



**TOWN OF CHAPEL HILL**  
**Planning Department**  
405 Martin Luther King Jr. Blvd.  
Chapel Hill, NC 27514-5705

phone (919) 968-2728  
email [planning@townofchapelhill.org](mailto:planning@townofchapelhill.org)  
[www.townofchapelhill.org](http://www.townofchapelhill.org)

### Requested Modifications to Regulations

Project Name	MLK Affordable Housing	Application Number [Staff to Complete]	CZD-24-5
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<b>LUMO Section</b>	5.3.2. Steep Slopes
<b>Requirement</b>	No more than 25% of the total combined area of slopes 25% or steeper shall be disturbed
<b>Requested Modification</b>	Maximum steep slope disturbance of 75%.
<b>Purpose or Intent of Regulation</b>	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.
<b>Justification</b>	The majority of steep slopes are located in the middle of the site and along Isley Street, at the natural high point. Optimal building placement is the middle of the site and access from Isley Street will be necessary for site access. Disturbance will be limited to these areas in an effort to avoid more environmentally sensitive areas of the project area.
<b>Evaluation [Staff to Complete]</b>	<i>Staff recommend approval of all requested modifications to regulations.</i>

<b>LUMO Section</b>	5.6.2. (f) Buffers required
<b>Requirement</b>	(f) Where the proposed development site is located in a Residential-Community Priority-Conditional Zoning District (R-CP-CZD), any multi-family or townhouse development of five (5) or more units and any non-residential uses shall be separated from adjacent off-site residential uses by a ten (10) foot Type "B" landscape buffer unless such off-site uses are in Town Center (TC), Office/Institutional (OI), or Mixed Use (MU) zoning districts. Upon a finding that site constraints make such a buffer impracticable, the town manager may waive the requirement for a buffer.
<b>Requested Modification</b>	Eliminate the buffer requirement for the west property line north of Isley Street.
<b>Purpose or Intent of Regulation</b>	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.

<b>Justification</b>	This finding is based on a determination that the public purposes are satisfied to an equivalent or greater degree because there is existing vegetation off-site to buffer adjacent residential uses from the development. In addition, the developer will preserve the stream buffer in the northwest corner of the property.
<b>Evaluation [Staff to Complete]</b>	<i>Staff recommend approval of all requested modifications to regulations.</i>

<b>LUMO Section</b>	3.8.2 (e) Maximum Setback Height
<b>Requirement</b>	Maximum allowable height at the perimeter setback for the R-CP-CZD zoning district as shown in Table 3.8.1. (Building Height, Setback = 39')
<b>Requested Modification</b>	Increase the Building Height, Setback, to 70'.
<b>Purpose or Intent of Regulation</b>	Regulate the maximum building height along the perimeter setback within a specific zoning district.
<b>Justification</b>	The requested elevation is necessary in order for the structure to provide the desired number of affordable housing units.
<b>Evaluation [Staff to Complete]</b>	<i>Staff recommend approval of all requested modifications to regulations.</i>

<b>LUMO Section</b>	3.8.2 (f) Maximum Core Height
<b>Requirement</b>	Maximum core height within the lot for the R-CP-CZD zoning district as shown in Table 3.8.1. (Building Height, Core = 60')
<b>Requested Modification</b>	Increase the Building Height, Core, to 70'.
<b>Purpose or Intent of Regulation</b>	Regulate the maximum allowable height in the interior or core area of a lot.
<b>Justification</b>	To match the requested maximum setback height of 70'.
<b>Evaluation [Staff to Complete]</b>	<i>Staff recommend approval of all requested modifications to regulations.</i>

<b>LUMO Section</b>	3.8.2 (k) Maximum Floor Area Ratio
<b>Requirement</b>	Maximum floor area allowed shall be the number of square feet derived by multiplying gross land area by the applicable floor area ratio (FAR) as shown in Table 3.8.1. (FAR = 1.10, max. of 142,698 sf)
<b>Requested Modification</b>	Remove the maximum allowable FAR.
<b>Purpose or Intent of Regulation</b>	Regulate the maximum floor area based on gross land area and zoning district.
<b>Justification</b>	To increase the number of affordable housing units for the project.
<b>Evaluation [Staff to Complete]</b>	<i>Staff recommend approval of all requested modifications to regulations.</i>

<b>LUMO Section</b>	5.7.2 (a) Minimum canopy coverage standards
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<b>Requirement</b>	The town desires to maintain the maximum practical tree canopy cover across all land uses within the town's jurisdiction.
<b>Requested Modification</b>	Lower the Minimum Canopy Coverage requirement to 12% of NLA.
<b>Purpose or Intent of Regulation</b>	Tree canopy coverage standards are required for applications proposing tree removal that require council approval, including special use permits, major special use permit modifications, conditional zoning district rezonings, and major conditional zoning district modifications.
<b>Justification</b>	There is 30 feet of grade change across the lot. In order to construct the building, and adequately tie to existing grades, disturbance of the existing tree canopy area is unavoidable.
<b>Evaluation [Staff to Complete]</b>	<i>Staff recommend approval of all requested modifications to regulations.</i>

<b>LUMO Section</b>	5.8.1 (g) Traffic Impacts
<b>Requirement</b>	Traffic impacts of proposed new development and redevelopment shall be considered in the review of applications. A traffic impact analysis is required for the following applications, unless affirmatively exempted by the town manager: major subdivision, special use permit, special use permit modification, conditional zoning district rezoning and site plan review. Guidelines and requirements for conducting traffic impact analyses are available in the town engineering department. The guidelines provide a standard process, set of assumptions, set of analytical techniques, and presentation format to be used in an analysis. A set of criteria for exempting an application from the analysis requirement is included in the guidelines. Traffic impact analyses will be prepared by consultants under contract with the town and the costs of the analyses will be included in the development application fees.
<b>Requested Modification</b>	No traffic impact analysis will be required.
<b>Purpose or Intent of Regulation</b>	A traffic impact analysis is required to identify and quantify the traffic impacts of proposed developments, and to identify facility improvements necessary to maintain acceptable levels of service.
<b>Justification</b>	With the ongoing North-South Bus Rapid Trasit System (NSBRT) project, analysis of traffic along this corridor is presently underway. Transit and the NSBRT design team have also reviewed the plans. NSBRT is not proposing changes to the southbound lanes of MLK Jr. Blvd. in this location.
<b>Evaluation [Staff to Complete]</b>	<i>Staff recommend approval of all requested modifications to regulations.</i>



## MLK Affordable Housing – Project Narrative

### Introduction

We are incredibly excited to propose our affordable housing development project for consideration. We believe this is a rare opportunity to provide this level of affordable housing in town in a highly desirable area of Chapel Hill with a short walk to downtown, the University, and the UNC Medical Center.

The proposed development is located on Martin Luther King Jr. Blvd. It  $\frac{1}{4}$  of a mile to downtown Chapel Hill and on the future Bus Rapid Transit line. The development is proposing to supply much-needed affordable housing in an opportunity rich area of town, helping promote equitable development, economic opportunity, promoting mobility and connectivity, and providing healthy, safe, high quality affordable housing.

The development proposal includes 190 rental housing apartments. As proposed, the community will include a mix of 1, and 2-bedroom units. The development will also include an integrated community clubhouse that will house a community room, kitchenette, fitness room, reading areas, and a computer center. All the proposed units are expected to be affordable to households at or below 60% of Orange County's Area Median Income ("AMI").

The proposed development represents a partnership between Taft Mills Group (TMG) and local nonprofit Community Home Trust (CHT), whose primary business models involve developing, owning, and managing affordable housing. TMG and CHT were selected as the Town's development partners for the Tanyard Branch Trace (Jay Street) affordable housing project and are partners on the Longleaf Trace affordable housing development on Legion Road. Their successful partnership led to the projects being awarded Low-Income Housing Tax Credits by the North Carolina Housing Finance Agency in 2023 and 2024, respectively.

## **Site Description**

The proposed site consists of approximately 3 acres. The development site's surrounding land area is mixed-use consisting primarily of low-high density residential and commercial uses. The proposed use is consistent with the scale and use of surrounding properties.

## **Site Access, Circulation, and Pedestrian Connectivity**

The development will seek to provide ingress/egress from MLK Jr. Blvd. with emergency vehicle access along Isley Street. Site access is directly available to MLK Jr. Blvd. The proposed community is expected to generate traffic counts within an average consistent with that of other adjacent uses. Structured parking will be provided for the apartments and a community building. The parking and turnaround areas will be provided will meet all necessary Town requirements.

The site has a transit stop at the neighboring property with continuous sidewalks to it as well as downtown and surrounding areas. The site is also along the future North-South Bus Rapid Transit corridor. The development's future residents will support and benefit from the usage and close proximity of the existing public transit.

The community, as described in the submitted **Statement of Consistency with the Comprehensive Plan** document, is consistent with the Town's desired development type for this area and will achieve Town goals through the creation of high-quality, sustainable affordable housing.

## **Building Layout**

The proposed residential structure is situated on the site to meet all municipal buffer and setback requirements. The site is designed to make the best use of the 3 acre property and assist in achieving the Town's affordable housing goals to the greatest extent possible. The architectural elements will meet the LUMO requirements.



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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. **Please complete fields in the worksheet to respond to those considerations.** You may delete the instruction text in [brackets].

<b>Project &amp; Site Information</b>	<b>Project Name</b>	MLK Affordable Housing	<b>Date</b>	August 23, 2024
	<b>Existing Zoning District</b>	R-4	<b>Proposed Zoning District</b>	RCP-CZD
	<b>Proposed Land Uses</b>	Multifamily Residential with ancillary leasing office, building and site amenities.		

### CONSIDERING THE SITE AND ITS SURROUNDINGS

	<b>Description</b>	<b>Compatibility with Proposed Zoning and Development Program</b>	<b>Evaluation</b> [Staff to complete]
<b>Surrounding Land Uses</b>	North: Multifamily Residential South: Multifamily Residential East: Multifamily Residential/Business West: Single-family and Small Multifamily Residential	The surrounding land area is mixed-use consisting primarily of low-high density residential and business uses. Proposed use is consistent with the scale and use of surrounding properties.	

<b>Surrounding Zoning Districts</b>	North: R-4 Medium Density South: R-4 Residential/Medium Density Residential East: R-SS-CZD, OI-1 West: R-4 Medium Density Residential	Proposed zoning will continue the current mix of adjacent uses and allow high density residential development that will provide an effective transition from the medium density residential to the North, South, and West, and the high-density residential to the East.	
<b>Transit Service</b>	Proximity to Bus Stop: Adjacent to the property.  Number of Routes Serving Stop: 4  Frequency of Service: 7 days a week	Site provides a direct connection to the existing transit system. Additional bus stops/routes are available within 0.25 mile to the north and south of the site.  The site is also along the future NS Bus Rapid Transit line.	
<b>Road Frontages and Vehicular Access</b>	Road Classification(s): State  Road Maintenance: Town of Chapel Hill  Access Points for Site: MLK Jr. Blvd.	Site access is directly available to MLK Jr. Blvd.	
<b>Pedestrian &amp; Bike Network (existing)</b>	Existing Sidewalks along Road Frontages: Yes, both sides of MLK Jr. Blvd..  Nearest Existing Bike Facilities: Bike sharrows on both sides of MLK Jr. Blvd.	Site provides a direct connection to the existing public sidewalk.	
<b>Hydrological Features</b>	Streams Present: Yes  Classification: Intermittent  Wetlands: No  Floodplain: No  Other Water Bodies: None	Proposed development will provide adequate protection of the existing stream through a 50' undisturbed setback.	
<b>Topography of Site</b>	Location of Site's High and Low Points: High point (426 contour) at Isley St. Low point located at stream (386 contour) northwest corner of site.	The majority of steep slopes are located in the middle of the site and along Isley Street, at the natural high point. Optimal building placement is the middle of the site and access from Isley Street will be necessary for site access. Disturbance will be limited to	

	General Character: Site falls from Isley St towards MLK Jr. Blvd	these areas to avoid more environmentally sensitive areas of the project area.	
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#### COMPARING PROPOSED PERMISSIBLE DEVELOPMENT TO EXISTING

	LUMO Description	Compatibility with Proposed Zoning and Development Program	Evaluation [Staff to complete]
<b>Intent of Proposed Zoning District (Sec 3.3 or 3.4)</b>	The Community Priority Process-Conditional Zoning District (RCP-CZD) as established in 3.4.3 permits uses as described in <a href="#">section 3.7</a> and Table 3.7-1 (Use Matrix) of this appendix, and are permitted only upon approval of a conditional zoning district rezoning application by the town council pursuant to section 4.4.5 of this appendix. Residential development and the recreational, open space, and other urban amenities associated with such development when located within the residential-special standards-conditional zoning district shall, to the extent practical, comply with the goals and objectives of the comprehensive plan.	Yes, the proposed development is categorized as Multi-family over 10 units, attached which is identified as a "CZ" item being permitted as a principal use. Additionally, the development will have a one hundred (100) percent affordable on-site housing component.	
<b>Permitted Uses (Sec 3.4 or 3.7)</b>	<b>Standard for Proposed Conditional Zoning</b>  Accessory uses - Agriculture female chickens, Home occupation.  Permitted uses - Residential uses of all densities with conditional approval.	<b>LUMO Standard for Existing Zoning</b>  Accessory uses – Agriculture female chickens, Adult day care facility, Agriculture non-livestock, Child day care facility, Essential services, Home occupation, Outdoor skateboard ramp, Place of assembly up to 2,000 seats, Short-term rental primary residence, temporary portable building construction related  Special uses – Cemetery, Group care facility, Independent Senior Living Facility, Public service facility  Permitted uses – Residential uses up to Multi-family 5-10 units attached or detached, Place of worship, Public cultural facility, Public use facility, Recreation facility	<b>Evaluation [Staff to complete]</b>

		non-profit, Rooming House, School elementary or secondary	
<b>Maximum Floor Area (sq. ft.) (Sec. 3.8)</b>	1,022,697	(R4 1.77Acres x .230=28,052.64SF) + (RCD 7,835 x .01=78.35SF) = 28,131SF	
<b>Maximum Building Height (ft.) (Sec. 3.8)</b>	Primary/Setback:	39'	Primary/Setback: R4-34'
	Secondary/Core:	60'	Secondary/Core: R4-60'

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.

LAND USE MANAGEMENT ORDINANCE FINDINGS OF FACT		
Finding	Applicant Justification	Evaluation [Staff to complete]
<b>FINDING #1:</b> The proposed zoning amendment is necessary to correct a manifest error.	[typically not applicable]	
<b>FINDING #2:</b> The proposed zoning amendment is necessary because of changed or changing conditions in a particular area or in the jurisdiction generally.		
<b>FINDING #3:</b> The proposed zoning amendment is necessary to achieve the purposes of the comprehensive plan.	See <i>Statement of Consistency with the Comprehensive Plan</i>	



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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](#). **Please complete fields in the worksheet where feasible**, or reference any attached narratives. Bullets and list formatting is sufficient. 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.

<b>Project &amp; Site Information</b>	<b>Project Name</b>	MLK Affordable Housing	<b>Date</b>	08/23/2024
	<b>Future Land Use Map (FLUM) Focus Area</b>	South MLK Blvd	<b>FLUM Sub-Area</b>	C

<b>COMPLETE COMMUNITY: STRATEGIES FOR WHERE TO DIRECT GROWTH</b>		
<b>Strategy</b>	<b>Consistency of Application</b>	<b>Evaluation</b> [Staff to complete]
<b>0.A Greenways</b>	The project emphasizes interconnectivity with surrounding parcels through a sidewalk at the front of the site, paved paths within the site and sidewalk access to the Bolin Creek Greenway.	
<b>0.B Transit Corridors</b>	The site has close proximity to an existing transit stop with sidewalk access. The site is also located along the planned North South Bus Rapid Transit (BRT) system. The project's future residents will support the usage of this public transit.	
<b>0.C Large infill sites with existing infrastructure (within Focus Areas)</b>	The project meets the desired goals of infill development in an area with high quality public transit service and along the future BRT system.	

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1)			PLANS and POLICIES
Plan/Policy References	<ul style="list-style-type: none"> <li>• <a href="#">Future Land Use Map</a> (FLUM), Land Use, Density &amp; Intensity, Mapped Features</li> <li>• <a href="#">Shaping Our Future</a> (TOD Plan)</li> <li>• <a href="#">West Rosemary Development Guide</a></li> <li>• <a href="#">Central West Small Area Plan</a></li> <li>• <a href="#">Chapel Hill 2020</a>: Community Prosperity and Engagement; Town and Gown Collaboration</li> <li>• Housing Advisory Board <a href="#">Development Review Criteria</a></li> </ul>		
Topic	Relevant Features of Plan	Consistency of Application	Evaluation [Staff to complete]
<b>1.A.1 FLUM Guiding Statements (Town-wide) #2., 3., 7., 10.</b>	1. Equitable planning and development 2. Support and facilitate economic development through redevelopment and infill development	<ol style="list-style-type: none"> <li>1. The project is proposing to supply much needed affordable housing in an opportunity rich area of town, helping promote economic opportunity, mitigating displacement of low-income town residents, promoting mobility and connectivity, and providing healthy, safe, readily available affordable housing.</li> <li>2. The project will support the Town's future economic health and ability to accommodate employment centers by providing additional housing options for crucial jobs at the University, schools, government, and service sectors, among others.</li> </ol>	
<b>1.A.2.a-f FLUM Focus Area Principles for Land Use and Density &amp; Intensity</b>	1. Land Use 2. Density and Intensity	<ol style="list-style-type: none"> <li>1. The project supports the principle of providing housing of various price points integrated into mixed-use nodes or located near employment centers.</li> <li>2. The project supports the principle that density and intensity should be the highest near larger proposed future transit stops with transitions to adjacent areas.</li> </ol>	
<b>1.A.3 FLUM Appropriate Uses (Primary and Secondary)</b>	Sub-Area C - Multifamily	The project is proposing multifamily development and the site is located in the sub-area calling for primary land use to be multifamily.	

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1)			PLANS and POLICIES
<b>1.A.4 FLUM Building Height Guidance</b>	Sub-Area C – 4-6 stories	The project is proposing max of 3 stories, consistent with the 4-6 story height designated for this area.	
<b>1.A.5 FLUM – Other Mapped Features</b>	NA		
<b>1.E.1 Chapel Hill 2020: Community Prosperity and Engagement (CPE)</b>	1. Foster Success of local businesses 2. Promote a safe, vibrant, and connected community	1. The project will support the success of local businesses providing additional housing options for crucial jobs at local businesses and startups.  2. The project is proposing to supply much needed affordable housing in an opportunity rich area of town, helping promote economic opportunity, mitigating displacement of low-income town residents, promoting mobility and connectivity, and providing healthy, safe, readily available affordable housing.	
<b>1.E.2 Chapel Hill 2020: Town and Gown Collaboration (TGC)</b>	Provide housing that is safe, sound, affordable, and accessible. Provide housing for Health Care System employees that encourages them to live in the community.	The development will be a 100% affordable project accessible to eligible University and Health Care System employees.	

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1) - COMMUNITY BENEFITS		
Options for Community Benefits	Applicant Proposal	Evaluation [Staff to complete]
<b>Affordable Housing Proposal, Including AMI Targets and Mix of Unit Sizes</b>	The project will provide 100% of the units as affordable housing. It will contain a mix of 1-, 2-, and 3-bedroom apartments. It will serve households up to 60% of the area median income (AMI).	

COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1) - COMMUNITY BENEFITS		
<b>Housing Voucher Acceptance – Commitment for Rental Units</b>	The project will accept housing vouchers consistent with the Housing Advisory Board's guidelines.	
<b>Displacement Mitigation Strategies – Resources and Support for any Existing Residents</b>	There are currently single-family homes on the site that are used as student rental. With construction for the project likely not beginning before June 2026, residents will have a long runway to secure new housing and the project will not interfere with existing leases.	
<b>Demographic Needs Served by Housing Types</b>	The Town has a major affordable housing shortfall. Based on the Town's Fiscal Year 2024 Q4 Affordable Housing Quarterly Report, 60% of renters in Chapel Hill are cost-burdened. This project will provide much needed housing to support the affordability needs of renter residents.	
<b>Proximity to Daily Needs and Amenities – Access to Parks, Daycares, Schools, Grocery Stores, Medical Offices, etc</b>	The project is planning to receive Low-Income Housing Tax Credits that have strict criteria for ensuring sites are well located and in close proximity to major amenities. With this site's fantastic location within walking distance of downtown, it would be an incredible location for residents to access a myriad of amenities.	
<b>Resident Access to Career and Education Opportunities</b>	The project will provide a community business and education center for residents to access. Local nonprofit Community Home Trust is a development partner on the project and will work with interested residents on financial and homeownership counseling, among other services.	
<b>Effective Use of Limited Land Supply – Sufficient Intensity on Developable Land (excluding Environmental Constraints)</b>	This project will effectively use limited available land in close proximity to downtown in line with Town plans.	

COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2)		PLANS and POLICIES	
Topic	Relevant Features of Plan	Consistency of Application	Evaluation [Staff to complete]
<b>Plan/Policy References</b>	<ul style="list-style-type: none"> <li>• <a href="#">Everywhere to Everywhere Greenways Map</a> (See Appendix A for multiuse greenway network)</li> <li>• <a href="#">Mobility and Connectivity Plan</a> (for additional bike facilities)</li> <li>• <a href="#">Greenways Plan</a> (for additional trails including unpaved)</li> <li>• <a href="#">Connected Roads Plan</a></li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">Future Land Use Map</a> (FLUM), Connectivity &amp; Mobility</li> <li>• <a href="#">Chapel Hill 2020: Getting Around</a></li> <li>• <a href="#">Transportation &amp; Connectivity Advisory Board Development Review Criteria</a></li> </ul>	

COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2)			PLANS and POLICIES
<b>2.A Everywhere to Everywhere Greenways Map Facilities</b>	Existing and proposed greenways	The Bolin Creek Greenway is walking distance to the site with continuous sidewalk from the site to the greenway.	
<b>2.B Mobility And Connectivity Plan Facilities</b>	Goal to make greater bicycle and pedestrian connections within Chapel Hill and to key destinations in Orange County and the greater Triangle area	This project will increase usage of existing bicycle and pedestrian infrastructure connected to the site. The project will provide adequate bicycle parking based on Town regulations.	
<b>2.C Greenways Plan Facilities</b>	Existing and proposed greenways	There is an existing Greenway network near the site that has bicycle and pedestrian access.	
<b>2.D Connected Roads Plan Connections</b>	The Town aims to improve connectivity and safety for local trips by focusing on connecting streets as a part of new development.	The project will be located on a major corridor street near downtown.	
<b>2.E.1 FLUM Guiding Statements (Town-wide) #6.</b>	Direct investment along key transportation corridors and promote construction of transit and multimodal transportation options in concert with the Town's regional transportation partners.	This project is along the future BRT line and a current key transportation corridor. It will support the use of existing and future transit and multimodal transportation options.	
<b>2.E.2.a-f FLUM Focus Area Principles for Connectivity &amp; Mobility</b>	1. Parking strategies 2. Given the higher density envisioned for this corridor, bicycle and pedestrian mobility within and to the Focus Area should be prioritized.	Located along the BRT, existing transit, bike lanes, and sidewalks within walking distance to downtown, the University, and the Hospital will limit the need for residents to use personal vehicles.	
<b>2.F.1 Chapel Hill 2020: Getting Around (GA)</b>	A connected community that links neighborhoods, businesses, and schools through the provision of greenways, sidewalks, bike facilities, and public transportation	The project will enhance connections in the community. It is an amazing location for residents to access all transit and pedestrian options the Town offers.	

#### COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2) - COMMUNITY BENEFITS

Options for Community Benefits

Applicant Proposal

Evaluation [Staff to complete]

COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2) - COMMUNITY BENEFITS		
<b>Traffic Impact Analysis – Status of Completion or Exemption (LUMO Sec. 5.8)</b>	Given the site's location along the BRT line, proximity to downtown, the University, the Hospital and existing pedestrian infrastructure, we are requesting a modification to regulation to exempt the project from a TIA requirement..	
<b>Location of Vehicular Access Points; Vehicular Cross-Connectivity Opportunities</b>	The project proposes three ingress and egress points along MLK.	
<b>Pedestrian Access and Internal Circulation, Connections to Larger Network</b>	The project will utilize and improve key infrastructure such as sidewalks along the frontage of the site. The project also will create interconnectivity within the site through creation of internal sidewalks and walking paths.	
<b>Bicycle Access and Safe Movements through Site; Identify Shared or Dedicated Facilities within Site and along Frontages</b>	The project will provide adequate bicycle parking and amenities based on Town regulations.	
<b>Bicycle Amenities – Type and Location of Bicycle Parking and Other Supportive Amenities</b>	The project will provide adequate bicycle parking and amenities based on Town regulations.	
<b>Safe Road Crossings for Various Ages and Abilities – Treatments Used at Key Intersections</b>	The project proposes to have access points on MLK.	
<b>Transit Service Proximity and Frequency; Improved Access to Nearest Transit</b>	The site is along the future BRT corridor and has sidewalk access to current bus stops.	
<b>Future Multimodal Connectivity Opportunities (include projects by others for Greenways, Transit, and/or Bicycle Facilities)</b>	The project will support the use of the future BRT route.	

## COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2) - COMMUNITY BENEFITS

<b>Parking Demand Reduction Strategies</b>	<p>Located along the BRT, existing transit, and sidewalks within walking distance to downtown, the University, and the Hospital will limit the need for residents to use personal vehicles.</p>	
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## COMPLETE COMMUNITY: GREEN STRATEGIES (Goal 3)

### PLANS and POLICIES

Plan/Policy References	<ul style="list-style-type: none"> <li><a href="#">Climate Action and Response Plan</a> (CARP)</li> <li><a href="#">Stormwater Management Master Plan</a></li> <li><a href="#">Future Land Use Map</a> (FLUM), Environmental</li> <li><a href="#">Chapel Hill 2020: Nurturing Our Community</a></li> </ul> <ul style="list-style-type: none"> <li><a href="#">Sustainable Building Policy for Conditional Rezonings</a></li> <li>Environmental Sustainability Advisory Board</li> <li><a href="#">Development Review Criteria</a></li> </ul>		
Topic	Relevant Features of Plan	Consistency of Application	Evaluation [Staff to complete]
<b>3.A.1 CARP: Buildings &amp; Energy Actions</b>	The Town of Chapel Hill is committed to reducing Greenhouse Gas (GHG) emissions at the Community-wide level.	The project will meet energy star multi-family new construction version 1.1 and National Green Building Standard Bronze. We will work with the Duke Energy's Design Assistance program to maximize the reduction of energy costs to future residents.	
<b>3.A.2 CARP: Transportation &amp; Land Use Actions</b>	The Town and other regional governments can encourage land use patterns that support a variety of transportation options and provide the transportation infrastructure to make these options available.	This site is ideally located with transit stops adjacent to the property, existing sidewalks, and is along the future BRT. Having these options available to future residents will support the Town's desired increase in pedestrian counts and increasing transit ridership.	
<b>3.A.3 CARP: Waste, Water, &amp; Natural Resources Actions</b>	Protect water quality, natural and agricultural resources	The project will meet all Town stormwater management requirements to protect water quality and plans to utilize an underground stormwater management system for the site to reduce the additional disturbed area necessary for above ground treatment.	
<b>3.A.4 CARP: Resiliency Actions</b>	Reducing water usage and protecting stream buffers	The project will incorporate several water reduction methods such as WaterSense labeled fixtures throughout, individually metered water supply. It will also significantly limit landscape irrigation to reduce water usage. The stream buffer on the property will remain undisturbed.	

COMPLETE COMMUNITY: GREEN STRATEGIES (Goal 3)			PLANS and POLICIES
<b>3.B Stormwater Management Master Plan</b>	The mission of the Town's Stormwater Management Program is to protect the health and safety of both the public and the ecosystem, to address both stormwater quality and stormwater quantity concerns, and to meet or exceed federal and state mandates regarding stormwater.	The project will meet all Town stormwater management requirements and plans to utilize an underground stormwater management system for the site.	
<b>3.C.1 FLUM Guiding Statements (Town-wide) #1.</b>	The Town should emphasize sustainable urban design principles that minimize impacts to Chapel Hill's sensitive natural areas.	The project plans to utilize sustainable urban design principles to create a compact and efficient site plan that is sensitive to and does not encroach on any sensitive natural areas of the site, including the existing intermittent stream buffer.	
<b>3.C.2.a-f FLUM Focus Area Principles, Environmental</b>	Enhanced connections to and experiences within natural resources and transitions to open space	The project has pedestrian connections to natural resources like Bolin Creek and the Bolin Creek Greenway.	
<b>3.D.1 Chapel Hill 2020: Nurturing Our Community (NOC)</b>	Maintain and improve air quality and water quality, and manage stormwater to heal local waterways and conserve biological ecosystems	The project will utilize stormwater management methods in compliance with town regulations, including an underground stormwater management system.	

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

<b>Electric Bicycle Charging</b>	We are open to considering providing electric bike charging stations.	
<b>Efforts to Minimize Removal of Mature Tree Canopy and Other Significant Vegetation</b>	The project has an efficient design and will comply with Town tree canopy requirements.	
<b>Measures to Protect and/or Restore Streams, Wetlands, and Flood-prone areas, Exceeding Regulations</b>	The project plans to protect the existing intermittent stream and related buffers.	
<b>Waste Reduction Strategies and/or On-Site Recycling or Composting</b>	On-site recycling will be provided.	
<b>Stormwater Design Targets (eg. Management for Larger Storm Events or Treatment of Existing Impervious Surface)</b>	The project will meet all Town regulations for stormwater management.	
<b>Impervious Surface Reduction Strategies</b>	The project has been designed to limit the amount of impervious surface as much as possible.	
<b>Invasive Species Removal</b>	We are open to working with the Town or recommended organizations to remove invasive species.	
<b>Strategies for Erosion Control and Stable Condition of Site during Construction, Exceeding Regulations</b>	Construction activities will be scheduled such that disturbed soil that is to be left unworked for more than 21 days is stabilized within 14 days. On-site supervision will be provided throughout all site activities to ensure development practices are implemented.	

<b>Relationship of Grading to Natural Landform; Strategies to Minimize Cut and Fill</b>	The building and road system have been placed in the center of the major grade change direction to minimize the cut/fill at each end and to reduce the need for any retaining walls at the perimeter. Additional property line setback has been provided where available to reduce slopes at tie-ins to undisturbed areas and off-site grades.	
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COMPLETE COMMUNITY: PLACEMAKING AND PUBLIC REALM (Goal 4)		PLANS and POLICIES	
Plan/Policy References	<ul style="list-style-type: none"> <li>• <a href="#">Future Land Use Map</a> (FLUM), Placemaking, Street Character, and Urban Form</li> <li>• <a href="#">Chapel Hill 2020</a>: A Place for Everyone; Good Places, New Spaces</li> <li>• Consultation with Town Urban Designer – Brian Peterson, <a href="mailto:bpeterson@townofchapelhill.org">bpeterson@townofchapelhill.org</a></li> <li>• Community Design Commission <a href="#">Guiding Principles for Design and Character</a></li> </ul>		
Topic	Relevant Features of Plan	Consistency of Application	Evaluation [Staff to complete]
<b>4.A.1 FLUM Guiding Statements (Town-wide) #4., 5., 8., 9.</b>	<ol style="list-style-type: none"> <li>Promote distinctive, safe, and attractive neighborhoods.</li> <li>Cultivate a vibrant and inclusive community.</li> <li>Preserve and maintain Chapel Hill's appearance and create the quality of design and development the Town desires.</li> </ol>	Our project will add to the Chapel Hill community in a variety of ways. Providing high quality, thoughtfully designed and attractive housing for low- and moderate-income residents will achieve the aims for several FLUM Statements.	
<b>4.A.2-a-f FLUM Focus Area Principles for Placemaking, Street Character, and Urban Form</b>	<ol style="list-style-type: none"> <li>Area should encourage mixed income housing near transit stations</li> <li>Buildings should be located closer to MLK Jr. Blvd.</li> <li>Higher density and intensity should be encouraged along MLK Jr. Blvd</li> </ol>	<ol style="list-style-type: none"> <li>Our project will play a major role in establishing this area as mixed income given the mostly market rate developments in the area.</li> <li>We've intentionally designed the site for the buildings to be set close to the street along the frontage of the property.</li> <li>We're aiming to provide a high level of density for this site.</li> </ol>	

COMPLETE COMMUNITY: PLACEMAKING AND PUBLIC REALM (Goal 4)			PLANS and POLICIES
<b>4.B.1 Chapel Hill 2020: A Place for Everyone (PFE)</b>	<p>1. A range of housing options for current and future residents (PFE.3)</p> <p>2. A welcoming and friendly community that provides all people with access to opportunities</p>	<p>1. Providing affordable housing for households making less than 60% AMI will assist the town in creating a range of housing options for residents as housing for this income group is one of the most needed in the town.</p> <p>2. Approving our project will assist the Town in creating a welcoming and friendly community and will help provide access to opportunities for many households that will not otherwise have it.</p>	
<b>4.B.2 Chapel Hill 2020: Good Places, New Spaces (GPNS)</b>	Future land use, form, and density that strengthen the community, social equity, economic prosperity, and natural environment.	Our project will meet Town goals for future land use in the area and will strengthen social equity and economic prosperity by providing much needed housing for low to moderate income households that perform essential functions for the community and economy.	

COMPLETE COMMUNITY: PLACEMAKING AND PUBLIC REALM (Goal 4) - COMMUNITY BENEFITS			
Options for Community Benefits	Applicant Proposal	Evaluation [Staff to complete]	
<b>Protection of Historic Features and Cultural Resources</b>	NA		
<b>Public Art Proposed, and How Art Contributes to Creative Placemaking</b>	NA		
<b>Streetscape Design Features for Active Pedestrian Realm along Internal Drives and Streets</b>	See response to 4.A.2.a-f		

<b>Building Placement to Activate Public Realm</b>	See response to 4.A.2.a-f	
<b>Building Design Measures Creating a Human Scale</b>	The building form will be designed to limit long runs of similar articulation and be broken throughout with recesses and projections to reduce the overall massing. The facade will have material changes both vertically and horizontally to further reduce the perceived scale.	
<b>Efforts to Reduce Visibility of Parking</b>	The parking on the site will be podium parking. The development team is working with the Town on the desired amount of visibility of the parking structure and will meet the Town's requirements.	
<b>Transitions to Surrounding Neighborhoods through Landscape, Compatible Uses, and/or Building Forms</b>	The site of the project slopes towards MLK Jr. Blvd. This will limit the height of the project on the Isley St. side to accommodate the medium density residential on that side. We will also use landscape buffers to assist with the transitions to the surrounding properties.	
<b>Public Spaces Designed and Programmed to Serve a Variety of Needs</b>	The project is designed to have significant recreation area for residents to gather and socialize.	

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