

CONDITIONAL ZONING APPLICATION



TOWN OF CHAPEL HILL
Planning Department
405 Martin Luther King Jr. Blvd.
(919) 968-2728 fax (919) 969-2014
www.townofchapelhill.org

Parcel Identifier Number (PIN): 9870914489, 9870919528 Date: July 13, 2020

Section A: Project Information

Project Name: Bridge Point

Property Address: 2214 & 2312 Homestead Road Zip Code: 27516

Use Groups (A, B, and/or C): A Existing Zoning District: R-5-C

Project Description: A residential community with 53 lots designated for townhomes

Section B: Applicant, Owner, and/or Contract Purchaser Information

Applicant Information (to whom correspondence will be mailed):

Name: Advanced Civil Design, Inc.

Address: 51 Kilmayne Drive, Suite 105

City: Cary State: NC Zip Code: 27511

Phone: 919-481-6290 Email: crice@advancedcivildesign.com

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

Signature: _____ Date: _____

Owner/Contract Purchaser Information:

Owner **Contract Purchaser**

Name: CapKov Ventures, Inc.

Address: P.O. Box 16815

City: Chapel Hill State: NC Zip Code: 27516

Phone: 919-942-8005(office), 919-260-7262(cell) Email: ericbchupp@bellsouth.net

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

Signature: _____ Date: _____

Click [here](#) for application submittal instructions.



CONDITIONAL ZONING

TOWN OF CHAPEL HILL
Planning Department

Conditional Rezoning applications are reviewed by staff, Planning Commission, and Town Council. The application is part of an open public process that enables Town Council to discuss and decide on the key issues of a rezoning proposal. If a rezoning is approved, the applicant may then submit a detailed final plan application to staff for compliance review with the technical development standards and with the Council rezoning approval.

The establishment of a Conditional Zoning District shall be consistent with the Land Use Plan in the Comprehensive Plan. A proposed Conditional Zoning District is deemed consistent if the proposed District will be located in conformance with an adopted small area plan and/or in one of the following Land Use Categories:

- Medium Residential
- High Residential
- Commercial
- Mixed Use, Office/Commercial Emphasis
- Mixed Use, Office Emphasis
- Town/Village Center
- Institutional
- Office
- University
- Development Opportunity Area
- Light Industrial Opportunity Area

If the proposed conditional zoning districts is located in a Low Residential or a Rural Residential Land Use Category, the Town Council must approve a Land Use Plan amendment prior to proceeding.

SIGNED CONDITIONS: All conditions shall be in writing, prepared by the owner of the property or an attorney and must be signed by all property owners and contract purchasers, if applicable. The Town Attorney may require additional signatures if necessary and will determine whether or not the conditions statement is legally sufficient. Within thirty (30) days after receipt of the conditions the Planning Division Manager will notify the applicant of any deficiencies in the conditions statement or if any additional information is needed. The applicant may make changes to the written conditions statement provided it is submitted at least thirty (30) prior to Planning Commission meeting or thirty (30) days prior to Town Council public hearing.

RECORDATION OF CONDITIONS: After a rezoning has been approved by the Town Council, the conditions statement shall be recorded with the Register of Deeds Office. After a rezoning has been approved by Town Council and recorded by the Register of Deeds Office, the conditions may not be amended except through a new rezoning application.



PROJECT FACT SHEET

TOWN OF CHAPEL HILL

Planning Department

Section A: Project Information

Use Type: (check/list all that apply)

Office/Institutional Residential Mixed-Use Other: MF

Overlay District: (check all that apply)

Historic District Neighborhood Conservation District Airport Hazard Zone

Section B: Land Area

Net Land Area (NLA): Area within zoning lot boundaries		NLA=	363,614	sq. ft.
Choose one, or both, of the following (a or b), not to exceed 10% of NLA	a) Credited Street Area (total adjacent frontage) x ½ width of public right-of-way	CSA=	51,724	sq. ft.
	b) Credited Permanent Open Space (total adjacent frontage) x ½ public or dedicated open space	COS=	0	sq. ft.
TOTAL: NLA + CSA and/or COS = Gross Land Area (not to exceed NLA + 10%)		GLA=	399,975	sq. ft.

Section C: Special Protection Areas, Land Disturbance, and Impervious Area

Special Protection Areas: (check all those that apply)

Jordan Buffer Resource Conservation District 100 Year Floodplain Watershed Protection District

Land Disturbance	Total (sq. ft.)
Area of Land Disturbance (Includes: Footprint of proposed activity plus work area envelope, staging area for materials, access/equipment paths, and all grading, including off-site clearing)	374,616
Area of Land Disturbance within RCD	58,671
Area of Land Disturbance within Jordan Buffer	0

Impervious Areas	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Impervious Surface Area (ISA)	20,253	20,253	154,188	154,188
Impervious Surface Ratio: Percent Impervious Surface Area of Gross Land Area (ISA/GLA)%	0.051	0.051	0.385	0.385
If located in Watershed Protection District, % of impervious surface on 7/1/1993	0	0	0	0



PROJECT FACT SHEET

TOWN OF CHAPEL HILL

Planning Department

Section D: Dimensions

Dimensional Unit (sq. ft.)	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Number of Buildings	(9) 8,510	(9) 8,510	(53) 76,479	(53) 76,479
Number of Floors	1 - 1.5	1 - 1.5	2	2
Recreational Space	0	0	25,597	25,597

Residential Space

Dimensional Unit (sq. ft.)	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Floor Area (all floors – heated and unheated)	3,433	3,433	1,869	1,869
Total Square Footage of All Units	3,433	3,433	99,057	99,057
Total Square Footage of Affordable Units	0	0	See Developer Narrative	See Developer Narrative
Total Residential Density	4 units/ac	4 units/ac	5.77 units/ac	5.77 units/ac
Number of Dwelling Units	2	2	53	53
Number of Affordable Dwelling Units	0	0	See Developer Narrative	See Developer Narrative
Number of Single Bedroom Units	0	0	0	0
Number of Two Bedroom Units	1	1	0	0
Number of Three Bedroom Units	1	1	53	53

Non-Residential Space (Gross Floor Area in Square Feet)

Use Type	Existing	Proposed	Uses	Existing	Proposed
Commercial					
Restaurant			# of Seats		
Government					
Institutional					
Medical					
Office					
Hotel			# of Rooms		
Industrial					
Place of Worship			# of Seats		
Other					

Dimensional Requirements		Required by Ordinance	Existing	Proposed
Setbacks (minimum)	Street	20'	0'	10'
	Interior (neighboring property lines)	6'	0'	6'
	Solar (northern property line)	8'	N/A	8'
Height (maximum)	Primary	39'	N/A	39'
	Secondary	60'	N/A	60'
Streets	Frontages	40'	635' & 581'	635' & 581'
	Widths	50'	60' & 98'	60' & 98'



Section F: Adjoining or Connecting Streets and Sidewalks

Note: For approval of proposed street names, contact the Engineering Department.

Street Name	Right-of-Way Width	Pavement Width	Number of Lanes	Existing Sidewalk*	Existing Curb/Gutter
Homestead Road (SR 1777)	Variable	27'	2	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Weaver Dairy Road (SR 1733)	98'	28'	2	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes

List Proposed Points of Access (Ex: Number, Street Name): **Weaver Dairy Road**

*If existing sidewalks do not exist and the applicant is adding sidewalks, please provide the following information:

Sidewalk Information			
Street Names	Dimensions	Surface	Handicapped Ramps
Street A - (860 lf +/-)	25'-26' B/B 35' R/W	Asphalt	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Street B - (143 lf +/-)	25' B/B 35' R/W	Asphalt	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Street C - (449 lf +/-)	26' B/B 35' R/W		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

Section G: Parking Information

Parking Spaces	Minimum	Maximum	Proposed
Regular Spaces	1.5 per unit	2.25 per unit	2.17 per unit
Handicap Spaces	N/A	N/A	0
Total Spaces	81	119	115
Loading Spaces	N/A	N/A	N/A
Bicycle Spaces	1 per 2 units	N/A	0
Surface Type	Asphalt		

Section H: Landscape Buffers

Location (North, South, Street, Etc.)	Minimum Width	Proposed Width	Alternate Buffer	Modify Buffer
Homestead Road	20'	20'	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes
Weaver Dairy Road	15'	15'	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes
Western Property Line	15'	15'	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
Northern Property Line	10'	10'	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes



PROJECT FACT SHEET
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Section I: Land Use Intensity

Existing Zoning District:
 Proposed Zoning Change (if any):

Zoning – Area – Ratio			Impervious Surface Thresholds			Minimum and Maximum Limitations	
Zoning District(s)	Floor Area Ratio (FAR)	Recreation Space Ratio (RSR)	Low Density Residential (0.24)	High Density Residential (0.50)	Non-Residential (0.70)	Maximum Floor Area (MFA) = FAR x GLA	Minimum Recreation Space (MSR) = RSR x GLA
R-5-C	0.303	0.05	N/A	0.50	N/A	121,192 sf	19,999 sf
TOTAL							
RCD Streamside		0.01					
RCD Managed		0.019					
RCD Upland							

Section J: Utility Service

Check all that apply:

Water	<input checked="" type="checkbox"/> OWASA	<input type="checkbox"/> Individual Well	<input type="checkbox"/> Community Well	<input type="checkbox"/> Other
Sewer	<input checked="" type="checkbox"/> OWASA	<input type="checkbox"/> Individual Septic Tank	<input type="checkbox"/> Community Package Plant	<input type="checkbox"/> Other
Electrical	<input checked="" type="checkbox"/> Underground	<input type="checkbox"/> Above Ground		
Telephone	<input checked="" type="checkbox"/> Underground	<input type="checkbox"/> Above Ground		
Solid Waste	<input checked="" type="checkbox"/> Town	<input type="checkbox"/> Private		



**CONDITIONAL ZONING APPLICATION
SUBMITTAL REQUIREMENTS**
TOWN OF CHAPEL HILL
Planning Department

The following must accompany your application. Failure to do so will result in your application being considered incomplete. For assistance with this application, please contact the Chapel Hill Planning Department (Planning) at (919) 968-2728 or at planning@townofchapelhill.org.

cmr	Application fee (including Engineering Review fee) (refer to fee schedule)	Amount Paid \$	18,001.30
cmr	Pre-application meeting –with appropriate staff		
cmr	Digital Files – provide digital files of all plans and documents		
cmr	Recorded Plat or Deed of Property		
cmr	Project Fact Sheet		
cmr	Traffic Impact Statement – completed by Town’s consultant (or exemption)		
**cmr	Description of Public Art Proposal , if applicable		
**cmr	Statement of Justification		
**cmr	Response to Community Design Commission and Town Council Concept Plan comments , if applicable		
**cmr	Affordable Housing Proposal , if applicable		
cmr	Statement of Consistency with Comprehensive Plan or request to amend Comprehensive Plan		
cmr	Mailing list of owners of property within 1,000 feet perimeter of subject property (see GIS notification tool)		
cmr	Mailing fee for above mailing list (mailing fee is double due to 2 mailings)	Amount Paid \$	544.00
**cmr	Written Narrative describing the proposal, including proposed land uses and proposed conditions		
cmr	Resource Conservation District, Floodplain, & Jordan Buffers Determination – necessary for all submittals		
n/a	Jurisdictional Wetland Determination – if applicable		
n/a	Resource Conservation District Encroachment Exemption or Variance (determined by Planning)		
n/a	Jordan Buffer Authorization Certificate or Mitigation Plan Approval (determined by Planning)		
cmr	Reduced Site Plan Set (reduced to 8.5” x 11”)		

Stormwater Impact Statement (1 copy to be submitted)

- a) Written narrative describing existing & proposed conditions, anticipated stormwater impacts and management structures and strategies to mitigate impacts
- b) Description of land uses and area (in square footage)
- c) Existing and proposed impervious surface area in square feet for all subareas and project area
- d) Ground cover and uses information
- e) Soil information (classification, infiltration rates, depth to groundwater and bedrock)
- f) Time of concentration calculations and assumptions
- g) Topography (2-foot contours)
- h) Pertinent on-site and off-site drainage conditions
- i) Upstream and/or downstream volumes
- j) Discharges and velocities
- k) Backwater elevations and effects on existing drainage conveyance facilities
- l) Location of jurisdictional wetlands and regulatory FEMA Special Flood Hazard Areas
- m) Water quality volume calculations
- n) Drainage areas and sub-areas delineated
- o) Peak discharge calculations and rates (1, 2, and 25-year storms)
- p) Hydrographs for pre- & post-development without mitigation, post-development with mitigation
- q) Volume calculations and documentation of retention for 2-year storm



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Planning and Development Services**

- r) 85% TSS removal for post-development stormwater runoff
- s) Nutrient loading calculations
- t) BMP sizing calculations
- u) Pipe sizing calculations and schedule (include HGL & EGL calculations and profiles)

Plan Sets (10 copies to be submitted no larger than 24" x 36")

Plans should be legible and clearly drawn. All plan set sheets should include the following:

- Project Name
- Legend
- Labels
- North Arrow (North oriented toward top of page)
- Property boundaries with bearing and distances
- Scale (Engineering), denoted graphically and numerically
- Setbacks
- Streams, RCD Boundary, Jordan Riparian Buffer Boundary, Floodplain, and Wetlands Boundary, where applicable
- Revision dates and professional seals and signatures, as applicable

Cover Sheet

- a) Include Project Name, Project fact information, PIN, and Design Team

Area Map

- a) Project name, applicant, contact information, location, PIN, & legend
- b) Dedicated open space, parks, greenways
- c) Overlay Districts, if applicable
- d) Property lines, zoning district boundaries, land uses, project names of site and surrounding properties, significant buildings, corporate limit lines
- e) Existing roads (public & private), rights-of-way, sidewalks, driveways, vehicular parking areas, bicycle parking, handicapped parking, street names
- f) 1,000' notification boundary

Existing Conditions Plan

- a) Slopes, soils, environmental constraints, existing vegetation, and any existing land features
- b) Location of all existing structures and uses
- c) Existing property line and right-of-way lines
- d) Existing utilities & easements including location & sizes of water, sewer, electrical, & drainage lines
- e) Nearest fire hydrants
- f) Nearest bus shelters and transit facilities
- g) Existing topography at minimum 2-foot intervals and finished grade
- h) Natural drainage features & water bodies, floodways, floodplain, RCD, Jordan Buffers & Watershed boundaries



**CONDITIONAL ZONING APPLICATION
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TOWN OF CHAPEL HILL
Planning and Development Services**

Detailed Site Plan

- a) Existing and proposed building locations
- b) Description & analysis of adjacent land uses, roads, topography, soils, drainage patterns, environmental constraints, features, existing vegetation, vistas (on and off-site)
- c) Location, arrangement, & dimension of vehicular parking, width of aisles and bays, angle of parking, number of spaces, handicapped parking, bicycle parking. Typical pavement sections & surface type.
- d) Location of existing and proposed fire hydrants
- e) Location and dimension of all vehicle entrances, exits, and drives
- f) Dimensioned street cross-sections and rights-of-way widths
- g) Pavement and curb & gutter construction details
- h) Dimensioned sidewalk and tree lawn cross sections
- i) Proposed transit improvements including bus pull-off and/or bus shelter
- j) Required landscape buffers (or proposed alternate/modified buffers)
- k) Required recreation area/space (including written statement of recreation plans)
- l) Refuse collection facilities (existing and proposed) or shared dumpster agreement
- m) Construction parking, staging, storage area, and construction trailer location
- n) Sight distance triangles at intersections
- o) Proposed location of street lights and underground utility lines and/or conduit lines to be installed
- p) Easements
- q) Clearing and construction limits
- r) Traffic Calming Plan – detailed construction designs of devices proposed & associated sign & marking plan

Stormwater Management Plan

- a) Topography (2-foot contours)
- b) Existing drainage conditions
- c) RCD and Jordan Riparian Buffer delineation and boundary (perennial & intermittent streams; note ephemeral streams on site)
- d) Proposed drainage and stormwater conditions
- e) Drainage conveyance system (piping)
- f) Roof drains
- g) Easements
- h) BMP plans, dimensions, details, and cross-sections
- i) Planting and stabilization plans and specifications

Landscape Protection Plan

- a) Rare, specimen, and significant tree survey within 50 feet of construction area
- b) Rare and specimen tree critical root zones
- c) Rare and specimen trees proposed to be removed
- d) Certified arborist tree evaluation, if applicable
- e) Significant tree stand survey
- f) Clearing limit line
- g) Proposed tree protection/silt fence location
- h) Pre-construction/demolition conference note
- i) Landscape protection supervisor note
- j) Existing and proposed tree canopy calculations, if applicable



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Planning and Development Services**

Planting Plan

- a) Dimensioned and labeled perimeter buffers
- b) Off-site buffer easement, if applicable
- c) Landscape buffer and parking lot planting plan (including planting strip between parking and building, entryway planting, and 35% shading requirement)

Steep Slope Plan

- a) Classify and quantify slopes 0-10%, 10-15%, 15-25%, and 25% and greater
- b) Show and quantify areas of disturbance in each slope category
- c) Provide/show specialized site design and construction techniques

Grading and Erosion Control Plan

- a) Topography (2-foot contours)
- b) Limits of Disturbance
- c) Pertinent off-site drainage features
- d) Existing and proposed impervious surface tallies

Streetscape Plan, if applicable

- a) Public right-of-way existing conditions plan
- b) Streetscape demolition plan
- c) Streetscape proposed improvement plan
- d) Streetscape proposed utility plan and details
- e) Streetscape proposed pavement/sidewalk details
- f) Streetscape proposed furnishing details
- g) Streetscape proposed lighting detail

Solid Waste Plan

- a) Preliminary Solid Waste Management Plan
- b) Existing and proposed dumpster pads
- c) Proposed dumpster pad layout design
- d) Proposed heavy duty pavement locations and pavement construction detail
- e) Preliminary shared dumpster agreement, if applicable



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Construction Management Plan

- a) Construction trailer location
- b) Location of construction personnel parking and construction equipment parking
- c) Location and size of staging and materials storage area
- d) Description of emergency vehicle access to and around project site during construction
- e) Delivery truck routes shown or noted on plan sheets

Energy Management Plan

- a) Description of how project will be 20% more energy efficient than ASHRAE standards
- b) Description of utilization of sustainable forms of energy (Solar, Wind, Hydroelectric, and Biofuels)
- c) Participation in NC GreenPower program
- d) Description of how project will ensure indoor air quality, adequate access to natural lighting, and allow for proposed utilization of sustainable energy
- e) Description of how project will maintain commitment to energy efficiency and reduced carbon footprint over time
- f) Description of how the project's Transportation Management Plan will support efforts to reduce energy consumption as it affects the community

Exterior Elevations

- a) An outline of each elevation of the building, including the finished grade line along the foundation (height of building measured from mean natural grade)

Bridgepoint Townhome Community

Finding of Facts

Section 4.5.2 of the Town of Chapel Hill's Land Use Management Ordinance states that "No Special Use Permit shall be recommended by the Town Manager or Planning Board for approval and no Special Use Permit shall be approved by the Town Council unless each of the following findings is made concerning the proposed special use or planned development:

- 1) That the use or development is located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare;
- 2) That the use or development complies with all required regulations and standards of this Chapter, including all applicable provisions of Articles 3 and 5, the applicable specific standards contained in the Supplemental Use Regulations (Article 6), and with all other applicable regulations;
- 3) That the use or development is located, designed, and proposed to be operated so as to maintain or enhance the value of contiguous property, or that the use or development is a public necessity; and
- 4) That the use or development conforms with the general plans for the physical development of the Town as embodied in this Chapter and in the Comprehensive Plan."

The applicant hereby submits the following evidence that Bridgepoint, the proposed Townhome Community located at 2214 and 2312 Homestead Road, meets the Town's standards and the findings of fact necessary for approval by the Town of Chapel Hill of a Planned Development – Multifamily Use with Conditional Zoning.

Finding # 1: *That the use or development is located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare.*

- The site will have its primary entrance on Weaver Dairy Extension Road and will also provide two entrance roads to the Town owned 2200 Homestead Road site. When the 2200 Homestead Road site is developed into a mixed-use community Bridgepoint will have access to Homestead Road in addition to Weaver Dairy Extension Road providing superior circulation for both communities. The entrance onto Weaver Dairy Extension Road will be a shared entrance for the Town of Chapel Hill's proposed community adjacent to Bridgepoint to the west. The Weaver Dairy Extension Road entrance and the internal streets within Bridgepoint will be constructed to Town Standards and dedicated to the Town of Chapel Hill. The primary entrance onto Weaver Dairy Extension Road will allow access to I-40 without having to enter onto Homestead Road making commuting safer for everyone. The proposed site plan has been designed in a manner such that nearby residents and workers will be able to readily access the proposed community by car, bus, bicycle, or foot.
- The site is also located within a short walking distance from the railroad just south of the publicly owned Green tract. The railroad could a potentially serve as a mass transit corridor in the future.
- A major north-south greenway corridor (referred to conceptually as the "Rail Trail" in comprehensive plan documents) will be located within easy walking distance of the site, emerging from the Carolina North property from the south, passing between the site and the railroad corridor and continuing northward through the Greene Tract to the Eubanks Road area. The proposed Bridgepoint site will have direct access to the Rail Trail through the proposed Greenway Trail Easement to be dedicated as part of the Bridgepoint proposal.
- The Town has completed plans and NCDOT funding has been approved to construct the Homestead Road Improvement Project. The project runs from Weaver Dairy Extension Road to Seawell School Road. The improvements will include a 10' wide pedestrian multi-use path, bike lanes, and pedestrian crossings, all designed to enhance pedestrian safety and encourage non-vehicular travel. The Homestead Road Improvement Project will be constructed across the entire Bridgepoint road frontage on Homestead Road. The Applicant has granted the Town of Chapel Hill the necessary right-of-way to construct the improvements. The Homestead Road Improvement Project is a NCDOT funded project initiated for the purpose of traffic and pedestrian safety.

- Pedestrian access points are provided at all three proposed vehicular entrances, and sidewalk has been proposed along the west side of Weaver Dairy Road Extension from the intersection of Homestead Road to the northern property line of the Bridgepoint site.
- Public sidewalk is being proposed along all public streets within the community.
- The site is adjacent to existing OWASA potable water and sanitary sewer mains, without the need for any off-site extensions, thereby efficiently utilizing the community's existing infrastructure network.
- No extension of public utilities will be necessary as all have previously been extended to the site.
- All site utilities will be installed underground, as per Town standards.
- Bridgepoint will comply with all stormwater detention and water quality standards as set out in the Chapel Hill Land Use Ordinance.
- Bridgepoint preserves the stream side corridor that traverses the northern edge of the site from west to east and a portion of the ephemeral channel that traverses western portion of the site. Bridgepoint proposes a public greenway trail easement along top of the water quality pond along the northern portion of the site south of the stream. The Greenway Easement will link Bridgepoint and the 2200 Homestead Road site with Weaver Dairy Extension Road providing a valuable future link to Homestead Park and the Aquatics Center.

Finding # 2: "That the use or development complies with all required regulations and standards of this Chapter, including all applicable provisions of Articles 3 and 5, the applicable specific standards contained in the Supplemental Use Regulations (Article 6), and with all other applicable regulations."

- As proposed, Bridgepoint is in compliance with all of the required regulations and standards of the Land Use Management Ordinance with exception to the following:
 - Exceed disturbed area ratio of 0.40 in the manage use and upload zones of RCD to allow for the construction of a stormwater control measure. The percent of land disturbance requested in the 50-ft managed use zone is 55% and 79% in the 50-ft upland zone of the RCD;

- Utilize 30-inch valley curb and gutter section in-lieu of 30-inch standard curb section for local street (without parking);
 - Section D103 of the North Carolina Fire Prevention Code requires the minimum road width to be 26-ft where a fire hydrant is located on a fire apparatus access road. Town of Chapel Hill's standard detail for a local street does not meet this criteria, therefore the 25-ft back-to-back dimension for local street (without on-street parking) has been revised to 26-ft with valley curb and 27-ft with standard curb when adjacent to a fire hydrant to meet section D103.1 of the North Carolina Fire prevention Code. The right-of-way width of 35-ft shall remain unchanged;
 - Exceed 25% of the area containing 25% or greater slopes. A majority of these disturbed slopes occur along the west side of Weaver Dairy Road Extension and were created during the construction of Weaver Dairy Road Extension. Additional slopes 25% or greater that were created during the construction of the existing home site, the existing concrete flume, and the existing asphalt path along the western portion of the property. The total area of disturbed natural slopes 25% or greater is only 2,133 sf. This area of impact is necessary to properly grade the area reserved for the future greenway trail;
 - Developer is providing five affordable homes which equates to 10.41%. This is less than the 15% inclusionary zoning requirement, however the affordable homes are the same size as the market rate units. In addition, the developer exceeds the minimum net livable square footage requirement associated with the 15% inclusionary zoning requirement with only the five homes.
- The proposed zoning lot complies with the dimensional requirements listed in Table 3.8-1, with exception to interior setbacks, which is mentioned above.
 - The total floor area for the proposed buildings does not exceed the maximum permitted floor area designated in Table 3.8-1.
 - The proposed buildings comply with the primary and secondary height requirements identified in Table 3.8-1.
 - The proposed development conforms to the limitations regarding impervious surface area as delineated in Table 3.8-1.
 - The site is designed in conformance with the design and development standards prescribed in Article 5 of the Land Use Management Ordinance.

- Landscaping, screening and buffering are preserved or provided in accordance with the requirements and options discussed in Section 5.6 of the Land Use Management Ordinance.
- Access, circulation, and off-street parking are proposed in accordance with Sections 5.8 and 5.9 of the Land Use Management Ordinance.
- Parking lot landscaping and screening is proposed in conformance with Section 5.9.6 of the Ordinance.
- The Bridgepoint proposal will conform to Section 3.10 of the Chapel Hill Land Use Management Ordinance and provide the requisite commitment to the affordable housing's inclusionary zoning by an alternate means of compliance. The Applicant has proposed providing five (5) affordable homes to the Community Home Trust for perpetual affordability. This equates to 10.41% of the market rate homes being affordable. Two (2) of the homes will meet the 65% of the median income ratio, and three (3) of the homes will meet the 80% of the median income ratio in conformance with the Chapel Hill Land Use Ordinance. While the 10.41% affordable homes being proposed is under the Land Use Ordinance target of 15% all five (5) of the homes provided will be the same size as the market rate homes at over 1700 square feet each. They will also each have two car garages making them look identical to the market rate homes. This will allow the Community Home Trust to market the homes to a wider set of potential homeowners while still meeting the income ratios targeted in the Land Use Ordinance. The combined square footage of the five (5) proposed affordable homes exceeds the minimum livable area square footage requirements associated with the 15% inclusionary zoning target.

Finding # 3: "That the use or development is located, designed, and proposed to be operated so as to maintain or enhance the value of contiguous property, or that the use or development is a public necessity."

- Bridgepoint is proposed to be in conformance with all regulations and standards of the Town's Land Use Management Ordinance (LUMO), including preservation of the Resource Conservation District (RCD) buffer associated with the perennial stream feature that parallels the northern property line of the site, thereby adding to the existing RCD buffer already established on the northern side of this stream feature by Vineyard Square and combining with it to provide a significant vegetative buffer between Bridgepoint and Vineyard Square. This buffer will be a minimum of 300' or the length of a professional football field.

- This project is a Conditional Zoning townhome community compatible with the neighboring Vineyard Square townhome community. The Chapel Hill Future Land Use Map identifies the Bridgepoint Site as a “Development Opportunity Area” and the proposed project is consistent with the future land use maps. The Development complies with several of the most significant recommendations of the Northern Area Task Force Report.
 - The first recommendation of the Report is that projects be “Served by transit stops on Homestead Road.” Bridgepoint is working with the Town of Chapel Hill to determine the best placement of a transit stop along Homestead Road. It is not a question of whether there will be one, but where the best location is.
 - The Report recommends “Improved pedestrian corridor along Homestead Road...” to include landscaping, pedestrian/bicycle path separate from the roadway. Bridgepoint will have a 10’ multi-use path and bicycle lanes on both sides of Homestead Road, and a landscaped buffer.
 - The Bridgepoint site is identified in area four (4) of the Northern Area Task Force Report as an “Opportunity to compliment new adjacent development”.
 - Most importantly the Report emphasizes that “Realizing these concepts and addressing these goals and objectives will require a cooperative effort between the Town, property owners, developers and citizens.” From the onset we have worked with the Town of Chapel Hill to collaborate on the development of the 2200 Homestead Road Project and the Bridgepoint Project. We have contributed right-of-way to facilitate the Homestead Road Improvement Project and have propose making two sidewalk connections and a Greenway connection to the Town owned 2200 Homestead Road site.
 - Finally, the Report emphasizes that physical improvements and expanded Town services will be in place at the same time as anticipated development. All utilities are currently available on the site including a sewer main line that runs west to east across the entire site which conforms to the proposed site plan. The sewer line was constructed to serve the Courtyards community.

Finding # 4: *“That the use or development conforms with the general plans for the physical development of the Town as embodied in this Chapter and in the Comprehensive Plan.”*

Place for Everyone - One of the major goals under the theme “A Place for Everyone” is to provide “A range of housing options for current and future residents”. Diversity of housing options has become a significant problem in Chapel Hill. The proposed Bridgepoint community will provide 53 town homes and make a significant contribution to affordable housing at a time when virtually all development plans being proposed or approved within the last 10 years in Chapel Hill are for multi-family apartments. Over 3,500 multi-family apartment units have been approved in Chapel Hill over the last 10 years and there are more applications

pending. At the same time not a single town home community has been approved. There have been a few duplex units constructed on odd lots, and the applicant provided nine (9) town homes as part of the affordable component of the Merin Road community, but no significant contributions to the lack of diversity in the housing stock. If approved, Bridgepoint will help fill the essential need for the “missing middle” housing in Chapel Hill. As the University of North Carolina tries to attract the best and the brightest to Chapel Hill, those potential teachers or staff who have children or anticipate having children will have as one of their primary considerations the availability of family-oriented housing. The same is true for the wider community as Chapel Hill tries to encourage innovative businesses to locate in Chapel Hill. While Bridgepoint will not solve the problem of providing diversity in housing it will provide additional options for families who, for whatever reason, are looking for something other than an apartment home.

Community Prosperity and Engagement - One of the major goals under the theme “Community Prosperity and Engagement” is to “Foster success of local businesses.” The Town of Chapel Hill has consistently expressed the desire to promote our world class university and to attract new employers who can utilize the talents and technologies developed at UNC to launch new and creative businesses. As mentioned in the preceding paragraph to successfully attract such businesses the Town must provide housing to meet the needs of the prospective employees. Bridgepoint will add housing diversity to the existing stock in a housing type that is underserved. The location of the Bridgepoint site immediately across Homestead Road from the Horace Williams tract, the University of North Carolina’s next big campus, makes the contribution to the diversity of housing all that more significant.

Getting Around - The goal is to promote “A connected community that links neighborhoods, businesses, and schools through the provision of greenways, sidewalks, bike facilities, and public transportation.” The Bridgepoint community will provide a critical link in providing a holistic transportation system in Chapel Hill. As part of our concept plan Bridgepoint is proposing to construct a link of the Chapel Hill Greenway System connecting the communities to the north of Homestead Road, and the Green Tract to the trail system south of Homestead Road referred to as the Horace Williams/ Bolin Creek Trail system. In addition, the applicant has deeded NCDOT the necessary right-of-way to construct the Homestead Road Improvement Project. The Bridgepoint frontage along Homestead Road will include bike lanes on both sides and a 10’ multi-use path to facilitate non-vehicular transportation opportunities. The Homestead Road Improvement project will link the Bridgepoint site to the public schools along Seawell School Road and the

Horace Williams trail system. Perhaps even more important is the fact that in conjunction with the development of the Town owned site at 2200 Homestead Road enough critical mass may be established to warrant efficient bus service to an area where it has been sparsely provided in the past. Discussions are ongoing to determine the best location for bus stops on Homestead Road along the frontage of the the proposed 2200 Homestead Road community.

Good Places, New Spaces - Bridgepoint will promote several of the goals of the theme “Good Places, New Spaces” including the goal of providing “Open and accessible common spaces for community gathering, cultural uses, and community development.” As mentioned above Bridgepoint will provide a Greenway easement connecting the Town’s proposed 2200 Homestead Road community, and the existing Vineyard Square community to Weaver Dairy Extension Road, and then by sidewalk to the Horace Williams/ Bolin Creek Trails and the communities to the south of Homestead Road. The connection will also help link the future Green Tract to Homestead Road and the Horace Williams/ Bolin Creek Trails and potentially to the Homestead Park and Aquatics Center. A second major goal of the “Good Places, New Spaces” theme is to provide a range of neighborhood types that addresses residential needs. The town homes proposed on the Bridgepoint site will provide badly needed housing diversity to the Town of Chapel Hill’s housing stock.

Nurturing Our Community - In the design of the proposed Bridgepoint community we have made a conscious effort to leave the northern part of the site undisturbed where a perennial stream runs west to east through the site. We propose meeting or exceeding the rigorous Chapel Hill storm water, open space, and tree canopy standards. We have also proposed an onsite pocket park to provide an additional recreational opportunity for children and their parents.

Town and Gown Collaboration - While the proposed Bridgepoint community may not directly affect the operations of the University of North Carolina Chapel Hill, or their relationship with the Town of Chapel Hill we believe that adding to the diversity of the Chapel Hill housing stock near the Universities’ future northern campus on the Horace Williams site will provide opportunities for the families who move to Chapel Hill to work at the University. With the future supply of town homes seriously in question this may be important factor in the Universities ability to attract the best and the brightest work force.

The above evidence, along with testimony at the Public Hearing, demonstrates that Bridgepoint meets the Town’s standards as outlined within the Land Use Management Ordinance (LUMO) and the findings of fact necessary for approval by the Town of Chapel Hill of a Conditional Zoning townhome community, by providing neighborhood-scale development in a Development Opportunity location that achieves the purposes of the Comprehensive Plan.

Exhibit B



It is our understanding that Chapel Hill has adopted an informal policy of requiring a 25% payment in lieu of recreation, regardless of whether a project meets the requirements of the land Use Ordinance or not. We also believe in the case of the Bridgepoint project recommending such a requirement would make providing middle income housing more difficult and may impact the feasibility of the proposed community. I have listed below some of the reasons we believe the 25% payment in lieu is not appropriate for the proposed Bridgepoint project.

1. Bridgepoint is exceeding the recreational requirements of the Chapel Hill Land Use ordinance by providing 110% of what the ordinance requires as active recreation space. As part of that recreation requirement the Applicant has agreed to dedicate a 20" Greenway Trail easement running from the Town owned 2200 Homestead Road site to Weaver Dairy Road Extension completing a vital link towards a pedestrian connection to Homestead Park and the Aquatics Center. The Greenway Trail easement proposed for dedication has been part of the comprehensive Chapel Hill Greenway Plan since its adoption. The dedication of links in the Greenway system is highly encouraged in the Land Use Ordinance as a top priority in providing the required recreational contribution.
2. The Bridgepoint community is a town Home community proposed to serve middle income households. In Chapel Hill it is often referred to as the "missing middle". There has not been a single town home community proposed in Chapel Hill in the last 13 years. Part of the reason for this is the way that the Chapel Hill Land Use Ordinance was set up. It has an application and a set of rules governing recreational contributions for single family homes, and one for multi-family homes. There is no town home application and for decades the only option for potential town home applications has been to go under the multi-family application. This has resulted in a terribly unfair system of regulations which require a 53-unit town home development on a nine-acre site, like Bridgepoint, to contribute the same amount to Chapel Hill Parks and Recreation as a 450-unit apartment complex. This undermines the ability for potential developers to build town home communities and is exactly what is happening at the proposed Bridgepoint community. This becomes even more acute when the Town of Chapel Hill imposes a 25% payment in lieu, in addition to what is required in the land use ordinance. In addition to exceeding the requirements spelled out in the Land Use Ordinance Chapel Hill Parks and Recreation is requesting that the proposed

town home community of Bridgepoint pay an additional \$60,000. This is not in line with any sense of equity.

3. Requiring a payment in lieu in an amount equal to 25% of the total recreational requirement as an “informal policy” regardless of a developers ability to provide on-site recreation is a questionable policy from a community benefit standpoint, is questionable from a fundamental fairness standpoint, and questionable from a legal standpoint. The Chapel Hill Land Use Ordinance Section 5.5.2(h) states that “ In lieu of providing recreation space required pursuant to this section, a developer of a multi-family dwelling or planned development **MAY**, with the approval of the Town Council make a payment to the Town whereby the Town may acquire or develop recreational land or greenways to serve the development”. While language was later added that the Town may require such payments a couple of things should be noted.
 - a. The intent the above section, by using the word “may”, has always seemed to allow developers who may not have adequate land to meet the recreational requirements specified in the Land Use Ordinance to make a payment to the Town as an alternative. Conversely, if there were recreational amenities in the immediate vicinity of the proposed community, and the construction of additional amenities was redundant, then the developer could make a payment in lieu of providing the recreation on site. To turn this section into a provision that allows to Town to require an additional recreation payment after the recreational requirements in the Land Use Ordinance have been fully complied with seems out of line with fundamental values of fairness.
 - b. Both State Law and the Chapel Hill Land Use Ordinance require that any recreational payment in lieu be used “for the acquisition or development of recreation, park, or open space sites to serve the residents of the development or the residents of more than one development within the **immediate area**.” It truly contorts both State Law and the Chapel Hill Land Use Ordinance to claim that any improvements to a park elsewhere in town qualifies as “**acquisition or development**” in the “**immediate**” area. It is highly doubtful this would survive a court challenge when there are no parks in the immediate vicinity where the payment in lieu would be used for acquisition and development. The closest park is Homestead Park where no current pedestrian connection exists and where the acquisition and development of the park took place over a decade ago.
 - c. There is nothing in the Chapel Hill Land Use Ordinance which requires a development applicant to make a payment in lieu of 25% of the recreational requirement. The Parks and Recreation staff claims this is now the Town’s “policy” to require a 25% payment in lieu of all residential developments in Chapel Hill. My understanding is that amendments to the Land Use Ordinance require very carefully laid out steps that involve public hearings and ultimately Town Council approval. Again, this seems to go outside the lines of both legality and fundamental fairness. In addition, if this “policy” is enforced with consistency and regularity it could certainly be construed as an “impact fee” and not a payment in lieu at all. State law requires Legislative approval of impact fees.

For these reasons we believe the Town of Chapel Hill seriously needs to consider amending the Land Use Ordinance. First and foremost, so that it encourages middle income housing as opposed to discouraging it as the Land Use Ordinance does by lumping apartments (multi-family) and town homes (single family) under the same set of rules and requirements. Secondly if the Town intends to enforce a “policy” which requires all residential developments to make a payment in lieu of 25% of the required recreational requirement then it should amend the Land Use Ordinance following the requisite procedures and seek State Legislative approval. However, we believe doing so would continue to discourage the development of middle-income town homes.

Until the ordinance can be amended, for the reasons listed above, we believe the proposal for middle income town homes as part of the Bridgepoint site should be considered as an exception to the “policy” of requiring a 25% payment in lieu for all residential developments.

Best Regards, Eric Chupp

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BRIDGEPOINT - 2200 HOMESTEAD ROAD

RESIDENTIAL DEVELOPMENTS

TRAFFIC IMPACT STUDY

EXECUTIVE SUMMARY



Prepared for:

The Town of Chapel Hill
Public Works Department - Engineering

Prepared by:

HNTB North Carolina, PC

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NCBELS License #: C-1554

June 2020



**BRIDGEPOINT - 2200 HOMESTEAD ROAD
RESIDENTIAL DEVELOPMENTS**

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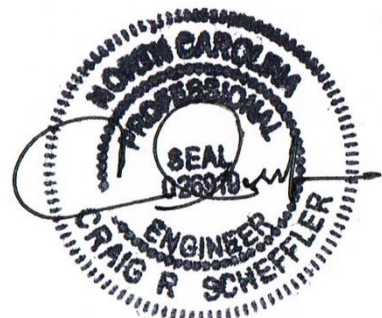
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June 2020



6-10-2020



EXECUTIVE SUMMARY

Project Overviews

Two new residential communities, known for this study as Bridgepoint and 2200 Homestead Road Residential, are being proposed in Chapel Hill along Homestead Road near its intersection with the Weaver Dairy Road Extension. The Bridgepoint project proposes to construct 53 individual residential townhome units and the 2200 Homestead Road development proposes 138 residential units in a mixture of one to three story apartments, duplexes, and townhomes. **Figure ES-1** shows the general location of the two sites. The 2200 Homestead Road project is anticipated to be fully complete and occupied by 2023 and the Bridgepoint project is anticipated to be fully complete and occupied by 2024. This report analyzes the following scenarios:

- 2020 existing year traffic conditions,
- 2024 No-build scenario for 2200 Homestead Road (which includes the assumption that Bridgepoint is complete),
- 2024 Full build-out scenario for 2200 Homestead Road (one year after anticipated completion),
- 2025 No-build scenario for Bridgepoint (which includes the assumption that the 2200 Homestead Road site is complete)
- 2025 Full build-out scenario for Bridgepoint (one year after anticipated completion)
- 2025 Full build-out scenario for Bridgepoint (2200 Homestead Road site is not built and primary access to Bridgepoint is from Weaver Dairy Road Extension)

A proposed combined site plan shows a provision for a full movement access driveway serving both sites that connects to Homestead Road forming a fourth leg with its existing intersection with Greenway Landing and a provision for a full movement access street connection to the Weaver Dairy Road Extension from the Bridgepoint site. No other vehicular access connections are proposed. The main site driveway is proposed to have an internal stop-controlled intersection with local driveway/street connections that will serve on-site parking areas. **Figure ES-2** displays the overall site plan of the Bridgepoint and 2200 Homestead Road Residential developments and nearby land uses and roadways.

This report analyzes and presents the transportation impacts that the 2200 Homestead Road and Bridgepoint developments will have on the following intersections in the project study area:

- Homestead Road and Seawell School Road
- Homestead Road and Greenway Landing / Proposed Combined Main Site Driveway
- Homestead Road and Homestead Road Active Adult Housing Access Driveway (Future)
- Homestead Road and Weaver Dairy Road Extension
- Homestead Road and NC 86 (Martin Luther King, Jr. Boulevard)
- Weaver Dairy Road Extension and Bridgepoint North Access Street

The impacts of the proposed site at the study area intersections will be evaluated during the AM, noon, and PM peak hours of an average weekday.

Existing Conditions

Study Area

The sites are located in north Chapel Hill along Homestead Road. The study area contains three signalized intersections along Homestead Road at NC 86 (Martin Luther King, Jr. Boulevard), Weaver Dairy Road Extension, and Seawell School Road. All future site traffic is expected use the proposed combined main site driveway at the Homestead Road / Greenway Landing intersection and a North



Access Street driveway that connects to Weaver Dairy Road Extension. Internal driveways shown on the preliminary site plans will circulate site traffic to designated parking areas and residential buildings. NC 86 (Martin Luther King, Jr. Boulevard) is a major north-south arterial providing connectivity between downtown Chapel Hill, north and south Chapel Hill, the I-40 corridor and Hillsborough. Homestead Road is a minor east-west arterial providing connectivity through northern Chapel Hill. Remaining study area network roadways are either suburban collector streets or local neighborhood/commercial access streets.

Site Traffic Generation

With the addition of new trips during the weekday AM, noon, and PM peak hours, there are potential site traffic impacts to study area intersections. **Table ES-1** shows the site trip generation details, with rates taken from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, Version 10*.

Table ES-1. Weekday Vehicle Trip Generation Summary

Description	Density	Daily			AM Peak			Noon Peak			PM Peak		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Bridgepoint	53 Units	180	180	360	6	20	26	14	17	31	21	13	34
2200 Homestead Road	138 Units	501	501	1,002	15	50	65	33	40	73	50	29	79

Background Traffic

Background traffic growth for the 2024 and 2025 analysis years are expected to come from two sources - ambient regional traffic growth and specific development-related traffic growth. Three Town-approved sites near the project study area were considered for specific development related growth. All remaining estimated traffic volume increases are assumed to occur due to overall region-wide ambient growth (assumed 0.5 percent per year based on NCDOT/Town historic growth data and consistent with recent study area traffic impact studies).

Impact Analysis

Peak Hour Intersection Level of Service

Existing traffic operations at all study area intersections are acceptable during all three peak hours analyzed. The projected ambient and background development traffic growth will increase impacts by 2024 and 2025. Even with the addition of peak hour site-generated trips to the projected 2020 background traffic volumes, only one study area intersection (Homestead Road and Main Site Driveway / Greenway Landing) is expected to experience deficient traffic operations in any peak hour and projected side street queues at this location are not expected to be excessive. No additional mitigation improvements to this intersection were considered necessary. A summary of the traffic operations for each intersection, related to vehicular delays (intersection average as a whole if signalized, critical movement if stop-controlled) and the corresponding Level-of-Service (LOS) is shown in **Table ES-2**.

Access Analysis

Vehicular site access to the two projects is to be accommodated at a proposed full movement local street access connecting to Homestead Road immediately opposite Greenway Landing about 750 feet to the west of Homestead Road’s signalized intersection with the Weaver Dairy Road Extension. The proposed driveway has a single inbound lane and two outbound (left-turn and shared through/right-turn) lanes. A second local street access connection is also proposed along Weaver Dairy Road Extension that would primarily serve the Bridgepoint project but would have internal connectivity through Bridgepoint to the 2200 Homestead Road development. It is proposed to be located 300 feet north of the Weaver Dairy Road Extension intersection with Homestead Road.



Table ES-2. Peak Hour Intersection Capacity Analysis Summary

Intersections	Peak Hour	2020 Existing		2025 No-Build Bridgepoint (Build 2200 Homestead)		2025 Build Both Developments		2025 Mitigated	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Homestead Road & Seawell School Road	AM	C	34.0	D	37.9	D	38.3	N/A	N/A
	NOON	B	11.0	B	11.9	B	11.9	N/A	N/A
	PM	B	15.8	B	16.8	B	16.9	N/A	N/A
Homestead Road & Greenway Landing / Combined Main Site Driveway [#]	AM	C	17.0	F	62.5	F	70.3	N/A	N/A
	NOON	B	11.8	C	19.9	C	20.5	N/A	N/A
	PM	B	12.6	E	38.1	E	40.5	N/A	N/A
Homestead Road & Active Adult Housing Site Driveway [#]	AM	N/A	N/A	C	20.6	C	20.8	N/A	N/A
	NOON	N/A	N/A	B	12.1	B	12.2	N/A	N/A
	PM	N/A	N/A	B	14.2	B	14.4	N/A	N/A
Homestead Road & Weaver Dairy Rd Extension	AM	A	8.1	A	8.6	A	8.7	N/A	N/A
	NOON	A	7.1	A	7.9	A	8.0	N/A	N/A
	PM	B	12.2	B	14.3	B	15.3	N/A	N/A
Homestead Road & NC 86 (MLK Jr, Boulevard)	AM	C	24.6	C	27.9	C	28.6	N/A	N/A
	NOON	C	27.8	D	36.0	D	37.2	N/A	N/A
	PM	C	25.1	C	30.2	C	31.0	N/A	N/A
Weaver Dairy Road Extension & Bridgepoint North Site Driveway [#]	AM	N/A	N/A	N/A	N/A	B	13.2	N/A	N/A
	NOON	N/A	N/A	N/A	N/A	B	10.0	N/A	N/A
	PM	N/A	N/A	N/A	N/A	B	12.2	N/A	N/A

N/A – Not Applicable or No Improvements Necessary

BOLD/ITALICS – Critical Movement or Overall Intersection Requires Mitigation Per Town TIS Guidelines

- Worst-Case LOS/Delay for Unsignalized/Stop-Controlled Critical Movement

Driveway throat lengths, and intersection/driveway separation minimum criteria, as set forth in the 2003 *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and the 2017 Town of Chapel Hill Design Manual are acceptable for current site plans for both projects.

Access for pedestrians is adequate in the project study area and will be improved with the construction of the Town’s Homestead Road Improvements project. Crosswalk exists across the NC 86, Seawell School Road, and Weaver Dairy Extension intersections with Homestead Road signalized intersections and across Homestead Road at Northern Park Drive to the east of the Bridgepoint - 2200 Homestead Road Residential sites. No specific bicycle amenities are present along Homestead Road, but bicycle lanes are present on one side of Seawell School Road and the Weaver Dairy Road Extension and along NC 86 north of Homestead Road. These bike facilities will be connected by bicycle lanes/off-road paved paths along Homestead Road at the completion of the Town’s improvement project.

Signal Warrant Analysis

Based on projected 2025 traffic volumes and proposed access plans, the unsignalized Combined Main Driveway / Greenway Landing intersection with Homestead Road would not warrant the installation of a traffic signal, based on the Peak Hour warrant methodology found in the *2009 Manual on Uniform Traffic Control Devices (MUTCD)*.



Crash Analysis

Data from the NCDOT Traffic Safety Unit was provided for the five-year period 2/1/2015 to 1/31/2020 for the segment Homestead Road in the vicinity of the proposed site. There were 36 crashes reported along Homestead Road study area corridor between Seawell School Road and NC 86 over the five year period. The primary crash type was rear end crashes and crashes were primarily clustered near the NC 86 intersection. Overall, the number and severity of crashes along Homestead Road in the project study area is lower than state-wide averages for similar facilities. There was one pedestrian fatality recorded near the Seymour Senior Center to the east of the project sites.

Other Transportation-Related Analyses

Other transportation-related analyses relevant to the 2001 Town of Chapel Hill Guidelines for the preparation of Traffic Impact Studies were completed as appropriate. The following topics listed in **Table ES-3** are germane to the scope of this study.

Table ES-3. Other Transportation-Related Analyses

Analysis	Comment
Turn Lane Storage Requirements	Storage bay lengths at study area intersections were analyzed using Synchro and HCS 95 th percentile (max) queue length estimates for the 2024 and 2025 Build Scenarios. At the intersection of Homestead Road and Weaver Dairy Extension, the southbound right-turn lane queue may exceed its existing storage regardless of site traffic impacts. Adjustments to signal timing may be necessary to mitigate this issue. At the intersection of Homestead Road and NC 86 (Martin Luther King, Jr. Blvd), projected 95 th percentile queue lengths may exceed the northbound and eastbound existing delineated storage bay lengths if existing signal timings are not adjusted to reflect expected increases in traffic volumes related to those movements.
Appropriateness of Acceleration/Deceleration Lanes	The site concept plans show an eastbound left-turn lane and westbound right-turn lane at the Combined Main Site Driveway intersection with Homestead Road, both will improve intersection capacity and safety. No other specific acceleration/deceleration lane issues were analyzed in the project study area.
Pedestrian and Bicycle Analysis	Existing pedestrian access and connectivity is adequate along the Homestead Road corridor adjacent to the sites, though some gaps exist on both sides of the road in certain areas. Bicycle lanes extend along NC 86 north of Homestead Road and along the Weaver Dairy Road Extension and Seawell School Road, but no bicycle facilities exist along Homestead Road within the project study area. The Town's Homestead Road Improvements project will considerably improve pedestrian and bicycle facilities along Homestead Road in the project study area.
Public Transportation Analysis	Public transportation service to the study area, and to the proposed site is adequate, with bus stops and multiple local and regional bus routes on both NC 86 and Homestead Road proximate to the site

Mitigation Measures/Recommendations

Planned Improvements

The Town of Chapel Hill has two transportation improvement projects currently slated for construction prior to the 2024 and 2025 site build-out years. The Homestead Road Improvements project (U-4726 IK) will create a consistent three-lane roadway cross-section along the site frontages to Weaver Dairy Road Extension, as well as construct pedestrian and bicycle facility improvements between Seawell School Road and Weaver Dairy Road Extension. Improvements related to this project are shown schematically



on **Figure ES-3**. The Town also has the North-South Bus Rapid Transit Project, which will provide dedicated lanes for transit along the NC 86 corridor, along with other transit amenity improvements scheduled for construction in 2022. As final design details are not complete as of the submittal of this TIS, no specific lane usage changes were analyzed as part of this study.

Background Committed Improvements

There is one specific geometric improvement to the study area roadway intersections related to background private development projects that are expected to be completed between 2020 and 2025. A full access driveway and widening of Homestead Road to a consistent three-lane cross-section was proposed in the Overture (Active Adult Housing) TIS. Several traffic impact studies for development projects in and near the study area recommended signal timing reoptimization for signalized intersections along the NC 86 (Martin Luther King, Jr. Blvd) corridor by their respective build-out years. It is assumed that signal timing reoptimization will occur for the NC 86 corridor by the year 2025, whether or not specifically needed by any of the background traffic generating developments included in this study.

Applicant Committed Improvements

There are several specific transportation-related improvements proposed external to the Bridgepoint - 2200 Homestead Road Residential sites. Site plans, though developed independently, have had and currently have on-going coordination to provide reasonable cross-access and external access opportunities for both sites. External improvements (shown schematically in **Figure ES-3**) include:

- Provision of a combined main access driveway along Homestead Road immediately opposite Greenway Landing with internal connectivity from this driveway to both sites. The driveway location is on 2200 Homestead Road property. It would be constructed regardless of which site actually began development first, but if the Bridgepoint site were constructed first, this location would only serve as a temporary secondary restricted access point. If 2200 Homestead Road were developed first, it would function as a primary full access driveway. The driveway exit would have a left-turn lane with 75 feet of storage and a shared through/right-turn lane when fully developed, as shown in **Figure ES-2**.
- Construction of a full access minor street connection to Weaver Dairy Road Extension with stop-control for the Bridgepoint access eastbound approach. This access would only be built as part of the Bridgepoint project. If the 2200 Homestead Road Residential project is developed first, a temporary secondary gravel/grass restricted-access connection for its use will be established on Homestead Road.
- Construction of continuous sidewalk along west side of Weaver Dairy Road Extension across Bridgepoint site frontage

Necessary Improvements

Based on traffic capacity analyses for the 2025 design year (with the most conservative estimates of background and combined traffic from both sites), and analyses of existing study area turning bay storage lengths and site access, the following improvements are recommended as being necessary for adequate transportation network operations (see **Figure ES-3**).

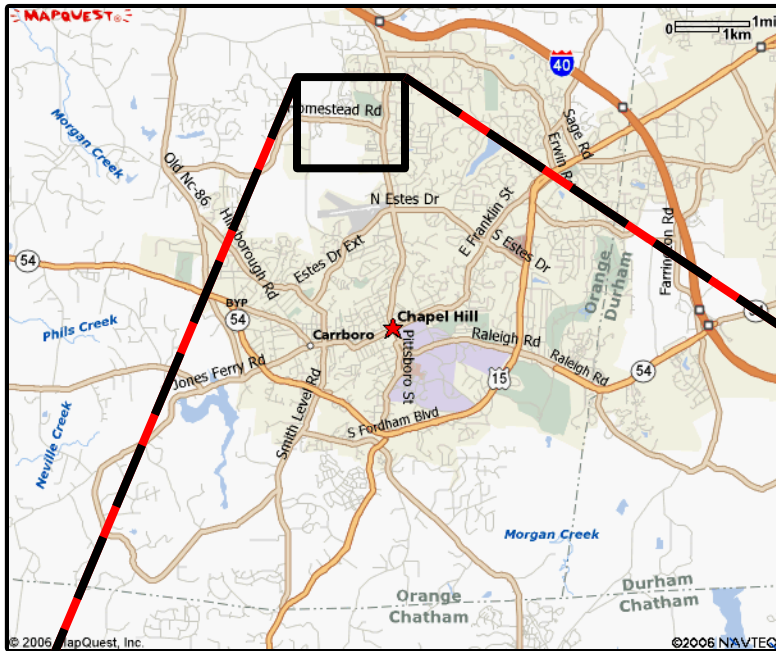
- 1) Retime the Homestead Road and Weaver Dairy Road intersection traffic signal to ensure that the southbound right-turn lane has adequate green time to avoid excessive queue spillback. This improvement is recommended whether or not if the Bridgepoint and 2200 Homestead Road Residential sites are developed.



- 2) Provide pavement markings to delineate at least 175 feet of eastbound left-turn bay storage at the Homestead Road and Weaver Dairy Road intersection. The cross-section at this location features a continuous left-turn center lane, so actual storage for vehicles at the intersection can feasibly be longer. 175 feet is recommended as a minimum if the Active Adult Housing project is constructed with its site driveway located as analyzed in the 2017 Traffic Impact Study for this project (then known as Overture). That site driveway, and its 100 foot recommended westbound left-turn lane storage would leave approximately 175 feet of full storage for eastbound left-turning vehicles at the Weaver Dairy Extension intersection. This improvement is recommended whether or not if the Bridgepoint and 2200 Homestead Road Residential sites are developed and can be incorporated in the Town's Homestead Road Improvements project.

- 3) Provide 100 feet of full eastbound left-turn storage on Homestead Road at its intersection with the proposed Combined Main Site Driveway/Greenway Landing. This improvement will necessitate a small amount of cross-section widening on Homestead Road along the 2200 Homestead Road Residential parcel site frontage and would require minor adjustments to the current Town of Chapel Hill Homestead Road Improvements roadway design plans. This improvement is recommended for the Bridgepoint - 2200 Homestead Road Residential projects and would be necessary once the 2200 Homestead Road Residential project is built and the Combined Main Site Driveway is opened to access both sites.

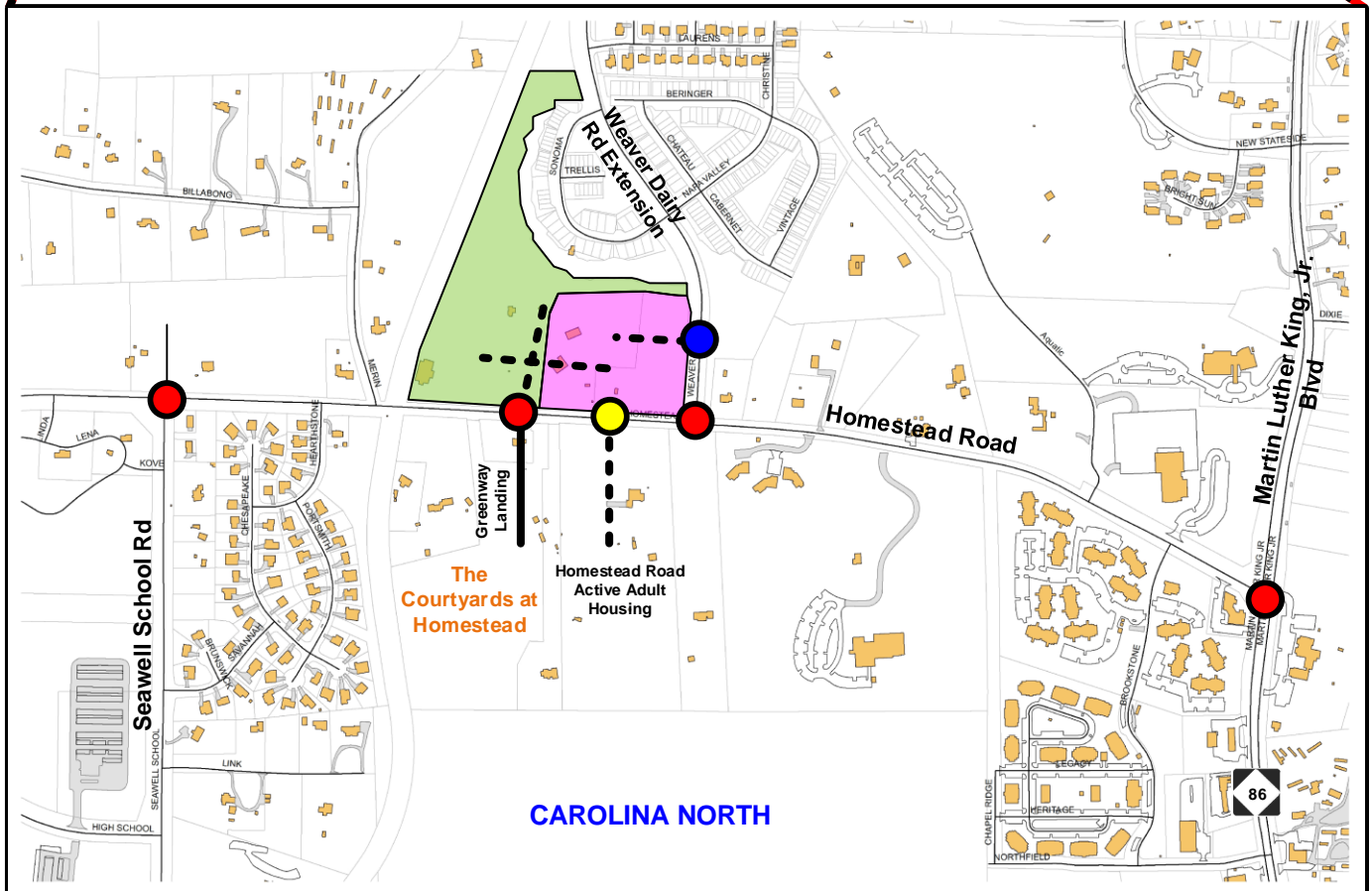
- 4) Provide a right-turn lane westbound on Homestead Road at the Combined Main Site Driveway with 100 feet of queue storage. The construction of this lane will need coordination with Homestead Road Improvements project plans. This improvement is recommended for the Bridgepoint - 2200 Homestead Road Residential projects and would be necessary once the 2200 Homestead Road Residential project is built and the Combined Main Site Driveway is opened to access both sites.



LEGEND

- = Existing Building Footprint
- = Existing Study Area Intersection
- = Proposed Site Driveway
- = Future Development Driveway
- = Proposed Bridgepoint Site
- = Proposed 2200 Homestead Site

**NOT
TO
SCALE**



Source: Town of Chapel Hill GIS Files

HNTB




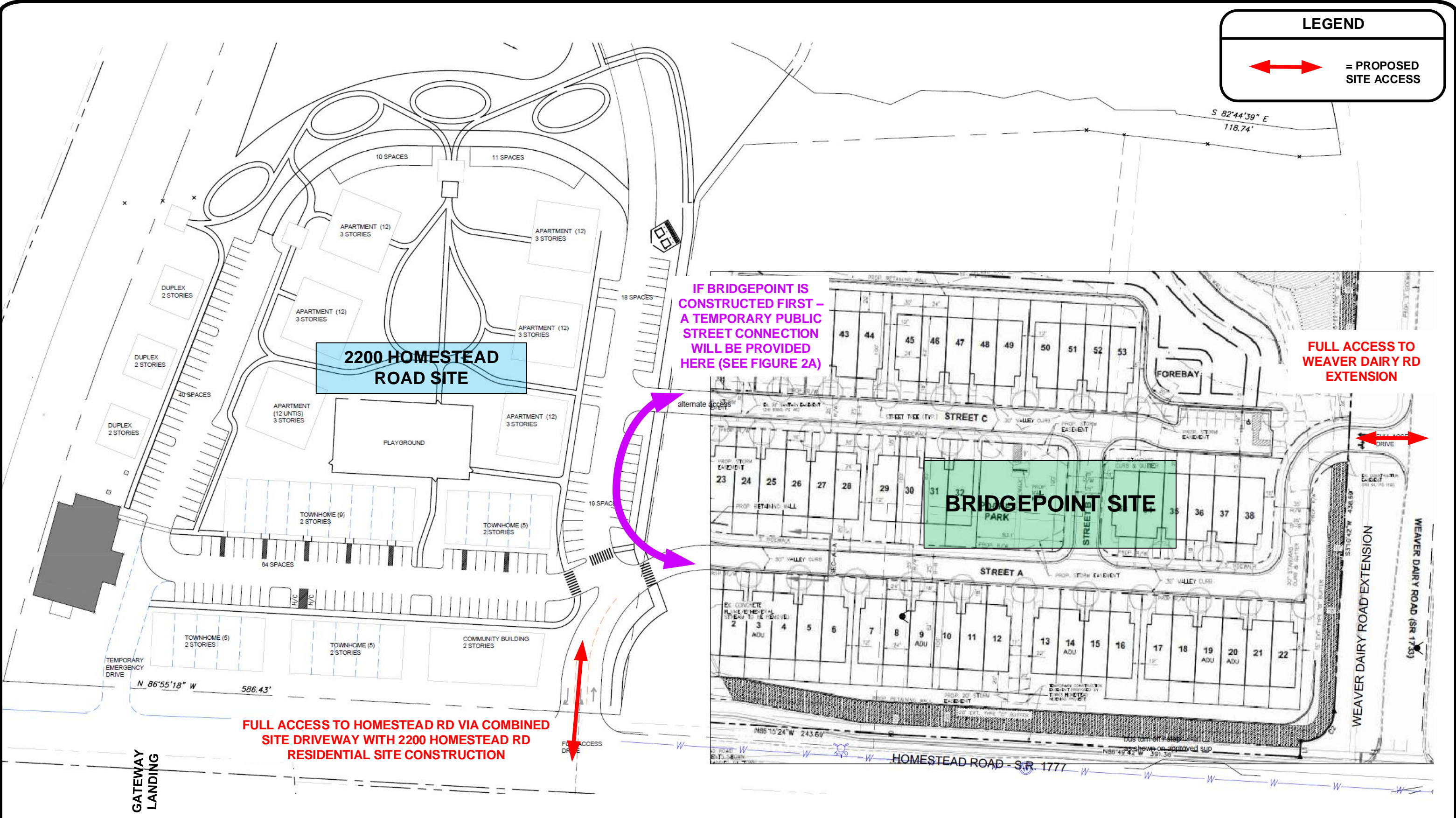
**Bridgepoint - 2200 Homestead Road
Residential
Traffic Impact Study
PROJECT STUDY AREA**

DATE: June 2020






FIGURE ES-1

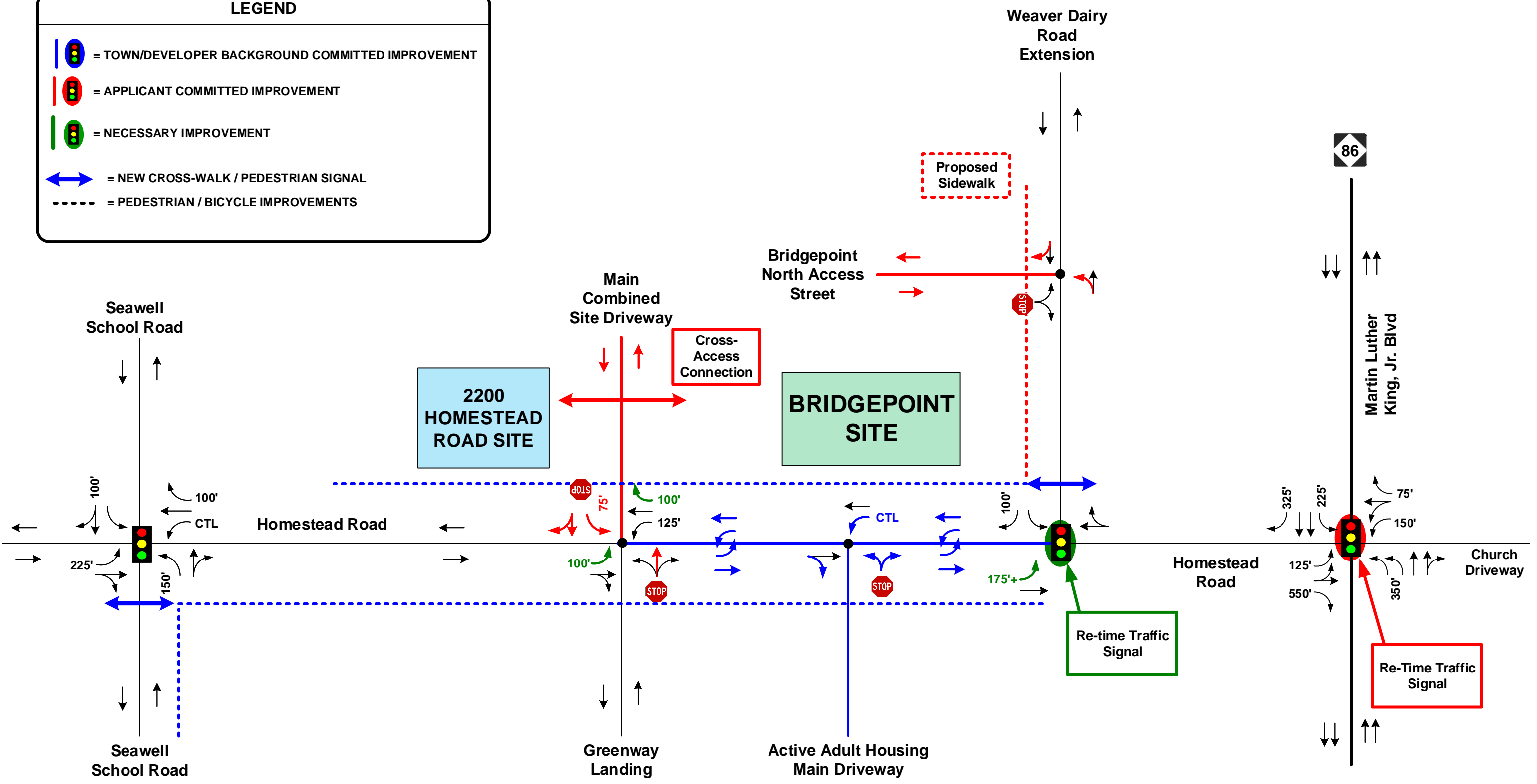
LEGEND

 = PROPOSED SITE ACCESS



LEGEND

-  = TOWN/DEVELOPER BACKGROUND COMMITTED IMPROVEMENT
-  = APPLICANT COMMITTED IMPROVEMENT
-  = NECESSARY IMPROVEMENT
-  = NEW CROSS-WALK / PEDESTRIAN SIGNAL
-  = PEDESTRIAN / BICYCLE IMPROVEMENTS



NOT TO SCALE

Bridgepoint - 2200 Homestead Road Residential Traffic Impact Study

COMMITTED AND RECOMMENDED IMPROVEMENTS

DATE: June 2020

FIGURE ES-3

Bridgepoint Affordable Housing Plan

The Bridgepoint Community will provide a combination of affordable town homes and a contribution to the road widening necessary to accommodate a shared entrance into the Town's 2200 Homestead Road site where an affordable housing community has been proposed by the Town of Chapel Hill.

Part 1; The applicant proposes making five of the town homes in the Bridgepoint Community affordable to those earning less than the median income and conveying them to the Community Home Trust to assure their continued affordability. This works out to 10.41% of the market rate units. More specifically the applicant proposes making two of the town homes affordable to those making less than 65% of the median income, and three of the town homes available to those earning less than 80% of the median income. In a significant departure from the requirements set out in Section 3.10 of the Chapel Hill Land Use Ordinance the applicant proposes to build the affordable homes the same size as the market rate homes and build each with a two car garage making them identical to the market rate units. The applicant has further proposed to spread the affordable homes throughout the community making them entirely indistinguishable from the market rate homes. Table 3.10-2 found in Section 3.10 of the Land Use Ordinance requires that town homes making up the affordable component of a community contain a minimum of 1100 square feet of livable space for a three-bedroom home, and 1200 square feet of livable space for a four-bedroom home. The applicant proposes building the affordable town homes with approximately 1800 square feet of livable space. This exceeds the Land Use Ordinance by 40% for the three-bedroom homes and 35% for the four-bedroom homes. While the qualifying levels remain at 65% and 80% of the median income as called for in the Land Use Ordinance the applicants approach of building the affordable homes the same size as the market rate units, and with two car garages, will significantly increase the equity in each home and should also make them more attractive to those that otherwise may not be interested in purchasing an affordable home.

Part 2; The applicant believes one of the areas where they can work together most effectively with the Town of Chapel Hill is through the construction of two shared entrances. The Town of Chapel Hill is currently planning for the development of the 2200 Homestead Road site for approximately 140 homes primarily affordable homes. The applicant will agree to construct both entrances that will eventually serve the Town's 2200 Homestead Road community and the Bridgepoint community. The applicant will construct both entrances at their sole cost, to public standards, and dedicated them as public right of way. This will translate into significant savings for the Town of Chapel Hill as both entrances into its future 2200 Homestead Road site will have been constructed by the applicant.

However, prior to the approval of either the Bridgepoint site or the Town's 2200 Homestead Road site the Town initiated Homestead Road Improvement Project is moving forward with an anticipated start date of summer 2020. The current plan for the project does not contemplate or accommodate the widening of Homestead Road that will be necessary to add a deceleration lane for traffic coming from the east, or a left turn lane for traffic coming from the west. Both will be necessary to later construct the shared entrance. The Town of Chapel Hill's Engineering Staff has estimated these costs to be in excess of \$100,000 if the road widening is done as part of the Homestead Road Improvement Project. If the road widening is done after the Homestead Road Improvement Project is completed the demolition of the recent improvements and road widening necessary for the shared entrance could easily cost three times as much exceeding \$300,000. The applicant believes it is imperative to construct the road widening necessary for the shared entrance together with, and at the same time as the Homestead Road Improvement Project. In addition to the affordable homes the applicant has proposed constructing as discussed in part 1 of this affordable housing plan the applicant will also pay the cost of the necessary road widening providing it is done as part of the Homestead Road Improvement Project, up to \$150,000. This second part of the affordable housing proposal will directly serve the Town's proposed affordable housing community at 2200 Homestead Road and allow the construction of that project to occur as soon as approvals are obtained without negotiating the complexities and time delays associated with entrance design and approval onto a North Carolina Department of Transportation roadway. The value in this cannot be overstated. The applicant believes the combination of the large affordable homes with two car garages within the Bridgepoint community, and the contribution to address the roadway widening to accommodate the future shared entrance exceeds the expectations of Section 3.10 of the Chapel Hill Land Use Ordinance. This type of creative approach to affordable housing is alluded to in the Northern Area Task Force Report where it suggests that "Realizing these concepts and addressing these goals and objectives will require a cooperative effort between the Town, property owners, developers, and citizens". Not a single town home project has been brought forward in Chapel Hill since the Inclusionary Zoning Ordinance was approved and made part of the Land Use Ordinance. We believe a collaborative effort by the Town and the applicant can result in serving both the need to diversify the Town's stock of market rate town homes by providing homes in the "missing middle" and realizing the overall goals of the inclusionary zoning ordinance at the same time.

Thank you, Eric Chupp

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