

# 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): 9870-91-2947

Date: REV 4 Mar 2021

## Section A: Project Information

Project Name: 2200 Homestead Road

Property Address: 2200 Homestead Road Zip Code: 27514

Use Groups (A, B, and/or C): A Existing Zoning District: R-4-C

Project Description: Development of duplex, town home, and apartment residential with surface parking, landscaping,

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

### Applicant Information (to whom correspondence will be mailed):

Name: CJT PA, Attn Wendi Ramsden

Address: 111 West Main Street

City: Durham State: NC Zip Code: 25501

Phone: 919-682-0368 Email: wramsdn@cjtpa.com

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

Signature: signature on file Date: \_\_\_\_\_

### Owner/Contract Purchaser Information:

**Owner**  **Contract Purchaser**

Name: Town of Chapel Hill

Address: 405 Martin Luther King Jr Blvd

City: Chapel Hill State: NC Zip Code: 27514

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

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

Signature: signature on file 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: \_\_\_\_\_

**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=	541,157.56	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=	28,908.63	sq. ft.
	b) Credited Permanent Open Space (total adjacent frontage) x ½ public or dedicated open space	COS=		sq. ft.
TOTAL: NLA + CSA and/or COS = Gross Land Area (not to exceed NLA + 10%)		GLA=	570,066	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)	464,900 sf
Area of Land Disturbance within RCD	52,012 sf
Area of Land Disturbance within Jordan Buffer	4,200 sf

Impervious Areas	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Impervious Surface Area (ISA)	18,698 sf	18,698 sf	222,603 sf	222,603 sf
Impervious Surface Ratio: Percent Impervious Surface Area of Gross Land Area (ISA/GLA)%	3.3%	3.3%	39.1%	39.1%
If located in Watershed Protection District, % of impervious surface on 7/1/1993				



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**Section D: Dimensions**

Dimensional Unit (sq. ft.)	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Number of Buildings	1 (5928 sf)	1 (5928 sf)	181,575 sf	181,575 sf
Number of Floors	1	1	2-3	2-3
Recreational Space	0		29,570 sf	29,570 sf

**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)	0			
Total Square Footage of All Units			181,575 sf	181,575 sf
Total Square Footage of Affordable Units			181,575 sf	181,575 sf
Total Residential Density			12 UNITS/AC	12 units/ac
Number of Dwelling Units			115-130	115-130
Number of Affordable Dwelling Units			115-130	115-130
Number of Single Bedroom Units			24-40	
Number of Two Bedroom Units			55	
Number of Three Bedroom Units			26-44	

**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	5,928	0			

Dimensional Requirements		Required by Ordinance	Existing	Proposed
<b>Setbacks (minimum)</b>	Street	10'	71'	15' from future row
	Interior (neighboring property lines)	0'	5.65'	46'
	Solar (northern property line)	N/A	67'	159'
<b>Height (maximum)</b>	Primary	39'	UNK	39'
	Secondary	60'	UNK	50'
<b>Streets</b>	Frontages	N/A	637.32'	574.47'
	Widths	N/A	532'	532'



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**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	70'	var	2	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
				<input type="checkbox"/> Yes	<input type="checkbox"/> Yes

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

\*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
Homestead Road	10' planned DOT work	concrete	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

**Section G: Parking Information**

Parking Spaces	Minimum	Maximum	Proposed
Regular Spaces	169	220	169
Handicap Spaces	6	7	6
Total Spaces	175	227	175
Loading Spaces	n/a	n/a	0
Bicycle Spaces	36	n/a	36
Surface Type	concrete and asphalt		

**Section H: Landscape Buffers**

Location (North, South, Street, Etc.)	Minimum Width	Proposed Width	Alternate Buffer	Modify Buffer
South (Homestead Road)	30'	min 15'	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
West (Railroad)	30'	30'	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes
North	10'	10'	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
Northeast (against Vineyard Square)	10'	10'	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes
Southeast (against Bridgepoint)	10'	0-20'		



**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-SS-CZD	1.10	.05					
<b>TOTAL</b>							
<b>RCD Streamside</b>	86,014 sf	0.01					
<b>RCD Managed</b>	18,239 sf	0.019					
<b>RCD Upland</b>	22,215 sf						

**Section J: Utility Service**

Check all that apply:

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



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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](mailto:planning@townofchapelhill.org).

n/a	<b>Application fee</b> ( <a href="#">including Engineering Review fee</a> ) ( <a href="#">refer to fee schedule</a> )	Amount Paid \$	<input style="width: 100px; height: 20px;" type="text"/>
X	<b>Pre-application meeting</b> –with appropriate staff		
X	<b>Digital Files</b> – provide digital files of all plans and documents		
X	<b>Recorded Plat or Deed of Property</b>		
X	<b>Project Fact Sheet</b>		
X	<b>Traffic Impact Statement</b> – completed by Town’s consultant (or exemption)		
X	<b>Description of Public Art Proposal</b> , if applicable		
X	<b>Statement of Justification</b>		
X	<b>Response to Community Design Commission and Town Council Concept Plan comments</b> , if applicable		
X	<b>Affordable Housing Proposal</b> , if applicable		
X	<b>Statement of Consistency with Comprehensive Plan or request to amend Comprehensive Plan</b>		
X	<b>Mailing list of owners of property within 1,000 feet perimeter of subject property</b> ( <a href="#">see GIS notification tool</a> )		
n/a	<b>Mailing fee for above mailing list</b> (mailing fee is double due to 2 mailings)	Amount Paid \$	<input style="width: 100px; height: 20px;" type="text"/>
X	<b>Written Narrative describing the proposal, including proposed land uses and proposed conditions</b>		
n/a	<b>Resource Conservation District, Floodplain, &amp; Jordan Buffers Determination</b> – necessary for all submittals		
X	<b>Jurisdictional Wetland Determination</b> – if applicable		
	<b>Resource Conservation District Encroachment Exemption or Variance</b> (determined by Planning)		
n/a	<b>Jordan Buffer Authorization Certificate or Mitigation Plan Approval</b> (determined by Planning)		
n/a	<b>Reduced Site Plan Set</b> (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





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**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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**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)

# 2200 HOMESTEAD

## Conditional Zoning Application

rev 4 March 2021

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### Project Narrative

This is a submittal for a Conditional Zoning application for the 2200 Homestead Residential project. Current zoning on the parcel is R-4-C and this permit will change that to R-SS-C.

The Town of Chapel Hill is working to create a mutually supportive, self-sustaining mixed income community, providing housing opportunities for some of the Town's most at-risk and underserved populations. The design team was engaged in two public input meetings, and after that took the concept plan through the Community Design Commission and the Council in spring of 2018. At this point, the development team has been assembled and have had extensive work sessions with the design team to maximize what can be put on this ± 13-acre site. The application being submitted includes a combination of duplex, townhome, and apartment residences and offers both rental and home ownership options.

The project site is located on the north side of Homestead Road east of Weaver Dairy Road Extension, with the railway tracks running along the western property line. The parcel is irregularly shaped with the majority of the street frontage on Homestead road. But there are two small extensions, a narrow strip to the east with frontage on Weaver Dairy Road Extension south of Vineyard Square, and a wider longer extension north out to Weaver Dairy Extension north of Vineyard Square. The main regularly shaped portion of the lot totals about 8.5 acres and will be the central part of the community. The project will provide between 115 and 126 residential units. Total square footage for the buildings will not exceed 181,575 square feet. The project will also include amenities such as a greenway trail, nature trails, playground, basketball court, and community open space. The plan also accommodates an expanded Hope Gardens, relocating the community garden to the northern portion of the site.

### *Building layout and circulation*

The proposed development is laid out on a generally S-shaped interior driveway. There are townhomes backing onto Homestead Road, with townhomes and duplexes intermingled along the western property line and backing onto their own yards and then the greenway trail. The apartment buildings are more centrally located and adjacent to community green space that will contain elements such as a playground, picnic tables and a shelter and grill space. Sidewalks throughout the development will connect the residences to the central green space, the greenway trail, and a community nature trail that will link the wetland areas, the pond, and

forested areas, as well as adjacent neighborhoods. One of the apartment buildings will include a community room that can be reserved for meetings, celebrations, and community gatherings.

The main entry drive off Homestead Road will provide access to all the residential units. The entry drive will provide access to a second internal private street, and will also provide secondary access to the proposed adjacent townhome development to the east. There will be 175 parking spaces - sufficient surface parking on site to accommodate all residents and their guests. Though all parking is intended to be for the whole community, the spaces have been spread throughout the site to serve the various residences.

A 10' wide multimodal trail will run along the Homestead frontage and will turn north near the railway tracks and run along the entire western project boundary. This will provide access to the basketball court and to the community garden, and will be part of a larger Town-maintained greenway trail system which will extend north in the future. There are several footpaths within the site currently. The new paved greenway and natural surface trail system within the site will make connections to adjacent properties so that the neighbors may continue to utilize trails here for active recreation, and to access other trails beyond this site.

#### *Natural Vegetation and Landscaping*

The existing site contains open areas, high canopy woods, and more dense younger woods. The project will retain much of the woods in the RCD zones, and some vegetation along property lines. New vegetation will be installed to meet landscape buffers and to enhance the developed space within the project. New plantings will be incorporated into existing natural features and vegetation to enhance the resident experience within the community.

There is a requirement for 30% tree coverage on site. This project proposes to retain over 10% of the site in existing trees, and new plantings will be installed to meet and exceed the requirement.

#### *Utilities and Services*

Utilities are available to the site. Water is located in Homestead Road and a main will be extended into the site to serve the multiple buildings proposed. Sanitary sewer is available in multiple places within the site. Given the inverts on existing available lines, sewer service will be extended to connect to the existing sewer main along the eastern property line.

Four dumpster facilities will be located on site to serve all residents. Each facility will include a trash dumpster, a cardboard dumpster, and multiple mixed recycling bins. These facilities will be centrally located and will include handicap parking and access.

Electric vehicle charging stations will be provided on site. There will also be facilities for bicycle storage. A bus stop pad will be constructed in the Homestead frontage of our site, and there are multiple sidewalks to access that bus stop.

A traffic impact study has been completed for this project was submitted with the original application.

### *Requested Modifications*

The applicant is requesting five modifications. The first is a modification to the eastern landscape buffer so that it is shared between the 2200 Homestead project and the adjacent Bridgepoint Townhome project. The final combined plantings will exceed the minimum buffer requirements.

The second modification request is for a reduction of the Homestead Road streetside landscape buffer. The full buffer is accommodated in the current plan, but it is expected that planned DOT improvements to Homestead Road will shift the right of way into the site and reduce the parcel area. If the project development is pushed north it will further intrude into RCD zones. The current layout is an effort to provide adequate buffer along Homestead while minimizing the intrusion into the RCD.

The third modification request is for intrusion into the RCD on site. The intrusion includes grading and impervious surface in the upland RCD zone to provide vehicular access to 16 residential units and recreations amenities in the portion of the site north of the RCD. The parking and dumpster surfaces will be graded so that stormwater is captured and sent to the mitigation / treatment pond prior to being discharged into the stream. The same access route involves grading in the managed RCD zone. There is currently a lot of non-native vegetation in this area which was a previous farm pond and the dam that held it back. The project will remove the bamboo and other invasive vegetation and replant with mostly native material. A small amount of impervious and disturbance in the streamside RCD zone is associated with the construction of the Town's greenway trail connecting the site and points north to the existing system south of Homestead Road. A larger intrusion into the RCD is planned due to the Town's carry down policy of joining separate jurisdictional streams along the same drainage course. This disturbance and the impervious planned for that zone are included in the RCD Encroachment Exemption application.

The fourth modification request is for disturbance of over 25% of the steep slopes on site. Many of the steep slopes being disturbed are associated with the former man-made farm pond which has been drained.

The final modification request is for inclusion of nature trails and some shelter/picnic space on site to count toward required active recreation space, and for all recreation space to count whether it is located in upland areas or in the RCD zones. The nature trail though only 1000 feet on the project site, connects off-site trails to the proposed greenway thereby becoming a trail much longer than 3,000 linear feet. And the shelter and seating are located to complement the adjacent playground space. Both these facilities meet the intent of the recreation requirement. The RCD zones cover almost 29% of the site and bisect the site completely. Given that a large part of the recreation on site is trails and greenways which connect the south and north parcels, as well as off-site developments, the space being constructed in RCD zones solidly contributes to the recreational opportunities in the project and should be included in the required provision of recreation space.

The project has gone through the Town's Concept review process. A concept plan was presented to the Housing Advisory Board, and then to the Community Design Commission in April 2018. There is a separate document responding to the board members' comments. The project also was reviewed by Town Council in June 2018, with an update in May 2020. A separate document addresses and responds to their comments and concerns.

# 2200 HOMESTEAD

Conditional Zoning Application

rev 5 February 2021

Statement of Justification

The proposed 2200 Homestead Residential project is located on the north side of Homestead Road between Weaver Dairy Road Extension and the railroad. Vehicular access will be off Homestead Road across from the Greenway Landing intersection. There will be a secondary access through the development directly to the east, which will allow access directly onto Weaver Dairy Road Extension. The project parcel is oddly shaped with the most developable square portion right on the Homestead frontage. There are stream and wetland intrusions through the center of the site, from west to east. This project proposes to develop the site north and south of those stream intrusions, with a connector road over the wetland area. That wetland space will be culverted where the road crosses allowing both water and wildlife to cross under the road. The full build out being requested in this application is for a mixed residential development of 115 to 126 units in for-sale duplexes and townhomes, and rentals in low rise apartment buildings. This development is intended to be 100% affordable, with rents and carrying costs aimed at 30%-115% AMI.

The specific findings and justification are provided below.

## **Required Findings of Fact (LUMO 4.5.2 (a))**

- **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 proposed project is located with access from a public street and will include interior circulation providing full access for emergency vehicles. The new buildings will be constructed in compliance with current health and safety codes to protect employees and the general public.

The project will be served by OWASA water and sanitary sewer services. This project will include water and sewer main extensions but both services and capacity are available to this site.

No FEMA regulated floodplain is located on the site as shown on FEMA Firm panel 9870. There is however a jurisdictional perennial stream in the eastern leg of the site, and a short section of intermittent streams at the west side. The development will comply with LUMO regulations for the associated resource conservation districts (RCD).

The 2200 Homestead project will provide Town residents with a large number of affordable housing choices within a mixed housing type community. The project is well located within Town limits, close to public schools, and handy to public transit. There will be outdoor recreational

amenities on site for the residents, and the project will include the construction of a greenway trail street sidewalks.

**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**

The project will comply with all required regulations in the LUMO, as well as applicable State or Federal requirements.

Article 6.18 defines special regulations for planned developments, and the proposed 2200 Homestead project meets these special conditions:

- The development will be located and designed to provide direct access to pedestrian networks and public transportation facilities.
  - Utility main extensions will be required but enlargement will not be required to a higher degree than development generally permitted under existing zoning and development policies.
  - The development will have access to public facilities such as schools, parks and playgrounds to the same degree as would development permitted under existing zoning.
  - The development will also be providing some of these facilities: utility main extension, public greenway trails, on-site playground and recreation facilities.
  - The scale and location of the development is not creating a hazard to persons or property on or off the tract. The soil and topography are conducive to the scale of the proposed housing development.
  - The project will be developed to promote energy conservation and efficient use of energy and will include at the very least, electric vehicle charging stations and promotion of the use of public transportation.
  - The project will not require a reduction or increase of land area. It is possible that a portion of the site will be subdivided for future administration of the project, but it would not be a requirement of the project's success.
- **The use or development is located, designed, and proposed to be operated so as to maintain or enhance the value to contiguous property, or that the use of development is a public necessity**

The 2200 Homestead project will be a residential development among other residential developments, and in that way will be compatible with contiguous properties. The residential uses across Homestead Road to the south are single family residences. The use to the northeast and the proposed use to the east area townhomes. In offering duplexes, townhomes, and low rise apartment residences, the 2200 Homestead project will complement the other residential offerings nearby. In addition, the multiple pedestrian links throughout the site help to connect the



adjacent parcels to each other, the Town greenway trail system, and public street sidewalks and transit.

- **The use or development conforms with the general plans for the physical development of the town as embodied in this appendix and in the comprehensive plan.**

This property conforms to the general plans for the physical development of the Town and supports many of the Comprehensive Plan's themes and goals. We believe the development will meet all of the 6 goals identified.

- *A Place for Everyone*

The 2200 Homestead project will provide a mixed-use community of diverse affordable housing options for people who live and work in town. (PFE.3) The mix of housing types and price points, along with family-friendly community spaces and amenities (PFE.1) will offer housing opportunities individuals and families with a range of ages, abilities, and household sizes.

- *Community Prosperity and Engagement*

The 2200 Homestead community will be a project utilizing existing transportation and utility systems to provide an infill residential development connected to the larger community. (CPE.3)

- *Getting Around*

The 2200 Homestead project will be built with onsite parking spaces, but expects the resident population to use public transit and alternate transportation more than the average Chapel Hill community. (GA.1, GA.8) The project is on public bus routes and expects to build a bus shelter on the project's Homestead Road frontage. Additionally, the project will include a greenway trail and nature trails as well as sidewalks to create a comprehensive pedestrian system connection to adjacent neighborhoods and the greater Chapel Hill community. (GA.2)

- *Good Places, New Spaces*

The 2200 Homestead project addresses residential needs not being met in market rate developments (GPNS.5) The development partners are working with a variety of groups, including UNC, to provide a stable housing situation for people with specialized housing needs, (GPNS.4 and GPNS.5) The partners also help families reach financial stability through having stable housing. In addition, the community will include open and accessible common spaces. Sidewalks, a nature trail, and the greenway will connect this development to adjacent developments and encourage neighbors to come through the development for active recreation. The development relocates Hope Gardens to another area on the site where their community gardens and orchard can be easily accessed from both 2200 Homestead and neighborhoods to the south, as well as Vineyard Square to the east. (GPNS.7)

- *Nurturing Our Community*

The 2200 Homestead project will implement sustainable design measures in an effort to lower the construction impact and maximize the long-term life cycle benefits to the owners. These will include, but not be limited to the building materials, HVAC systems, lighting, preservation of tree coverage, relocation of an existing community garden on site (NOC.6), and construction of paved and natural surface trails for residents and the community. The project will install a stormwater mitigation pond to treat runoff from impervious surfaces and will also protect the State regulated buffer adjacent to the jurisdictional stream on site. (NOC.2, NOC.8) The project proposes to encroach into the resource conservation district zones and there is a concurrent application for RCD Encroachment along with this Conditional Zoning application. In building the portion of the greenway trail along the long western property boundary, the project will support the Parks and Recreation Master Plan and the Greenways Master Plan to create safe pedestrian and bicycle facilities. (NOC.4)

- *Town and Gown Collaboration*

The 2200 Homestead project will provide affordable housing for a variety of people, potentially including some who work at UNC. (TGC.4) One of the apartment buildings on site is expected to be master leased by a UNC maternal health care program to providing affordable rental housing and to support to participants and graduates of that program. (TGC.6)

- *North MLK Focus Area 2*

The 2200 Homestead parcel is located in one of 6 focus areas identified in the 2020 Plan. This is the North MLK Focus area which includes the area between the Town's western boundary, east to Martin Luther King Jr Blvd, and Homestead Road north to I-40. The proposed 2200 Homestead project will provide additional public and alternative transportation facilities which will enhance connectivity. It will also provide one more development link toward the Greene Tract in a balanced walkable scale community.

# 2200 HOMESTEAD

Conditional Zoning Application

rev 5 February 2021

Statement of Consistency with Comprehensive Plan

## *2020 PLAN*

The 2200 Homestead project will be a residential development which conforms to the general plans for the physical development of the Town and supports many of the Comprehensive Plan's themes and goals. We believe the development will meet all of the 6 goals identified.

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The 2200 Homestead project will provide a mixed-income community of diverse affordable housing options for people who live and work in town. (PFE.3) The mix of housing types and price points, along with family friendly community spaces and amenities, (PFE.1) will offer housing opportunities individuals and families with a range of ages, abilities, and household sizes.

- **Community Prosperity and Engagement**

The 2200 Homestead community will be a project utilizing existing transportation and utility systems to provide an infill residential development connected to the larger community. (CPE.3)

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The 2200 Homestead project will be built with onsite parking spaces, but expects the resident population to use public transit and alternate transportation more than the average Chapel Hill community. (GA.1, GA.8) The project is on public bus routes and expects to build a bus shelter on the project's Homestead Road frontage. Additionally, the project will include a greenway trail and nature trails as well as sidewalks to create a comprehensive pedestrian system connection to adjacent neighborhoods and the greater Chapel Hill community. (GA.2)

- **Good Places, New Spaces**

The 2200 Homestead project addresses residential needs not being met in market rate developments (GPNS.5) The development partners are working with a variety of groups, including UNC, to provide a stable housing situation for people with specialized housing needs, (GPNS.4 and

GPNS.5) The partners also help families reach financial stability through having stable housing. In addition, the community will include open and accessible common spaces. Sidewalks, a natural surface trail, and the greenway will connect this development to adjacent developments and encourage neighbors to come through the development for active recreation. The development relocates Hope Gardens to another area on the site where their community gardens and orchard can be easily accessed both from the 2200 Homestead community and the neighborhoods to the south, as well as Vineyard Square to the east. (GPNS.7)

- **Nurturing Our Community**

The 2200 Homestead project will implement sustainable design measures in an effort to lower the construction impact and maximize the long-term life cycle benefits to the owners. These will include, but not be limited to the building materials, HVAC systems, lighting, preservation of tree coverage, re-location of an existing community garden within the site (NOC.6), and construction of paved and natural surface trails for residents and the community. The project will install a stormwater mitigation pond to treat runoff from impervious surfaces and will also protect the stream buffer adjacent to the jurisdictional stream on site. (NOC.2, NOC.8) The project is requesting approval to disturb and construct impervious surface in the managed and upland RCD zones. There is a slight amount of building in the streamside buffer associated with the greenway trail construction which will be a project serving the whole Town. In an effort to reduce the total impervious constructed, there is an intention to construct some boardwalk sections so that natural hydrologic flow will continue in an uninterrupted fashion. The majority of the wetlands on site will be preserved. In building the portion of the greenway trail along the long western property boundary, the project will support the Parks and Recreation Master Plan and the Greenways Master Plan to create safe pedestrian and bicycle facilities. (NOC.4)

- **Town and Gown Collaboration**

The 2200 Homestead project will provide affordable housing for a variety of people, potentially including some who work at UNC. (TGC.4) One of the specially designed apartment buildings on site is expected to be master-leased by a UNC maternal health care program to provide affordable rental housing and support to participants and graduates of that program. (TGC.6)

- **North MLK Focus Area 2**

The 2200 Homestead parcel is located in one of 6 focus areas identified in the 2020 Plan. This is the North MLK Focus area which includes the area between the Town's western boundary, east to Martin Luther King Jr Blvd, and Homestead Road north to I-40. The proposed 2200 Homestead project will provide additional public and alternative transportation facilities which will enhance connectivity. It will also provide one more development link toward the Greene Tract in a balanced walkable scale community.

**From:** Craig Scheffler <CScheffler@HNTB.com>  
**Sent:** Friday, January 29, 2021 11:04 AM  
**To:** wramsdn@cjtpa.com  
**Cc:** 'Kumar Neppalli'; 'Emily Holt'; 'Nate Broman-Fulks'; 'Jared Martinson'  
**Subject:** RE: 2200 Homestead / Bridgepoint TIA

Wendi,

In looking at the changes in both plans and redoing some quick trip distribution estimates, I'd offer the following points:

- 1) The single linear connecting street between the two developments may provide more convenient access to the Weaver Dairy Extension. I went and redid trip distribution scenarios to "pull" more traffic from both developments to this access point – particularly left-turns exiting the sites at the combined driveway and moving those to the Weaver Dairy Extension southbound left-turn at the current signal. Without going through a detailed capacity analysis, this should improve operations at the unsignalized combined driveway access and not impair the signal operations too much, as there aren't a lot of current southbound left-turns at the signal, this redistribution does not add a significant amount of left-turns, and one of the TIA recommendations was to retime the signal to account for traffic flow changes due to the projects.
- 2) Additional traffic on the internal street through Bridgepoint would not likely necessitate any improvements at its connection with Weaver Dairy Road Extension.
- 3) The design of the combined driveway meets the southbound left-turn storage requirement recommendation and has adequate throat length before the internal parking lot driveway aisles.
- 4) If development densities for the two projects have not substantially changed, again, the impact differences would not likely change much at all.

We can go through a revised capacity analysis, if the Town desires, and produce a short results memo if needed, but based on the points above, I feel that the original TIA recommendations are still valid and would not likely change due to the internal connectivity changes.

If you have any questions, please let me know.

Thanks!  
Craig

---

**From:** wramsdn@cjtpa.com <wramsdn@cjtpa.com>  
**Sent:** Thursday, January 28, 2021 5:21 PM  
**To:** Craig Scheffler <CScheffler@HNTB.com>  
**Cc:** 'Kumar Neppalli' <kneppalli@townofchapelhill.org>; 'Emily Holt' <eholt@townofchapelhill.org>; 'Nate Broman-Fulks' <nbfults@townofchapelhill.org>; 'Jared Martinson' <jmartinson@Mhaworks.com>  
**Subject:** 2200 Homestead / Bridgepoint TIA

Craig

The layout of roads within the Bridgepoint project has changed and been reduced to one connection point between the two projects. Fortunately it is the more northerly street which reduces conflict near the main driveway access onto Homestead.

The long range Planner who reviewed the project noted:

*The preliminary site plan in the recent traffic impact analysis (TIA) study for Bridgepoint & 2200 Homestead does not match the submitted site plan roadway alignment for vehicles enter the site from Homestead Road. Will staff be receiving a revised TIA? (Long Range/Transportation)*

I have attached a pdf of the main portion of our current plan. The community garden is now intended to have its own small driveway and parking lot well north on the site, to accommodate 7 cars and the occasional delivery of mulch, so there is a second attachment showing the whole site with a matchline. I have also attached a pdf of the Bridgepoint plan which was submitted to Council in the fall, but cannot honestly say if this is the most accurate plan for their project as I am not working on it, simply coordinating with their design team. This was the plan submitted to the Town which is currently public record and the adjacent developer has confirmed with me that there will be only one direct vehicular connection between our two projects.

Would these circulation changes have any effect on the recommendations of the TIA you submitted? Would there be a need to revise or reissue the TIA?

Please let me know if you need any additional information to answer this.

Thank you.

Wendi

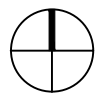
*Wendi Ramsden, RLA*

[Coulter Jewell Thames PA](#)

111 W Main Street, Durham NC 27701

Ph: 919-682-0368 Email: [wramsdn@cjtpe.com](mailto:wramsdn@cjtpe.com)

*This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.*



# 2200 HOMESTEAD PLAN

1"=50'



1-28-2021







**SITE DATA TABLE**

PROJECT NAME:	BRIDGEPOINT
APPLICANT:	ADVANCED CIVIL DESIGN, INC. 51 KILMAYNE DRIVE, SUITE 105 CARY, NC 27511
PARCEL ID NUMBERS:	9870914489, 9870919528
LAND AREA CALCULATIONS:	8.348 ACRES
NET LAND AREA:	0.51 ACRES (1/2 HOMESTEAD R/W)
CREDITED STREET AREA:	0.68 ACRES (1/2 WEAVER DAIRY RD R/W)
TOTAL GROSS LAND AREA (GLA):	9.182 ACRES (USED FOR DENSITY CALCULATION)
CURRENT ZONING:	R-5-C
OUTSIDE CORPORATE LIMITS:	NO
OUTSIDE WATERSHED PROTECTION DISTRICT:	YES
OUTSIDE FLOODPLAIN:	YES
OVERLAY DISTRICTS:	NONE
EXISTING LAND USE:	SINGLE FAMILY
PROPOSED LAND USE:	MULTI-FAMILY WITH CONDITIONAL ZONING
ALLOWABLE DENSITY R-5:	15 UNITS/AC GROSS LAND AREA = 9.182 AC # UNITS ALLOWED = 137
PROPOSED SINGLE FAMILY UNITS:	49
PROPOSED AFFORDABLE UNITS:	5 (LABELED "AHU" ON THIS SHEET)
PROPOSED TOTAL # OF UNITS:	54
PROPOSED MINIMUM LOT SIZE:	2,094 SF
RECREATION SPACE REQUIRED:	GROSS LAND AREA x RECREATION SPACE RATIO (399,975 SF) x (0.05) = 19,999 SF
RECREATION SPACE PROVIDED:	17,330 SF GREENWAY EASEMENT (86 %) \$33,600 FEE IN LIEU (14%)
PROPOSED INTERIOR LOT SETBACKS:	FRONT: 0' SIDE: 0' SIDE CORNER: 0' REAR: 0'
REQUIRED PERIMETER SETBACKS:	INTERIOR: 6' STREET: 10' SOLAR: 8'
PROPOSED BUILDING SEPARATION:	12'
MAXIMUM BUILDING HEIGHT (PRIMARY):	39'
MAXIMUM BUILDING HEIGHT (SECONDARY):	60'
MAXIMUM FLOOR AREA RATIO:	0.303
PROPOSED FLOOR AREA RATIO:	0.303
MAXIMUM IMPERVIOUS SURFACE RATIO:	0.50
PROPOSED IMPERVIOUS SURFACE RATIO:	0.414

**TREE CANOPY COVERAGE CALCULATIONS**

TREE CANOPY COVERAGE REQUIRED:	30%
NET LAND AREA:	8.348 AC
AREAS NOT COUNTING TOWARD TREE CANOPY CALCULATIONS:	
RECREATION AREAS (GREENWAY):	0.299 AC
EASEMENTS (EXCLUDING PAVEMENT):	0.237 AC
RIGHT OF WAY:	1.657 AC
TOTAL LAND AREA NOT COUNTED:	3.244 AC
APPLICABLE LAND AREA:	6.155 AC
TREE CANOPY REQUIRED:	6.155 AC x 30% = 1.846 AC
EXISTING TREE CANOPY TO REMAIN:	1.087 AC
SUPPLEMENTAL TREE CANOPY REQUIRED:	0.759 AC
SUPPLEMENTAL TREES REQUIRED:	(0.759 x 43560) / 500 = 67 TREES
SUPPLEMENTAL TREES PROVIDED:	39 STREET TREES 66 BUFFER TREES 113 OTHER SITE TREES

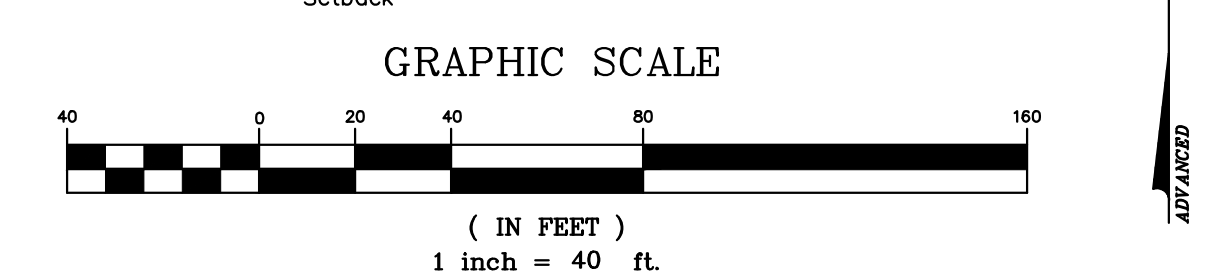
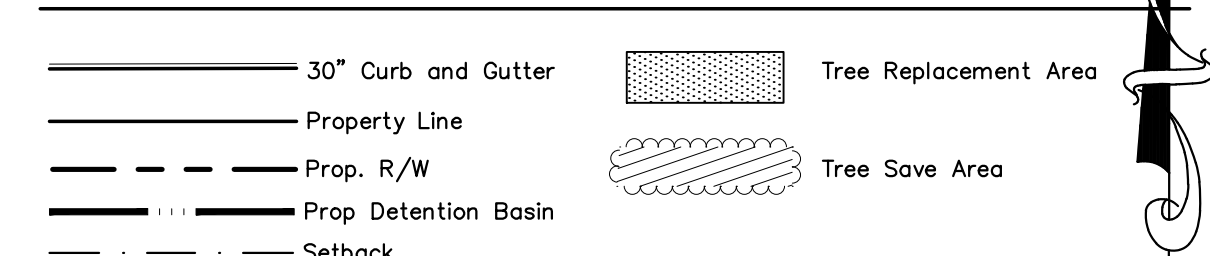
**TOWN OF CHAPEL HILL FIRE DEPARTMENT NOTES:**

1. A NOTE SHALL BE REQUIRED ON THE FINAL PLAT THAT STATES "ALL LOCAL STREETS WITHIN THE BRIDGEPOINT SUBDIVISION SHALL NOT ALLOW ON-STREET PARKING IN ACCORDANCE WITH SECTION D103 OF THE 2018 NORTH CAROLINA FIRE PREVENTION CODE."

**GENERAL NOTES**

1. A DESCRIPTION AND ANALYSIS OF ADJACENT LAND USES, ROADS, TOPOGRAPHY, SOILS, DRAINAGE PATTERNS, ENVIRONMENTAL CONSTRAINTS, FEATURES, EXISTING VEGETATION, AND VISTAS CAN BE FOUND ON SHEET 3 - EXISTING CONDITIONS PLAN.
2. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. THE REQUIRED RECREATION SPACE HAS BEEN MET AND EXCEEDED. SEE SITE DATA TABLE ON THIS SHEET.
4. ALL TRASH FOR TOWNHOMES WILL BE COLLECTED BY ROLL-OUT CURBSIDE PICK UP AND SERVICE SHALL BE PROVIDED BY TOWN OF CHAPEL HILL.
5. OVERFLOW PARKING SHOWN ARE 90 DEGREE BAYS AND SPACE MARKINGS PER TOWN OF CHAPEL HILL CODE FOR PARKING LOTS.
6. EACH SINGLE FAMILY TOWNHOME LOT WILL HAVE A MAXIMUM ALLOWABLE IMPERVIOUS SURFACE AREA OF 1,900 SF. THIS AMOUNT IS SUBJECT TO CHANGE AND WILL BE FINALIZED WITH THE FINAL ZONING COMPLIANCE PLANS.
7. SEE SHEET 16 FOR STREET CROSS SECTION DETAILS.
8. ALL PROPOSED STREETS ARE PUBLIC.

**LEGEND**

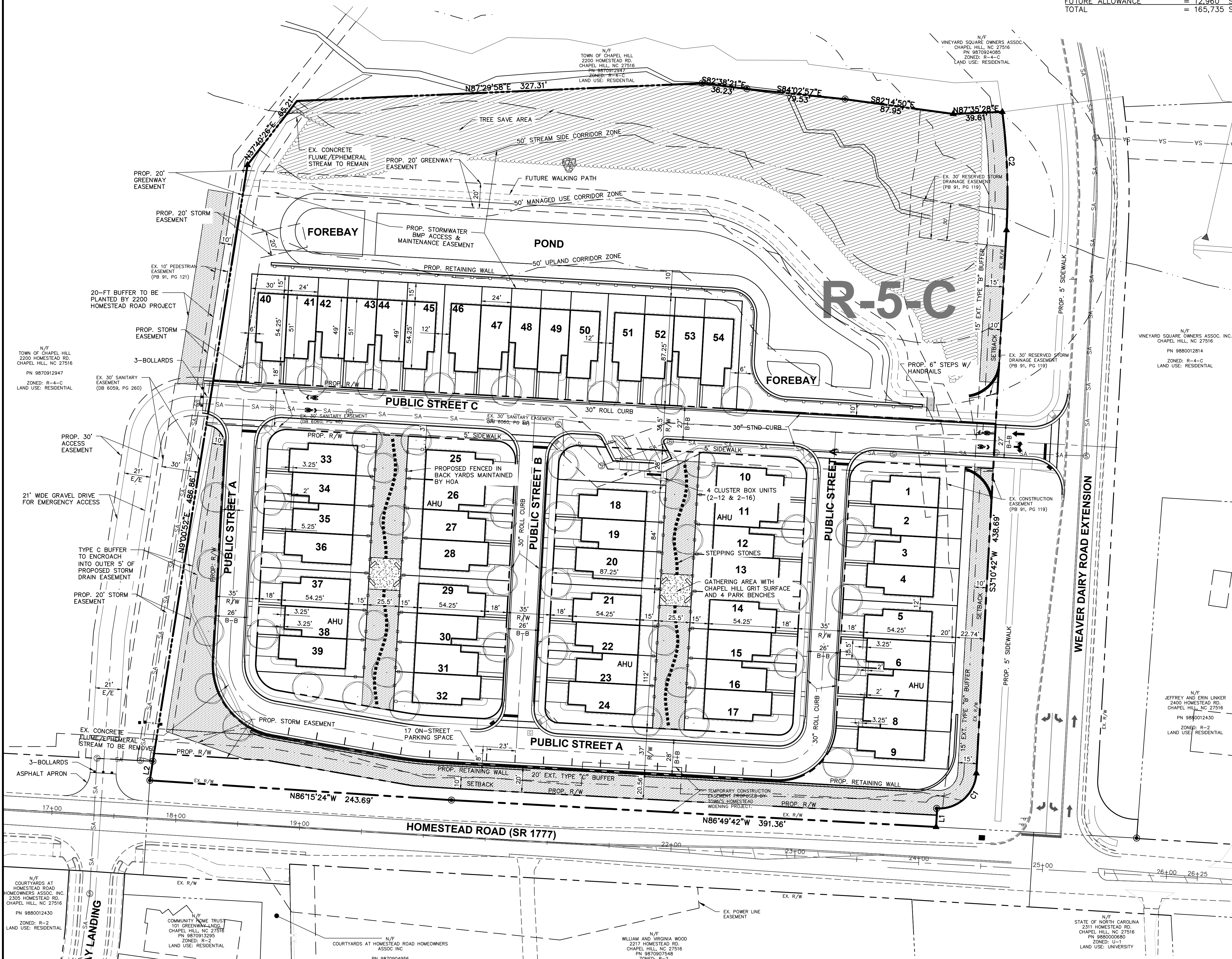


**EXISTING IMPERVIOUS SURFACES**

BUILDINGS	= 8,510 SF
DRIVES	= 9,803 SF
WALLS	= 138 SF
FLUME	= 1,710 SF
BOULDERS	= 118 SF
TOTAL	= 20,279 SF

**PROPOSED IMPERVIOUS SURFACES**

ROADWAY	= 49,526 SF
DRIVEWAYS	= 19,177 SF
PARKING LOT	= 998 SF
BUILDINGS	= 6,780 SF
SIDEWALK	= 11,798 SF
MISC (WALLS, HVAC, STEPS)	= 3,476 SF
FUTURE ALLOWANCE	= 12,960 SF
TOTAL	= 165,735 SF



**CURVE TABLE**

NO.	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING
C1	47.13'	30.00'	090°00'35"	42.43'	S48°10'42"W
C2	95.51'	524.12'	010°26'28"	95.38'	N02°01'38"W

**LINE TABLE**

LINE	LENGTH	BEARING
L1	15.00'	S03°10'42"W
L2	15.59'	N09°03'29"E

O:\18-0001-978NC\DWG\Production Drawings\DEVELOPMENT PLAN\0001-978-CZ05.dwg SITE PLAN Nov 12, 2020 - 3:53:29pm crice

PLAN PREPARED BY: ADVANCED CIVIL DESIGN, INC. 51 KILMAYNE DRIVE, SUITE 105 CARY, NC 27511 PH 919.481.6990 FAX 919.336.5127 ENGINEERS SURVEYORS

PLAN PREPARED FOR: KB HOME CAROLINAS 4506 SOUTH MIAMI BLVD, SUITE 100A DURHAM, NC 27703 PHONE: 919.768.7960

PROJECT: BRIDGEPOINT

COUNTY: ORANGE COUNTY

ADDRESS: HOMESTEAD ROAD, CHAPEL HILL, NC

PROJECT TITLE: CONDITIONAL ZONING PLANS FOR KB HOME CAROLINAS SITE PLAN

PRELIMINARY

DATE: 11/10/2020

SCALE: 1" = 40'

DRAWN BY: JRR CHECKED BY: CMR

PROJECT NUMBER: 18-0001-978

DRAWING NUMBER: 5 / 16

**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***

*343 East Six Forks Road  
Suite 200  
Raleigh, NC 27609*

*NCBELS License #: C-1554*

June 2020



**BRIDGEPOINT - 2200 HOMESTEAD ROAD  
RESIDENTIAL DEVELOPMENTS**

**TRAFFIC IMPACT STUDY**

**EXECUTIVE SUMMARY**



**Prepared for:**

The Town of Chapel Hill  
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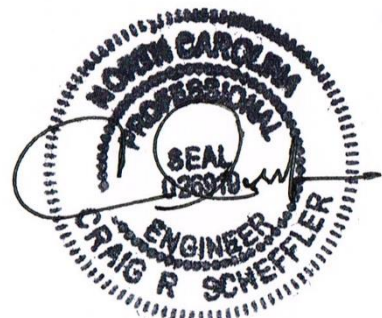
**Prepared by:**

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*343 East Six Forks Road  
Suite 200  
Raleigh, NC 27609*

*NCBELS License #: C-1554*

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
<b>Bridgepoint</b>	53 Units	180	180	360	6	20	26	14	17	31	21	13	34
<b>2200 Homestead Road</b>	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 <sup>#</sup>	AM	C	17.0	<b>F</b>	<b>62.5</b>	<b>F</b>	<b>70.3</b>	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 <sup>#</sup>	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 <sup>#</sup>	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 <sup>th</sup> 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 <sup>th</sup> 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**

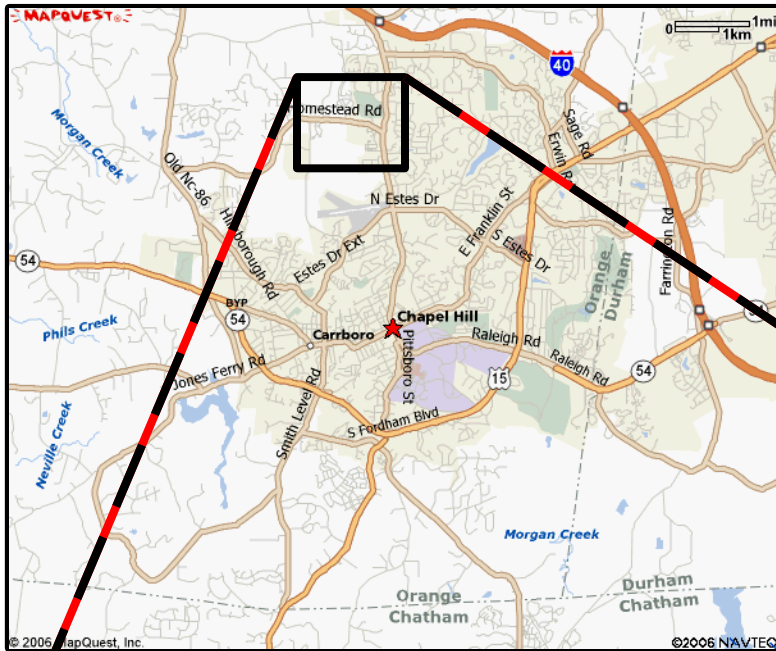
Based on traffic capacity analyses for the 2025 design year (with the most conservative estimates of background and combined traffic from both sites), and analyses of existing study area turning bay storage lengths and site access, the following improvements are recommended as being necessary for adequate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





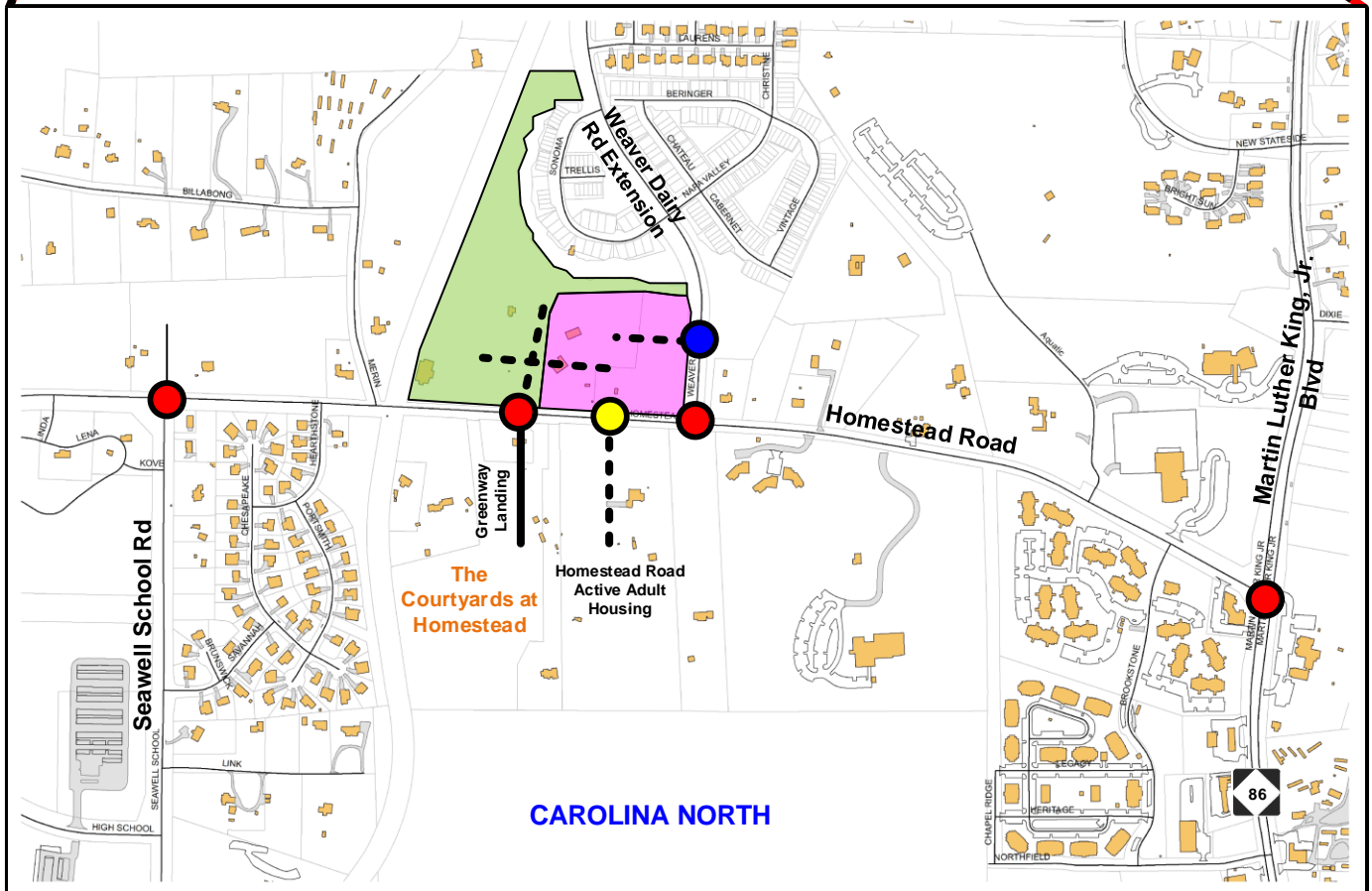
- 2) Provide pavement markings to delineate at least 175 feet of eastbound left-turn bay storage at the Homestead Road and Weaver Dairy Road intersection. The cross-section at this location features a continuous left-turn center lane, so actual storage for vehicles at the intersection can feasibly be 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




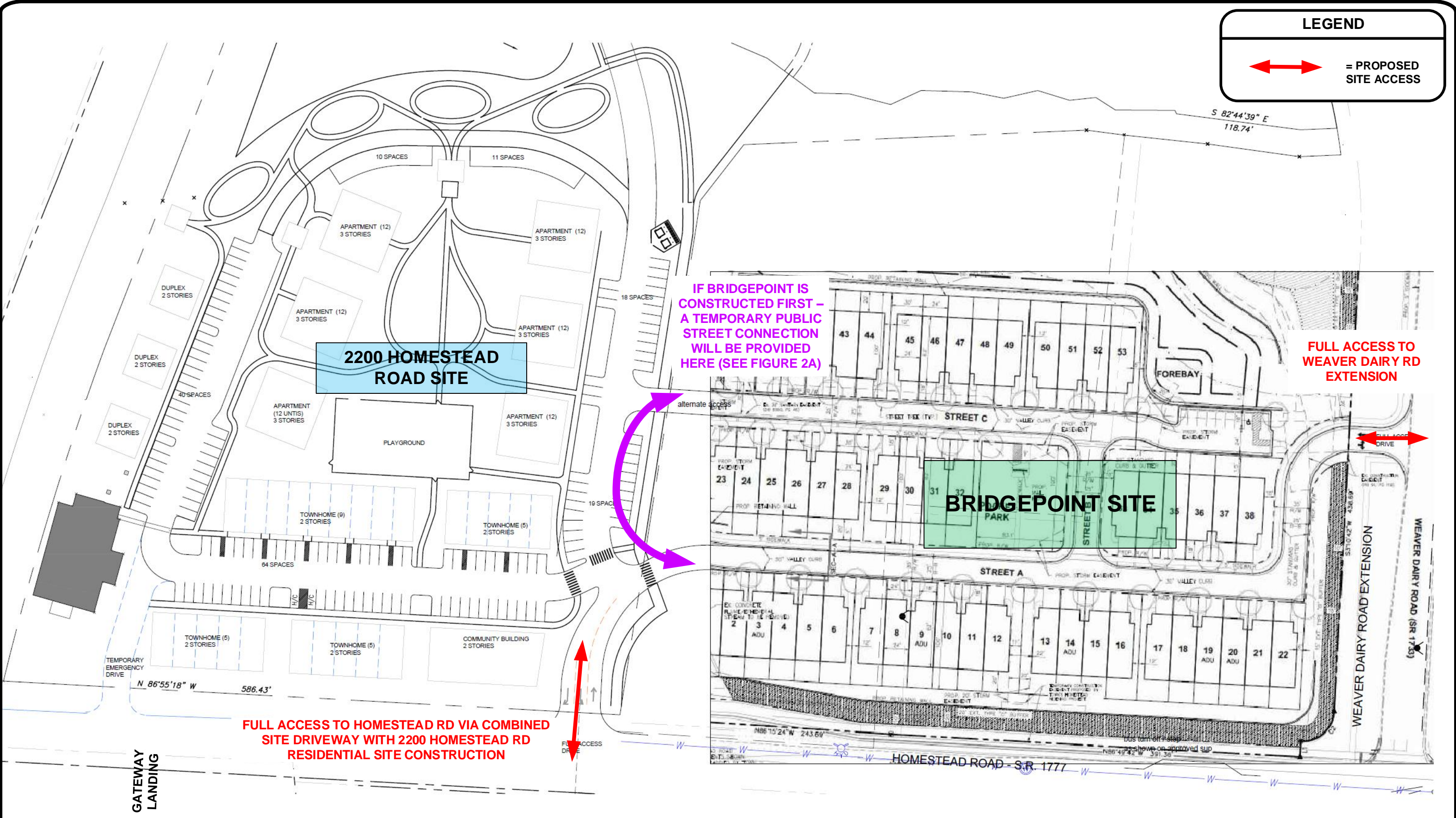
**Bridgepoint - 2200 Homestead Road  
Residential  
Traffic Impact Study  
PROJECT STUDY AREA**

DATE: June 2020






**FIGURE ES-1**

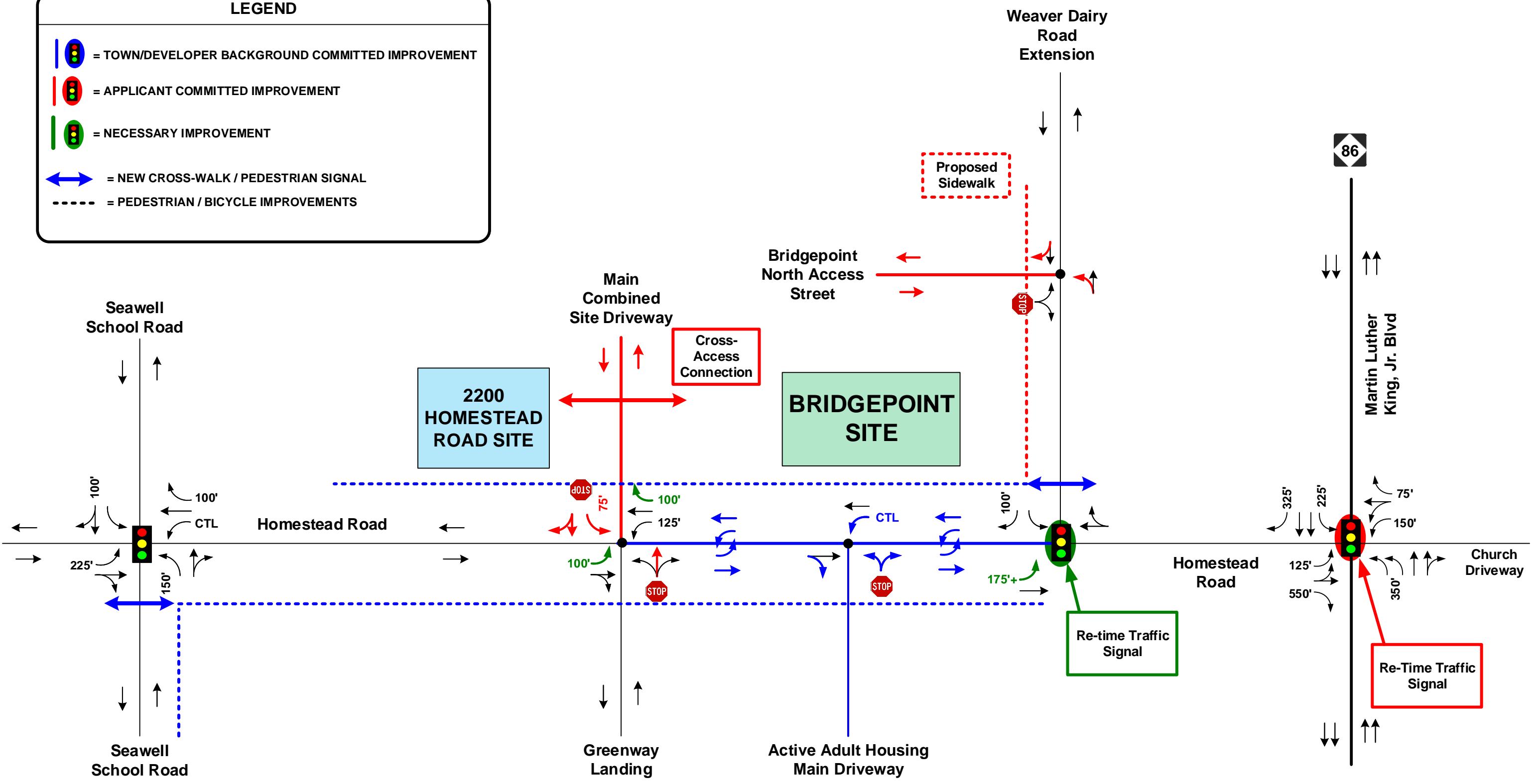
**LEGEND**

 = 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**

# 2200 HOMESTEAD

Conditional Zoning Application

29 October 2020

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Affordable Housing Proposal

In 2017, the Town of Chapel Hill Council adopted a resolution designating 2200 Homestead Road as a mixed-income affordable housing site, a designation that followed evaluation of the site by Town staff and a Council-led housing task force. After adoption of that resolution, potential beneficiaries and other stakeholders were involved in the creation of the concept plan for this site in 2017 and 2018 through a Town-led public participation process. The concept plan was further refined through input from two of the Town's advisory boards, the Community Design Commission and the Housing Advisory Board. The concept plan developed through that process forms the basis of the proposed project.

The homes at 2200 Homestead will be developed by CASA, Community Home Trust, and Habitat for Humanity, all nonprofit agencies with strong track records in Orange County. In total, the partners propose to develop 115-130 affordable rental and homeownership units serving households earning from below 30% to 115% AMI. The homes will be a mix of apartments, duplexes, and townhomes, ranging from 1-bedroom units to 4-bedroom units.

The homes will be available to low- and moderate-income households that meet the respective development partners' eligibility requirements. In addition, the range of unit sizes and types will provide opportunities to serve several target populations, including persons with disabilities, individuals or families transitioning out of homelessness, holders of housing vouchers, survivors of domestic violence, and veterans, among others.

All of the units developed at 2200 Homestead road will be subject to restrictions ensuring long-term affordability. Community Home Trust's townhomes will be sold subject to a 99-year ground lease, giving the Home Trust the ability to limit the appreciation realized by homeowners and keep the homes affordable to future buyers. Community Home Trust homes typically sell for 30-50% below market value.

The Habitat for Humanity homes will be sold using deeds of restrictive covenants requiring 99-year affordability to buyers who earn 80% or less of the AMI. In addition, Habitat retains a right of first refusal on all of its homes. A shared equity agreement allows Habitat buyers to share a percentage of the appreciation of their property based on the ratio of their first mortgage, which is provided by Habitat, and the original sales price of the home, which is determined by a market appraisal at the time of sale, while ensuring that Habitat's homes remain affordable.

CASA has committed to a 30-year affordability restriction for the three apartment buildings, which is standard for affordable multifamily new construction projects.