



Homestead Gardens – 2200 Homestead Road: Conditional Zoning District Modification

Planning Staff: Britany Waddell, Judy Johnson, Corey Liles, Anya Grahn-Federmack

Town Council Meeting Date: November 29, 2023

Manager Recommendation

<input checked="" type="checkbox"/>	The Town Manager recommends approval of the project and approval of all requested modifications to regulations, subject to the conditions in Ordinance A.
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Updates since the November 15, 2023, Legislative Hearing

- The Council expressed interest in understanding the parking requirements for public and private streets. Council also wanted to ensure that residents of Homestead Gardens are not burdened with the costs of repairing and maintaining private streets. The applicant is continuing to explore options, and they will provide further information on this at the November 29th meeting.
- To facilitate possible future public street designation, staff has added a modification to regulations to allow on-street parking to be included in the applicant’s parking calculations.

Project Overview

- On [May 19, 2021](#)¹, the Town Council approved a Conditional Zoning District (CZD) project for up to 126 units at Homestead Gardens. The Council also approved modifications to regulations for land disturbance and impervious surface in the Resource Conservation District (RCD), steep slopes, and landscape buffers.
- Thomas & Hutton, for the Town of Chapel Hill (Owner) and Self-Help Ventures (Developer), asks for a modification to the approved Conditional Zoning District to reduce the number of units from 126 units to a range of 65 to 103 units.
- This modification requires some additional changes to the site plan, including locating the new development south of the stream and next to Homestead Road. The basketball court has been moved south and is proposed further from Vineyard Square than in the previous proposal.
- The changes to the site plan also require amendments to the approved modifications to regulations, including the Resource Conservation District (RCD) land disturbance. The applicant is also asking for a new modification to regulations to reduce the minimum amount of on-site parking by 15 percent.

Public Engagement

Areas of concern identified by members of the public at the August 31, 2023, public information meeting (PIM) are listed below. Engagement related to the modification proposal has included one virtual PIM. Staff have not received any phone calls or emails regarding the project.

¹ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4955855&GUID=3FF66E07-2362-4A7A-A8E7-FOE3EC81F28B>

Homestead Gardens at 2200 Homestead Road

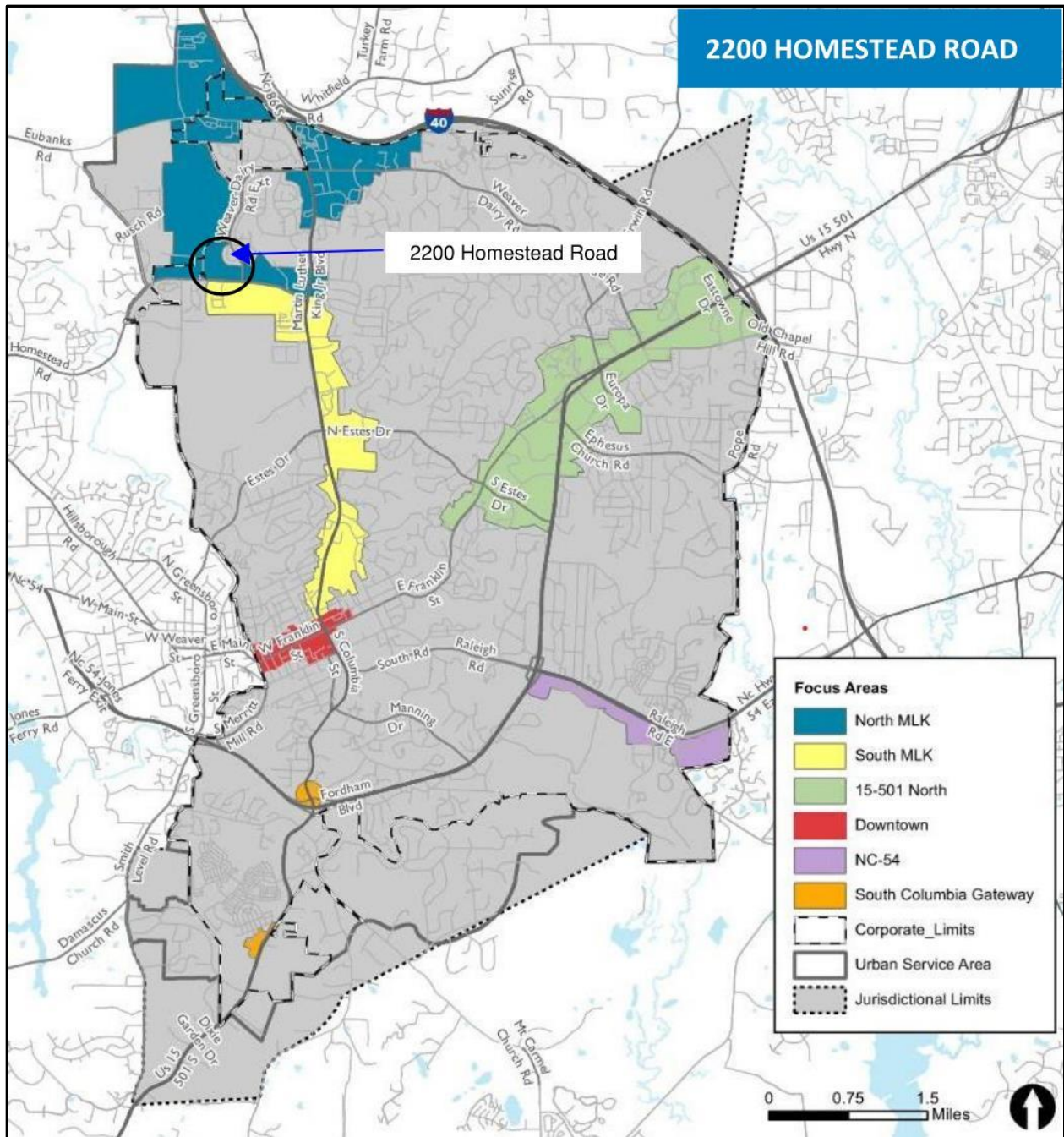
- 1. Private Streets:** Community members expressed concerns about the designation of private, rather than public streets. There was interest in guaranteeing public access. There was also concern that the Homeowners' Association (HOA) would be passing the costs of road maintenance on to affordable housing residents.

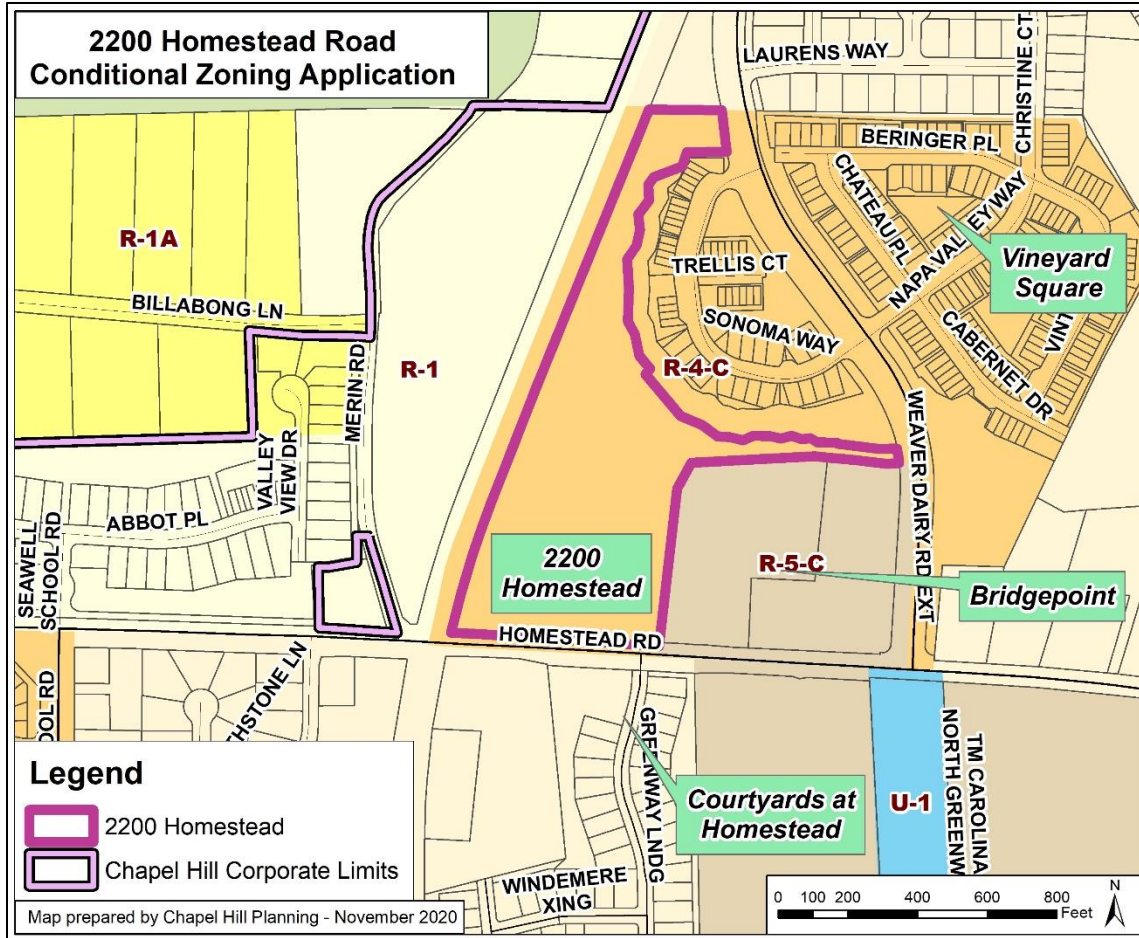
Staff Response: The Engineering Design Manual only allows angled or parallel parking on public streets. The applicant proposes private streets to accommodate perpendicular parking; however, they are exploring options for angled parking and public street designations. The development partners will determine who is responsible for funding and maintaining the street improvements as they finalize their development contracts.

- 2. Pedestrian crosswalks across Homestead Road:** Community members also spoke of the distance between the greenway entrance and the crosswalk location. They believe that many would try to cross the street at the greenway entrance, not travel east to connect to the crosswalk at Greenway Landing.

Staff Response: This project is running concurrently with the Homestead Road Improvement project. The Town worked with North Carolina Department of Transportation (NCDOT) to finalize the locations of the crosswalks, multi-modal path, bus stops, and sidewalks. During discussions between the Northern Southern Railroad, NCDOT and the design team, there was a concern about people using the sidewalk as a bike path at the railroad crossing instead of the designated bike lane. It was determined that the best location for the transition from the multi-modal path to the sidewalk is at the driveway/Greenway Landing.

Project Location





Attachments

Ordinance and Resolutions

1. Resolution A – Consistency and Reasonableness
2. Revised Ordinance A – Approving the Application
3. Resolution B – Denying the Application

Applicant Materials

4. [District-Specific Plan](#)²
5. Link to Applicant Materials from the November 15, 2023, [Legislative Hearing](#)³

² <https://chapelhill.legistar.com/View.ashx?M=F&ID=12450249&GUID=B4548227-9C60-471F-9F6B-FF533D1FDAED>

³ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=6414714&GUID=0477E628-6BEC-4FBD-BD92-63C90D5C4CD4&Options=&Search=>