

PLANNING COMMISSION

The charge of the Planning Commission is to assist the Council in achieving the Town's Comprehensive Plan for orderly growth and development by analyzing, evaluating, and recommending responsible town policies, ordinances, and planning standards that manage land use and involving the community in long-range planning.

RECOMMENDATION FOR 115 CHAPEL POINT ROAD CONDITIONAL REZONING APPLICATION

August 19, 2025

Recommendation: **Approval** ☒ **Approval with Comments** ☐ **Denial** ☐

Motion: Jonathan Mitchell moved, and Wes McMahon seconded, a recommendation that the Council adopt the 701 Martin Luther King Jr. Boulevard Rezoning Application as an amendment to the Zoning Atlas.

Vote: 4 – 0

Yeas: Elizabeth Losos (Chair), Jonathan Mitchell (Co-Chair), Wesley McMahon, Libby Thomas

Nays:

Recommendation: **Approval** ☒ **Approval with Comments** ☐ **Denial** ☐

Motion: Jonathan Mitchell moved, and Wes McMahon seconded, a recommendation that the Council find that the proposed 701 Martin Luther King Jr. Boulevard Rezoning Application is consistent with the Comprehensive Plan

Vote: 4 – 0

Yeas: Elizabeth Losos (Chair), Jonathan Mitchell (Co-Chair), Wesley McMahon, Libby Thomas

Nays:

Prepared by: Josh Mayo, Planning Department

Planning Commission Complete Community Matrix for 115 Chapel Point Rd

August 2025

On August 19, 2025, the Planning Commission voted unanimously (4-0) to recommend approval of this project and to convey to the Town Council the analysis and recommendations below.

	Complete Community Criteria	Facts	Analysis	Recommendations
1	Land use efficiency (measured as housing density per acre)	<ul style="list-style-type: none">• 19 acres – though more than half will undisturbed and not used for housing (north of stream)• 155-170 dwelling units• Approx. 19 units/acre• Density increased from earlier version of concept plan	<ul style="list-style-type: none">• In conversations with developers, this seems to be as dense as they can make the development, given the parking demands.	<ul style="list-style-type: none">• As the site planning continues to progress, the developers should continue to look for ways to retain or increase the number of units while retaining or reducing the impervious footprint.
2	Mix of housing unit sizes/configurations that address affordability goals	<ul style="list-style-type: none">• The housing is rental• Unit sizes will range from studio to 3 bedroom to accommodate different household sizes and types.• The multi-family buildings will be 3 stories, and the townhomes will be 3 stories with usable rooftop outdoor space.• Offers options not available in rest of Carroway• 10% affordable housing (split between 65% and 80% AMI)	<ul style="list-style-type: none">• They are introducing a variety of housing sizes and types that complement and fill the gap of what already exists in Carraway Village.• This project introduces small studios (microunits) around 400 sq ft, which will be a good test as to the market demand for smaller units. Given Caraway’s price point, this should introduce a large number of reasonably priced units (even those not designated formally as “affordable”).• The 10% affordable units are also in line with other similarly scaled developments.• A nearby plot is designated for an affordable housing project; this seems to be moving very slowly.	N/A

3	Walkability and bikeability to daily needs, such as housing, jobs, schools, recreation	<ul style="list-style-type: none"> The development is located within walking distance of the Eubanks Park and Ride Lot. The project includes sidewalks throughout with shade trees. There will be multiple small green spaces as relief A greenway segment will be added within the site connecting the multimodal trail on Chapel Point Road with the end of the greenway trail within Carraway Village. 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. 	<ul style="list-style-type: none"> The walkability/bikeability within Carraway Village is very good and well thought out. The residents will be limited to the number and range of establishments that Carraway Village can attract. 	<ul style="list-style-type: none"> To improve the attractiveness of Carraway Village, the Town could invest in better greenways, sidewalks, and other transit features connecting Carraway Village to surrounding commercial areas and neighborhoods.
4	Mixed use (commercial)	<ul style="list-style-type: none"> The location of this project adds residential variety to the housing and retail mix already available within the adjacent Carraway Village development. Nearby Chick-Fil-A, Starbucks, and Carraway Coffee and soon-to-open bank branch. There is space for additional commercial establishments, if they become commercially viable. 	<ul style="list-style-type: none"> As stated above, Carraway Village is trying to continue to build its commercial establishments throughout the village. CV is currently negotiating with UNC about an ice hockey rink that could change the commercial character of the area. The increase in residents from this project would probably make CV more attractive for businesses. 	N/A
5	Access to transit	<ul style="list-style-type: none"> 1/10 mile from park and ride Future BRT node 	<ul style="list-style-type: none"> Important transit node. May attract residents that want to use bus service. 	N/A
6	Parking aligned with Planning Commission recommendations (from 6/21/23 petition to Council)	<ul style="list-style-type: none"> The multi-family unit has parking that seems to be about 1 parking spot per bed; since many (most?) of the units are one-bedroom, this means that the whole lot is about 1.2-1.5 spaces/unit. “Small surface parking lot” with good vegetative cover, thereby reducing heat island effect of large paved areas. The developer expect to attract residents who can support public transit. This project’s residents can be expected to be users of the future NS BRT line. Abuts large park and ride lot. Town houses have own parking on the bottom floor, designed as a long garage so that you can fit two cars front-to-back. 	<ul style="list-style-type: none"> Carraway Village early on decided to use surface parking rather than a structured parking building, to keep costs down Even though they have committed to this, they should still try to minimize the surface parking and impervious surface (which they seem to be aware of). CV developers say that the existing parking use in the Village is close to capacity, so they claim that they have not overbuilt parking. With this project and further stages (affordable housing and ice hockey rink), they should seek to use the entire suite of parking spaces as efficiently as possible. 	<ul style="list-style-type: none"> The Town might consider utilizing the Park N Ride spaces to support parking overflow so as to minimize additional surface parking area. If nothing else, this area could be made available in the evenings for guest parking, so as to reduce the need for extra guest spaces. (This also requires federal and/or state collaboration, not just Town approval.) Perhaps CV developers can consider some pervious pavers to reduce impervious surface.

				<ul style="list-style-type: none"> CV could also consider instituting unbundled parking for entire village.
7	Quality design, place-making, and prioritization of the pedestrian realm	<ul style="list-style-type: none"> No new recreational facilities – requesting waiver given earlier facilities created in Carroway Village (which are close by) Two “mews” spaces, linear greens which housing units front upon. These spaces can help enhance the sense of community and provide places for informal gathering. Gazebo and playground near entrance to project area. 	<ul style="list-style-type: none"> The PC was satisfied that the new buildings and amenities were appropriate. 	N/A
8	Respectful of surrounding neighborhoods	<ul style="list-style-type: none"> The project is located adjacent to the existing multifamily buildings at Carraway Village. No renderings but they say that the architecture will be complementary and appropriately scaled for location 	<ul style="list-style-type: none"> The PC was satisfied that the design and layout of the new buildings and amenities would be appropriate. 	N/A
9	Maintain natural landscapes (tree canopy, green space, topography), including protected natural areas	<ul style="list-style-type: none"> The majority of the site will remain forested, including much of the buffer areas. Habitat connections along the stream will remain undisturbed. Open space and protected habitat north of the stream buildings are not placed within the RCD New trees will be planted Invasive plant species will be removed from the development area on site Asking for waiver to disturb 49% of upland RCD; partly due to retention pond and also 10% for greenway. 	<ul style="list-style-type: none"> As pointed out in Staff Report, this site abuts one of the most important habitat areas within Chapel Hill, and is part of a wildlife corridor extending into Orange County and beyond. The developers have worked with the Town staff to readjust their buildings and stormwater retention pond so that it minimizes its incursion into this undisturbed area and the upland RCD. They are not disturbing any of the forest to the north of the stream, except for hiking trails. It is unlikely that the area north of the stream would ever be developed because right now there is no access. However, someday this could change. 	<ul style="list-style-type: none"> As the site planning continues to progress, the developers should continue to look for ways to minimize incursion of the pond and greenway into the upland RCD. The Town should be supportive of preserving the land to the north of the stream, given the value of this area to the Town (and the expectation that it will remain undisturbed into the future).
10	Responsive to stormwater concerns	<ul style="list-style-type: none"> The project adds impervious surface which will be treated for the 100-year storm event. Stormwater retaining pond designed to accommodate runoff from 100-year storm events. Disturbance of more than 25% of steep slope, but not north of stream 	<ul style="list-style-type: none"> Stormwater management – both grey (underwater facility) and green infrastructure – needs to be evaluated by Town engineers. While stormwater runoff from this site does not seem to be a major concern for neighboring properties, this still needs careful consideration. 	<ul style="list-style-type: none"> As the site planning continues to progress, the developers should continue to look for ways to reduce impervious surface and disturbance of steep slopes.
11	Address sustainability	<ul style="list-style-type: none"> The applicant commits to achieve “One Globe” within the Green Building Initiative’s (GBI) Green Globes certification program. GBI’s 	<ul style="list-style-type: none"> GBI certification is very positive. 	N/A

		<p>program encourages practices like energy and water efficiency, natural resource management, and healthier indoor environments.</p> <ul style="list-style-type: none">• The buildings will be designed with all electric systems and appliances.• EV-ready space and charging stations for 5 percent of spaces for multifamily buildings.• Dark skies lighting principles will be followed.		
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