

Meridian Lakeview

Chapel Hill
Town Council

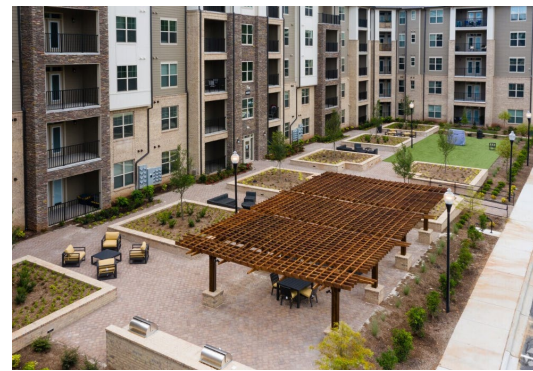
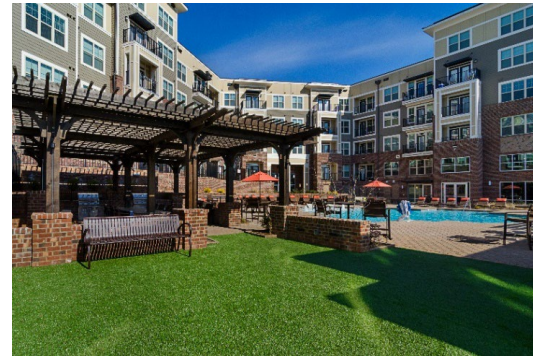
November 15th, 2023

BRYAN PROPERTIES

NorthView Partners
DEVELOPMENT • CONSTRUCTION • INVESTMENT MANAGEMENT

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NorthView Partners
DEVELOPMENT • CONSTRUCTION • INVESTMENT MANAGEMENT



Meridian Lakeview

Town Council Feedback from October 11th, 2023

Council Feedback

Affordable Housing

- Questions on LIHTC in Durham County and what happens if not awarded after 5 submissions

Greenway Connectivity

- Council recommended adding a Pedestrian Path to Chapel Hill Crossing
- Connectivity between buildings

Parking / Impervious Surface

- Concerns of too much parking and too much impervious surface

Recreation

- Council recommended adding a Playground

Responses

Affordable Housing

- Scoring and Letter provided by experienced LIHTC Developer & Support from non-LIHTC Affordable Partners

Greenway Connectivity

- Added a Pedestrian Path to Chapel Hill Crossing
- Sidewalk Details

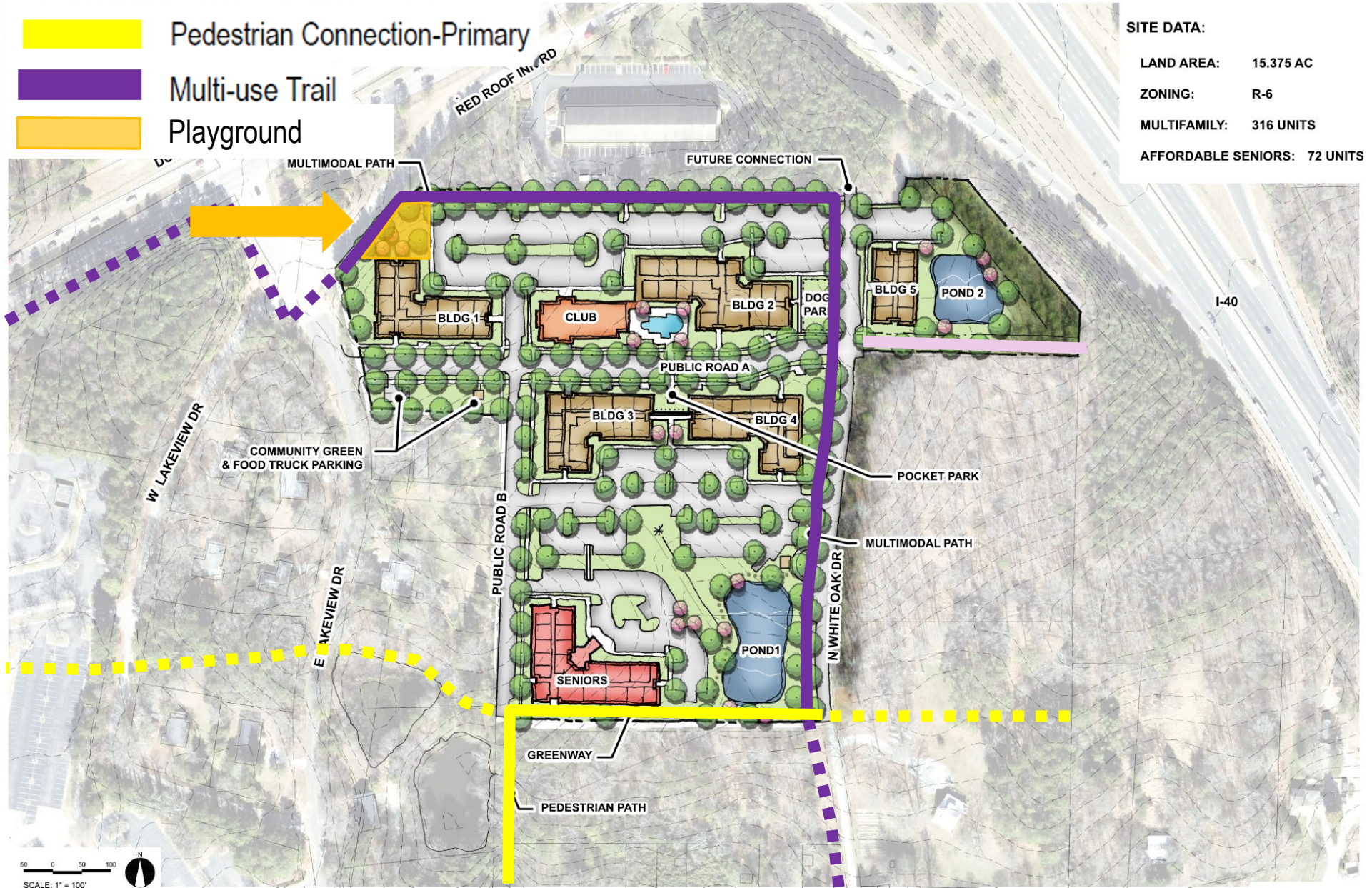
Parking / Impervious Surface

- Onsite Parking is 1.07 spaces per unit (45 spaces below town minimum)
- Meridian Lakeview Impervious is 60%, Town standard is 70% (15 % below town standard)

Recreation

- Playground added

Town Council Feedback – Playground

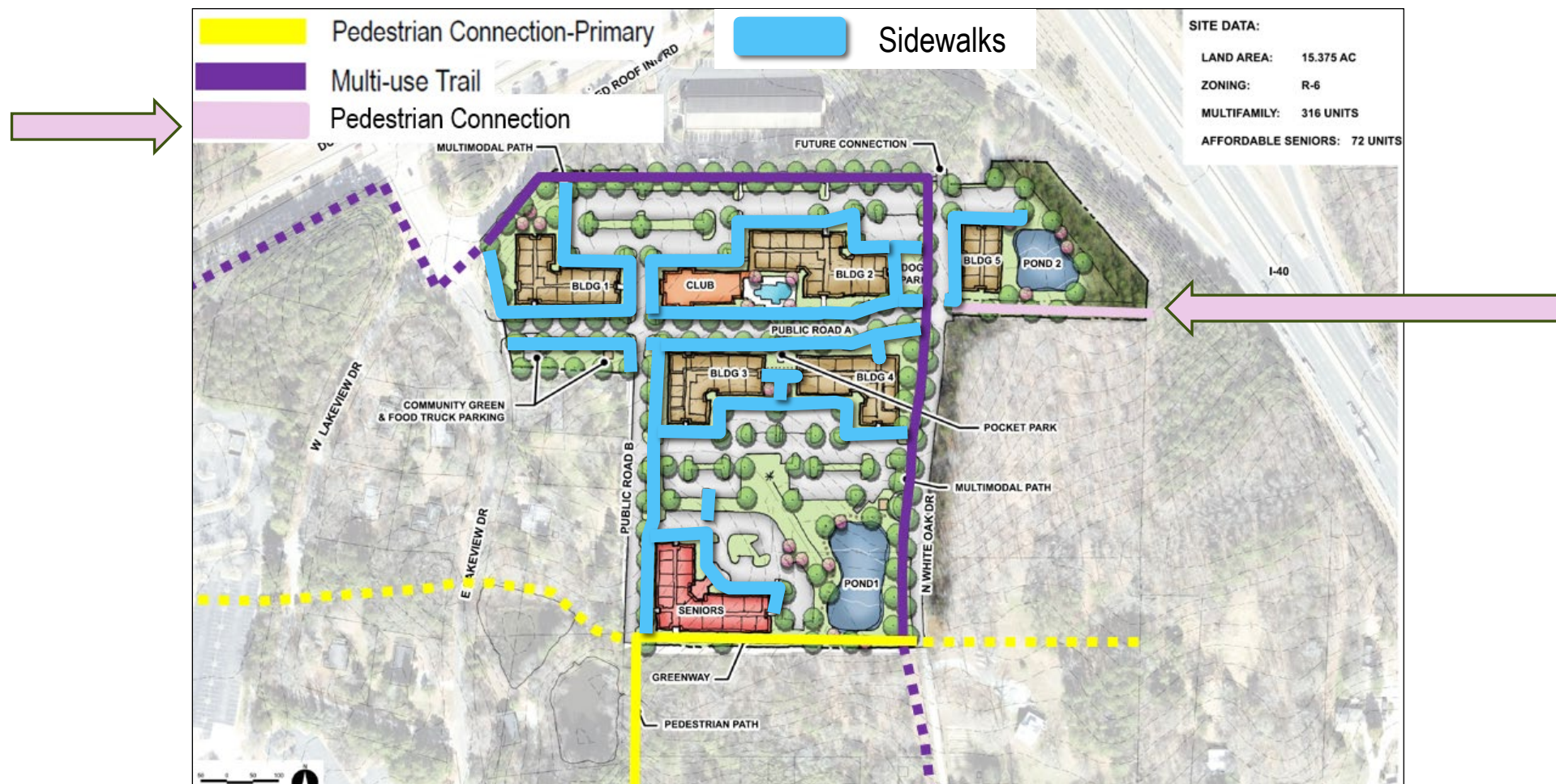


Meridian Lakeview

Town Council Feedback – Greenway Connectivity

Response

- Greenway Connectivity
 - Pedestrian path to Chapel Hill Crossing added



Meridian Lakeview

Town Council Feedback – Parking

	Meridian Lakeview
Units	388
Town of Chapel Hill Minimum	461
Onsite Surface Parking	416
Parking Below Town Minimum	(45)
On Street Parking*	99
Total Parking	515
Total Parking per Unit	1.33
Total Parking Per Bedroom	0.90

* Meridian Lakeview is requesting a modification to count On Street parking to address the parking shortfall

Town Council Feedback – Affordable Housing

Council Feedback

- Affordable Housing

Questions on LIHTC in Durham County and what happens if not awarded after 5 submissions

- Response

LIHTC

- Provided Site Scoring and a Letter from an experienced LIHTC developer confirming the project has an excellent opportunity for funding

Durham LIHTC

- 5 projects applied for LIHTC Funding in Durham County over the past three years and 3 were awarded (60%)
- Site competes in Durham County (more funding available in the Metro Pool)

Land Donation

- Habitat for Humanity is interested in building 24 for-sale townhouses should the site not be awarded LIHTC Funding.

Meridian Lakeview

Appendix

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DEVELOPMENT • CONSTRUCTION • INVESTMENT MANAGEMENT

Meridian Lakeview

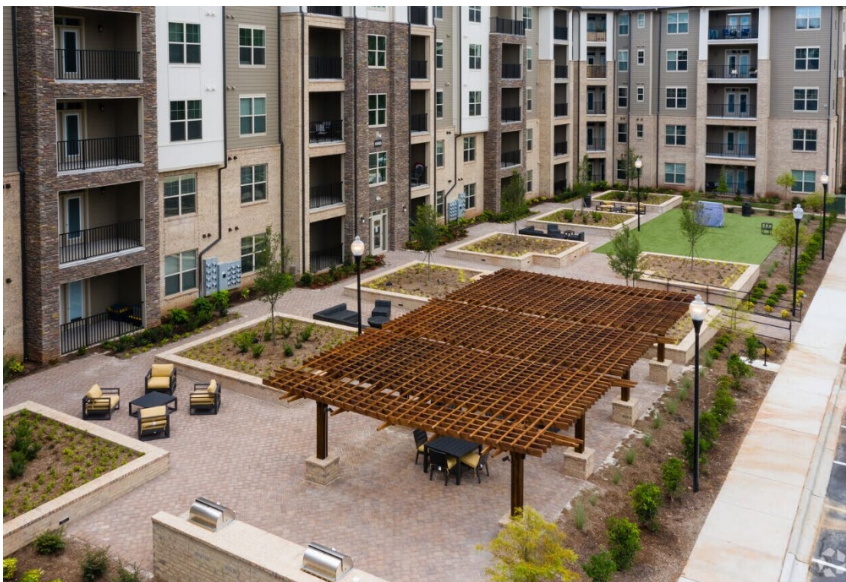
BRYAN PROPERTIES



Meridian Lakeview

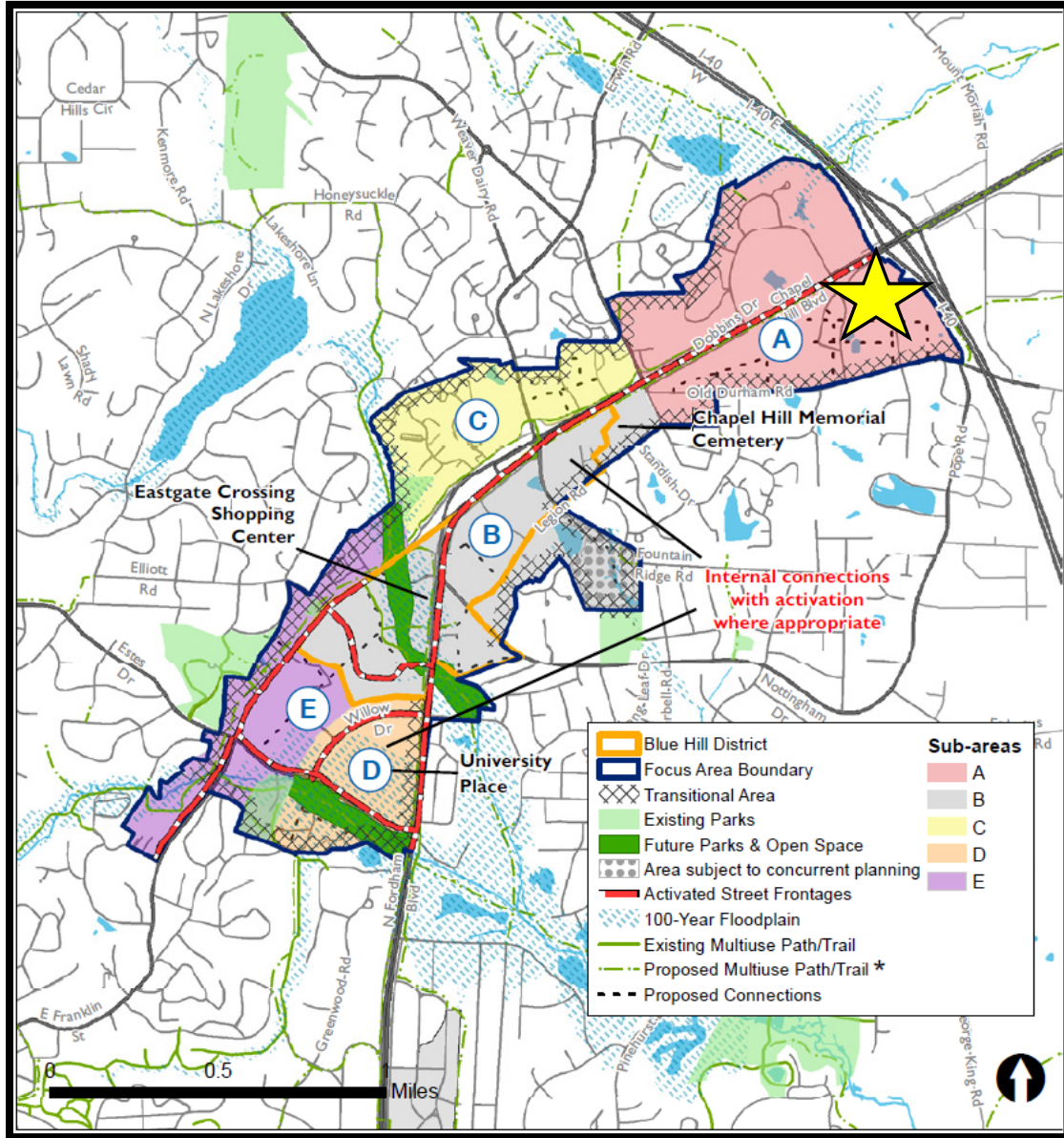
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DEVELOPMENT • CONSTRUCTION • INVESTMENT MANAGEMENT



Meridian Lakeview

FLUM



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

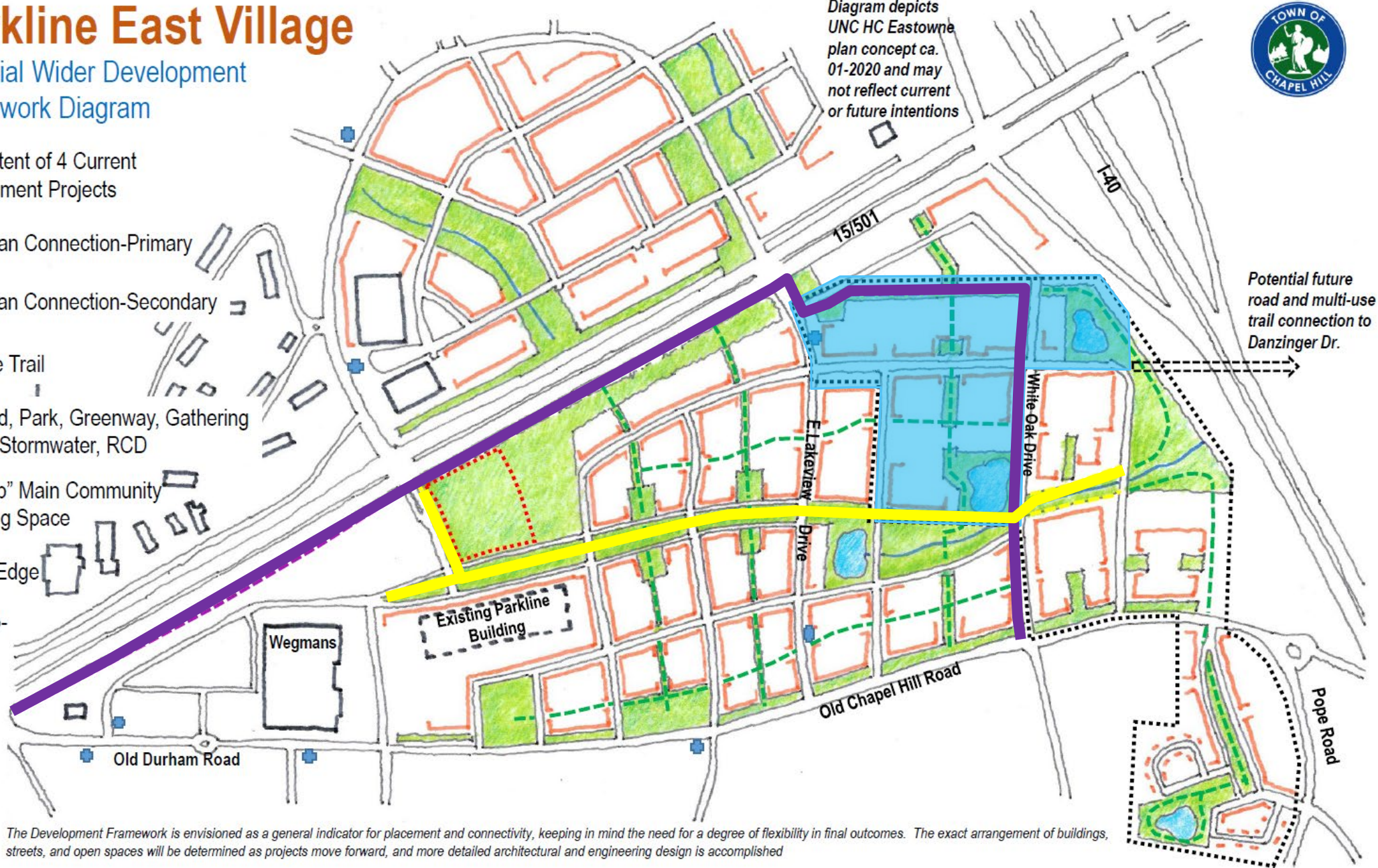
● Primary (predominant land uses)
 ○ Secondary (appropriate, but not predominant)
 ⊖ Discouraged

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

B Parkline East Village

Potential Wider Development Framework Diagram

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



9-12-22



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

Meridian Lakeview

Planning Commission Concerns

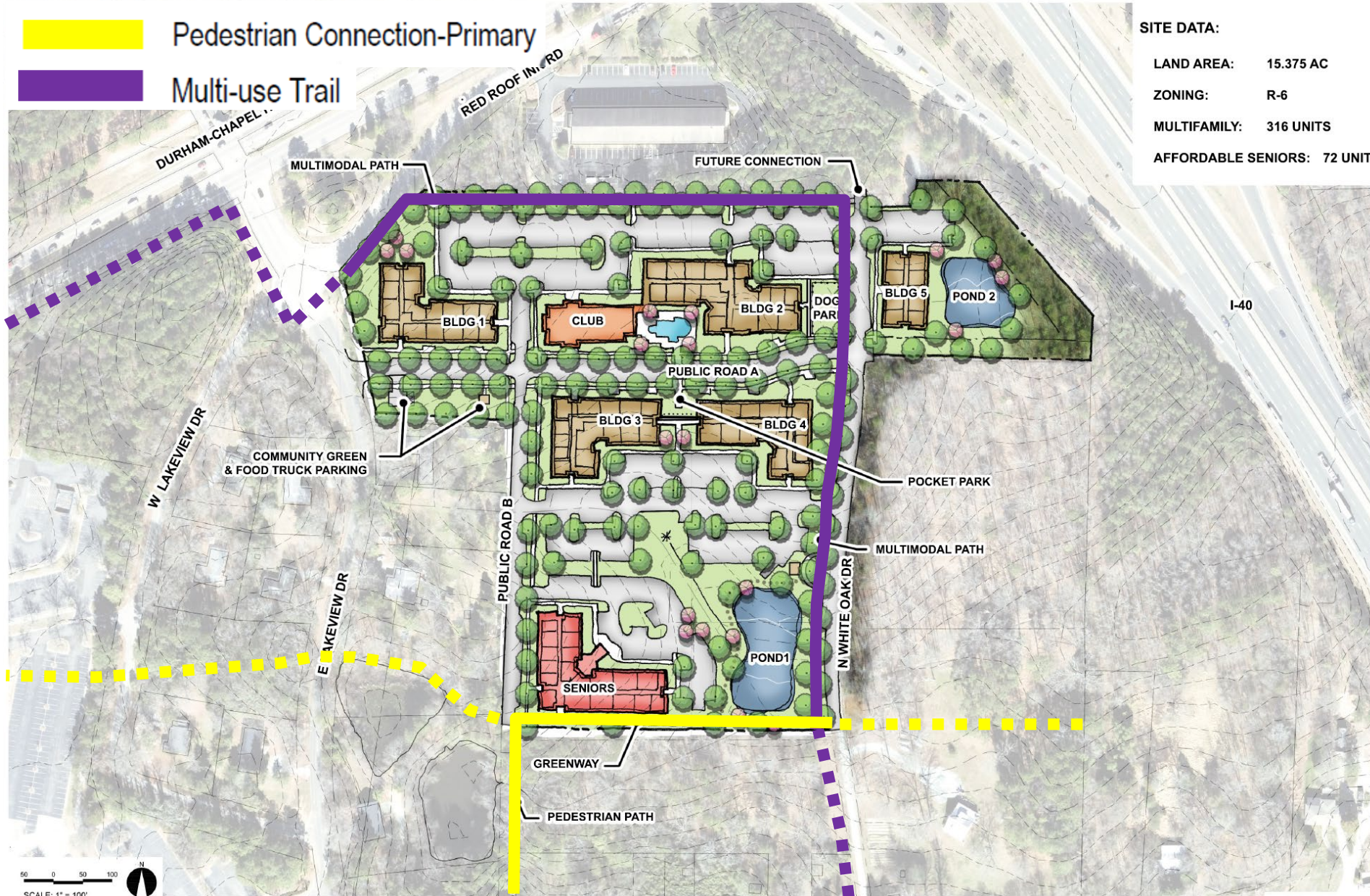
1. Connections
2. Surface Parking – too much?
3. Amenities – need more
4. Trees – keep more
5. Bland, not beautiful

Site Plan

-  Pedestrian Connection-Primary
-  Multi-use Trail

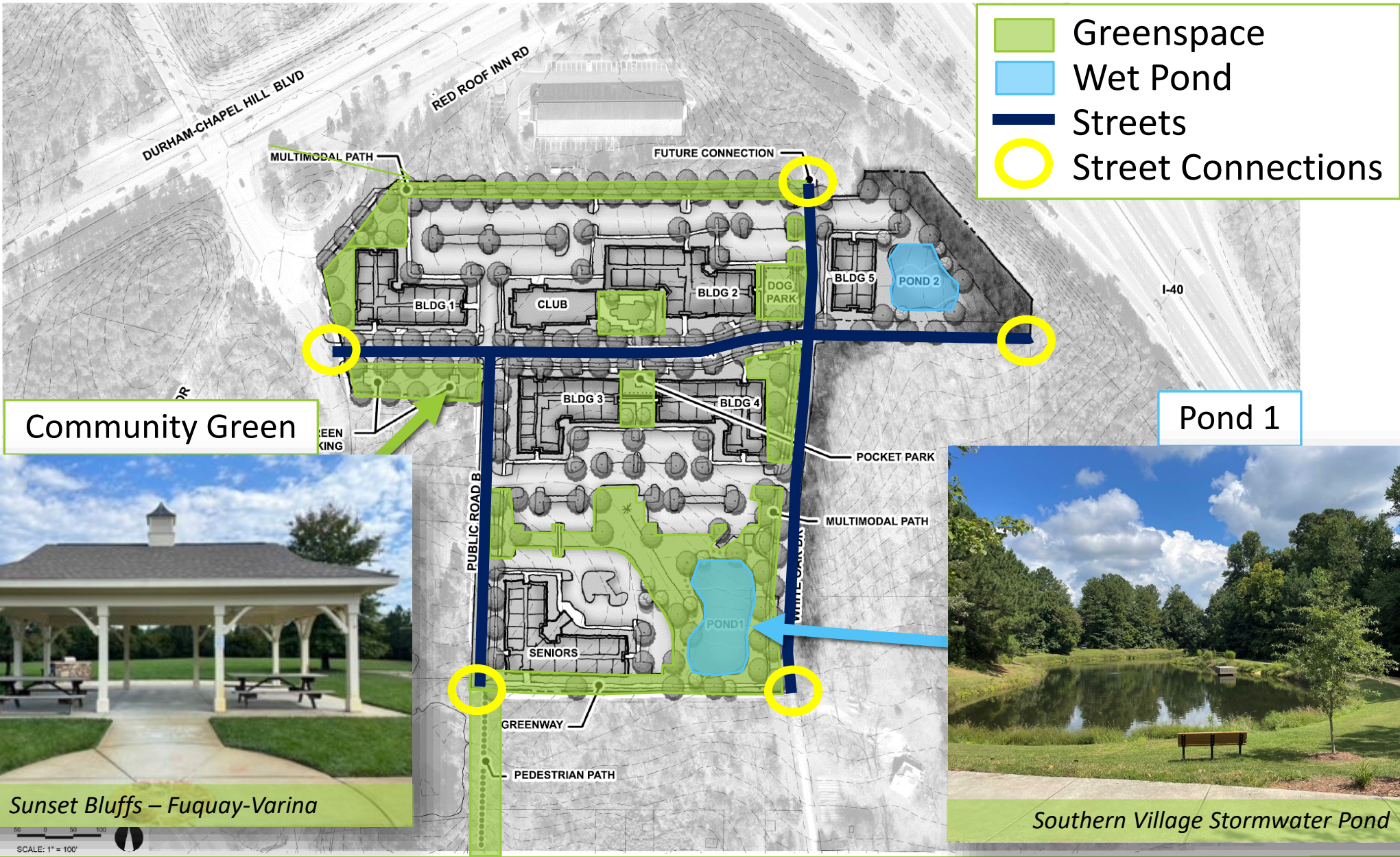
SITE DATA:

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



Meridian Lakeview

Green Space and Street Network



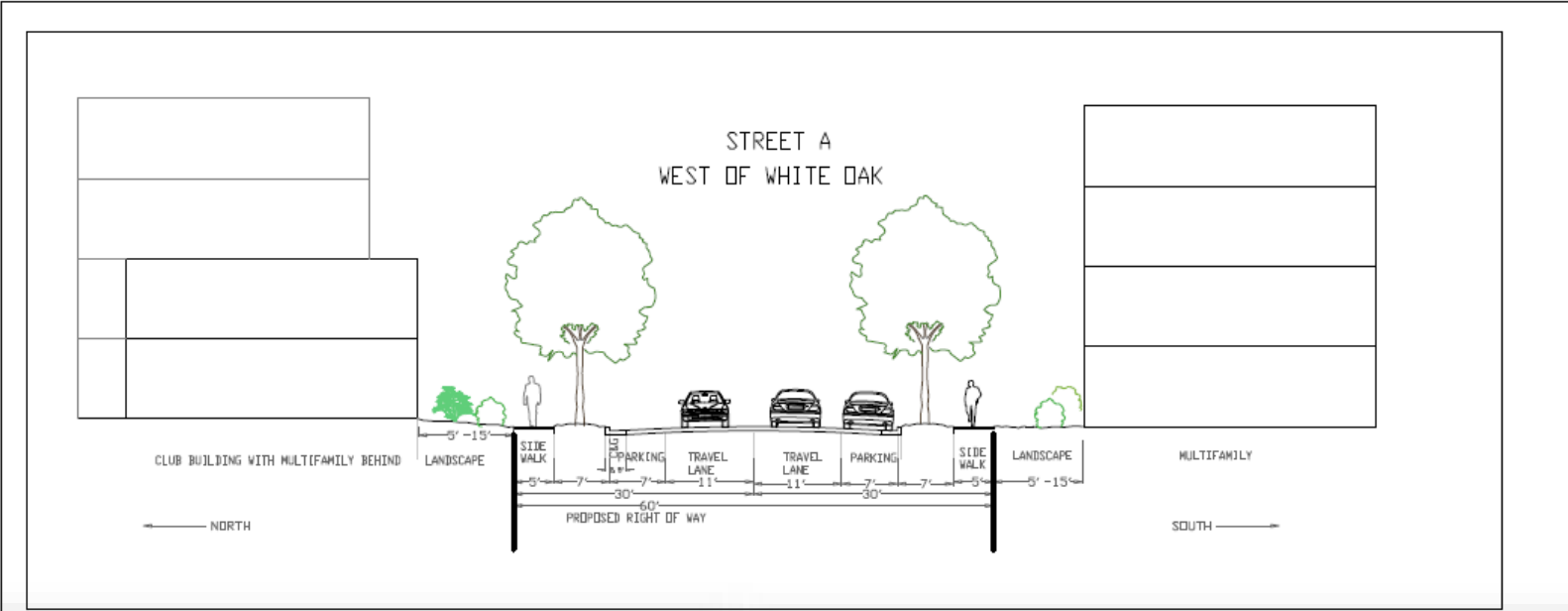
Meridian Lakeview

Streetscape Rendering



Meridian Lakeview

Street Profile - Danziger Dr



Meridian Lakeview

Community Green



Meridian Lakeview

Affordable Housing Options

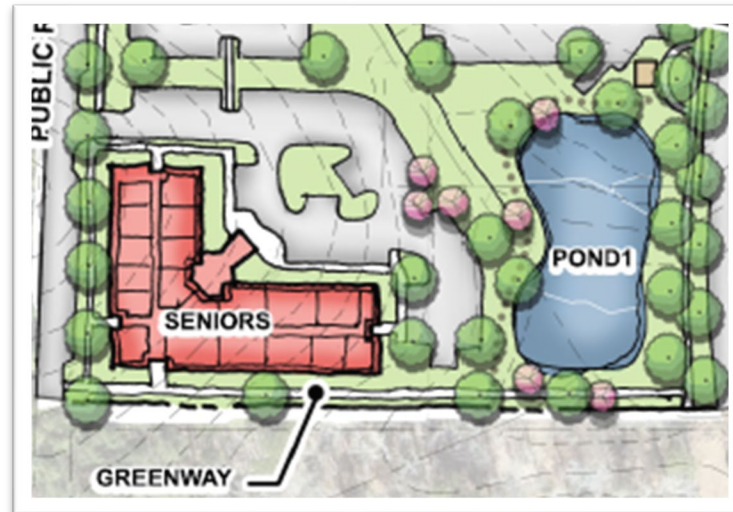
72 Affordable Senior Units via LIHTC (Low Income Housing Tax Credits)

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

Or

24 For-Sale Townhomes

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



Meridian Lakeview

11,000 Street Trees and Counting



Southern Village



Holly Springs



Huntersville

Meridian Lakeview

Appendix

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Meridian Lakeview

Parking Spaces

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

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

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



Meridian Trees



Meridian Lakeview

Streetscape Rendering



Meridian Lakeview

Southern Village Stormwater Pond



Meridian Lakeview

Community Green



Meridian Lakeview

Parking Spaces

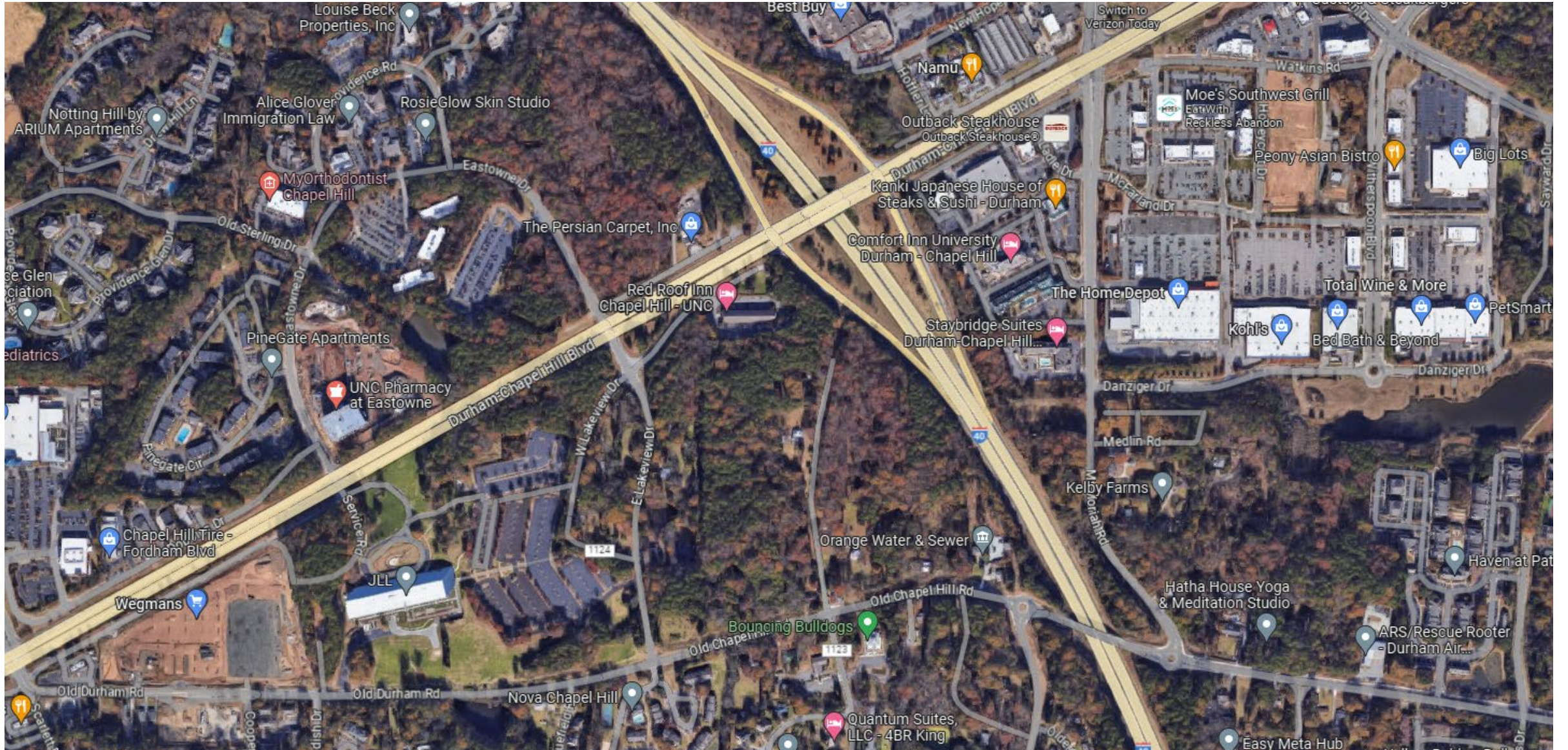
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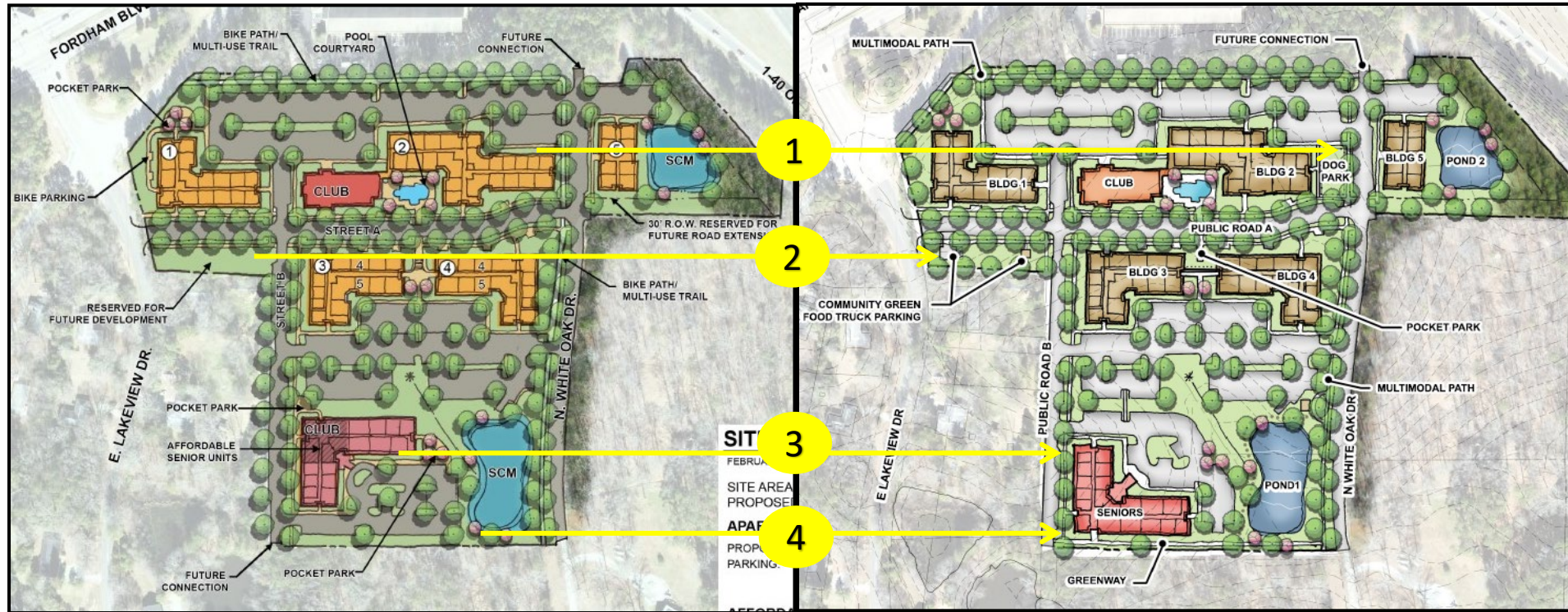
Area Map



Meridian Lakeview

Concept Plan – 02/22/22

Current Plan – 09/20/23



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

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

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

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

Meridian Lakeview

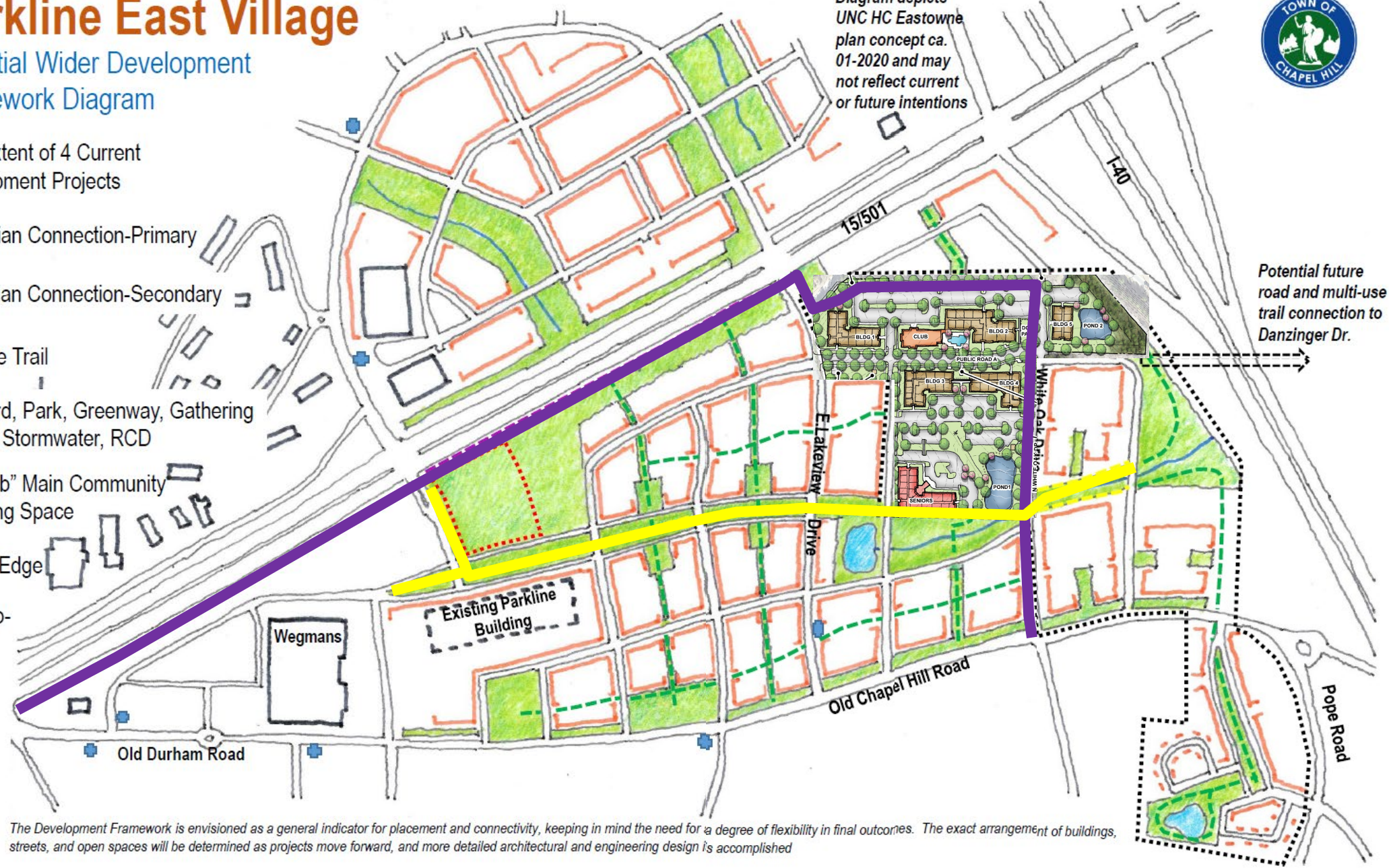
B Parkline East Village

Potential Wider Development Framework Diagram



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

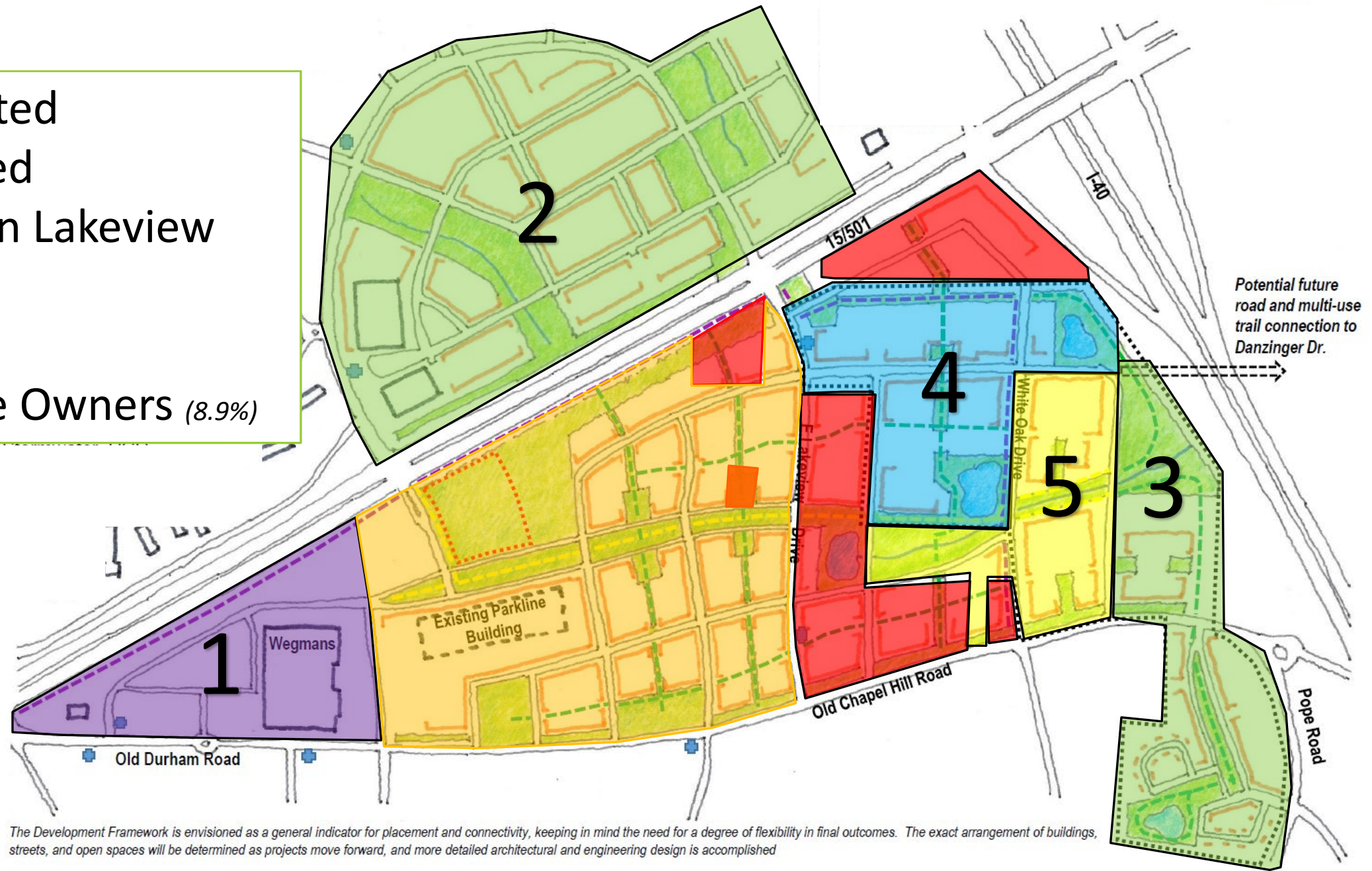
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9-12-22

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



9-12-22

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Meridian Lakeview

Southern Village Fire Hydrant Access



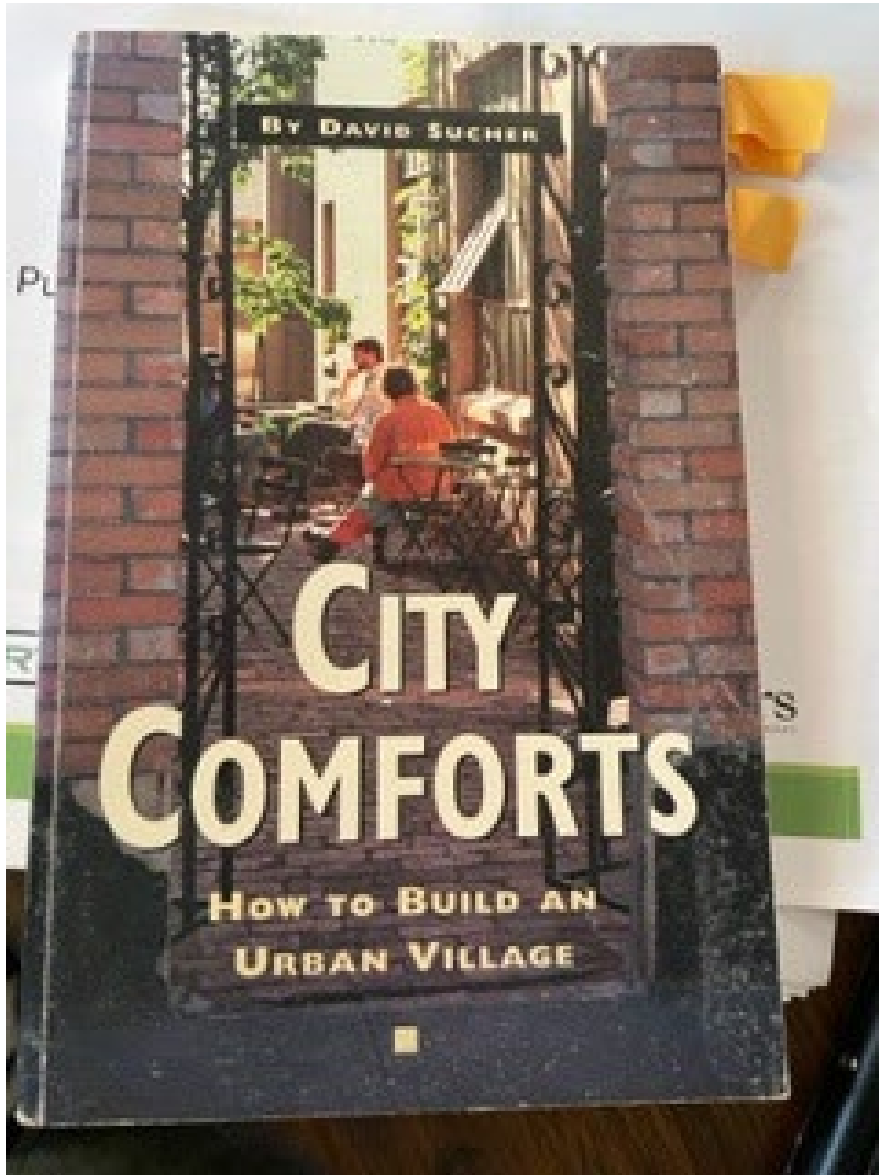
Meridian Lakeview

Parkline East & Southern Village

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

* Estimates based off Parkline East Village Development Framework

City Comforts



Three Critical Patterns

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

Urban Village
“A Phrase of Contradiction”

Urban

Large
Hustle-Bustle
Lonely
Hostile
Strangers
Possibilities
Complex
Large
Growth

Village

Small
Tranquility
Together
Friendly
Kindred
Limits
Simple
Small
Stasis

Southern Village & Meridian Lakeview Apartment

Identical

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

Similar

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

Different

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

Not as Good

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

Better

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

Unknown

- Proximity to Retail

Traffic Speed and Pedestrians

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

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

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

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

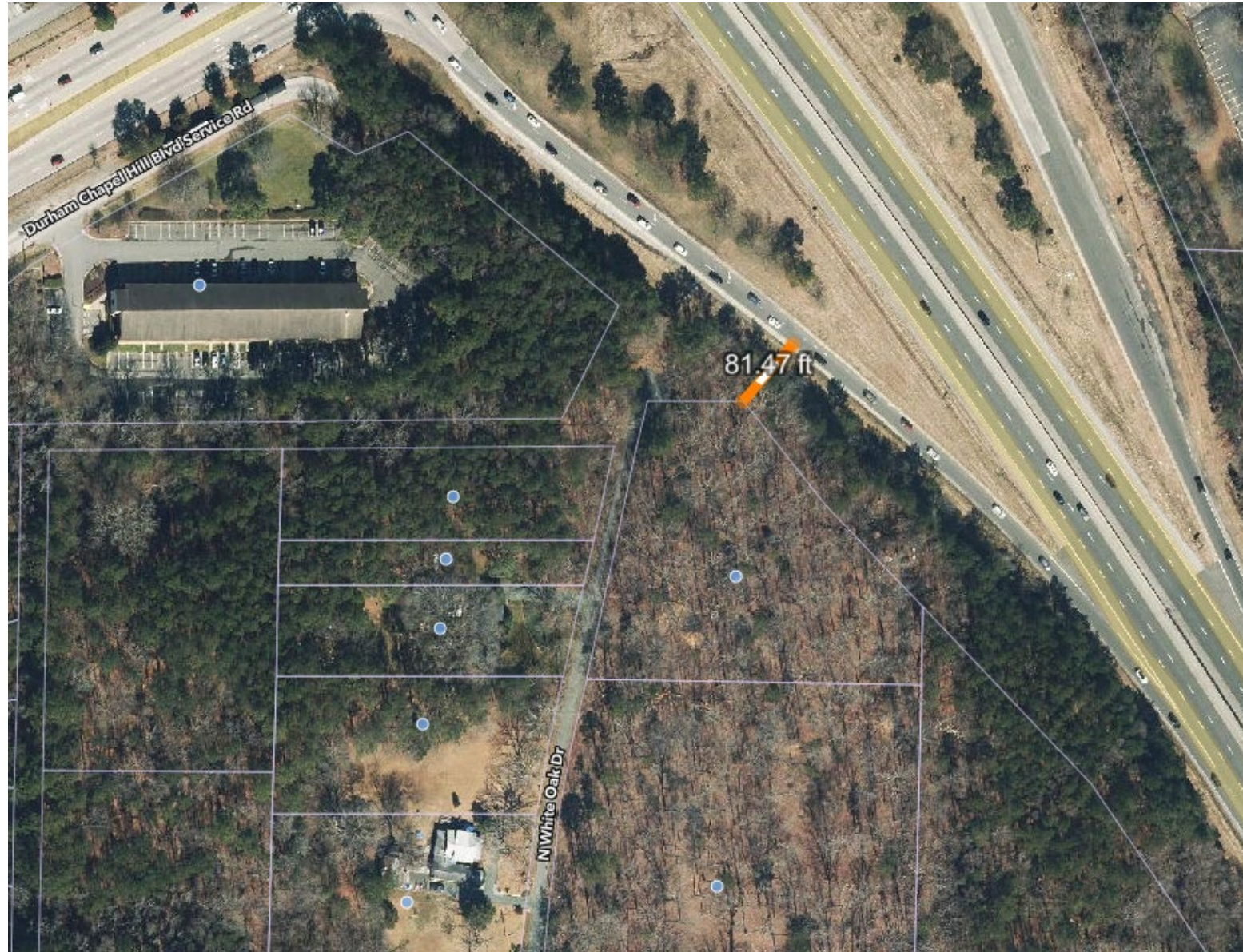
b. Impact speed estimates not derived from crash reconstruction (e.g., based on police, driver, or witness estimates; n=26) were treated as missing values and were imputed.

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

AAA Foundation for Traffic Safety – September 2011

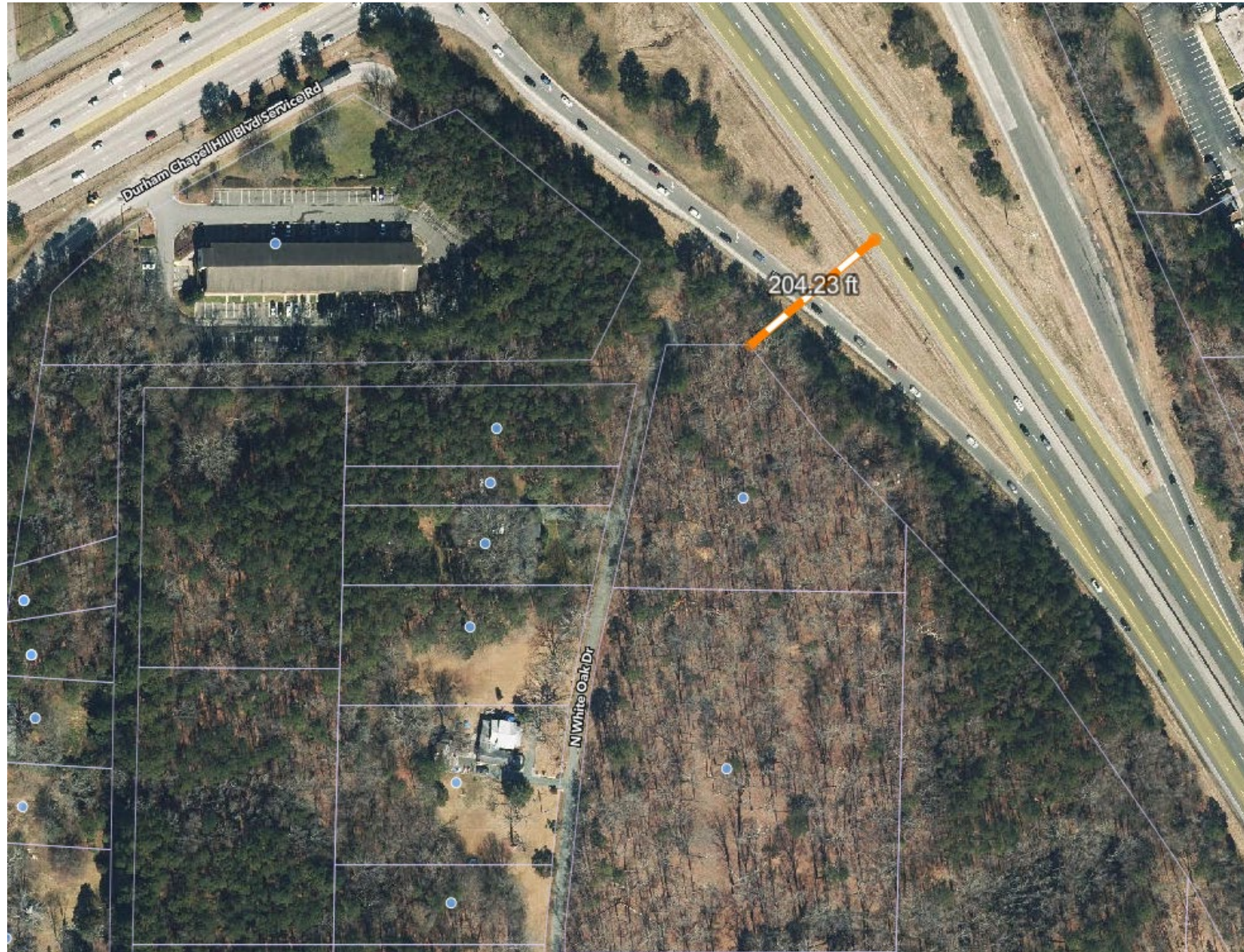
Meridian Lakeview

Interstate 40 Buffer



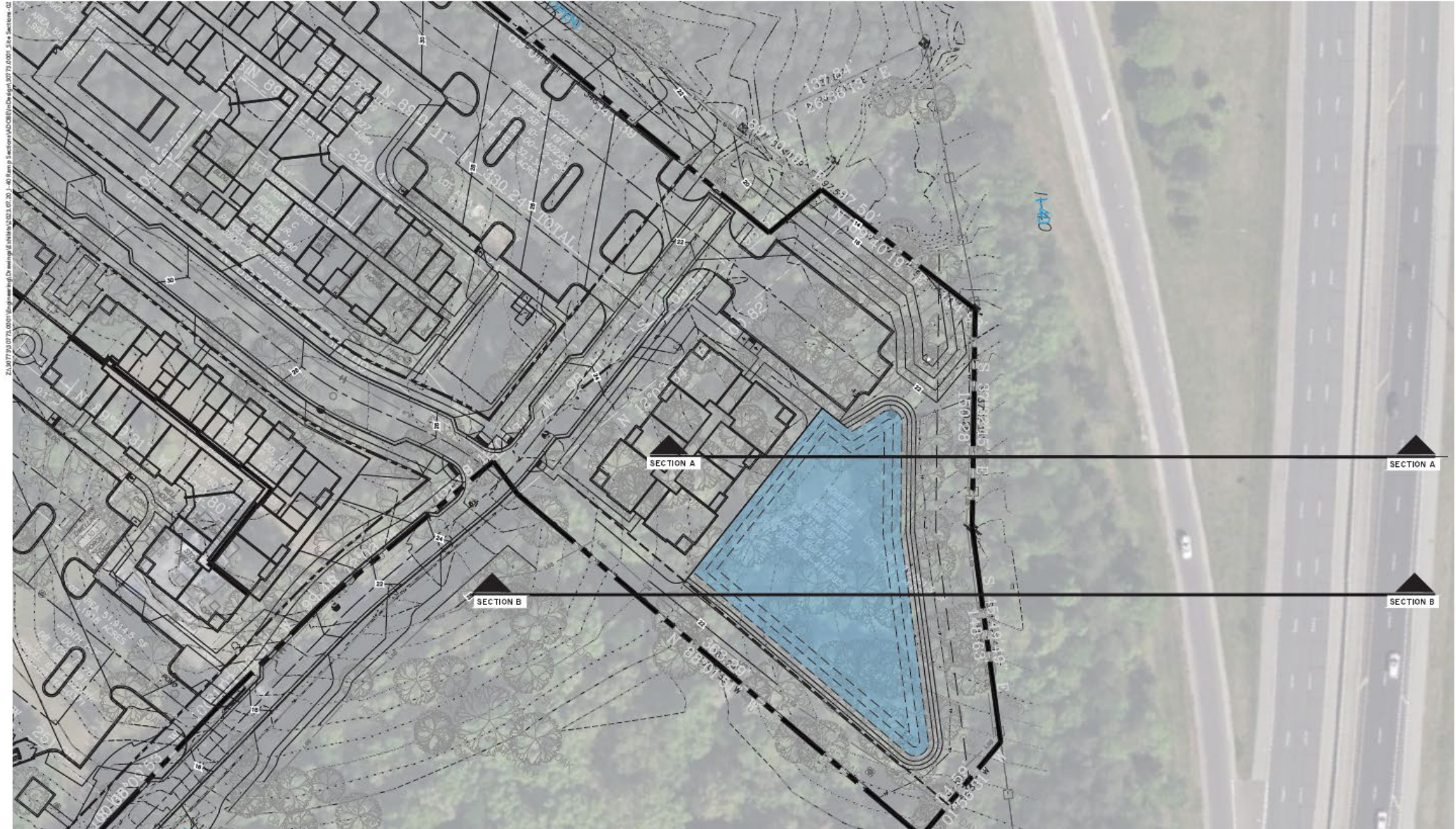
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Interstate 40 Buffer



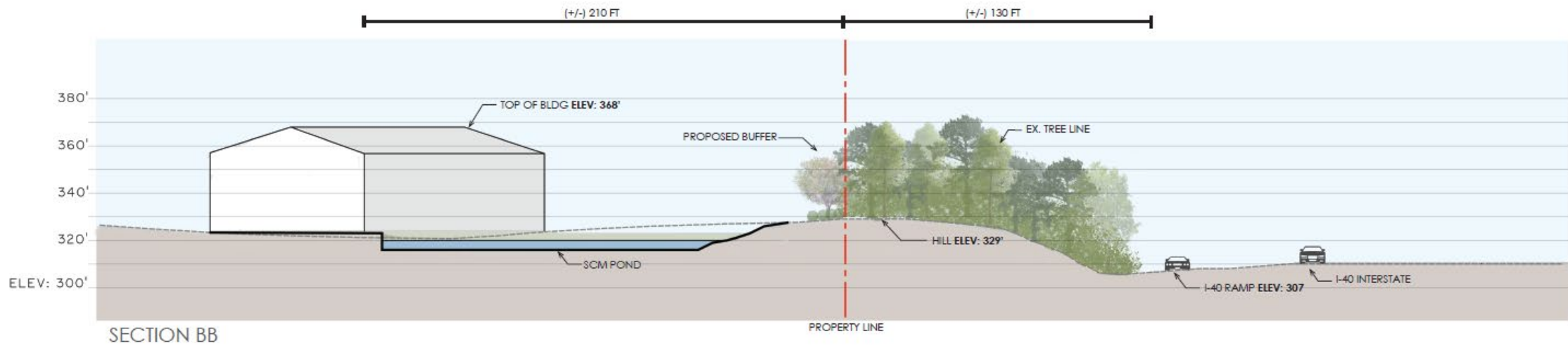
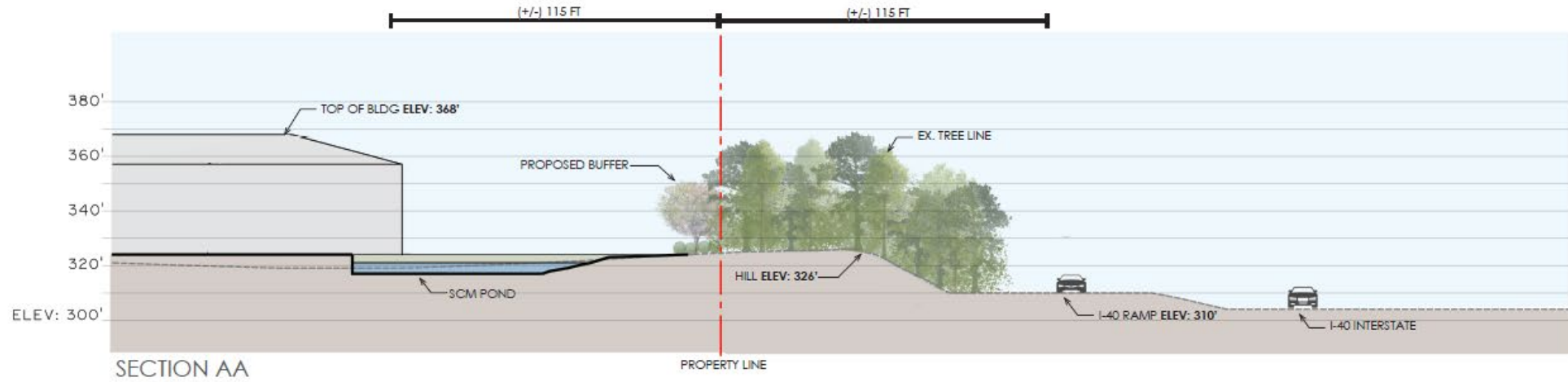
Meridian Lakeview

Interstate 40 Buffer



Meridian Lakeview

Interstate 40 Buffer



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Meridian Lakeview

Southern Village Plan

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



Meridian Lakeview

NCDOT



Figure 3-3 | 2050 Build | SHEET 3 OF 8

Meridian Lakeview