

Amy Harvey

From: Jeanette Coffin
Sent: Thursday, December 06, 2018 3:51 PM
To: Ali T Aran
Cc: Ben Hitchings; Loryn Clark; Jackie Thompson; Allen Buansi; Donna Bell; Hongbin Gu; Info - CAPA; Jeanne Brown; Jess Anderson; Karen Stegman; Lindsey Bineau; Michael Parker; Nancy Oates; Pam Hemminger; Rachel Schaevitz; Town Council; Amy Harvey; Carolyn Worsley; Catherine Lazorko; Flo Miller; Laura Selmer; Mary Jane Nirdlinger; Maurice Jones; Rae Buckley; Ralph Karpinos; Ross Tompkins; Sabrina Oliver
Subject: email...RE: Active Youth Housing?

Thank you for your correspondence with the Town of Chapel Hill. The Mayor and Town Council are interested in what you have to say. By way of this email, I am forwarding your message to the Mayor and each of the Council Members, as well as to the appropriate staff person who may be able to assist in providing additional information or otherwise addressing your concerns.

If your email is related to a development application or a particular issue being addressed by the Council, your comments will be made part of the record. If applicable, we encourage you to attend any public meetings related to the items addressed in your email.

Again, thank you for your message.

Sincerely,

Jeanette Coffin



Jeanette Coffin
Office Assistant
[Town of Chapel Hill Manager's Office](#)
[405 Martin Luther King Jr. Blvd.](#)
[Chapel Hill, NC 27514](#)
(o) 919-968-2743 | (f) 919-969-2063

From: Ali T Aran [mailto:aran.t.ali@gmail.com]
Sent: Thursday, December 6, 2018 2:22 PM
To: Town Council <mayorandcouncil@townofchapelhill.org>
Subject: Active Youth Housing?

Dear Mayor and Council Members,

First of all, I would like to thank you all for listening our opinions on the Active Adult Housing development yesterday night. These meetings are key to a better Chapel Hill and I praise your efforts to ensure the community involvement. However, I must say that I was puzzled towards the end of our meeting. If I followed the dialogues correctly, some of the council members tried to convince the developer to comply with the new affordable housing terms which was not even put into writing at that moment, as if such a quick agreement will provide a ticket to the approval of the zoning request. Again, I might be wrong but that was the impression I got. Needless to say, such engagements may harm the council's reliability as an independent body that is at equal distance to everyone and may create a public opinion that whoever obeys your affordable housing quotes

can get whatever maximum zoning he asks for. I just wanted to draw your attention on to the matter as I believe you will all be very sensitive against such a possibility.

No doubt, supporting affordable housing and senior citizen's needs should be among your primary goals, yet your decisions must be objective and well balanced. That site and the idea of "affordable senior rental units" may sound attractive but after all the objections and lack of good solutions to problems; no member of the surrounding neighborhoods is convinced about the re-zoning request so far. The Courtyards development, an age restricted senior housing as well, which had a similar advantage of asking 126 units from the town instead of the current 63, preferred not to and 63 units were still economical enough to invest on that land. That investment proved to be a lucrative one too as all the houses were sold soon before and after they were built. It really is hard to understand why a similarly sized (better shaped and situated) adjacent property can not support an investment with a 4-8 units/acre density. You can build both single family houses and town homes for seniors to rent, there are many and better possibilities. The proposed architecture of the active adult housing has no real advantage that will improve the life's of the seniors. What is a good reason that we want to stack our elderly on top of each, along long corridors and in rather depressing units that looks only in one direction? Unfortunately, being close to a senior center does not in itself solve these problems either. Driving is and will be the only option to go to shopping. It is remote from all the dynamic parts of the town that can help the elderly to feel engaged with others. You do not need to be an expert to say these elderly will easily be segregated from the rest of the population and the town life, especially the financially challenged ones. Is this really (y)our goal? Through all these months, have you seen any 3 dimensional drawing, illustration about the concept? You are not equipped enough to do an adequate evaluation without them. The evaluation of a re-zoning request is not a matter of numbers only, it has to be analysed in terms of the proposed structure's very reality. It is hard to believe but currently there is no single drawing that shows the physical impact of such a mass. How it will look like at the edge of a forest area? How it will be rising as high as 60' against the Courtyards' single story, 20' houses? How it will create a continuous wall of 250' (one courtyard only) along single family houses and the forest area? How it will be casting shadows on its own facades inside the courtyards? I have to repeat; re-zoning is not all about numbers.

You just approved a 50,000 SF of office development just next door, in the Government Services Complex. That will translate into roughly 330 employees who will be seeking housing as well. Actually, all the properties closer to MLK will potentially be transformed into retail and office developments as encouraged by your 2020 land use plan. If the Comprehensive Plan's priority is the transit-oriented development, pedestrian and bicycle friendly environments, what if you ask for a design of say ~128 units; a combo of town houses and single family houses (8 units/acre, no substantial zoning change), instead of the current proposal and create a neighborhood that has the potential to both accommodate those future employees and blend in nicely with the Courtyards development and the forest while thinking of a senior rental housing closer to the Homestead Park and MLK, nearer to where the outdoor youth activities take place, nearer to the Aquatic center, nearer to where the existing 3-story high town homes of Vineyard Neighborhood will not be dwarfed by it and nearer to where the future "gateway" area will bring life around.

All of these arguments fall short of course if the ambition of the developer and the owner is towards something much more different. You must be well aware of the fact that this particular site is right on the main route to the UNC's future North Campus which will be easily accessible to students. The program and the type of architecture the developer proposes is very much suited to a student housing as well, actually fit better than a senior oriented housing. Some of the speakers yesterday mentioned about how this particular development lacks the design elements that are essential to similar senior oriented developments such as; being low-rise with integrated parking or short travelling distances to units on foot, or integration with the town, or common services. One can not deny the high probability of a future *Active Youth Housing* - sooner than we can imagine. It is not hard to anticipate how a future town council will waive the age restrictions due to the increasing demand on student housing. Even now, who do you think will control whoever will live in those units? Landlord will be happy as long as he will have his share. He can easily defend himself as he has the right to rent

20% of the property without any age restrictions. Who will make him submit his records? Who will sort things out among all the paperwork? Do you have any idea? So why suggesting all those restrictions when you have no or very little means to control their implementation or ensure their longevity. All of a sudden developer's presentation on the R5-C zoning's adjusted figures on traffic loads becomes irrelevant and all the fears on the integrity of the neighborhoods around become much more real. Frankly, it could have been much better if they originally proposed a student housing - that way we would have at least had an honest process.

Urban planning, land use and zoning decisions has to deal with future, you are shaping the future of the town. You have to take into consideration every possible scenario and make sound judgments on the possible outcomes. A wrong decision will cause more problems than it solves and bound to correct itself in time one way or the other, in a very costly manner. After examining 2008 Task Force Report, 2020 comprehensive plan, series of Chapel Hill development objectives, documents presented to the council and hearing the opinions; as an architect and a Chapel Hill resident, it is my humble judgement that the proposed Active Adult Housing development is a wrong decision for that particular site and surrounding neighborhoods. I strongly urge you to vote against this re-zoning request.

Kind Regards,
Ali Aran

12/12/19

TO: Mayor Pam Hemminger
Chapel Hill Town Council

Cc: Judy Johnson

Robert Dowling, Community Home Trust

FROM: Courtyards at Homestead Road Residents

RE: Adult Active Housing Rezoning to R5C and Affordable Housing

As residents of Chapel Hill, we strongly support affordable housing and are very happy that the \$10,000,000 bond for affordable housing passed with greater than 70% support. **If we as citizens increase our taxes to support \$10,000,000 in debt for affordable housing, why is our town council allowing developers to escape the affordable housing requirements?**

We acknowledge that there is a perceived difference in rental units vs. owner occupied units. Yet should there really be a difference in our affordable housing developer requirements for rental units vs. owner occupied? Our over-55 development Courtyards at Homestead Road is **living proof that a developer** can meet the 15% affordable units/in-lieu payment (Epcon paid over \$800,000). Epcon still made a profit. Furthermore, in addition our community has two (2) affordable homes managed by Community Home Trust funded primarily by donations from within our community. Therefore, we ask the town council to stand firm on the 15% affordable housing requirement for the developer Bainbridge.

Finally, as Bainbridge stated at the 12/5/18 council meeting, the Active Adult Housing is their first over-55 development and their first entrance into Chapel Hill. It will be a fantastic marketing piece for future Bainbridge developments when they tout a successful over-55 apartment development in Chapel Hill. Thus they have a greater incentive to try and make this work...another reason for the town council to stay firm on the 15% affordable units and to use specific universal design options that truly support seniors.

In conclusion, we ask the Town Council to stand firm on both the 15% affordable housing requirement and ensure true universal design options that support seniors.

Thank you.

Peter H. Lee, MD, MS
President, Courtyards at Homestead Road Home Owner Association
205 Greenway Landing
Chapel Hill, NC 27516
(919)903-0014
Email: peterhlee205@gmail.com

Amy Harvey

From: Peter Lee <peterhlee205@gmail.com>
Sent: Wednesday, January 30, 2019 11:05 AM
To: Judy Johnson; Pam Hemminger; Jess Anderson; Donna Bell; Allen Buansi; Hongbin Gu; Michael Parker; Rachel Schaevitz; Karen Stegman; Town Council; Amy Harvey
Cc: Todd Petherbridge; Carlisle Walters; Betsy Crittenden; Marty & Sharon Molloy; Diane Henson; Peter H Lee
Subject: Incomplete Council Packet for 1/30/19 Council Meeting re: Wood Rezoning and SUP
Attachments: Carlisle Walters Comments.pdf; ATT00001.htm; Emails from the Public.pdf; ATT00002.htm; RE_ Maxiforce Collapsible Bollard questions.pdf; ATT00003.htm

The agenda items regarding Wood Property Rezoning and Wood Property SUP on tomorrow night's 1/30/19 Council meeting were deferred from the 12/5/18 Council meeting. Unfortunately, **various relevant attachments from the 12/5/18 agenda items failed to be placed on tomorrow's agenda.**

Therefore I am resending the following items to Town Clerk's office to ensure information is added to council members' packets (Amy Harvey), town staff representative (Judy Johnson), all Council Members to refresh their public input perspective, to the mayor-town council email to ensure these are added to the official record, to our BOD and BCC'd the 100+ residents and voters of the Courtyards at Homestead Road.

- 1) Letter from Carlisle Walters

Amy Harvey

From: Jeanette Coffin
Sent: Tuesday, November 27, 2018 4:39 PM
To: peterhlee205@gmail.com
Cc: Kumar Neppalli; Ben Hitchings; Chelsea Laws; Allen Buansi; Donna Bell; Hongbin Gu; Info - CAPA; Jeanne Brown; Jess Anderson; Karen Stegman; Lindsey Bineau; Michael Parker; Nancy Oates; Pam Hemminger; Rachel Schaevitz; Town Council; Amy Harvey; Carolyn Worsley; Catherine Lazorko; Flo Miller; Laura Selmer; Mary Jane Nirdlinger; Maurice Jones; Rae Buckley; Ralph Karpinos; Ross Tompkins; Sabrina Oliver
Subject: email...FW: Wood Property rezoning/SUP commentary
Attachments: Courtyards Letter to Mayor and Council 11-21-18.pdf; ATT00001.htm

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Agenda Packet Process

Thank you for your correspondence with the Town of Chapel Hill. The Mayor and Town Council are interested in what you have to say. By way of this email, I am forwarding your message to the Mayor and each of the Council Members, as well as to the appropriate staff person who may be able to assist in providing additional information or otherwise addressing your concerns.

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Sincerely,

Jeanette Coffin



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(o) 919-968-2743 | (f) 919-969-2063

From: Peter Lee [mailto:peterhlee205@gmail.com]
Sent: Monday, November 26, 2018 8:43 PM
To: Town Council <mayorandcouncil@townofchapelhill.org>; Pam Hemminger <phemminger@townofchapelhill.org>; Nancy Oates <neoates@earthlink.net>; Hongbin Gu <hgu@townofchapelhill.org>; Jess Anderson <janderson@townofchapelhill.org>; Donna Bell <dbell@townofchapelhill.org>; Allen Buansi <abuansi@townofchapelhill.org>; Michael Parker <mparker@townofchapelhill.org>; Rachel Schaevitz <rschaevitz@townofchapelhill.org>; Karen Stegman <kstegman@townofchapelhill.org>
Subject: Wood Property rezoning/SUP commentary

Dear Mayor and Town Council Members,

We are sending this document to the emails mayorandcouncil@townofchapelhill.org in order for the document to be on public record, and to each council member individually.

This document represents hours of input and extensive deliberation within our community, and addresses:

- 1) traffic & safety issues along a short section of Homestead Road between MLK and the Seawell School Road,
- 2) the design and density of building proposed on the Wood Property, and
- 3) potential ways to mitigate traffic and safety concerns..

We are also planning a presentation at the 12/5/18 public hearing on Wood Property rezoning/SUP.

Thank you.

Peter Lee
President
Courtyards at Homestead Rd HOA
205 Greenway Landing
Chapel Hill, NC 27516
(m)919:903-0014
peterhlee205@gmail.com

Wood Property Proposal: Comments for the Public Record from the Courtyards at Homestead Community

Context

The Chapel Hill Town Council is recognized for inviting and responding to the expressed needs of its citizenry. This was strongly evidenced by the impressive engagement process, which previous Councils led to the 2020 Vision and plan. It is in that spirit, that we, as citizens of the first “over 55 “ community approved by the Chapel Hill Town Council, make the following comments and recommendations on what we expect will be a common theme over the next few years for the council to consider.

The **Vision 2020 Plan** for Chapel Hill had developed an impressive tagline “*A place for everyone.*” However, the plan contained little about the specific needs of the “senior” component of the city’s demographic. Since the plan was developed in 2012, there has been a large increase in “over 55 “ communities being planned and built across the country, the state and now here in our community. (In fact, the Board of Alderman for the Town of Carrboro has just approved the development of a senior housing project comprised of 220 units – 1 and 2-bedroom rental apartments and duplex houses on a 40-acre parcel that will include a grocery store and other small shops within walking distance for the seniors. This location is on three bus lines, will have all residential parking under cover, and will have affordable housing. It is clear that the developers and the community task force who worked on this project have designed a holistic seniors living environment for this development. It is also important to note that there was extensive citizen input into this project prior to its approval over the course of several years.) **Thus, our present discussion on the proposal to build a high-density apartment complex for a community, which is expected to be designed for those in their mid 60s to 70s, on 15 acres adjacent to the first “over 55 community” in Chapel Hill requires more than just the usual examination of the physical elements of a building. The Council must consider the specific needs of such communities to ensure the safety, quality of life and special needs of its senior residents.**

The section of Homestead Road between the junction with Weaver Dairy Road Extension and the junction with Seawell School Road is anticipating a huge increase in the number of homes from planned developments. During the period from 2017 through 2020, the number of homes is projected to increase from 70 to almost 500. This 700% increase in density along a very short stretch of Homestead Road has obvious impact on traffic volumes, congestion and safety. Current plans indicate that this 2300 foot section of road (.44 mile) will contain two sets of traffic lights, one railway line and ten exits and entrance points—a highly complex system, which must also include sidewalks and bicycle lanes.

One new development, the Wood property, is in the process of obtaining Public Input at Council. The first discussion took place on 24th October and a subsequent session is planned for 5th December. This proposal, which calls for rezoning this property from R2 to R5 is planned as a high-density apartment complex of 190 homes. The access to and from this property, planned for approximately 300 feet west of the Weaver Dairy traffic lights, will be one of the new major contributors to congestion and safety concerns in this short section. The citizens of the Courtyards at Homestead feel compelled to make public for the record the following comments and recommendations. These comments relate to the design of the current proposal at 2217 Homestead Road (known as the Wood property), the impact of a dense development on the community at Courtyards and the impact on the surrounding environment

and traffic along Homestead Road. **We greatly appreciate the recent collaboration we have had with town staff and the developer, and we welcome a continued dialogue on remaining issues before the project is approved.**

Specific Concerns and Recommendations:

We make specific comments on this proposed development and clear recommendations to the Council with the expectation that these will be taken seriously as the Council considers this development and the longer term challenge of building for “over-55 “ communities in the coming years. What follows is a summary of our concerns, both those that have been addressed as well as those that still remain:

1. **We are not against a senior housing development next to our neighborhood.** What we are against is the proposed high-density project, which will not serve its residents or us well.
2. **Serious Traffic Concerns.** We feel compelled to raise both broad-based and immediate traffic and safety concerns related to this project. The broad-based concerns relate to the short section of Homestead Road between the junction with Weaver Dairy Road Extension and the junction with Seawell School Road with the projected huge increase in the number of homes from planned developments. During the period from 2017 through 2020, the number of homes is projected to increase from 70 to almost 500. This 700% increase in density along a very short stretch of Homestead Road has obvious impact on traffic volumes, congestion and safety. Current plans indicate that this 2300 foot section of road will contain two sets of traffic lights, one railway line and ten exits and entrance points—a highly complex system, which must also include pedestrian walkways and cycle lanes. **We will Petition the Mayor and Council to request from the city engineers, based upon the currently approved or proposed projects along Homestead Road (traffic analyses for several of these projects have already been completed), a detailed schematic of the 2300 feet between Seawell School Road and Weaver Dairy Road along Homestead Road with all proposed entrances shown, stating the distances between them, stating the anticipated daily volume at each entrance, and showing the storage lanes for left and right turns required by NCDOT at each entrance. We further request that this document be made publically available and precede a final decision on the Wood project.**

The immediate traffic and safety concerns for the Courtyard relates to the traffic analysis completed in 2017 as part of the preparation for the Wood project. It estimated that this project would generate daily an additional 654 car trips entering and exiting the property on Homestead Road. Compare this to the 155 car trips generated daily by the Courtyards, and the traffic impact becomes obvious. In addition to the increased amount of traffic generated by this development in general, there is the specific traffic issue of the location of the entry and exit driveway from the project onto Homestead Road. The lot is so narrow that any access point on Homestead Road will be dangerously close to the Weaver Dairy Road intersection (350 feet) as well as to the Greenway Landing intersection (400 feet). The confluence of three intersections, one including a traffic light, within a 775 feet stretch of Homestead Road will require precise traffic analysis prior to approval of such a project. (At one point it was suggested that there be a “Right In, Right Out Only” turn into the project. This would have caused Greenway Landing, a very narrow street, to be the main entry road into the new development. All traffic coming from MLK Blvd would have turned left onto Greenway and driven through the Courtyards to access this project from Kipling Lane. By careful placement of the entry driveway to the project, the town staff has received assurances from NCDOT that this can be avoided.) **We continue to**

be very concerned about the volume of new traffic generated and the safety issues raised by the proximity of the three intersections and will Petition the Mayor and Council to engage in further negotiations with UNC for an alternate exit on the UNC side of the property instead of along the narrow front on Homestead Road.

3. **Emergency Access Only onto Kipling Lane.** There is a sign at the end of Kipling Lane stating *Future Road Extension*; however, the access connection proposed is NOT a public road extension. We were greatly heartened by our discussion with the Fire Marshal and Fire Chief to learn that the Wood project does not require a second access road under the fire code and that the developer concurs with our recommendation for emergency access only. It is the Courtyards that require a second access for emergency purposes under the fire code. We understand the concerns of the Fire Marshal and concur with the need for emergency access between the two projects. *We agree with the recommendation of the Transportation and Connectivity Advisory Board that vehicular access to this development via Kipling Lane be restricted to Emergency Vehicles Use only* by deploying collapsible bollards like those used in a number of other Chapel Hill neighborhoods for similar traffic and safety reasons.
4. **Drainage and Storm Run-off.** Due to severe flooding and drainage problems that occurred in the Courtyards during two recent storms, we were very concerned that this project would exacerbate the problem due to the large impervious surface created by the parking lot. **In subsequent discussions with town staff and the developer, we have been assured that the drainage issues would actually be improved as a result of this project, so we no longer put this forward as a concern.**
5. **Zoning/Density.** The 2020 Land Use Plan and the Zoning Atlas present a rational and orderly plan for development in Chapel Hill. A basic feature of the plan is that adjacent areas have close zoning designations, such as R-5 next to R-4, R-4 next to R-3, and so on. The proposed rezoning of the Wood property puts an R-5 adjacent to the Courtyards with R-2. This upsets the rational and orderly character of the 2020 Land Use Plan, with the result that the Wood property overwhelms the Courtyards in a variety of ways detailed elsewhere in this document. The zoning request is further hampered by the fact that the Wood property is a small sliver of land with unusually minimal street /road frontage-- only 500 feet on one side. **The proposed four-story building plus the necessary parking spaces to accommodate 190 units is far too dense for the south side of Homestead Road, as envisioned in the 2020 plan.**
6. **Parking.** The project has not planned for sufficient parking for the residents and their guests. We conducted a vehicle per resident survey in the Courtyards and found that there are 1.6 vehicles for each household. A development with 190 units (106 one-bedroom, 84 two-bedroom) would need 275 parking spaces for residents at a minimum, with 25 sized for handicapped parking, as well as another 25-30 spaces for guests/service providers. Where will the overflow parking be accommodated? **In fact, the Transportation and Connectivity Board recommended that the developer explore structured parking or underground parking to minimize the project's impervious surfaces.**
7. **Economic Viability of the Project.** Our concerns related to viability have to do with the high density and outdoor parking proposed for this project, which we feel will diminish its overall quality and desirability for seniors. The developer has stated he has the Bainbridge firm in place as an operations partner. Bainbridge operates many apartment complexes around the country, but none appear to be specifically for a senior population. **In particular, we recommend that**

the Council take the time to review the impact that the recently approved Lloyd Farm active senior apartment and duplex development in Carrboro might have on the viability of this project.

8. **In lieu payment** – the builder first suggested an In Lieu payment of \$103,473 to compensate for the 28 units he was not setting aside for affordable housing. He then increased it to \$220,000. **The Housing Authority recommended \$1,242,000.** The builder has now agreed to \$314,000. We question whether this is sufficient to compensate for the lack of affordable units in the complex. The Courtyards community is committed to the building of actual affordable housing units. For example, in our own community we have two houses that were set aside as affordable housing units and purchased through the Community Home Trust non-profit organization.
9. **General quality of life and safety for residents of the Courtyards** – Several members of our community gave compelling testimony on October 24 regarding the importance of “aging in place” and caring for spouses with difficult health issues. It is very important that everything be done to mitigate any increase in traffic flowing through our narrow streets as a result of a high-density apartment building built next door to our small neighborhood. **Any increase in traffic would adversely impact the quality of life and safety of our residents.**

To be done before the project is approved:

1. Per petition submitted to the Town Council, request the Town Council to convene a Senior Citizens Advisory Board to provide input on any future senior developments in Chapel Hill prior to such projects being presented to Council. (Petition submitted to Council Oct 2018)
2. Continue to work with the Fire Marshal to develop the necessary protocol for Council approval of **"emergency vehicles only access"** between the Wood project and the Courtyards as recommended by the Transportation and Connectivity Advisory Board.
3. Request that the Town Council **either deny this project or delay its decision** until it has the opportunity to consider more broadly issues related to senior housing, and it has been briefed by town staff in detail as to the design of the intersections and the overall traffic and safety impact between Weaver Dairy Road and Seawell School Road of all projects approved so far.

Focus on the Vision 2020 Plan: The overall vision of the plan is **“A Place for Everyone.”** *This theme explores diversity and inclusion in a family-friendly, vibrantly, creative environment, with focusing on creating a welcoming community for all with special emphasis on the arts, teens and the need for affordable housing.* This must include providing a safe, high quality of life for the rapidly expanding senior population.

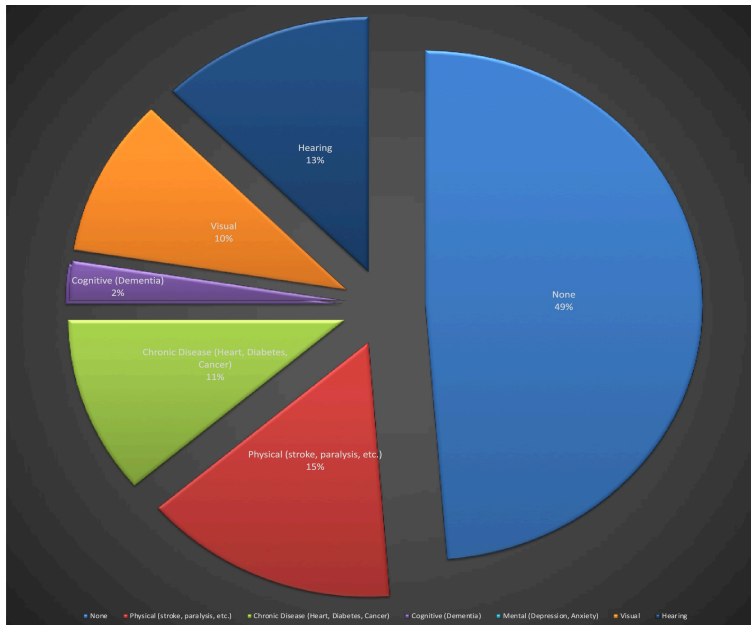
Another important priority was the protection of neighborhoods: *“Chapel Hill has always placed an importance on the principle of neighborhood protection, supporting this value and safeguarding this perception of “home” will play a significant role when planning for future change and development in Chapel Hill. This also will be a critical element in maintaining Chapel Hill’s attractiveness to current and future residents”*

Finally, The project as currently proposed does not meet the requirement of **Theme 5** of the plan: *“Chapel Hill strives to maintain harmony with the natural world, to sustain its present community and to preserve the quality of the environment for the future.”* It specifically

cites: **“Protect neighborhoods from the impact of development such as storm-water runoff, light and noise pollution, and increased traffic.”**

Relevant Demographic Data on Courtyards Community

- 1) More than half our residents are over 70.
- 2) More than half report an impairment that increases their risk as pedestrians.



Amy Harvey

From: Jeanette Coffin
Sent: Monday, December 03, 2018 9:03 AM
To: peterhlee205@gmail.com
Cc: Allen Buansi; Donna Bell; Hongbin Gu; Info - CAPA; Jeanne Brown; Jess Anderson; Karen Stegman; Lindsey Bineau; Michael Parker; Nancy Oates; Pam Hemminger; Rachel Schaevitz; Town Council; Amy Harvey; Carolyn Worsley; Catherine Lazorko; Flo Miller; Laura Selmer; Mary Jane Nirdlinger; Maurice Jones; Rae Buckley; Ralph Karpinos; Ross Tompkins; Sabrina Oliver
Subject: email...FW: Town of Chapel Hill email failure resulting in citizen information not included in Council 12/5/18 information packet
Attachments: Courtyards Letter to Mayor and Council 11-21-18.pdf; ATT00001.htm; ATT00002.htm

Thank you for your correspondence with the Town of Chapel Hill. The Mayor and Town Council are interested in what you have to say. By way of this email, I am forwarding your message to the Mayor and each of the Council Members, as well as to the appropriate staff person who may be able to assist in providing additional information or otherwise addressing your concerns.

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Again, thank you for your message.

Sincerely,

Jeanette Coffin



Jeanette Coffin
Office Assistant
[Town of Chapel Hill Manager's Office](#)
[405 Martin Luther King Jr. Blvd.](#)
[Chapel Hill, NC 27514](#)
(o) 919-968-2743 | (f) 919-969-2063

From: Peter Lee [mailto:peterhlee205@gmail.com]
Sent: Sunday, December 2, 2018 10:57 PM
To: Town Council <mayorandcouncil@townofchapelhill.org>
Cc: Pam Hemminger <phemminger@townofchapelhill.org>; Jess Anderson <janderson@townofchapelhill.org>; Donna Bell <dbell@townofchapelhill.org>; Allen Buansi <abuansi@townofchapelhill.org>; Hongbin Gu <hgu@townofchapelhill.org>; Nancy Oates <noates@townofchapelhill.org>; Michael Parker <mparker@townofchapelhill.org>; Rachel Schaevitz <rschaevitz@townofchapelhill.org>; Karen Stegman <kstegman@townofchapelhill.org>; Jim Huegerich <jhuegerich@townofchapelhill.org>; Maurice Jones <mjones@townofchapelhill.org>; Amy Harvey <aharvey@townofchapelhill.org>; Judy Johnson <jjohnson@townofchapelhill.org>; Jeanette Coffin <jcoffin@townofchapelhill.org>
Subject: Town of Chapel Hill email failure resulting in citizen information not included in Council 12/5/18 information packet

TO: Mayor, Town Council, Town Manager, Town Clerk, Town Ombudsman

RE: Town of Chapel Hill email failure resulting in citizen information not included in Council 12/5/18 information packet

FROM: Peter H. Lee, MD, MS

President, Courtyards of Homestead Homeowner Association

Please ensure this email and the two attachments are added to the Council member packet for the 12/5/18 council meeting, **AND** confirm with me that the documentation has 1) been added to the 12/5/18 council member packet and 2) will be part of the public email archive.

Background:

On November 27, 2018 and November 28, 2018 I sent two emails to “mayorandcouncil@townofchapelhill.org” containing documents and commentary related to Wood Property Rezoning/SUP application. These emails were acknowledged as received and forwarded by Jeannette Coffin. However, NONE OF THESE MATERIALS APPEARED IN COUNCIL MEMBER’S 12/5/18 MEETING PACKET. Furthermore, the Town of Chapel Hill email archive shows a gap of these dates with NO RECEIVED EMAILS AT ALL.

Also, Courtyards at Homestead Road representatives have had 3 meetings with town staff since the Oct 24, 2018 initial public hearing on Wood Property.

Commentary on staff recommendations re: Wood Property rezoning/SUP

There are several significant unmentioned inaccuracies in the staff recommendation which Council must be aware of to either delay or deny the rezoning/SUP request.

1) The 2017 TIA referenced in the application was only updated when our residents observed deficiencies in its scope of analysis. Even when updated to include the Merin Road development, it should be noted by Council that it does not provide an up to date, accurate estimate of the traffic estimates now projected along this section of Homestead Road. The TIA 2017 report uses a 1% background growth estimate of traffic along Homestead Road. Simply adding up the number of new homes being built or planned to be built along this short section of Homestead between 2017 and 2020 shows a growth of 70 homes going to over 500 homes, a 700% increase. The associated increase in traffic trips, using data estimated by Council staff, shows that the traffic volume is increased by several thousand trips. Again, through the pressure of requests and petitions by our residents, the Transportation and Connectivity Advisory Board has now started to examine the full impact of these developments in this section of Homestead Road. While the increases in homes and traffic volumes are undisputed, it is still unclear how the exact traffic patterns at key intersections will actually be configured and whether any traffic will also flow up Greenway through Kipling into Wood property. This is one reason why we maintain that access be limited by gates or bollards until it is clear how this area will operate with this increased traffic volume. This is also why we support the evaluation of an option to access Wood property via UNC Access Road and this is why we support a complete evaluation of this traffic challenge on this road for the safety of citizens of the neighborhoods and all citizens using Homestead Road.

2) The drawing of the 2300' section of Homestead Road between Weaver Dairy Extension and Seawell School DOES NOT fully comply with our petition to show all entrances/exists, bike lanes, sidewalks, and right hand/left hand turn lanes & storage lanes that will better demonstrate the safety and congestion risks.

3) The recommendation of one-way access from Kipling Lane to AAH development DOES NOT include the facts that:

a. Bollard manufacturer told me over the phone that current bollards are collapsible in ANY direction, and that

b. Bollard maintenance is keeping dirt clear of the base and replacing 2 insert pins (at \$10/apiece) if bollard is collapsed by a vehicle, per manufacturer maintenance manual.

4) Reviewing the website below (In Appendix D of the staff report), there is ANOTHER ACCEPTABLE CONNECTIVITY MANAGEMENT DEVICE that was **not** discussed as a connectivity option in the staff recommendation—a gate:

https://www2.iccsafe.org/states/2006NorthCarolina/fire/PDFs/Appendix%20D_Fire%20Apparatus%20Access%20Roads.pdf

Please make sure this option is added to staff recommendations on connectivity and presented to Town Council.

We will be holding our HOA Annual Meeting on Tuesday 12/4 where connectivity options will be discussed, and results brought to Town Council Meeting on 12/5/18.

Therefore, **please ensure this email and the two attachments are added to the Council member packet for the 12/5/18, AND confirm with me that the documentation has been 1) added to the 12/5/18 council member packet and 2) will be part of public email archive.**

Thank you.

Peter H. Lee, MD, MS

President

Courtyards at Homestead Rd HOA

205 Greenway Landing

Chapel Hill, NC 27516

(m)919:903-0014

peterhlee205@gmail.com

Attachments:

Courtyards Letter to Mayor and Town Council 11-21-18

Amy Harvey

From: Jeanette Coffin
Sent: Wednesday, December 05, 2018 4:09 PM
To: Peter Lee
Cc: Ben Hitchings; Allen Buansi; Donna Bell; Hongbin Gu; Info - CAPA; Jeanne Brown; Jess Anderson; Karen Stegman; Lindsey Bineau; Michael Parker; Nancy Oates; Pam Hemminger; Rachel Schaevitz; Town Council; Amy Harvey; Carolyn Worsley; Catherine Lazorko; Flo Miller; Laura Selmer; Mary Jane Nirdlinger; Maurice Jones; Rae Buckley; Ralph Karpinos; Ross Tompkins; Sabrina Oliver
Subject: email...RE: Courtyard at Homestead Road Signatures supporting Courtyards Letter to Mayor and Town Council 11-21-18 re: Active Adult Housing SUP request

Thank you for your correspondence with the Town of Chapel Hill. The Mayor and Town Council are interested in what you have to say. By way of this email, I am forwarding your message to the Mayor and each of the Council Members, as well as to the appropriate staff person who may be able to assist in providing additional information or otherwise addressing your concerns.

If your email is related to a development application or a particular issue being addressed by the Council, your comments will be made part of the record. If applicable, we encourage you to attend any public meetings related to the items addressed in your email.

Again, thank you for your message.

Sincerely,

Jeanette Coffin



Jeanette Coffin
Office Assistant
[Town of Chapel Hill Manager's Office](#)
[405 Martin Luther King Jr. Blvd.](#)
[Chapel Hill, NC 27514](#)
(o) 919-968-2743 | (f) 919-969-2063

From: Peter Lee [mailto:peterhlee205@gmail.com]
Sent: Wednesday, December 5, 2018 1:22 PM
To: Town Council <mayorandcouncil@townofchapelhill.org>; Pam Hemminger <phemminger@townofchapelhill.org>; Jess Anderson <janderson@townofchapelhill.org>; Donna Bell <dbell@townofchapelhill.org>; Allen Buansi <abuansi@townofchapelhill.org>; Hongbin Gu <hgu@townofchapelhill.org>; Nancy Oates <noates@townofchapelhill.org>; Michael Parker <mparker@townofchapelhill.org>; Rachel Schaevitz <rschaevitz@townofchapelhill.org>; Karen Stegman <kstegman@townofchapelhill.org>; Judy Johnson <jjohnson@townofchapelhill.org>
Subject: Courtyard at Homestead Road Signatures supporting Courtyards Letter to Mayor and Town Council 11-21-18 re: Active Adult Housing SUP request

Please add this email to the official record regarding AAH SUP application which is on Town Council meeting for tonight 12/5/18.

It is a copy of Courtyard at Homestead Road resident signatures supporting the letter titled "Courtyards Letter to Mayor and Town Council 11-21-18"

Thank you.

Peter Lee

President

Courtyards at Homestead Rd HOA

205 Greenway Landing

Chapel Hill, NC 27516

(m)919:903-0014

peterhlee205@gmail.com

Residents of Courtyards at Homestead

Name	Address
Joseph Matos & Mary Matos	101 Greenway Landing <i>Mary Matos Joseph Matos</i>
Wendy Solomon & Roy Solomon	105 Greenway Landing
Saira Sheikh	109 Greenway Landing
Bill Crittenden & Betsy Crittenden	113 Greenway Landing <i>Betsy Crittenden Bill Crittenden</i>
Hilary Snyder	117 Greenway Landing
Anna Maria Caruso and Jorge Correa	121 Greenway Landing 121 Greenway <i>Jorge Correa</i>
Sharon Jennings & Jim Jennings	125 Greenway Landing <i>Sharon Jennings & Jim Jennings</i>
Bob Good & Bunny Rogers	129 Greenway Landing <i>Bob Good Bunny Rogers</i>
Jim Kint & Mary Kint	133 Greenway Landing <i>Jim Kint Mary Kint</i>
Sujan & Shashi Gulati	137 Greenway Landing <i>Sujan Shashi Gulati</i>
Anne Clapp	141 Greenway Landing <i>Anne Clapp</i>
Catherine Heyer & Dennis Heyer	145 Greenway Landing <i>Catherine M. Heyer Dennis Heyer</i>
Eve Kedem	149 Greenway Landing <i>Eve Kedem</i>
Tamim Kasrawi	201 Greenway Landing <i>Tamim Kasrawi</i>
Peter Lee	205 Greenway Landing <i>Peter Lee</i>
Glynice & Glenn Pomykal	209 Greenway Landing <i>Glynice Glenn Pomykal</i>

Jeff Charles & Linda Charles	213 Greenway Landing
Pete Fernald & Marjorie Fernald <i>Marjorie Fernald</i>	217 Greenway Landing
Nancy & Tony Disser <i>Nancy Disser</i>	308 Kipling Lane
Dianne Martin <i>Dianne Martin</i>	304 Kipling Lane
Steve Harper <i>Steve Harper</i>	300 Kipling Lane
Linda Cook <i>Linda Cook</i>	248 Kipling Lane
Larry & Diane Henson <i>Diane Henson</i>	244 Kipling Lane
Mark Wightman & Donna Wightman <i>Mark Wightman</i>	240 Kipling Lane <i>Donna Wightman</i>
Carolyn Inselmann <i>Carolyn Inselmann</i>	236 Kipling Lane
Bill & Alice Hare <i>Bill & Alice Hare</i>	232 Kipling Lane
Bob Harris & Leonne Harris <i>Robert Harris</i>	228 Kipling Lane <i>Leonne A. Harris</i>
Carlisle Walters Arbuckle & Don Arbuckle <i>Carlisle Walters Arbuckle</i>	224 Kipling Lane <i>Carlisle Walters Arbuckle</i>
Maret Garard & Dick Gerard <i>Maret Garard</i>	220 Kipling Lane <i>Dick Gerard</i>
Eric Vance <i>Eric Vance</i>	216 Kipling Lane
Jakob & Busia Gilman	212 Kipling Lane
Bob Lenahan & Dianne Lenahan <i>Bob Lenahan</i>	208 Kipling Lane

Margaret Heath	104 Kipling Lane
Marty & Sharon Molloy	108 Kipling Lane <i>Marty & Sharon Molloy</i>
Hema & Kishor Shah	201 Kipling Lane
Torsten Andersen Helen Andersen	205 Kipling Lane <i>Helen Andersen</i> <i>T. W. Andersen M.P.</i>
Lex & Paul Dayton	209 Kipling Lane <i>Lex & Paul Dayton</i>
Michael Owen & Carol Lachenman	213 Kipling Lane <i>Michael Owen</i> <i>Carol Lachenman</i>
Max Berkowitz & Paula Berkowitz	217 Kipling Lane <i>Max Berkowitz</i> <i>Paula Ber</i>
Peter (Ran) Zhao	221 Kipling Lane
Lionel & Myrna Giordani <i>Lionel Giordani</i>	225 Kipling Lane
Cy Bridges <i>Cy Bridges</i>	214 Greenway Landing
Jean & Terry Beacham <i>Jean & Terry Beacham</i>	210 Greenway Landing <i>Jean & Terry</i>
Don Raleigh <i>Donald J. Raleigh</i>	108 Windemere Crossing
Emelita Cruz (Emy)	125 Windemere Crossing
Barbara Cypert <i>Barbara A Cypert</i>	121 Windemere Crossing
Sheldon Johnson & Mary Jean Johnson	117 Windemere Crossing
	113 Windemere Crossing

NE

NE

NE

Ruth & Dan Siegel <i>Ruth & Dan Siegel</i>	138 Greenway Landing
Helen & Nathan Simms	134 Greenway Landing
Rhona & Derek Ross <i>Derek Rhona</i>	130 Greenway Landing
Vern and Carol Mir	126 Greenway Landing
Carol and Robert Gerber <i>Carol K. Gerber</i>	122 Greenway Landing <i>Robert Gerber</i>
John Gu & Shukang Zhang	118 Greenway Landing
Annis Arthur & André Boursse <i>Annis Arthur & André Boursse</i>	114 Greenway Landing
Bruce Buley & Doris Buley <i>Bruce & Doris Buley</i>	110 Greenway Landing

Amy Harvey

From: Jeanette Coffin
Sent: Wednesday, December 05, 2018 4:10 PM
To: Peter Lee
Cc: Ben Hitchings; Allen Buansi; Donna Bell; Hongbin Gu; Info - CAPA; Jeanne Brown; Jess Anderson; Karen Stegman; Lindsey Bineau; Michael Parker; Nancy Oates; Pam Hemminger; Rachel Schaevitz; Town Council; Amy Harvey; Carolyn Worsley; Catherine Lazorko; Flo Miller; Laura Selmer; Mary Jane Nirdlinger; Maurice Jones; Rae Buckley; Ralph Karpinos; Ross Tompkins; Sabrina Oliver
Subject: email....RE: Wood Property Connectivity to Kipling Lane- Manufacturer Statement on Chapel Hill Approved Bollards

Thank you for your correspondence with the Town of Chapel Hill. The Mayor and Town Council are interested in what you have to say. By way of this email, I am forwarding your message to the Mayor and each of the Council Members, as well as to the appropriate staff person who may be able to assist in providing additional information or otherwise addressing your concerns.

If your email is related to a development application or a particular issue being addressed by the Council, your comments will be made part of the record. If applicable, we encourage you to attend any public meetings related to the items addressed in your email.

Again, thank you for your message.

Sincerely,

Jeanette Coffin



Jeanette Coffin
Office Assistant
[Town of Chapel Hill Manager's Office](#)
[405 Martin Luther King Jr. Blvd.](#)
[Chapel Hill, NC 27514](#)
(o) 919-968-2743 | (f) 919-969-2063

From: Peter Lee [mailto:peterhlee205@gmail.com]
Sent: Wednesday, December 5, 2018 1:10 PM
To: Town Council <mayorandcouncil@townofchapelhill.org>; Pam Hemminger <phemminger@townofchapelhill.org>; Jess Anderson <janderson@townofchapelhill.org>; Donna Bell <dbell@townofchapelhill.org>; Allen Buansi <abuansi@townofchapelhill.org>; Hongbin Gu <hgu@townofchapelhill.org>; Nancy Oates <noates@townofchapelhill.org>; Michael Parker <mparker@townofchapelhill.org>; Rachel Schaevitz <rschaevitz@townofchapelhill.org>; Karen Stegman <kstegman@townofchapelhill.org>; Judy Johnson <jjohnson@townofchapelhill.org>; Tommy Gregory <tgregory@townofchapelhill.org>; Jim Huegerich <jhuegerich@townofchapelhill.org>
Subject: Wood Property Connectivity to Kipling Lane- Manufacturer Statement on Chapel Hill Approved Bollards

RE: Wood Property SUP and Connectivity to Kipling Lane in Courtyards at Homestead

Please enter the email below into the official record. It is from Blue Ember Technologies which makes the Chapel Hill approved collapsible bollards.

Note that collapsible bollards collapse in all directions in an emergency, parts replacement after emergency entrance is \$20 for two insert pins, and that routine maintenance is as follows as per manufacturer's manual:

Routine Maintenance

For most of the MaxiForce bollards the only routine maintenance is to make sure that the bases are free of dirt and debris that might interfere with the bollard locking back into place if a collapsible bollard, or sitting properly in their base, if a removable bollard. For the wrench operated collapsible bollard we would also suggest that you check for dirt and debris in the holes in the pivot block of the bollard, and periodically (2 times a year) apply grease suitable for outdoor applications to these holes. This will help to avoid friction lock in the release mechanism for manual operation of the bollards.

Thank you

Peter Lee
President
Courtyards at Homestead Rd HOA
205 Greenway Landing
Chapel Hill, NC 27516
(m)919:903-0014
peterhlee205@gmail.com

Begin forwarded message:

From: Karen Dzialowski <kdzialowski@blueember.com>
Subject: RE: Maxiforce Collapsible Bollard questions
Date: December 3, 2018 at 3:56:14 PM EST
To: Peter Lee <peterhlee205@gmail.com>

Peter,

Thank you again for your interest in the MaxiForce collapsible bollards. In response to your questions – the MaxiForce collapsible bollards are designed to collapse in 2 ways. The bollard can be collapsed by being pushed over by the bumper of a vehicle. This causes the bollards to breakaway from their base and the bollards can be pushed over from any direction. If the bollards are to be manually collapsed (either by use of a hydrant wrench on the wrench operated bollards or by removing the locking pin on the padlock operated bollards) then the bollards can only be collapsed in 1 direction.

The information you list below for routine maintenance is what we recommend be done to help to maintain the operation of the bollards. Also, besides the release inserts that are available for replacement in the collapsible bollards, other parts are available for purchase if needed.

As to the concern of damage to a vehicle – we have not had any reports of damage to vehicles from pushing over our bollards or driving over them. See below for the information regarding pushing the

bollards over – note that we do not recommend speeding thru the bollards but recommend the vehicle slowly and steadily ease thru the bollard:

Emergency Operation: The collapsible units that contain break-away inserts may be pushed over by a vehicle during circumstances that require emergency access. A unit is pushed over by slowly easing a vehicle's bumper to contact the bollard body and then slowly and steadily easing the vehicle through the bollard until the unit breaks away from the base and collapses to the ground. The unit is set back into place by replacing two release inserts.

I hope that this information is helpful. If you need anything further please let me know.

Thank you,

Karen Dzialowski
Account Manager

Blue Ember Technologies, LLC
Manufacturer of MaxiForce Traffic Control Bollards
7560 Main Street
Sykesville, MD 21784
PH: [410-552-9888](tel:410-552-9888)
FX: [410-552-9939](tel:410-552-9939)
kdzialowski@blueember.com

From: Karen Dzialowski <kdzialowski@blueember.com>
Subject: RE: Maxiforce Collapsible Bollard questions
Date: December 3, 2018 at 3:56:14 PM EST
To: Peter Lee <peterhlee205@gmail.com>

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The information you list below for routine maintenance is what we recommend be done to help to maintain the operation of the bollards. Also, besides the release inserts that are available for replacement in the collapsible bollards, other parts are available for purchase if needed.

As to the concern of damage to a vehicle – we have not had any reports of damage to vehicles from pushing over our bollards or driving over them. See below for the information regarding pushing the bollards over – note that we do not recommend speeding thru the bollards but recommend the vehicle slowly and steadily ease thru the bollard:

Emergency Operation: The collapsible units that contain break-away inserts may be pushed over by a vehicle during circumstances that require emergency access. A unit is pushed over by slowly easing a vehicle's bumper to contact the bollard body and then slowly and steadily easing the vehicle through the bollard until the unit breaks away from the base and collapses to the ground. The unit is set back into place by replacing two release inserts.

I hope that this information is helpful. If you need anything further please let me know.

Thank you,

Karen Dzialowski
Account Manager

Blue Ember Technologies, LLC
Manufacturer of MaxiForce Traffic Control Bollards
7560 Main Street
Sykesville, MD 21784
PH: 410-552-9888
FX: 410-552-9939
kdzialowski@blueember.com

From: Peter Lee <peterhlee205@gmail.com> **Sent:** Saturday, December 01, 2018 1:15 AM **To:** Karen Dzialowski <kdzialowski@blueember.com>
Subject: Maxiforce Collapsible Bollard questions

Karen,
Thank you very much for the prompt response and answering my questions over the phone.

Would you be willing to again answer the questions in an email to me? If possible, please respond by end of day Monday 12/3. Written information coming directly from the collapsible bollard manufacture will affect a street design decision set for later this week. I will also call you first thing Monday morning.

- 1) Will Maxiforce bollards collapse in ANY direction or do they collapse only in ONE direction?
- 2) The ONLY routine maintenance required is as per Maxiforce Manual:

Routine Maintenance

For most of the MaxiForce bollards the only routine maintenance is to make

sure that the bases are free of dirt and debris that might interfere with the

bollard locking back into place if a collapsible bollard, or sitting properly in

their base, if a removable bollard. For the wrench operated collapsible bollard we would also suggest that you check for dirt and debris in the holes

in the pivot block of the bollard, and periodically (2 times a year) apply grease suitable for outdoor applications to these holes. This will help to avoid friction lock in the release mechanism for manual operation of the bollards.

I also understand that if a collapsible bollard is struck by a vehicle and then collapsed, broken pivot inserts must be replaced with new ones which cost about \$10 apiece.

3) Is Maxiforce aware of any instances of damage to an emergency vehicle either collapsing a bollard or driving over the collapsed bollard?

Thanks again for your continued assistance!

Peter Lee

President

Courtyards at Homestead Rd HOA

205 Greenway Landing

Chapel Hill, NC 27516

(m)919:903-0014

peterhlee205@gmail.com

SEP:SEP

Begin forwarded message:

From: Karen Dzialowski <kdzialowski@blueember.com>
Subject: information on maintenance of MaxiForce collapsible bollards
Date: November 30, 2018 at 4:43:46 PM EST
To: "peterhlee205@gmail.com" <peterhlee205@gmail.com>

Peter,

Thank you for your interest in the MaxiForce collapsible bollards. Attached is the maintenance information that I mentioned. If you have any further questions please let me know.

Thanks again,

Karen Dzialowski
Account Manager

Blue Ember Technologies, LLC
Manufacturer of MaxiForce Traffic Control Bollards
7560 Main Street
Sykesville, MD 21784
PH: [410-552-9888](tel:410-552-9888)
FX: [410-552-9939](tel:410-552-9939)
kdzialowski@blueember.com

AAA Woods Property SUP

Remarks to Town Council, December 5, 2018

Carlisle Walters
224 Kipling Lane
Chapel Hill, NC 27516
walters.arbuckle@gmail.com

I am Carlisle Walters and I live in the seniors community, Courtyards at Homestead Rd, adjacent to the property in question. I request denial of Resolution A or, at least, continuation of the discussion until the January Council meeting to resolve the issues raised by my neighbors and me. I want to register my SERIOUS concern with the traffic problems and safety issues this development will create for the Courtyards.

Unrestricted flow between our neighborhood and the proposed 190 apartments will increase our traffic several fold. The 2017 traffic study simply assumes that the driveway from the proposed development onto Homestead Rd. will be the main in and out for residents. There is no stated basis for this assumption and I believe quite the opposite may be true.

The proposed driveway is only 100 ft from the Weaver Dairy Rd light. With the expected increase in traffic along Homestead Rd, it will be easier for residents of the proposed development to enter and leave through our neighborhood, which is further from the likely congestion at the Weaver Dairy light.

The possibility of making the connecting road between our properties one way going into the proposed development is not an answer. It will reduce traffic by only a small degree. It will be those cars returning to the proposed development that are likely to prefer making their left turn further from the Weaver Dairy intersection, and, thus, into our neighborhood.

My concern is safety. The roads in the Courtyards are narrow and designed to handle the traffic of our small development alone. We have residents with various infirmities both cognitive and physical. My problems are with vision and balance, so increased traffic is particularly worrisome to me. I would have thought twice about buying into this neighborhood if I had know its traffic would increase several fold. With the intention of aging in place, our neighborhood is likely to include increasing numbers of people with disabilities.

My understanding is that the proposed 190 apartment development does not require more than one entrance and exit. It is only OUR neighborhood that needs two points of access for emergency vehicles. This could be accomplished by connecting the two properties as planned, but putting either gates or bollards up for emergency access only.

I urge the Council to consider the safety and wellbeing of its senior citizens in the EXISTING Courtyards community and require any road connecting the Courtyards to the proposed apartments to have either gates or bollards for emergency access only.