



**TOWN OF CHAPEL HILL**  
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### Requested Modifications to Regulations

|                     |                                |   |                 |
|---------------------|--------------------------------|---|-----------------|
| <b>Project Name</b> | Carraway Residential Phase III | <b>Application Number<br/>[Staff to Complete]</b> | <b>CZD-25-3</b> |
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| <b>LUMO Section</b>                    | Section 3.8.2(e) Maximum Setback Height (building height)   |
| <b>Requirement</b>                     | Maximum 39', rising 1' vertical for every 2' horizontal moving into the site core to a maximum of 60' core height   |
| <b>Requested Modification</b>          | Maximum 50' height at the setback along the south and west property lines.  |
| <b>Purpose or Intent of Regulation</b> | It is the intent of this article to provide for performance standards which serve to define the development character of an area, and to ensure the compatibility of development both with the environmental characteristics, accessibility levels, and special amenities offered by the development site and with surrounding land uses and development intensities. It is further intended that the establishment of intensity regulations reflect the protection of critical environmental areas and the suitability of land for a particular level of development intensity, in accord with the goals and objectives of the comprehensive plan. The setback and height regulations established in the dimensional matrix are intended to ensure adequate solar access, privacy, and ventilation; access to and around buildings, off-street parking areas, loading space, and service areas; space for landscaping; and spacing between buildings and portions of buildings to reduce potential adverse effects of noise, odor, glare, or fire. Adequate solar access is deemed to consist of varying levels of access ranging from rooftop solar access in high-intensity zoning districts to south wall solar access in low-intensity zoning districts. |
| <b>Justification</b>                   | The allowed height at these locations would be 46'. The developer is asking for a modification to allow for some rooftop outdoor living space for the townhome units. These units are generally at an elevation lower than the adjacent existing development so will not appear tall from the adjacent parcel where the apartment buildings are a minimum of 4 stories. The increased height would be in scale with the rest of the development.  |
| <b>Evaluation [Staff to Complete]</b>  |   |

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| <b>LUMO Section</b>                    | Section 5.6 Landscape, screening and buffering  |
| <b>Requirement</b>                     | 20' wide landscape buffer between the adjacent self-storage use and the proposed multi-family residential use   |
| <b>Requested Modification</b>          | Request to reduce this buffer to a minimum 10' width within the project area. And to eliminate the buffer north of the project area and let the existing vegetation remain. |
| <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                |

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|                                       | 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>                  | The buffers between different uses is intended to protect less intense uses from more intense uses. In this case the adjacent self-storage facility has already planted a buffer on their side of the property line. The request to reduce this buffer within the project area to a minimum 10' width represents the half the required total buffer to be planted within this project. The request to eliminate the buffer requirement north of the project area represents the developer's intent to leave existing forest remaining in its current condition. |
| <b>Evaluation [Staff to Complete]</b> |   |

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| <b>LUMO Section</b>                    | Section 5.3.2 Steep Slopes  |
| <b>Requirement</b>                     | No more than 25% of the total combined area of 4:1 (25%) or steeper slopes shall be disturbed.  |
| <b>Requested Modification</b>          | Request to disturb 35% of the total 4:1 slope area on site.   |
| <b>Purpose or Intent of Regulation</b> | 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:<br>(1)Protect water bodies (streams and lakes) and wetlands from the effects of erosion on water quality and water body integrity,<br>(2)Protect the plant and animal habitat of steep slopes from the effects of land disturbance, and<br>(3)Preserve the natural beauty and economic value of the town's wooded hillsides. |
| <b>Justification</b>                   | Additional disturbance is needed to concentrate development on the south side of the site and create a connection to the existing road at the property line. The majority of the steep slope area being disturbed is for installation of an entry drive which will need to happen at the end of Chapel Point Road. A culvert or pipe will be added to ensure that drainage is not disrupted. None of the slopes >25% to be disturbed are located in the stream buffer or RCD zones.   |
| <b>Evaluation [Staff to Complete]</b>  |   |

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| <b>LUMO Section</b>                    | Section 5.5.2 Minimum Recreation Space  |
| <b>Requirement</b>                     | Land to be used for active recreation elements to be provided on site.  |
| <b>Requested Modification</b>          | Modification to allow for credit of up to 6,000 sf of recently constructed active recreation space in an earlier phase of development to be used to satisfy the minimum recreation space requirement.                                     |
| <b>Purpose or Intent of Regulation</b> | The town hereby finds and determines that an interconnected system of parks, trails, greenways, and bikeways provides a greater public benefit than isolated parks with access exclusively by automobiles. Such areas can provide form to |

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|                                       | neighborhoods, a common public gathering space, and an opportunity to protect natural areas. Suitability of land.(1)Land provided or dedicated as recreation space shall be outside of the resource conservation district and of a character, shape and location suitable for use as a playground, playfield, or for other active recreation purposes including greenway pedestrian and non-motorized vehicle easements. Recreation spaces shall be located on land that is relatively flat and dry and is otherwise capable of accommodating active recreation uses, except as exempted under the provisions of subsections (e)(2) and (e)(3), below.  |
| <b>Justification</b>                  | There are two earlier phases of residential development with the larger Carraway Village project. The residents of the Phase III units will have access to earlier phase amenities, and residents of earlier phases will have access to the playground and greenway additions constructed in Phase III. The earlier phase amenities are within a 2-5 minute walk of the Phase III residents, and sidewalk and greenway connections will be provided. The earlier residential phases of Carraway Village provided 43,330 sf more active recreation than they were required to provide, and the wide variety of interconnected facilities throughout all phases will provide a variety of meaningful recreation experiences for all ages. |
| <b>Evaluation [Staff to Complete]</b> |   |

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| <b>LUMO Section</b>                    | Section 3.6.3 (f) Resource Conservation District Dimensional Regulations   |
| <b>Requirement</b>                     | Maximum disturbance in the upland RCD zone of 40% of the total RCD area.   |
| <b>Requested Modification</b>          | Request to increase the disturbance in the upland RCD zone to 49% of the total RCD area.   |
| <b>Purpose or Intent of Regulation</b> | The resource conservation district (herein sometimes RCD) is intended to be applied to the areas within and along watercourses within the town's planning jurisdiction in order to preserve the water quality of the town's actual or potential water supply sources, to minimize danger to lives and properties from flooding in and near the watercourses to preserve the water-carrying capacity of the watercourses, and to protect them from erosion and sedimentation, to retain open spaces and greenways and to protect their environmentally-sensitive character, to preserve urban wildlife and plant life habitats from the intrusions of urbanization, to provide air and noise buffers to ameliorate the effects of development, and to preserve and maintain the aesthetic qualities and appearance of the town. |
| <b>Justification</b>                   | The mitigation pond on site will need to accommodate the 100-year storm event which takes more space than ponds that treat to the 25-year event. A portion of the disturbance here is for a greenway trail which will connect two sections of built trail. A portion of the disturbed area would be allowed to revegetate. The disturbance excluding the trail area is below 40%.  |
| <b>Evaluation [Staff to Complete]</b>  |  |

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| <b>LUMO Section</b>           | 3.8.2 Dimensional Standards   |
| <b>Requirement</b>            | FAR .303 for the site   |
| <b>Requested Modification</b> | Modification to allow square footage up to 200,265 sf, which exceeds the allowed FAR by approximately 8%. |

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| <b><i>Purpose or Intent of Regulation</i></b> | It is the intent of this article to provide for performance standards which serve to define the development character of an area, and to ensure the compatibility of development both with the environmental characteristics, accessibility levels, and special amenities offered by the development site and with surrounding land uses and development intensities. It is further intended that the establishment of intensity regulations reflect the protection of critical environmental areas and the suitability of land for a particular level of development intensity, in accord with the goals and objectives of the comprehensive plan. |
| <b><i>Justification</i></b>                   | The project is located within walking distance of public transit, and within walking distance of the terminus of the proposed NS BRT line. The Council has asked for additional density on site to support public and alternate transit options available in this area. Additional density of units, even smaller sized units, will push the overall square footage above the allowed FAR. The proposed project even with additional square footage is still in line with surrounding development which is 3-6 story multi-family.  |
| <b><i>Evaluation [Staff to Complete]</i></b>  |   |

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| <b><i>LUMO Section</i></b>                    | 3.8.2.h   |
| <b><i>Requirement</i></b>                     | No structures allowed in the interior setback   |
| <b><i>Requested Modification</i></b>          | To allow retaining walls up to 14' height within the southern setback.  |
| <b><i>Purpose or Intent of Regulation</i></b> | It is the intent of this article to provide for performance standards which serve to define the development character of an area, and to ensure the compatibility of development both with the environmental characteristics, accessibility levels, and special amenities offered by the development site and with surrounding land uses and development intensities. It is further intended that the establishment of intensity regulations reflect the protection of critical environmental areas and the suitability of land for a particular level of development intensity, in accord with the goals and objectives of the comprehensive plan. |
| <b><i>Justification</i></b>                   | The proposed retaining wall allows for the proposed development to be set lower than the adjacent development, and allows for effective landscape screening at the elevation of the existing adjacent development. Flattening of the site is needed to provide handicap access to the multi-family buildings, and retaining walls are used instead of grading to allow for more density and to provide spacing from fire lanes which meets the fire code.   |
| <b><i>Evaluation [Staff to Complete]</i></b>  |   |

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| <b><i>LUMO Section</i></b>                    | Section 5.6 Landscape, screening and buffering   |
| <b><i>Requirement</i></b>                     | 100' wide landscape buffer along the northeastern property line against I-40.  |
| <b><i>Requested Modification</i></b>          | Elimination of the buffer requirement and let the existing vegetation remain.  |
| <b><i>Purpose or Intent of Regulation</i></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 |

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|                                       | development; to provide for the separation of spaces; and to establish a sense of privacy.   |
| <b>Justification</b>                  | There is established mature forest in the 100' buffer area which will not be disturbed during project development. The request is to allow for existing forest to satisfy the screening requirement. |
| <b>Evaluation [Staff to Complete]</b> |  |

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| <b>LUMO Section</b>                    |  |
| <b>Requirement</b>                     |  |
| <b>Requested Modification</b>          |  |
| <b>Purpose or Intent of Regulation</b> |  |
| <b>Justification</b>                   |  |
| <b>Evaluation [Staff to Complete]</b>  |  |

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| <b>LUMO Section</b>                    |  |
| <b>Requirement</b>                     |  |
| <b>Requested Modification</b>          |  |
| <b>Purpose or Intent of Regulation</b> |  |
| <b>Justification</b>                   |  |
| <b>Evaluation [Staff to Complete]</b>  |  |



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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.

|                                       |  |                                  |   |                 |
|---------------------------------------|--|----------------------------------|---|-----------------|
| <b>Project &amp; Site Information</b> | <b>Project Name</b>                          | Carraway Residential Phase III   | <b>Application Number [Staff to Complete]</b> | <b>CZD-25-3</b> |
|                                       | <b>Future Land Use Map (FLUM) Focus Area</b> | North Martin Luther King Jr Blvd | <b>FLUM Sub-Area</b>                          | B               |

| COMPLETE COMMUNITY: STRATEGIES FOR WHERE TO DIRECT GROWTH                       |  |                                |
|---|--|--------------------------------|
| Strategy  | Consistency of Application   | Evaluation [Staff to Complete] |
| <b>0.A Greenways</b>  | The project is located at the end of Chapel Point Road. There is a 10' wide multi-use path on Chapel Point Road ending at the project's west entry. At the southeast property line there is a recently completed greenway trail running south through Carraway Village. This project will add approximately 1,150 LF of greenway trail through the site connecting these two points and completing this segment of the greenway trail. |                                |
| <b>0.B Transit Corridors</b>  | The project is located just over a tenth of a mile from the NS route end at the Eubanks park and ride transit center on Eubanks Road. Even from the furthest units, this new community is a 5-10 minute walk from the bus line, which is also the end hub of the future NS BRT route.  |                                |
| <b>0.C Large infill sites with existing infrastructure (within Focus Areas)</b> | This site is at the edge of existing development, but is served by water and sewer infrastructure as well as roads, electricity, and pedestrian walks and trails.  |                                |
| <b>0.D Smaller infill sites (Residential designation on FLUM)</b>               | n/a  |                                |

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

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| <b>Plan/Policy References</b>   | <ul style="list-style-type: none"> <li><a href="#">Future Land Use Map (FLUM)</a>, Land Use, Density &amp; Intensity, Mapped Features</li> <li><a href="#">Shaping Our Future (TOD Plan)</a></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: Community Prosperity and Engagement; Town and Gown Collaboration</a></li> <li>Housing Advisory Board <a href="#">Development Review Criteria</a></li> </ul>   |   |                                       |
| <b>Topic</b>  | <b>Relevant Features of Plan</b>   | <b>Consistency of Application</b>   | <b>Evaluation [Staff to Complete]</b> |
| <b>1.A.1 FLUM Guiding Statements (Town-wide)</b><br><b>#2., 3., 7., 10.</b> | <p>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. 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.</p> | <p>1) The project will add around 165-170 residential units in a location allowing pedestrian and public transit connectivity to recreation, employment, shopping and dining. The project is on the NS route providing direct access to the Town's largest employer, UNC – the north campus, the main campus, and the hospital. 2) The project will provide some affordable housing. 3) The housing is rental but unit sizes will range from studio to 3 bedroom to accommodate different household sizes and types. 4) The project is located adjacent to the existing multi-family buildings at Carraway Village. The architecture will be complementary and appropriately scaled for its location. 5) The various unit sizes accommodate a variety of household types. The project includes construction of a greenway trail, pedestrian connection to the transit hub and to the amenities within the larger Carraway Village, and the non-residential uses in that development. 6) The density of the proposed development will support public transit routes. 8) The project parcel is oddly shaped with a stream and related buffer running through. The multi-family buildings and small townhome clusters work with the topography to create a complete community as an extension of the existing Carraway Village community. The new buildings are scaled to transition between the existing taller</p> |                                       |



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

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|  |  | apartments and the wooded stream. 9) The project complies with the desired development in the MLK North Focus Area. Parking lots are small and located behind buildings, and there are sidewalks throughout, creating a pedestrian friendly walkable community. The architecture and green spaces within the project will complement what already exists at Carraway Village. 10) Though not associated with UNC Chapel Hill, the project is located at the Eubanks park and ride with direct access to the north campus, the main campus, and UNC Hospitals making it attractive for employees and students. |  |
| <b>1.A.2.a-f FLUM Focus Area Principles for Land Use and Density &amp; Intensity</b> | This development is in the North MLK, Sub-Area B focus area of the FLUM, which supports development of multi-family residential, shops, and offices, parks and gathering spaces, and university or institutional uses. Typical heights would be up to 6 stories. | The proposal is for a variety of residential uses - multi-family, and 3-story townhomes with usable rooftop outdoor space.  |  |
| <b>1.A.3 FLUM Appropriate Uses (Primary and Secondary)</b>                           | Multifamily residential, shops, offices, parks and green spaces, and institutional / university / civic uses as predominant uses. Secondary uses include commercial space, townhomes and residences, and light industrial uses.                                  | The project will provide multi-family housing as the predominant use, along with rental townhomes.  |  |
| <b>1.A.4 FLUM Building Height Guidance</b>   | 2-4 stories adjacent to lower density residential, 4-6 stories typical, up to 8 stories.   | The multi-family buildings will be 3 stories, and the townhomes will be 3 stories with usable rooftop outdoor space.  |  |
| <b>1.A.5 FLUM – Other Mapped Features</b>  | 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. The majority of the site will remain forested, including much of the buffer areas. Habitat connections along the stream will remain undisturbed.  |  |



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

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| <b>1.B Shaping Our Future Focus Area and Recommended Actions (Delete row if outside of TOD Opportunity Sites)</b>    | n/a  |   |  |
| <b>1.C West Rosemary St Development Guide – Community Priorities by Section (Delete row if outside of Plan Area)</b> | n/a  |   |  |
| <b>1.D Central West Small Area Plan – Principles and Objectives (Delete row if outside of Plan Area)</b>             | n/a  |   |  |
| <b>1.E.1 Chapel Hill 2020: Community Prosperity and Engagement (CPE)</b>   | 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 access to trails and parks. The proposed project will take advantage of these opportunities to provide much needed housing as an extension of the residential units already offered in Carraway Village. |  |

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

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| <b>1.E.2 Chapel Hill 2020: Town and Gown Collaboration (TGC)</b> | 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. |  |
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## COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1) - COMMUNITY BENEFITS

| Options for Community Benefits   | Applicant Proposal  | Evaluation [Staff to Complete] |
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| <b>Affordable Housing Proposal, Including AMI Targets and Mix of Unit Sizes</b>              | This project proposes approximately 165-170 rental units in a variety of housing types: efficiencies in multi-family buildings, and townhomes. The units will range in size from from efficiency to 3-bedroom. There will be affordable housing offered within the project – Affordable housing will be provided by renting 10% of the market rate apartmetns at affordable rates based on 60% of the AMI (for 50% of the affordable untis) and 80% AMI (for 50% of the affordable units). The number of affordable units will be based on the final unit count for the project, and units will be located within the three multi-family buildings. |                                |
| <b>Housing Voucher Acceptance – Commitment for Rental Units</b>                              | The developer is working with the Town Housing Staff to create an affordable housing plan.  |                                |
| <b>Displacement Mitigation Strategies – Resources and Support for any Existing Residents</b> | The property is vacant and therefore there will be no displacement of existing residents.   |                                |
| <b>Demographic Needs Served by Housing Types</b>   | This project offers rental units from efficiency size to 3-bedroom, serving individuals, small households, and large households.  |                                |
| <b>Homeownership Opportunities</b>   | n/a   |                                |

## COMPLETE COMMUNITY: PLANNING FOR THE FUTURE AND MEETING HOUSING NEEDS (Goal 1) - COMMUNITY BENEFITS

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| <b>Proximity to Daily Needs and Amenities – Access to Parks, Daycares, Schools, Grocery Stores, Medical Offices, etc.</b>    | The project is within walking distance of restaurants and amenities such as greenway trail as offered within Carraway Village. 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 will have alternate transportation access to employment, recreation, grocery, and retail opportunities. |  |
| <b>Resident Access to Career and Education Opportunities</b>   | 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.  |  |
| <b>Effective Use of Limited Land Supply – Sufficient Intensity on Developable Land (excluding Environmental Constraints)</b> | This is a project taking vacant serviced land and providing living space for about 170 individuals and families in Chapel Hill.  |  |

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

| <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> <li>• <a href="#">Future Land Use Map</a> (FLUM), Connectivity &amp; Mobility</li> <li>• <a href="#">Chapel Hill 2020: Getting Around</a></li> <li>• Transportation &amp; Connectivity Advisory Board <a href="#">Development Review Criteria</a></li> </ul> |   |                                |
|--|---|---|--------------------------------|
| Topic  | Relevant Features of Plan   | Consistency of Application  | Evaluation [Staff to Complete] |
| <b>2.A Everywhere to Everywhere Greenways Map Facilities</b> |   |   |                                |
| <b>2.B Mobility and Connectivity Plan Facilities</b>         | 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 these elements – connecting the existing Chapel Point Road multi-modal sidewalk to the Carraway greenway trail, providing pedestrian connections both west and southeast, and providing access to the park and ride. |                                |
| <b>2.C Greenways Plan Facilities</b>                         | The 2013 Greenways Master Plan calls for tying Old Field Trail to Orange County's planned park at Millhouse Road.   | The project proposes to build a greenway connection between the greenway in Carraway Village to the multi-modal sidewalk on Chapel Point Road.  |                                |

| COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2)- SUPPORTING PLANS and POLICIES |   |   |  |
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| <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. In identifying new connections and policy improvements, the Town considers road safety, pedestrian and bicycle safety, accessibility, and convenience. | The project takes advantage of the existing road grid and connects to Chapel Point Road at the west end, with a direct vehicular and pedestrian connection to the parking lot grid set up within Carraway Village. The project also connects two parts of the greenway trail and completes this northern segment.                   |  |
| <b>2.E.1 FLUM Guiding Statements (Town-wide) #6.</b>                                    | 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 residential offerings at Carraway Village. As such it attracts residents who can support public transit. This project's residents can be expected to be users of the future NS BRT line.  |  |
| <b>2.E.2.a-f FLUM Focus Area Principles for Connectivity &amp; Mobility</b>             | The FLUM speaks to connecting residential areas with commercial destinations, developing multi-modal links between developments, and leveraging the transit system, and also avoiding surface parking lots.   | The project does have small surface parking lots but they are not a major feature of the project. Buildings front sidewalks, the multi-modal trail, and green spaces. Plentiful pedestrian routes provide safe routes to amenities within Carraway Village as well as multiple routes to the Eubanks park and ride and transit hub. |  |
| <b>2.F.1 Chapel Hill 2020: Getting Around (GA)</b>                                      | Balancing automobiles with alternative forms of transportation in an integrated transportation network (GA.1);  | The project is located within a few minutes walk of the Eubanks park and ride transit hub, which will also be the northern end of the future NS BRT route. (GA.1)   |  |

| COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2) - COMMUNITY BENEFITS                |   |                                |
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| Options for Community Benefits   | Applicant Proposal                                | Evaluation [Staff to Complete] |
| <b>Traffic Impact Analysis – Status of Completion or Exemption (LUMO Sec. 5.8)</b>           | A TIA was requested in early October 2024.        |                                |
| <b>Road Improvements Addressing Traffic Impacts (typically based on TIA Recommendations)</b> | Not available at time of initial CZ re-submittal. |                                |

| <b>COMPLETE COMMUNITY: GREENWAY AND TRAVEL OPTIONS (Goal 2) - COMMUNITY BENEFITS</b>   |  |  |
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| <b>Location of Vehicular Access Points; Vehicular Cross-Connectivity Opportunities</b>   | There are two vehicular accesses shown – one at the west side where the project parcel meets Chapel Point Road, and the second midway along the southern property line where the project's main street ties into the Carraway Village parking lot system. The main connection will also be used for emergency access.    |  |
| <b>Pedestrian Access and Internal Circulation, Connections to Larger Network</b>   | Pedestrian connections will be offered in multiple locations – at the vehicular access points, along the main street, multiple sidewalks within the project so that all residential units have direct access to a sidewalk, and a connection with the end of the existing greenway trail in Carraway Village.            |  |
| <b>Bicycle Access and Safe Movements through Site; Identify Shared or Dedicated Facilities within Site and along Frontages</b>     | There will be multiple bicycle support opportunities within the project. The project includes a connection between the multi-modal sidewalk on Chapel Point Road and the greenway trail within Carraway Village. There will be bike racks / storage on site at the multi-family buildings and inside the townhome units. |  |
| <b>Bicycle Amenities – Type and Location of Bicycle Parking and Other Supportive Amenities</b>                                     | There are 6 surface short-term bike parking spaces (3 loops) offered outside each multi-family building and at the mail kiosk. There will be space within the townhome garages for secure bicycle parking.   |  |
| <b>Safe Road Crossings for Various Ages and Abilities – Treatments Used at Key Intersections</b>                                   | The project is not located on major streets, but there are existing bike lanes on both sides of Myrica Street and on both sides of Eubanks Road, as well as a signalized crossing of Eubanks at Northwood Drive.   |  |
| <b>Transit Service Proximity and Frequency; Improved Access to Nearest Transit</b>   | There is an existing bus hub at the Eubanks park and ride just a few minutes walk for all residents of the new community. This is also tagged to be the north hub of the proposed NS BRT route.  |  |
| <b>Future Multimodal Connectivity Opportunities (include projects by others for Greenways, Transit, and/or Bicycle Facilities)</b> | A greenway segment will be added within the site connecting the multi-modal trail on Chapel Point Road with the end of the greenway trail within Carraway Village.   |  |
| <b>Parking Demand Reduction Strategies</b>   |  |  |

## COMPLETE COMMUNITY: GREEN STRATEGIES (Goal 3) – SUPPORTING PLANS and POLICIES

| <b>Plan/Policy References</b>                                    | <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> <li>• <a href="#">Sustainable Building Policy for Conditional Rezoning</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 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.  |                                |
| <b>3.A.2 CARP: Transportation &amp; Land Use Actions</b>         | 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. Some EV stations will be installed in the parking lots for tenant use. Additionally there are many EV Chargers available at the east end of Carraway Village, and level-3 charging stations have recently been activated at the south entry to the new project in Carraway II. |                                |
| <b>3.A.3 CARP: Waste, Water, &amp; Natural Resources Actions</b> | Protect natural resources by conserving existing tree canopy, developing green corridors, and protecting sensitive areas like RCD.   | The project will retain the majority of the site in existing tree coverage. Required tree coverage will be met with retention of existing trees. The entire site north of the stream will remain undisturbed. There will be some intrusion into the managed and upper RCD zones for stormwater mitigation and for a paved greenway trail.                   |                                |
| <b>3.A.4 CARP: Resiliency Actions</b>                            | 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 lots are small with good vegetative cover, thereby reducing heat island effect of large paved areas.   |                                |
| <b>3.B Stormwater Management Master Plan</b>                     | Protect and restore natural stream corridors; ensure compliance with federal and state regulatory mandates, development of a stormwater program.   | There are jurisdictional streams and wetlands on site. There will be some intrusion into the upper RCD zones for stormwater mitigation pond and a paved greenway trail. No intrusion into State   |                                |

| COMPLETE COMMUNITY: GREEN STRATEGIES (Goal 3) – SUPPORTING PLANS and POLICIES |  |   |  |
|---|--|---|--|
|   |  | stream buffer or wetlands is anticipated. New impervious on site will be treated for quantity control beyond State mandates, and will also treat for improved stormwater quality.   |  |
| <b>3.C.1 FLUM Guiding Statements (Town-wide) #1.</b>                          | 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. | The location of this project adds residential variety to the housing and retail mix already available within the adjacent Carraway Village development. The project provides completion of a local segment of greenway trail. The project also protects a large area of stream and forest with casual nature trails which can be used by all residents. |  |
| <b>3.C.2.a-f FLUM Focus Area Principles, Environmental</b>                    | 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.   |  |
| <b>3.D.1 Chapel Hill 2020: Nurturing Our Community (NOC)</b>                  | 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 – it is limiting development of a larger parcel to the area south of the stream and not crossing the stream with roads or utilities. It also provides housing for up to 170 individuals and families which is close to public transit and other alternative transportation options.       |  |

| COMPLETE COMMUNITY: GREEN STRATEGIES (Goal 3) - COMMUNITY BENEFITS |                    |                                |
|--|--------------------|--------------------------------|
| Options for Community Benefits                                     | Applicant Proposal | Evaluation [Staff to Complete] |



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|---|---|--|
| <b>Energy Efficient Building Design, All-Electric Design, Electric Vehicle Charging, and Various Other Green Measures</b> | <i>Complete the Climate Action Plan Worksheet</i>   |  |
| <b>Solar Energy Generation, Solar-Ready Design, and/or Feasibility Analysis</b>   |   |  |
| <b>Electric Bicycle Charging</b>  | The developer is considering installation of chargers for E-bikes.  |  |
| <b>Efforts to Minimize Removal of Mature Tree Canopy and Other Significant Vegetation</b>                                 | <b>Tree canopy requirements in the southern portion of the parcel will be met with retention of the existing forest. Over 40% of the site which is located north of the stream will not be developed as part of the current project.</b>  |  |
| <b>Measures to Protect and/or Restore Streams, Wetlands, and Flood-prone areas, Exceeding Regulations</b>                 | Stormwater quantity will be managed for the 100-year storm event which exceeds State regulatory mandates.   |  |
| <b>Waste Reduction Strategies and/or On-Site Recycling or Composting</b>  | Recycling collection will be handled through facilities already in place at the south side of the development. The applicant is working with the existing hauler to get a will-serve letter for more frequent pickup at those facilities. |  |
| <b>Stormwater Design Targets (e.g., Management for Larger Storm Events or Treatment of Existing Impervious Surface)</b>   | The proposed pond is designed to target quantity control for the 100-year storm event.  |  |
| <b>Impervious Surface Reduction Strategies</b>  | Townhomes are located close together to reduce the road network needed to serve them.   |  |

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|---|--|--|
| <b>Invasive Species Removal</b>   | Invasive plant species will be removed from the development area on site.  |  |
| <b>Strategies for Erosion Control and Stable Condition of Site during Construction, Exceeding Regulations</b> | Erosion control measures will be reviewed and approved by the County to meet State regulations.  |  |
| <b>Relationship of Grading to Natural Landform; Strategies to Minimize Cut and Fill</b>                       | The project incorporates small footprints to work with existing topography on site and reduce the grading needed for larger buildings. |  |

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

| <b>Plan/Policy References</b>   | <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 Place for Everyone</a>; 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>                              | 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 and site layout at the adjacent Carraway Village development. The variety of unit sizes is expected to attract a diverse tenant population which will add to the variety already living in Carraway Village, and the new project will include some affordable offerings. |                                |
| <b>4.A.2.a-f FLUM Focus Area Principles for Placemaking, Street Character, and Urban Form</b> | 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  | The project will include access to sidewalks from all buildings, and buildings are placed close to the sidewalk network, with parking placed away from it, to improve the pedestrian experience. The housing here provides a transition from the  |                                |

| COMPLETE COMMUNITY: PLACEMAKING AND PUBLIC REALM (Goal 4) – SUPPORTING PLANS and POLICIES |  |  |  |
|---|--|--|--|
|   | activity, and build density from the rural buffer toward developed portions of Town.   | forested portion of the development and from the less densely developed Millhouse area towards the more densely developed Carraway Village. It provides good access to the public transit hub which will also become a hub of the proposed NC BRT service. Sidewalks and streets will be tree lined and shaded.  |  |
| <b>4.B.1 Chapel Hill 2020: A Place for Everyone (PFE)</b>                                 | 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 multiple green spaces and good pedestrian connections. There will be an outdoor grilling area with the new development for residents to gather. Additionally there will be easy pedestrian connectivity with the rest of the Carraway Village development. The housing offered in this new phase will add variety to the residential offerings already in place in Carraway Village, and help to attract a diverse tenant population. |  |
| <b>4.B.2 Chapel Hill 2020: Good Places, New Spaces (GPNS)</b>                             | 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 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) | The project will include housing types not found in the rest of Carraway Village to add to the variety of housing opportunities here. There will be multiple green and gathering spaces in this phase, while still providing easy pedestrian access to the amenities and retail services available in the rest of the Village.   |  |

| 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>                  | n/a                |                                |

|   |   |  |
|---|---|--|
| <b>Public Art Proposed, and How Art Contributes to Creative Placemaking</b>                               | There will be a public art offering incorporated into the project. At this time the developer has not settled on what that may look like.   |  |
| <b>Streetscape Design Features for Active Pedestrian Realm along Internal Drives and Streets</b>          | The project includes sidewalks throughout with shade trees. There will be multiple small green spaces as relief. Buildings will all connect to the main street and sidewalk with sidewalks from front doors. A grilling and gathering area plus playground is proposed toward the center of new development.  |  |
| <b>Building Placement to Activate Public Realm</b>  | The multi-family buildings and, townhomes are all located close to street sidewalks to activate the pedestrian space within the development. The parking areas are small scale and located beside or behind buildings so they are not a major feature of the pedestrian experience.   |  |
| <b>Building Design Measures Creating a Human Scale</b>  | The buildings are all 3 stories and set close to the street. There will be a variety of building types for interest and the design will be complementary to what exists in the earlier phases of Carraway Village. The buildings are all small scale, the longest street frontage being 80'. Townhomes are generally set with garage access away from the main pedestrian route.                              |  |
| <b>Efforts to Reduce Visibility of Parking</b>  | The project's parking is located beside or behind buildings. The multi-family buildings will share small parking lots. Otherwise parking is individual to each townhome off alleys, and a small amount of street parking for visitors.  |  |
| <b>Transitions to Surrounding Neighborhoods through Landscape, Compatible Uses, and/or Building Forms</b> | The project is close to existing multi-family in Carraway Village and will have complementary architecture. The smaller buildings provide a transition between the woodsy uses to the north and the more developed Carraway Village, while providing much needed residential units within close walking distance of public transit.   |  |
| <b>Public Spaces Designed and Programmed to Serve a Variety of Needs</b>                                  | The project includes small green spaces throughout, including a grilling and gathering area and a playground for this new phase. There is easy pedestrian access to the larger casual and programmed gathering spaces in the earlier phases of Carraway Village.  |  |
| <b>Additional Aspects of Site Design Prioritizing People Over Vehicles</b>                                | The project provides complete pedestrian connectivity with tree shaded sidewalks and green spaces throughout. The project is a short walk to public transit services which will be used as a hub for the proposed NS BRT service. The project includes a multi-modal sidewalk / greenway through the center of the site allowing easy access for pedestrians and cyclists to use that recreation opportunity. |  |

|                                      |  |  |
|--------------------------------------|--|--|
| <b>Other Notable Design Features</b> |  |  |
|--------------------------------------|--|--|

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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.**

|                                       |                                 |  |   |                 |
|---------------------------------------|---------------------------------|--|---|-----------------|
| <b>Project &amp; Site Information</b> | <b>Project Name</b>             | Carraway Residential Phase III   | <b>Application Number</b><br><i>[Staff to Complete]</i> | <b>CZD-25-3</b> |
|                                       | <b>Existing Zoning District</b> | CC-CZD (majority) and OI-2-CZD (southeast 4.6 acres of parcel)   |   |                 |
|                                       | <b>Proposed Zoning District</b> | R-6-CZD  |   |                 |
|                                       | <b>Proposed Land Uses</b>       | Multi-family residential, townhomes, and cottages. Surface and garage parking. Pond for stormwater mitigation. |   |                 |

| CONSIDERING THE SITE AND ITS SURROUNDINGS |  |   |                                |
|---|--|---|--------------------------------|
|   | Description  | Compatibility with Proposed Zoning and Development Program  | Evaluation [Staff to Complete] |
| <b>Surrounding Land Uses</b>              | <b>North:</b> Electric power easement<br><b>South:</b> Multi-family buildings, 4-7 stories, with surface parking – Carraway Village initial phases.<br><b>East:</b> I-40<br><b>West:</b> Self-storage building, 3 story, with surface parking. | The project is residential as is the use to the south. The use is fully compatible with the adjacent Carraway development and is specifically design to complement the neighborhood by offering a variety of new residential product types not currently available. The project will keep a forested buffer against I-40 wider than the required 100' buffer. The project stays south of the stream cutting the parcel in half, so is not proposing any development near the northern property line. There is a self-storage building at the west property line. They planted half the buffer when that project was built, and this |                                |

|  |  |  |  |
|--|--|--|--|
|  |  | Carraway III project will install the other half of the required buffer in this location.  |  |
| <b>Surrounding Zoning Districts</b>        | <p><b>North:</b> MU-R-1</p> <p><b>South:</b> MU-OI-1</p> <p><b>East:</b> NA (I-40) – opposite I-40 is county jurisdiction</p> <p><b>West:</b> MU-R-1</p>   | The proposed project is residential but with a different scale and product type than the Carraway Village earlier phases. The main street flows into the vehicular and pedestrian grid already established in that multi-family development. With landscaping and building orientation the developer believes the proposed project will create a complete community which is focused away from the adjacent non-residential use. |  |
| <b>Transit Service</b>                     | There is existing bus service from the Eubanks park and ride southwest of the project parcel. This is served by Chapel Hill Transite NS route. There are also future plans for this to be the north end of the proposed NS BRT station.  | The density of the proposed project will support public transit service, and is within a short walk to the existing Park and Ride. It is expected that some residents of this proposed community will use public transit.  |  |
| <b>Road Frontages and Vehicular Access</b> | <p><b>Road Classification(s):</b> Local <input checked="" type="checkbox"/> Collector <input type="checkbox"/> Arterial <input checked="" type="checkbox"/></p> <p><b>Road Maintenance:</b> NCDOT <input checked="" type="checkbox"/> Town <input type="checkbox"/> Private <input type="checkbox"/></p> <p><b>Access Points for Site:</b> Vehicular access for residents will be from E Longview Street. There will be limited emergency access and trash collection access from MLK.</p> | Vehicular access to the project will be from the local Town street Chapel Point Road. There will also be vehicular access through the parking grid established at Carraway Village. It is expected that residents will use both accesses.  |  |



|   |   |   |  |
|---|---|---|--|
| <b><i>Pedestrian &amp; Bike Network</i></b> | There is a wide multi-modal sidewalk on Chapel Point Road to the west and a segment of greenway trail with Carraway Village to the southeast.   | The project will make use of existing sidewalks and will provide a combination multi-modal sidewalk and greenway trail connection to link these two elements. The project will include sidewalks on both sides of streets interal to the project and will connect to the pedestrian system within Carraway Village allowing future residents to use the amenities and food services as well as safe and easy access to the transit hub. |  |
| <b><i>Hydrological Features</i></b>         | There is a perennial stream running from the south east to the west through the property and dividing it in two. There are also wetlands associated with that stream. The stream and wetland are shown on the plans.  | The project will use upper RCD zone for a small portion of stormwater mitigation, and will intrude into the upper and managed RCD zones for a portion of the greenway trail but will otherwise not develop in the RCD zones. No disturbance is expected in the streamside RCD zone.   |  |
| <b><i>Topography of Site</i></b>            | The high area on the site is in the mid southern and slopes at about 5% toward the northwest, and towards the stream to the north and east. The parcel north of the stream will not be developed. It too has slopes in the 5-10% range. There is a drainage draw along the western property line. | The project will avoid most steep slopes except for those along the western property line where the project will connect to the end of the existing Chapel Point Road. Pipes will be added as necessary to allow for drainage from the south toward the stream in the north. Disturbance of this steep slope area is necessary to connect to the end of Chapel Point Road.  |  |

| 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 (LUMO Sec 3.3 or 3.4)</b> | The residential districts are intended to provide for residential development of appropriate intensities consonant with the suitability of land, availability of public services, accessibility to major activity centers and transportation systems, and compatibility with surrounding development.   |                               | The rezoning request aligns with the proposed uses and density, and the FLUM specifies higher density mixed use nodes near transit. This project, though all residential, adds to the overall Carraway Village mixed use. At >10 units / acre for the 11.5 acres between the stream centerline and the property line, this development is providing high density residential. |     |                                       |
|   | <b>Standard for Proposed Conditional Zoning</b>   |                               | <b>LUMO Standard for Existing Zoning</b>  |     | <b>Evaluation [Staff to Complete]</b> |
| <b>Permitted Uses (LUMO Sec 3.4 or 3.7)</b>                     | Permitted uses and development intensities—R-6.(1)The uses permitted in the R-6 district include the following: Adult daycare, child daycare, 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, manufactured home, place of worship, public cultural facility, public use facility, non-profit recreational facility, rooming house, elementary school,. With a CZ allowed uses are: multi-family over 10 units. As accessory uses, the following uses are allowed: Agriculture – female chickens, agriculture – non-livestock, home occupation, outdoor skate ramp, off street parking, place of assembly, short term rental of primary residence, temporary portable building. |                               | The project proposes multi family over 10 units, multi-family 5-10 units, three-family attached, and four family attached homes. All allowed uses in this zone.   |     |                                       |
| <b>Maximum Floor Area (sq. ft.) (LUMO Sec. 3.8)</b>             | .001 in streamside RCD, .0019 in managed RCD, .303 in upland RCD, .303 in remainder of site Total built area allowd 186,506   |                               | Floor area proposed: 200,200 sf   |     |                                       |
| <b>Maximum Building Height (ft.) (LUMO Sec. 3.8)</b>            | <b>Maximum Proposed Setback Height</b>  | n/a – no buildings at setback | <b>Maximum Allowed Setback Height</b>   | 39' |                                       |
|   | <b>Maximum Proposed Core Height</b>   | 50'                           | <b>Maximum Allowed Core Height</b>  | 60' |                                       |



## 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] |
|--|--|--------------------------------|
| <b>FINDING #1:</b> The proposed zoning amendment is necessary to correct a manifest error.   | N/A  |                                |
| <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. | This property was not serviced previously. With the installation of water and sewer, and installation of a public street to access the parcel, development of this parcel became feasible over the past 10 years. A previous owner completed a conditional rezoning on the parcel for a different use, but has backed out of the project and residential uses are not permitted under the conditional zones approved. This rezoning is intended to allow for high density residential development – a use supported by the Comprehensive Plan. |                                |
| <b>FINDING #3:</b> The proposed zoning amendment is necessary to achieve the purposes of the comprehensive plan.   | <b><i>Complete the Statement of Consistency with the Comprehensive Plan.</i></b>   |                                |