restore natural stream corridors; ensure compliance with federal and state regulatory mandates, development of a stormwater program.	There are no streams or wetlands on site. There is no floodplain on site. New impervious on site will be treated for quantity control beyond State mandates, and will also treat for improved stormwater quality.	See Staff Report
3.C.1 FLUM Guiding Statements (Town-wide) #1.	Creating compact, walkable, mixed-use communities in targeted locations where activities are located close to one another, and densifying and mixing land uses in strategic locations to support a mix of activities, protect open space, develop a climate action plan, support transit, creation a "connected community" that ties into existing street networks and multi-modal paths, and incorporating resiliency measures.	This is an infill project, providing daycare and potential other non-residential uses, and residential units within an existing network of roads and sidewalks and within an existing mix of uses.	See Staff Report

COMPLETE COMMUNITY: GREEN STRATEGIES (Goal 3) – SUPPORTING PLANS and POLICIES			
3.C.2.a-f FLUM Focus Area Principles, Environmental	Incorporating green infrastructure to provide for flood mitigation, habitat, and community spaces, and being cognizant of existing watersheds.	The project will manage increased stormwater for the 100-year storm event and will improve water quality of stormwater runoff through the proposed underground mitigation system.	See Staff Report
3.D.1 Chapel Hill 2020: Nurturing Our Community (NOC)	Become a model for North Carolina and beyond in wisely and justly reducing waste in a way that minimizes local environmental impact without imposing upon the environmental and social rights of others (NOC.1); Maintain and improve air quality and water quality, and manage stormwater to heal local waterways and conserve biological ecosystems within the town boundaries and the Extra Territorial Jurisdiction (NOC.2);	The proposed project will minimize local environmental impact by re-using and already developed site which is now vacant.	See Staff Report

COMPLETE COMMUNITY: GREEN STRATEGIES (Goal 3) - COMMUNITY BENEFITS		
Options for Community Benefits	Applicant Proposal	Evaluation [Staff to Complete]
Energy Efficient Building Design, All-Electric Design, Electric Vehicle Charging, and Various Other Green Measures	<i>Complete the Climate Action Plan Worksheet</i>	
Solar Energy Generation, Solar-Ready Design, and/or Feasibility Analysis		
Electric Bicycle Charging		

Efforts to Minimize Removal of Mature Tree Canopy and Other Significant Vegetation	The site has been developed previously. The tree canopy requirement will be satisfied with new plantings. A reduction of required tree canopy has been requested due to the large percentage of the site in utility easements which restricts planting opportunities.	See Staff Report
Measures to Protect and/or Restore Streams, Wetlands, and Flood-prone areas, Exceeding Regulations	Stormwater quantity will be managed for the 100-year storm event which exceeds State regulatory mandates.	See Staff Report
Waste Reduction Strategies and/or On-Site Recycling or Composting	Recycling collection will be handled in a surface dumpster facility shared between the non-residential tenant(s) and the residential tenants.	See Staff Report
Stormwater Design Targets (e.g., Management for Larger Storm Events or Treatment of Existing Impervious Surface)	The proposed stormwater mitigation facility is an underground detention system designed to target quantity control for the 100-year storm event.	See Staff Report
Impervious Surface Reduction Strategies		
Invasive Species Removal	Invasive plant species will be removed from the development area on site.	See Staff Report
Strategies for Erosion Control and Stable Condition of Site during Construction, Exceeding Regulations	Erosion control measures will be reviewed and approved by the County to meet State regulations.	See Staff Report
Relationship of Grading to Natural Landform; Strategies to Minimize Cut and Fill	The project site is fairly flat, having been graded for previous development.	See Staff Report

COMPLETE COMMUNITY: PLACEMAKING AND PUBLIC REALM (Goal 4) – SUPPORTING PLANS and POLICIES

Plan/Policy References	• Future Land Use Map (FLUM), Placemaking, Street Character, and Urban Form • Chapel Hill 2020: A Place for Everyone; Good Places, New Spaces • Consultation with Town Urban Designer – Brian Peterson, bpeterson@townofchapelhill.org • Community Design Commission Guiding Principles for Design and Character		
Topic	Relevant Features of Plan	Consistency of Application	Evaluation [Staff to Complete]
4.A.1 FLUM Guiding Statements (Town-wide) #4., 5., 8., 9.	4. Promote distinctive, safe, and attractive neighborhoods.; 5. Cultivate a vibrant and inclusive community. ; 8. Provide appropriate transitions between land uses and buildings of different scales; 9. Preserve and maintain Chapel Hill's appearance and create the quality of design and development the Town desires.	The project will be designed to complement the existing architecture in the area and is infill in an already developed neighborhood. The small scale development will act as a transition between the existing retail and clinical space to the west, and the residential uses to the south.	See Staff Report
4.A.2.a-f FLUM Focus Area Principles for Placemaking, Street Character, and Urban Form	This project is located in the North MLK Focus Area. The FLUM calls for: additional and connected public and green spaces to be provided, activate frontages to encourage pedestrian activity, and build density from the rural buffer toward developed portions of Town.	The project will include internal pedestrian routes to access sidewalks in Weaver Dairy Road. The parking is placed behind the building, allowing building and plantings adjacent to the sidewalk to improve the pedestrian experience.	See Staff Report
4.B.1 Chapel Hill 2020: A Place for Everyone (PFE)	Family-friendly, accessible exterior and interior places throughout the town for a variety of active uses (PFE.1); A range of housing options for current and future residents (PFE.3)	The development will include easy pedestrian access from Weaver Dairy Road and transit services. The right-in/right-out driveway configuration will reduce conflict at the Weaver Dairy street entry. The townhome cluster includes some outdoor shared space shaded by trees. The housing offered will be small townhome units.	See Staff Report
4.B.2 Chapel Hill 2020: Good Places, New Spaces (GPNS)	A vibrant, diverse, pedestrian-friendly, and accessible downtown with opportunities for growing office, retail, residential, and cultural development and activity (GPNS.2); A range of neighborhood types that addresses residential, commercial, social, and	The project is small but will include a residential townhome cluster, likely 2-bedroom units. The daycare center will be an attractive service to the many existing and proposed residential neighborhoods nearby, and the requested approval is to provide the opportunity for most non-	See Staff Report

COMPLETE COMMUNITY: PLACEMAKING AND PUBLIC REALM (Goal 4) – SUPPORTING PLANS and POLICIES			
	cultural needs and uses while building and evolving Chapel Hill's character for residents, visitors, and students (GPNS.5) Open and accessible common spaces for community gathering, cultural uses, and community development (GPNS.7)	residential uses as allowed in the MU-V zoning district per the ordinance.	

COMPLETE COMMUNITY: PLACEMAKING AND PUBLIC REALM (Goal 4) - COMMUNITY BENEFITS		
Options for Community Benefits	Applicant Proposal	Evaluation [Staff to Complete]
Protection of Historic Features and Cultural Resources	n/a	
Public Art Proposed, and How Art Contributes to Creative Placemaking		
Streetscape Design Features for Active Pedestrian Realm along Internal Drives and Streets	The project includes sidewalks throughout with shade trees. The street yard on Weaver Dairy Road will include multiple plantings, and the parking lot will not be visible from the street.	See Staff Report
Building Placement to Activate Public Realm	The daycare building will be placed close to the street and parking will be hidden behind the building. There will be two sidewalk connections from the Weaver Dairy public sidewalk into the site.	See Staff Report
Building Design Measures Creating a Human Scale	The buildings are all 1-2 stories. The daycare center will be set close to the street. The townhomes will be set away from the parking lot to allow for some shaded community shared space for those tenants.	See Staff Report
Efforts to Reduce Visibility of Parking	The project's parking is located behind the daycare building. The townhome parking is expected to be carports set behind the units against the power easement. The small parking lot will be shared between all users, with an individual space provided behind each townhome unit for those residents.	See Staff Report

Transitions to Surrounding Neighborhoods through Landscape, Compatible Uses, and/or Building Forms	The project is a small scale mixed use development which will act as a transition between the 3-story retail/clinic space to the west, and the mobile home residential use to the south.	See Staff Report
Public Spaces Designed and Programmed to Serve a Variety of Needs	The project includes a small green space to be shared by the residential tenants. There is easy pedestrian access to the larger neighborhood where there are shops and services, sidewalks and green spaces.	See Staff Report
Additional Aspects of Site Design Prioritizing People Over Vehicles	The project provides pedestrian routes within the site to connect to existing sidewalks and bike lanes adjacent to the project. The project is a short walk to existing and proposed public transit services, including the proposed NS BRT service.	See Staff Report
Other Notable Design Features		



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Statement of Justification for the Zoning Atlas Amendment

This Statement worksheet addresses the reasonableness of the Zoning Atlas Amendment by considering characteristics of the site and its surroundings, comparing the scale of permissible development under the proposed zoning district to the scale permitted under existing zoning, and responding to Land Use Management Ordinance (LUMO) Findings of Fact. **This form is fillable. Please respond to all considerations listed in this worksheet.**

Project & Site Information	Project Name	Lightbridge Project	Application Number <i>[Staff to Complete]</i>	CZD-25-5
	Existing Zoning District	OI-3-CZD		
	Proposed Zoning District	MU-V-CZD		
	Proposed Land Uses	Phase 1: Non-residential or mixed use. Phase 2: Residential Townhomes. Surface and carport parking. Underground stormwater mitigation.		

CONSIDERING THE SITE AND ITS SURROUNDINGS			
	Description	Compatibility with Proposed Zoning and Development Program	Evaluation [Staff to Complete]
Surrounding Land Uses	North: Weaver Dairy Road – divided arterial road South: Vacant corner of plaza development, narrow right of way (), and mobil home park south of that. East: Timberlyne Shopping Center, 1- and 2-story buildings, with surface parking, set 7'-12' below the project site. West: Plaza with medical offices and pharmacy, 3-story, with surface parking.	The project acts as a transition with the non-residential use near the street and near the adjacent clinic and retail uses. A small scale residential offering will be located near the mobile home residential uses to the south.	See Staff Report

Surrounding Zoning Districts	North: MU-OI-1 South: CC-CZD East: CC West: CC-CZD	The proposed project is commercial at a smaller scale than the adjacent retail and commercial to the east and west. The project is separated from uses to the north by a divided arterial road. The residential portion of the project will be built adjacent to a vacant portion of the clinical plaza and is near other residential uses south of Sparrow Street.	See Staff Report
Transit Service	There is existing Chapel Hill Transit bus service on Martin Luther King Jr Blvd, and on Weaver Dairy Road. Future transit improvement plans include the NC BRT route on Martin Luther King Jr Blvd.	The proposed project in infill and will take advantage of public transit availability for residents and employees.	See Staff Report
Road Frontages and Vehicular Access	Road Classification(s): Local ☐ Collector ☐ Arterial ☒ Road Maintenance: NCDOT ☒ Town ☐ Private ☐ Access Points for Site: Vehicular access for residents will be from E Longview Street. There will be limited emergency access and trash collection access from MLK.	Vehicular access to the project will be right-in/right-out driveway connection to Weaver Dairy Road. There will also be vehicular access to the adjacent Weaver Crossing Plaza parking lot through an access easement. It is expected that mixed use project tenants and residents will use both accesses.	See Staff Report
Pedestrian & Bike Network	There is a sidewalk on Weaver Dairy Road, as well as a dedicated bike lane.	The project will make use of existing sidewalks and will provide connections to those existing street sidewalks and bike lane.	See Staff Report

Hydrological Features	There are no streams, wetlands, or floodplain areas on the site.	n/a	See Staff Report
Topography of Site	The site is fairly flat due to previous development. There is a small steep slope area along the eastern edge next to the power easement. That steep slope area was man-made when the site was graded for previous development.	The project will impact much of the man-made steep slope area. Grading will be required to install the underground stormwater mitigation system, but otherwise grading on site will be limited.	See Staff Report

COMPARING PROPOSED PERMISSIBLE DEVELOPMENT TO EXISTING			
LUMO Description		Compatibility with Proposed Zoning and Development Program	Evaluation [Staff to Complete]
Intent of Proposed Zoning District (LUMO Sec 3.3 or 3.4)	The mixed use village (MU-V) district is intended to provide for the coordinated development of office, commercial, and residential uses and their necessary support functions in the vicinity of key highway intersections and transit corridors in Chapel Hill. The district is designed to facilitate stated public policies to encourage design which emphasizes lively, people-oriented environments and compatible, visually interesting development. This district provides areas where moderate scale mixed use centers can locate with an emphasis on development of a balance of residential, office and commercial uses. It is further intended that the mixed use districts shall encourage development within which mutually supporting residential, commercial and office uses are scaled, balanced and located to reduce general traffic	The project will concentrate higher density to the Weaver Dairy frontage, and will use the south end of the parcel for lower density, low height residential use to act as a transition between the non-residential uses to the north and west, and the residential use to the south. The design will direct the majority of vehicular traffic to Weaver Dairy Road, and will include pedestrian and bicycle connections to adjacent properties internally. Parking will be provided on site but internal to the site, so that pedestrian and bike routes at the Weaver Dairy frontage are more pleasant. Impact to neighboring residential communities is expected to be minimal.	See Staff Report

	congestion by providing housing close to principal desingations, and convenient pedestrian and bicycle circulation systems and mass transit to further reduce the need for private automobile usage. Mixed use districts are intended to encourage development that allows multiple destinations to be achieved with a single trip. These standards encourage a design such that uses within a mixed use district are arranged in a manner that encourages internal vehicular trip capture and the development patterns that encourage walking, transit and bicycling as alternatives to automotive travel. When such districts adjoin residential development or residential zoning districts, it is intended that arrangement of buildings, uses, open space, and vehicular or pedestrian and bicycle access shall be such as to provide appropriate transition and reduce potentially adverse effect.		
Standard for Proposed Conditional Zoning		LUMO Standard for Existing Zoning	Evaluation [Staff to Complete]
Permitted Uses (LUMO Sec 3.4 or 3.7)	Permitted uses and development intensities—MU-V: The uses permitted in the Mixed Use Village district include the following: Adult daycare; child daycare; automated teller; automotive repair; automotive trailer and farm implement sales or rental; bank; barber/beauty shop; business – convenience, general, wholesale, and office; clinic; club; Dwelling units – single family, single family with accessory apartment, single family with cottage, two family detached, three family attached or detached, four family attached or detached, multi family 5-10 units; essential services; funeral home; group care facility; hotel or motel; independent senior living; kennel; manufactured home; manufacture home class A; park and ride; personal services; place of assembly up to 2000 seating capacity; place of worship; public	The project proposes non-residential use(s) as the phase 1 primary use, and townhome multi family under 10 units as an accessory use. Uses that would be allowed in this development are selected from the LUMO prescribed allowed uses and include: Adult daycare; bank; walk-up automated teller; barber/beauty shop; business – convenience, general, wholesale, and office; child daycare facility; clinic; club; Dwelling units – single family, single family with accessory apartment, single family with cottage, two family detached, three family attached or detached, four family attached or detached, multi family 5-10 units; essential services; funeral home; group care facility; hotel or motel; independent senior living; personal services; place of assembly up to 2000 seating capacity; place of worship;	See Staff Report

	cultural facility; public service facility; public use facility; publishing and/or printing; commercial or non-profit recreational facility; research activities; residence hall; rooming house; elementary or secondary school; service station/convenience store; short-term rental dedicated; supply yard; tourist home; veterinary hospital or clinic; vocation school; collocation on existing tower or base station; small wireless facility, new base station or new dual purpose tower; small wireless facility, non-concealed new base station or new tower; macrocell facility, new concealed base station; macrocell facility, new non-concealed base station. Permitted as an accessory use, the following uses are allowed: Agriculture – non-livestock; drive-in window; flex space; food truck; home occupation; manufacturing, light; outdoor skateboard ramp; off street parking; short term rental of primary residence; temporary portable building.		public cultural facility; publishing and/or printing; commercial or non-profit recreational facility; research activities; residence hall; rooming house; elementary or secondary school; short-term rental dedicated; tourist home; veterinary hospital or clinic; vocation school. As accessory uses the following would be allowed in the development: drive-in window; flex space; food truck; home occupation; temporary portable building.		
Maximum Floor Area (sq. ft.) <i>(LUMO Sec. 3.8)</i>	No RCD land on site. FAR of 1.2 Maximum allowed floor areas is 103,695 sf		Floor area proposed: 19,720 sf		See Staff Report
Maximum Building Height (ft.) <i>(LUMO Sec. 3.8)</i>	Maximum Proposed Setback Height	n/a – no buildings at setback	Maximum Allowed Setback Height	70'	See Staff Report
	Maximum Proposed Core Height	30'	Maximum Allowed Core Height	114'	

LAND USE MANAGEMENT ORDINANCE FINDINGS OF FACT FOR A ZONING ATLAS AMENDMENT

LUMO Section 4.4 states that the Zoning Atlas shall not be amended unless Council makes at least **one** of the Findings of Fact below.

Finding	Applicant Justification	Evaluation [Staff to complete]
FINDING #1: The proposed zoning amendment is necessary to correct a manifest error.	N/A	
FINDING #2: The proposed zoning amendment is necessary because of changed or changing conditions in a particular area or in the jurisdiction generally.	This property was previously developed, and there is a previous conditional zoning on it. The requested rezoning would allow a mix of commercial and non-residential uses, a combination supported by the Comprehensive Plan.	See Staff Report
FINDING #3: The proposed zoning amendment is necessary to achieve the purposes of the comprehensive plan.	<i>Complete the Statement of Consistency with the Comprehensive Plan.</i>	

The concept plan was presented to the Planning Commission at their 3-4-2025 meeting.

Plan included a single story daycare center, 35 parking spaces, 5 townhomes with carports.

Comments and responses for all Commission members as shown below.

Council Member	Council Comment	Applicant Response
E. Strother Murray-ndinga	Likes the idea of smaller townhome units. Would like to see some affordable units if possible.	The Applicant will develop the residential program more fully at ZCP. The residential construction will be a second phase of development.
Elizabeth Losos	Would like to see safer pedestrian access to the street sidewalk.	The plan has been revised to provide pedestrian connections from the proposed residential phase to the sidewalk system west of the project and through the site to the north for a connection onto Weaver Dairy Road sidewalks.
	Can we add charging stations.	The project will include one installed charging station at the daycare facility.
	How will the sloped east side be addressed.	The design includes a low retaining wall against the power easement, with plantings on top separating the driveway and garages from the power easement.
	Can we consider pervious paving.	The developer will look at this option during the ZCP design phase.
	Can we add density.	The site is narrow and doesn't support the space required for fire protection of 3-story structures. The townhomes are expected to be 20' wide and under 1,800 sf. It is unlikely that the number of units can be increased.
Jon Mitchell	Why is the zoning OI-3.	The applicant has changed the request to an MU-V zoning which would allow both the daycare center and the residential use and would also allow for different non-residential uses in the future.
	Can we include a pedestrian connection to the east	Currently the adjacent parcel to the east is 7-12' lower than the development and the uses adjacent are the service areas for the retail spaces there. The proposed stormwater mitigation will allow for additional impervious so that in the future when that site gets redeveloped, a connection can be made at the appropriate place. It is anticipated that any connection would involve stairs and sidewalks.
	Can we add density by putting a second story on the daycare and adding a second use.	Daycare centers generally like to be housed in stand-alone buildings for security. A two-story building would also necessitate the addition of an elevator. The Applicant is not planning a second story over the daycare center. The rezoning ask is for a multitude of uses that would be allowed by right in the MU-V zone to allow for future expansion

		of the non-residential use as markets and tenants change.
	Can we increase the number of residential units.	The site is narrow and doesn't support the space currently required for fire protection of 3-story structures. Additionally the existing housing to the south is small manufactured homes and a two-story product is an appropriate neighbor. The townhomes are expected to be small - 20' wide and under 1,800 sf. It is unlikely that the number of units can be increased but the rezoning request has been expanded to include up to 12 units to accommodate potential changes in housing types (for example stacked flats) in the future.
Overall summary in context of the complete communities matrix	Residential density – support for additional units	The overall design remains as was presented in the concept.
	Housing diversity – general support for the smaller size townhome units	The overall design remains as was presented in the concept
	Walkability – see Brian Peterson Comments	Revisions have been made to the layout to increase pedestrian and bicycle connections with the site toward the existing network west of the site and toward the sidewalk along Weaver Dairy Road.
	Access to transit – bus stops available on MLK and Weaver Dairy Rd	Revisions have been made to the layout to increase pedestrian and bicycle connections with the site toward the existing network west of the site and toward the sidewalk along Weaver Dairy Road.
	Parking – group supports shared parking	The overall design remains as was presented in the concept, including the shared parking.
	Placemaking – incorporate gathering spaces, shared shaded area near townhomes, pedestrian access to Timberlyne	The plan has been revised to incorporate a community area in front of the townhomes for those residents. Pedestrian connection is not shown to Timberlyne to the east, but the storm mitigation facility can be sized to allow for future impervious so that a connection can be made at an appropriate spot when that property is redeveloped in the future.
	Respect for surrounding neighborhoods – not applicable	
	Maintain natural areas. They would like to see installation of larger trees.	The homes are on the smaller side at 1,700-1,900 sf with only 10' separation.
	Responsiveness to stormwater concerns – can permeable paving be added, or parking lot islands that can hold runoff	The developer will investigate these opportunities during the CD design at ZCP phase.
	Address sustainability.	A climate action plan is submitted with this application.
Brian Peterson Comments	- Daycare use is a good complement to other uses in the area, would add to the mix of service available in this portion of Chapel Hill - Inclusion of townhomes is a positive aspect of the project. – Chapel Hill	- Daycare is still the proposed use. - The smaller size townhomes will be the second phase of development. - The pedestrian connections within the site have been improved to provide a

	needs more housing so this is a good infill use 3. Improve the pedestrian connection from the townhouses to Weaver Dairy Road. 4. Look for opportunities to incorporate a small gathering/social space in the small lawn area in front of the townhomes, while ensuring an adequate vegetative buffer to the Walgreens next door. 5. Look for opportunities to engage the building architecture with the site – for example canopies on the building could extend out to provide shade for the play areas. 6. In terms of architecture and character, the nearby Children's Campus facility is a good example incorporating an aesthetic that is contemporary, yet reflective of and appropriate for the use in the building.	continuous route from the townhomes to the Weaver Dairy sidewalk. 4. A community gathering space has been included in front of the townhome units, separated from the adjacent property by the required 20' landscape buffer. 5. The building architecture will be further developed during the ZCP phase. 6. Noted.
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October 20, 2025

Town of Chapel Hill
Planning Department
405 Martin Luther King Jr. Blvd
Chapel Hill, NC 27514

RE: Conditional Zoning Application for Lightbridge Project
1165 Weaver Dairy Road

On behalf of the land developer Comprop LLC, enclosed is a conditional zoning application for the 1165 Weaver Dairy Road parcel, known as the Lightbridge Project. The requested zoning is an MU-V district to reflect the non-residential and residential mix proposed and to provide flexibility as markets change to accommodate a variety of non-residential uses.

The proposed Lightbridge Project will be developed as 2 phases the first of which will be a non-residential use on the north portion of the site. The second phase will be townhome style residential use located on the south third of the parcel. Current plans are to deliver a 12,000 SF new daycare center with surface parking on the north portion of the site, and a 4-unit cluster of townhome residential units on the south portion of the parcel. The proposed development will add a daycare service in the north part of Chapel Hill to help serve the many new residents in that area, and will also provide some infill housing to address the Town's need for housing as noted in Chapel Hill's Projected Housing Needs for 2020-2040. The conditional zoning request is for more general non-residential use on the north side, potentially more dense development of residential on the south side, and surface parking between the two uses.

The initial phase of the project will be a single-story daycare structure with the building brought close to the street. The parking for this project will be surface parking located behind the building and not visible from the street. The majority of playground space will also be set behind the building, but a small playground space is expected to be placed between the building and street, screened with new plantings and a fence.

The second phase will include approximately 4 small townhome units, each with a carport. Those residents will be able to use the daycare surface parking as overflow for the residential use with the need for this expected mostly on weekends and in the evenings when the daycare use would not be using the parking.

There will be an underground stormwater mitigation facility which will handle stormwater for both the daycare and residential uses. The dumpster facility located closer to the daycare is also intended to serve both uses.

The project will include multiple green spaces – playgrounds for the daycare use in front of and behind the classroom building, and a community outdoor space for the townhome residents located in the townhome front yard area. There will be multiple sidewalks on site to provide pedestrian connectivity to the north and west. The stormwater facility will provide mitigation for additional impervious sidewalk to the east which may be added when future redevelopment of the Tymberline site occurs. Currently there is not a good landing spot for pedestrians walking east, but a sidewalk/stair connection could be added in the future to coordinate with a future pedestrian system on that site.

The project sits on a 2-acre site in north Chapel Hill. The parcel is constrained by an electric easement running the length of the site along the eastern property line, with some manmade steep slopes located there. There are no streams on site or within 200 feet of the parcel shown on USGS, soil survey, or FEMA maps. The site has been cleared and previously developed, though the buildings have been removed and the site is currently vacant with a few large trees in the perimeter areas.

This project will offer a daycare service to complement the multiple residential developments already existing in the area. The infill housing will complement existing housing located just south of the site. The location of this development will encourage use of alternative transportation modes and will support the existing and proposed public transit in town. The project adds to the overall variety of uses and housing types in the neighborhood, thereby reinforcing a true complete community.

The applicant is seeking a MU-V-CZD zoning to reflect the intended mixed use development proposed. This zoning choice is justified by the project's location within a short walk of the existing public transit hub at the Eubanks Park and Ride facility.

Lastly, the proposed project is being designed to comply with the Chapel Hill Comprehensive Plan. The proposed daycare and townhomes are consistent with the secondary uses encouraged by the Town of Chapel Hill in the subject's North MLK Focus Area, Sub-Area D per the Future Land Use Map and the Town's land use initiative. The site is quite small and narrow (135' wide) and achieving aerial access for fire protection would be difficult, if not impossible on this site and would not allow for efficient high density building design.

Sincerely,



Wendi Ramsden
Project Manager