



CP-24-4

Concept Plan Application

Status: Active

Submitted On: 7/2/2024

Primary Location

860 WEAVER DAIRY RD
CHAPEL HILL, NC 27514

Owner

Ting-Kuo Shieh
unknown UNKNOWN, NC
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Applicant

Wendi Ramsden
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 2510 Meridian Parkway
Ste. 100
Durham, NC 27713

Application Information

Project Name

860 Weaver Dairy Road

Proposed Entitlement Process*

Conditional Zoning

Existing Zoning District(s)*

R-3/MU-OI-1

Existing Use(s)*

undeveloped

Proposed Zoning District(s)

R-6 / MU-V

Proposed Use(s)*

residential, some flex space for
retail/commercial

Project Description*

A mixed use community with 500-650 apartments and 250-300 for-sale housing units in multiple forms. Additional buildings as flex space for commercial/retail/hotel use. Onsite parking, recreation amenities, greenway trail extension, stormwater management. Applicant will work with Planning during the CZ process to determine the appropriate proposed zoning district.

Will the project require modifications to regulations?*

Yes

Applicant Authorization

The undersigned applicant hereby certifies that, to the best of their knowledge and belief, all information supplied with this application is true and accurate.

By checking the box, the applicant also confirms the current property owner(s) of the zoning lot(s) involved are aware of this concept plan application.



Applicant Signature*



Wendi Ramsden

Jun 27, 2024

Relationship to Property Owner*

Other

If other, please explain relationship to property owner. *

Applicant working for contract purchaser

If the applicant is an entity, provide detailed information regarding the principals of the entity.

Applicant is Thomas & Hutton representing contract purchaser Land Planning & Entitlements, Ernie Brown, Principal. 157 E Franklin St, Chapel Hill. (205) 586-3062. ebrown@ebcapitalpartners.com

Concept Plan Questions

Describe how existing conditions (like RCD, steep slopes, stormwater drainage patterns, trees, etc.) impact the site design. Please provide information on proposed erosion control and stormwater management. *

The site is rolling hills with 5-12% slopes and multiple streams and draws. There is a roadbed which was graded during the 1980's. The majority of steep slopes on site that are not within RCD zones are a result of that grading.

The site is .7 mile long and has 5 drainage basins. Within the numerous draws there are 3 perennial streams and 3 intermittent streams on site. The roadbed goes through the draws, but was laid out before there were regulated protective buffers so the majority of that road alignment will not be used. The main road through the site will instead curve and jog to reduce impact on protected stream buffers. The site is forested except in the multiple electric and sanitary sewer utility easements on site.

Erosion control will be permitted through Orange County. Stormwater mitigation will meet State regulations and it is expected that each basin will need its own mitigation facility. Stormwater mitigation will be fulfilled with a combination of surface and underground facilities.

Describe how the proposal complies with dimensional standards such as setbacks, building height, street frontages, etc.*

The proposal is for a rezoning to R-6 or a mixed-use zoning. During the Conditional Zoning process the developer and applicant will work with Town Planning to determine the best zoning given the proposed program.

The site is an unusual shape and the developer and applicant will be asking for a modification to the 100' buffer along I-40 for the parking deck and small portions of other buildings. Additional requests may be made at Conditional Zoning for limited buffer reductions, limited intrusion into setbacks, storm pond intrusion into RCD zones, exceptions to exceed the height limitations within the site, etc.

Describe how the proposal incorporates affordable housing.*

This concept plan proposes a mix of approximately 800-950 units of multi-family rental and townhome/house/ADU for-sale housing. Approximately one third of the units will be for-sale, and the project will comply with the 15% of the market rate townhomes will be offered as attainable housing aimed at households earning 80% AMI. Additionally approximately 10% of the rental units will be available to households earning 80% AMI.

Describe how the proposal compatible with the surrounding neighborhood and/or district. Please provide information on buffers and/or transitions between land uses.*

The project is sensitive to the existing surrounding uses. The western portion of the project will be multi-family residential, which is the same use as the neighboring existing use to the west. The residential development at the east end of the project will be townhome, house, ADU, and stacked townhomes which is similar to the existing townhome developments at the east end of the site.

Required landscape buffers will be provided.

The area proposed for flex space which could include commercial, retail, hotel, residential, or a mix of these is adjacent to existing commercial development within the Vilcom Center. Buffer modifications or reductions may be requested in this area due to the parcel shape – this is the narrowest stretch of the property – and due to the existing 140' wide electric easement in place.

The entire north property line is adjacent to I-40. Some buffer intrusion will be requested to allow for the parking deck and corners of other buildings, as well as storm ponds.

Describe any proposed road, transit, bicycle, or pedestrian improvements. *

A main road through the site will extend from the existing end of Old University Station Road and Adair Drive on the west end, through the site and south down the eastern edge to connect with Weaver Dairy Road.

There will be pedestrian connections through the project and the developer will work with existing neighbors to coordinate pedestrian connections where possible. There is an existing greenway at the west end of the site. That greenway trail will be extended through the new project.

Describe how the proposal addresses traffic impacts or traffic and circulation concerns. *

The proposal includes two access points at the west end and one at the east end. The developer will work with the Town to arrange a TIA during the Conditional Zoning process.

The proposed road through the site with connections to the existing road system at the west end and at the east end will provide service and emergency circulation through the site that meets the NC Fire Code's requirement for 2 access points.

The project is well sited to take advantage of the future BRT station at Weaver Dairy and Martin Luther King Jr. Blvd. and is also near multiple Chapel Hill Transit routes which will encourage use of alternate transportation options. The project is also within a half mile/10 minute walk of multiple grocery stores, restaurants, services and retail outlets which will encourage non-vehicular transportation by residents.

Describe how the proposal addresses parking needs.*

Parking needs will be met with a parking structure for the multi-family units at the west end, and the remainder of needed parking will be located in lots located behind buildings, small lots throughout the project, a small amount of on-street parking, and some townhome garages.

Describe how the proposal addresses fire access and emergency response.*

Most buildings on site will be at least 3 stories and therefore will require the aerial apparatus access road. Roads and fire lanes will be designed to meet State Fire Codes. Site access along the main spine road from Old University Station Road and Adair Road at the west end, to Weaver Dairy Road at the east end will meet State Codes for 2 points of access.

Describe how utility service (water, sewer, and electric) meets or will meet the needs of this proposal. *

Electricity is available to the site. Water is available from both the west end of the project and from Weaver Dairy Road at the east end. The water main would be extended through the site to create a loop joining these two points in order to provide domestic and fire protection capacity. Sanitary sewer is partially available on site. The sanitary mains would be extended east and west and would gravity flow to an existing main about halfway along the south property line. New homes within the eastern leg which connects the main site to Weaver Dairy Road would be served by a new sewer main connecting to an existing sewer on Weaver Dairy Road.

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Developer's Program

Proposed Program:

The project is located on an irregularly shaped 45.23-acre parcel on the north side of Weaver Dairy Road adjacent to I-40, and just west of the Carol Woods community. This concept plan proposes a community of different residential types and a segment of flex space which could be developed with hotel, retail, residential, or a combination of uses.

The project proposes residential development with a mix of 500-650 apartment units with a mix of unit sizes and affordability geared for smaller households as well as families. There will be 250-300 townhome, duplexes, ADU opportunities, condos, and stacked townhome units geared toward small families. This equates to about 18-21 units per acre. There is also a 3-4 story flex space element which may be used as hotel or commercial space with small retail elements, and/or a small-unit residential building. The project would include construction of a 0.6-mile portion of greenway trail through the site, connected outdoor parks and community spaces, and recreational amenities incorporated into the apartment complex.

Natural Features:

The forested property has multiple streams and wetlands. The determination was completed in December 2020 and the streams and wetlands were flagged at that time. Stream and wetland locations are indicated on the project plans. Perennial streams flow north from the site in the west end, and intermittent streams flow south from the middle of the site and from the east end of the site. A roadbed was graded into the site in the late 1980's with a slope of about 5% or less. Otherwise slopes on site range between 5% and 12% with some steeper sections in the RCD zones, at the eastern property line, and in the eastern leg that connects to Weaver Dairy Road. The project intends to keep existing forest vegetation in much of the stream buffers, much of the I-40 buffer, and in the northeast project area.

Though not a natural feature, note that there are multiple electric and sanitary sewer utility easements associated with the site. There is a 135' wide cross-country easement along the south edge of the project, and additional 70' wide easements in the eastern portion of the site.

The NC Flood maps indicate no floodplain on site, but a floodplain is indicated approximately 150' away to the east and the south of the project site.

Access, Circulation, and Mitigation of Traffic Impacts:

The project site has access from Old University Station Road and Adair Drive at the west end and has direct access to Weaver Dairy Road at the east end. Development would take place along a .6-mile-long articulated route between these two points. The main road would curve and turn along the route to provide traffic calming, to provide interesting views, and to minimize intrusion into environmentally sensitive areas.

Parking on site will be located in individual townhome garages, in small surface lots, and there will be a parking structure to accommodate cars for the multi-family buildings in the western portion of the site. There will be some opportunities for streetside parking. Larger surface parking lots will be set behind buildings.

Pedestrian improvements to be made as part of this project include sidewalks throughout the site plus a greenway trail through the site. The developer will work with adjacent neighbors to create pedestrian connections where possible.

The project is near existing Chapel Hill Transit routes on Weaver Dairy Road and will be of a size and type that additional service through the site may be arranged. This project is within short walking distance of a proposed BRT station on MLK Blvd. The apartments in particular will be a 5-minute walk.

Arrangement and Orientation of Buildings:

The arrangement of buildings on site will provide for communities within the development. The buildings will be arranged to minimize intrusion into stream buffers and wetlands, to minimize large surface parking lots, and to provide all buildings with easy visual and physical access to green space. Some buildings will be angled against the main street or have courtyards to provide interest and green space opportunities, and to reduce visual impact.

At the west end of the site, the multi-family buildings will be 5-6 stories tall, taking advantage of the slopes in that area to have buildings appear shorter from the street and from the adjacent neighboring properties. Townhome structures will be 3-4 stories to provide variety of building form, to take advantage of slopes as possible, and to be considerate of adjacent neighbors. Some of the clusters will be oriented to have their front doors facing shared greenspace.

Natural Vegetation and Landscaping:

The property is mostly forested with clearings for multiple utility corridors.

The project intends to meet tree coverage requirements with retained tree cover in much of the stream buffer areas, in much of the I-40 buffer zone, and in the northeast portion of the project. Any other tree coverage requirements will be met with new plantings.

Impact on Neighboring Properties:

The surrounding properties are residential and commercial. The multi-family buildings will be concentrated in the western portion of the site adjacent to existing multi-family uses. The housing at the east end of the site will be primarily townhome and stacked townhome design, adjacent to existing townhome and condo developments. The proposed flex use space will be located centrally in the parcel near the adjacent commercial space.

Erosion, Sedimentation, and Stormwater Control:

Erosion and sedimentation control will be applicable only during the construction phase of the development. An erosion control plan will be designed and used to obtain a land disturbance permit through Orange County. Erosion control measures will be installed and maintained as part of the construction process.

The site is over .7 mile long and has 5 drainage areas and there is almost no impervious existing on site. Proposed stormwater from new impervious surfaces will be collected and treated for quantity and quality to meet State codes. Stormwater mitigation for quality and peak flow will be controlled in both surface and underground facilities.

Affordable Housing Statement:

This concept plan proposes a mix of multi-family rental and a variety of for-sale housing units, for a total of over 950 units (21 units/ac).

A formal affordable housing proposal has not been drafted at this point, but the developer would expect to meet the inclusionary zoning requirements to provide for 15% of the market rate for-sale units to be available to households with income levels at 80% AMI, and will offer 10% of the rental units to households with income levels at 80% AMI. The affordable units shall be available at roughly the same time as the market rate housing.

CLIMATE ACTION PLAN

The project proposes to provide 20% more energy efficiency than ASHRAE 90.1 2013. The project will incorporate all electric appliances, use LED lighting throughout the project, and will utilize sealed building design with high insulation values. The project proposes to provide EV-capable parking spaces as well as providing some charging stations within the development.

The location of the project lends itself to a more sustainable lifestyle for residents. It is located on a bus line which serves downtown Chapel Hill, is within walking distance of a grocery store and multiple employment opportunities and supports environmental equity through access to greenways on site and community open space.

Statement of Compliance with Comprehensive Plan

Chapel Hill 2020 Comprehensive Plan

The proposed residential project is being designed to comply with the Chapel Hill Comprehensive Plan. The big ideas most relevant to this project are #1 - Implement a bikeable, walkable, green communities plan, and #4 - increase the ratio of workforce housing. This project will provide townhome and apartment units in a community already on a bus route within walkable distance of retail, service, and employment facilities.

The project responds to the applicable Themes and Goals chapter in the following ways:

1. A Place for Everyone - This project provides mid-range housing in the townhomes and possibly stacked townhomes, ADU opportunities, and condos. The project will provide apartments in an urban style buildings, plus townhomes and for sale units arranged around green spaces and community amenities. This gives Town residents a choice of residential living which is part of an urban framework.
2. Community Prosperity and Engagement - As the community grows this new development will provide additional housing opportunities with easy access to Chapel Hill's university and health care facilities, other medical facilities, and will also appeal to households whose members work in multiple communities as it is close to public transit, to the future BRT station and route, and to the highway. The flex space is intended as a non-residential component of the project that may appeal to a small hotel operator, small retail, or small services providers.
3. Getting Around - This development is located on a major street with Chapel Hill Transit service. It is also supported by a sidewalk and trail system to the west, and a sidewalk system along Weaver Dairy Road. The development will take advantage of its proximity to Chapel Hill Transit stops and routes, and to the proposed BRT station and routing on MLK Blvd. It is located within a half mile or 10 minute walk of multiple grocery stores, restaurants, services, and retail outlets. The developer will work with adjacent owners to incorporate connectivity with new pedestrian routes.
4. Good Places, New Spaces - The project will incorporate multiple connected community green spaces. Most of the residential units will face new green spaces or existing forest.
5. Nurturing Our Community - The project will manage stormwater and will contribute to and support the Town's greenway and open space system.
6. Town and Gown Collaboration - Though not directly associated with the university, it is expected that the location of this development and the middle housing offering will be attractive to medical residents, new hires, and people living in small households beginning their careers at UNC.

Complete Communities Strategy

The complete communities strategy components and how the project complies:

- Diversity of housing types
 - o The proposed project includes rental apartment units and for-sale housing in multiple forms: single family, townhome, stacked townhome, ADU opportunities, and possibly multi-family condo units.
- Living, working, learning, and playing mixed use
 - o The project will ask for a flex space area in the center to be used for a hotel or commercial space with associated small retail, and/or additional residential space. The project parcel does not have much frontage on arterials or near other retail uses so proposed non-residential development will be limited.
 - o The project will include recreational amenities for residents and will include installation of a greenway trail through the site.
- Abundant active transportation and transit connections
 - o The project will include a link to the larger greenway system to the west, greenway through the site, sidewalks on the main streets, and multiple pedestrian walkways to encourage walking and cycling. The project is also located within walking distance of existing Chapel Hill Transit routes on Weaver Dairy Road and a 5-minute walk from the future BRT station on MLK Blvd. There are existing bus stops on Weaver Dairy Road near the eastern project frontage and near Old University Station Road.
- Diversity of tenures
 - o There will be both rental and for sale housing offered.
- Designed for walking and cycling
 - o The project will include biking and walking routes and a greenway trail connection to an existing trail at the west end of the project.
- Parking lots are secondary
 - o Parking will be broken up to reduce large scale surface parking lots. Parking will be often located behind or under structures so it is not the main element of the project. Townhome units will have garages to keep cars interior to the site. Townhome units will back onto the roadways, and the front doors will face streets and central greenspaces to encourage walking.
- “Eyes on the street” design
 - o The density and layout of the project will ensure community surveillance.
- Buildings with multiple uses
 - The project hopes to include a central flex space building which could be developed for hotel/commercial/small scale retail uses. It is located near multiple employment and retail opportunities - Vilcom Center, the medical offices and retail spaces west of the site, and the Timberlyne retail facilities to the south. All of these non-residential neighbors are within a half mile walk from the project site.

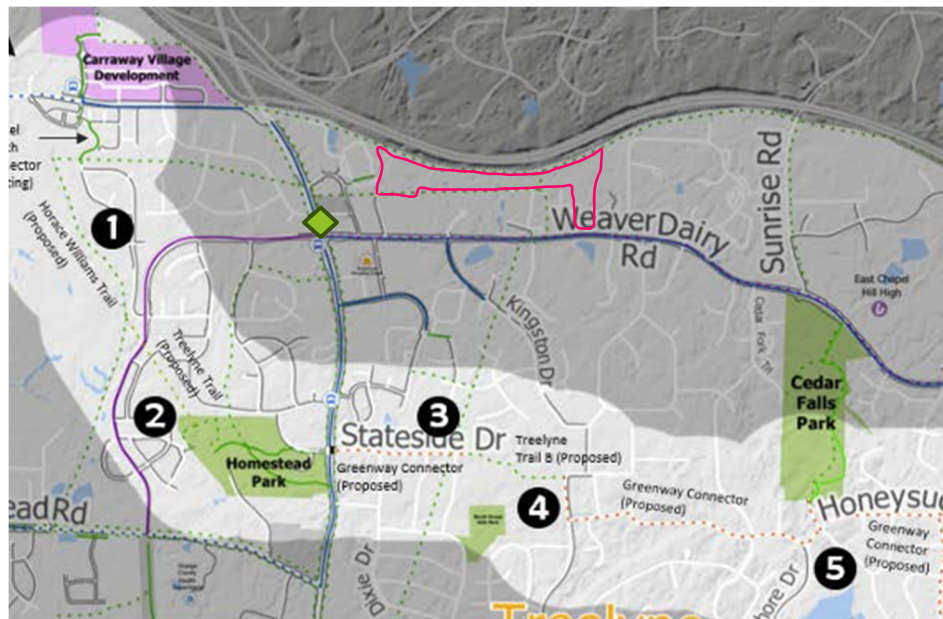
Future Land Use Map

The future land use map updated in December 2020 includes 6 focus areas. This project is located in sub area D of the North MLK Focus Area. The area calls for development primarily with multi-family residential, shops and offices, as well as parks and gathering spaces. Typical height would be 4-6 stories. The multi-family buildings in the western portion of the site will be 5 story, and the flex space is expected to be 3-4 story.

The FLUM calls out townhome use in this area as a secondary supported land use. In effort to support the Town's goal of increasing missing middle housing and provide a varied offering within this community, the project offers approximately one third of the residential units as for sale townhome style housing. These units will be 3-story, or in the case of some stacked townhomes would be 4-story. The only portion of the site within a transition zone is along the eastern leg from the main portion of the site to Weaver Dairy Road. The recommended height in that transitional area is up to 4 stories, which is suitable for the townhomes proposed in that portion of the site.

Mapped Transportation Features

The Town's mobility and connectivity plan indicates a multi-use path / greenway through this project site. The developer proposes an east-west greenway trail to be constructed as part of the project. The developer will also work with adjacent landowners to provide pedestrian connections between this project and existing adjacent residential and non-residential developments.



The project is located close to the future BRT station location at MLK and Weaver Dairy Road. The apartment portion of the project will be a 5-minute walk from that station. The project will extend the east-west greenway trail through the site.