

Meridian Lakeview

Chapel Hill
Town Council

October 11th, 2023

BRYAN PROPERTIES

NorthView Partners
DEVELOPMENT • CONSTRUCTION • INVESTMENT MANAGEMENT

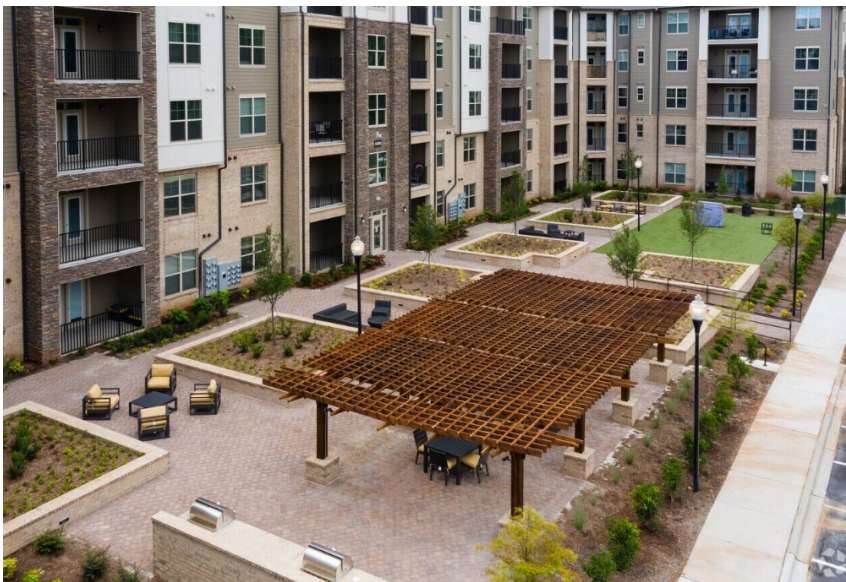
BRYAN PROPERTIES



Meridian Lakeview

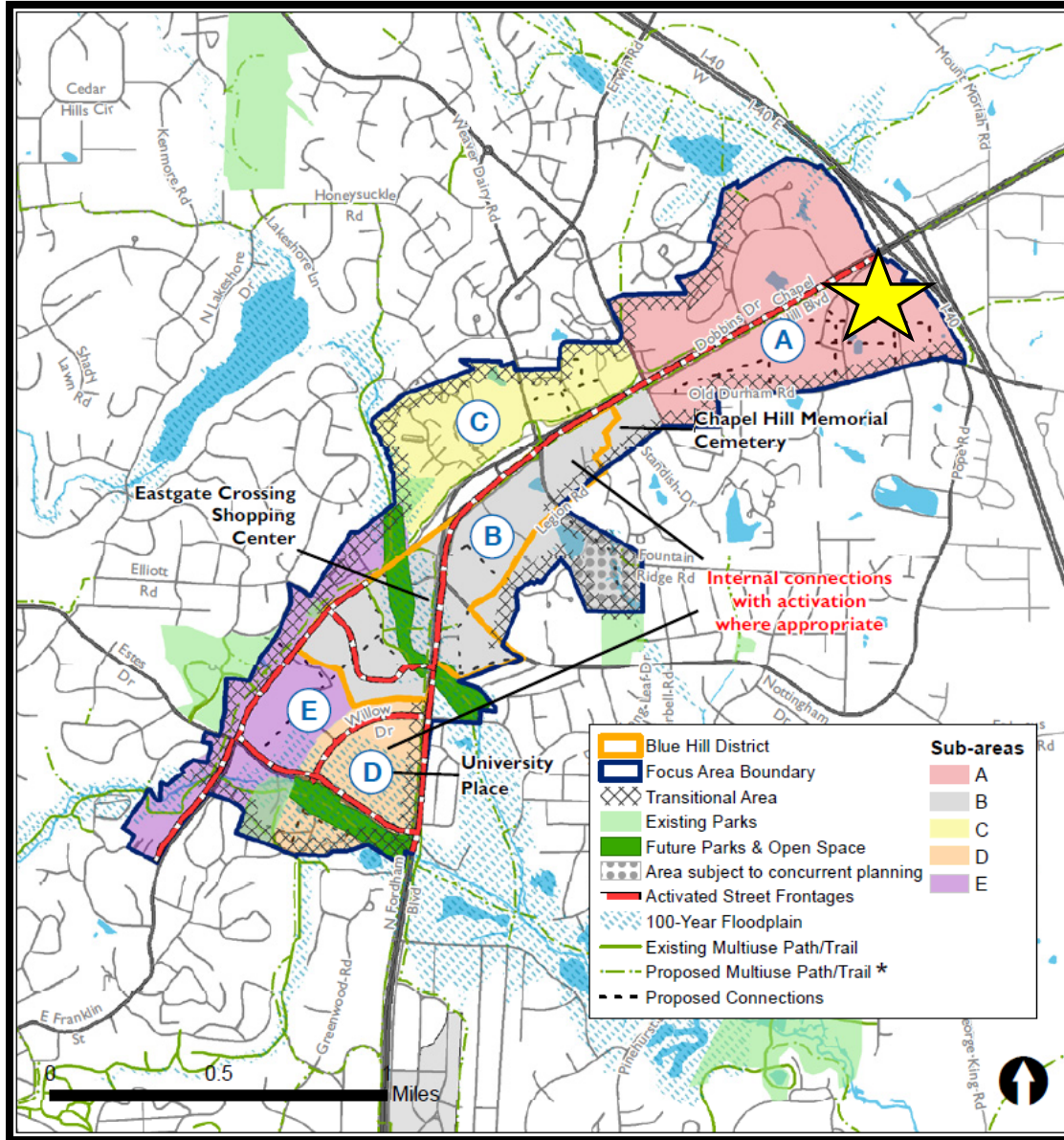
NorthView Partners

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Meridian Lakeview

FLUM










Character Types and Height in 2050: North 15-501 Corridor

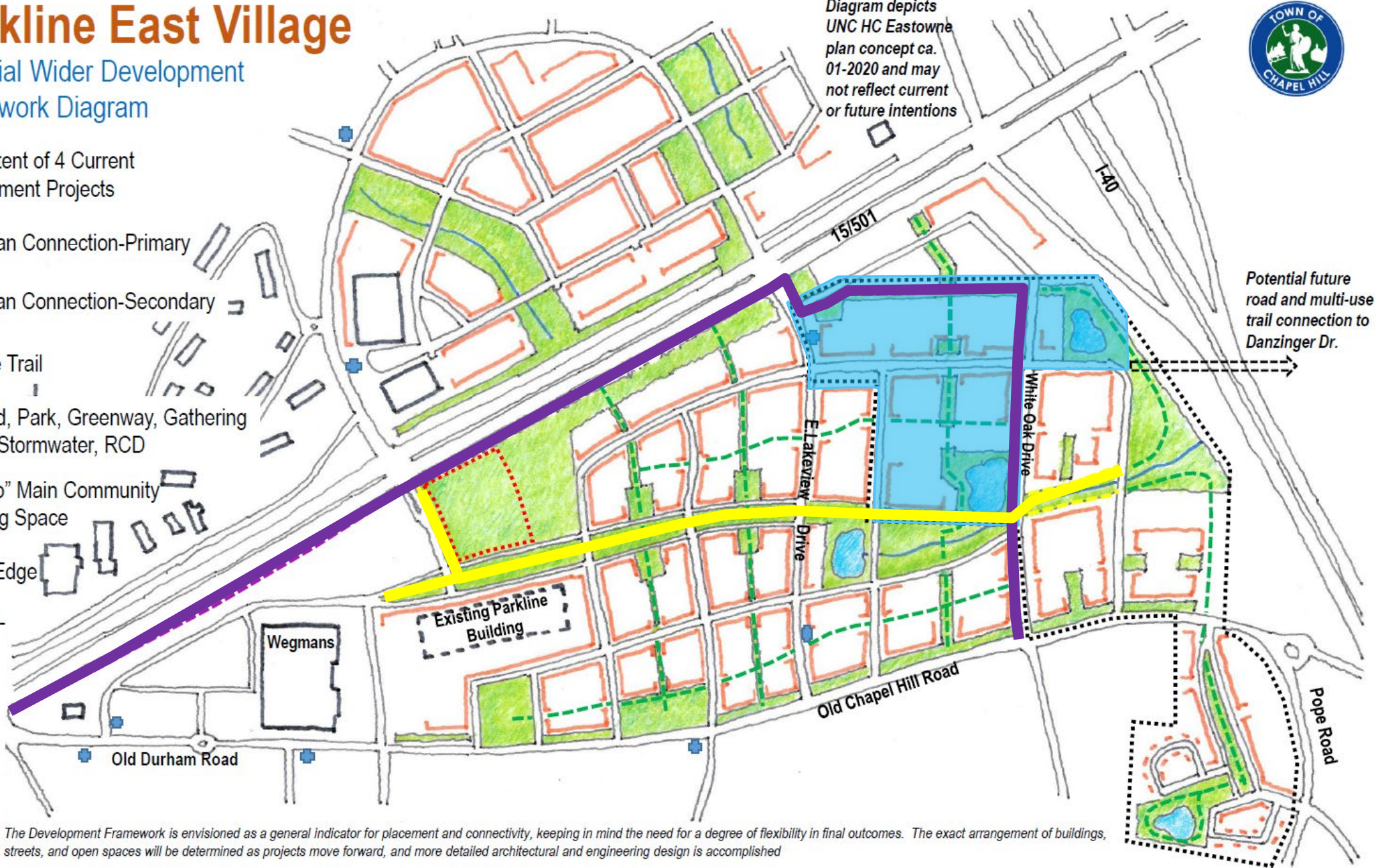
● Primary (predominant land uses)
 ⊙ Secondary (appropriate, but not predominant)
 ⊖ Discouraged

| | Sub-Area A | Sub-Area B | Sub-Area C | Sub-Area D | Sub-Area E |
|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Multifamily, Shops & Offices | ● | ● | ⊙ | ● | ● |
| Multifamily Residential | ● | ⊙ | ⊙ | ⊙ | ⊙ |
| Commercial/Office | ● | ● | ⊙ | ● | ● |
| Parks and Green/Gathering Spaces | ● | ● | ⊙ | ● | ● |
| Townhouses & Residences | ⊙ | ⊙ | ● | ⊙ | ⊙ |
| Institutional/University/Civic | ⊙ | ⊙ | ⊙ | ⊙ | ⊙ |
| Typical Height | 4-6 stories | 4 stories | 4 stories | 4-6 stories | 4-6 stories |
| Transitional Area Height | Up to 4 stories | Up to 4 stories | Up to 4 stories | Up to 4 stories | Up to 4 stories |
| Activated Street Frontage Height | 6 stories | 6 stories | 6 stories | 6 stories | 6 stories |

B Parkline East Village

Potential Wider Development Framework Diagram

-  Area Extent of 4 Current Development Projects
-  Pedestrian Connection-Primary
-  Pedestrian Connection-Secondary
-  Multi-use Trail
-  Courtyard, Park, Greenway, Gathering Spaces, Stormwater, RCD
-  "The Hub" Main Community Gathering Space
-  Build-to Edge
-  Bus Stop-current



9-12-22



The Development Framework is envisioned as a general indicator for placement and connectivity, keeping in mind the need for a degree of flexibility in final outcomes. The exact arrangement of buildings, streets, and open spaces will be determined as projects move forward, and more detailed architectural and engineering design is accomplished

Meridian Lakeview

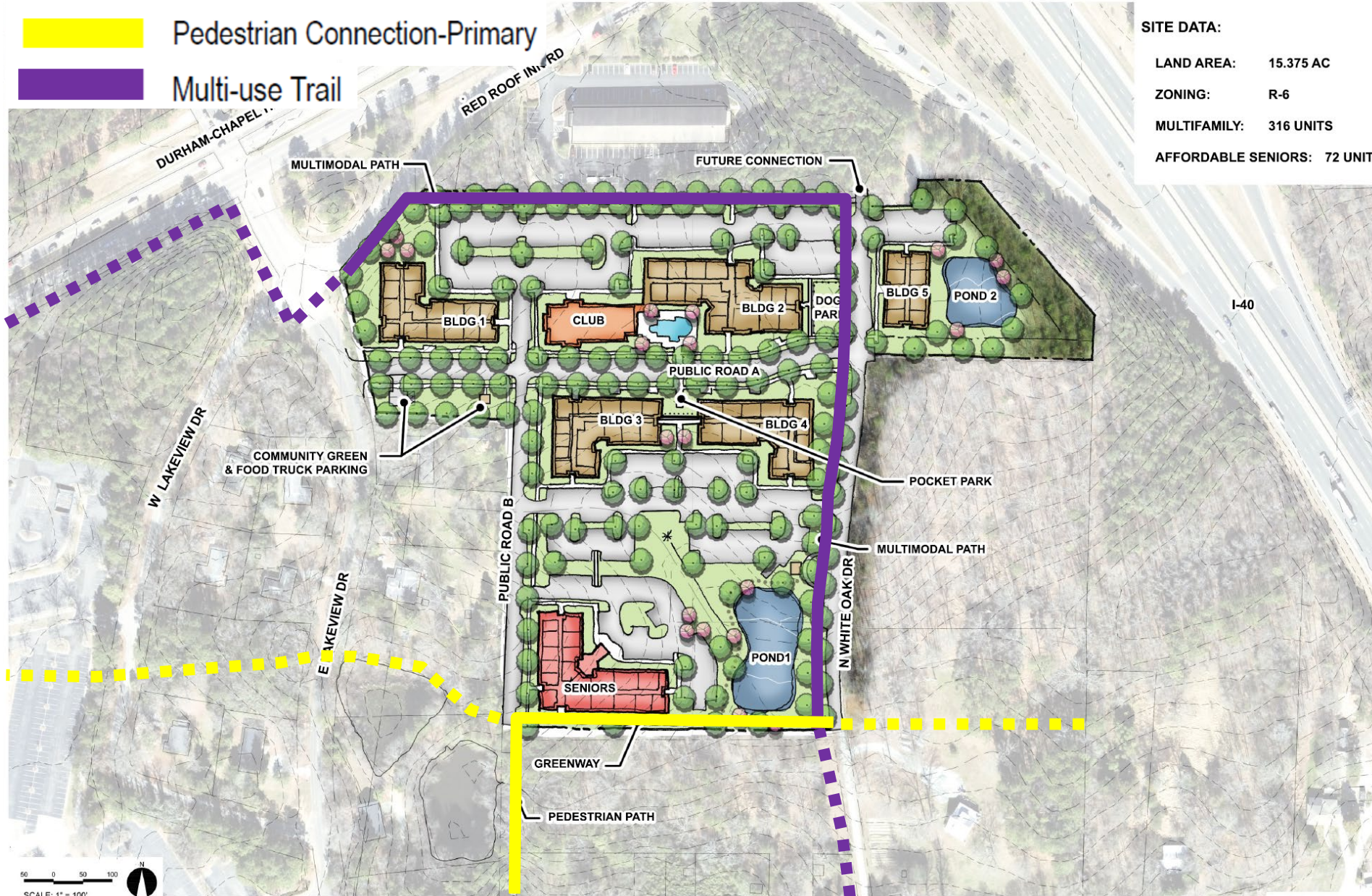
Planning Commission Concerns

1. Connections
2. Surface Parking – too much?
3. Amenities – need more
4. Trees – keep more
5. Bland, not beautiful

Site Plan

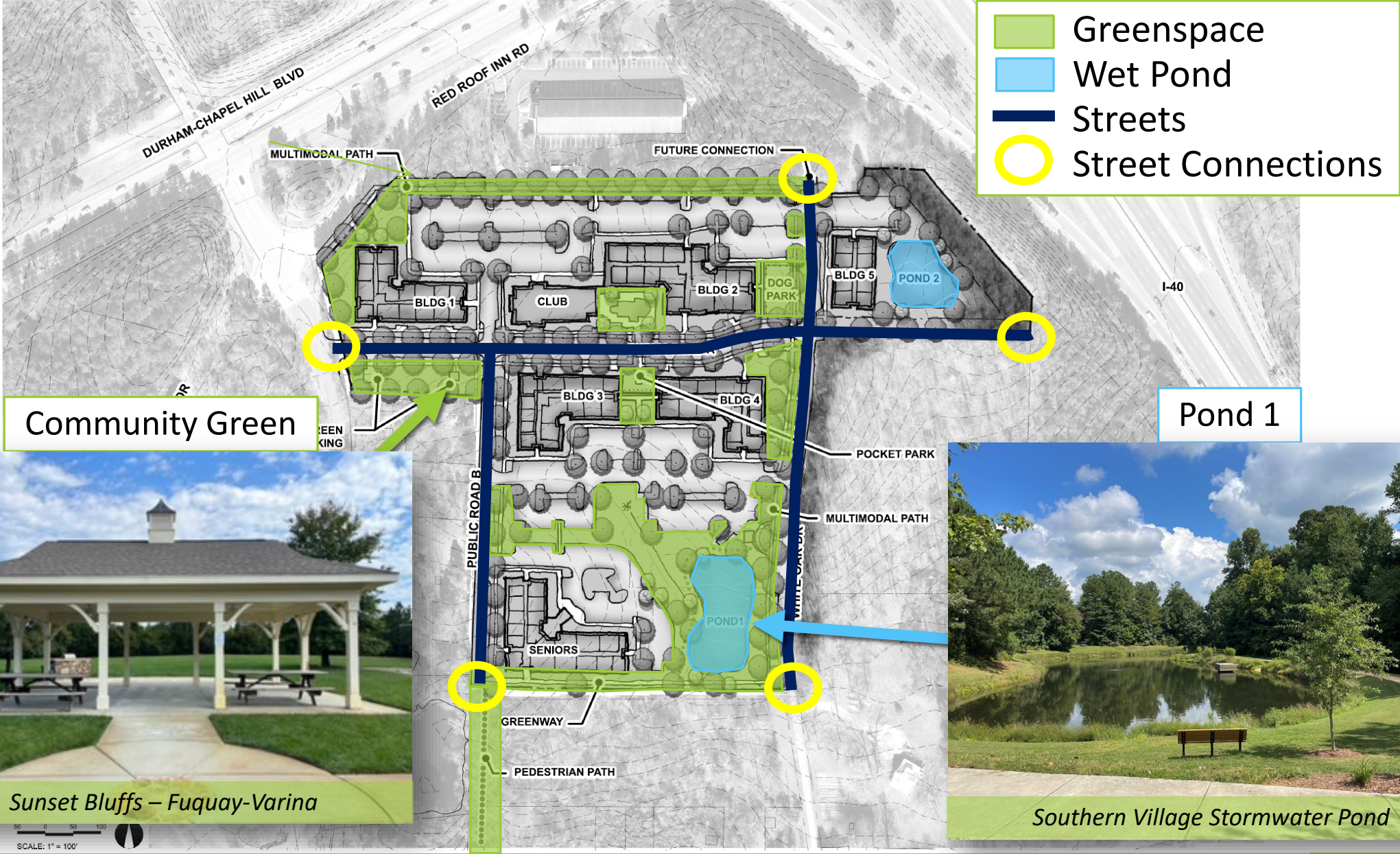
-  Pedestrian Connection-Primary
-  Multi-use Trail

| SITE DATA: | |
|---------------------|-----------|
| LAND AREA: | 15.375 AC |
| ZONING: | R-6 |
| MULTIFAMILY: | 316 UNITS |
| AFFORDABLE SENIORS: | 72 UNITS |



Meridian Lakeview

Green Space and Street Network



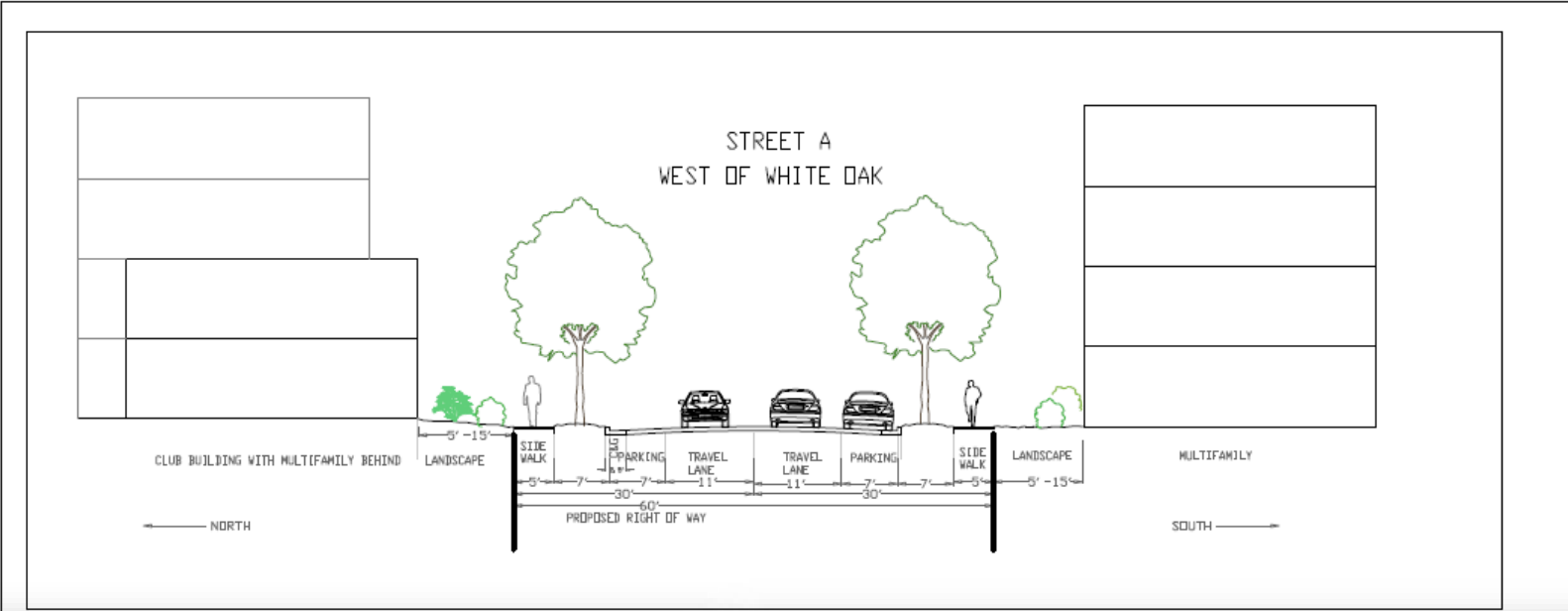
Meridian Lakeview

Streetscape Rendering



Meridian Lakeview

Street Profile - Danziger Dr



Community Green



Meridian Lakeview

Affordable Housing Options

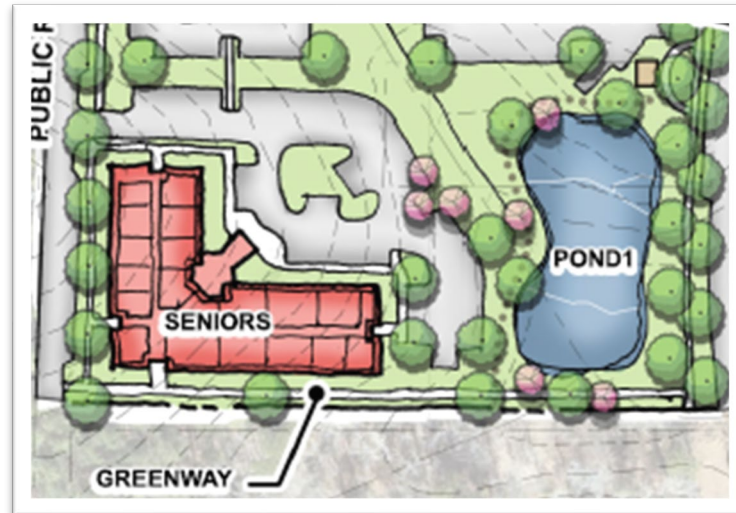
72 Affordable Senior Units via LIHTC (Low Income Housing Tax Credits)

- Partner with a Local LIHTC Developer
- Units restricted to Seniors (over 55 years of age)
- Leased to households with an average income of 60% AMI ranging between 20% - 80% AMI
- 316 Market Rate Units *15% = 48 Recommended Affordable Units
(24 Affordable Units applied to future neighborhood)

Or

24 For-Sale Townhomes

- 8 Townhomes sold to Households with income not exceeding 65% AMI
- 8 Townhomes sold to Households with income not exceeding 80% AMI
- 8 Townhomes sold to Households with income not exceeding 100% AMI



Meridian Lakeview

11,000 Street Trees and Counting



Southern Village



Holly Springs



Huntersville

Meridian Lakeview

Meridian Lakeview

Appendix

BRYAN PROPERTIES

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DEVELOPMENT • CONSTRUCTION • INVESTMENT MANAGEMENT

Meridian Lakeview

Meridian Trees



Meridian Lakeview

Streetscape Rendering



Meridian Lakeview

Southern Village Stormwater Pond



Meridian Lakeview

Community Green



Meridian Lakeview

Parking Spaces

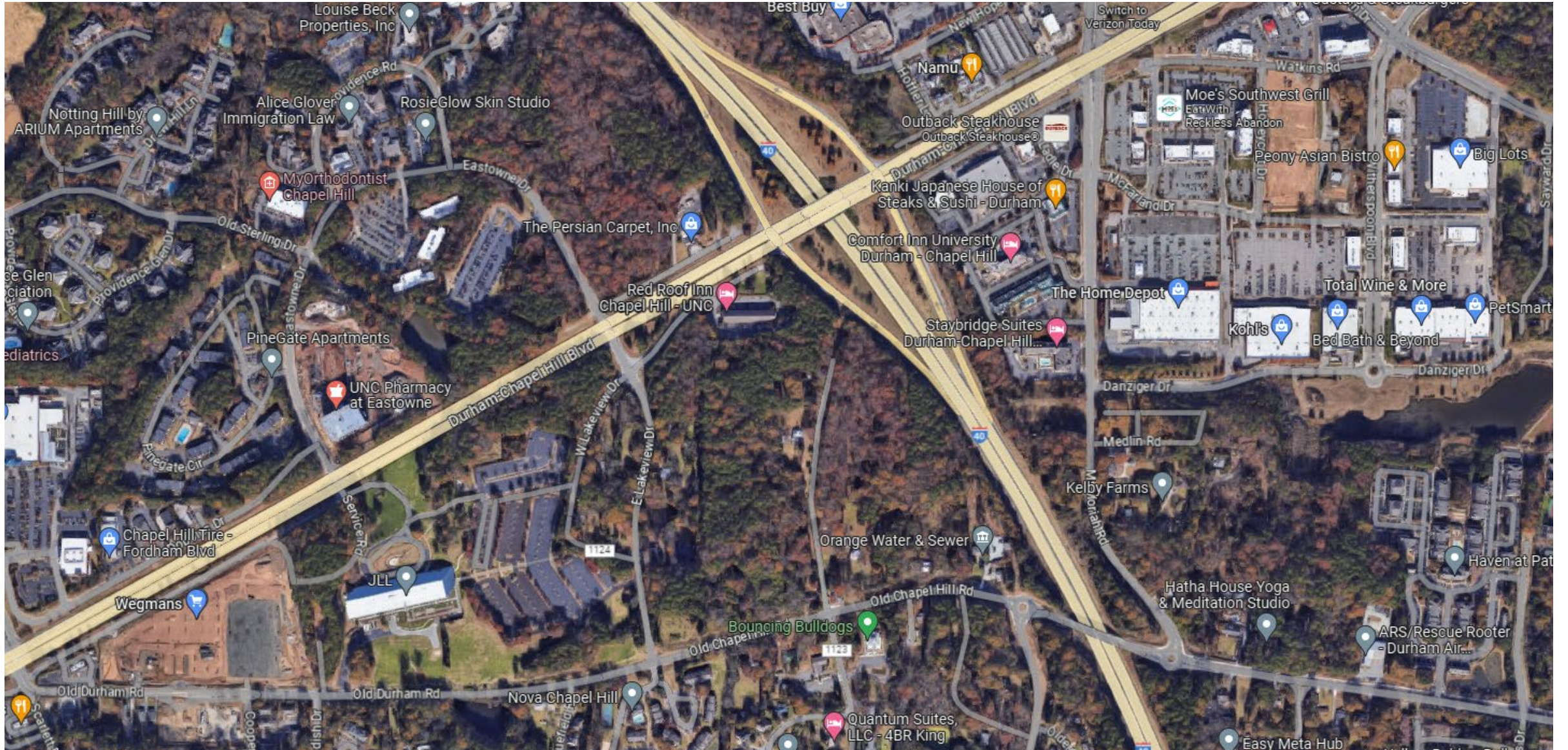
| | |
|---|-----------------|
| Town of Chapel Hill Minimum | 461 |
| Onsite Parking | 416 |
| Onsite Parking Shortfall | (45) |
| *On Street Parking | 99 |
| Total Onsite and On Street Parking | 515 |
| Town of Chapel Hill Maximum | 577 |
| Town of Chapel Hill Minimum | 461 |
| **Parking Per Unit | 1.33 |
| Parking Per Bedroom | 0.90 |

*** The development is requesting a modification to count On Street parking to address the parking shortfall**

**** Southern Village is currently parked at 2.13 per unit
2.13 space per unit * 388 Units = 826 Parking Spaces**



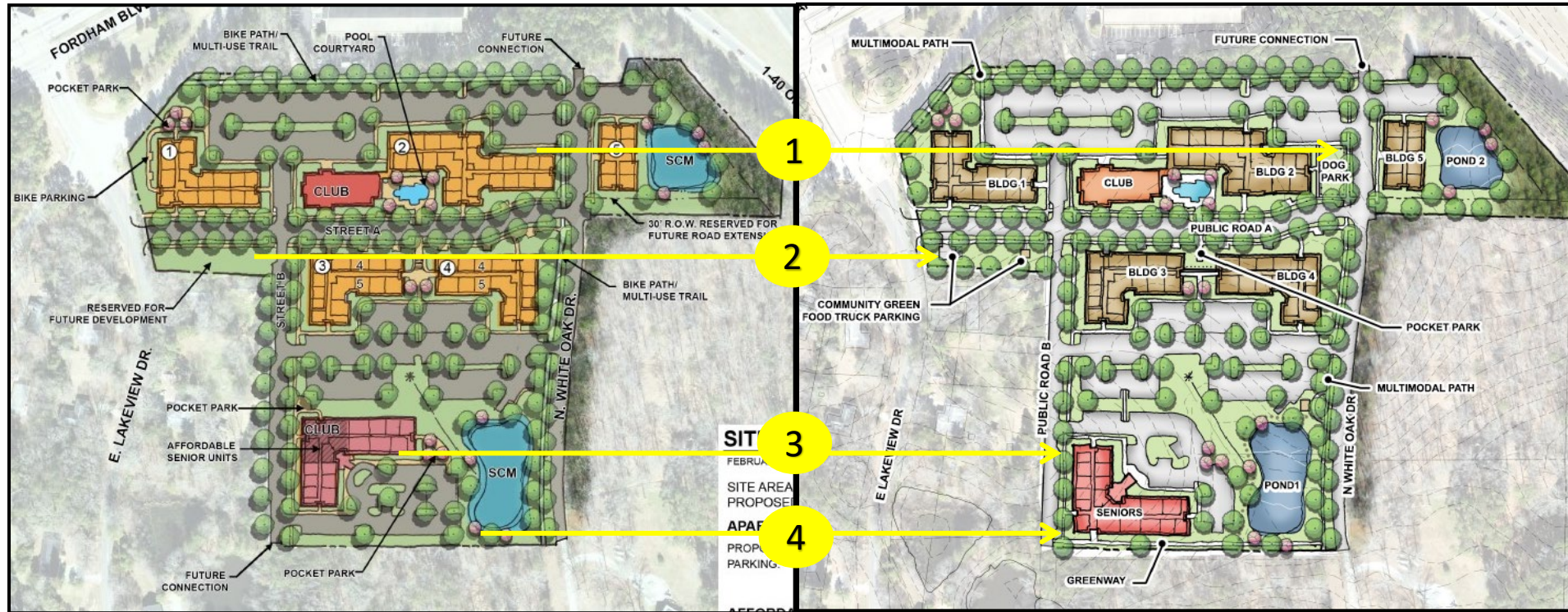
Area Map



Meridian Lakeview

Concept Plan – 02/22/22

Current Plan – 09/20/23



Building 2 → 1 → Dog Park with Covered Seating and Trees

Reserved for Future Development → 2 → Community Green with Food Truck Parking

Senior Housing Facing Parking → 3 → Rotated to “Front on Greenway”

Greenspace → 4 → Linear Greenway Park – Increasing pedestrian connectivity Within Parkline East

Meridian Lakeview

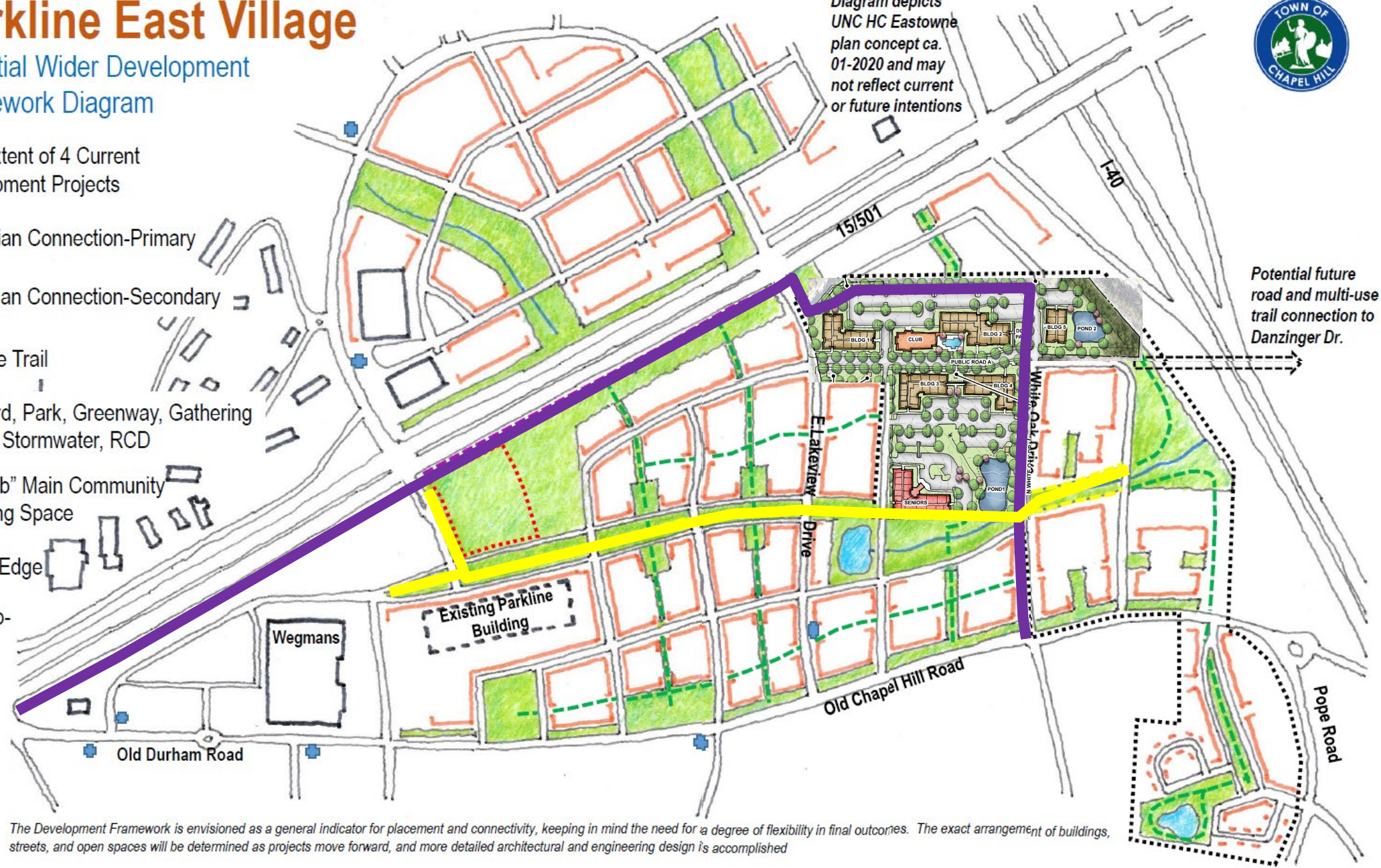
B Parkline East Village

Potential Wider Development Framework Diagram



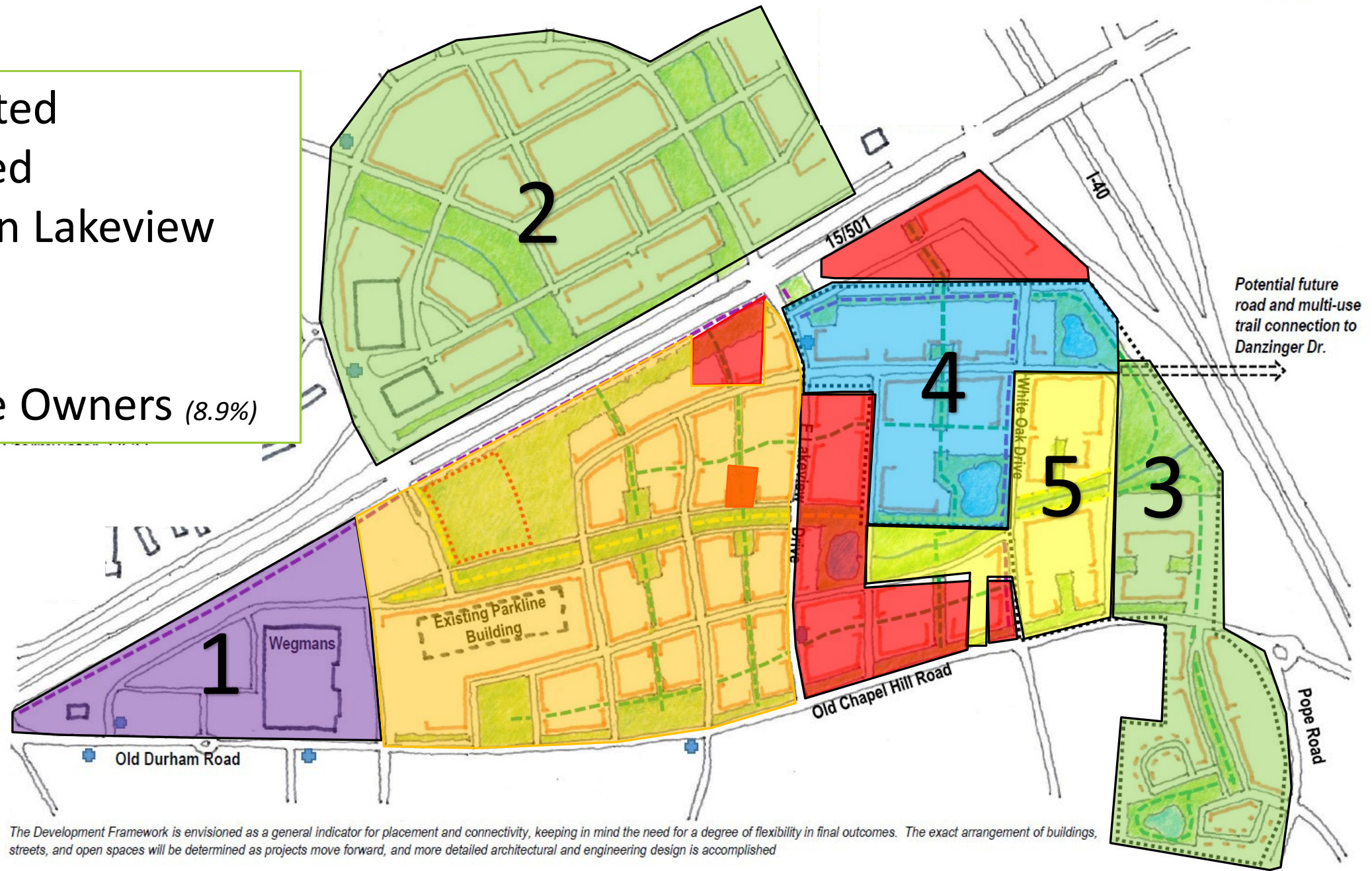
Diagram depicts UNC HC Eastowne plan concept ca. 01-2020 and may not reflect current or future intentions

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9-12-22 The Development Framework is envisioned as a general indicator for placement and connectivity, keeping in mind the need for a degree of flexibility in final outcomes. The exact arrangement of buildings, streets, and open spaces will be determined as projects move forward, and more detailed architectural and engineering design is accomplished

- Completed
- Approved
- Meridian Lakeview
- For-Sale
- SECU
- Multiple Owners (8.9%)



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Meridian Lakeview

Southern Village Fire Hydrant Access



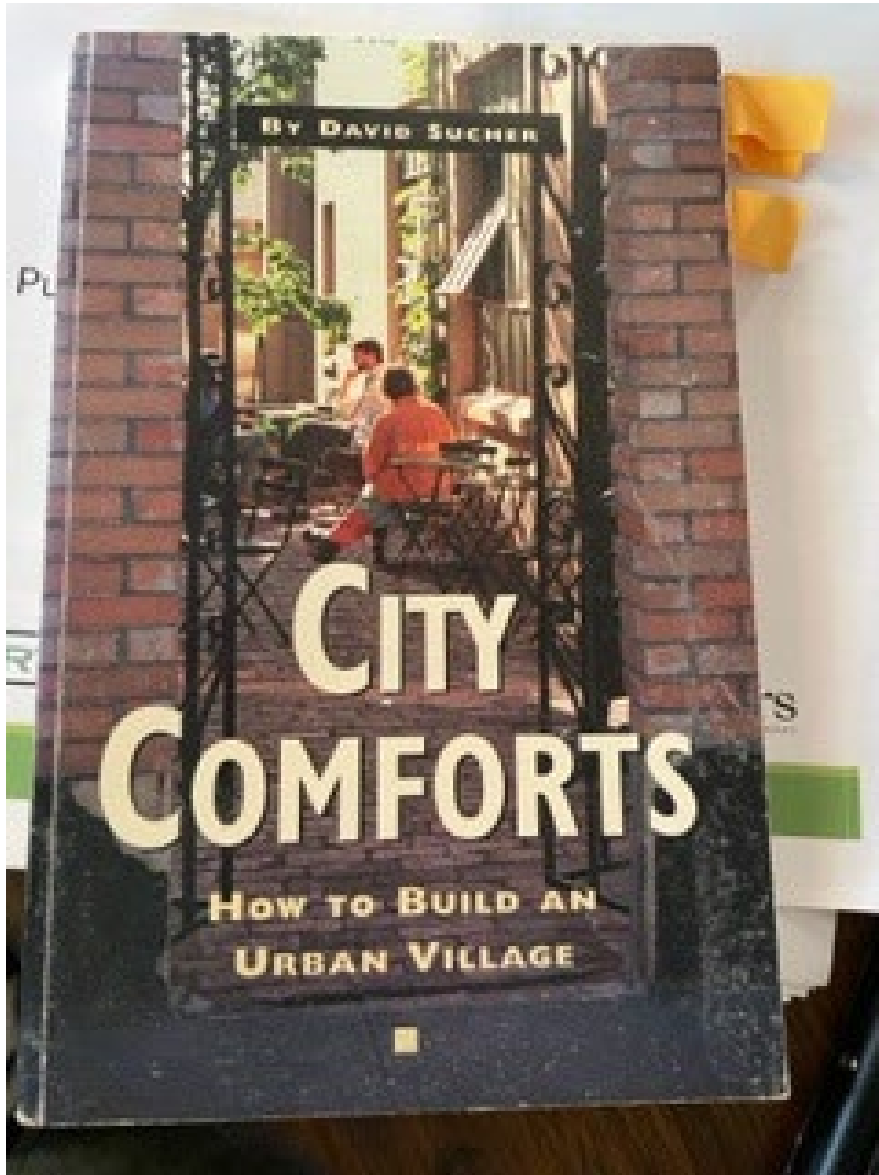
Meridian Lakeview

Parkline East & Southern Village

| | Parkline East* | Southern Village |
|--------------------------|---|--|
| Acreage | 183 Acres 27 Open Space | 312 Acres 98 Open Space |
| Employment | 156 Net Acres 7,000 Employees <i>UNC, Wegmans, SECU Building</i> | 214 Net Acres 1,000 Employees <i>Village Center Shop and Office</i> |
| Retail | 100,000 SF | 45,000 SF |
| Office | 1,900,000 SF | 90,000 SF |
| Residential Units | 2500 – 5500 | 1,200 |
| Hotel | Red Roof Inn | Hyatt Place |
| Schools | None | Yes |
| Church | None | Yes |
| Town Park | TBD | Yes 80 Acres |

* Estimates based off Parkline East Village Development Framework

City Comforts



Three Critical Patterns

1. Build to the Sidewalk
2. Make the Street front permeable
3. Put the parking behind or under or above, or to the side of the building

Urban Village
“A Phrase of Contradiction”

Urban

Large
Hustle-Bustle
Lonely
Hostile
Strangers
Possibilities
Complex
Large
Growth

Village

Small
Tranquility
Together
Friendly
Kindred
Limits
Simple
Small
Stasis

Southern Village & Meridian Lakeview Apartment

Identical

- Street Width
- Street Trees between curb & sidewalk
- Sidewalk Width
- Building Setbacks
- On Street Parking
- Hidden Parking

Similar

- Part of a Greater Vision
Approximately 10%
- Pool, Clubhouse, Outdoor Gathering Places
- Dog Park
- Proximity to Transit

Different

- Topography – less than 5% vs 15%
- 4 Story with elevators vs 2-3 Story
- Fewer Buildings
- Density

Not as Good

- Civic Infrastructure
Elementary School
Church
Community Park
- Connectivity to Chatham County

Better

- Less Parking Spaces
- Offices for people who work from home
- Bicycle Accommodations
- Electric Car Charging
- Community Green for Everyone
- Affordable Housing
- Connectivity to Durham, RDU, RTP

Unknown

- Proximity to Retail

Traffic Speed and Pedestrians

Impact Speed and a Pedestrian's Risk of Severe Injury or Death

Table 3. Impact speed at which estimated average risk for struck pedestrian reaches 10%, 25%, 50%, 75%, and 90%, main results vs. sensitivity analyses. Risks are adjusted for pedestrian age, height, weight, body mass index, and type of striking vehicle, and standardized to the distribution of pedestrian age and type of striking vehicle for pedestrians struck in the United States in years 2007–2009.

| | | Risk of severe injury (%) | | | | | Risk of death (%) | | | | |
|----------------------|--|---------------------------|----|----|----|----|-------------------|----|----|----|----|
| | | 10 | 25 | 50 | 75 | 90 | 10 | 25 | 50 | 75 | 90 |
| | | Impact speed (mph) | | | | | | | | | |
| | Main results | 16 | 23 | 31 | 39 | 46 | 23 | 32 | 42 | 50 | 58 |
| Sensitivity analyses | | | | | | | | | | | |
| | Unweighted data | 13 | 21 | 29 | 37 | 44 | 19 | 29 | 39 | 48 | 56 |
| | Complete cases only ^a | 17 | 25 | 33 | 40 | 47 | 24 | 33 | 41 | 48 | 54 |
| | Impact speed from crash reconstruction only ^b | 16 | 23 | 31 | 38 | 45 | 23 | 32 | 41 | 49 | 56 |
| | Impact speed accurate to within 5 mph only ^c | 16 | 23 | 30 | 37 | 44 | 24 | 32 | 40 | 48 | 55 |
| | Weights adjusted for under-reporting ^d | 17 | 25 | 33 | 40 | 47 | 26 | 34 | 43 | 51 | 58 |

a. Estimated from logistic regression model fitted to complete cases only (N=315).

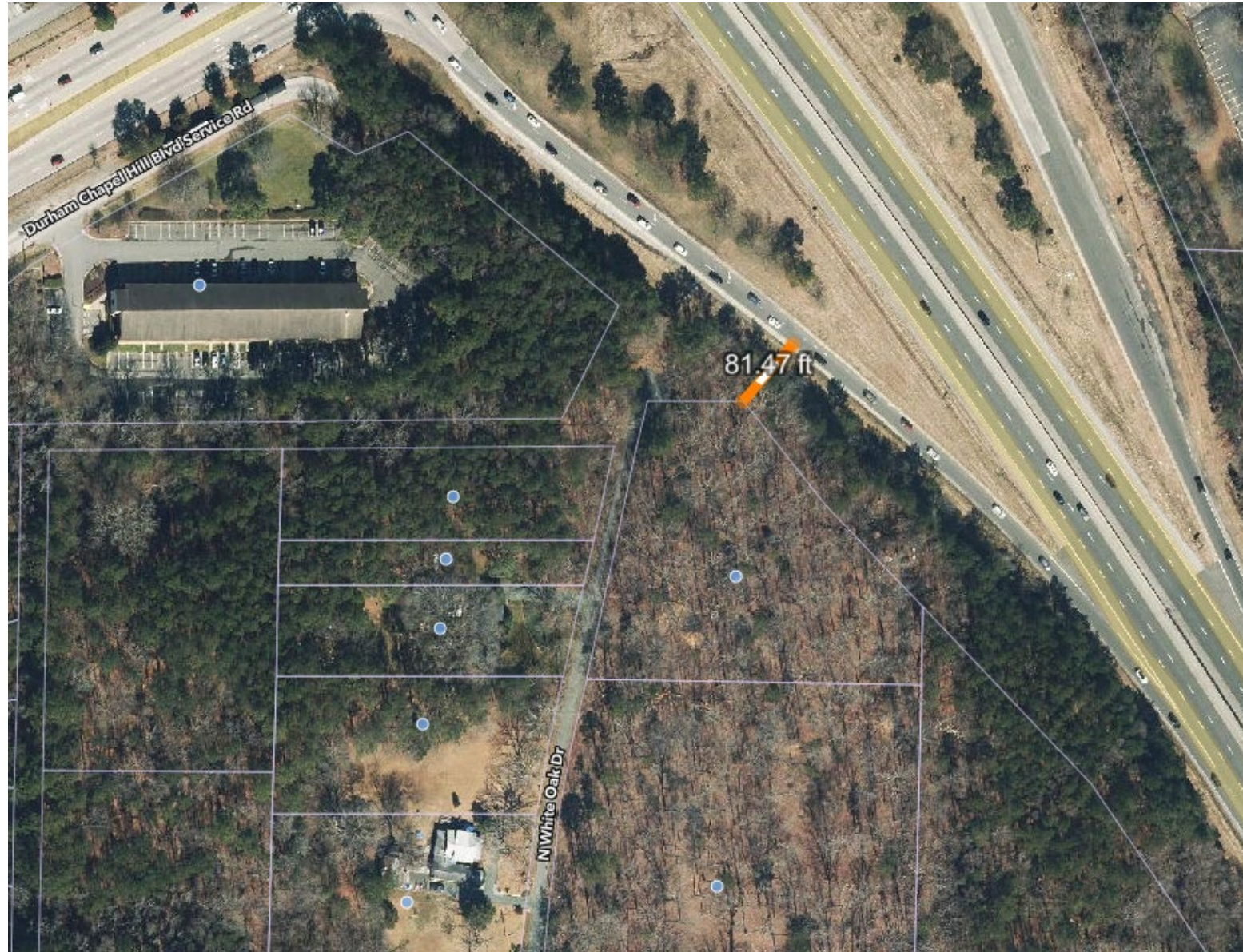
b. Impact speed estimates not derived from crash reconstruction (e.g., based on police, driver, or witness estimates; n=26) were treated as missing values and were imputed.

c. Impact speed estimates not derived from crash reconstruction (n=26) and speeds derived from reconstruction with error range greater than 5 mph (n=11) were treated as missing values and were imputed.

AAA Foundation for Traffic Safety – September 2011

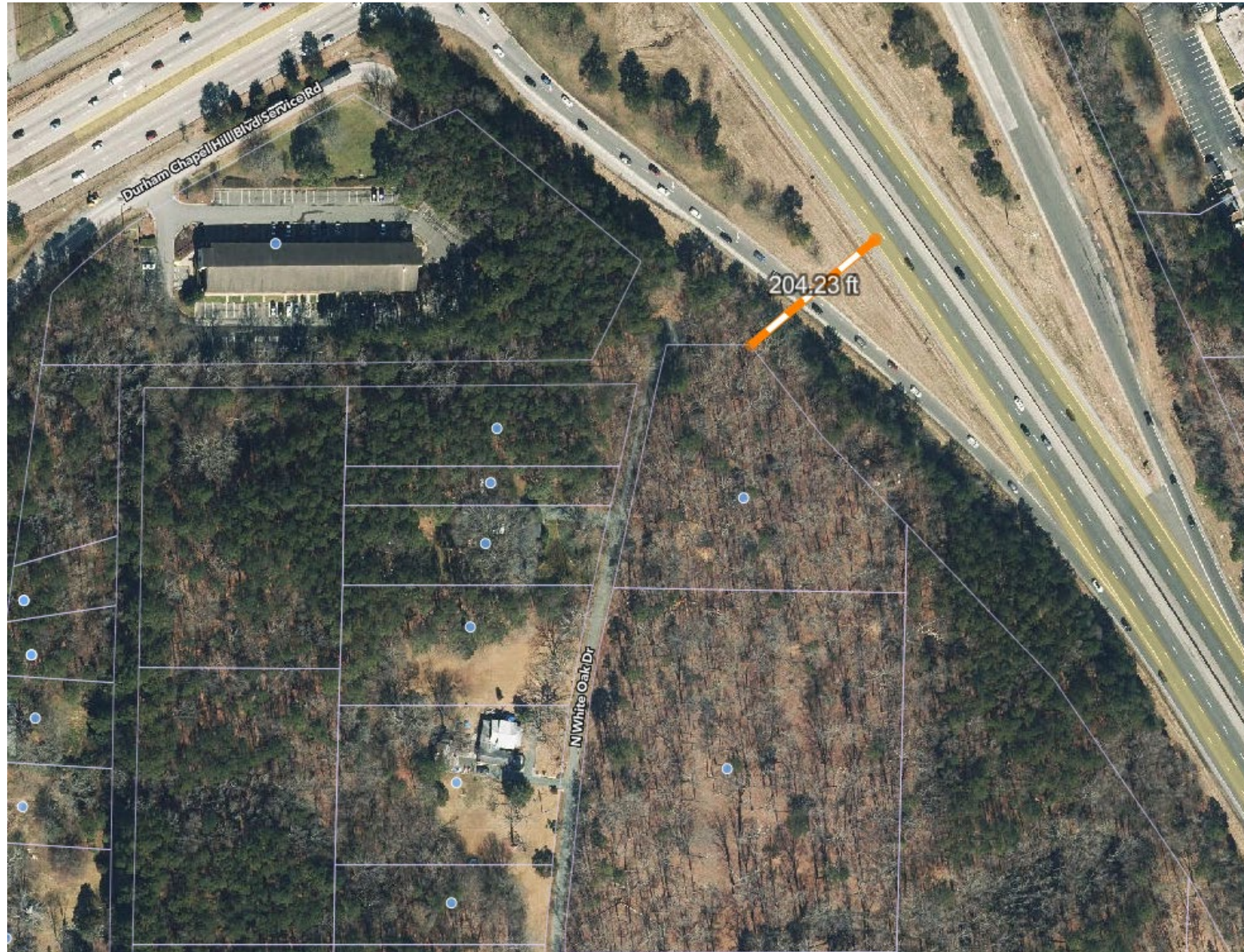
Meridian Lakeview

Interstate 40 Buffer



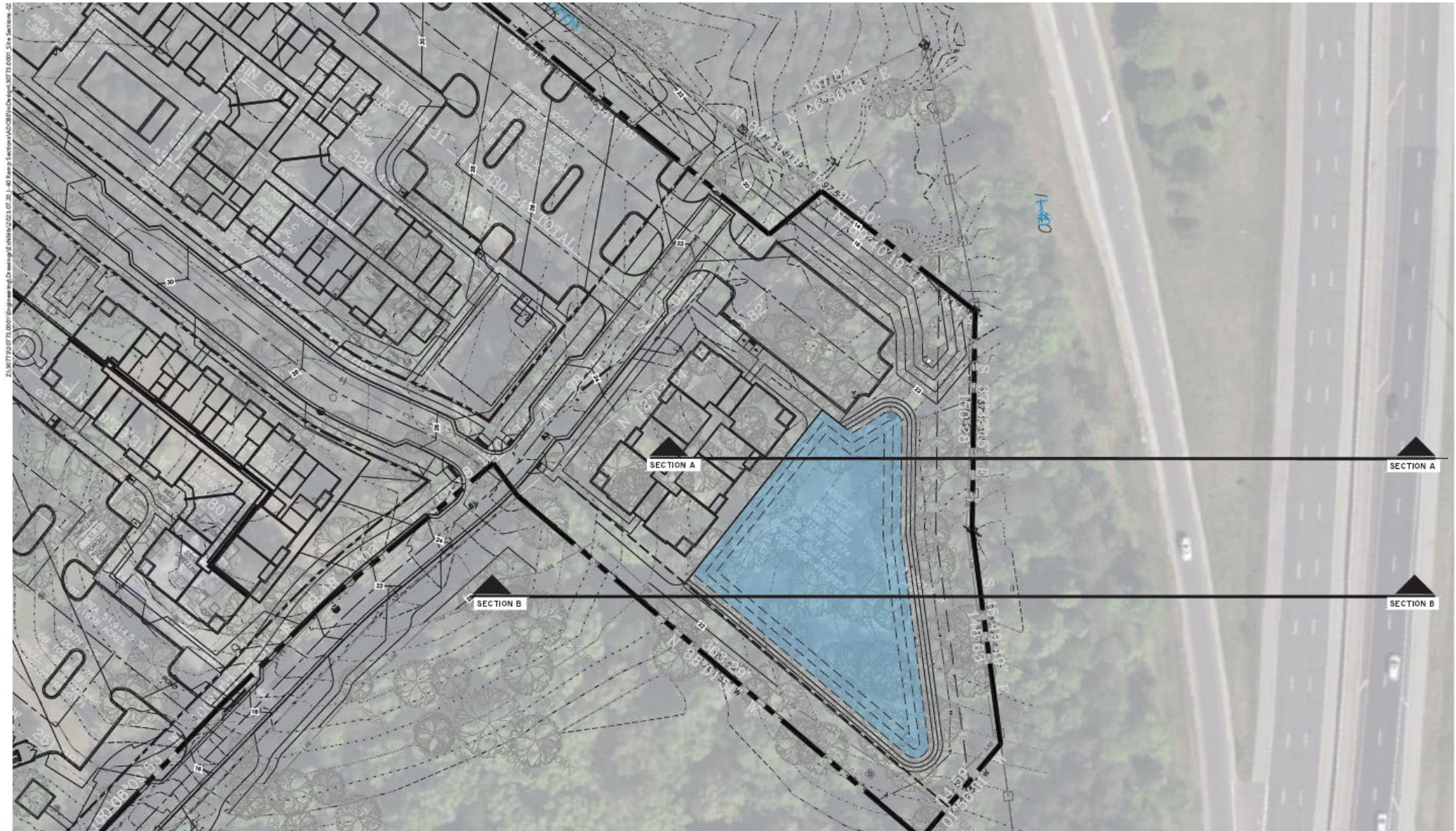
Meridian Lakeview

Interstate 40 Buffer



Meridian Lakeview

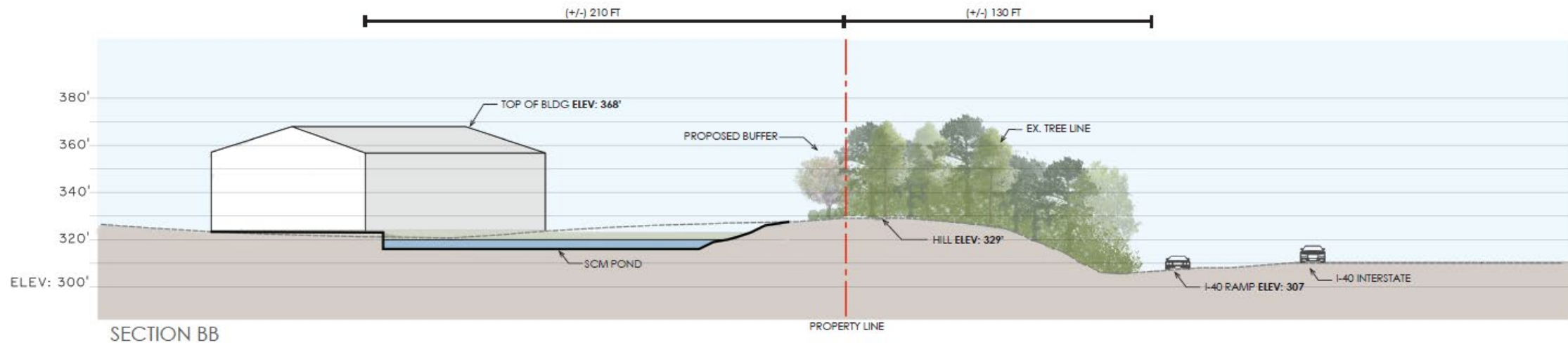
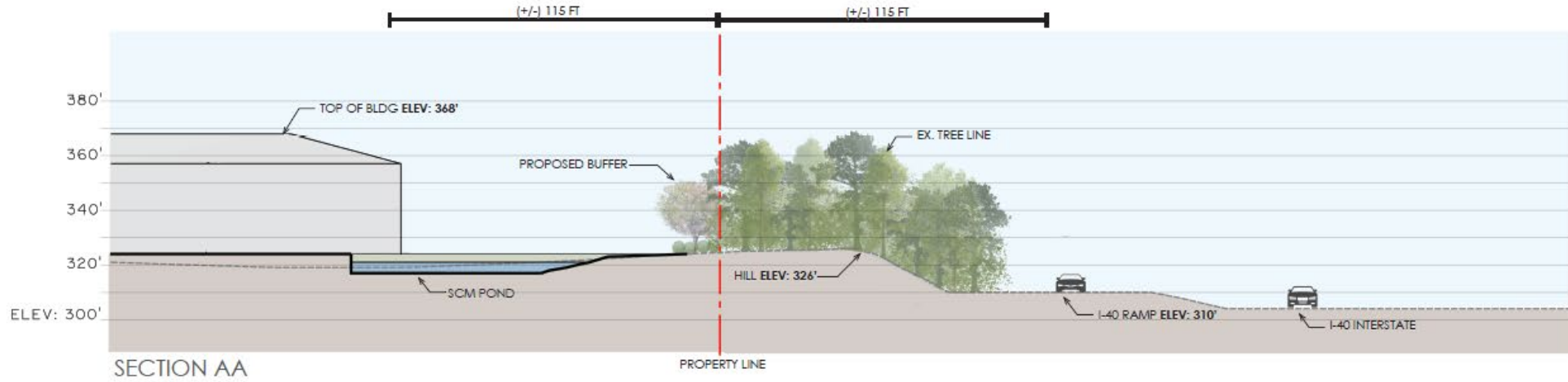
Interstate 40 Buffer



Meridian Lakeview

Interstate 40 Buffer

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Meridian Lakeview

Southern Village Plan

Multifamily “in red”
removed from plan
due objections from
Dogwood Acres and
Smith Level Road
Residents



Meridian Lakeview

NCDOT



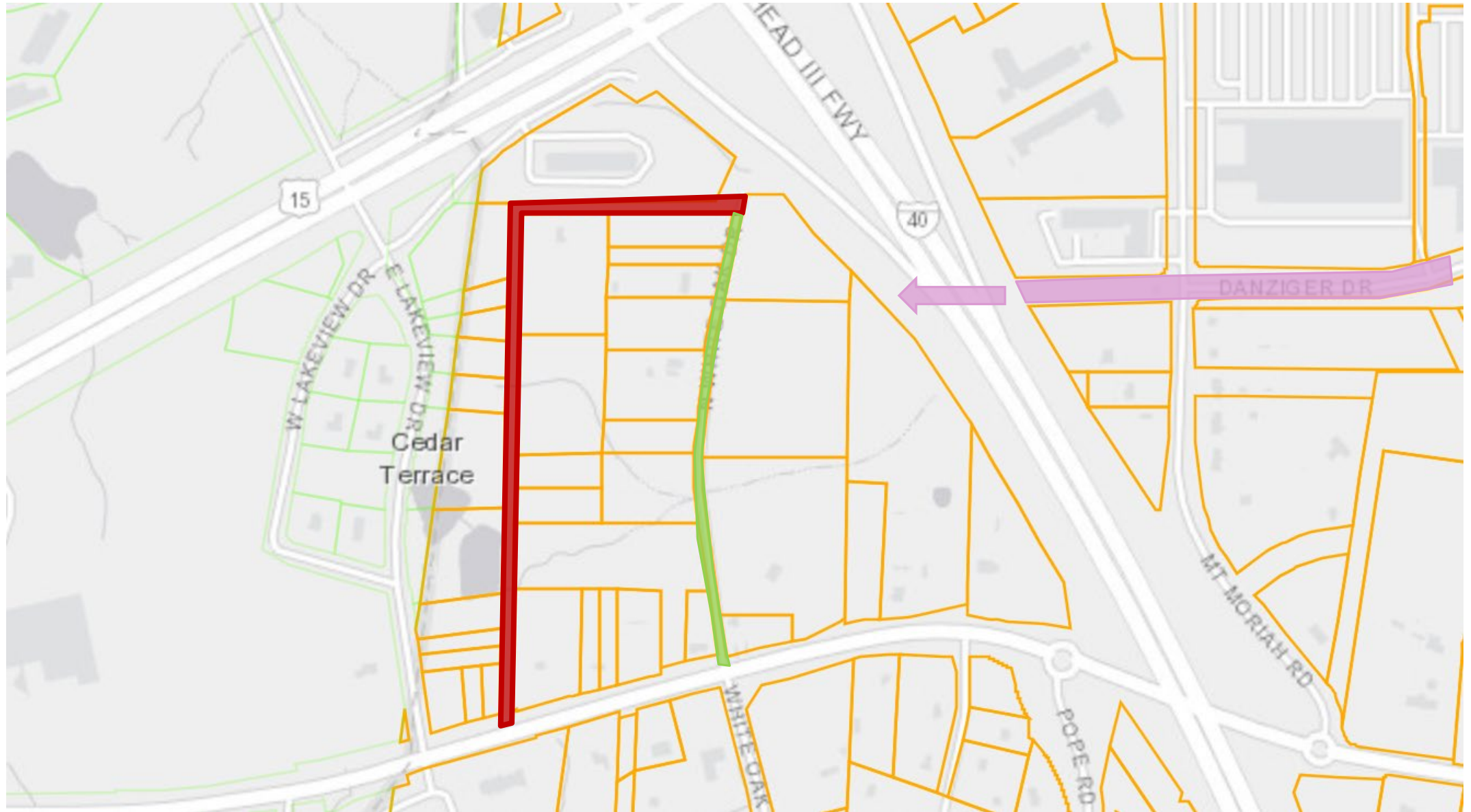
Figure 3-3

2050 Build

SHEET 3 OF 8

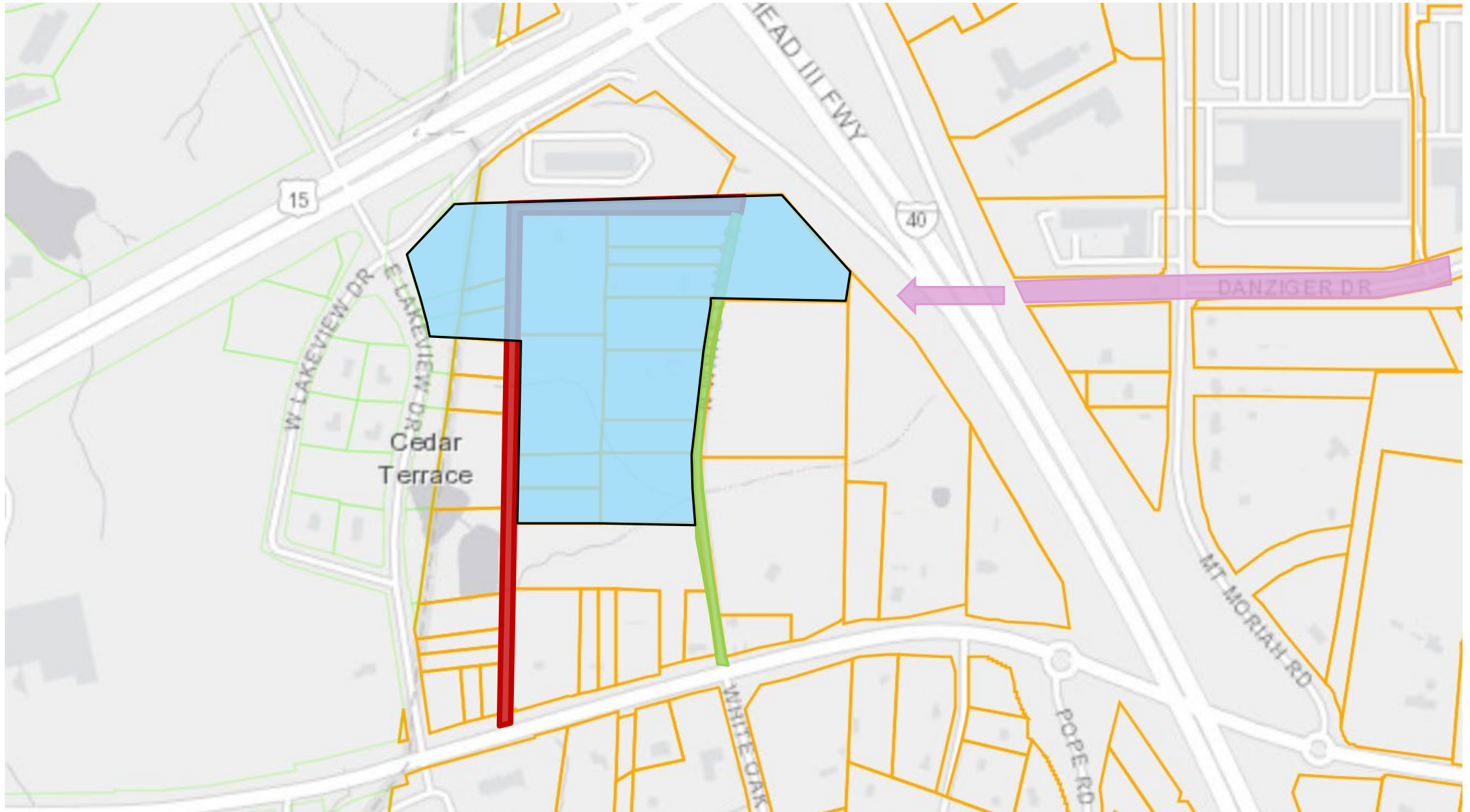
Meridian Lakeview

Pre-Established Road Network



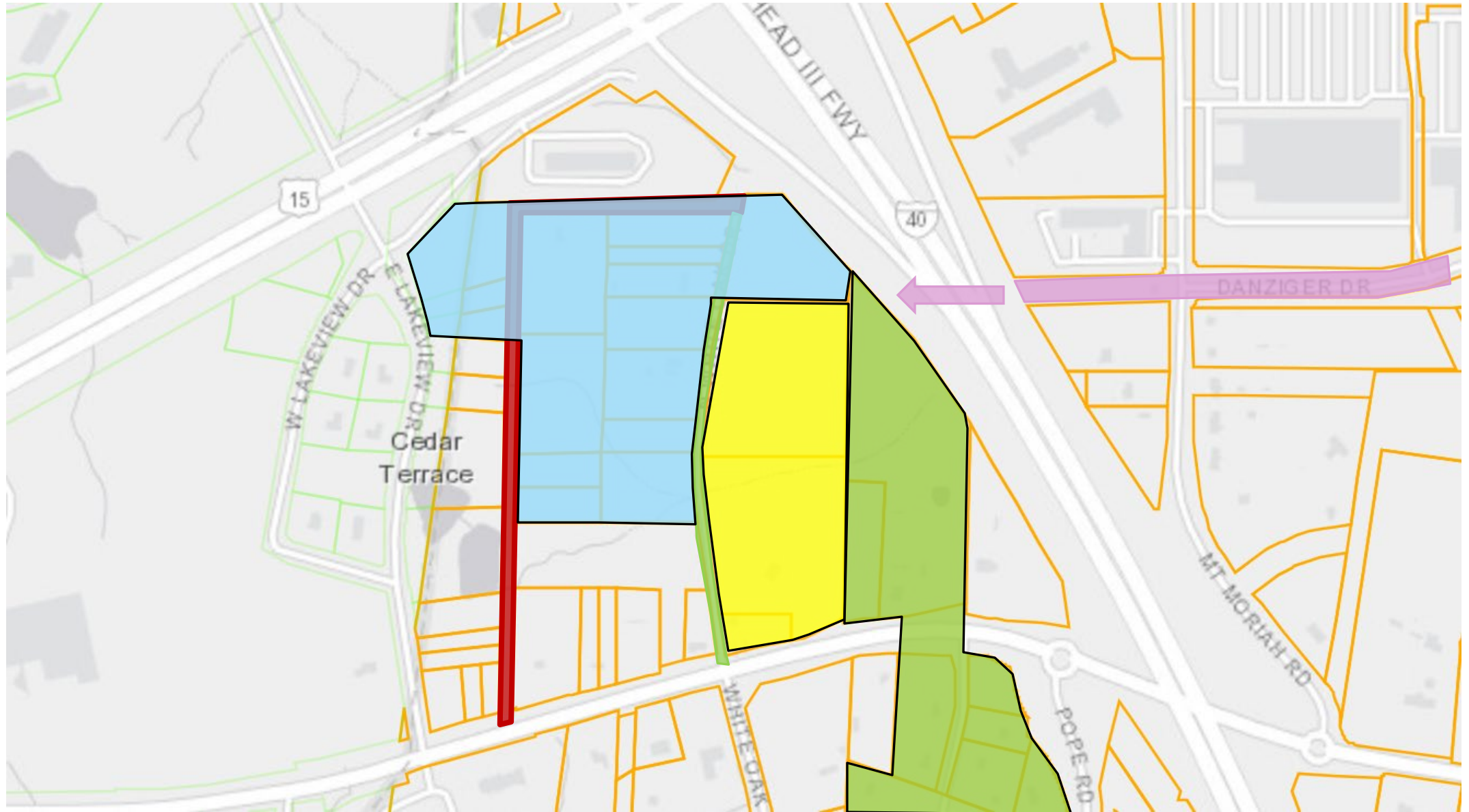
Meridian Lakeview

Site Boundary



Meridian Lakeview

Development Activity



Meridian Lakeview