

March 21, 2025

BACKGROUND SUMMARY

- ZOM Living proposes an R-6-CZD rezoning for a multifamily development located at 11 N White Oak Drive within the Parkline East Village development area. The site is located generally among major transportation corridors (US 15/501, Old Chapel Hill Road and Interstate 40), significant retail (Wegman's, Home Depot, etc.) and large employment centers (UNC Health Care, Parkline office building).
- Throughout 2022, multiple property owners and several developers collaborated with Town staff to create a cohesive development framework for the area located in the southwest quadrant of the I-40 and US-15 intersection. Various properties have received zoning approvals in the surrounding area and ZOM's proposal fills in approximately 12.62 acres of the framework with a variety of housing supply including multifamily and townhome-style multifamily units. The project will contain a maximum of 400 units.

AREA MAP

- The proposed plans will be consistent with multifamily building form, height, and density on the adjacent Gateway and Chapel Hill Crossing developments, and as planned for this area in the North 15-501 Corridor and the Parkline East development framework.
- This property is located within the North 15-501 Corridor, Sub-area A, which calls for multi-family residential 4-6 stories in height, which would be fulfilled with this proposal. Multi-family residential will contribute to the mix of housing options and land uses in the area overall. Providing housing central to so many existing commercial nodes gives residents access to nearby opportunities.
- The Parkline East Village framework was created with the Complete Communities strategy in mind as it was being developed. This site complies with both the Parkline framework and Complete Community strategy by providing growth and housing supply in an area that has strategically been planned for such. Housing provided in this area helps to support other nonresidential uses being developed in the area, including a projected 1.25 million square feet in UNC Health Eastowne, located just across US-15.

EXISTING CONDITIONS

- The site slopes from the northern and southern ends towards a small, central stream feature, which is classified as intermittent on the eastern side and ephemeral on the western side per stream determinations from past projects. The stream likely was used as a drainage feature when the property served as farmland. The northeastern quadrant of the site slopes toward I-40 and is the steepest part of the site. ZOM plans to leave this stream feature and buffer undisturbed except to provide any required road or utility improvements and to provide greenway crossings to align with the overall pedestrian networks outlined on the Parkline East Village framework.
- The site is mostly wooded and ZOM plans to preserve trees in the most environmentally sensitive areas surrounding the stream features on site, which provide shade along the planned trails.

DEMOLITION PLAN

- All existing structures 500 square feet and larger shall be assessed prior to the issuance of a demolition permit to ensure compliance with the County's Regulated Recyclable Materials Ordinance (RRMO) and to assess the potential for deconstruction and/or the reuse of salvageable materials. Contact the Orange County SW Enforcement Officer at 919-968-2788 to arrange for the assessment.
- All clean wood waste, scrap metal, and corrugated cardboard present in construction or demolition waste must be recycled.
- All haulers of mixed construction and demolition waste which includes any regulated recyclable materials shall be licensed by Orange County
- Prior to any demolition or construction activity on the site, the applicant shall hold a pre-demolition/pre-construction conference with Solid Waste staff. This may be the same pre-construction meeting held with other development/enforcement officials.
- The presence of any asbestos containing materials ('ACM') and/or other hazardous materials shall be handled in accordance with any and all local, state, and federal regulations and guidelines.

SITE PLAN

- The site plan calls for buildings to be oriented to create an edge along Old Chapel Hill Road and N White Oak Drive to the maximum extent to provide a desirable streetscape. Special attention will also be given to the edge along the stream buffer central to the site and to transitions to adjacent properties. The Parkline East Village development framework has provided guidance to building locations while balancing it with necessary parking to make this a viable project.
- The design prioritizes connections to adjacent approved developments and creates a sense of place: a people-oriented neighborhood with well-designed public spaces and compact housing types, including apartment buildings and townhouse-style rental units.
- Three access points are proposed off N White Oak Drive to the eastern side of the development: one access south of the stream and two access points north of the stream to reduce stream and buffer disturbance and minimize grading on a challenging site. Two access points will be required north of the stream to meet fire code requirements. The eastern portion of the development will also connect to the proposed stub from Chapel Hill Crossing.
- A combination of surface parking and tabletop parking decks will be provided to reduce both impervious and overall costs for a more affordable product for residents.
- Sidewalks will be provided along the eastern side of N White Oak Drive and northern side of Old Chapel Hill Road along the property frontage. Additionally, a multi-use path will be provided along the western side of N White Oak Drive along the property frontage to connect to the multi-use path planned in Meridian Lakeview.
- The project will provide a north/south street west of the site and an east/west connector to meet the Town's connectivity plan.
- A transit stop is proposed along the Old Chapel Hill Rd frontage, west of N White Oak Drive.

STORMWATER MANAGEMENT PLAN

- All storm water quality and detention requirements will be met with underground control measures and will be designed for the 100-yr storm event. The project team will work with Town staff to assure minimal adverse impacts and full compliance with the latest standards. Four stormwater control measures (SCMs) are anticipated: two located east of N White Oak Drive on either side of the stream and two west of N White Oak Drive in the townhome portion of the development. Sheet C2.00 provides approximate locations and sizes for proposed SCMs.

LANDSCAPE PROTECTION PLAN + PLANTING PLAN

- This project will provide a minimum of 30% tree canopy through preservation, plantings, and payment in lieu, and meet Town requirements for landscape protection. Tree canopy will be preserved in the environmentally sensitive areas around the stream, and additional canopy will be planted along the streetscape, on the project perimeter, within courtyard areas, and within parking areas to minimize heat island affect. Street trees will frame N White Oak Drive and Old Chapel Hill Road to provide shade along planned sidewalks and multi-use paths fronting the property. Modifications to perimeter buffers are proposed as to create a cohesive Parkline East Village development rather than block off each separate development.
- The existing small stream will be used as an organizing recreational feature that connects parcels on both sides of N White Oak Road. Public spaces, such as parks and gathering areas are dispersed through the property and will be connected by sidewalks or paths.

STEEP SLOPE PLAN

- There are limited areas of steep slopes in the project development area in the 15.01-25% range and one area for 25% or greater. These areas do not require special design or construction considerations as they are less than 400 sf in area, their locations will not impact any critical environmental areas or they are not being disturbed.
- The small areas of steep slopes along Old Chapel Hill Road resulting from NCDOT improvements will be relaxed with site improvements.

GRADING AND EROSION CONTROL

- A combination of diversion ditches, riser catch basins, and silt fence will control and convey drainage from on-site improvements to sediment basins located in the low areas of the site.
- The sediment basins will be converted into stormwater management vaults as final grading and stabilization occurs.
- The proposed grading will maintain existing drainage patterns as much as possible.
- Several structural retaining walls will be required for the multifamily buildings and parking garages.
- Proposed stormwater management design will adhere to Town of Chapel Hill requirements per Section 5.4 of the Chapel Hill Land Use Management Ordinance (LUMO)

- The retaining walls in the setback along White Oak drive will exceed four feet in height and require a modification per the maximum allowable height provided in the Land Use Management Ordinance (LUMO)

SOLID WASTE PLAN

- Garbage dumpsters are located for communal waste service for multi-family and townhouse units in accessible locations from main building entrances.
- Garbage dumpsters are sited in locations to provide adequate space for turn around maneuvers.
- Garbage dumpsters are screened as required.

ELEVATIONS

- Multifamily buildings located on the eastern side of N White Oak Drive will be a maximum of five stories, and smaller scale multifamily and townhome buildings located on the western side of N White Oak Drive will be a maximum of four stories.

FIRE SAFETY PLAN

- All proposed buildings on site will require aerial fire access coverage; proposed site design intends to meet all provisions of the North Carolina Fire Prevention Code, Appendix D.
- All habitable structures on the eastern side of N White Oak Drive will have NFPA 13 fire suppression systems the buildings on the western side of N White Oak Drive will have NFPA 13R fire suppression systems. The two parking structures will have dry standpipe systems (no automated fire suppression systems).
- Buildings that require an ERRCS compliant with NCFPC 510 will have them installed.
- Multi-Family Building #1's orientation has been rotated 6° from parallel to relax the site entrance and create a more inviting approach to the development. As a result, Building #1 is 30' from edge of travel at its closest point, and 46' from edge of travel at its furthest along proposed N. White Oak Drive.
- Turnaround locations and 26' wide travel lanes where aerial access is required are provided to ensure fire trucks may maneuver on site with ease.

STREETSCAPE PLAN

- Together with approved adjacent developments, the ZOM Living development will support a "local street" network between Old Chapel Hill Road and US 15/501 that support non-motorized transportation on lower-speed streets. This network will include N White Oak Road and East Lakeview Road.
- This project will comply with proposed roadway sections and greenway plans for the area. Specifically, the development will improve N White Oak Drive to meet the planned 55' right-of-way section at the property frontages. Additionally, the project will connect to greenways proposed by adjacent projects and provide connectivity through the site as recommended in the Parkline framework. Creating a greenway network was a large focus of the Parkline East Village framework, and ZOM intends to carry this plan out with the proposed project.

AFFORDABLE HOUSING PROPOSAL

- A minimum of ten percent of market rates units will be affordable at 80% AMI with a proportional mix of units to market-rate units to contribute to Chapel Hill's affordable goals.

4/3/2025

Old Chapel Hill Rd Apartments – Danziger Drive ROW Dedication Narrative

Summary of Project Changes

ZOM Living understands and appreciates the focus on planning for future connectivity. However, dedicating a 30' right-of-way (ROW) along the northern edge of the site for a possible future bridge connection across I-40 presents significant spatial challenges.

- | The tabletop deck on the north has two 60' bays that can't be edited.
- | We must have separation between the deck and the building for fire access.
- | The courtyard can't get much narrower.
- | The stream and its associated buffer to the south of Building A limit the extent to which the building can be shifted south.

Below is a summary of project changes required in order to dedicate 30 feet of right-of-way along the northern property boundary to accommodate the Danziger Drive extension.

1. **Unit range:** To gain space for this ROW, we must reduce the size of Building A, thereby losing approximately 30 units. On-street parking spaces along the drive entrance must be removed. And the table-top parking deck must be positioned closer to the building, making it feel more like a driveway than a street. This would cause a loss of approximately 30 units, changing our unit range to 350-370 total units.
2. **Affordable Housing Proposal:** Forcing Building A onto a smaller footprint will result in fewer dwellings overall and therefore fewer affordable units. But it also worsens the design and creates financial inefficiencies, for a road which seems unlikely to be built. To mitigate the loss of these units and the design inefficiencies the changes require, we propose a reduction in our affordability requirement from 10% at 80% AMI to 7% at 80% AMI.
3. **Climate Action Plan:** ZOM Living is committed to achieving the highest standards of sustainability in a market-rate product and will continue to pursue greater efficiencies as the buildings are designed. Currently, we are not confident that meeting the Council's stretch goal of 40% better than building code is feasible under current market conditions and construction estimates. However, as noted, ZOM Living is meeting or exceeding other Council goals, such as providing more than the required EV chargers on Day 1, and we will continue to work towards delivering the most energy-efficient building possible. In addition to these operational sustainability goals, ZOM Living is one of the only multifamily developers in the nation with an *embodied carbon* strategy. By selecting products with a lower embodied carbon and sourcing them closer to the site, we also lower the carbon footprint of the initial construction itself.
4. **Modifications:**
 - A modification will be required to remove streetscape buffers required adjacent to the future Danziger Drive right-of-way. No buffer is proposed adjacent to the 30' dedication, however the developer has agreed to plant street trees within the right-of-way with a minimum of one street tree for every 40' of street frontage (or spaced approximately 40' on center).

- A modification will be required to reduce the setback from the northern property line to 5 feet.