

## 04-19-2023 Town Council Meeting Responses to Council Questions

### **ITEM #21: Open the Legislative Hearing: Conditional Zoning Application for South Creek at 4511 S. Columbia Street**

**Council Question:**

As this project is at the southern terminus of the planned NS-BRT, how does it conform with the recently developed TOD guidelines?

**Staff Response:**

*The developer will be providing the site for the northbound Bus Rapid Transit station along 15-501. The proposed site layout shows an integrated pedestrian and bike network incorporating that station. This is consistent with guidance found in the [Shaping Our Future report](#)<sup>2</sup> for the South Columbia Focus Area: “Investments in this focus area will prioritize walking and biking connections to support and maximize transit use, and connect to existing greenways. This will become a highly-connected corridor, reflecting everywhere to everywhere goals.”*

**Council Question:**

Does the applicant have an approximate timeline for phasing/full build out?

**Staff Response:**

*The developer is contemplating a phasing plan with three phases for full build-out. The first phase would be located near the Market Street intersection, followed by the second phase near the Sumac intersection, and then the balance of the housing in the southern end as a third phase.*

**Council Question:**

What facilities are provided for children to play?

**Staff Response:**

*The developer states that they want to integrate formal play opportunities for kids in the outdoor plaza at the end of Market Street and in the terraced green spaces at the central area (Sumac terminus). Their consultant team will be detailing out further the specific programming of those spaces with hopes of including some inclusive play areas. There will also be resident-only amenities such as a pool and clubhouse that will have opportunities for kids’ play.*

---

<sup>2</sup> <https://www.townofchapelhill.org/home/showpublisheddocument/53016/638108641628000000>

## 04-19-2023 Town Council Meeting Responses to Council Questions

### **Council Question:**

Perhaps drawing on the Obey Creek experience, do we have an estimate of what a bridge across 15-501 could cost?

### **Staff Response:**

*A pedestrian bridge over 15-501 would be a multimillion-dollar investment. There are few regional pedestrian bridge projects to pull from for a more specific estimate. Costs depend heavily on location-specific factors such as topography and existing structures.*

### **Council Question:**

What are the approximate square footages of the various for sale units?

### **Staff Response:**

*The developer has provided the following breakdown of unit sizes:*

#### *Condos*

- *Studios +/- 600 SF*
- *1 BD 700-820 SF*
- *2 BD 1030-1260 SF*
- *3 BD 1525-2200 SF*

#### *Townhouses*

- *2 BD 1450 - 1815 SF*
- *3 BD 1750 – 2050 SF*
- *4 BD +/- 2895 SF*

### **Council Question:**

Is the applicant willing to commit to zero fossil fuels for the project?

### **Staff Response:**

*The Energy Management Plan will require the developer to demonstrate how they will utilize sustainable energy, currently defined as solar, wind, geothermal, biofuels, and hydroelectric power. The developer will be able to discuss further sustainability commitments during the hearing.*

## 04-19-2023 Town Council Meeting Responses to Council Questions

**Council Question:**

Could the applicant or staff provide us with examples of at grade pedestrians crossings that would be appropriate for this site and would be deemed to be safe and “user-friendly”?

**Staff Response:**

*Staff anticipates that an at-grade crossing will be constructed at Sumac Road that will involve a 2-phase traffic signal, similar to the existing crossing at NC 54 and Environ Way and the future crossing at NC 54 and Kingswood Apartments. Pedestrians would wait for a red light for thru traffic, cross to the median while left turning traffic moves, and wait on the median for another red light/left turn signal phase.*

**Council Question:**

Was the Town’s traffic model used in carrying out the TIA?

**Staff Response:**

*Yes. The TIA used the town-wide traffic model to study impacts within a bounded geographic area near the development site.*