



TOWN OF CHAPEL HILL

Town Hall
405 Martin Luther King Jr.
Boulevard
Chapel Hill, NC 27514

Item Overview

Item #: 11., **File #:** [20-0864], **Version:** 1

Meeting Date: 12/9/2020

Charting Our Future - Consideration for the Adoption of the Future Land Use Map - Update to Chapel Hill 2020.

Staff:

Maurice Jones, Town Manager
Alisa Duffey Rogers, LUMO Project Manager

Department:

Manager's Office

Overview: After 2.5 years of community engagement and efforts to update the vision for the future of Chapel Hill, the Council will consider minor changes to and adopting the Future Land Use Map (FLUM) - Update to *Chapel Hill 2020*. The Future Land Use Map (FLUM) - Update to *Chapel Hill 2020* will amend the Town's Comprehensive Plan, *Chapel Hill 2020*, by replacing the Land Use Plan and adding additional insights into the Town's desired future for 2050.



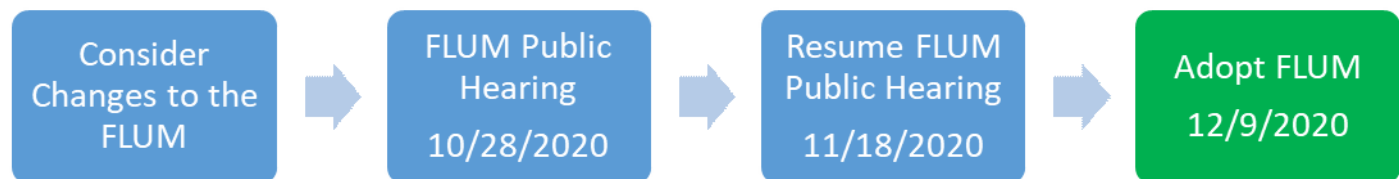
Recommendation(s):

That the Council consider minor changes to the December draft of the Future Land Use Map - Update to *Chapel Hill 2020* and adopt the Future Land Use Map - Update to *Chapel Hill 2020*.

Decision Points:

- Does the Council wish to adopt any of the following minor changes?
 - Revisions to the Commercial/Office Land Use Category
 - Revisions to the Institutional/Civic Character Type
 - Reduction to the Activated Street Frontage and Typical Heights in Sub-Area A of the South Columbia Gateway
- Does the Council wish to adopt the Future Land Use Map - Update to *Chapel Hill 2020*?

Where is this item in its process?



Attachments:

- Resolution
- Draft Staff Presentation
- Staff Memorandum
- Planning Commission Recommendation
- DRAFT FLUM - Update to Chapel Hill 2020, dated December 2020

A RESOLUTION ADOPTING THE FUTURE LAND USE MAP AS AN UPDATE TO THE TOWN'S COMPREHENSIVE PLAN CHAPEL HILL 2020 WHICH REPLACES THE LAND USE PLAN IN CHAPEL HILL 2020(2020-12-09/R-5)

WHEREAS, the Town Council desires to update its long-range plans for the future of Chapel Hill in preparation for rewriting its Unified Development Ordinance, the Land Use Management Ordinance (LUMO); and

WHEREAS, the Council authorized an update to *Chapel Hill 2020*, the Town's Comprehensive Plan, in April of 2017; and

WHEREAS, the Council directed an open, multi-faceted and broad-based community engagement process that included stakeholder focus groups, public meetings, drop-in sessions in various locations at varying times, staff attendance at community events, individual stakeholder meetings, online surveys, and a digital community workshop; and

WHEREAS, the Future Land Use Map - Update to *Chapel Hill 2020* includes a vision for the designated Focus Areas, which represent the areas of Town mostly likely to change in the next thirty years; and

WHEREAS, prior to writing the technical standards in the Land Use Management Ordinance, Council anticipates refining the future vision for some Focus Areas including Sub-Area A of the South Columbia Gateway and Downtown; and

WHEREAS, the Future Land Use Map - Update to *Chapel Hill 2020* includes resilience maps, whose baseline data will change as updates are received. These changing resilience maps will serve to inform both development review and the upcoming rewrite of the Town's United Development Ordinance, the Land Use Management Ordinance (LUMO).

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby adopts the Future Land Use Map - Update to *Chapel Hill 2020*, dated December 2020, as an update to the Town's Comprehensive Plan, *Chapel Hill 2020* as revised by Council.

This the 9th day of December, 2020.

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: Alisa Duffey Rogers, LUMO Project Manager

RECOMMENDATION: That the Council consider minor changes to the December draft of the Future Land Use Map - Update to *Chapel Hill 2020* and adopt the Future Land Use Map - Update to *Chapel Hill 2020*.

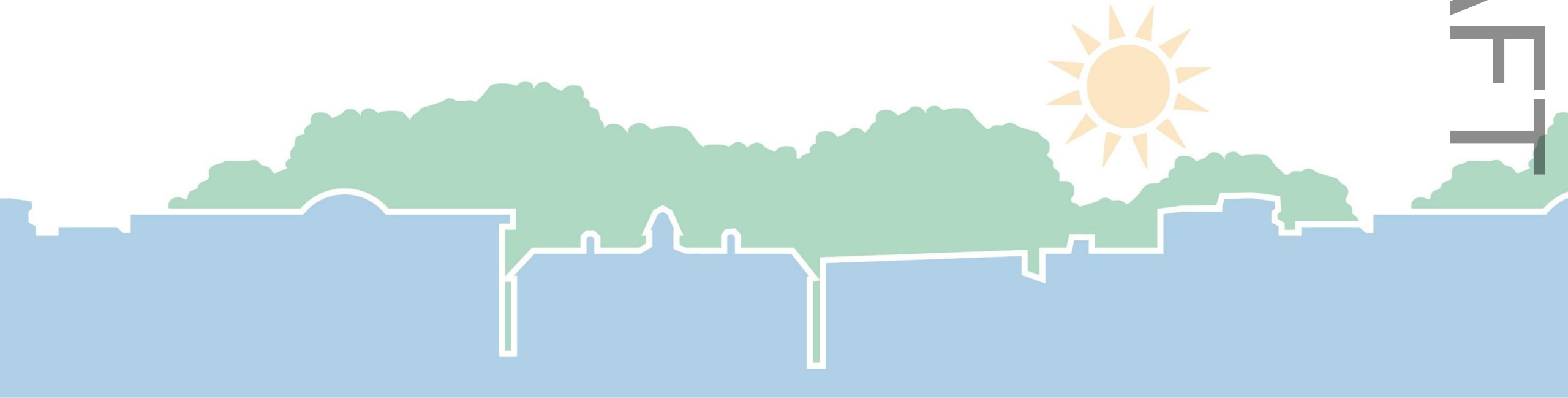
Town Council

Charting Our Future – Consideration of Adoption of Future Land Use Map (FLUM) - Update to *Chapel Hill 2020*

December 9, 2020



DRAFT





Staff Recommendation

That the Council:

- ❖ Consider minor changes to the Future Land Use Map – Update to *Chapel Hill 2020*
- ❖ Adopt Future Land Use Map – Update to Chapel Hill 2020 - (2020-12-09/R-#)

DRAFT



Components of the Future Land Use Map

- Explanation of the Future Land Use Map & Its Components
- Guiding Statements
- Future Land Use Map (2050)
- Map Book
 - Resiliency Assessment Maps (Flooding & Extreme Heat)
 - Long Term Network Facilities Map (Mobility & Connectivity Plan)
 - Existing Habitat & Potential Connections
- Individual Focus Area Maps with Focus Area Principles

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FLUM & *Chapel Hill* 2020

- Future Land Use Map (2050)
 - Focus Area Maps
- } Replace Land Use Plan
in *Chapel Hill* 2020

All other aspects of *Chapel Hill* 2020 remain unchanged



Planning Commission Recommendation

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On October 20, 2020, the Planning Commission voted to recommend approval of the Future Land Use Map – Update to Chapel Hill 2020



Acknowledgements: Project Team

Current Members:

Judy Johnson

Corey Liles

John Richardson

Nate Broman-Folks

Chris Roberts

Marcia Purvis



BRAIN TRUST

Acknowledgements: Strategic Team

Current Members:

Maurice Jones

Flo Miller

Mary Jane Nirdlinger

Bergen Watterson

Judy Johnson

Sabrina Oliver

Chase Barnard

Loryn Clark





Acknowledgements: Town Council

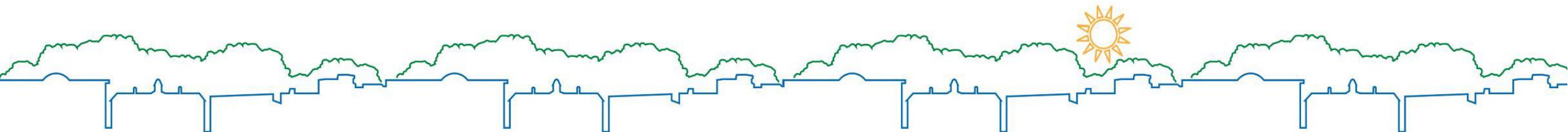


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FLUM Comments

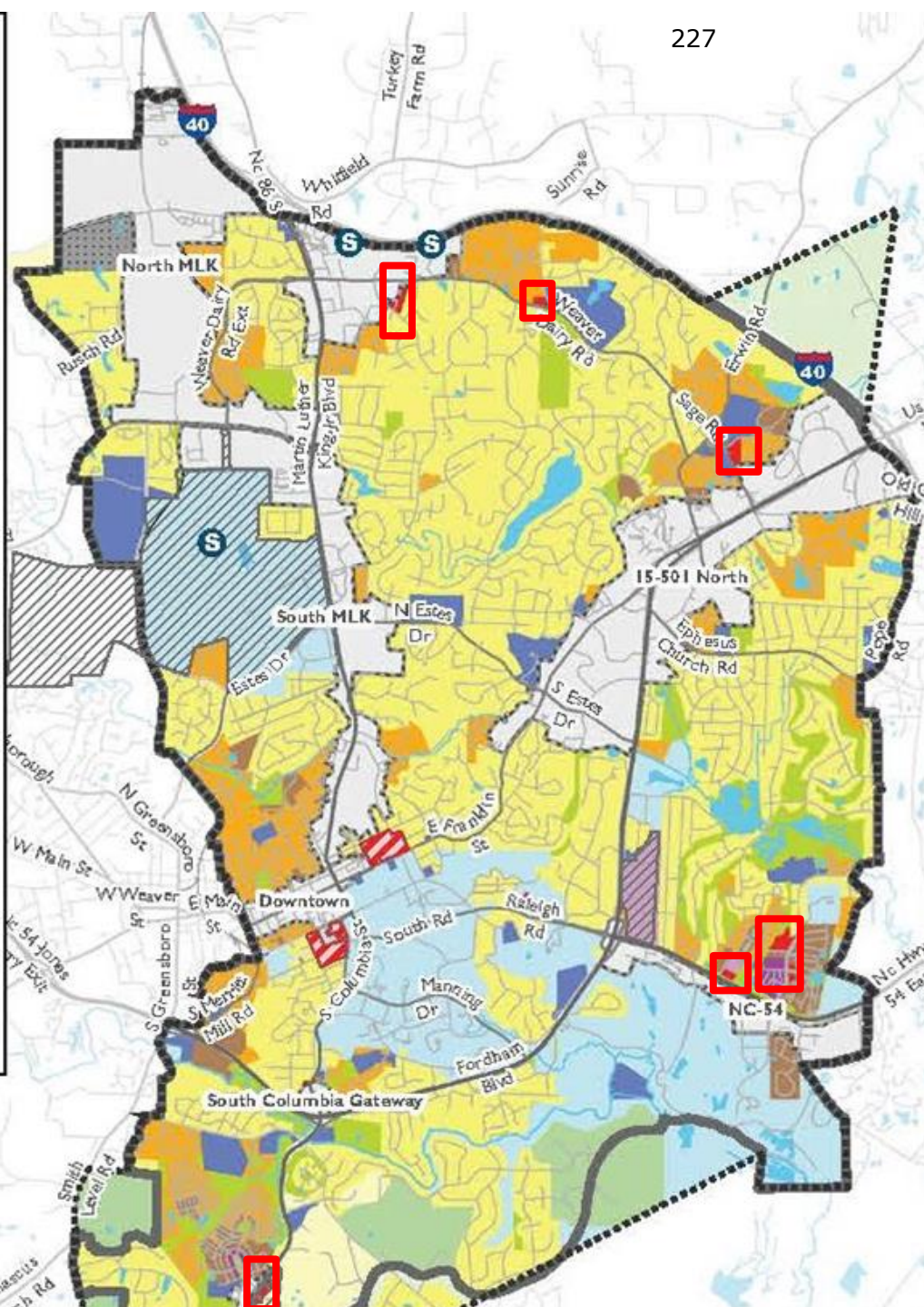
UNC Health	Staff Response
Changes to the definition of the Commercial/Office Land Use Category to include auxiliary hospitals	Changes can be made, if Council concurs

DRAFT



Chapel Hill Future Land Use Map (2050)

- Rural Residential, 1 unit / 5 acres
- Rural Residential, 1 unit / acre
- Very low residential, 1 unit / acre
- Low Residential, 1-4 units / acre
- Medium Residential, 4-8 units / acre
- High Residential, 8-15 units / acre
- Commercial / Office
- Mixed Use
- Village Center
- Institutional
- University
- Parks/Open Space
- Former Landfill
- Subject to Development Agreement
- Traditional University Supportive Uses
- Jurisdictional Limits
- Urban Service Area
- Focus Area - See Focus Area Map
- Potential School Site



Commercial/Office Land Use Category

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UNC Health**Staff Response**

Changes to the definition of the Commercial/Office Land Use Category

Changes can be made, if Council concurs

Proposed Revision to the Commercial/Office Land Use Category:

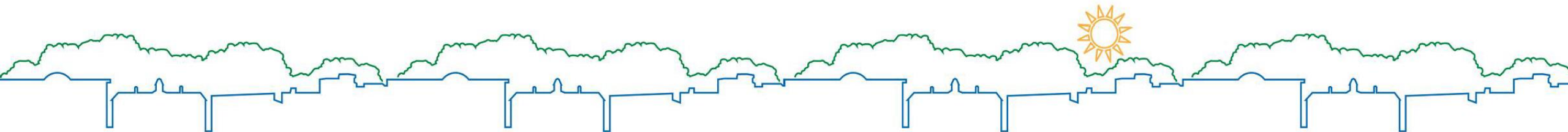
These small scale commercial/office areas provide for a wide range of businesses, retail/ restaurant establishments, institutions, services, medical/health services, **auxiliary hospitals**, and offices. They are generally located near concentrations of existing or planned residences with access to major transportation/multi-modal corridors. Where possible, sidewalks and other pedestrian spaces should be activated as places to gather or otherwise spend time, such as sidewalk cafes and plazas. Off-street parking should be behind buildings.

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FLUM Comments

UNC-Chapel Hill Comments	Staff Response
Rename the Institutional/Civic Character Type to include University and minor changes to the definition	Changes can be made, if Council concurs
NC 54 Corridor – Sub Area B Make Institutional/Civic a Primary Character Type	Changes can be made, if Council concurs

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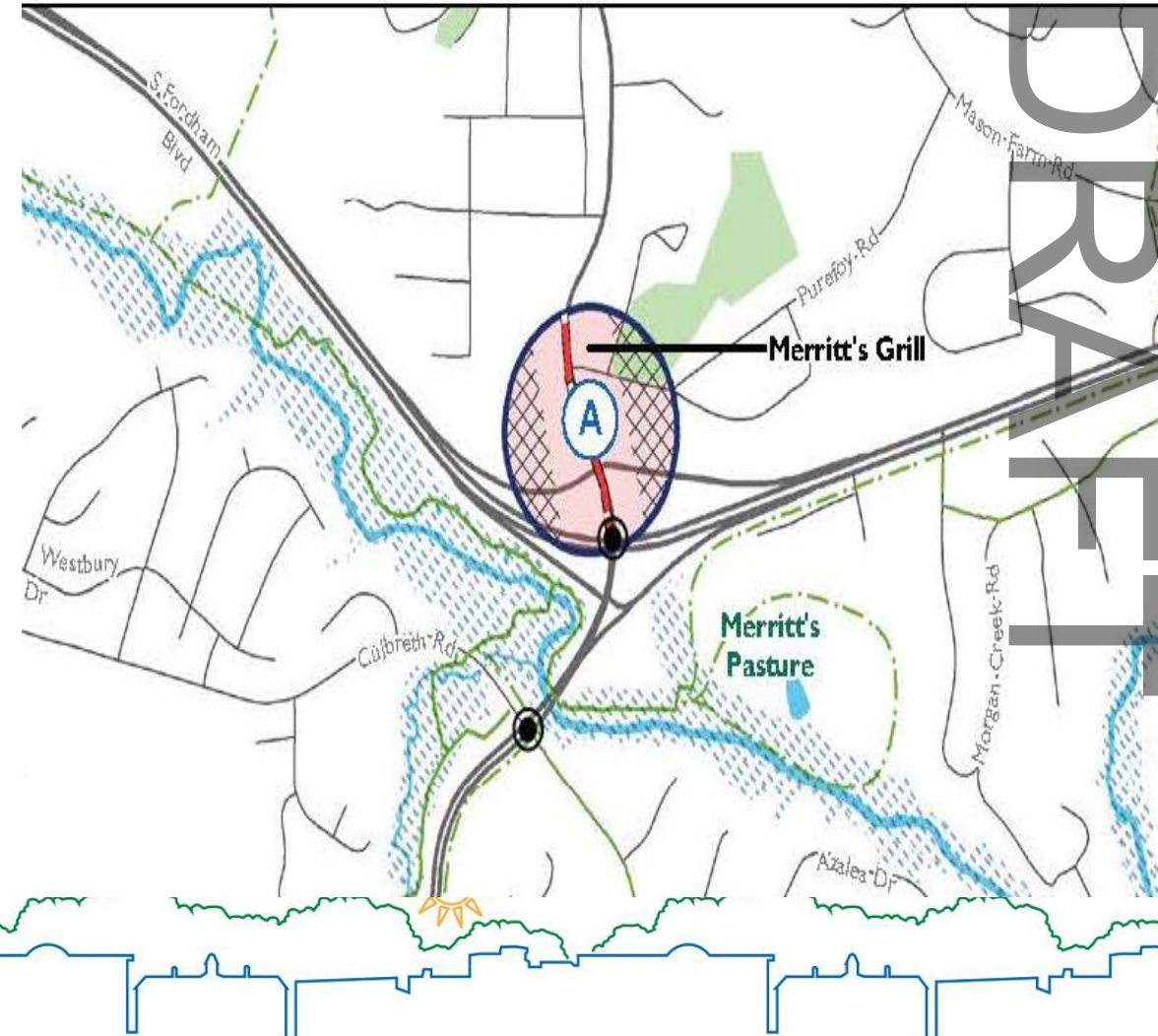
FLUM Comments

UNC-Chapel Hill Comments	Proposed Revision
<p>Changes Institutional/Civic Character Type</p> <p>-----</p> <p>If Council concurs, revisions can be made</p>	<p>Institutional/University/Civic Character Type</p> <p>This Character Type includes land utilized primarily for governmental, University, and educational, and university- related purposes as well as places of worship.</p> <p>Consequently, built forms vary by specific use and location. [Note: Some institutional uses may be appropriate within other Character Types.]</p>

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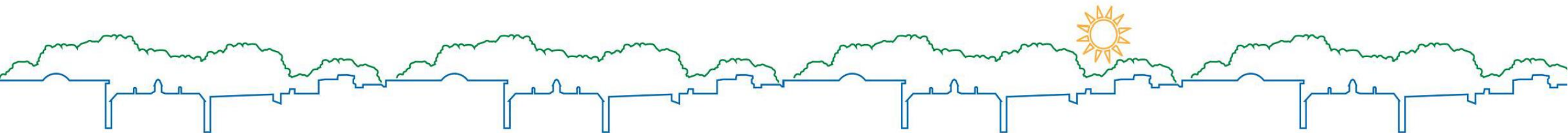
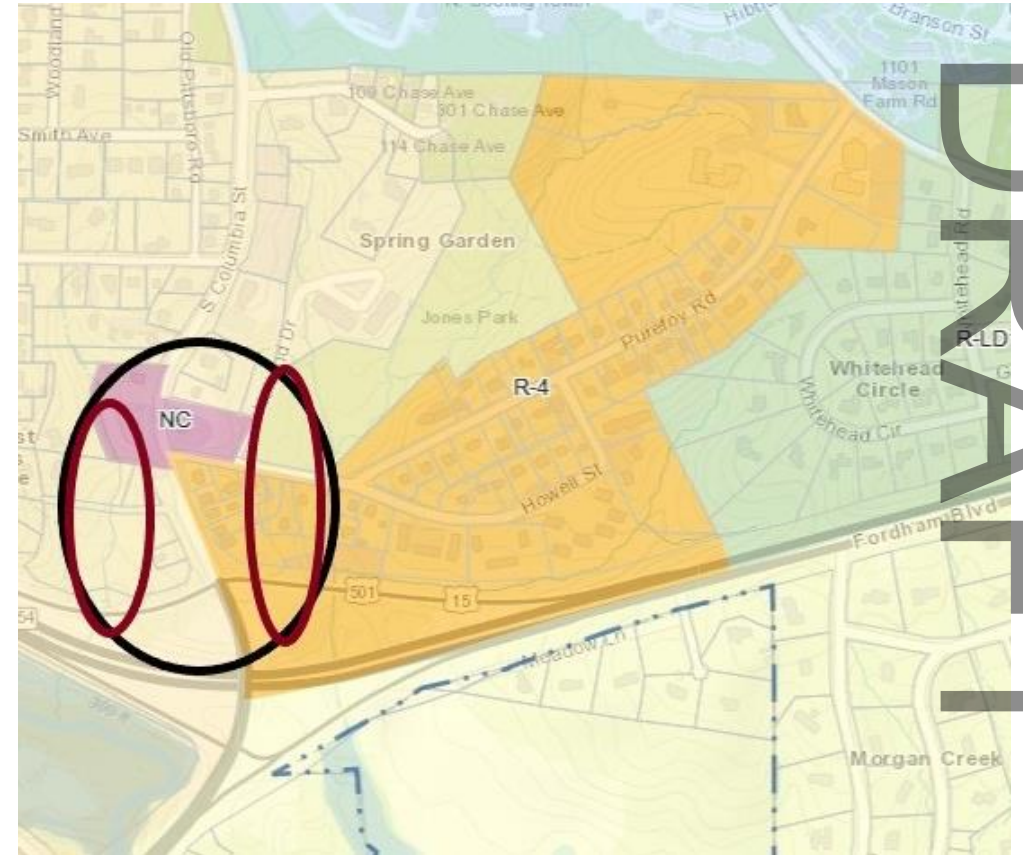
FLUM Comments

Community Concerns	Staff Response
Sub-Area A – South Columbia Gateway	Reduce the Activated Street Frontage & Typical Heights to 4 stories



FLUM Comments

Community Concerns	Staff Response
Sub-Area A – South Columbia Gateway	Reduce the Activated Street Frontage & Typical Heights to 4 stories



Next Steps for Charting Our Future

Path to FLUM adoption:

- Town Council consideration for adoption

Following FLUM adoption:

- Digital Tools for the FLUM
- LUMO Rewrite – Here We Come!



DRAFT





Staff Recommendation

That the Council:

- ❖ Consider minor changes to the Future Land Use Map – Update to *Chapel Hill 2020*
- ❖ Adopt Future Land Use Map – Update to Chapel Hill 2020 - (2020-12-09/R-#)

DRAFT

STAFF MEMORANDUM

Charting Our Future Phase I – Resumption of Public Hearing – Adoption of Future Land Use Map (FLUM) - Update to *Chapel Hill 2020*

Background:

- On [April 5, 2017¹](#), the Council initiated a project to rewrite the Town’s Land Use Management Ordinance (LUMO). The Town Council requested that the ordinance rewrite process begin with an effort to refine the Future Land Use Map (FLUM) to inform the LUMO Rewrite process.
- Since the beginning of 2019, the Council has reviewed the various components of the refined Future Land Use Map. This review included the [Guiding Statements on March 13, 2019²](#) and the [Blueprint³](#) or “rough draft” of the Focus Area Maps and Principles on May 1, 2019. The Council Committee on Economic Sustainability also reviewed drafts of this Blueprint on [April 5, 2019⁴](#) and June 7, 2019.
- On [June 26, 2019⁵](#), the Council authorized staff to engage with the community on the draft Future Land Use Map.
- At a work session on [November 18, 2019⁶](#), the Council discussed substantive changes to the Focus Area Maps and generalized findings from the engagement activities on the DRAFT Focus Area Maps and Principles on [November 20, 2019⁷](#).
- On [December 13, 2019⁸](#), the Council Committee of Economic Sustainability reviewed a “test” Focus Area Map to determine if this revised approach made the Focus Area Maps less prescriptive while also meeting the Project goals of predictability, functionality, and intentionality.
- On [January 8, 2020⁹](#), the Council formally endorsed the revised approach for the Focus Area Maps.

¹ http://chapelhill.granicus.com/MetaViewer.php?view_id=7&clip_id=3077&meta_id=156700

² <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=3881199&GUID=00667D70-C56A-4704-BF59-DD4EB508470A&Options=&Search=>

³ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=3931189&GUID=BF305E95-EA99-4343-B43C-32279777CBB5&Options=&Search=>

⁴ <https://www.townofchapelhill.org/businesses/council-economic-sustainability-committee>

⁵ <https://www.townofchapelhill.org/Home/Components/Calendar/Event/15075/15?curm=6&cury=2019>

⁶ <https://www.townofchapelhill.org/Home/Components/Calendar/Event/17071/15?curm=11&cury=2019>

⁷ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4244231&GUID=F49AEFE9-F8FF-4D5D-A5EC-A357EEE7729A>

⁸ <https://www.townofchapelhill.org/businesses/council-economic-sustainability-committee>

⁹ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4293231&GUID=105D7FAC-088E-4065-B7D0-BF40D1CB901E&Options=&Search=>

¹⁰ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4346772&GUID=4266A74C-2773-4A95-91F4-0AD1D334A736&Options=&Search=>

¹¹ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4432411&GUID=CED9DB18-6538-46A9-8F94-D25A0A04383F>

¹² <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4633742&GUID=5D847BE6-4B5A-45E2-9B8C-E3EA18A8AA38&Options=&Search=>

¹³ <https://www.townofchapelhill.org/government/departments-services/economic-development/council-economic-sustainability-committee>

¹⁴ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4676922&GUID=9437E3CB-FAB3-4DEC-9586-5D755FFCF1EE>

¹⁵ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4696370&GUID=262C7E93-394C-453F-B46F-7A4ABBA5E8ED>



- On [March 4, 2020](#)¹⁰, the Council reviewed a complete set of revised Focus Area Maps.
- On [May 6, 2020](#)¹¹, Council received the complete draft of the FLUM and an outline of the revised Engagement & Communication Plan, which responded to COVID-19 conditions.
- On [September 9, 2020](#)¹², Council received an update on FLUM engagement and considered changes to the April 2020 draft of the FLUM-Update to *Chapel Hill 2020*.
- On [October 2, 2020](#)¹³, the Council Committee on Economic Sustainability reviewed additional changes to the April draft of the FLUM-Update to *Chapel Hill 2020*.
- On [October 28, 2020](#)¹⁴, the Council opened the Legislative Public Hearing on the Future Land Use Map and continued the Hearing until November 18, 2020.
- On [November 18, 2020](#)¹⁵, the Council resumed and closed the Legislative Public Hearing on the Future Land Use Map and received public comment on the FLUM for 24 hours following the closure.

What is the Future Land Use Map (FLUM) - Update to *Chapel Hill 2020*?

As the Charting Our Future Project has evolved, various elements have been added to the initial Project. After much community input and Council consideration, the Future Land Use Map is a more expansive update to *Chapel Hill 2020* than originally anticipated and includes the following elements:

- Executive Summary
- Guiding Statements
- Explanation of the Future Land Use Map & Components
- Future Land Use Map (2050)
- Focus Area Maps & Principles

Future Land Use Map & Relationship to *Chapel Hill 2020*

The Future Land Use Map entitled “Future Land Use Map (2050)” and the Focus Area Maps will replace the Land Use Plan from *Chapel Hill 2020*. All other portions of *Chapel Hill 2020* remain unchanged, and all subsequent amendments are retained as well. The Future Land Use Map (FLUM) and all of its components are an update to *Chapel Hill 2020*.

FLUM Comments: UNC – Chapel Hill/UNC Health

As a part of the public hearing on October 28, 2020 and November 18, 2020, Council received comments from both UNC-Chapel Hill and UNC Health. As directed, staff worked with both UNC-Chapel Hill and UNC Health.

UNC Health

UNC Health requested the following change to the FLUM – Update to *Chapel Hill 2020*, dated October 2020.

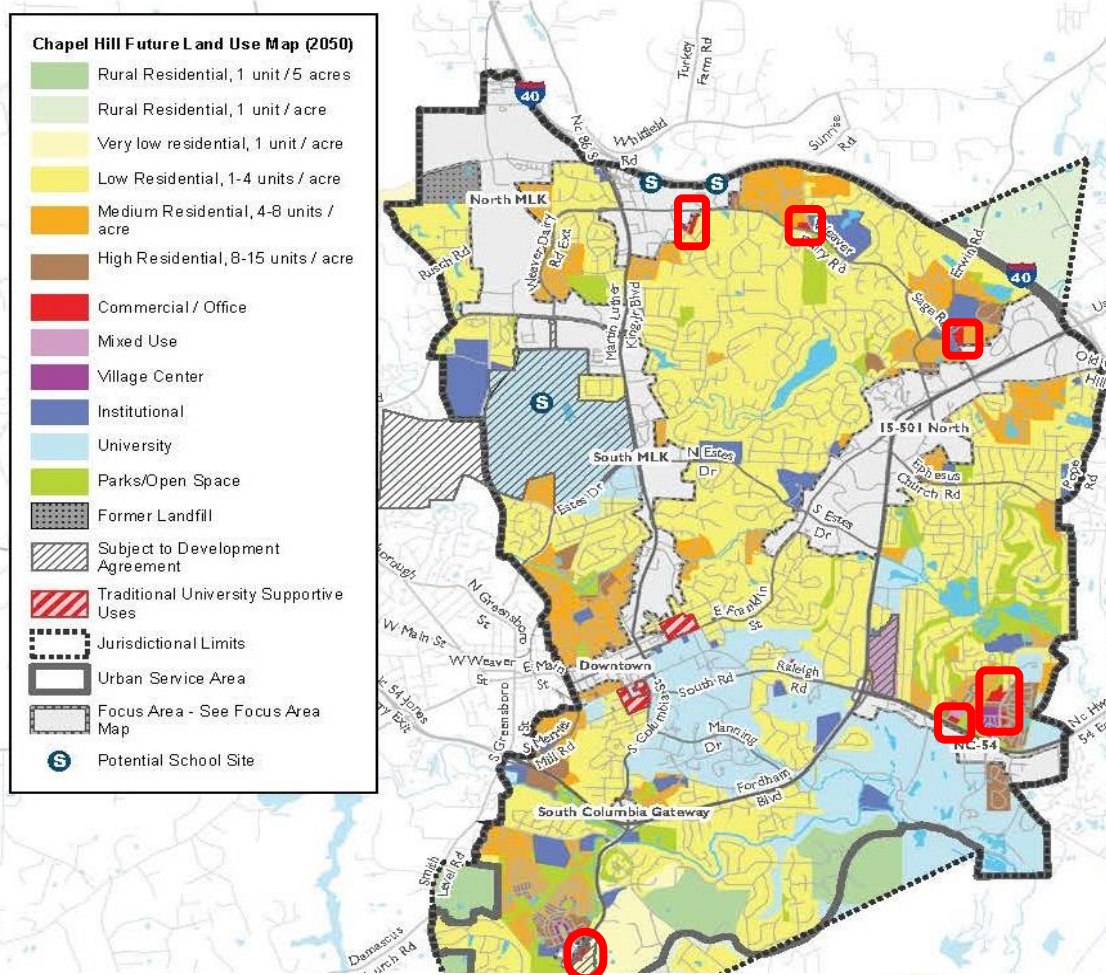


- For the Commercial/Office Land Use Category, make the following revision:

These small scale commercial/office areas provide for a wide range of businesses, retail/restaurant establishments, institutions, services, medical/health services, auxiliary hospitals, and offices. They are generally located near concentrations of existing or planned residences with access to major transportation/multi-modal corridors. Where possible, sidewalks and other pedestrian spaces should be activated as places to gather or otherwise spend time, such as sidewalk cafes and plazas. Off-street parking should be behind buildings.

Staff Response: The land use categories apply outside of the Focus Areas, and as a result, there are few parcels designated Commercial/Office on the Future Land Use Map (2050). These properties are generally smaller pockets of commercial/office uses, and for that reason, hospitals, as traditionally developed, would not be appropriate in these locations. The map below depicts where these parcels are located. However, UNC Health has indicated that their interest is in support or auxiliary hospitals, rather than a large-scale hospital campus. Smaller auxiliary hospitals could be appropriate on some of these smaller commercial/office sites, and for that reason, staff has no concerns with this request, if Council concurs.

Future Land Use Map (2050)



UNC-Chapel Hill

UNC-Chapel Hill requested the following changes to the FLUM – Update to *Chapel Hill 2020*, dated October 2020.

1. For the Institutional/Civic Character Type, make the following revisions:

Institutional/University/Civic Character Type

This Character Type includes land utilized primarily for governmental, University, and educational, ~~and university-related~~ purposes as well as places of worship. Consequently, built forms vary by specific use and location. [Note: Some institutional uses may be appropriate within other Character Types.]

Staff Response: UNC-Chapel Hill is requesting to elevate the inclusion of UNC in the Institutional/Civic Character Type by changing the title to include “University.” They are also requesting minor changes to the definition of this Character Type. Given UNC-Chapel Hill’s place in the community and the Guiding Statements which stress cooperation and collaboration with UNC-Chapel Hill, staff has no concerns with this request, if Council concurs.

2. In Sub-Area B of the NC 54 Corridor, UNC-Chapel Hill has asked that the Institutional/Civic Character Type be changed from Secondary to Primary.

Staff Response: The Friday Center Park and Ride is in Sub-Area B of the NC 54 Corridor Focus Area. The Friday Center Park and Ride is a significant parcel in the Corridor that may be redeveloped consistent with the Institutional/Civic Character Type. Therefore, staff has no concerns with this request, if Council concurs.

FLUM Comments: Community Concerns

At the public hearing on November 18, 2020 and during the 24-hour comment period following the closing of the public hearing, Council received comments from community members regarding the northern node of the South Columbia Street Gateway, which is Sub-Area A. These comments expressed concern about the proposed Activated Street Frontage Height, which is six stories, and associated traffic impacts that may result of increased development in this area, and potential changes to the character of this area.

Much of the area within Sub-Area A is currently zoned to permit development, potentially by-right or with Special Use Permit/Conditional Zoning approval, that is more intense than currently developed as the graphic below indicates. For the areas zoned R-4 and Neighborhood Commercial (NC), the permitted height at the setback is 34 feet, and the permitted core height is 60 feet. The graphic also roughly indicates the outer limits of this Sub-Area with the red circles approximating the transitional



areas. Sub-Area A is meant to convey the idea of entrance and not be parcel specific.

At the conclusion of the public hearing, Council voted to include this Sub-Area in the next phase of the LUMO Rewrite to further define the vision for this area. Staff would also recommend reducing the Activated Street Frontage and Typical Heights to four stories at this time. Other adjustments and refinements can be made during the next phase. In other Focus Areas, the Activated Street Height is six stories, but given the limited size of this Sub-Area and the surrounding context, reducing the Activated Street Height would be appropriate.



Changes from the October draft of the FLUM:

The following changes were made to the October draft of the FLUM and are incorporated into the Future Land Use Map – Update to *Chapel Hill 2020*, dated December 2020, which is included in the agenda materials for this meeting.

1. Pursuant to Council discussion on November 18, 2020, the following changes were made to the text:

- (a) For the Commercial/Office Character Type:

This Character Type includes small and large scale commercial and office buildings that includes commercial, retail, service, hospitality, medical/health services, hospitals, research facilities and office uses. Small scale commercial/office buildings will provide commercial nodes along transportation/transit corridors and may, in some instances, function as a



transition between higher density uses and single family neighborhoods while also providing neighborhood shops and services for residential neighborhoods within a half mile radius. ~~Less intense laboratory facilities and~~ Maker spaces **and other similar non-industrial uses** are also appropriate in this Character Type. Larger scale commercial and office buildings near future/existing transit and I-40 may be appropriate for larger employment focused development and may not have a strong relationship to or serve nearby residential neighborhoods.

(b) For the University Land Use Category:

Those properties utilized by the University of North Carolina at Chapel Hill including, but are not limited to, academic buildings, residence halls, administrative offices, conference facilities, recreational facilities, retail establishments, **transportation and parking facilities**, medical/health services, hospitals, athletic facilities, research facilities, and any other land uses that support the mission of the University **as envisioned by the University's adopted Campus Master Plan**.

2. For the Focus Area Map that is shown on pages 5 and 26 of the October draft, the Corporate limits and the Urban Service Area boundary were added.
3. For 1604 Purefoy Drive, the Future Land Use Map (2050) was revised to reflect the approved Special Use Permit for this site. This is the location of St. Paul Village.
4. For 141 Erwin Road which is the location of the recently approved Christ Community Church, the Future Land Use Map (2050) was changed from the Low Residential Land Use Category to the Institutional Land Use Category to be consistent with this approval.
5. The boundary was updated to reflect the recently approved change to the Urban Service Area boundary at Bayberry Drive. If the other parties to the WASMPBA do not approve this change, the original boundary will be restored on the Future Land Use Map (2050).

Charting Our Future - Next Steps

The Future Land Use Map – Update to *Chapel Hill 2020* (FLUM) will be revised to reflect any changes directed by Council this evening. Once the FLUM is adopted, staff will begin the process of designing the next phase of the LUMO Rewrite. This phase will include the hiring of new Project consultants that will assist with the refinement of the visions for some Focus Areas as well as the more technical aspects of the LUMO Rewrite.



PLANNING COMMISSION

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

RECOMMENDATION FOR FUTURE LAND USE MAP – UPDATE TO CHAPEL HILL 2020

October 20, 2020

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

Motion: Neal Bench moved to recommend approval of the Future Land Use Map as presented, seconded by Whit Rummel. The motion carried by the following vote:

Vote: 7 – 2

Yeas: John Rees (Chair), James Baxter, Neal Bench, Michael Everhart, Melissa McCullough, Whit Rummel, Buffie Webber

Nays: Louie Rivers (Vice-Chair), Stephen Whitlow

Reasons cited for Nay votes:

- Commissioners stated that the document does not go “far enough” and is only an incremental change. Increased height and density in transit corridors would have been preferable, and the document in its current form does not set up Chapel Hill to support BRT. Similarly, it will do little to reduce our reliance on automobiles, and as a result does not adequately address climate change.
- There is also concern that the proposed future Land use map does not fully address the scale of change needed to address climate change. The exemption of 80% of town from changes is indicative of this concern.
- The proposed future land use map will not encourage the creative and progressive development needed to mitigate the impacts of climate change, but will be used as a reference point to fight future actions to address climate change.
- This document could potentially provide the bedrock for institutional inertia in addressing climate change.

Prepared by: John Rees, Chair
 Michael Sudol, Planner II



TOWN OF CHAPEL HILL

Future Land Use Map

Update to Chapel Hill 2020 (Phase 1)

DECEMBER 2020

CHAPEL HILL

Charting Our Future

A Land Use Initiative





CONTENTS

Executive Summary..... iii

1 | Introduction..... 1

 What is Charting Our Future?..... 1

 Explanation of the Future Land Use Map & Its Components. 2

2 | Guiding Statements..... 7

3 | Future Land Use Map 17

 Introduction..... 17

 Land Use Categories. 18

 Future Land Use Map (2050). 24

4 | Focus Areas 25

 Introduction..... 25

 Character Types..... 27

 Universal Principles. 36

 North Martin Luther King Jr. Boulevard. 37

 South Martin Luther King, Jr. Boulevard..... 41

 North 15-501. 45

 Downtown. 49

 NC 54 Corridor. 53

 South Columbia Gateway. 57

5 | Map Book..... 61

6 | Conclusion 71

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EXECUTIVE SUMMARY

Charting Our Future – Phase I – Update to Chapel Hill 2020

In April of 2017, the Town Council of the Town of Chapel Hill, North Carolina initiated an update to *Chapel Hill 2020*, which is the Town’s Comprehensive Plan that was adopted in 2012. Council focused this update on six areas of Town, called Focus Areas, originally identified in *Chapel Hill 2020* and refined during this update process. This update serves as the foundation for rewriting the Town’s land development regulations, which will be the next phase of the Charting Our Future Project.

As this update was approaching adoption, the nation was struck by COVID-19, which dramatically altered community members’ everyday lives and how they experienced their Town. As a result, serious considerations were given to both the validity of this update and postponing adoption. After careful deliberation, continuing on the path to adoption made sense largely because this update embodies the priorities and flexibility necessary to:

- Effectively manage any long-term societal changes from COVID-19 that may impact future housing, office, and retail development;
- Create and/or redesign development review processes that can nimbly respond to future shocks, such as the one we are currently experiencing with COVID-19;
- Incorporate multi-modal transportation options into future development that both serve to provide an alternative to vehicle dependency and create outdoor recreational opportunities; and,
- Stress the importance of the public realm to both add life to our Town streets and as a refuge during times of crisis.

While it is too soon to truly know how COVID-19 will impact the Town and our Town’s residents in the long term, the flexibility built into this update will serve the Town well as we move into what we all hope will be a post-COVID-19 world.

About this Plan Update

This update and *Chapel Hill 2020* outline strategies and goals for future land use and development and will serve as the foundation for decision-making so that the Town’s land use tools are predictable, functional, and intentional. This update and *Chapel Hill 2020*, as amended, comprise the Town’s Comprehensive Plan. The individual Focus Area Maps and the Future Land Use Map 2050 in this update replace the Land Use Plan in *Chapel Hill 2020*.

The Town’s Comprehensive Plan expresses the vision of Chapel Hill’s future and serves as a road map that guides future decisions about how the Town should evolve over time.

Plan Update Process

This update to *Chapel Hill 2020* is the result of a multi-phased planning process that engaged residents, business and property owners, local officials, Town staff, and many other community stakeholders. Public engagement included approximately 84 in-person opportunities as well as two separate, online engagement efforts, which had 1,600 unique, digital participants. The scope of this update expanded due to community engagement and included the following phases:



Phase 1: Project Initiation. Consisted of coordination meetings with Town staff as well as key stakeholders to scope the update and develop update goals as well as early opportunities for coordination with the Town Council and the Planning Commission.

Phase 2: Scenario Testing. Included a launch event to publicize and raise awareness about the Charting Our Future project, a multi-day community engagement event and other drop-in opportunities designed to solicit community concerns and desires for future development. Following these engagement events and an existing conditions analysis, scenarios were developed and tested through an online engagement survey designed to hone the community’s vision for the future of these Focus Areas.

Phase 3: Draft Map. Consisted of several iterations of draft maps for each Focus Area which community members evaluated at community meetings and numerous drop-in events held all over Town. During this phase, community input resulted in the development of the Guiding Statements and the Map Book.

Phase 4. Adoption. Included the development of a final set of Focus Area Maps and refinement of other update components for community review, which included a digital community workshop, a virtual public meeting, and robust submissions of feedback utilizing electronic communications. This phase concluded with a recommendation for adoption from the Planning Commission and subsequent adoption by the Town Council.





Elements of this Plan Update

This update to *Chapel Hill 2020* includes Guiding Statements, a Future Land Use Map (FLUM) for those areas of Town outside of the Focus Areas, individual Focus Area Maps & Principles, and a Map Book that all serve to expand upon the themes and goals found in *Chapel Hill 2020*. While the elements of this update are introduced below, greater detail is provided in the complete document.

Guiding Statements

These statements form the policy foundation for both this update and the future overhaul of the Town’s land development regulations.



1. Demonstrate the Town’s commitment to effectively respond to the threats associated with climate change as well as environmental stewardship and resiliency.
2. Ensure equitable planning and development.
3. Encourage a diversity of housing types.
4. Promote distinctive, safe, and attractive neighborhoods.
5. Cultivate a vibrant and inclusive community.
6. Direct investment along key transportation corridors and promote construction of transit and multimodal transportation options in concert with the Town’s regional transportation partners.
7. Support and facilitate economic development, including the development of varied types of retail and office spaces; job creation; innovation; and entrepreneurship, through redevelopment and infill development, in order to expand and diversify the Town’s tax base to enable the Town’s fiscal resiliency.
8. Provide appropriate transitions between land uses and buildings of different scales.
9. Preserve and maintain Chapel Hill’s appearance and create the quality of design and development the Town desires.
10. Cooperate and collaborate with all of the Town’s regional partners especially the University of North Carolina at Chapel Hill and UNC Health.

Future Land Use Map (2050)

This overall map depicts the desired land use for all parcels in Town outside of the Focus Areas. Each parcel is labeled with a land use that indicates its desired future land use. The desired future land uses include residential, commercial/office, mixed-use, university, and parks/open spaces. In most cases, land use designations shown on the Future Land Use Map (2050) are similar to those shown on the Land Use Plan in *Chapel Hill 2020*.

Focus Area Maps and Principles

The Focus Areas reflect six areas of opportunity and represent the portions of Chapel Hill most likely to change in the future due to the existence of vacant land; underdeveloped sites; and their locations along transportation and transit corridors. Each Focus Area is mapped separately and includes a vision for the area, a matrix of the preferred and discouraged land uses (described as Character Types) and desirable building heights, a broad description of the desired, future form of development, and a set of Focus Area Principles tailored to the unique circumstances of the area. The Focus Areas are:

- North Martin Luther King Jr Boulevard
- South Martin Luther King Jr Boulevard
- North 15-501 Corridor
- Downtown
- NC 54 Corridor
- South Columbia Gateway

Each Focus Area is broken down into Sub-Areas with the primary, secondary, and discouraged Character Types for each Sub-Area provided in a Character Types and Height matrix.

Map Book

This update includes a series of maps that reflect some of the Town’s concerns regarding flooding and extreme heat. These maps will provide guidance as land use decisions are made, development applications are evaluated, and the Land Use Management Ordinance is rewritten.

Acknowledgements

Many Town staff members, board and commission members, and community stakeholders worked to complete this update. However, special acknowledgement goes to current and former Town Council members who worked tirelessly over 2.5 years to Chart Chapel Hill’s Future.

Current Town Council:

- Pam Hemminger, Mayor
- Michael Parker, Mayor Pro Tem
- Jessica Anderson
- Allen Buansi
- Hongbin Gu
- Tai Huynh
- Amy Ryan
- Karen Stegman

Former Town Council Members:

- Donna Bell
- George Cianciolo
- Sally Greene
- Ed Harrison
- Maria T. Palmer
- Nancy E. Oates



1 | INTRODUCTION

What is Charting Our Future?

Charting Our Future is a two-phased project designed to chart the next course for the Town of Chapel Hill to the year 2050 and to make the Town’s Land Use Tools more predictable, functional, and intentional.

The first phase, revising the Future Land Use Map (FLUM) and amending *Chapel Hill 2020*, focuses on the Town’s key gateways, corridors, and activity nodes. The future land use for most of the Town, including much of the Town’s single-family neighborhoods, remains unchanged. The second phase of the Project is rewriting the Town’s Land Use Management Ordinance (LUMO), which is the Town’s “rule book” that specifies where uses, be they commercial; residential; mixed-use; open space etc., are allowed in Town. The LUMO also regulates where a building may be placed on a lot, the height of buildings, and a myriad of other details.

Making the LUMO more predictable, functional, and intentional is one of the primary reasons the Town Council decided to Chart Chapel Hill’s Future.

Charting Our Future by Looking to the Past

As part of the first phase of the Charting Our Future Project, Town staff and consultants undertook a thorough review of previous planning efforts. A common theme in these plans is the community’s understanding that the physical environment of Chapel Hill—its neighborhoods, streets, utilities, and natural resources—deeply affect how people experience life in their Town. These past planning efforts include the creation of the Rural Buffer and the Urban Services Boundary. These forward-thinking efforts sought to limit the Town’s ability to sprawl and to maintain the semi-rural landscape that surrounded the Town at the time. Thirty years later, maintaining these sprawl control efforts, which help to create a more sustainable and climate resilient future for the Town, translates into an opportunity for the Town to mature within its existing boundaries thereby taking advantage of existing infrastructure, transit investments, the benefits of being the home of UNC-Chapel Hill, and the cultural enrichment that accompanies diverse communities living in close proximity to each other.

Why does Chapel Hill need to Chart Its Future?

In 2012, the Town adopted its current Comprehensive Plan entitled “*Chapel Hill 2020*.” *Chapel Hill 2020* established this Vision for the Town:

“Chapel Hill will be a multicultural university town where each day celebrates connections and choice; where a dynamic downtown and networked community inspire connections among people, ideas, the region, and the world; where innovation, technology, discovery, learning, and the arts continually animate a town alive with choices, options, and opportunities to live, work, play, and prosper.”

This Vision and *Chapel Hill 2020* continue to guide the Town. Nonetheless, the Town has changed since 2012 and responding to forces of change, many outside the control of the Town, make it necessary to amend *Chapel Hill 2020* to include this Future Land Use Map and all of its components. These forces include climate change, population growth in both Chapel Hill and the Triangle Region, increasing urbanization, an aging population, the increasing cost of living and housing which may decrease socioeconomic diversity, an increasingly diverse

population, aging housing stock, a global pandemic, continued growth of the University of North Carolina at Chapel Hill (UNC), and technology changes. Because it is anticipated that change will continue to be a constant in Chapel Hill’s future, reviewing and potentially updating this FLUM and *Chapel Hill 2020* may be necessary periodically.

Explanation of the Future Land Use Map & Its Components

Future Land Use Map Considerations

Purpose

The Town’s FLUM is a tool to generally and flexibly direct future growth, implement the community vision, and create a sense of place and community for those who live, work, and visit Chapel Hill. The FLUM provides strategies and approaches for land use and development in Chapel Hill and will serve as a foundation for decision-making for elected and appointed officials as well as a guide for all community members be they businesses, property owners, developers or other concerned stakeholders to better understand the community’s vision for Chapel Hill’s future. The following considerations provide context for the Chapel Hill FLUM.

Relationship to the Comprehensive Plan

Chapel Hill 2020 is the community’s comprehensive plan that sets a vision and a path for Chapel Hill’s future. On June 25, 2012, the Town Council unanimously adopted the *Chapel Hill 2020* comprehensive plan. The *Chapel Hill 2020* comprehensive plan reflects the values, aspirations, and ideas of the community. The participants in the *Chapel Hill 2020* process envisioned a town that is accessible, affordable, and sustainable; asserted the importance of protecting the community’s natural resources; and emphasized the importance of a vibrant downtown and active neighborhoods. Typically, FLUMs are components of comprehensive plans, and *Chapel Hill 2020* includes a Land Use Plan. This revised FLUM replaces the Land Use Plan and will help to implement the vision of *Chapel Hill 2020*, including all subsequent amendments.

Relationship to the Land Use Management Ordinance and Zoning Atlas

The Future Land Use Map depicts a snapshot into the future of the Town’s preferred future mix of land uses. In other words, the Future Land Use Map will generally guide the Town as to where shopping, houses, apartments, townhomes, offices, and parks should be located to the year 2050. The Zoning Atlas is a regulatory map showing what the Town has already decided to allow today. The Zoning Atlas implements the Land Use Management Ordinance (LUMO). The FLUM and the Zoning Atlas are like a leader and a follower. The FLUM is the leading document that recommends and advises, while the Zoning Atlas is the follower map that authorizes and entitles.

The Focus Area Maps and Principles in Section 4 portray a vision for the Town in the year 2050. In many instances, changes to the Town’s development ordinances, standards, policies, and regulations as well as construction of additional facilities and infrastructure may be required to implement this vision. Given the future-oriented nature of the Focus Area Maps and Principles, such changes may not happen in the near term. Instead, this Future Land Use Map will provide guidance only and help to clarify expectations for future development. As the Town works to update its land use tools, such as the Land Use Management Ordinance, near term priorities that implement this FLUM may be specified. However, the Focus Area Maps and Principles are not intended to depict that the Town is ready, in every instance, to approve applications and/or change existing zoning to support the vision depicted in the FLUM. Instead, individual development applications will be evaluated based on applicable development regulations, context, and circumstances with the understanding that the Town is looking for creative solutions to move toward 2050. The FLUM provides general guidance on how land can be



used within the Town, but it is the Land Use Management Ordinance (LUMO) and the Zoning Atlas that legally establishes those permitted land uses and regulations for development.

Future Land Use Map Components

Guiding Statements

The Guiding Statements provide broad direction for the future of Chapel Hill as a whole and provide guidance for both the revisions to the Future Land Use Map as well as the Land Use Management Ordinance Rewrite.

Future Land Use Map (FLUM)

The FLUM is organized into two interconnected components:

- 1. An overall map, the Future Land Use Map (2050), that includes Land Use Categories for most areas of Town; and,
- 2. Individual Focus Area Maps for designated Focus Areas with accompanying Focus Area Principles. (Please see below for more information on the Land Use Categories, Focus Areas, and Focus Area Principles.)

Map Book

The FLUM is supported by a series of maps that reflect some of the Town’s concerns that may influence land use decisions and regulations in the LUMO. The Town Council adopted some of these maps as components of other long range planning efforts. Others were created as part of the FLUM refinement effort to provide additional insight and guidance as land use decisions are considered and as the LUMO is rewritten. Maps included as part of the Book are as follows:

- Resiliency Assessments and supporting maps for Extreme Heat and Flooding
- Existing Habitat & Potential Connections Map
- Long Term Network Facilities Map (Chapel Hill Mobility & Connectivity Plan adopted 2017and amended in 2020)

Land Use Categories

For most areas of Town, the FLUM reflects a broad range of land uses, including residential; commercial; mixed use; industrial; and open space. These uses are depicted as a set of Land Use Categories. The Land Use Categories are adapted from the *Chapel Hill 2020* Land Use Plan. Theses Land Use Categories are as follows:

Land Use Categories		
Residential	Non-Residential	Mixed-Use
<ul style="list-style-type: none">▪ Rural Residential, 1 unit/5 acres▪ Rural Residential, 1 unit/acre▪ Very Low Residential, 1 unit/acre▪ Low Residential, generally 1 to 4 units/acre▪ Medium Residential, generally 4 to 8 units/acre▪ High Residential, generally 8 to 15+ units/acre	<ul style="list-style-type: none">▪ Commercial/Office▪ Institutional▪ University▪ Parks/Open Space	<ul style="list-style-type: none">▪ Mixed Use▪ Village Center▪ Traditional University Supportive Uses

Focus Areas

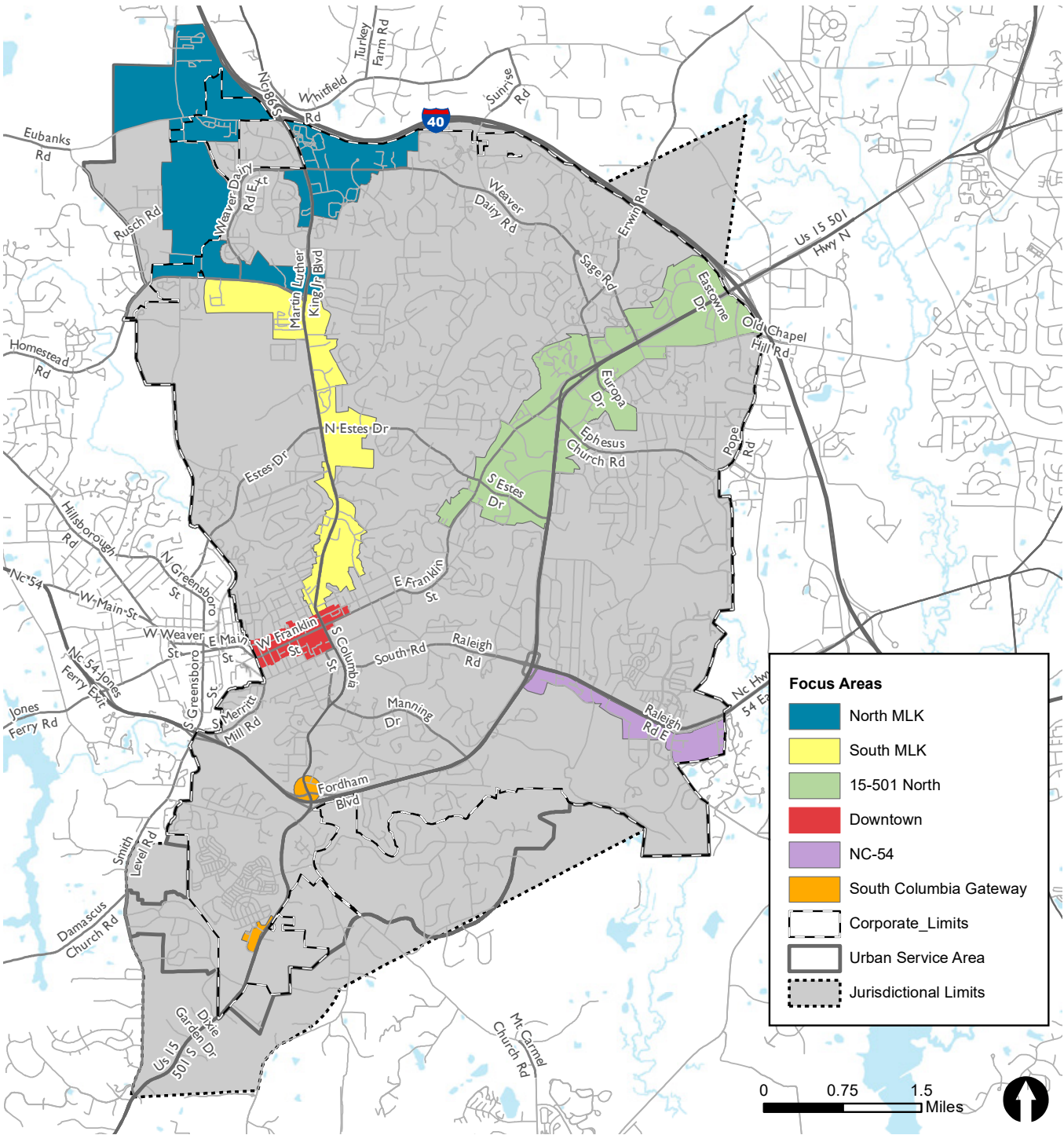
The Focus Areas reflect six areas of opportunity selected based on areas identified in *Chapel Hill 2020*. These areas needed more detailed recommendations and guidance in order to properly plan for the year 2050. The Focus Areas represent the portions of Chapel Hill most likely to change in the future due to the existence of vacant land; underdeveloped sites; and their locations along transportation and transit corridors. Each Focus Area is mapped separately and includes a vision for the area, a matrix of the preferred and discouraged land uses (described as Character Types) and desirable building heights, a description of the desired form of development, and a set of Focus Area Principles tailored to the unique circumstances of the area. To give additional guidance about the desired character of each Focus Area, images are provided to reflect preferred design concepts. The Focus Areas are:

- North Martin Luther King Jr Boulevard
- South Martin Luther King Jr Boulevard
- North 15-501 Corridor
- Downtown
- NC 54 Corridor
- South Columbia Gateway

Each Focus Area is broken down into Sub-Areas, and the primary, secondary, and discouraged Character Types for each Sub-Area are provided in a Character Types and Height matrix. The heights listed in this matrix are for guidance only and are not meant as an absolute prohibition against buildings of greater height. In particular, the Typical, Activated Street Frontage and Transitional Area Heights are contextual. Meaning that while the listed heights provide high level guidance on the height that may be appropriate in each sub-area, the surrounding built and natural environment as well as the Town’s vision for the future must be taken into consideration when designing individual buildings and sites.



Focus Area Map



Character Types

For the Focus Areas only, the Future Lane Use Map (FLUM) makes use of “character types” that broadly describe the shape, character, intensity, and form of future development intended for each Focus Area. The character types do not apply in locations outside of these Focus Areas. The Land Use Categories, discussed above, delineate the future land uses for the other areas of Town.

Character Types		
Residential	Non-Residential	Mixed-Use
<ul style="list-style-type: none">Multi-family ResidentialTownhomes & Residences	<ul style="list-style-type: none">Commercial/OfficeLight IndustrialParks & Green/Gathering SpacesInstitutional/Civic	<ul style="list-style-type: none">Multi-family, Shops, and Offices

Future Land Use Map Interpretation

The Future Land Use Map, including both the town-wide map and the individual maps for each Focus Area, the Land Use Categories, and the Character Types were developed to provide guidance for specific areas throughout the Town. Special care was taken to ensure that the FLUM is generally accurate in interpreting the vision for the Town. However, the Future Land Use Map is not intended to provide site level guidance with precision. For sites located on the boundaries between Land Use Categories on the Future Lane Use Map (2050) or Sub-Areas on the Focus Area Maps, the mapped edges are not intended to be interpreted as a rigid boundary but should be interpreted in light of *Chapel Hill 2020*, Town policies relevant to the site, and the particular site circumstances.

Map Amendments

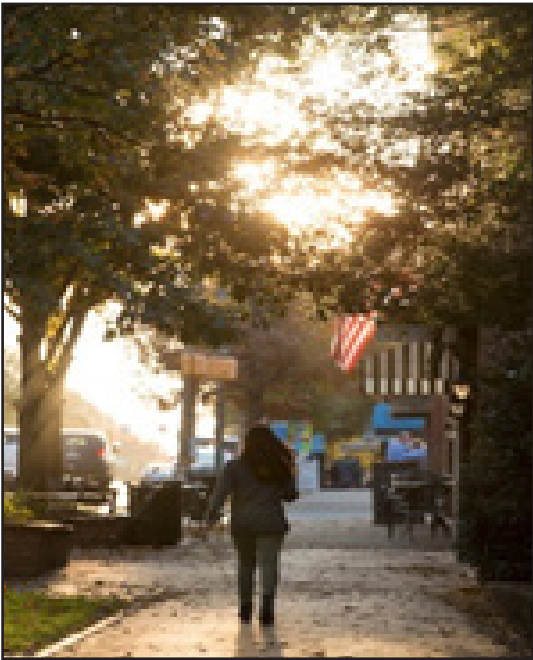
The Future Land Use Map was constructed to provide flexibility and to reduce the need for FLUM amendments. However, there may be instances in the future that will require amendments to the FLUM. Such FLUM amendments should take place only in situations when the proposed amendment is:

- 1. Consistent with the goals and policies in the *Chapel Hill 2020* comprehensive plan; and,
- 2. Addressing significantly changed circumstances since the Future Land Use Map-Update to *Chapel Hill 2020* was adopted and/or amended.

2 | Guiding Statements

Purpose of the Guiding Statements

While updating the Town’s Future Land Use Map primarily focuses on a small portion of the Town, rewriting the Town’s Land Use Management (LUMO) could potentially have Town wide impacts. Therefore, it is imperative to define a set of Guiding Statements that serve as the foundation for both phases of this Project as well as provide the rationale for making the changes necessary to:



- Effectively address, adapt, and mitigate the challenges of climate change;
- Foster land use decisions that recognize, integrate, and sustain the Town’s unique natural environment;
- Support the Town’s economic development strategies, including job creation;
- Ensure the Town’s fiscal well-being by diversifying and increasing its tax base;
- Sustain and create a sense of place that is distinctive to Chapel Hill;
- Balance development/redevelopment while protecting and preserving the Town’s natural environment and resources;
- Collaborate with the Town’s regional partners, the University of North Carolina at Chapel Hill and the UNC Health Care System on lifelong learning, innovation, and entrepreneurship;
- Invest in the infrastructure necessary to create a vibrant, equitable, economically sustainable, resilient future for Chapel Hill;
- Create, in strategic locations, compact, well-designed mixed use communities focused on transit and multimodal transportation systems that effectively respond to the need to reduce vehicular traffic and the Town’s carbon footprint given the desirability of such locations for both households and employers that prefer sites that are walkable and located within vibrant, connected communities and the desire for an equitable community where all community members have access to jobs, transit, and places to reside.

Chapel Hill 2020 including all of its amendments, these Guiding Statements, and the revised Future Land Use Map and all of its components constitute a long-range land use and public infrastructure plan to guide future growth, to identify areas and resources to be preserved, and to shape the Town’s physical development. This guidance is necessary as land use decisions, proposed developments, and capital improvements are considered. (A land use decision is one that has a substantial impact on present or future land uses, such as zoning decisions.) The Guiding Statements include a wide variety of topics, but they are all for the purpose of informing and guiding decision making.

When applying these Guiding Statements to particular situations, such as specific development proposals, some of these Guiding Statements may compete or conflict. While the goal is to be consistent with every Guiding Statement to the extent possible, each proposal must attempt to satisfy these Guiding Statements on balance to achieve the overall intent given the context and constraint specific to that proposal. This approach recognizes that there are tradeoffs and compromises, and allows flexibility while still guiding land use and capital decisions. These Guiding Statements provide an anchor or reference point to consider when making tradeoffs and compromises.

The Guiding Statements are as follows:

1. Demonstrate the Town’s commitment to effectively respond to the threats associated with climate change as well as environmental stewardship and resiliency. The Town should emphasize sustainable urban design principles that minimize impacts to Chapel Hill’s sensitive natural areas and respond to the threat of climate change by:

- A. Creating compact walkable, mixed-use communities, in targeted locations, where activities are located closer to one another requiring less time and energy to access the daily needs of life including work, school, commerce, and recreation rather than permitting low-density, auto-dominated developments and corridors;
- B. Densifying at strategic locations and mixing land uses. By building up, the Town can absorb development in a more compact manner, support a lively mix of activities, protect open spaces, integrate public spaces into developments, conserve landscaped areas, preserve tree canopy, and create nodes that make transit more viable. Permitting a mix of activities along streets shortens trips, reduces car dependency, enlivens the public realm, and makes possible the day and night usage of shared parking;

The Public Realm belongs to everyone. It includes the streets, squares, parks, green spaces and other outdoor places that require no key to access and are available to everyone.



- C. Creating a meaningful Climate Action Plan and promote patterns and styles of development that are climate responsive, including energy efficient buildings and sites that utilize existing infrastructure and support local, renewable energy production like rooftop solar. Climate responsive design helps to mitigate stormwater and flooding problems. It also supports habitat corridors and often includes green infrastructure and living landscapes that provide for tree canopy and other vegetative surfaces which mitigate the urban heat island effect and create more shaded and walkable streets throughout the Town. This style of development accommodates alternative and low carbon forms of transportation, such as biking, walking, transit and the increased adoption of electric vehicles. Reduced parking requirements, when accompanied by the necessary supportive infrastructure, help to support these alternative forms of transportation and encourages the development of sustainable communities;
- D. Continuing to support transit, transit connections and integrated transit options. Such connections can integrate and knit together all parts of the Town, reduce vehicle miles traveled, and support additional housing units and more intense land uses, like office and retail uses, so that community members may shop and work in their community thereby potentially reducing the carbon footprint attributable to the Town. Transit supports the establishment of a prosperous and equitable community that is easily accessible by all;
- E. Establishing a “Connected Community” that includes a tight network of streets and multi-modal paths that are convenient everyday choices. Creating highly integrated multi-modal connections allows for a variety of mobility options that make trips more direct and reduces vehicular trips. To that end, the Town should continue to promote an active and interconnected community that supports initiatives like Vision Zero and provides safe routes to work and school, walkable neighborhoods, complete bicycle networks, and other multi-modal transportation alternatives such as greenways and sidewalks; and,
- F. Establishing resiliency measures to mitigate flooding concerns within the Town including utilizing “Green Stormwater Infrastructure” techniques that utilize natural and constructed landscape features that capture, absorb, and store rainwater; preserving existing open space; and where possible, developing new open space; improving tree canopy; daylighting creeks and other covered waterways; and creating “Green Infrastructure” connections such as habitat corridors between the natural areas of the Town.



Resilience, according to Triangle Regional Resilience Partnership Resilience Assessment, is the capacity of a community, business, or natural system to prevent, withstand, respond to, and recover from a disruption.

2. Ensure equitable planning and development. Equitable planning and development is a strategy that ensures all current and future community members participate in and benefit from development and economic growth and activity in the Town – especially low-income residents, communities of color, immigrants, and others who have been historically excluded and are at risk of future marginalization. Equitable planning and development entails an intentional focus on eliminating inequities and barriers and making accountable and meaningful investments to assure that community members:

- Live in healthy, safe, and opportunity-rich neighborhoods;
- Connect to economic and ownership opportunities; and,
- Have voice and influence in the decisions that shape their neighborhoods.

Equitable Development is achievable by:

- A. Advancing economic opportunity. Promote local economic development and entrepreneurial opportunities, enhance community-serving establishments, and increase quality living wage jobs for all community members;
- B. Mitigating displacement. Develop plans, policies, and programs that mitigate residential displacement as development and redevelopment occurs in the Town and discourage the displacement of viable small businesses that serve community needs;
- C. Providing affordable housing options. Create healthy, safe, readily available, and affordable housing for all family sizes and incomes in all neighborhoods;
- D. Understanding and responding to local context. Respect local community character, small, local businesses, cultural diversity, and values. Preserve and strengthen intact neighborhoods, building upon their local assets and resources;
- E. Promoting broader mobility and connectivity. Prioritize an effective and affordable public transportation and multi-modal network that supports transit-dependent communities and provides equitable access to core services and amenities, including employment, education, and health and social services;
- F. Practicing meaningful community engagement. Ensure local community participation and leadership in decision-making reflects a diversity of voices, including targeted strategies to engage historically marginalized communities. Structure planning processes to be clear, accessible, and engaging;
- G. Developing healthy and safe communities. Create built environments that enhance community health through public amenities (schools, parks, open spaces, walkable neighborhoods, multi-modal paths, health care, and other services), access to affordable healthy food, improved air quality, and safe and inviting environments;
- H. Promoting environmental justice. Eliminate disproportionate environmental burdens and ensure an equitable share of environmental benefits for existing communities; and,
- I. Creating full accessibility. Ensure that the built environment is accessible and welcoming to people of all ages, physical conditions, and languages.

3. Encourage a diversity of housing types. The Town will encourage additional housing options that are both affordable and desirable for households and individuals with a range of income levels. Accordingly, the Town seeks to facilitate both the development of traditional single-family homes as well as to address the “Missing Middle” of housing units, which includes a variety of housing types between single-family homes and large apartment buildings. In addition, this diversity of housing types should include provisions for student housing. Creation of these diverse housing types is constrained by the Town’s limited ability to annex property outside of its borders and its desire to create housing units without contributing to sprawl. The intent of this statement is to enable:



- A. The development of duplexes, triplexes, fourplexes, and accessory dwelling units with an approval process and requirements similar to that of single-family detached dwellings. These small scale multi-family uses could fit within the fabric of some existing single family neighborhoods, as long as they are carefully integrated into the existing neighborhoods and provide additional housing units for the Town;
- B. The development of townhouses, at the edge of established neighborhoods, to act as a transitional use and provide for additional housing options;
- C. The continued construction of single-family detached dwelling units;
- D. Small lot single-family subdivisions, where appropriate, that utilize the principles of traditional residential neighborhood design to create compact, livable, and accessible neighborhoods; and,
- E. Purposefully built off-campus student housing in appropriate locations within proximity to alternative transportation such as transit and pedestrian/bike facilities as well as access to shopping and convenience to campus.

Placemaking is the process of creating quality places that people want to live, work, play, and learn in. They are interesting, visually attractive, and often encourage a wide variety of activities.

4. Promote distinctive, safe, and attractive neighborhoods.

The Town should preserve and enhance established neighborhoods by directing dense growth to multimodal and key transportation corridors facilitating connections to those corridors in order to promote a multi-modal network thereby potentially reducing vehicular trips and increasing mobility options. Such connections should be done with care to minimize through traffic on residential streets.

The intent of this guiding statement is also to:

- A. Protect and preserve the Town’s historic neighborhoods as well as its Neighborhood Conservation Districts;
- B. Preserve and enhance the varied and distinct residential character of existing residential neighborhoods;
- C. Protect neighborhoods from potential adverse impacts associated with adjacent non-residential uses by proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, drainage, and stormwater; and,
- D. Safeguard existing neighborhoods as students move into established neighborhoods.



5. Cultivate a vibrant and inclusive community. The Town should encourage new opportunities, through the built environment, that promote a sense of place and community for those who live, work, and visit Chapel Hill. This encouragement includes the creation of “third places,” meaning those places close to home or work where unintentional social connections happen routinely. These unintentional connections may happen on the sidewalk, in pocket parks, and at plazas. To facilitate these opportunities for unintentional connections, the Town will consider:

- A. Intentionally designing the public spaces of the Town including the interface between private properties and the public environment, which most often is the street;
- B. Methods to weave public space, including plazas and pocket parks, into private projects through public-private partnerships, regulatory incentives, and other creative means;
- C. Requiring a mixture of land uses, residential; retail; office; civic, adjacent to each other or stacked vertically in certain strategic locations to invigorate certain streets;
- D. Enabling the creation of publicly accessible spaces that contain seating, access to food, Internet connectivity and landscape elements, particularly near transit locations; and,
- E. Proactively planning for the location of publicly accessible spaces in each Focus Area.



6. Direct investment along key transportation corridors and promote construction of transit and multi-modal transportation options in concert with the Town's regional transportation partners. The Town will encourage density and intensity in a mixture of uses along key transportation corridors and at established activity nodes or centers with particular emphasis at future transit stations and areas with multi-modal and alternative forms of transportation including bicycle and pedestrian facilities.

The intent of this guiding statement is to concentrate the siting of higher-density housing, mid-rise office, and more intense mixed use development at targeted locations in order to achieve highly functional, walkable destinations that are not car dependent. This type of development supports a more sustainable, low-carbon lifestyle for residents.

7. Support and facilitate economic development, including the development of flexible and varied types of retail and office spaces; job creation; innovation; and entrepreneurship, through redevelopment and infill development, in order to expand and diversify the Town's tax base to enable the Town's fiscal resiliency. To support economic development policies, Chapel Hill will support and facilitate redevelopment and infill development, and where necessary, investigate the usage of public/private partnerships. The intent of this policy is to proactively address the fact that future economic development will need to occur, most often, on infill and/or redevelopment sites. Accordingly, this policy is intimately tied to Chapel Hill's future economic health and the Town's ability to accommodate employment centers.



Any redevelopment or infill projects should be designed in a manner to complement surrounding properties and to efficiently utilize and capitalize on existing public infrastructure, such as roads, water, sewer, and transit and when necessary, supplement such infrastructure.

8. Provide appropriate transitions between land uses and buildings of different scales. Support the provision of appropriate transitions between sites and/or uses having significantly different types or intensities of land uses as well as built forms.

The intent of this guiding statement is to provide for harmonious transitions between different types and intensities of land uses as well as built forms to help mitigate any negative impacts that a development may have on adjacent sites or uses. Providing for appropriate transitions is especially important between the campus of the University of North Carolina at Chapel Hill and surrounding areas.

Appropriate transitions between developments and adjacent uses can be achieved by many different techniques, utilized either singly or in combination. Determining the most appropriate design approach for managing transitions between developments and/or uses will depend on the objectives for the transitional space, which will vary by location. The most appropriate transition between sites and/or uses may also depend on the topography of the affected sites, such as differences in elevations, which must be considered whenever transitions are necessary.

Techniques for achieving transitions include, but are not limited to the following:

- A. Form Transitions – Varying the form of a building to provide for a change in building bulk, height, scale as well as the orientation of exterior spaces away from adjacent residential neighborhoods. This change in form could include “stepping back or down” in bulk or height in order to prevent negative impacts on adjacent neighborhoods or streets.
- B. Use Transitions – Designating a transitional use between uses or developments of different intensities, such as:
 - i. Multi-family residential or townhouses, between an office or retail use and a single family neighborhood,
 - ii. Permitting homes on the edge of an established neighborhood to be used for small-scale non-residential uses, such as small offices
- C. Architectural Transitions – Utilizing the architectural elements of a new or renovated development to ensure compatibility with the adjacent neighborhood in terms of building materials and architectural design elements.
- D. Landscape Transitions – Preserving and/or installing vegetative landscape material of varying width, height, plant selections, and density to provide for the appropriate level of transition between uses.

9. Preserve and maintain Chapel Hill's appearance and create the quality of design and development the Town desires. The

Town should preserve and maintain Chapel Hill's unique appearance and create the quality of design and development the Town desires, with particular attention to the Town's gateways and the appearance of – and views from – the public realm, including streets; parks; multi-modal paths; and plazas. The Town encourages high quality development understanding that different areas of Town will have different characters and defining characteristics. Views from the public streets and public spaces should not be defined by parking facilities, and the public-facing front of buildings should be designed for people, not cars.



The intent of this guiding statement is to create and maintain the pleasing qualities of our community because activated, desirable, comfortable, and appealing public streets and spaces help to create vibrant civic areas where community members want to walk, shop, bike, and spend time.

This guiding statement encourages high-quality development that embraces exceptional site design, architecture, and construction. This statement is concerned with the appearance of two different aspects of the community:

- A. Public Areas (owned, designed, and maintained by the public sector). Accordingly, this guiding statement emphasizes the design and appearance of roadways and gateways; public landscaping and streetscape design elements along roadways; public parks and greenways; and public buildings and properties, such as parks and recreation facilities, Town Hall, schools, and libraries; and,



- B. Public Views (refers to the appearance and views of private development as seen from public areas). Accordingly, this guiding statement emphasizes high-quality appearance and design for private development, particularly at gateways into the Town— including buildings, landscaping, signage, and art features – that can be seen from public roadways, or from other public spaces such as greenways, multi-use paths, parks, etc.

Implementation of this guiding statement may require:

- A. The development of design guidelines or regulations as well as streetscape plans and improvements tailored to each Focus Area or to particular portions of a Focus Area in order to create a unique sense of place within each Focus Area as well as a visual continuity of streetscapes. These design guidelines and/or regulations should include guidance on building massing, scale, shape, and orientation; transparency; fenestration; and facade details as well as stress the importance of building and site context and the relationship of buildings to the street, sidewalk, and other public rights-of-way; and,
- B. The establishment of Pedestrian-Oriented Districts, which include site and design elements necessary to create the type and quality of development that the Town desires including specifications regarding the preferred location and scale of parking facilities.

10. Cooperate and collaborate with all of the Town’s regional partners especially the University of North Carolina at Chapel Hill and UNC Health. Pursue a harmonious relationship where there is a strong emphasis on the pursuit of mutually beneficial goals with respect for the sometimes differing objectives of these partners and the Town.

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As it states in *Chapel Hill 2020*, “The richness of the University—its history; its physical beauty; its intellectual, entrepreneurial and artistic capital; its world class health care enterprise; the dynamic idealism of students and faculty—is part of the [Town’s] vision.” The Town of Chapel Hill’s identity is based, in large part, on the presence of UNC. Chapel Hill is a college town. However, the relationship between the two institutions is much deeper than identity. The destinies of the Town and the University are inextricably linked, and strengthening the strategic alignment on issues of economic development; transportation; housing; student housing; recreational, open space, and cultural amenities; and other quality of life issues are essential to the Town and UNC’s sustainability and resiliency. To that end, the Town should continue to:

- “Aspire to use the intellectual and financial capital of the University and the UNC Health Care System to help the Town flourish,” as stated in *Chapel Hill 2020*;
- Work with UNC to develop economic strategies, including strategies related to research and development as well as entrepreneurship;
- Enhance the relationship between students and permanent residents;
- Coordinate transportation initiatives;
- Recognize the importance of UNC’s cultural and natural resources including Carolina North, Ackland Art Museum, and Morehead Planetarium and Science Center and work with the UNC to utilize these resources to the benefit of both the Town and the University;
- Work with UNC to help mitigate the impact of student rental housing in established single-family neighborhoods and to provide safe and sanitary off-campus housing for students; and,
- Proactively collaborate and work with UNC regarding policies concerning both on and off-campus housing for University students.

3 | Future Land Use Map (2050)

Introduction

The Town’s Future Land Use Map is a tool that serves as a guide to help ensure the future reflects the community’s vision (as established in the *Chapel Hill 2020* Comprehensive Plan and other town planning initiatives.)

The Future Land Use Map section is organized into two parts:

- **Land Use Categories** - The section begins by describing 12 types of land uses that exist in or are envisioned for Chapel Hill. As described in the introduction, the Land Use Categories are adapted from the *Chapel Hill 2020* Land Use Plan and include a range of uses that include residential, commercial, mixed use, industrial, and open space.
- **Future Land Use Map (2050)** - The town-wide vision for future land use is shown as a map that builds on the *Chapel Hill 2020* Land Use Plan. The map describes the vision using the Land Use Categories. It defers the detail on the six focus areas to the Focus Area exhibits that follow. Areas of the Town currently subject to development agreements and potential school sites also are shown.

Land Use Categories

Residential Categories

Rural Residential

Rural residential areas are located in the Town’s Extraterritorial Jurisdiction (ETJ)* and will continue to primarily contain single-family homes on large lots. Many of these areas are outside of the Town’s Urban Services Boundary, which limits the extension of Town water and sewer service to these areas. Most of these areas rely on septic systems for wastewater treatment. The intent of this designation is to preserve and enhance the rural character of these areas by encouraging rural development designs, such as conservation/cluster residential subdivisions, which could result in clustered housing on large tracts to preserve open space and environmentally sensitive areas such as steep slopes; quality woodlands; wetlands; and stream corridors, provided gross densities are maintained.

*Extraterritorial jurisdiction is portions of Orange County where the Town of Chapel Hill applies its planning and zoning authority outside of the Town’s corporate limits.

Gross Densities of:

- 1 unit/acre
- 1 unit/5 acres



Very Low Residential

Very low residential areas are intended to remain predominantly rural or semi-rural in character and will continue to primarily contain single-family homes on large lots. Most of these areas are located within the Town limits, and all areas are inside the Urban Services Boundary, which enables water and sewer service where available. Conservation/clustered residential subdivisions would be permissible to preserve open space and environmentally sensitive areas provided the gross densities are maintained.

Gross Densities of:

- 1 unit/acre





Low Residential

Low residential areas encompass most of the Town’s single-family detached neighborhoods and are intended to provide for traditional detached single-family housing as well as accessory dwelling units and attached housing choices including duplexes, triplexes and fourplexes, where appropriate based on infrastructure; parcelization; and proximity to transit service, multi-modal paths, downtown, and other mixed use areas.

Infill development should continue the existing visual pattern, rhythm, and orientation of the surrounding dwelling units. These areas are within the Town’s corporate limits and are served by both water and sewer service.



Gross Densities of:

- Generally 1-4 units/acre

Medium Residential

Medium residential areas include a fairly wide spectrum of housing types including small lot single-family homes, attached dwelling units like triplexes and townhouses, and small scale multi-family housing developments. The development pattern within this Category should be compact and well-connected, and infill development should continue the existing visual pattern, rhythm, and orientation of the surrounding dwelling units. Proximity to small scale, neighborhood serving businesses, within walking distance, would be ideal. These areas are within the Town’s corporate limits and are served by both water and sewer service.



Gross Densities of:

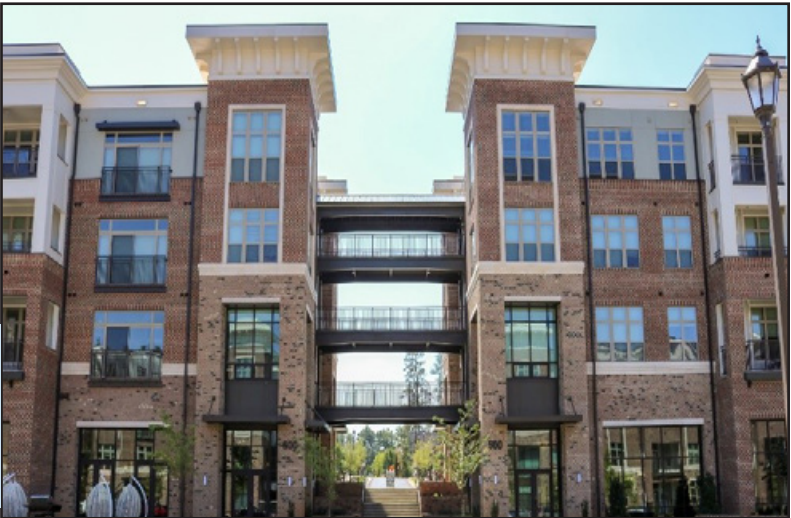
- Generally 4-8 units/acre

High Residential

High residential areas provide for a range of multi-family options encompassing a great variety of building types. High residential areas are most appropriate in close proximity to transit services, the Town’s major transportation/ multi-modal corridors, existing commercial areas, village centers, and downtown. Ideally, these areas will be dense and walkable with publicly-accessible pedestrian connections provided through large developments and intimate scale open spaces, such as courtyards. When adjacent to public streets, these dense residential developments should activate the street and sidewalk with prominent entries and public or semi-public spaces.

Gross Densities of:

- Generally 8-15+ units/acre



Non-Residential Land Use Categories

Commercial/Office

These small scale commercial/office areas provide for a wide range of businesses, retail/ restaurant establishments, institutions, services, medical/health services, and offices. They are generally located near concentrations of existing or planned residences with access to major transportation/multi-modal corridors. Where possible, sidewalks and other pedestrian spaces should be activated as places to gather or otherwise spend time, such as sidewalk cafes and plazas. Off-street parking should be behind buildings.



University

Those properties utilized by the University of North Carolina at Chapel Hill include, but are not limited to, academic buildings, residence halls, administrative offices, conference facilities, recreational facilities, retail establishments, transportation and parking facilities, medical/health services, hospitals, athletic facilities, research facilities, and any other land uses that support the University's mission as envisioned by the University's adopted Campus Master Plan.



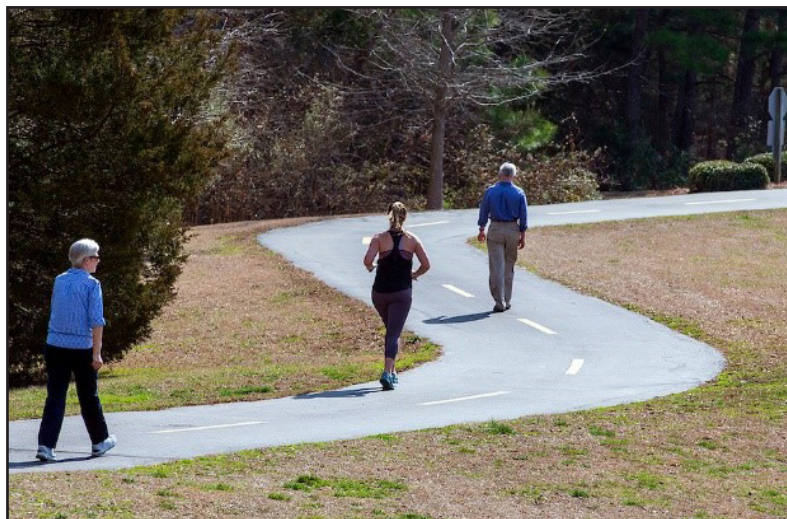
Institutional

Institutional areas include land utilized primarily for governmental purposes, schools, places of worship and other civic/non-profit uses. Built forms vary by specific use and location, but should be developed/redeveloped utilizing sustainable practices.



Parks/Open Space

Parks/Open space includes public recreational areas, resource conservation/protection areas and green ways as well as dedicated private open space. Uses include active and passive recreation, environmental restoration/mitigation/preservation, community gardens, and other park-like uses. Structures and activities that support or are associated with the intended uses are permissible.



Mixed Use Land Use Categories

Mixed Use

These mixed use areas contain a mix (horizontal and vertical) of uses spanning some combination of the retail, office, service, residential, and hospitality land uses. Densities may vary, but most buildings will be multi-story. All or most residential space would be in multi-family buildings, many of which would have other uses at ground level and perhaps on other levels as well. Creation of walkable activity nodes through land-use diversity and proximity of destinations supports non-motorized modes of transportation as well as transit ridership. In most cases, more intense mixed uses development should be located within half- mile of high volume/high frequency transit stations/stops.



Village Center

These village center areas are characterized by a wide variety of businesses/offices housed in traditional storefronts, a range of housing types, and public facilities in a compact walkable area with off-street parking located at the rear of buildings or in parking garages. Businesses and offices serve the adjacent neighborhoods, and to a lesser extent, the wider community. Buildings have functional entrances and large windows facing the street. Where possible, sidewalks and other pedestrian spaces should be activated as places to gather or otherwise spend time, such as sidewalk cafes and plazas. Uses should be mixed within the Village Center, either vertically in the same building or throughout the village center. To contribute to the walkable nature of these areas, these areas should utilize pedestrian-scale amenities, such as lighting; street trees; and sidewalk furniture.



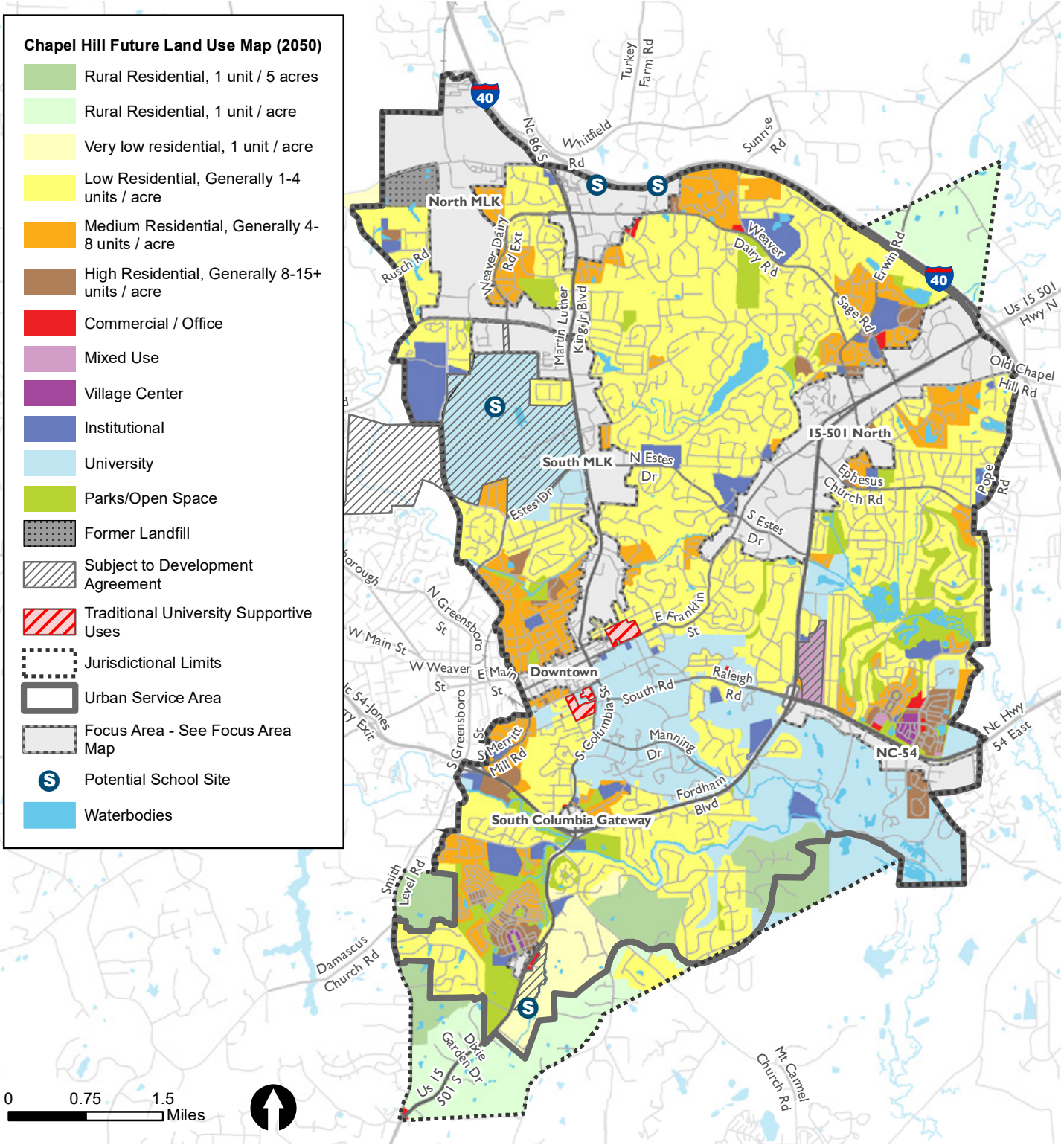
Traditional University Supportive Uses
(TUSU)

The TUSU areas are located surrounding the University of North Carolina at Chapel Hill and serve as transitional areas between the campus and surrounding predominantly residential areas. These areas contain a variety of uses, buildings, and services, such as traditional single family residences; student-oriented residential; fraternities and sororities; student organizations; and historical buildings. The TUSU recognizes the diverse and varied needs of these unique university-supportive uses, many of which cannot be wholly accommodated on campus, while maintaining the traditional scale and historical character of the residential neighborhoods. Characteristics of the TUSU include:



- Preservation and retention of existing historical single family detached dwellings preferably as single family homes, but such dwellings may be reused for nonresidential purposes provided the existing character of the dwelling and its front yard are largely retained
- Continued mixture of institutional and residential uses that exist to serve the needs of students, faculty, staff, and others connected with the University
- Small-scale institutional or semi-public uses (e.g. community centers, religious institutions) associated with the University
- Existing commercial/office uses provided such uses remain small in scale
- New commercial uses usually when associated with institutional uses (e.g. small coffee shop within an existing community center or university religious center)
- Encouragement for single-family or multifamily residential that is in keeping with the existing historic character and scale of the neighborhoods

Future Land Use Map (2050)



4 | FOCUS AREAS

Introduction

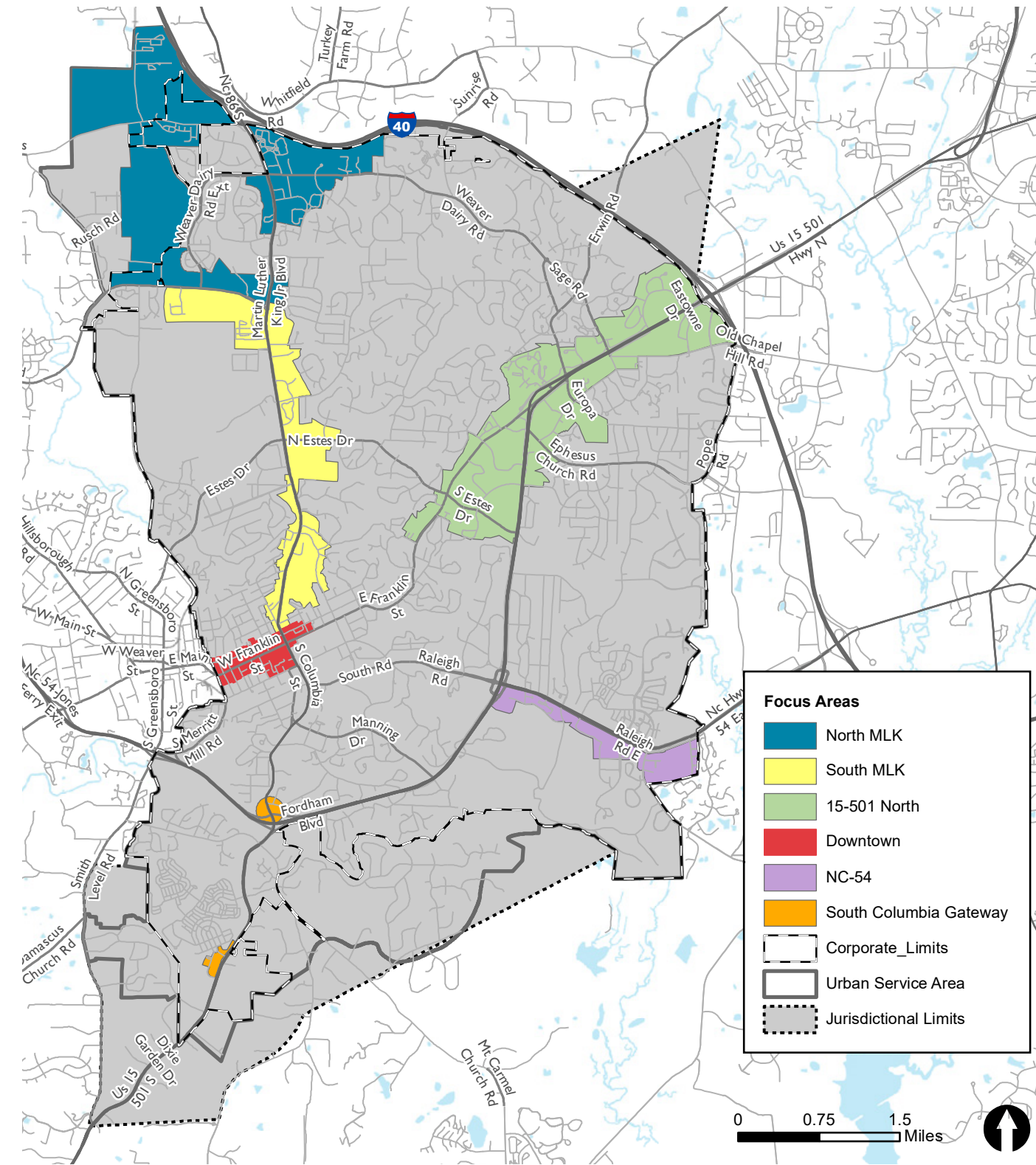
Charting Our Future is designed to chart the next course and think about the future of Chapel Hill with an emphasis on six key Focus Areas of town. The process gives the Town the opportunity to unite previous planning efforts, examine gateways into Chapel Hill, and create cohesion among existing areas of development within these six Focus Areas. The defined Focus Areas are shown on the map on the following page.

- North Martin Luther King, Jr. Boulevard
- South Martin Luther King, Jr. Boulevard
- North 15-501 Corridor
- Downtown
- NC 54 Corridor
- South Columbia Gateway

The Focus Area section is organized in the following sections:

- **Character Types** - The Focus Areas are described using “character types” that describe the look and feel of future development within each of the Focus Areas. The Character Types only apply to the Focus Areas. Precedent images for the Character Types accompany the descriptive text. The vision and intent of the remaining portions of the Town are shown on the Future Land Use Map (2050) and are described using the Land Use Categories presented in Section 3.
- **Universal Principles** - The Focus Area exhibits are supported with a variety of principles to help guide decisions. While some principles are specific to individual Focus Areas, other principles can be universally applied to each of the six locations.
- **Focus Area Details** - Each Focus Area is introduced with a vision, overview of current conditions, and set of principles that speak to connectivity, land use, placemaking, density, and environmental considerations. A map divides each Focus Area into sub-areas, which graphically provides character type and height guidance utilizing the Character Type and Height Matrix. The Focus Area Maps also depict active street frontages and transitional areas.

Focus Area Map





Character Types

For the Focus Areas only, the FLUM makes use of “character types” that broadly describe the shape, character, intensity, and form of future development intended for each Focus Area. The character types do not apply in locations outside of these Focus Areas.

Character Types & Precedent Images

Multi-family, Shops & Offices

This Character Type contains a mix (horizontal and vertical) of uses spanning some combination of the retail, office, service, residential, and hospitality land uses. Densities may vary, but most buildings will be multi-story. All or most residential space will be in multi-family buildings, many of which will have other uses at ground level and perhaps on other levels as well. Creation of walkable activity nodes through land-use diversity and proximity of destinations supports non-motorized modes of transportation as well as transit ridership. In most cases, more intense mixed-use development should be located with a half-mile of high volume/high frequency transit stations/ stops.

Character Type Principles:

- May be single use or vertically integrated mixed-use buildings
- Avoids long, uninterrupted and monotonous building facades to add visual interest to the street
- Street level facades should include prominent entrances for each business, defined window bays, and windows/glazing that allows views into the ground level spaces
- Accentuates the building corner on corner sites
- Emphasizes pedestrian activity including wide sidewalks, street tree plantings, coordinated site furnishings, bike facilities, small-scale urban plazas, and the creation of great public spaces
- Integrates ground-floor commercial with residential and office uses
- Parking integrated within the building or behind buildings and accessed from side or rear fronting streets/alleys or in public decks
- Shared parking agreements maximize use of parking by tenants and the public based upon demand
- Opportunities for public art
- Consider stepping back the building above the third or fourth story to frame the public space rather than overwhelm it
- Define the building base by slight changes in building materials, colors, or textures





Multi-family Residential

This Character Type includes small- and large-scale apartment/condominium buildings. Smaller multi-family buildings are appropriate near predominantly residential frontages and where parcel sizes support smaller multi-family buildings. Apartment/condominium buildings, particularly larger ones, should be located near mixed-use and commercial areas to allow for walkable activity nodes since land-use diversity and proximity of destinations support non-motorized modes of transportation. In most instances, higher density residential uses should be strategically located within a half-mile of high volume/high frequency transit stations/stops to support transit ridership and may include some commercial uses utilized by residents, neighborhood residents, and transit riders.

Character Type Principles:

- May be completely residential or include a limited amount of supportive non-residential uses on the ground floor at primary property corners and other appropriate locations.
- Avoids long, uninterrupted, and monotonous building facades to add visual interest to the street
- Setbacks from the street create small private garden spaces and separation from public side-walks for ground-floor residential units
- Adequate and convenient bike facilities near primary entrances and/or integrated within the buildings
- Lighting and landscaping design address security and public safety issues for residents
- Parking integrated within or behind buildings and accessed from side or rear streets/alleys
- Emphasizes the primary building entrance
- Consider stepping back the building above the third or fourth story to frame the public space rather than overwhelm it
- Elevate living space above sidewalks to create a separation between living space and public space
- Includes balconies, french windows, bay windows, etc. to articulate the front facade and provide visual interest
- Define the building base by slight changes in building materials, colors, or textures
- Include a wide pedestrian zone and ample street tree plantings along the ground floor street frontage



Commercial/Office

This Character Type includes small and large scale commercial and office buildings that includes commercial, retail, service, hospitality, medical/health services, hospitals, research facilities, and office uses. Small scale commercial/office buildings will provide commercial nodes along transportation/transit corridors and may, in some instances, function as a transition between higher density uses and single family neighborhoods while also providing neighborhood shops and services for residential neighborhoods within a half mile radius. Maker spaces and other similar non-industrial uses are also appropriate in this Character Type. Larger scale commercial and office buildings near future/existing transit and I-40 may be appropriate for larger employment focused development and may not have a strong relationship to or serve nearby residential neighborhoods.



Character Type Principles:

- Typically located at primary commercial intersections and along major transportation corridors providing retail space, offices, and other services
- Provides a logical transition in scale and character between residential uses and major thoroughfares
- Includes wide pedestrian zone, appropriate bike facilities, ample street tree plantings, and coordinated site furnishings
- Building entrances front primary streets to activate the pedestrian experience
- Parking integrated within or behind buildings and accessed from side/rear streets or alleys
- Avoids long, uninterrupted, and monotonous building facades to add visual interest to the street
- Street level facades should include prominent entrances, defined window bays, and windows/glazing that allows views into the ground level spaces
- Consider stepping back the building above the third or fourth story to frame the public space rather than overwhelm it
- Define the building base by slight changes in building materials, colors, or textures

Parks and Green/Gathering Spaces

This Character Type accounts for natural features and gathering places within the Focus Areas, protects current open spaces while enhancing the connectivity of natural places, provides open space in proximity to residential uses, increases the tree canopy in Town, and provides places for community members to interact and connect. In some Focus Areas, there are areas designated as parks and green space that have existing development. The intent is for those areas to transition back to natural areas over time. Green space also contributes to a more natural treatment of stormwater, when appropriate, within Focus Areas. [Note: Green/gathering spaces, integrated within other Character Types, is appropriate, highly encouraged, and anticipated.]



Character Type Principles:

- Helps preserve and enhance existing community amenities and provides options for new amenities such as community gardens
- Includes connectivity where possible to existing or planned linear green infrastructure, including bike and pedestrian paths and greenways
- Planned as part of an overall system of transportation, stormwater management, environmental restoration, and/or preservation of sensitive areas
- Accessible to neighborhoods of all income levels with accessibility provisions for disabled populations
- Creates gathering places that are designed to provide places for unintentional connections. These spaces may be plazas or green spaces but should provide respite and/or activities appropriate to the neighborhood and the surrounding context

Townhouses & Residences

This Character Type provides a medium-intensity residential opportunity that diversifies housing options within the Town by filling a gap between large-lot single-family homes and multi-unit residential buildings. This Character type allows for sensitive infill and is appropriate within proximity to mixed-use and commercial areas, transit, and parks and open space. The Character Type includes townhomes, triplexes, duplexes, fourplexes, cottage courts, and small lot single family.



Character Type Principles:

- Residential building options include townhomes, triplexes, duplexes, fourplexes, and small single-family detached lots
- Emphasizes connectivity to planned mixed-use, commercial areas, and parks and open space
- Building placement, scale, and design promote good transitions to single-family neighborhoods
- Avoids long, uninterrupted, and monotonous building facades to add visual interest to the street
- Private stoops, porches, and gardens activate the street
- Lighting and landscape design address security and public safety concerns. Locate living spaces in proximity to the street to provide “eyes on the street”
- Parking integrated within or behind buildings and accessed from rear streets or alleys
- For duplexes and triplexes, each unit should have a distinct and visible entrance.

Institutional/Civic

This Character Type includes land utilized primarily for governmental, educational, and university-related purposes as well as places of worship. Consequently, built forms vary by specific use and location. [Note: Some institutional uses may be appropriate within other Character Types.]



Character Type Principles:

- Downtown and Urban Frontages:
 - Includes wide pedestrian zone, appropriate bike facilities, ample street tree plantings, and coordinated site furnishings
 - Public entrances, forecourts, and plazas create active, vibrant pedestrian zones and soften separation between the pedestrian zone and front of buildings
 - Emphasizes transparent façades
 - Avoids long, uninterrupted, and monotonous building facades to add visual interest to the street
 - Provides opportunities for public art
 - Facades should include prominent entrances
 - No parking between buildings and streets, multi-modal paths, or other public ways
- Suburban / Business Park Locations:
 - Provides good connectivity to transit, public streets, and greenways to help reduce commuter trips, and includes green infrastructure, where appropriate

Light Industrial

This Character Type is predominantly in the North Martin Luther King Jr. Boulevard Focus Area. Built forms will vary by specific use and location.



Character Type Principles:

- Provides good connectivity to transit, public streets, and greenways to help reduce commuter trips, and includes green infrastructure, where appropriate
- Provides outdoor amenities or public spaces for employees where appropriate
- Provides a logical transition in building scale and character between residential, commercial, and institutional uses
- Entrances should be visually prominent

Focus Area Details and Universal Principles

The Focus Area Maps and Principles are presented as a map for each Focus Area with supporting narrative. The map and supporting narrative for each Focus Area describe a long-term view of each area’s use, form, and function in general terms appropriate for a Future Land Use Map. The supporting narrative includes a brief description of the Focus Area vision, an overview of current conditions, and a set of Focus Area principles. These Focus Area Maps and Principles will help inform and guide future long-term development decisions by the Town.

The Focus Area Maps and Principles portray a vision for the Town in the year 2050. In many instances, changes to the Town’s development ordinances, standards, and regulations will be required to implement this vision. Given the future-oriented nature of these Focus Area Maps and Principles, such changes may not happen in the near term. Instead, this Future Land Use Map will provide guidance only and help to clarify expectations for future development.

Some Focus Area Principles apply across all Focus Areas and are listed below:

- In general, building height and massing, at the front setback line, as well as the streetscape should be roughly the same on both sides of the street in order to properly frame the street. In some instances, the core heights may differ from one side of the street to the other due to site constraints and surrounding land uses.
- As large parcels redevelop, regulating plans, which include a street/multi-modal grid, should be provided in order to address overall connectivity as well as walkability/bikeability and activation.
- In order to ensure a human-scaled built environment, as building height increases at the front setback line, sizable street trees, breaks in street walls, and wider sidewalks should be utilized, as appropriate to the surrounding context.
- Utilize climate responsive design including green infrastructure, green stormwater infrastructure (including within Town rights of way), living landscapes, tree planting and other vegetative solutions to mitigate the urban heat island effect and create more shaded and walkable streets throughout the Town as well as to mitigate flooding and stormwater concerns.
- Sustainable site development using best management practices that minimize or reduce the impact of impervious cover should be encouraged, such as use of pervious pavements, solar shade structures, and water efficient landscape palettes.
- Green building concepts—such as sustainable siting, renewable energy, energy efficiency, water efficiency, and sustainable construction materials—is encouraged.
- As the Town strives to create wonderful, distinct places in each of the Focus Areas, the Town’s streets will truly be places for people to experience community, not just thoroughfares. To that end, the Town seeks to reduce auto dependency and prioritize pedestrians as well as other forms of connectivity.

North Martin Luther King Jr. Boulevard

A gateway corridor with mixed-use nodes.

The North Martin Luther King Jr. Boulevard area is envisioned as a gateway to the Town from points north that includes mixed-use nodes that fully leverage future proposed bus rapid transit (BRT) service. While improvements will include wide sidewalks, buildings, and tree canopies that frame the corridor, east-to-west multimodal connectivity will also be emphasized. Implementing bus rapid transit along the corridor will significantly influence future mobility, land use, placemaking, and urban form.

In order to create a cohesive corridor from I-40 to Hillsborough Street, as the corridor redevelops in concert with the BRT, at larger bus rapid transit stations, buildings (development) should be located closer to the street to create highly functional, walkable destinations for both transit riders and adjacent neighborhoods. Between these BRT stations, buildings may be pushed back with significant front yard landscaping.

Overview of Current Conditions

Martin Luther King, Jr. Boulevard is a major north-south arterial, a gateway to Chapel Hill from the north, and soon to be the Town's premium transit corridor. The Focus Area generally follows Martin Luther King Jr. Boulevard from I-40 to Homestead Road and includes portions of Eubanks Road, Weaver Dairy Road, and the north side of Homestead Road.

The area has seen strong development interest in recent years, in part due to its proximity to I-40 and availability of undeveloped land. Nearly 30% of the area is currently undeveloped, though planned mixed-use developments (including construction underway on Eubanks Road) and a planned bus rapid transit line will impact the character of this area in the future. Previous planning efforts include the Rogers Road Neighborhood Plan, the Greene Tract agreement, the Northern Area Task Force Report, and various townwide plans.

Focus Area Principles

Connectivity & Mobility

- Connectivity between commercial destinations and residential areas east of Martin Luther King Jr. Boulevard should be a priority.
- Bicycle, pedestrian, and multimodal links from existing development and new development/redevelopment should be emphasized to fully leverage transit service.
- New developments near Rogers Road should open to and connect with the existing Rogers Road community.
- Parking strategies should encourage people to park once and walk from one destination to another within mixed-use activity nodes. Likewise, property owners who have different peak hours of parking demand should share their parking spaces with one another.
- Surface parking between buildings and primary streets should be avoided.
- While conversion of the existing railroad is a possibility, until such time, it will remain a barrier to east/west connectivity and ways to lessen its impact should be considered.

Land Use

- New growth should be focused along transit corridors in mixed-use neighborhoods.
- Diverse and accessible housing options with a range of product types and affordability for people of all incomes and life stages should be promoted, particularly in proximity to existing and proposed transit service.

- Displacement mitigation strategies will be necessary should existing manufactured home parks in the Focus Area be redeveloped.
- The Greene Tract provides protection and habitat for various wildlife populations, and as such, any future development to occur on the Greene Tract should provide appropriate buffers and any future development on the edges of Sub-Areas B and C should provide appropriate buffers between the Greene Tract and developed land uses.
- Residential uses that are likely to attract students are appropriate in locations close to transit and with access to shopping and convenience to campus.

Placemaking, Street Character, and Urban Form

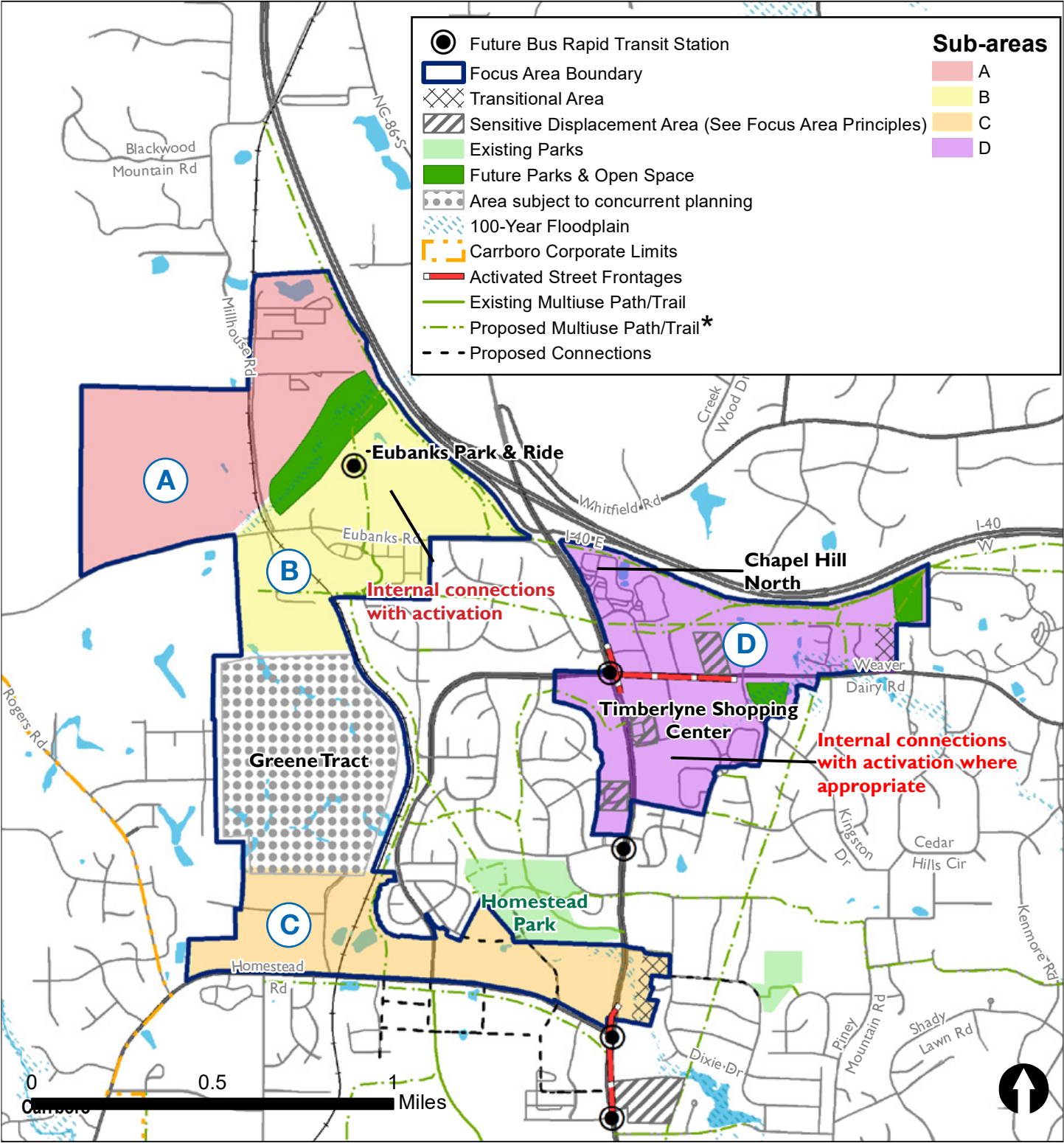
- A cohesive street design along Martin Luther King Jr. Boulevard—from I-40 to downtown—should be achieved through improvements in the right-of-way including street trees and design standards.
- Additional and connected public and green spaces should be provided as existing retail centers such as Chapel Hill North and Timberlyne Shopping Centers are redeveloped into multi-story developments.
- Buildings should be located closer to Martin Luther King Jr. Boulevard at proposed bus rapid transit stations with wide, shaded and continuous multimodal paths to enhance walkability and frame the gateway corridor.
- Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Multi-family Character Type.
- The Focus Area is characterized by its inviting streetscapes that blend the aesthetics of the built environment with mature tree canopies within the public right-of-way and as part of private development. Maintain this quality by preserving key vegetative areas and implementing new street tree plantings to support this character, shade sidewalks, and help frame the public realm.
- Because the Town is designated as a Tree City USA, significant tree stands at Town entrances, as appropriate to the location, should be maintained and/or enhanced. For example, when entering Town from the Rural Buffer, density should build from the edge of the Rural Buffer toward the more developed portions of Town. In all instances, the entrances to Town should demonstrate the Town's uniqueness.

Density & Intensity

- Leverage proposed transit service by increasing density and intensity within new developments near planned transit stations.
- Higher density mixed-use centers should have appropriate building height, landscape, connectivity, and transitions to residential neighborhoods.
- Concentration of density and intensity should be encouraged in proximity to transit stops to leverage transit service and to preserve and protect other areas.

Environmental

- Old Field Creek, which is located between Sub-Areas A and B, should be positioned as a protected natural amenity adjacent to shops, offices, and multifamily properties. The creek should be incorporated into site design, where appropriate, with riparian green infrastructure to provide for flood mitigation, habitat, and community space.
- Development in this Focus Area must be cognizant of the existing, significant watersheds.



* See Mobility Plan for more information about proposed multi-modal improvements

Character Types and Height in 2050: North MLK

Primary (predominant land uses)

Secondary (appropriate, but not predominant)

Discouraged

	Sub-Area A	Sub-Area B	Sub-Area C	Sub-Area D
Multifamily, Shops & Offices				
Multifamily Residential				
Commercial/Office				
Parks and Green/Gathering Spaces				
Townhouses & Residences				
Institutional/Civic				
Light Industrial				
Typical Height	4-6 stories	6 stories	4-6 stories	4-6 stories
Transitional Area Height	N/A	Up to 4 stories	2-4 stories	Up to 4 stories
Activated Street Frontage Height	N/A	N/A	6 stories	6 stories

Note: Each story is approximately 12 feet tall, but height may vary based on many factors. While suggested heights are noted above, determining the appropriate height for each site will require careful examination of the site and its surrounding context.

Definitions

Activated Street Frontages

Activated street frontages are frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings or in civic spaces, with no off-street parking between the street frontage and the building/civic space, and lively internal uses visible and accessible from the activated space. In some cases, active street frontages may mean that retail and services should be allowed on the first floor within residential character types.

Active frontages may also be encouraged along future connections including multi-modal ones, which includes pedestrian/bicycle facilities as well as greenways. When creating active frontages, it must be recognized that appropriate activation will differ by place and circumstance.

Transitional Area

This Focus Area strives for harmonious transitions between different types and intensities of land uses as well as built form to help mitigate undesirable impacts that a development might have on an adjacent site or use. The Transitional Area is intended to identify areas where lower-intensity land uses or development patterns may be appropriate between higher-intensity development and single-family neighborhoods. Appropriate transitional techniques may include landscaping, changing land uses, and altering architectural and building forms. For additional direction, see the Guiding Statements.

South Martin Luther King, Jr. Boulevard

A gateway corridor with transit-focused development and a mixture of housing types.

The South Martin Luther King Jr. Boulevard Focus Area extends the gateway treatment south to the edge of Downtown. This portion of the corridor is envisioned to include a mixture of uses, including a diversity of housing types, that make the best use of future proposed transit service while protecting natural features such as Bolin Creek. The South Martin Luther King Jr. Boulevard area also serves to reinforce the Town's urban core with an extension of downtown north along the corridor, including an active commercial node at Hillsborough Street. The mix of uses, with an emphasis of offices, will help infuse a year-round customer base for downtown Chapel Hill.

In order to create a cohesive corridor from I-40 to Hillsborough Street, as the corridor redevelops in concert with the BRT, at larger bus rapid transit Stations, buildings (development) should be located closer to the street in order to create highly functional, walkable destinations for both transit riders and adjacent neighborhoods. Between these BRT stations, buildings may be pushed back with significant front yard landscaping.

Overview of Current Conditions

Like the North Martin Luther King Jr. Boulevard Focus Area, the southern portion of the corridor serves as a major arterial and a gateway to Town. The Focus Area follows Martin Luther King, Jr. Boulevard from Homestead Road to East Rosemary Street and includes portions of Estes Drive and Hillsborough Street.

While proximity to downtown is a defining feature of this area, the corridor is also a barrier to east-west bicycle and pedestrian mobility, and the terrain that rises toward downtown makes it difficult for some non-motorized users. High-density housing mainly serving students is situated along the corridor, and established single-family neighborhoods surround these developments. Little undeveloped land remains in this area, meaning most change will come in the form of redevelopment. Previous planning efforts include the Central West Small Area Plan, Estes Drive Bicycle & Pedestrian Improvements, and various townwide plans.

Focus Area Principles

Connectivity & Mobility

- Street design should calm traffic using a variety of means including landscaping and high visibility crosswalks, especially south of Bolin Creek as you approach the core downtown area.
- New roadway and multimodal connections should be designed to accommodate pedestrians, bicycles, and transit vehicles where appropriate, particularly in proximity to the corridor's future proposed bus rapid transit stops.
- Parking strategies, such as consolidating parking in strategic locations, should encourage people to park once and walk from one destination to another within mixed-use activity nodes. Likewise, property owners who have different peak hours of parking demand should share their parking spaces with one another.

Land Use

- This area should encourage mixed-income housing near transit stations and within mixed-use centers while encouraging locally-based businesses, through economic development initiatives, that provide services to the surrounding community.
- Planning controls should establish gradual height and density transitions between new development and existing residential and institutional uses.

- Commercial infill and redevelopment should be bicycle and pedestrian-friendly and connected to the larger multimodal network.
- Displacement mitigation strategies will be necessary should existing manufactured home parks in the Focus Area be redeveloped.
- Residential uses that are likely to attract students are appropriate in locations close to transit and with access to shopping and convenience to campus. These locations include near the intersections with Homestead Road and Estes Drive and south of Hillsborough Street.
- The Carolina North Forest is identified as a habitat patch. To protect this patch, buffering between any new development and the forest may be necessary.

Placemaking, Street Character, and Urban Form

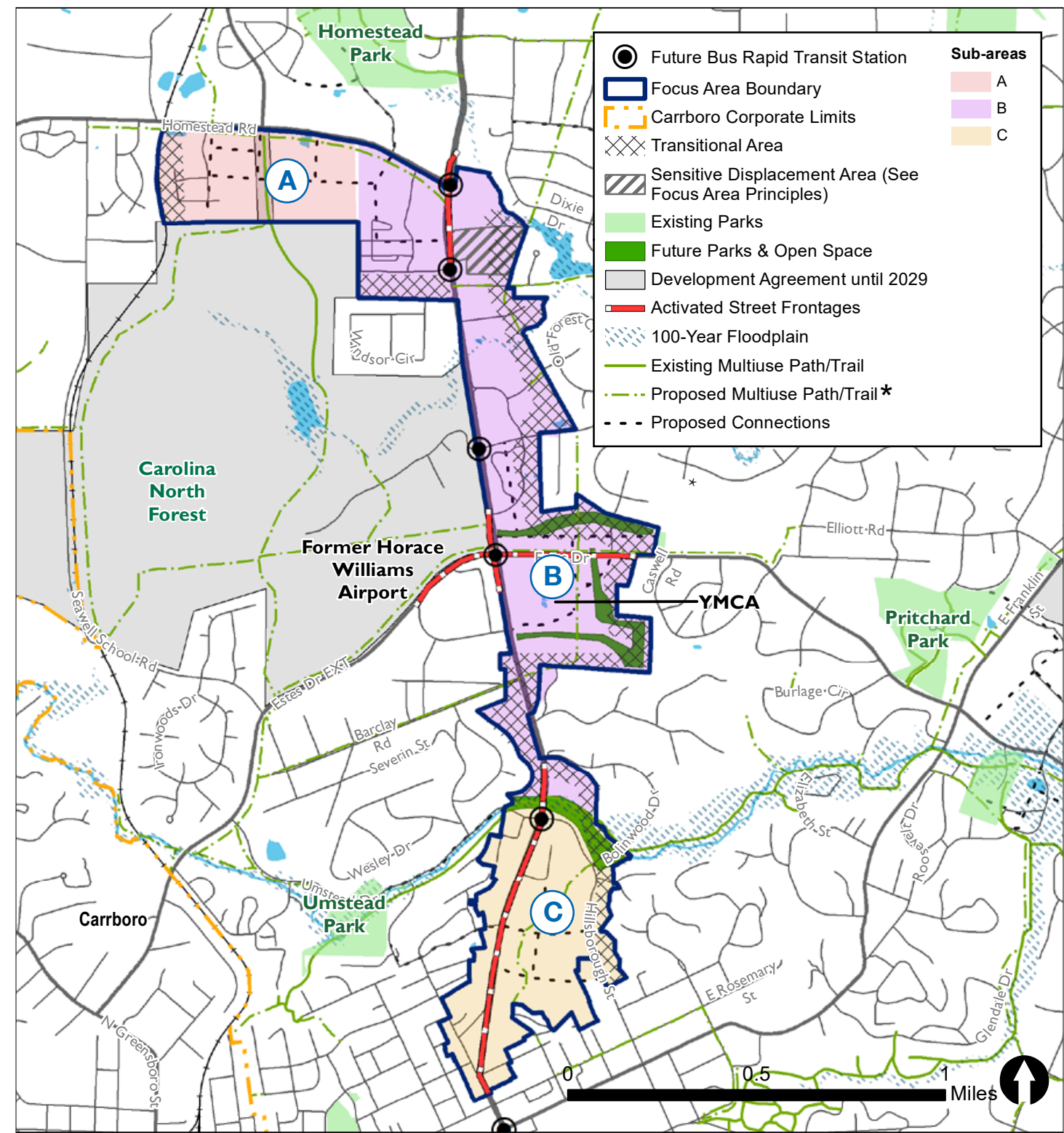
- A cohesive street design along Martin Luther King Jr. Boulevard, from I-40 to downtown, should be achieved through landscaping, building placement, and design guidelines.
- Building, site, and landscape design should be integrated with bus rapid transit stops.
- The character of the surrounding neighborhoods should be preserved while providing multimodal connections to new destinations, amenities, and public spaces.
- Buildings should be located closer to Martin Luther King Jr. Boulevard with wide, shaded and continuous multimodal paths to enhance walkability and frame the gateway corridor.
- Building placement for the portion of the corridor south of Hillsborough Street should reinforce an extension of the urban character found in Downtown Chapel Hill.
- Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Multi-family character type.
- The Focus Area is characterized by its inviting streetscapes that blend the aesthetics of the built environment with mature tree canopies within the public right-of-way and as part of private development. Maintain this quality by preserving key vegetative areas and implementing new street tree plantings to support this character, shade sidewalks, and help frame the public realm.
- When core heights are utilized, large step backs from the front façade are desirable to create a more human-scaled public realm.

Density & Intensity

- Leverage future proposed transit service by increasing density and intensity within new developments near planned transit stations.
- New developments should include variable heights and densities in response to existing land uses and natural features such as site-specific terrain, tree height, and tree stands.
- Higher density and intensity should be encouraged along Martin Luther King Jr. Boulevard extending from downtown to Hillsborough Street.

Environmental

- Future decisions should minimize disruption to the natural features such as Bolin Creek while making connected open spaces available for people's use and enjoyment. The creek should be incorporated into site design where appropriate.
- Some developed properties along Bolin Creek should transition to open space.



* See Mobility Plan for more information about proposed multi-modal improvements

Character Types and Height in 2050: South MLK

● Primary (predominant land uses) ● Secondary (appropriate, but not predominant) ⊖ Discouraged

	Sub-Area A	Sub-Area B	Sub-Area C
Multifamily, Shops & Offices	●	●	●
Multifamily Residential	●	●	●
Commercial/Office	⊖	●	●
Parks and Green/Gathering Spaces	●	●	●
Townhouses & Residences	●	●	●
Institutional/Civic	●	●	●
Typical Height	4-6 stories	4-6 stories	4-6 stories
Transitional Area Height	2-4 stories	2-4 stories	2-4 stories (Adjacent to lower scale residential uses, step backs or other transitional methods are necessary to ensure harmonious transitions)
Activated Street Frontage Height	N/A	6 stories	8 stories, 4 stories at the front setback line

Note: Each story is approximately 12 feet tall, but height may vary based on many factors. While suggested heights are noted above, determining the appropriate height for each site will require careful examination of the site and its surrounding context.

Definitions

Activated Street Frontages

Activated street frontages are frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings or in civic spaces, with no off-street parking between the street frontage and the building/civic space, and lively internal uses visible and accessible from the activated space. In some cases, active street frontages may mean that retail and services should be allowed on the first floor within residential character types.

Active frontages may also be encouraged along future connections including multi-modal ones, which includes pedestrian/bicycle facilities as well as greenways. When creating active frontages, it must be recognized that appropriate activation will differ by place and circumstance.

Transitional Area

This Focus Area strives for harmonious transitions between different types and intensities of land uses as well as built form to help mitigate undesirable impacts that a development might have on an adjacent site or use. The Transitional Area is intended to identify areas where lower-intensity land uses or development patterns may be appropriate between higher-intensity development and single-family neighborhoods. Appropriate transitional techniques may include landscaping, changing land uses, and altering architectural and building forms. For additional direction, see the Guiding Statements.

North 15-501 Corridor

A destination with a mix of higher intensity uses.

The North 15-501 area is envisioned as a dynamic mix of higher-intensity uses, including places to shop and reside. The vision for this area balances its role as a gateway to Town from points east and a destination that draws residents, employees, shoppers, and visitors from elsewhere. The Focus Area promotes active street life that blends the built environment with mature tree canopies and offers wide sidewalks and other multimodal features. Portions of the Focus Area that are currently developed may transition over time to open space.

Overview of Current Conditions

North 15-501 is one of the town's major retail and commercial centers as well as an important gateway from I-40. The Focus Area follows North 15-501 and runs from I-40 to Estes Drive and includes portions of East Franklin Street and Erwin Road.

Higher density housing, commercial, and mixed-use developments dominate the corridor, which is surrounded by established single-family neighborhoods. Significant flood and stormwater concerns impact a major portion of this area. In 2014, Chapel Hill adopted a form-based code for the Blue Hill District to establish and maintain a consistent and cohesive design aesthetic. Previous planning efforts include Ephesus Church Road/Fordham Boulevard Small Area Planning and Traffic Analysis, Blue Hill District Design Guidelines, and various townwide plans. Planning strategies should reference the concurrent planning process for the UNC Healthcare Eastowne campus.

Focus Area Principles

Connectivity & Mobility

- Parking strategies—such as consolidating parking in strategic locations—should encourage people to park once and walk from one destination to another within in mixed-use activity nodes. Likewise, property owners who have different peak hours of parking demand should share their parking spaces with one another.
- Given the higher density envisioned for this corridor, bicycle and pedestrian mobility within and to the Focus Area should be prioritized.
- The North 15-501 Focus Area should be studied for potential high-frequency transit options.

Land Use

- Existing single-use shopping areas should be encouraged to transition over time to mixed-use areas with clear connections to adjacent neighborhoods and developments.
- Special consideration should be given to the transition from higher density and intensity uses along the corridor and near larger proposed transit stops to single-family neighborhoods.
- Housing of various price points should be integrated into mixed-use nodes or located near employment centers.
- Townhomes should be encouraged to provide a transition between higher densities in the Focus Area and the single-family residential neighborhoods on the periphery.
- This Focus Area should include employment centers, whether single user or in a mixed office setting, within proximity to future transit stops.

Placemaking, Street Character, and Urban Form

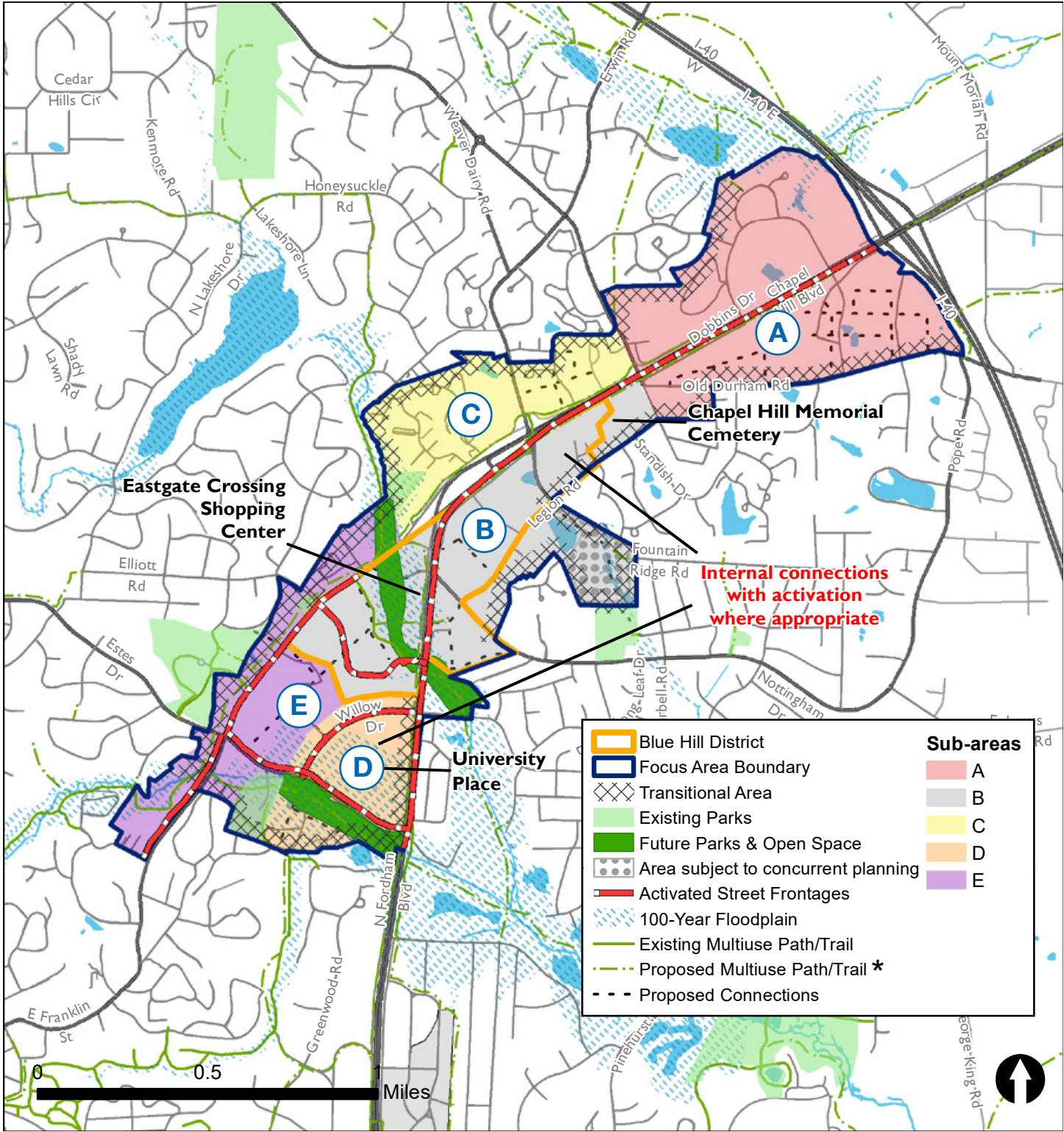
- As a gateway from the northeast, additional attention should be given to the form and function of the corridor. Because the Town is designated as a Tree City USA, significant tree stands at Town entrances, as appropriate to the location, should be maintained and/or enhanced. In all instances, the entrances to Town should demonstrate the Town's uniqueness.
- As single-story retail centers such as University Place and Eastgate are redeveloped into multistory, mixed-use developments, the provision of additional, connected public spaces and green spaces should be emphasized.
- The Focus Area is characterized by its inviting streetscapes that blend the aesthetics of the built environment with mature tree canopies within the public right-of-way and as part of private development. Maintain this quality by preserving key vegetative areas and implementing new street tree plantings to support this character, shade sidewalks, and help frame the public realm.
- Redevelopment should feature a more compact and connected urban framework by limiting block lengths, thus ensuring a higher number of intersections per square mile.
- Site buildings closer to the street to enhance the walkability within the Focus Area.
- Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Multi-family Character Type.

Density & Intensity

- The mix of uses should vary in scale and intensity based on the different context of the Focus Area.
- Density and intensity should be the highest near larger proposed future transit stops with transitions to adjacent areas. The density and intensity of these areas may be reconsidered if transit is not constructed.

Environmental

- The Town should leverage redevelopment as an opportunity to reduce overflows into the Focus Area's historically flood prone locations.
- Redevelopment and new development should enhance how people are connected to and experience the area's natural resources, including Little Creek and Booker Creek. The creeks should be incorporated into site design as well as daylighted and/or developed into green infrastructure and green spaces, where appropriate.
- The North 15-501 Focus Area should have a greater contribution to the Town's overall urban tree canopy.
- Some developed properties should partially transition to open space, where possible, which may require intensifying development away from restored open space on these properties.



* See Mobility Plan for more information about proposed multi-modal improvements

Character Types and Height in 2050: North 15-501

Primary (predominant land uses)

Secondary (appropriate, but not predominant)

Discouraged

	Sub-Area A	Sub-Area B	Sub-Area C	Sub-Area D	Sub-Area E
Multifamily, Shops & Offices	Primary	Primary	Secondary	Primary	Primary
Multifamily Residential	Primary	Secondary	Secondary	Secondary	Secondary
Commercial/Office	Primary	Primary	Secondary	Primary	Primary
Parks and Green/Gathering Spaces	Primary	Primary	Secondary	Primary	Primary
Townhouses & Residences	Secondary	Secondary	Primary	Secondary	Secondary
Institutional/Civic	Secondary	Secondary	Secondary	Secondary	Secondary
Typical Height	4-6 stories	4 stories	4 stories	4-6 stories	4-6 stories
Transitional Area Height	Up to 4 stories	Up to 4 stories	Up to 4 stories	Up to 4 stories	Up to 4 stories
Activated Street Frontage Height	6 stories	6 stories	6 stories	6 stories	6 stories

Note: Each story is approximately 12 feet tall, but height may vary based on many factors. While suggested heights are noted above, determining the appropriate height for each site will require careful examination of the site and its surrounding context.

Definitions

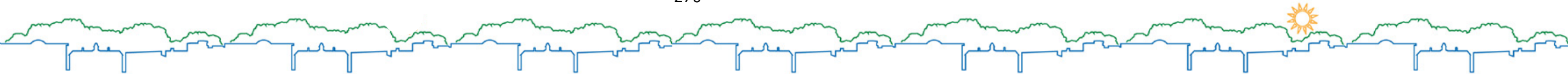
Activated Street Frontages

Activated street frontages are frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings or in civic spaces, with no off-street parking between the street frontage and the building/civic space, and lively internal uses visible and accessible from the activated space. In some cases, active street frontages may mean that retail and services should be allowed on the first floor within residential character types.

Active frontages may also be encouraged along future connections including multi-modal ones, which includes pedestrian/bicycle facilities as well as greenways. When creating active frontages, it must be recognized that appropriate activation will differ by place and circumstance.

Transitional Area

This Focus Area strives for harmonious transitions between different types and intensities of land uses as well as built form to help mitigate undesirable impacts that a development might have on an adjacent site or use. The Transitional Area is intended to identify areas where lower-intensity land uses or development patterns may be appropriate between higher-intensity development and single-family neighborhoods. Appropriate transitional techniques may include landscaping, changing land uses, and altering architectural and building forms. For additional direction, see the Guiding Statements.



Downtown

Preserving and enhancing the heart of Chapel Hill.

The Downtown Focus Area maintains, enhances, and promotes downtown as the social and cultural center of Chapel Hill through infill development, redevelopment, and adaptive reuse (i.e., the reuse of an existing building for a purpose other than what it was originally intended). Special consideration is given to previous Town planning efforts while encouraging sufficient density to absorb growth and limit impacts to other areas of Chapel Hill.

Preserving and enhancing the heart of Chapel Hill while attracting year-round residents and additional office and commercial uses are core components of this Focus Area. While the Focus Area Maps and Principles express an overall vision for Downtown, refinement of that vision will take place during the next phase of the Charting Our Future Project.

Overview of Current Conditions

The Downtown Focus Area stretches from the Town boundary with Carrboro in the west to Spring Lane in the east and includes East/West Rosemary and East/West Franklin Streets. This Focus Area covers the traditional core of the Town and is home to a variety of restaurants, offices, and other services typical of a central business district. The area includes part of the Franklin-Rosemary Historic District, Chapel Hill National Register District, and University of North Carolina campus. The student population is a major influence. Though no undeveloped land remains within this area, redevelopment will likely occur over time. Opportunities to enhance the urban design and functionality of Franklin and Rosemary Streets will occur as part of this redevelopment. Proactive planning will be necessary to absorb growth over time while preserving the unique character of downtown and protecting established neighborhoods to the north, east, and south. Numerous previous plans are on the books, including the West Rosemary Development Guide and various townwide plans.

Focus Area Principles

Connectivity & Mobility

- Encourage safe and attractive multimodal transportation options that leverage the street grid and urban intensity.
- Connect and widen sidewalks to encourage walkability, where possible.
- Implement the multimodal network within the downtown area as determined in the Chapel Hill Mobility and Connectivity Plan, particularly with respect to connections to existing trails and on-street bicycle facilities.
- Encourage appropriate redevelopment of surface parking and parking decks to provide more structured parking solutions for private and public use and further infill development goals that support better streetscape character, scale, and connectivity.
- Parking strategies should encourage people to park once and walk from one destination to another within in mixed-use activity nodes. Likewise, property owners who have different peak hours of parking demand should share their parking spaces with one another.
- Surface parking between buildings and primary streets should be avoided.
- Mid-block pass-throughs for vehicles and pedestrians are encouraged to promote connectivity between Franklin and Rosemary Streets.

Land Use

- Redevelop parking facilities to knit together the urban fabric and enhance the streetscape character and

public realm.

- Allow increased heights within the Focus Area in locations where such height may be necessary to support or encourage stated redevelopment initiatives.
- Encourage higher density compatible housing through infill, redevelopment, and adaptive reuse (i.e., the reuse of an existing building for a purpose other than what it was originally built for).
- To provide a substantial residential population to support downtown businesses throughout the year, housing for year-round residents is desirable in Downtown.

Placemaking, Street Character, and Urban Form

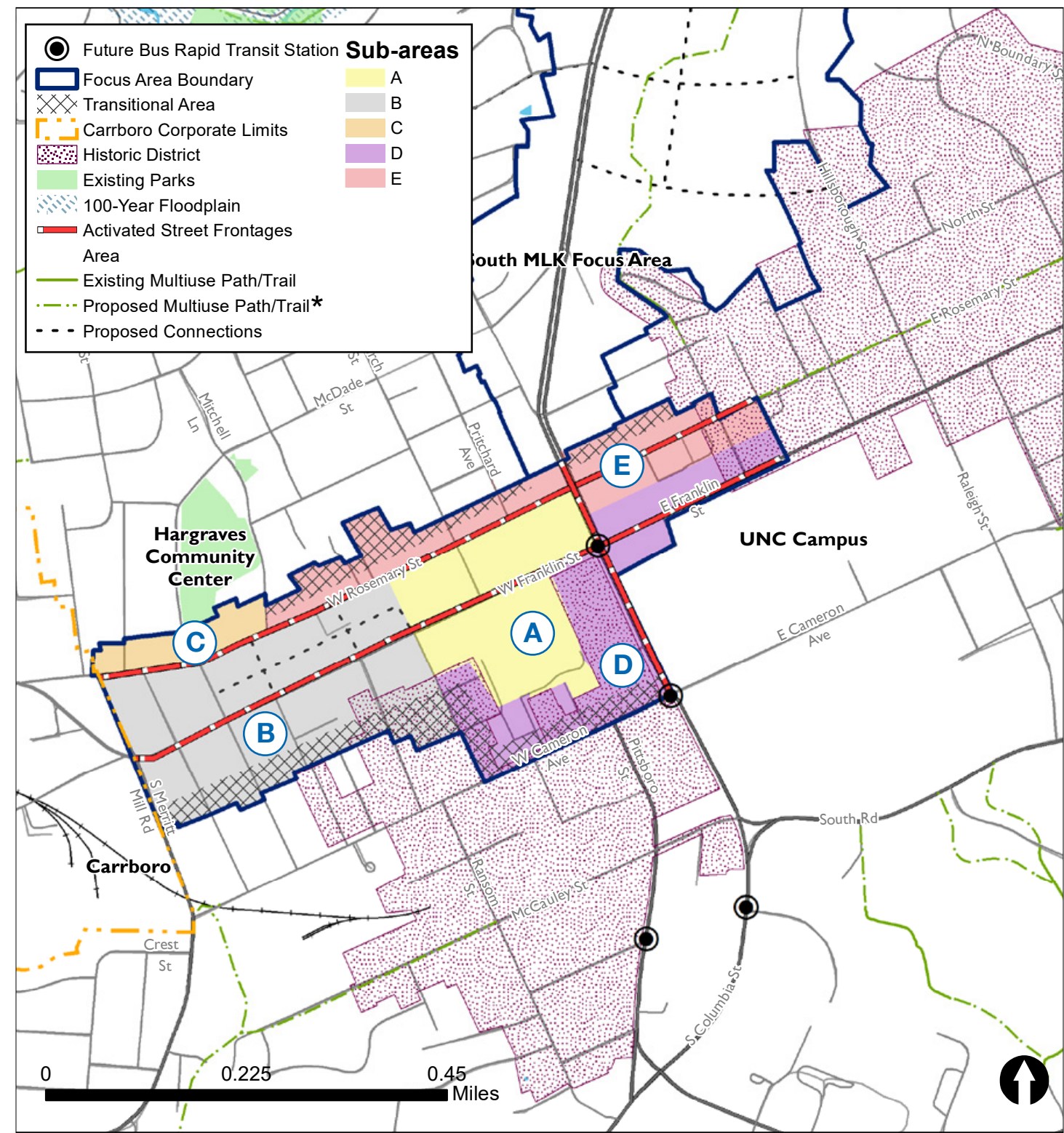
- Design alleys to serve as places as well as functional welcoming pathways and wayfinding.
- Enhance the visual character of the Franklin and Rosemary Streets with additional plantings and consistent street design elements.
- Increase tree canopy coverage within and outside the public rights-of-way as well as encourage the use of green roofs and walls.
- Establish design guidelines and controls so that new and renovated buildings are compatible in form and proportion with desired character.
- When new developments are proposed along West Rosemary Street, ensure that the proposals are in keeping with the spirit of the West Rosemary Development Guide.
- Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Multi-family Character Type.
- Improvements to street facades that promote good design and preserve the Town’s unique architectural character should be encouraged.
- When core heights are utilized, large step backs from the front façade are desirable to create a more human-scaled public realm.
- The street level of a building should be designed to engage, charm, and attract pedestrians. Facades adjacent to the sidewalk should appear inviting, safe, and welcoming.
- Design architectural features, fenestration patterns, and material choices and arrangements to indicate the activities contained within. Building facades should be composed of elements scaled to promote and support pedestrian comfort, safety, and orientation. The building facade should create a “human scale” not only at the street/sidewalk level, but also as viewed from farther away.
- Use materials at street/sidewalk level that create a sense of permanence and bring life and warmth to Downtown.
- Provide unique elements on building facades, within/adjacent to public open spaces, and/or on the sidewalk to create a distinctive, attractive, and memorable sense of place associated with the building.

Density & Intensity

- Redevelop at a scale and intensity that strengthens Downtown’s capacity to absorb growth and limit impacts to other areas of Town.
- Appropriate transitions should be incorporated between downtown and the Northside neighborhood. As noted in the West Rosemary Development Guide, when new structures are built along Rosemary Street, incorporate setbacks and stepbacks that respect the adjacent residences.

Environmental

- Create urban pocket parks adjacent to the sidewalk zones, specifically in areas prime for public events and festivals.



* See Mobility Plan for more information about proposed multi-modal improvements

Character Types and Height in 2050: Downtown

Primary (predominant land uses) Secondary (appropriate, but not predominant) Discouraged

	Sub-Area A	Sub-Area B	Sub-Area C	Sub-Area D	Sub-Area E
Multifamily, Shops & Offices	Primary	Primary	Primary	Primary	Primary
Multifamily Residential	Secondary	Secondary	Primary	Secondary	Primary
Commercial/Office	Primary	Primary	Secondary	Primary	Primary
Parks and Green/Gathering Spaces	Primary	Primary	Primary	Primary	Primary
Townhouses & Residences	Discouraged	Discouraged	Discouraged	Secondary	Discouraged
Institutional/Civic	Secondary	Secondary	Secondary	Secondary	Secondary
Typical Height: (Adjacent to lower scale residential uses, step backs or other transitional methods are necessary to ensure harmonious transitions.)	Setback height of to 4 stories, with a core height of up to 8 stories allowed	Setback height of up to 3 stories with a core height of up to 8 stories allowed. No more than approximately 4 stories allowed in the transitional area	No more than 4 stories	Core height of up to 6 stories, with a setback height of 3 stories No more than 4 stories allowed in the transitional area	Up to 4 stories at the front setback. Core height of 8 stories allowed on the south side of E Rosemary and 6 stories on the north side of E Rosemary and along West Rosemary. No more than approximately 4 stories allowed in the transitional area.

Note: Each story is approximately 12 feet tall, but height may vary based on many factors. While suggested heights are noted above, determining the appropriate height for each site will require careful examination of the site and its surrounding context.

Definitions

Activated Street Frontages

Activated street frontages are frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings or in civic spaces, with no off-street parking between the street frontage and the building/civic space, and lively internal uses visible and accessible from the activated space. In some cases, active street frontages may mean that retail and services should be allowed on the first floor within residential character types.

Active frontages may also be encouraged along future connections including multi-modal ones, which includes pedestrian/bicycle facilities as well as greenways. When creating active frontages, it must be recognized that appropriate activation will differ by place and circumstance.

Transitional Area

This Focus Area strives for harmonious transitions between different types and intensities of land uses as well as built form to help mitigate undesirable impacts that a development might have on an adjacent site or use. The Transitional Area is intended to identify areas where lower-intensity land uses or development patterns may be appropriate between higher-intensity development and single-family neighborhoods. Appropriate transitional techniques may include landscaping, changing land uses, and altering architectural and building forms. For additional direction, see the Guiding Statements.



NC 54 Corridor

Employment centers with a green gateway to Chapel Hill.

The NC 54 Focus Area blends established and anticipated employment centers and considers the likely benefits of future transit service by encouraging compact, mixed-use development highlighted by diverse and affordable housing options. While linear greenspace will continue to be a defining feature, the tree buffer that exists from Barbee Chapel Road to Findley Golf Course Road may transition over time to a more urban streetscape that includes wide sidewalks with an abundance of street trees

Overview of Current Conditions

The NC 54 corridor is a major gateway to the Town from the east and includes several office and commercial centers. The Focus Area includes the south side of NC 54 from Littlejohn Road to Fordham Boulevard.

Glen Lennox and Meadowmont draw patrons from throughout the community and beyond with dining, entertainment, retail, and services. The corridor has the potential to expand as an employment destination, offering many opportunities for mixed-use developments to take advantage of captive demand from weekday employees. The NC 54 corridor is positioned to become an even more important link in the Town’s transit system, which is reflected in the land use and development vision expressed in the Focus Area. Most opportunities to reshape the corridor toward a transit-oriented pattern are likely to come from redevelopment and intensification of the existing uses, rather than the new development of currently vacant land.

Focus Area Principles

Connectivity & Mobility

- The NC 54 corridor should become more bicycle and pedestrian friendly by closing gaps in the multimodal network and making it easier to traverse NC 54.
- The future design should yield an attractive, tree-lined, boulevard with a median, where the pedestrian and cyclist realms are protected by the natural landscape and physical barriers.
- New roadway and multimodal connections, including bicycle and pedestrian facilities, should be created to reduce local trips on NC 54 and enhance circulation within new development.

Land Use

- Diverse and affordable housing options should be located in areas that connect to existing and future transit service.
- Compact, mixed-use development should occur near transit and supported by a multimodal transportation system.

Placemaking, Street Character, and Urban Form

- Visual assets such as landscaped medians, tree-lined streets, and building facades should be integrated into a coordinated corridor design.
- Near Fordham Boulevard, the physical character of NC 54 and adjacent development should coordinate with the redevelopment vision of Glen Lennox as established in the Glen Lennox Area Neighborhood Conservation District Plan.
- Mixed-use centers should include public spaces and promote a more holistic corridor design.
- Because the Town is designated as a Tree City USA, significant tree stands at Town entrances, as

appropriate to the location, should be maintained and/or enhanced. For example, when entering Town from the Rural Buffer, density should build from the edge of the Rural Buffer toward the more developed portions of Town. In all instances, the entrances to Town should demonstrate the Town’s uniqueness

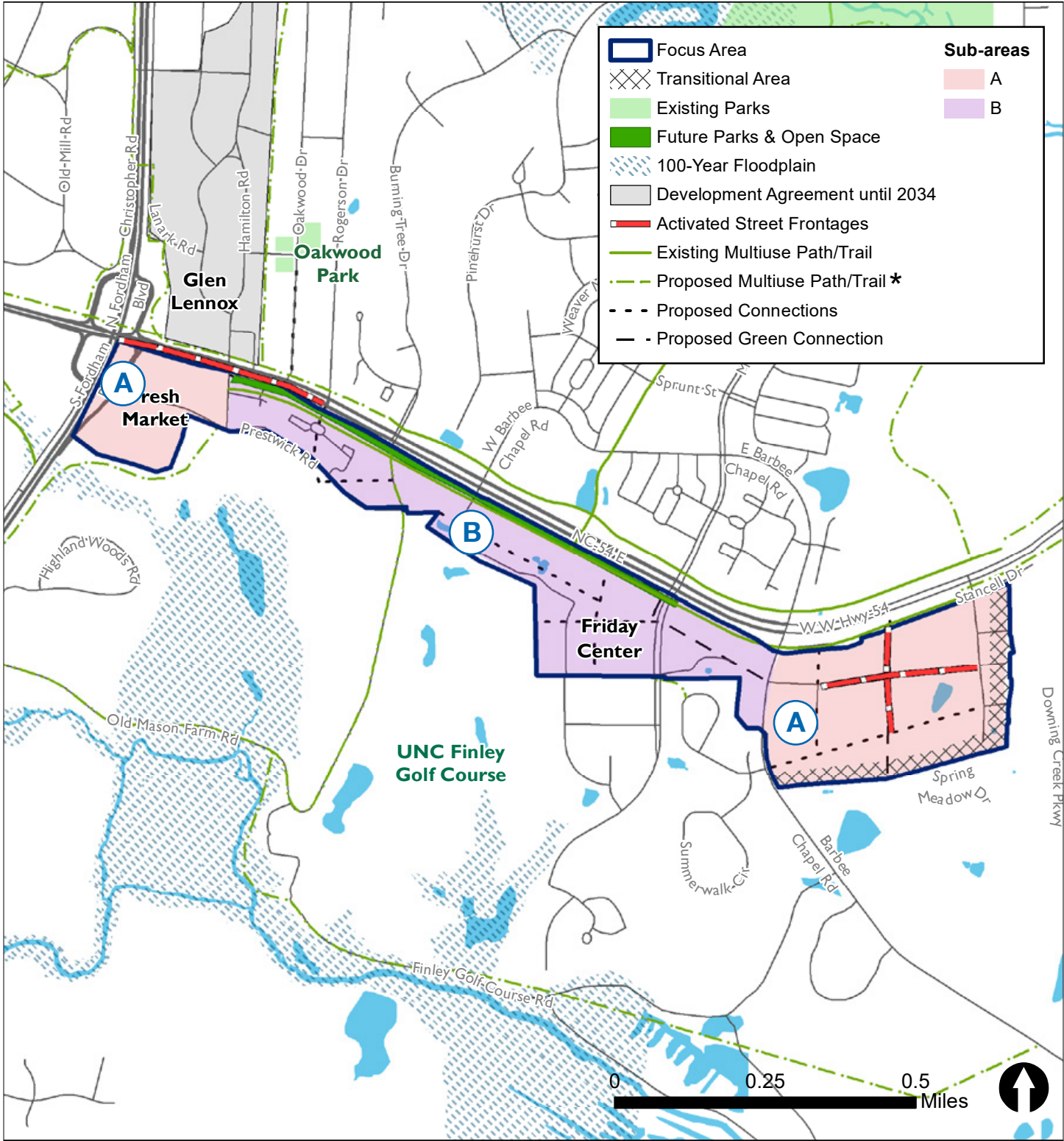
- Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Multi-family Character Type.
- The Focus Area is characterized by its inviting streetscapes that blend the aesthetics of the built environment with mature tree canopies within the public right-of-way and as part of private development. Maintain this quality by preserving key vegetative areas and implementing new street tree plantings to support this character, shade sidewalks, and help frame the public realm.

Density & Intensity

- Develop at a height and scale appropriate to future transit, existing development, and surrounding areas.
- Density and intensity should be the highest near larger proposed future transit stops with transitions to adjacent areas. The density and intensity of this areas should be reconsidered if transit is not constructed.

Environmental

- Preserve and expand the linear greenspace so NC 54 offers a greater contribution to the Town’s urban tree canopy goals. This treed greenspace assists with filtering mobile sources of air pollution and protects adjacent land uses.



* See Mobility Plan for more information about proposed multi-modal improvements

Character Types and Height in 2050: NC 54

Primary (predominant land uses)

Secondary (appropriate, but not predominant)

Discouraged

	Sub-Area A	Sub-Area B
Multifamily, Shops & Offices		
Multifamily Residential		
Commercial/Office		
Parks and Green/Gathering Spaces		
Townhouses & Residences		
Institutional/Civic		
Typical Height	6 stories	6 stories
Transitional Area Height	Up to 4 stories	N/A
Activated Street Frontage Height	6 stories	N/A

Note: Each story is approximately 12 feet tall, but height may vary based on many factors. While suggested heights are noted above, determining the appropriate height for each site will require careful examination of the site and its surrounding context.

Definitions

Activated Street Frontages

Activated street frontages are frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings or in civic spaces, with no off-street parking between the street frontage and the building/civic space, and lively internal uses visible and accessible from the activated space. In some cases, active street frontages may mean that retail and services should be allowed on the first floor within residential character types.

Active frontages may also be encouraged along future connections including multi-modal ones, which includes pedestrian/bicycle facilities as well as greenways. When creating active frontages, it must be recognized that appropriate activation will differ by place and circumstance.

Transitional Area

This Focus Area strives for harmonious transitions between different types and intensities of land uses as well as built form to help mitigate undesirable impacts that a development might have on an adjacent site or use. The Transitional Area is intended to identify areas where lower-intensity land uses or development patterns may be appropriate between higher-intensity development and single-family neighborhoods. Appropriate transitional techniques may include landscaping, changing land uses, and altering architectural and building forms. For additional direction, see the Guiding Statements.



South Columbia Gateway

Gateway nodes providing a mixture of uses and housing types.

As two gateway nodes on the south side of Chapel Hill, this Focus Area includes a mixture of uses, housing types, and open spaces that respect the differences of the South 15-501 Gateway and the Southern Village Park and Ride. These areas are envisioned to improve connectivity within and to the Focus Areas as well as to future proposed transit service.

Overview of Current Conditions

This Focus Area includes two redevelopment areas in the southern portion of the Town. The first area includes a gateway node on South Columbia Street just north of NC 54. This area was selected for additional study due to the broad interest in taking a proactive approach to planning the town's major gateways. The second portion of the Focus Area includes parcels centered on Town-owned land near Southern Village as well as the entrance to Southern Village. One Town-owned parcel is currently used as a park and ride lot and is slated to become the terminal station of the Chapel Hill Bus Rapid Transit system. The second parcel is open space. Future Proposed premium transit has the potential to change the development context in the surrounding area, necessitating a proactive planning effort to determine the best use of this small Focus Area. This area also has been identified as the possible future home of Kidzu Children's Museum, which will occupy a small part of the Town-owned land and will serve as an economic driver for the node.

Focus Area Principles

Connectivity & Mobility

- Bicycle and pedestrian connections should link complimentary uses and users to the multimodal network, including existing bike lanes on South Columbia Street and the Morgan Creek Trails and Merritt's Pasture.
- The location and visibility of these nodes, including access to existing and future transit service, and proximity to major roadways should be enhanced with improved access to adjacent neighborhoods, employment, or amenities.
- The development should provide pedestrian and vehicular connections within the nodes and to adjacent areas.
- Connectivity and mobility improvements should make it easier to traverse South Columbia Street.

Land Use

- Changes to the area should be complementary to existing residential uses. Areas outside the Focus Area with a low density residential land use designation will remain, including those on the west side of South Columbia Street.
- New housing should be incorporated into the gateway node due to its proximity to future proposed transit service.

Placemaking, Street Character, and Urban Form

- Reinforce the southern gateway role of these areas with unique and coordinated design elements such as landscaping, signage and branding, and streetscape development.
- The form, use, and design of the nodes should include transitions to align with the character and fabric of the existing community.
- The form and pattern for future development should reflect the 2015 scenario planning process for

the park-and-ride location, which includes shops and offices that front internal and external streets, structured parking wrapped with buildings, and on-street parking where appropriate.

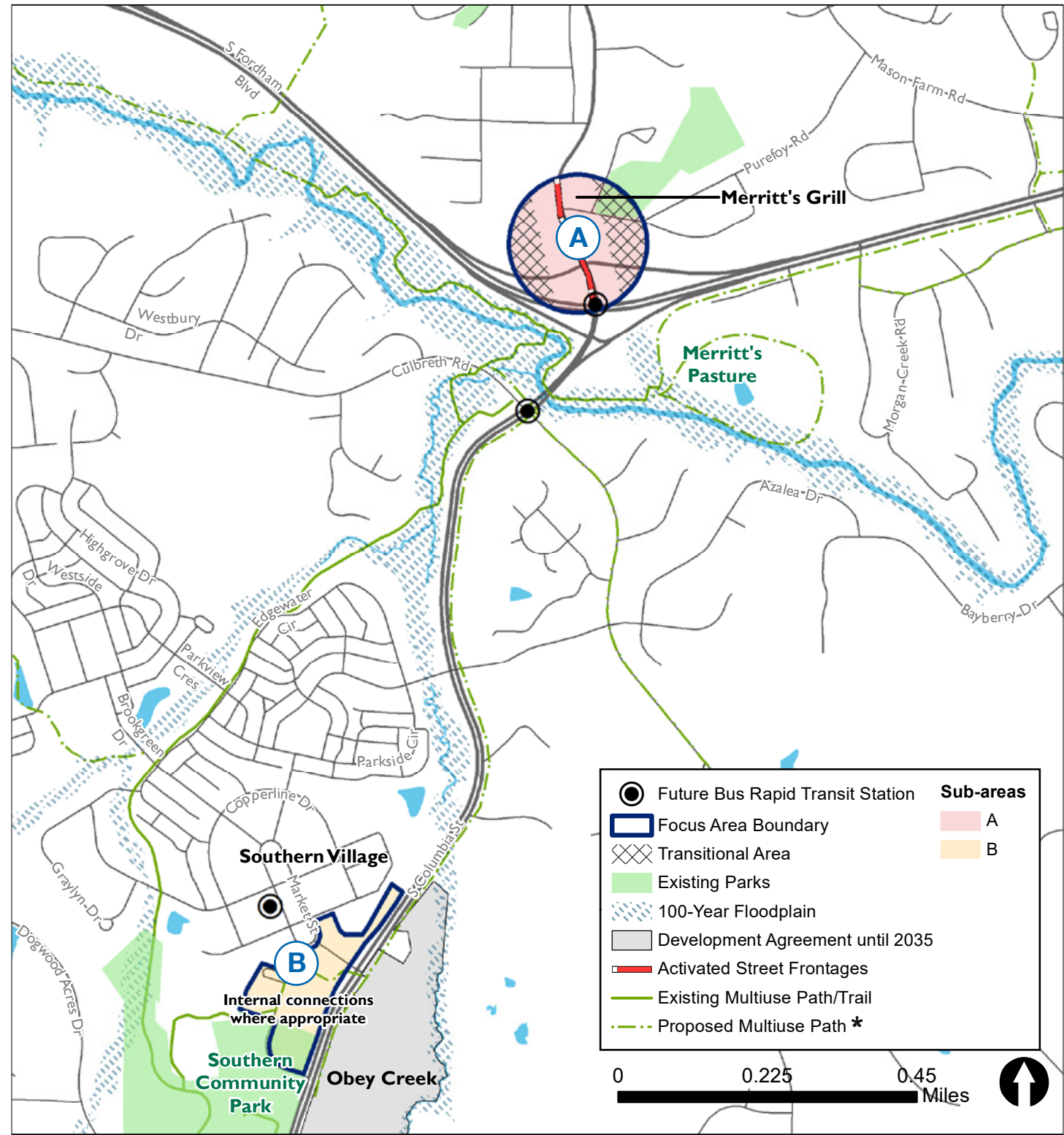
- Because the Town is designated as a Tree City USA, significant tree stands at Town entrances, as appropriate to the location, should be maintained and/or enhanced. For example, when entering Town from the Rural Buffer, density should build from the edge of the Rural Buffer toward the more developed portions of Town. In all instances, the entrances to Town should demonstrate the Town's uniqueness
- Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Apartment Multi-family character type. Active frontages in this Focus Area should include South Columbia Street within the South 15-501 Gateway node and streets internal to the Southern Village Park and Ride site.

Density & Intensity

- Promote development at a scale that complements the surrounding area.
- As the terminal station for the bus rapid transit system, transit-oriented development should be encouraged with apartments and a mix of uses.

Environmental

- Stormwater management strategies shall be coordinated and applied within the two nodes.



* See Mobility Plan for more information about proposed multi-modal improvements

Character Types and Height in 2050: South Columbia Gateway

● Primary (predominant land uses) ● Secondary (appropriate, but not predominant) ⊖ Discouraged

	Sub-Area A	Sub-Area B
Multifamily, Shops & Offices	●	●
Multifamily Residential	●	●
Commercial/Office	●	●
Parks and Green/Gathering Spaces	●	●
Townhouses & Residences	●	●
Institutional/Civic	●	●
Typical Height	4-6 stories	6 stories fronting South Columbia Street; 4 stories elsewhere.
Transitional Area Height	Up to 3 stories	N/A
Activated Street Frontage Height	6 stories	N/A

Note: Each story is approximately 12 feet tall, but height may vary based on many factors. While suggested heights are noted above, determining the appropriate height for each site will require careful examination of the site and its surrounding context.

Definitions

Activated Street Frontages

Activated street frontages are frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings or in civic spaces, with no off-street parking between the street frontage and the building/civic space, and lively internal uses visible and accessible from the activated space. In some cases, active street frontages may mean that retail and services should be allowed on the first floor within residential character types.

Active frontages may also be encouraged along future connections including multi-modal ones, which includes pedestrian/bicycle facilities as well as greenways. When creating active frontages, it must be recognized that appropriate activation will differ by place and circumstance.

Transitional Area

This Focus Area strives for harmonious transitions between different types and intensities of land uses as well as built form to help mitigate undesirable impacts that a development might have on an adjacent site or use. The Transitional Area is intended to identify areas where lower-intensity land uses or development patterns may be appropriate between higher-intensity development and single-family neighborhoods. Appropriate transitional techniques may include landscaping, changing land uses, and altering architectural and building forms. For additional direction, see the Guiding Statements.

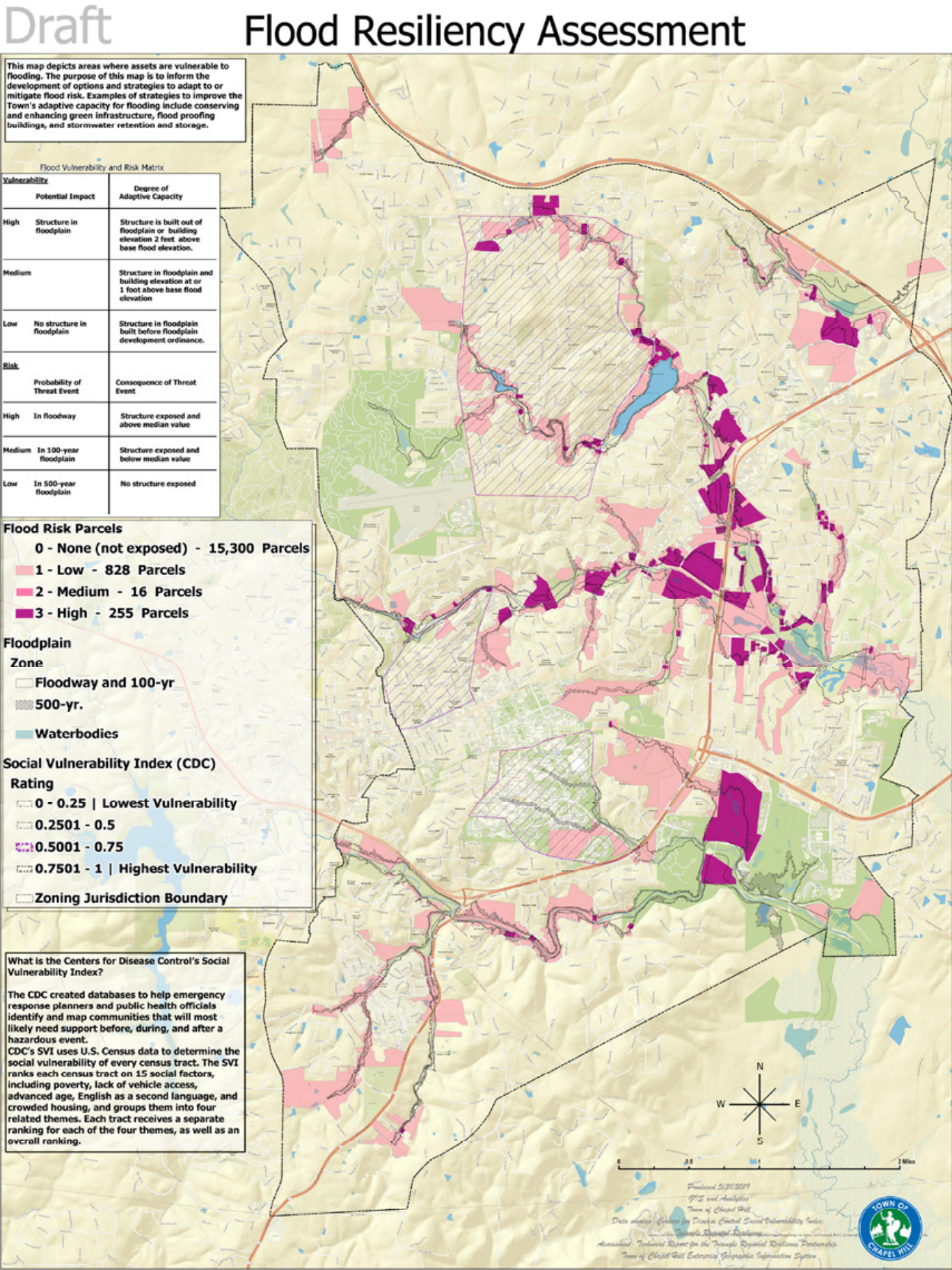
5 | MAP BOOK

The Future Land Use Map and detailed information for each Focus Area is supplemented with a series of maps. These maps reflect some of the Town’s concerns that may influence land use decisions and regulations in the Land Use Management Ordinance (LUMO). These maps include efforts associated with other long range planning initiatives and maps created as part of the Charting Our Future process. The intent of the Map Book is to provide additional insight and guidance as land use decisions are considered and as the LUMO is rewritten. The Map Book includes:

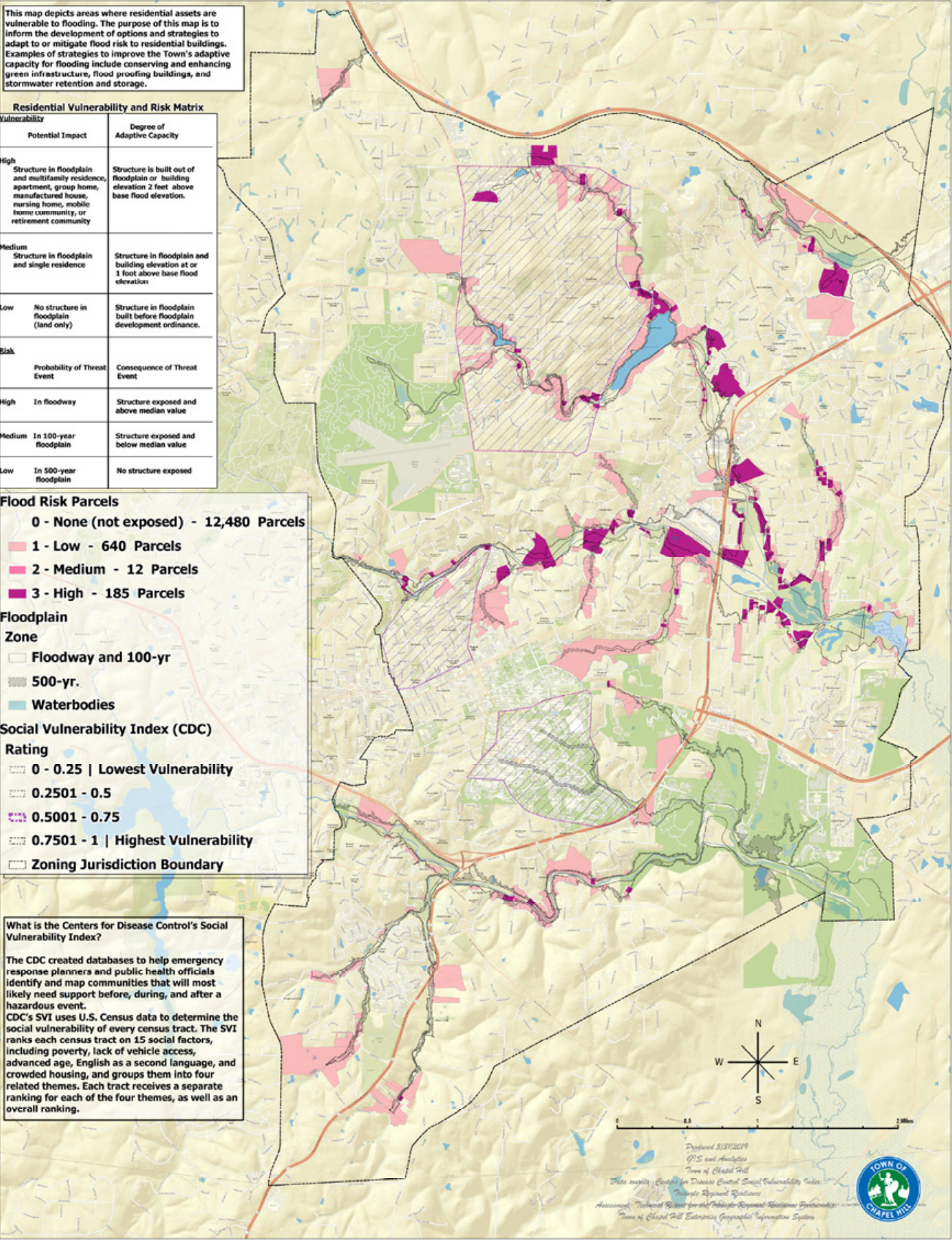
- Flood Resiliency Assessment, which is supported by the following maps:
 - Residential and Non-Residential Flood Resiliency Assessments
 - Buildings Relative to Base Flood Elevation
- Extreme Heat Resiliency Assessment, which is supported by the following maps:
 - Adaptive Capacity: Tree Canopy Density
 - Impervious Surfaces
- Existing Habitat and Potential Connections
- Long Term Network Facilities Map (Chapel Hill Mobility & Connectivity Plan, adopted 2017, amended 2020)

During the rewrite of the Town’s Land Use Management Ordinance, the Resiliency Assessment Maps will be the basis for developing standards and regulations tailored to making the Town more resilient, to the extent possible using zoning regulations, in the areas of extreme heat and flooding. As a result, zoning regulations may be tailored to specific areas of Town in order to begin addressing the resiliency issues depicted on these Resiliency Maps. As the baseline data for these maps change over time, the maps will be updated.

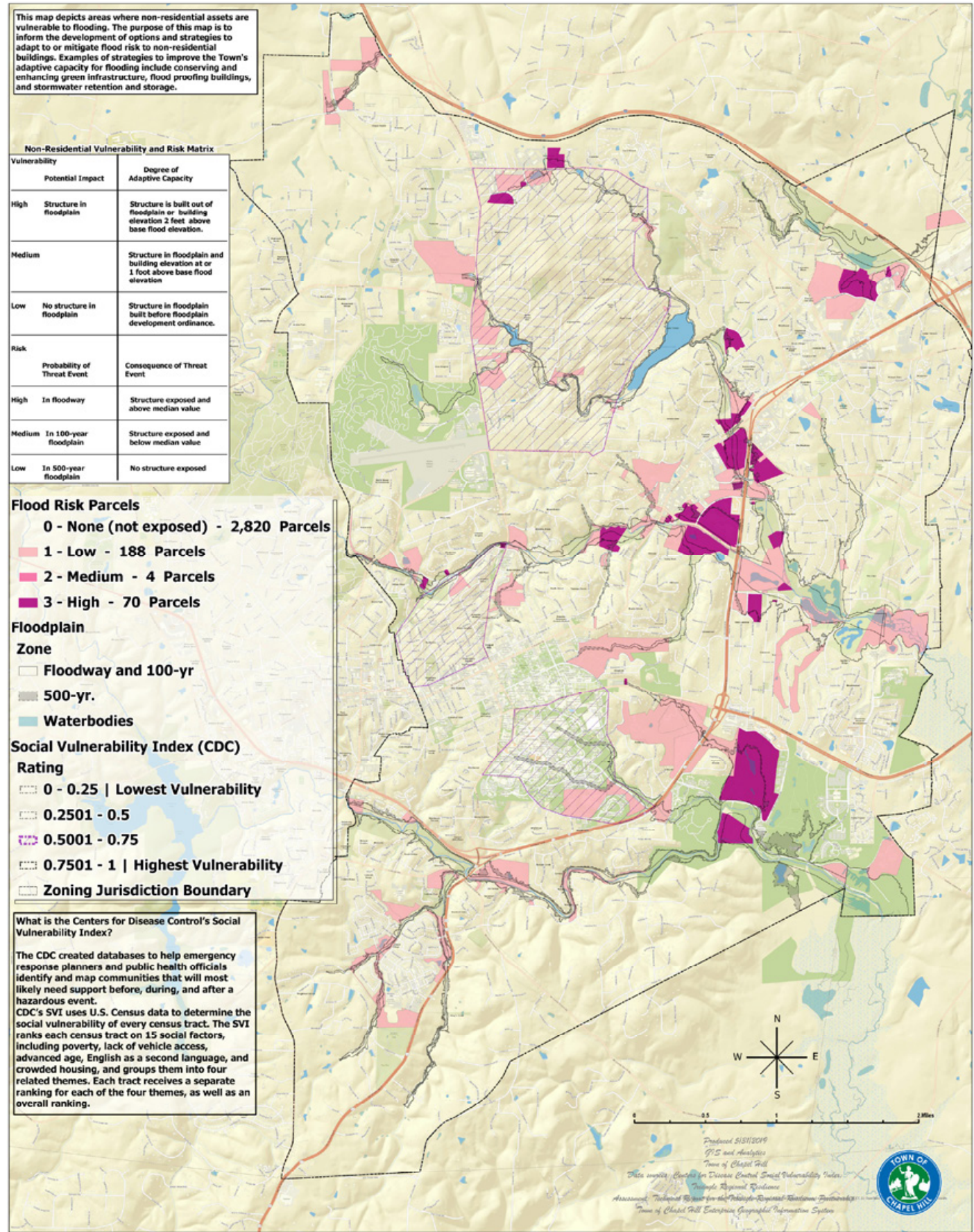
Note: These large-format maps are available under separate cover. Please see the Town of Chapel Hill for copies of the maps or additional questions.



Draft Residential Flood Resiliency Assessment



Draft Non-Residential Flood Resiliency Assessment



Draft

Extreme Heat Resiliency Assessment

This map depicts vulnerable populations and areas in Town impacted by impervious surfaces and the lack of tree canopy. The purpose of the map is to inform the development of strategies and options to help mitigate the effects of extreme heat events. The Tree Canopy map and Impervious Surfaces map are supplementary to this document. Some examples of strategies to improve the Town's adaptive capacity for extreme heat events include tree planting, green roofs, solar carports, and canopy conservation.

Extreme Heat Vulnerability Matrix

Potential Impact	Degree of Adaptive Capacity
High	Highest number of sensitive populations and high percentage of developed land cover (>85%)
Medium	Lower number of sensitive populations or lower percentage of developed land cover (62.5%-85%)
Low	Lower number of sensitive populations and low percentage of developed land cover (<62.5%)

Extreme Heat Parcels

- Vulnerability
- Low
 - Medium
 - High

Social Vulnerability Index (CDC)

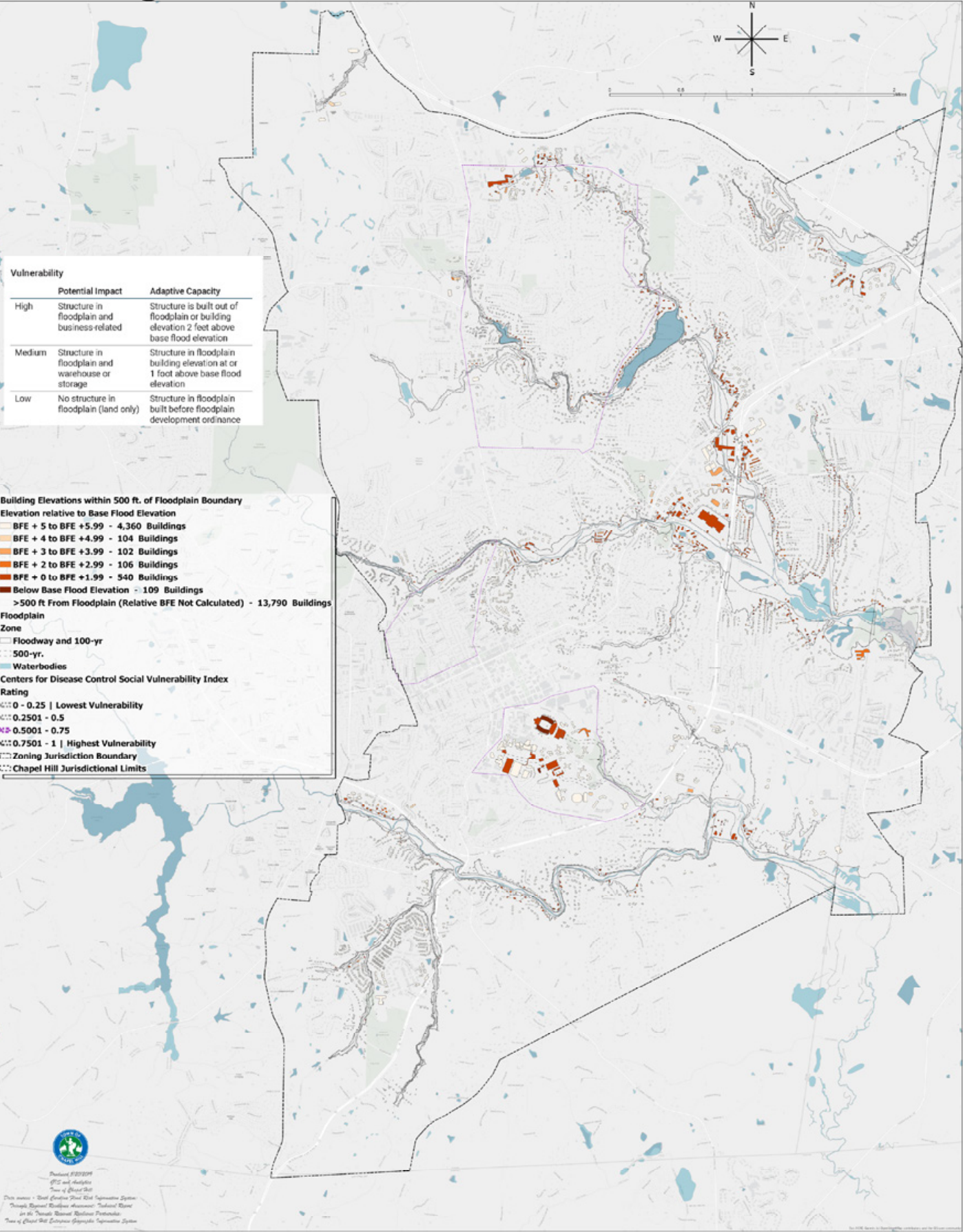
- Rating
- 0 - 0.25 | Lowest Vulnerability
 - 0.2501 - 0.5
 - 0.5001 - 0.75
 - 0.7501 - 1 | Highest Vulnerability
- Zoning Jurisdiction Boundary
- No Tree Canopy Data

What is the Centers for Disease Control's Social Vulnerability Index?

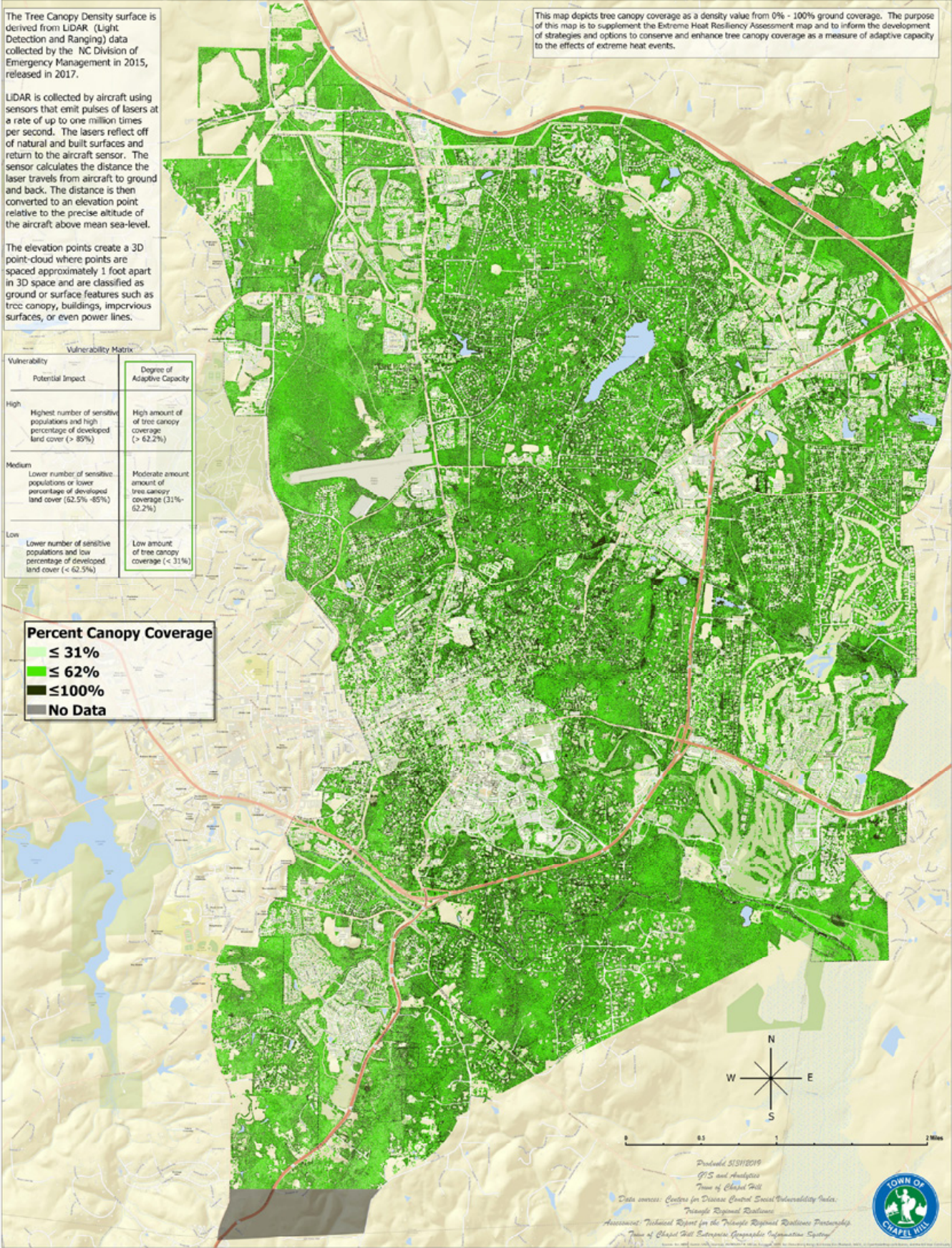
The CDC created databases to help emergency response planners and public health officials identify and map communities that will most likely need support before, during, and after a hazardous event.

CDC's SVI uses U.S. Census data to determine the social vulnerability of every census tract. The SVI ranks each census tract on 15 social factors, including poverty, lack of vehicle access, advanced age, English as a second language, and crowded housing, and groups them into four related themes. Each tract receives a separate ranking for each of the four themes, as well as an

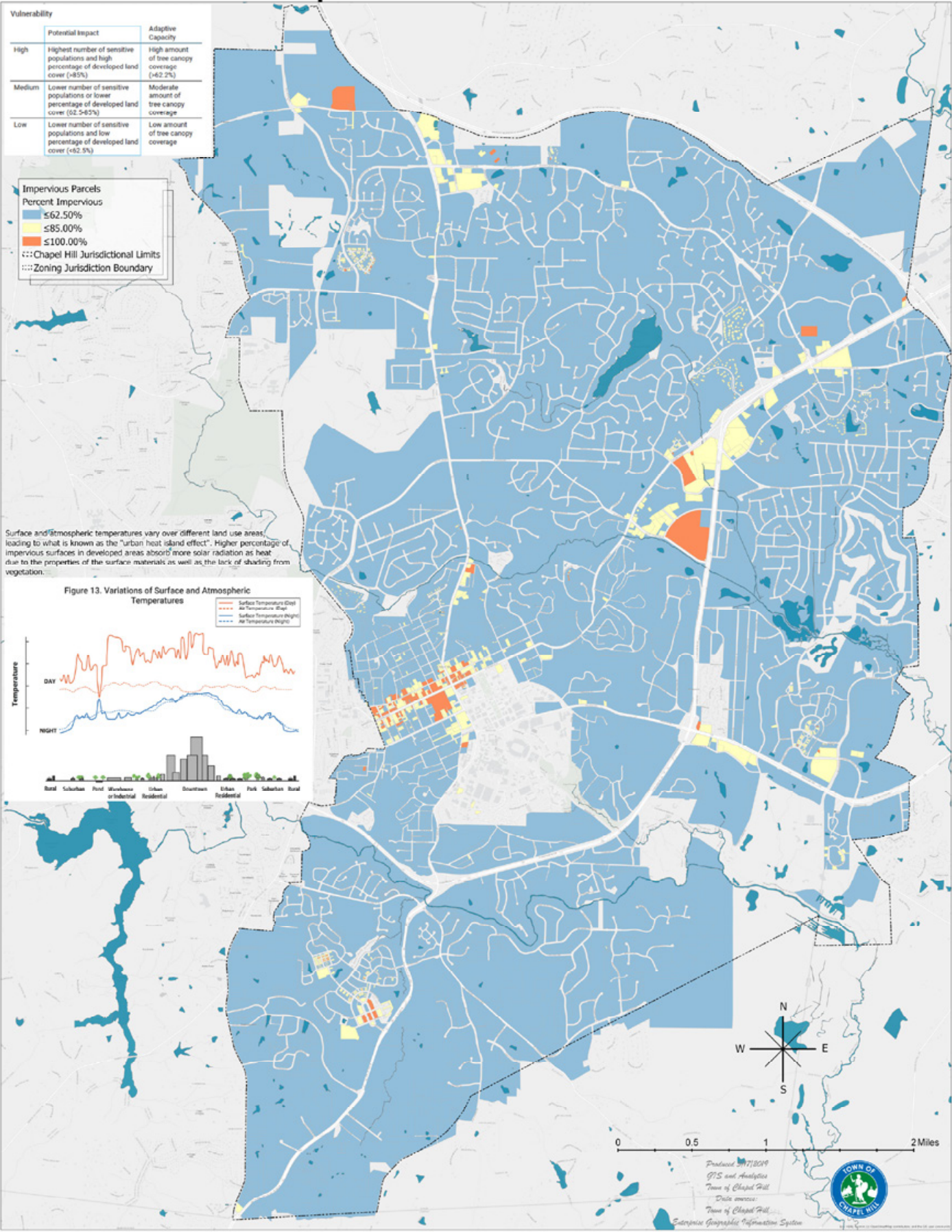
Buildings Elevation Relative to Base Flood Elevation



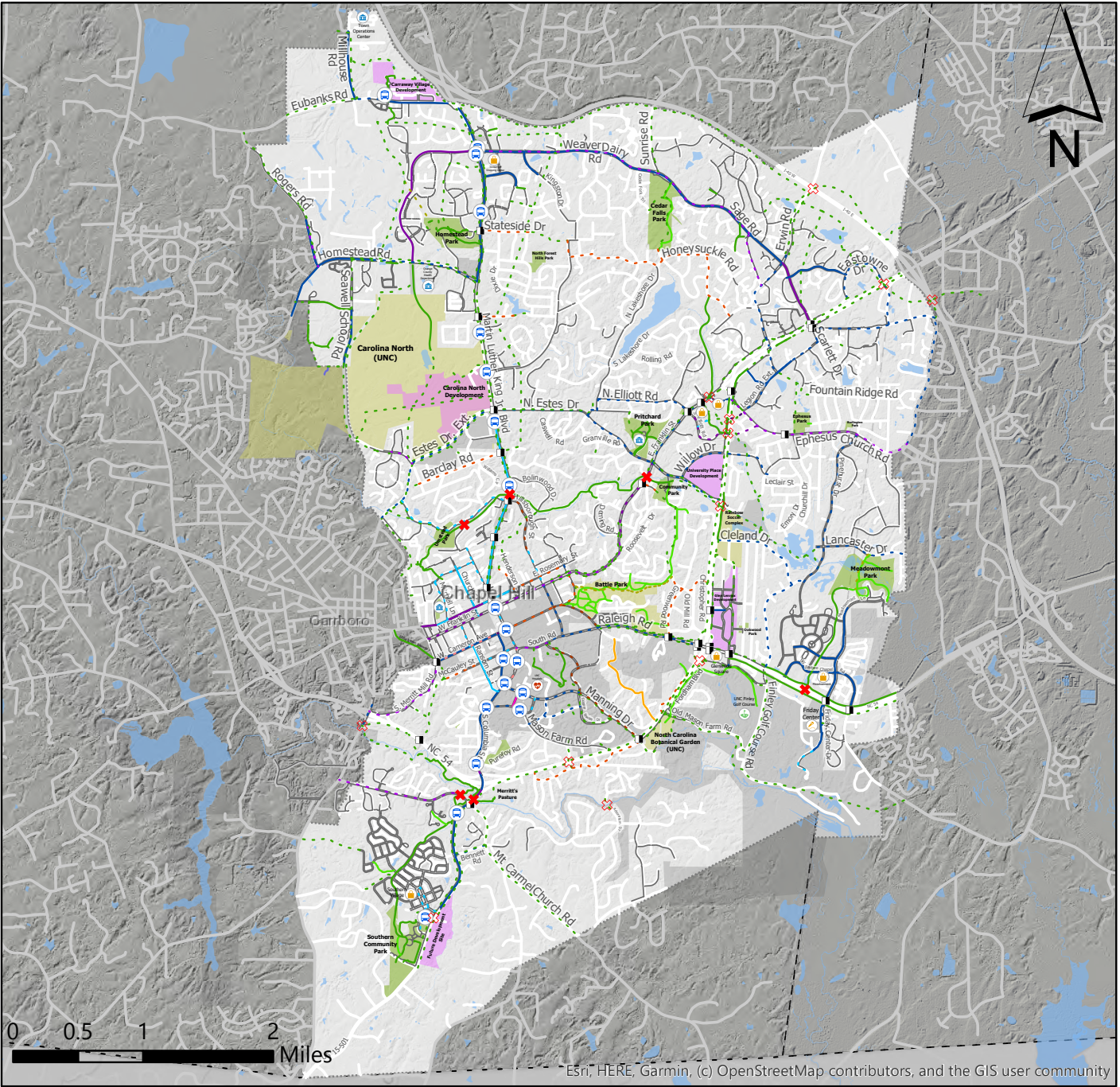
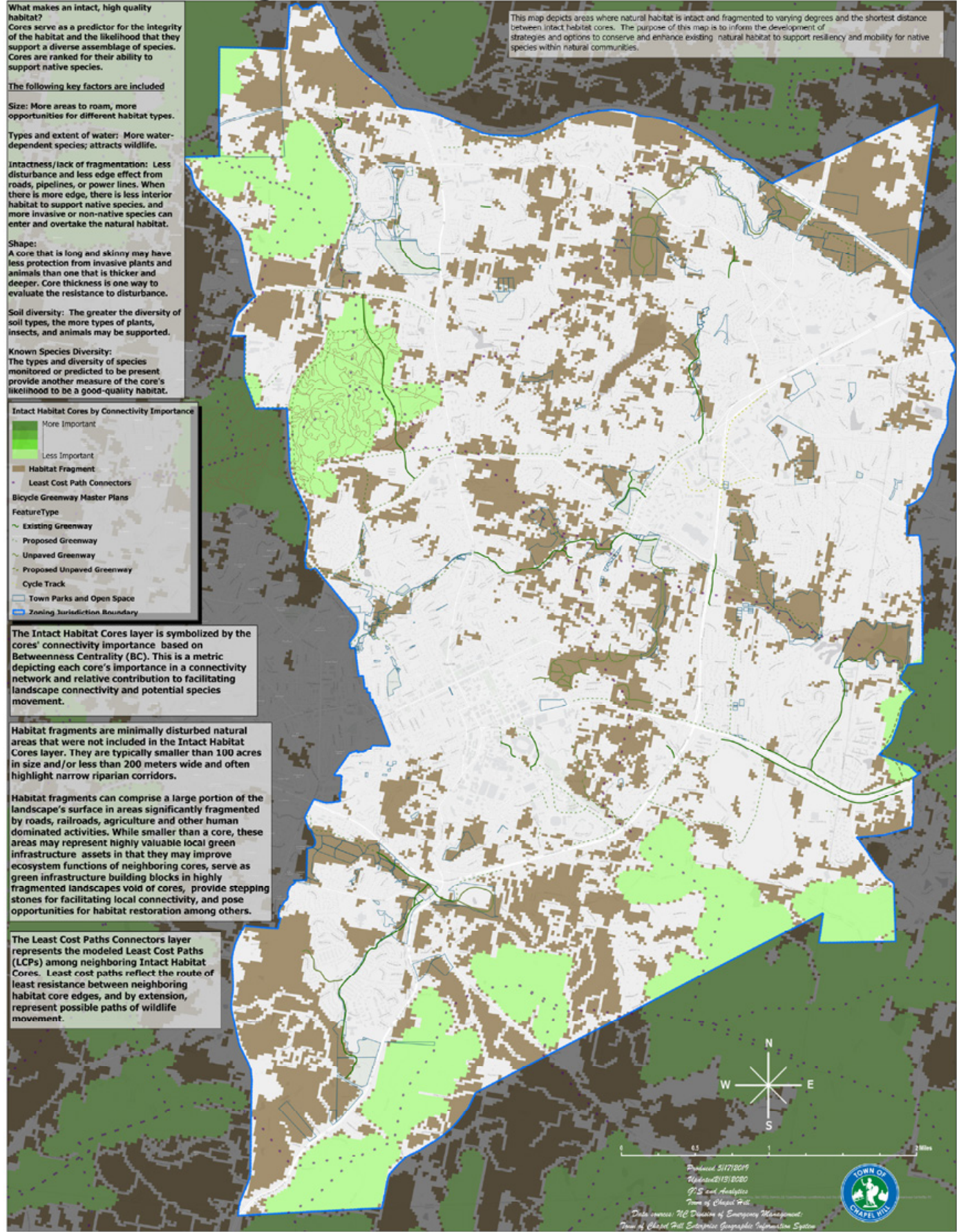
Draft Adaptive Capacity: Tree Canopy Density



Impervious Surfaces



Existing Habitat and Potential Connections



Long-Term Network Facilities Map

Originally adopted 10/25/2017

Amended 10/28/2020

		Existing Facilities	Proposed Facilities
BICYCLE		Bike Lane	...
		Buffered/Protected Bike Lane	...
		Sharrows	...
		Signed Bike Route	...
		On-Street Greenway Connector	...
MULTI-USE		Cycle Track	...
		Bike Climbing Lane	...
		Multi-Use Path/Greenway	...
PEDESTRIAN		Unpaved Greenway	...
		ADA Trail	...
		Sidewalk	---



TOWN OF CHAPEL HILL Mobility & Connectivity Plan

6 | CONCLUSION

This Future Land Use Map – Update to *Chapel Hill 2020* has been a 2.5-year journey to engage community members to think about the future of Chapel Hill's key gateways, transportation/transit corridors, and activity nodes. What started out as a refinement of the Land Use Plan in *Chapel Hill 2020* evolved into this more expansive update that includes so much more than land use. This Update describes community values in the Guiding Statements and frames ideas about building form through the description of Character Types. Taken together, all of the FLUM components express a community vision for Chapel Hill's future to the year 2050.

This vision, however, is just the first step toward making Chapel Hill's land use tools more predictable, functional, and intentional. The next steps include honing the vision expressed in this Update to provide the foundation for rewriting the Town's Land Use Management Ordinance (LUMO). The LUMO is the Town's "rule book" that specifies where and how property can develop in the future. It will be rewriting the LUMO that puts this Future Land Use Map and all of Chapel Hill 2020 into action and completes the journey to Chart Chapel Hill's Future.



TOWN OF CHAPEL HILL

Town Hall
405 Martin Luther King Jr.
Boulevard
Chapel Hill, NC 27514

Item Overview

Item #: 12., **File #:** [20-0865], **Version:** 1

Meeting Date: 12/9/2020

Consider an Application for Conditional Zoning for Bridgepoint at 2214 and 2312 Homestead Road from Residential-5-Conditional (R-5-C) to Residential-5-Conditional Zoning District (R-5-CZD).

See Staff Report on the next page.

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: Anya Grahn, Senior Planner

- a. Without objection, the revised report and any other materials submitted at the hearing for consideration by the Council will be entered into the record
- b. Introduction and revised recommendation
- c. Presentation by the applicant
- d. Comments from the public
- e. Comments and questions from the Mayor and Town Council
- f. Motion to adopt the Resolution abandoning the Special Use Permit
- g. Motion to adopt the Resolution of Consistency with the Comprehensive Plan
- h. Motion to enact an Ordinance to rezone the property.

RECOMMENDATION: That the Council adopt the Resolution abandoning the Special Use Permit, and the Resolution of Consistency; and enact Ordinance A, approving the Conditional Rezoning.



CONSIDER AN APPLICATION FOR CONDITIONAL ZONING AT BRIDGEPOINT, 2214 AND 2312 HOMESTEAD ROAD FROM RESIDENTIAL-5-CONDITIONAL (R-5-C) TO RESIDENTIAL-5-CONDITIONAL ZONING DISTRICT (R-5-CZD) (PROJECT 20-001)

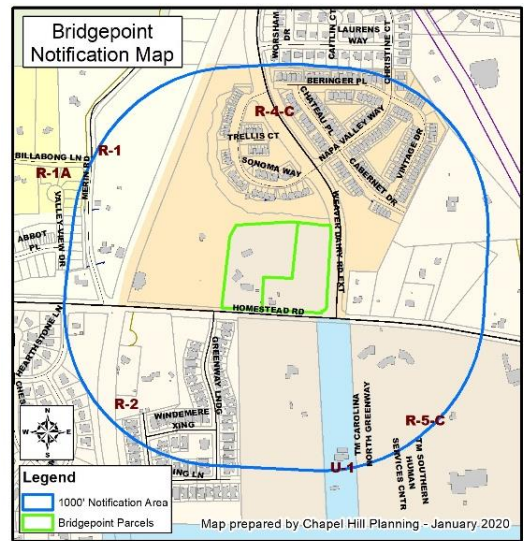
SUMMARY REPORT

TOWN OF CHAPEL HILL PLANNING DEPARTMENT

Colleen Willger, Director

Judy Johnson, Operations Manager

Anya Grahn, Senior Planner

<p>PROPERTY ADDRESS 2214 and 2312 Homestead Road</p>	<p>DATE December 9, 2020</p>	<p>APPLICANT Advanced Civil Design, Inc. on behalf of owner, Capkov Ventures, Inc.</p>
<p>STAFF RECOMMENDATION That the Council adopt Resolution A, abandoning the existing Special Use Permit, adopt the Resolution of Consistency and enact Revised Ordinance A, approving the Conditional Zoning Atlas Amendment.</p>		
<p>UPDATES SINCE NOVEMBER 18 PUBLIC HEARING At the November 18, 2020 meeting, the applicant presented revised plans based on their work with the Town's Urban Designer to redesign the site plan. The applicant has continued to work with staff and has provided an analysis of the impacts on the Resource Conservation District (RCD).</p>		
<p>PROCESS The Town Council approved a Special Use Permit (SUP) at this site on May 24, 2010, and the applicant is requesting to replace that entitlement with this Conditional Zoning application.</p> <p>Conditional Zoning is a legislative process that allows Town Council to review the rezoning application for consistency with the Land Use Plan in the Comprehensive Plan.</p> <p>An SUP holder may request that the Council approve the abandonment of the permit if the development authorized by the permit or modification no longer requires a SUP and all conditions of the SUP have been satisfied.</p> <p>On October 28, 2020, the Town Council continued this item at the applicant's request to the November 18, 2020 meeting. The Council reopened the public hearing at their November meeting to discuss the revised site plans.</p>	<p>DECISION POINTS The proposed development requests a Modification to Regulations for the following:</p> <ul style="list-style-type: none"> • Resource Conservation District (upland disturbance) • Steep Slopes • Inclusionary Zoning • North Carolina Fire Prevention Code • Ephemeral Stream relocation <p>Additionally, the developer requests a modification to the Town's policy regarding Recreation Area payment-in-lieu.</p>	
<p>PROJECT OVERVIEW The property has an existing 2010 Special Use Permit entitling the site with up to 23 townhomes and 27,400 square feet of commercial space; no construction has begun on this permit. The applicant proposes:</p> <ul style="list-style-type: none"> • changing the project to include construction of 54 individual townhouses with five affordable units. • primary access to the development from Weaver Dairy Road Extension. • a secondary (emergency only) access to Homestead Road via the Town-owned property located to the west of the site (this is the proposed location of the Town's 2200 Homestead Road development project.) <p>Each unit will include a two-car garage with space for two more parking spaces in the driveway. The revised design provides some on-street parking.</p> <ul style="list-style-type: none"> • Existing Zoning: Residential-5-Conditional (R-5-C) • Proposed Zoning: Residential-5-Conditional Zoning District (R-5-CZD) • Lot size: 399,975 sq. ft. (9.2 acres) 	<p>PROJECT LOCATION</p> 	
<p>ATTACHMENTS</p>	<ol style="list-style-type: none"> 1. Technical Report 2. Project Fact Sheet 3. Draft Staff Presentation 4. Resolution A, Abandoning the SUP 5. Resolution B, Resolution of Consistency 6. Revised Ordinance A (Approving the Application) 7. Resolution C (Denying the Application) 8. Applicant Materials 9. Revised Plan Sheet dated 11.10.2020 	

	<p>10. Submitted Plans dated 10.16.2020 11. Applicant's RCD Analysis 12. Public Comments</p>
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TECHNICAL REPORT

KEY CONSIDERATIONS

1. Planning Commission: At the [September 15, 2020 meeting](#)¹, the Planning Commission recommended approval as proposed.
2. Housing Advisory Board (HAB): At the [August 19, 2020 meeting](#)², HAB recommended approval of Ordinance A due to the “meaningful amount of affordable housing and a significant increase from their concept plan proposal.” The board was also supportive of the market rate units being comparable and compatible with the affordable units.
3. Transportation and Connectivity Advisory Board (TCAB): At the [September 10, 2020 meeting](#)³, TCAB recommended approval with the following modifications to Ordinance A:
 - Extend the existing bicycle lane on Weaver Dairy Road Extension to Homestead Road.

Staff Response: Staff has included the following stipulation in Ordinance A:

Bicycle Facility: Prior to issuance of a Zoning Compliance Permit, plans shall include a southbound bicycle facility along Weaver Dairy Road Extension from where the existing bike lane ends to the Homestead Road intersection subject to the approval by the Town and the North Carolina Department of Transportation.

- Developer to find opportunities to reduce the total number of parking spaces.

Staff Response: The Transportation and Connectivity Advisory Board expressed concern about the total amount of parking available to residents and guests; however, other advisory boards, including the Planning Commission, commented on the lack of street parking. In the redesign of the site plan, the applicant removed a parking area of nine spaces on the northeast corner of the site and incorporated seventeen (17) on-street parking spaces along Public Street ‘A’. They have also reduced the width of the driveways to provide a four-foot (4’) landscape separation.

4. Environmental Stewardship Advisory Board (ESAB): At the [September 14, 2020 meeting](#)⁴, ESAB recommended approval with the following conditions:

¹ <https://chapelhill.legistar.com/MeetingDetail.aspx?ID=804862&GUID=BDCAFF79-2018-4129-AF61-F306C3BB58E5&Options=info|&Search=>

² <https://chapelhill.legistar.com/MeetingDetail.aspx?ID=800414&GUID=399E37E8-13E4-4034-9886-8A70DD899EEC&Options=info|&Search=>

³ <https://chapelhill.legistar.com/MeetingDetail.aspx?ID=803789&GUID=4ED98F99-270F-491A-92B4-4B136917B81B&Options=info|&Search=>

⁴ <https://chapelhill.legistar.com/MeetingDetail.aspx?ID=802722&GUID=388D51AD-FA3D-4DDE-A2D8-6BE91D615A9F&Options=info|&Search=>

- Have the project reviewed by the Stormwater Management Utility Advisory Board.

Staff Response: Staff shared this request with Council at the Public Hearing on November 18th.

- Include native and non-invasive plantings only.

Staff Response: Staff has incorporated the following stipulations in Ordinance A:

Invasive Exotic Vegetation: Prior to issuance of a Zoning Compliance Permit, the developer shall identify on the planting plan any known invasive exotic species of vegetation, as defined by the Southeast Exotic Pest Plant Council (SE-EPPC), and provide notes indicating removal of these species from the landscape buffer areas prior to planting. [Town Design Manual]

Landscape Planting Plan: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a detailed Landscape Planting Plan with a detailed planting list, subject to Town Manager approval. [LUMO 4.5.3]

- A/C SEER rating of 16 or greater for all homes.

Staff Response: The applicant will meet this requirement by complying with the following stipulation in Ordinance A: *Energy Efficiency: The proposed development shall meet Energy Star Certification for single family homes, achieving a 10% or more energy savings compared to a home built to current building codes. [Town Policy April 2007]*

- Solar-ready rooftop design, including wiring.

Staff Response: The applicant has not consented at this time to making the rooftops solar ready.

5. Community Design Commission (CDC): The CDC met and discussed the Bridgepoint development at their [September 22⁵](#), [October 27⁶](#), and [November 11, 2020 meetings⁷](#). They provided a set of recommendations on October 27, 2020 that were revised on November 11, 2020. They recommended approval of the project with the following updated conditions:

- Reduce the amount of impact to the RCD area.

Staff Response: The CDC requested a further reduction to the RCD impacts. The applicant has reduced land disturbance from their initial proposal of 58,671 sq. ft. in the RCD to 34,959 sq. ft. in the revised site plan. This is a reduction of 23,712 sq. ft., or 40 percent of the original proposed amount of land disturbance. The applicant has committed to further reducing the total land disturbance in the RCD prior to submitting their Final Plans Zoning Compliance Permit.

⁵ <https://chapelhill.legistar.com/MeetingDetail.aspx?ID=805681&GUID=BD70ED3E-32B8-4E41-8395-0ABBFDBFF995&Options=info|&Search=>

⁶ <https://chapelhill.legistar.com/MeetingDetail.aspx?ID=811113&GUID=81BB2FD9-FF06-40BE-96B4-5DCA3F8152D9&Options=info|&Search=>

⁷ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4688040&GUID=4EAEFF0C-691A-44C7-B304-4BA9B9542ECE>

- Soften the visual impact of garages and add articulation to the unit entrances, beyond measures already incorporated.

Staff Response: The applicant has been working with the Town's Urban Designer to improve the design by incorporating landscape breaks between driveways, pergolas at common entrances, and staggering the townhouses. The applicant has committed to continuing to work with the Urban Designer to refine the plan.

- That the Community Design Commission review and approve the building elevations and landscaping at the Final Plans stage.

Staff Response: Townhouses are considered single-family development and do not require CDC review of building elevations and lighting. The applicant has not agreed to this condition of approval as it is not in accordance with NC Session Law 2015-8; however, the applicant has voluntarily agreed to allow the CDC to review the aluminum garage door style and color, front yard landscaping, and the proposed pergolas between the townhouse units.

Staff has incorporated the following stipulation in Ordinance A:

Community Design Commission Review: The proposed single-family development does not require Community Design Commission review of building elevations and lighting. [LUMO 8.5.5] The CDC may review:

- a. aluminum garage door style and color.*
- b. front yard landscaping plan.*
- c. pergolas between the town home units.*

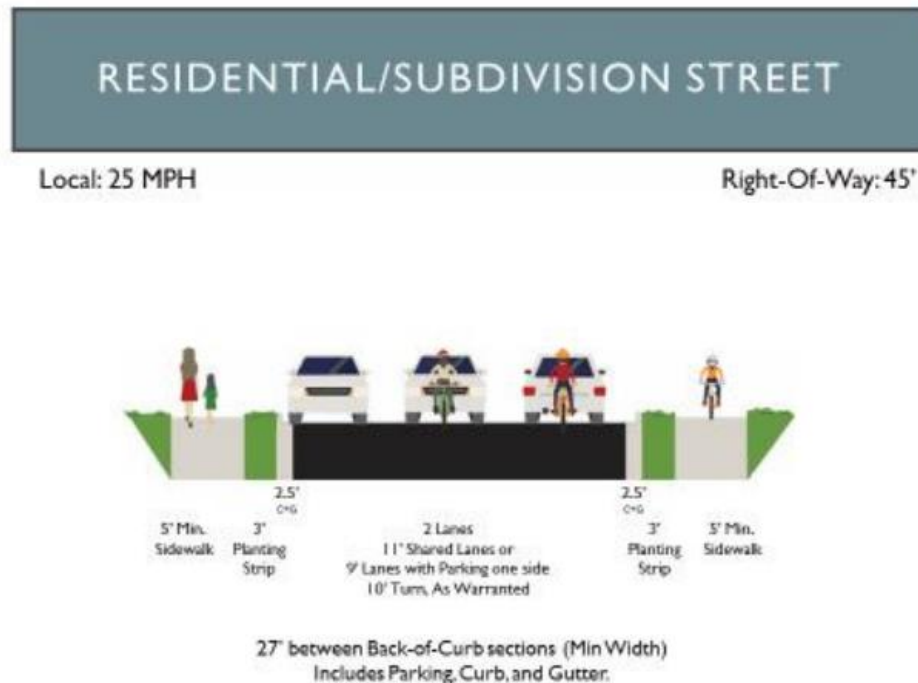
UPDATES SINCE PUBLIC HEARING

The following information includes applicant and staff responses to a series of Council questions at the September 30 and November 18, 2020 Public Hearings on a Conditional Zoning application for Bridgepoint, 2214 and 2312 Homestead Road.

Council Question: Provide information comparing the proposed street widths to other nearby development projects.

Developer Response: Streets 'A', 'B', and 'C' are 26-ft back to back with no on-street parking. There is a portion of Street 'A' running parallel to Homestead Road that will provide on-street parking. These streets propose valley curb, which is mountable. Chandler Woods is a 27-ft back to back or 26-ft face to face street design. These streets have standard chair back curb and gutter and do not allow on-street parking, with exception to the affordable units.

Staff Response: The Burch Kove development was constructed with a 27-ft back to back street design similar in width to the Chandler Woods development. The Town's Design Manual calls for the following design:



Council Question: Expressed interest in reducing the amount of land disturbance within the Resource Conservation District.

Developer Response: The revised disturbed limits for Managed Use Zone has been reduced to 25 percent, which is less than the 40 percent threshold. The disturbed limits for Upland Zone remains at 79 percent, which exceeds the 40 percent threshold and a Modification to Regulations has been requested. The applicant has committed to further reducing the total land disturbance in the RCD prior to submitting their Final Plans Zoning Compliance Permit.

Staff Response: The proposed disturbance within the Upland Zone of the Resource Conservation District is associated with the stormwater control measures for the development and is a permitted use within the Upland Zone.

Council Question: Expressed interest in improving the design of townhouse community, particularly from the Homestead right-of-way as well as the resident experience by protecting private areas, such as backyards, from being in public view. There was also interest in protecting the existing tree canopy and incorporating additional landscaping.

Developer Response: At the October 27, 2020 Community Design Commission (CDC) meeting, the developer committed to making improvements that are outlined in the CDC's recommendations to the Town Council. These include reducing the widths of the driveways, emphasizing the entrance to the units with pergolas, staggering the townhouse to reduce the wall effect, as well as increasing the amount of landscaping by introducing wider landscape strips and shade trees. The applicant also committed to working with the Town's Urban Designer to revise the site plans and building elevations.

On November 11, 2020, the Town's Urban Designer presented the revised site plan to the CDC that incorporated the improvements outlined above. The CDC recommended approval of the proposal with updated conditions described previously. In the revised design, only five (5) units are adjacent to Homestead Road. Backyards face townhouses fronting the

opposite street and border north-south landscaped pathways connecting Public Street 'A' to Public Street 'C'. The applicant has also increased the tree save area and number of canopy trees provided. The table below summarizes the significant changes made between the original design and the revised site plan:

	Original Site Plan:	Revised Site Plan:	Changes:
Impervious Area	154,188 SF	165,735 SF	+11,547 SF
Impervious Ratio	0.385	0.414	+0.029
Number of Units	53	54	+1
Canopy Trees	94	113	+19
Tree Save Area	0.863 acres	1.087 acres	+.224 acres
Floor Area Ratio	.248	.252	+.004
Open Space	3.875 acres	3.704 acres	-0.171 acres
Units Adjacent to Homestead Road	22 units	5 units	-17 units
Land Disturbance in the RCD	58,671 SF	34,959 SF	-23,712 SF
Total Land Disturbance	374,616 SF	358,168 SF	-16,448 SF
Overflow Parking	9 spaces	21 spaces	+12 spaces
Onsite Public Sidewalk	6,580 SF	8,763 SF	+2,183 SF

Staff Response: The updated plans reflect the applicant's revised design after meeting with the Town's Urban Designer.

PROJECT OVERVIEW

May 24, 2010	Town Council approved a Zoning Atlas Amendment and Special Use Permit (SUP) for a mixed-use development containing 23 residential dwelling units within mixed use buildings and townhouses and 27,400 sq. ft. of commercial space. The property was rezoned Residential-2 (R-2) to Residential-5-Conditional (R-5-C).
June 19, 2019	Town Council reviewed a concept plan for Bridgepoint for a residential development containing townhomes.
January 2, 2020	Applicant submitted a Special Use Permit Modification Application (SUP Mod) for 53 townhomes.

July 2020 The applicant submitted a Conditional Zoning permit application to replace the Special Use Permit Modification application and move forward with the project during the COVID 19 pandemic.

November 11, 2020 Applicant submitted updated site plan for 54 townhouses reflecting changes discussed with Town's Urban Designer and the CDC.

The application proposes a Residential-5-Conditional Zoning District (R-5-CZD) to the site to accommodate 54 dwelling units. The site currently consists of two separate parcels with existing single-family homes and outbuildings. More details about the proposed development can be found in the attachments – Applicant Materials, Submitted Plans, and Revised Site Plan.

Information about the site and proposed zoning districts can be found below, as well as a list of proposed Modifications to Regulations, other key considerations, and an analysis of the project's consistency with the Comprehensive Plan and relevant Findings of Fact.

SITE CONTEXT

Staff has identified the following physical and regulatory characteristics of the land which are relevant to consideration of a Zoning Atlas Amendment:

- The 9.2-acre subject site fronts on and has primary access to Weaver Dairy Road Extension and a future (proposed emergency) access to Homestead Road.
- Properties to the north and west are zoned Residential-4-Conditional (R-4-C) and include the Vineyard Square townhouse development and the site of the Town's future mixed income project at 2200 Homestead Road (to the west).
- Property to the south, across Homestead Road, is zoned Residential-5-Conditional (R-5-C) and was approved in 2019 for the Active Adults development. To the southwest, is the Courtyards at Homestead development zoned Residential-2 (R-2).
- A perennial stream runs along the north portion of the site. The water feature is subject to stream protection standards. The proposed site layout in the Conditional Zoning application suggests that no buildings and minimal impervious surface will be placed in this sensitive area.

PROPOSED ZONING

The applicant has submitted a Conditional Zoning application, which allows review of the development proposal in conjunction with the rezoning and allows site-specific standards to be formulated and applied as conditions through a legislative process. The Conditional Zoning application provides an opportunity to establish conditions that modify use, intensity, and development standards to address impacts reasonably expected to be generated by development. Conditions can also address conformance of the development with Town regulations and adopted plans. A -CZD suffix would be added to the zoning district designation to incorporate the approved conditions. The applicant proposes a Conditional Zoning district for the site, as shown on the site plan: Residential-5-CZD (R-5-CZD).

The intent of the Residential-5 (R-5) zoning district is "to provide for residential development of appropriate intensities consonant with the suitability of land, availability of

public services, accessibility to major activity centers and transportation systems, and compatibility with surrounding development.”⁸

PROPOSED MODIFICATIONS TO REGULATIONS

1) **Section 3.6.3 Land Disturbance in the Resource Conservation District (RCD):**

Land disturbance is limited to specific percentages of the total land area in different zones of the RCD. The Upland zone is limited to 40 percent disturbance. The applicant is proposing to disturb 26,020 sq. ft. (58 percent) of the Upland zone associated with the perennial stream in the northwest portion of the site, to allow grading for the stormwater control measures.

Staff Comment: Staff believes that the Council could find a public purpose for the increased land disturbance, as the land disturbance is for the construction of stormwater control measures in order to meet Ordinance standards for the new impervious surface associated with the proposed development. Prior to submitting the Final Plans Zoning Compliance Permit application, the applicant shall try to further reduce the footprint of the Stormwater Control Measure to further reduce the land disturbance in the RCD.

2) **Section 5.6.2 Landscape Screening and Buffering:** In the original plans, the applicant was proposing a 10-ft. wide Type ‘B’ modified buffer along the west side of the property shared with the Town’s 2200 Homestead Road project; however, the redesign of the project has allowed the applicant to meet the requirements for a 10-ft. wide Type ‘B’ buffer.

3) **Section 5.3.2 Steep Slopes:** The applicant is proposing to exceed 25 percent of the area containing 25 percent or greater slopes. A majority of these disturbed slopes occur along the west side of Weaver Dairy Road Extension and were created during the construction of Weaver Dairy Road Extension. Additional slopes measuring 25 percent or greater were created during the construction of the existing home site, the existing concrete flume, and the existing asphalt path along the western portion of the property. The total area of disturbed natural slopes 25 percent or greater will not exceed 2,133 sf. This area of impact is necessary to properly grade the area reserved for the future greenway trail.

Staff Comment: Staff believes the Council could find a public purpose for exceeding the steep slopes, as a majority of the disturbed slopes were created during the construction of Weaver Dairy Road Extension.

4) **Section 3.10 Inclusionary Zoning:** The applicant is providing five affordable homes which equate to 9.25 percent of the total units. This is less than the 15 percent inclusionary zoning requirement; however, the affordable homes are the same size as the market rate units. In addition, the developer exceeds the minimum net livable square footage requirement associated with the 15 percent inclusionary zoning requirement with only the five homes.

Staff Comment: Staff shared this request with the Council at the previous public hearings.

⁸ LUMO Section 3.3.5

- 5) Section D103 of the North Carolina Fire Prevention Code:** The applicant is proposing street details for a 26-ft with valley curb and 27-ft with standard curb when adjacent to a fire hydrant to meet section D103.1 of the North Carolina Fire Prevention Code. The right-of-way width of 35 ft shall remain unchanged. Further, fire lane signs as specified in Section D103.6 of the North Carolina Fire Prevention Code shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide.

Staff Comment: Staff agrees with the proposal to allow the applicant to not meet the Town of Chapel Hill's standard detail for local streets and comply instead with the North Carolina Fire Prevention Code. The Town's standard detail for local streets calls for a 25-foot back-to-back dimension for the local street (without on-street parking) and the North Carolina Fire Prevention Code allows streets up to 26 feet in width with posted fire lane signs. The applicant's plans have been revised to show this detail.

6) Section 5.4.6(d) General Performance Criteria for Stormwater Management:

The applicant is proposing to relocate and convey an existing ephemeral stream with a piped stormwater conveyance system. Land disturbance within the stream channel of any ephemeral stream shall be minimized and prohibited unless explicitly authorized by issuance of a zoning compliance permit after demonstration of the necessity for the disturbance.

Staff comment: Staff believes the Council could find a public purpose for the relocation of the existing ephemeral stream, as the development seeks to provide affordable and missing-middle housing. This stream has been identified as a six-foot-wide concrete flume designed to carry water alongside the driveway that previously existed on the Town's 2200 Homestead Road property.

Council Findings and Public Purpose: The Council has the ability to modify the regulations according to Section 4.4.5 of the Land Use Management Ordinance. Staff believes that the Council could modify the regulations if it makes a finding in this particular case that public purposes are satisfied to an equivalent or greater degree. If the Council chooses to deny a request for modifications to regulations, the developer's alternative is to revise the proposal to comply with the regulations.

For additional information on the proposed modifications and other considerations on timing and flexibility, please refer to the applicant's attached materials.







OTHER CONSIDERATIONS

- **Homestead Road Multi-modal Project:** The applicant has agreed to provide necessary right-of-way associated with the Town's multi-modal improvement project on Homestead Road.
- **Recreation Area Payment-in-Lieu:** The Town has a policy to request 25 percent of the Recreation Space requirement in the form of a payment-in-lieu. We understand the applicant is requesting Council to consider a lower amount.
- **Easement for shared access with 2200 Homestead Road project:** The Town is working on developing affordable housing at 2200 Homestead Road. The applicant and Town have been collaborating on the shared access to this site that will be located on the 2200 Homestead Road site. The details of this easement will be worked out in an agreement following approval of this conditional zoning.

CONSISTENCY WITH THE COMPREHENSIVE PLAN AND OTHER DOCUMENTS

Town staff has reviewed this application for compliance with the themes from the [2020 Comprehensive Plan](#)⁹, the standards of the [Land Use Management Ordinance](#)¹⁰, and the [Town of Chapel Hill, NC: Design Manual and Standard Details](#)¹¹ and believes the Bridgepoint proposal complies with several themes of the 2020 Comprehensive Plan.

Comprehensive Plan Themes: The following are themes from the 2020 Comprehensive Plan, adopted June 25, 2012 that the proposed development meets:

<input checked="" type="checkbox"/>		Create a Place for Everyone	<input checked="" type="checkbox"/>		Develop Good Places, New Spaces
<input checked="" type="checkbox"/>		Support Community Prosperity	<input checked="" type="checkbox"/>		Nurture Our Community
<input checked="" type="checkbox"/>		Facilitate Getting Around	<input type="checkbox"/>		Grow Town and Gown Collaboration

Land Use Plan: The [2020 Land Use Plan](#)¹², a component of the 2020 Comprehensive Plan, designates this site as a "Development Opportunity Area".

Staff Evaluation: North Carolina General Statute Section 160A-383 requires the Council to approve a statement describing whether its action is consistent with an adopted comprehensive plan and any other applicable officially adopted plan when adopting or rejecting any zoning amendment.

Staff provides the following evaluation of this application's consistency with the 2020 Comprehensive Plan and other adopted plans:

- The proposed rezoning is also consistent in intensity with the Land Use Plan. The Medium Residential land use category supports a density of 4-8 units/acre. While the R-5 district allows up to 15 u/ac, the Conditional Zoning application proposes up to 5.7 u/ac for the site overall, which falls within the appropriate range for the Land Use Plan.
- The Mobility and Connectivity Plan shows future improvements along Weaver Dairy Road Extension in the long-term network, including bike lanes and sidewalk to the south. Improvements to the multimodal network would support increased growth and connection to the Town's Homestead Road multi-modal improvement project. The proposal would require either construction of a bicycle lane or a multi-modal path from the end of the existing bike lane to Homestead Road.

FINDINGS OF FACT

In order to establish and maintain sound, stable, and desirable development within the planning jurisdiction of the Town, it is intended that the Land Use Management Ordinance (as stated in Section 4.4) shall not be amended except:

⁹ <http://www.townofchapelhill.org/home/showdocument?id=15001>

¹⁰ https://www.municode.com/library/#!/nc/chapel_hill/codes/code_of_ordinances?nodeId=CO_APXALAUSMA

¹¹ <http://www.townofchapelhill.org/town-hall/departments-services/public-works/engineering/design-manual-and-standard-details>

¹² <http://www.townofchapelhill.org/home/showdocument?id=1215>

- 1) To correct a manifest error in the chapter; or
- 2) Because of changed or changing conditions in a particular area or in the jurisdiction generally; or
- 3) To achieve the purposes of the Comprehensive Plan.

All information submitted at the public hearing will be included in the record of the hearing.

- 1) Finding #1:** The proposed zoning amendment is necessary to correct a manifest error.
Arguments in Support: To date, no arguments in support have been submitted or identified by staff.

Arguments in Opposition: To date, no arguments in opposition have been submitted or identified by staff.

Staff Response: We believe, based on the information entered into the record to date, that there is no manifest error in the Town's Zoning Atlas Amendment related to the project site.

- 2) Finding #2:** The proposed zoning amendment is necessary because of changed or changing conditions in a particular area or in the jurisdiction generally.

Arguments in Support: The applicant's Statement of Justification states that the proposal will fill a need by providing "missing middle" housing as well as five affordable housing units connected to the community's transit system. A critical link of the Chapel Hill Greenway System will be constructed to connect the communities north of Homestead Road and the Greene Tract to the Horace Williams/Bolin Creek Trail system (Carolina North). The applicant is also contributing to a multi-use path along Homestead Road.

Arguments in Opposition: To date, no arguments in opposition have been submitted or identified by staff.

Staff Response: We believe, based on the information entered into the record to date, that the Council could make the finding that the proposed zoning amendment is in response to the community's need for diverse housing options connected to the Town's transportation networks.

- 3) Finding #3:** The proposed zoning amendment is necessary to achieve the purposes of the comprehensive plan.

Arguments in Support: The applicant's Findings of Facts state that the proposed rezoning would contribute to the following elements of the Comprehensive Plan:

- Range of housing options for current and future residents (*Goal A Place for Everyone.3*)
- Foster success of local businesses (*Community Prosperity and Engagement.2*)
- A connected community that links neighborhoods, businesses, and schools through the provision of greenways, sidewalks, bike facilities, and public transportation (*Getting Around.2*)
- Open and accessible common spaces for community gathering, cultural uses, and community development (*Good Places, New Spaces.7*)
- Protect, acquire, and maintain natural/undeveloped open spaces and historic sites in order to protect wildlife corridors, provide recreation, and ensure safe pedestrian and bicycle connections. (*Nurturing our Community.3*)

Arguments in Opposition: To date, no arguments in opposition have been submitted or identified by staff.

Staff Response: We believe, based on the information entered into the record to date, that the Council could make the finding that the proposed zoning amendment is necessary to achieve the purposes of the Comprehensive Plan.



PROJECT FACT SHEET

Updates reflecting the revised site plan have been bolded in this table















Overview






Site Description	
Project Name	Bridgepoint
Address	2214 & 2312 Homestead Road
Property Size	399,975 sf (9.2 acres)
Existing	Two existing dwelling units and outbuildings
Orange County Parcel Identifier Numbers	9870-91-5696 and 9870-91-8588
Existing Zoning	Residential-5-Conditional (R-5-C)
Proposed Zoning	Residential-5-Conditional Zoning District (R-5-CZD)

Site Design


Topic	Comment	Status
Use/Density (Sec. 3.7)	Townhouse Development (54 lots)	✓
Dimensional Standards (Sec. 3.8)	Comply with LUMO Section 3.8; Dimensional standards only apply to exterior property lines	✓
Floor area (Sec. 3.8)	<i>Maximum:</i> 121,192 sq. ft. <i>Proposed:</i> 121,192 sq. ft.	✓
Inclusionary Zoning (Sec. 3.10)	<i>Required:</i> 8.1 units (15%) <i>Proposed:</i> 5 units (9.25%)	M
Landscape		
Buffer – North (Sec. 5.6.2)	<i>Required:</i> 10' Type "B" <i>Proposed:</i> 10' Type "B" Alternative	✓
Buffer – East (Sec. 5.6.2)	<i>Required:</i> 15' Type "B" <i>Proposed:</i> 15' Type "B" Alternative	✓
Buffer – South (Sec. 5.6.2)	<i>Required:</i> 20' Type "C" <i>Proposed:</i> 20' Type "C" Alternative	✓
Buffer - West (Sec. 5.6.2)	<i>Required:</i> 10' Type "B" <i>Proposed:</i> 10' Type "B" Modified	✓
Tree Canopy (Sec. 5.7)	<i>Required:</i> 30% <i>Proposed:</i> 30% with additional plantings	✓
Landscape Standards (Sec. 5.9.6)	Application must comply	✓

Environment		
Resource Conservation District (Sec. 3.6)	<i>Required:</i> Maximum of 40% land disturbance in Upland zone <i>Proposed:</i> Disturb 26,020 sq. ft. (58%) of the Upland zone	M

Erosion Control (Sec. 5.3.1)	Orange County Erosion Control permit required	
Steep Slopes (Sec. 5.3.2)	<i>Required:</i> Disturb < 25% of slopes greater than 25% slope <i>Proposed:</i> 55% (9,712 sq. ft. total)	M
Stormwater Management (Sec. 5.4)	One wet detention pond designed to meet the standards of LUMO Section 5.4	
Land Disturbance	395,000 (9.06 acres)	
Impervious Surface (Sec. 3.8)	165,735 sq. ft. (41.4% of net land area)	
Solid Waste & Recycling	Individual public refuse pickup	
Jordan Riparian Buffer (Sec. 5.18)	No disturbance proposed	
Access and Circulation		
Road Improvements (Sec. 5.8)	<ul style="list-style-type: none"> • Retiming of Homestead Road and Weaver Dairy Road Extension traffic signal; • 175 foot eastbound left turn lane from Homestead Road to Weaver Dairy Road Extension; • No parking on interior streets 	
Vehicular Access (Sec. 5.8)	Primary access from Weaver Dairy Road Extension; Emergency (secondary) access through Town-owned property at 2200 Homestead Road.	
Bicycle Improvements (Sec. 5.8)	Extension of southbound bicycle lane along Weaver Dairy Road Extension from where existing bicycle lane ends to Homestead Road	
Pedestrian Improvements (Sec. 5.8)	Installation of signage warning of pedestrians within development; installation of sidewalk connecting parking lot (east end of Street C) to Street A near site entrance	
Traffic Impact Analysis (Sec. 5.9)	TIA Executive Summary attached	
Transit (Sec. 5.8)	NA	NA
Bicycle Parking (Sec. 5.9)	13 spaces	
Parking Lot Standards (Sec. 5.9)	Application must comply	
Technical		
Fire	Meet Town Standards	

Site Improvements	54 townhomes with community amenities	
Recreation Area (Sec. 5.5)	<i>Required:</i> 19,999 sq. ft. with a Town policy requiring 25% payment-in-lieu <i>Proposed: 17,330 sq. ft. in Greenway Easement and \$33,600 payment-in-lieu for remaining 2,669 sq. ft.</i>	
Lighting Plan (Sec. 5.11)	Maximum of 0.3 foot-candles at property line	
Homeowners Association (Sec. 4.6)	Yes	
Adequate Public Schools (Sec. 5.16)	Application must comply	

Project Summary Legend

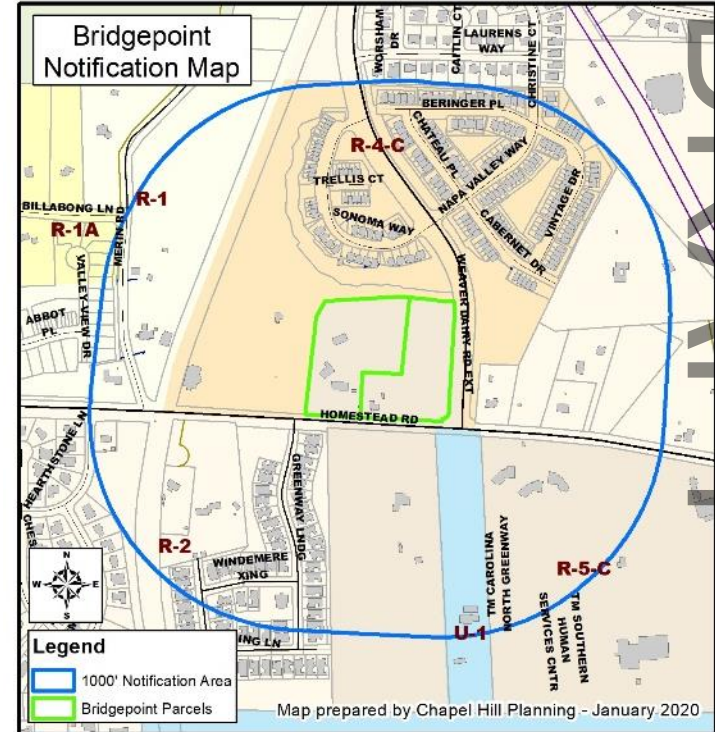
Symbol	Meaning
	Meets Requirements
M	Seeking Modification
C	Requires Council Endorsement
FP	Required at Final Plan;
NA	Not Applicable



Bridgepoint—2214 & 2312 Homestead Rd. Conditional Rezoning

Town Council
Regular Meeting

December 9, 2020



- Adopt the Resolution abandoning the 2010 Special Use Permit
- Adopt the Resolution of Consistency
- Enact Ordinance A, approving the Conditional Zoning Atlas Amendment

DRAFT

**Town
Evaluation
of
Application
According
to
Standards**



**Report
Presented to
Advisory
Boards and
Commissions**



***Open
Public Hearing:
Report and
Recommendation
Presented to
Town Council
9.30.2020
(Public Hearing
closed 24-hours
after)***



***Reopen
Public Hearing:
Report and
recommendation
presented to
Town Council
11.18.2020***

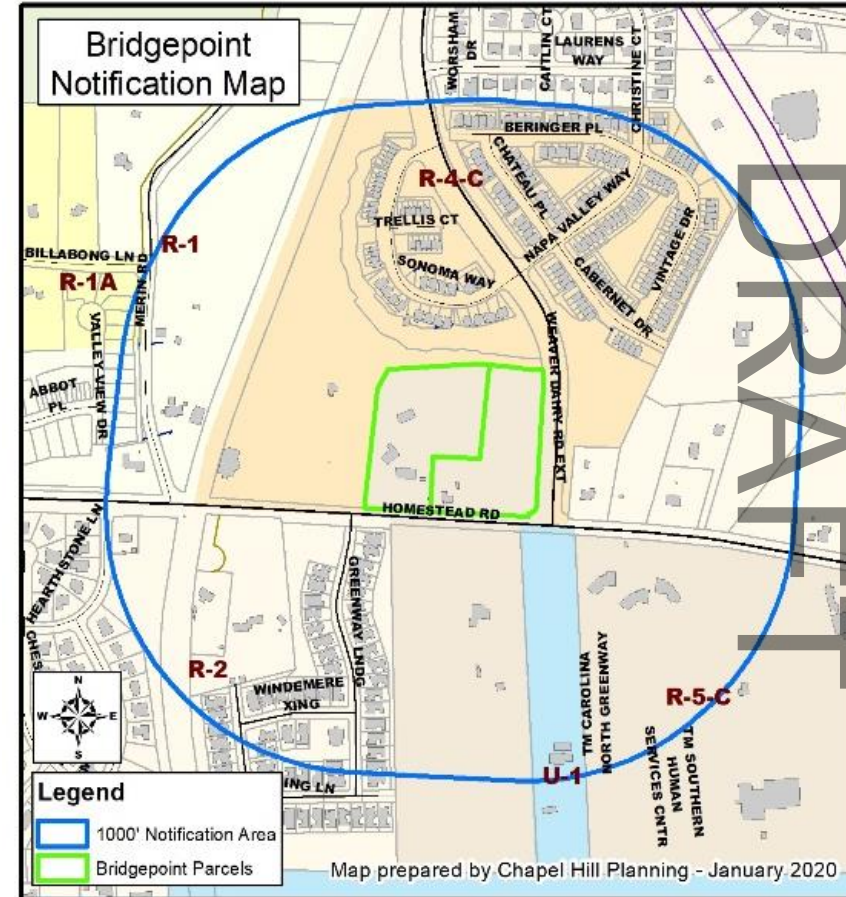


***Continue
Public
Hearing:
Closed
Hearing on
11.18.2020
Council
Action
12.9.2020***

2312 Homestead Rd – Project Summary

302

- 9.2-acre site
- Conditional Zoning
 - Currently R-5-C
 - Proposing R-5-CZD
- Relocate two existing dwellings and demolish outbuildings
- Construct 54 townhouses

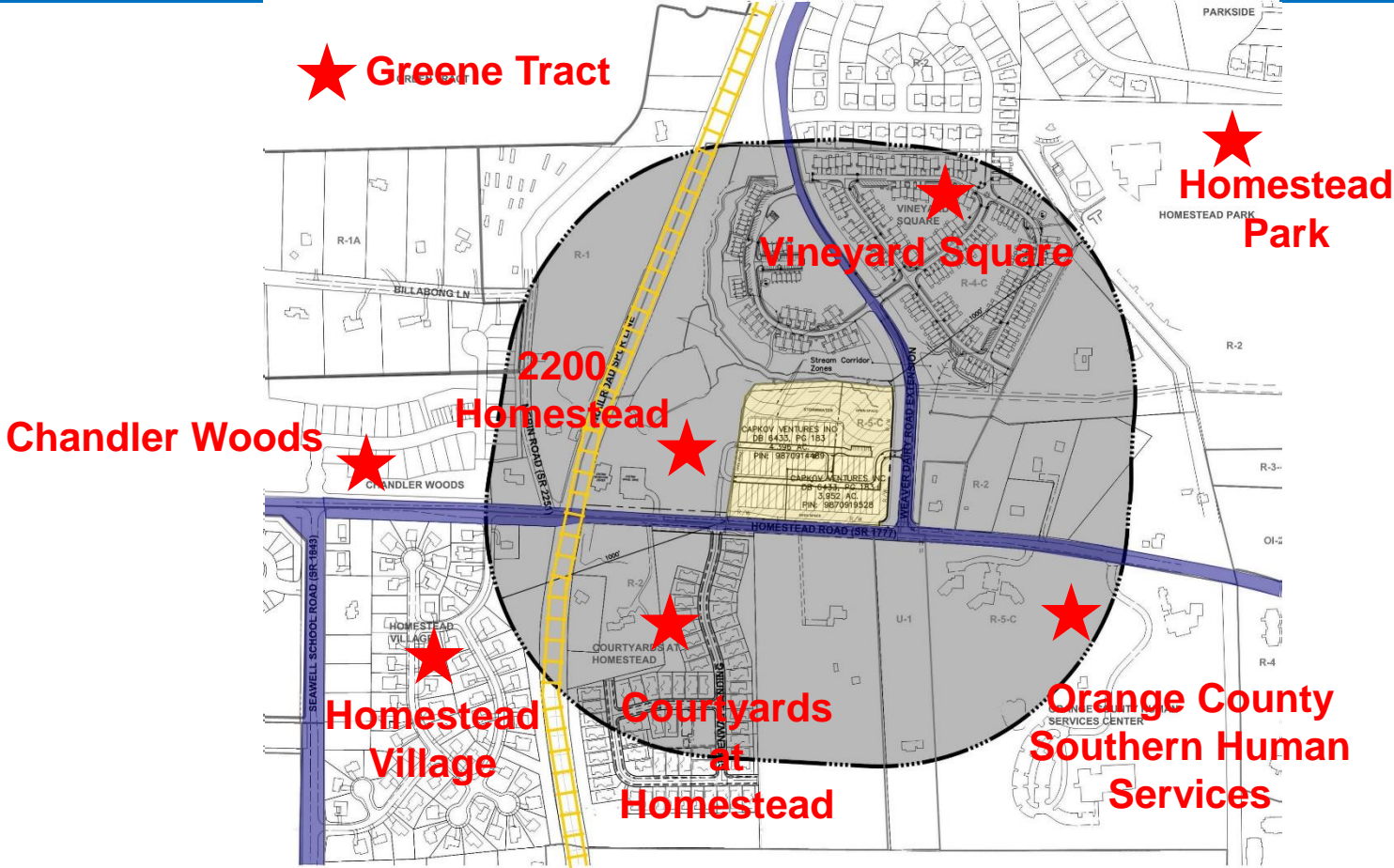


Bridgepoint– Abandon Existing Special Use Permit (SUP)

- May 24, 2010: Town Council approved a Special Use Permit (SUP) for commercial and residential development
- Applicant requesting to abandon the existing SUP and replace it with Conditional Zoning District

DRAFT

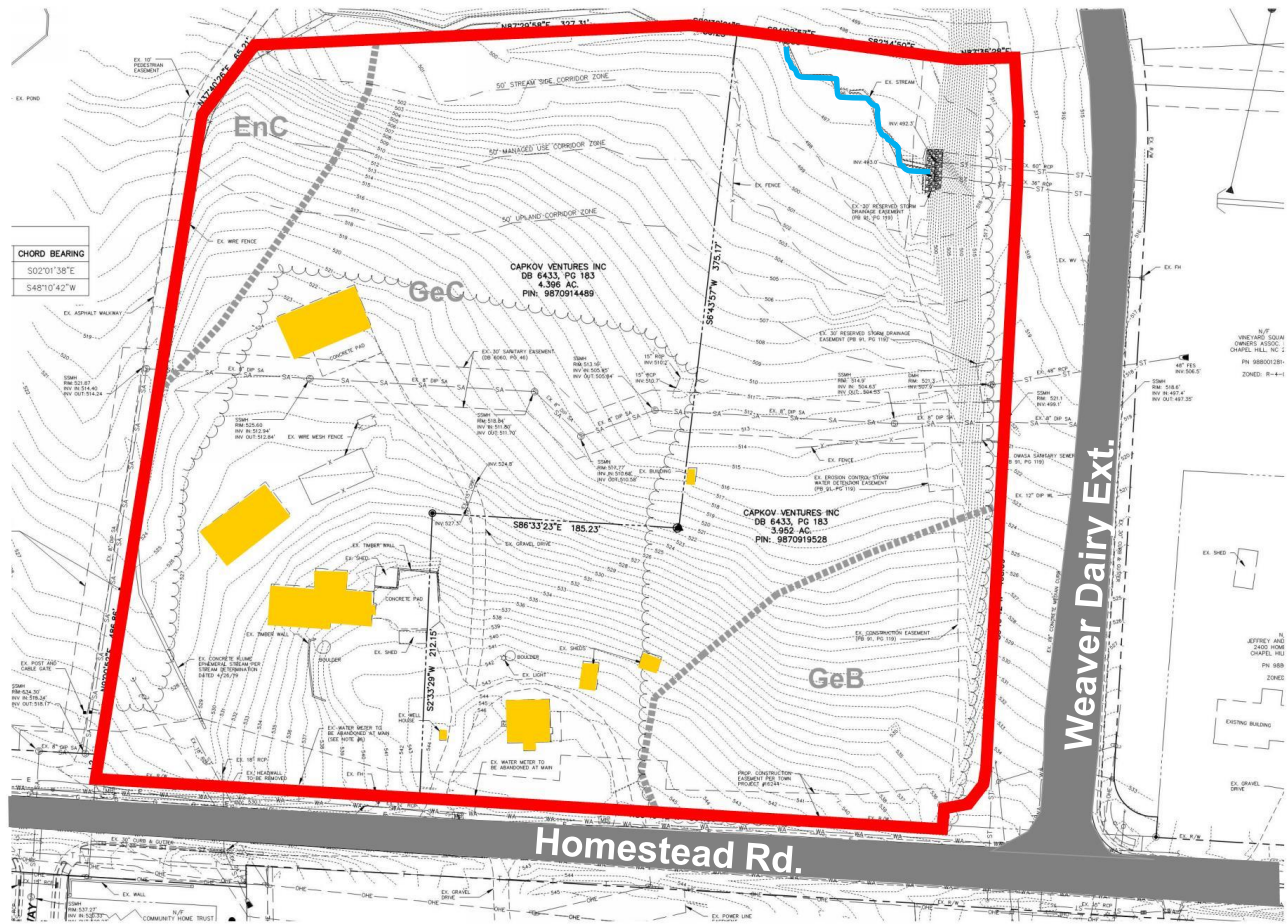
2312 Homestead Rd – Project Location



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2312 Homestead Rd – Existing Conditions

305



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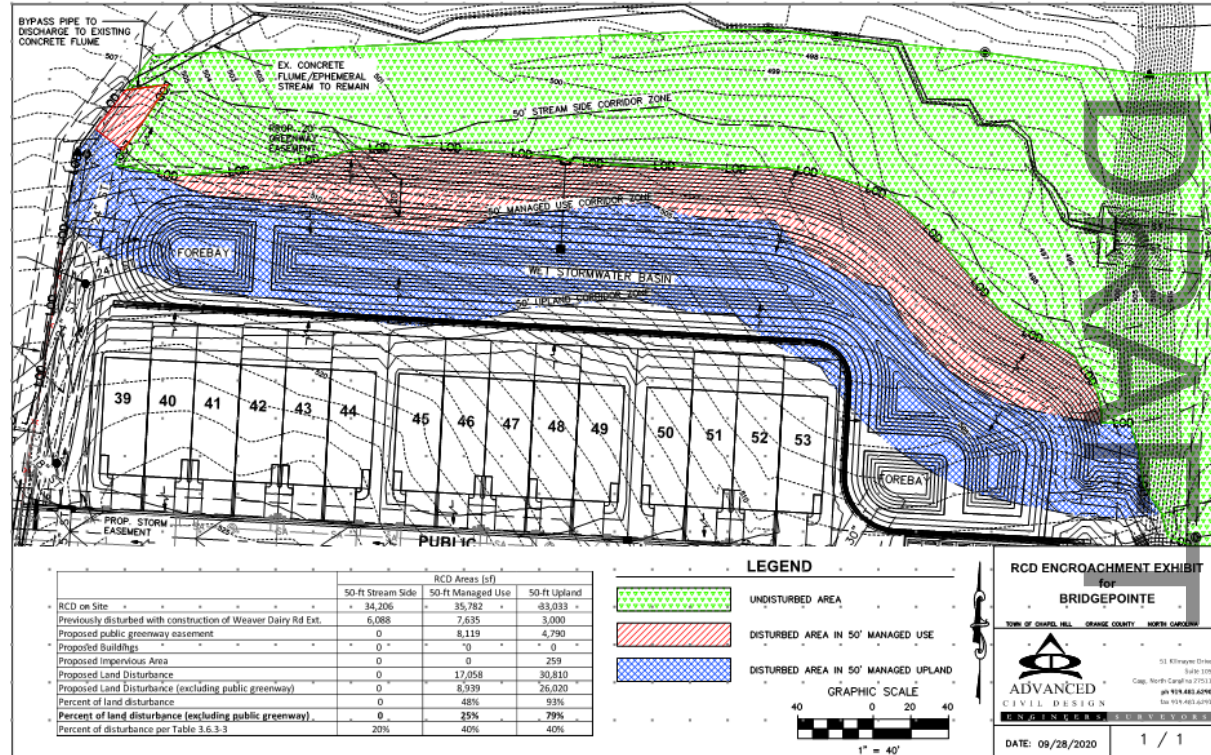
306



2312 Homestead Rd – Modifications to Regulations

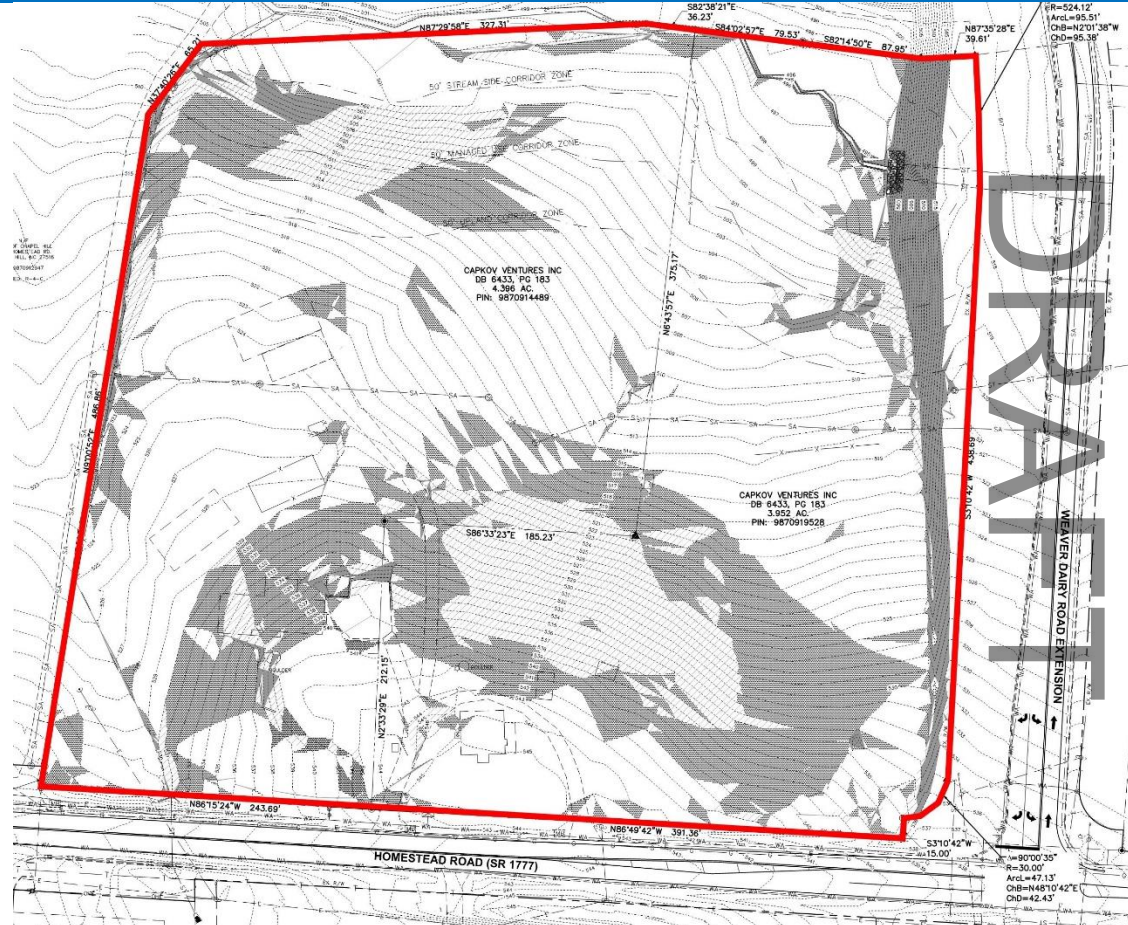
1. Section 3.6.3 Land Disturbance in the Resource Conservation District

- Upland and Managed Use Zones limited to 40%
- Proposing 79% disturbance in Upland Zone



2. Section 5.3.2 Steep Slopes

- Proposing to exceed 25% of area containing 25% or greater slopes.
- Total disturbed natural slopes 25% or greater is 2,133 SF.



3. Section 3.10 Inclusionary Zoning

- Required to provide 15%
- Proposing 5 units or 9.25%

4. Section D103 of the North Carolina Fire Prevention Code

- Proposing 26 ft. with valley curb and 27 ft. with standard curb adjacent to fire hydrant. Right-of-way width of 35 ft. remains unchanged.

DRAFT

5. Section 5.4.6(d) General Performance Criteria for Stormwater Management

- Proposing to relocate an ephemeral stream

Other Considerations

- Homestead Road Multi-modal project
- Easement for shared access with 2200 Homestead Road Project

DRAFT

- Adopt the Resolution abandoning the 2010 Special Use Permit
- Adopt the Resolution of Consistency
- Enact Ordinance A, approving the Conditional Zoning Atlas Amendment

DRAFT

RESOLUTION A

(Abandonment of Special Use Permit)

**A RESOLUTION APPROVING AN ABANDONMENT OF THE 2214 AND 2312
HOMESTEAD ROAD SITE FROM THE EXISTING BRIDGEPOINT SPECIAL USE PERMIT
(2020-12-09/R-6)**

WHEREAS, on May 24, 2010, the Chapel Hill Town Council approved a Special Use Permit for 23 townhomes and 27,400 square feet of commercial space, known as Bridgepoint, encumbering 399,972 square feet and approximately 9.2 acres, which was recorded at the Orange County Register of Deeds in Deed Book RB 5941, Page 562, identified as Orange County Parcel Identifier Numbers (9870-91-5696 and 9870-91-8588); and

WHEREAS, Section 4.5.5(d)(1) of the Land Use Management Ordinance has been met as no construction or activity authorized by the permit has been started and the starting time limit has not yet expired; and

WHEREAS, the 2010 Special Use Permit limited the Bridgepoint development to no more than 99,978 square feet of floor area (72,578 sq. ft. for residential and 27,400 sq. ft. for non-commercial); and

WHEREAS, on June 19, 2019, the Town Council reviewed a concept plan for Bridgepoint for a residential development containing townhomes; and

WHEREAS on January 2, 2020, the applicant submitted a Special Use Permit Modification for 53 townhomes; and

WHEREAS, on July 23, 2020 the applicant requested to replace the Special Use Permit Modification application dated January 2, 2020, with a Conditional Zoning permit application in order to move forward with the project during the COVID-19 pandemic and requested an abandonment of the existing 2010 Special Use Permit.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby abandons the 2010 Special Use Permit for 2214 and 2312 Homestead Road, known as Bridgepoint, as it pertains to the 9.2-acre parcel, for which the Bridgepoint Conditional Zoning Permit is currently proposed. The abandonment of the Special Use Permit and Modifications would be such that the subject parcel for the Bridgepoint Conditional Zoning (PIN 9870-91-5696 and 9870-91-8588), would no longer be encumbered by the Special Use Permit.

BE IT FURTHER RESOLVED that the applicant shall record the affidavit for abandonment for the parcel identified as Orange County Parcel Identifier Number (PIN 9870-91-4489 and 9870-91-9528), for the proposed Bridgepoint Special Use Permit, dated May 24, 2010.

This the 9th day of December, 2020.

RESOLUTION B
RESOLUTION OF CONSISTENCY

A RESOLUTION REGARDING THE APPLICATION FOR CONDITIONAL ZONING ATLAS AMENDMENT AT THE PROPERTY LOCATED AT 2214 AND 2312 HOMESTEAD ROAD TO RESIDENTIAL-5-CONDITIONAL ZONING DISTRICT (R-5-CZD) AND CONSISTENCY WITH THE COMPREHENSIVE PLAN (2020-12-09/R-7)

WHEREAS, Advanced Civil Design, Inc., on behalf of owner Capkov Ventures, Inc., has filed an application for Conditional Zoning Atlas Amendment to rezone a 9.2 acre parcel located at 2214 and 2312 Homestead Road and identified as Orange County Parcel Identifier Numbers 9870-91-4489 and 9870-91-9528 to Residential-5-Conditional Zoning District (R-5-CZD) to allow a townhouse community; and

WHEREAS, the Town staff have completed a review of the application for compliance with the Land Use Management Ordinance, Town Code, and for Consistency with the Comprehensive Plan; and

WHEREAS, the Planning Commission reviewed the application on September 15, 2020 and recommended that the Council enact the Conditional Zoning Atlas Amendment rezoning the property; and

WHEREAS, the Council of the Town of Chapel Hill has considered the application for Conditional Zoning Atlas Amendment to rezone and finds that the amendment if enacted, is reasonable and in the public's interest and is warranted to achieve the purposes of the Comprehensive Plan, as explained by, but not limited to, the following goals of the Comprehensive Plan:

- Range of housing options for current and future residents (*Goal A Place for Everyone.3*)
- Foster success of local businesses (*Community Prosperity and Engagement.2*)
- A connected community that links neighborhoods, businesses, and schools through the provision of greenways, sidewalks, bike facilities, and public transportation (*Getting Around.2*)
- Open and accessible common spaces for community gathering, cultural uses, and community development (*Good Places, New Spaces.7*)
- Protect, acquire, and maintain natural/undeveloped open spaces and historic sites in order to protect wildlife corridors, provide recreation, and ensure safe pedestrian and bicycle connections. (*Nurturing our Community.3*)

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council hereby finds the proposed Conditional Zoning Atlas Amendment to be reasonable and consistent with the Town Comprehensive Plan.

This the 9th day of December, 2020.

REVISED ORDINANCE A

(Approving the Conditional Zoning Application)

AN ORDINANCE AMENDING THE CHAPEL HILL ZONING ATLAS TO REZONE THE PROPERTY LOCATED AT 2214 AND 2312 HOMESTEAD ROAD TO RESIDENTIAL-5-CONDITIONAL ZONING DISTRICT (R-5-CZD) (PROJECT #20-001) (2020-12-09/O-1)

WHEREAS, the Council of the Town of Chapel Hill has considered the application for Conditional Zoning submitted by Advanced Civil Design, Inc., on behalf of owner Capkov Ventures, Inc., to rezone a 9.2-acre parcel located at 2214 and 2312 Homestead Road on property identified as Orange County Property Identifier Numbers 9870-91-5696 and 9870-91-8588, to allow a townhouse community and finds that the amendment if enacted, is reasonable and in the public's interest and is warranted to achieve the purposes of the Comprehensive Plan, as explained by, but not limited to, the following goals of the Comprehensive Plan:

- Range of housing options for current and future residents (*Goal A Place for Everyone.3*)
- Foster success of local businesses (*Community Prosperity and Engagement.2*)
- A connected community that links neighborhoods, businesses, and schools through the provision of greenways, sidewalks, bike facilities, and public transportation (*Getting Around.2*)
- Open and accessible common spaces for community gathering, cultural uses, and community development (*Good Places, New Spaces.7*)
- Protect, acquire, and maintain natural/undeveloped open spaces and historic sites in order to protect wildlife corridors, provide recreation, and ensure safe pedestrian and bicycle connections. (*Nurturing our Community.3*)

WHEREAS, the application, if rezoned to Residential-5-Conditional Zoning District (R-5-CZD) according to the district-specific plan dated November 10, 2020 and October 16, 2020, and the conditions listed below would:

- 1) Conform with the applicable provisions of the Land Use Management Ordinance and Town Code
- 2) Conform with the Comprehensive Plan
- 3) Be compatible with adjoining uses
- 4) Mitigate impacts on surrounding properties and the Town as a whole
- 5) Be harmonious with existing and proposed built systems including utility infrastructure, transportation facilities, police and fire coverage, and other public services and facilities
- 6) Be harmonious with natural systems such as hydrology, topography, and other environmental constraints

MODIFICATIONS TO REGULATIONS

WHEREAS, the Council of the Town of Chapel Hill finds, in this particular case, that the proposed development with the following requested modifications to regulations satisfies public purposes to an equivalent or greater degree:

1) Section 3.6.3 Land Disturbance in the Resource Conservation District (RCD):

Land disturbance is limited to specific percentages of the total land area in different zones of the RCD. The Upland zone is limited to 40 percent disturbance. The developer is proposing to disturb 26,098 sq. ft. (79 percent) of the Upland zone associated with the perennial stream in the northwest portion of the site, to allow grading for the stormwater control measures.

This finding is based on a determination that the public purposes are satisfied to an equivalent or greater degree because the land disturbance is for the construction of Stormwater control measures in order to meet Ordinance standards for the new impervious area associated with the proposed development. **Prior to submitting the Final Plans Zoning Compliance Permit application, the developer shall try to further reduce the footprint of the Storm Water Control Measure to further reduce the land disturbance in the Resource Conservation District (RCD).**

- 2) **Section 5.3.2 Steep Slopes:** The developer is proposing to exceed 25 percent of the area containing 25 percent or greater slopes. A majority of these disturbed slopes occur along the west side of Weaver Dairy Road Extension and were created during the construction of Weaver Dairy Road Extension. Additional slopes measuring 25 percent or greater were created during the construction of the existing home site, the existing concrete flume, and the existing asphalt path along the western portion of the property. The total area of disturbed natural slopes 25 percent or greater will not exceed 2,133 sf. This area of impact is necessary to properly grade the area reserved for the future greenway trail.

This finding is based on a determination that the public purposes are satisfied to an equivalent or greater degree because the majority of the disturbed slopes were created during the construction of Weaver Dairy Road Extension.

- 3) **Section 3.10 Inclusionary Zoning:** The developer is providing five affordable homes which equates to **9.25** percent. This is less than the 15 percent inclusionary zoning requirement; however, the affordable homes are the same size as the market rate units. In addition, the developer exceeds the minimum net livable square footage requirement associated with the inclusionary zoning requirement with only the five homes.

This finding is based on a determination that the public purposes are satisfied to an equivalent or greater degree. The provided units exceed the required livable square footage and offer opportunities for increased affordable housing units.

- 4) **Section D103 of the North Carolina Fire Prevention Code:** The developer is proposing street details for a 26-ft with valley curb and 27-ft with standard curb when adjacent to a fire hydrant to meet section D103.1 of the North Carolina Fire Prevention Code. The right-of-way width of 35 ft shall remain unchanged. Further, fire lane signs as specified in Section D103.6 of the North Carolina Fire Prevention Code shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide.

This finding is based on a determination that the public purposes are satisfied to an equivalent or greater degree. The increased street widths and fire lane signs are in compliance with the North Carolina Fire Prevention Code; whereas, the Town's standard detail for local streets does not comply with the state Fire Prevention Code.

- 5) **LUMO Section 5.4.6(d):** The developer is proposing to relocate and convey an existing ephemeral stream with a piped stormwater conveyance system. Land

disturbance within the stream channel of any ephemeral stream shall be minimized, and prohibited unless explicitly authorized by issuance of a zoning compliance permit after demonstration of the necessity for the disturbance. [LUMO 5.4.6(d)]

This finding is based on a determination that the public purposes are satisfied to an equivalent or greater degree because the relocation of the existing ephemeral stream allows the development to provide **54** units of affordable and missing-middle housing. **This existing stream has been identified as a six-foot-wide concrete flume designed to carry water alongside the driveway that previously existed on the Town's 2200 Homestead Road property.**

CONDITIONAL ZONING DISTRICT

WHEREAS the Council of the Town of Chapel Hill finds, in this particular case, the proposed rezoning with the following uses, subject to the conditions below, satisfies the purposes of Residential-5-Conditional Zoning District (R-5-CZD).

NOW, THEREFORE, BE IT ORDAINED by the Council of the Town of Chapel Hill that the Chapel Hill Zoning Atlas be amended as follows:

SECTION I

The following Orange County parcels identified by Parcel Identifier Numbers (PIN) 9870-91-5696 and 9870-91-8588, described below, shall be rezoned to Residential-5-Conditional Zoning District (R-5-CZD):

Beginning at an existing iron pipe located along the eastern line of the now or formerly Town of Chapel Hill tract as shown in deed book 2831, page 13 of the Orange County registry, said point being the POINT OF BEGINNING; thence along and with the aforementioned eastern line North 09°00'52" East, a distance of 486.86 feet to a calculated point; thence North 37°40'26" East, a distance of 65.21 feet to a 24" gum tree with chop marks; thence along the southeastern line of the aforementioned Town of Chapel Hill tract the following 5 calls: North 87°29'58" East, a distance of 327.31 feet to an existing iron pipe; thence South 82°38'21" East, a distance of 36.23 feet to an existing iron pipe; thence South 84°02'57" East, a distance of 79.53 feet to an existing iron pipe; thence South 82°14'50" East, a distance of 87.95 feet to a calculated point; thence North 87°35'28" East, a distance of 39.61 feet to a calculated point; thence along the western right of way of Weaver Dairy Road Extension, a 98' public right of way along a curve to the right having a radius of 524.12 feet, an arc length of 95.51 feet and a chord bearing and distance of South 02°01'38" East, 95.38 feet to a calculated point; thence along the aforementioned western right of way South 03° 10'42" West, a distance of 438.69 feet to a calculated point; thence along the aforementioned western right of way along a curve to the right having a radius of 30.00 feet, an arc length of 47.13 feet and a chord bearing and distance of South 48°10'42" West, 42.43 feet to an existing iron pipe; thence South 03°10'42" West, a distance of 15.00 feet to a calculated point located on the northern right of way of Homestead Road, a variable public width right of way; thence along the aforementioned northern right of way North 86°49'42" West, a distance of 391.36 feet to an existing iron pipe; thence along the aforementioned northern right of way North 86° 15'24" West, a distance of 243.69 feet to an existing iron pipe; thence North 09°03'29" East, a distance of 15.59 feet to a point being the Point of BEGINNING and being all of that certain tract of land containing 363,614 square feet or 8.35 acres, more or less, including to the midpoint of the adjoining Homestead Road and Weaver Dairy Road Extension right-of-ways.

SECTION II

BE IT FURTHER ORDAINED by the Council of the Town of Chapel Hill that the following conditions are hereby incorporated by reference:

1. Expiration of Conditional Zoning Atlas Amendment: An application for Zoning Compliance Permit must be filed by **December 9, 2022** (2 years from the date of this approval) or the land shall revert to its previous zoning designation. [LUMO 4.4.5(f)]
2. Consent to Conditions: This approval is not effective until the petitioner provides written consent to the approval. Written consent must be provided within ten (10) days of enactment by the Town Council.
3. Land Use Intensity: This Conditional Zoning Atlas Amendment authorizes the following:

Land Use Intensity Townhouse Development	
Gross Land Area	399,975 sf
Floor Area	121,192 sf
Floor Area Bonus for Affordable Housing	22,000 SF
Maximum Total Floor Area (Floor Area + Floor Area Bonus)	143,192 SF
Maximum Dwelling Units	54
Minimum Affordable Units	5
Total Impervious Surface	165,735 sf
Maximum Land Disturbance	359,000 sf
Tree Canopy Coverage	1.846 acres (30%)
Minimum Recreation Area	19,999 sf
Resource Conservation District Upland Zone land disturbance	26,020 sf (58%) excluding public greenway
Resource Conservation District Managed Use Zone land disturbance	8,939 sf (22%) excluding public greenway
Resource Conservation District Streamside Zone land disturbance	0 sf

4. Affordable Housing Plan/Performance Agreement: Prior to the issuance of a Zoning Compliance Permit, the developer must submit an Affordable Housing Plan to be incorporated into an Affordable Housing Performance Agreement to be executed by the developer, the Town Manager (or designee), and the non-profit agency that will administer the affordable housing units that will contain the following information:

General information about the nature and scope of the covered development, including:

- a. **9.25%** of the market rate units
- b. The developer will construct five affordable unit(s) on-site, two of which will be available to households earning 65 percent of the AMI and three of which will be available to households earning 80 percent of the AMI.
- c. The Plan will include information on:
 - i. The total number of market rate units and Affordable Dwelling Units in the development.

- ii. The number of bedrooms and bathrooms in each Affordable Dwelling Unit.
- iii. The approximate square footage of each Affordable Dwelling Unit.
- iv. The pricing for each Affordable Dwelling Unit. The pricing of each unit or lot shall be determined prior to issuing a Zoning Compliance Permit. At the time of sale, this price may be adjusted if there has been a change in the median income or a change in the formulas used in this ordinance.
- v. Documentation and plans regarding the exterior appearance, materials and finishes of the development for each of the Affordable Dwelling Units.
- d. Any and all other information that the Town Manager may require that is needed to demonstrate compliance with the Council's Affordable Housing Policies.

The Affordable Housing Plan and Performance Agreement shall be reviewed and approved by the Town Manager prior to issuance of a Zoning Compliance Permit.

5. Housing Plan: The developer shall provide the following:
 - a. **9.25%** percent of the market rate homes (5 proposed units) will be affordable town homes. Two of the five townhomes will be reserved for those making less than 65% of the median income and three will be made available to those making 80% of the median income.
 - b. Size of the affordable townhomes meet or exceed the minimum size requirements found in Table 3.10-2 of the Land Use Management Ordinance.
 - c. The affordable units to be placed within an organization ensuring their continued affordability for at least ninety-nine years.
 - d. The townhomes be integrated into the community as shown on the site plan dated **November 10, 2020**. Preference is to intersperse the affordable homes throughout the development.
 - e. The townhomes be finished with exterior trim and finishes used on the market-rate homes.
6. Affordable Housing: Forty percent of the affordable housing shall be completed prior to Zoning Final Inspection of the half of the market rate dwelling units. The remaining affordable dwelling units shall be completed prior to Zoning Final Inspection of 90 percent of the market rate dwelling units.
7. Affordable Housing Homeowner Association Dues: The affordable townhome owners shall contribute one-third (1/3) of the dues amount expected of the master association home owners.
8. Fire Access to Homestead Road: The developer shall have a signed encroachment agreement with the Town prior issuance of a Zoning Compliance Permit for the construction **of a driveway and utility connection to Public Street 'C'**.
9. North Carolina Fire Prevention Code: The developer shall construct new streets to measure 26-ft in width with valley curb and 27-ft in width with standard curb when adjacent to a fire hydrant to meet section D103.1 of the North Carolina Fire Prevention Code. The right-of-way width of 35 ft shall remain unchanged.
10. Fire Lane Signage: Fire lane signs as specified in North Carolina Fire Prevention Code, Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm) in accordance with Fire Code D103.6.1.

11. Community Design Commission Review: The proposed single-family development does not require Community Design Commission review of building elevations and lighting. [LUMO 8.5.5] **The CDC may review:**
 - a. **aluminum garage door style and color.**
 - b. **front yard landscaping plan.**
 - c. **pergolas between the town home units.**
12. **Design Details: The developer shall incorporate the following design elements into the final plans:**
 - a. **Construction of pergolas between each common entrance to eliminate the appearance of protruding garages.**
 - b. **Staggering or stepping of the facades of each town house consistent with the typical section shown on the site plan dated November 10, 2020, to provide visual depth. There may be variations in depth between buildings, but the staggering shall remain generally consistent with the referenced site plan.**
 - c. **Modification of the garage door design to de-emphasize garage doors.**
13. **Landscaping and Screening: The developer shall provide a four-foot wide landscape strip between driveways and shall landscape the open space in front of common entrances with native evergreen species. The developer shall increase the caliper of shade trees from 2.5 inches to 3 inches and understory trees from 2 inches to 2.5 inches. The developer shall add a central open space at least 20 feet in width that will run north to south between the central buildings.**
14. Greenway Trail Easement: The developer will work with the Town to locate the Greenway Trail so as to access the **location proposed on the submitted plans for the 2200 Homestead Road project, dated October 29, 2020, or similar location agreed to by both developers.**
15. Energy Efficiency: The proposed development shall meet Energy Star Certification for single family homes, achieving a 10% or more energy savings compared to a home built to current building codes. [Town Policy April 2007]
16. Fire Sprinklers: A NFPA 13D fire sprinkler system will be required for each grouping of townhomes. [TOWN CODE 7-56]
17. Fire Safety: When the vertical distance between the grade plane and the highest roof surface exceeds 30 ft (9,144 mm), approved aerial access fire apparatus access roads shall be provided. For the purpose of meeting fire code requirements, building height shall be measured as the highest roof surface determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.
18. Fire Hydrant and FDC Locations: Final plans shall indicate locations of existing and proposed fire hydrants and Fire Department Connections (FDC), as required. [NC FPC 2018 Section 501.5.1.1]

19. Traffic Signal Upgrade: Prior to issuance of the **third** Zoning Final Inspection, the developer shall upgrade the traffic signal at Homestead Road and Weaver Dairy Road Extension with pedestrian crosswalks/amenities including APS equipment and high visibility crosswalks and bicycle activated loops. Design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to issuance of a Zoning Compliance Permit. **Due to the timing of the Homestead Road Improvement Project, the developer may replace the actual signal improvements with a payment in lieu delivered to the Town of Chapel Hill if it is in the best interest of the Town to do so. Payment in lieu shall be set by the Town but agreed to by the developer.**
20. Street Lighting: Prior to issuance of the Zoning Final Inspection, the developer shall design and install street lighting along the site frontage on Homestead Road. The design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to issuance of a Zoning Compliance Permit.
21. Bicycle Facility: Prior to issuance of a Zoning Compliance Permit, plans shall include a southbound bicycle facility along Weaver Dairy Road Extension from where the existing bike lane ends to the Homestead Road intersection subject to the approval by the Town and the North Carolina Department of Transportation.
22. Bicycle Parking: Prior to issuance of a Zoning Compliance Permit, the developer shall provide bicycle parking in accordance with the Land Use Management Ordinance and the Design Manual. A total of 13 bike parking spaces is required for the plans as currently shown (1 space per 4 units). 12 of those spaces must be Class I bike parking (90% of total for residential uses). Class I spaces must be covered and secure. This requirement may be met through bike parking internal to units, such a wall-mounted bike hook within garages.
23. Construction Trailer: Prior to issuance of a Zoning Compliance Permit, the plans shall include construction trailer location.
24. NCDOT Approvals: Prior to issuance of a Zoning Compliance Permit, the developer must obtain a 3-party encroachment agreement for sidewalk, paths, and landscaping, if applicable. The developer also must obtain a 3-party encroachment agreement with OWASA for utility connections along Homestead Road. **This shall not include encroachments necessary to implement the Homestead Road Improvement Project.**
25. Orange County Solid Waste Management: Prior to issuance of a Zoning Compliance Permit, an Engineer must certify that the pavement section will support the load of recycling and garbage collection trucks. In lieu of providing a heavier pavement section that will support these (and other) service vehicles, the developer/owner shall provide a waiver of pavement damage liability prior to plan approval.
26. Recreation Area: A minimum of 19,999 sq. ft. of recreation area shall be provided on-site. **In lieu of providing or dedicating the required recreation area, the developer may make a payment to the Town whereby the Town may acquire or develop recreation land to serve the subdivision.**
27. Existing Water Services: Existing water services will need to be abandoned, properly at the main, if they will not be used. Prior to issuance of a Zoning Compliance Permit, it will be necessary to provide a demolition plan or call out abandonment on utility plan.

28. Water and Sewer Extension: All water and sewer main extensions must be approved by North Carolina Department of Environmental Quality (NCDEQ) prior to issuance of a Zoning Compliance Permit.

Stormwater

29. No Increase in Upstream Hydraulic Grade Line: The proposed development shall be designed to not increase the hydraulic grade line in existing storm drainage systems upstream of the proposed site for the applicable design storm events per the Town of Chapel Hill Public Works Engineering Design Manual.
30. Stormwater Structure Locations: No stormwater structures are permitted in the building setbacks. Structures include pipe ends, flared end sections, underdrains, inlet structures, outlet structures, control structures, flow dissipation measures such as rip-rap aprons or stilling pools, rock splash pads, concrete splash blocks, and the downgradient toe of French drains. [LUMO 3.8]
31. Soils Analysis: At the time of application for Zoning Compliance Permit, the developer shall provide an analysis of in-situ soils. At a minimum the report shall include depth to seasonal high water table, soil permeability, and soil bearing capacity in the vicinity of the proposed Stormwater Control Measure. All soil test pits, soil borings, soil permeability tests and associated documentation shall be conducted under the direct supervision of an appropriately licensed North Carolina design professional.
32. Piping of Ephemeral Stream: Prior to application for the Zoning Compliance Permit, the developer shall provide a revised Grading and Drainage Plan acceptable to Town Staff showing how the proposed development will convey the ephemeral stream to the perennial stream. A **20'** private reserved storm drainage easement shall be provided for the length of the conveyance.
33. Resource Conservation District: Any proposed impact in the Resource Conservation District shall demonstrate NO PRACTICAL ALTERNATIVE and meet the requirements of the Land Use Management Ordinance *Section 3.6.3 Resource Conservation District*.
34. Repairs in Public Right-of-Way: Prior to issuance of **third** Zoning Final Inspection, the developer shall repair all damage for work in the **existing** public right-of-way related to the construction of this project, which may include pavement milling and overlay. The design of such repairs must be reviewed and approved by the Town Manager and NCDOT prior to issuance of a Zoning Compliance Permit. [Town Code 17-40]
35. OWASA Approval: Prior to issuance of a **Final Plat**, any easement plats and documentation as required by OWASA and the Town Manager shall be recorded. [LUMO 5.12]
36. Certificates of Occupancy: No Certificates of Occupancy shall be issued until all required public improvements are complete **or a performance bond has been provided to the Town to insure that improvements will be completed in accordance with Town Standards**. A note to this effect shall be placed on the final plat.

If the Town Manager approves a phasing plan, no Certificates of Occupancy shall be issued for a phase until all required public improvements for that phase are complete,

and no Building Permits for any phase shall be issued until all public improvements required in previous phases are completed to a point adjacent to the new phase. A note to this effect shall be placed on the final plats.

37. **As-Built Plans:** Prior to the **issuance of last Certificate of Occupancy**, the developer shall provide certified as-built plans for building footprints, parking lots, street improvements, storm drainage systems and stormwater management structures, and all other impervious surfaces, and a tally of the constructed impervious area. The as-built plans should be in DXF binary format using State plane coordinates and NAVD 88. [Town Design Manual Chapter 10]
38. **Vested Right: Approval of a Conditional Zoning District and the associated district-specific plan constitutes a site specific development plan establishing a vested right. During the period of vesting, this permit may be subject to subsequent changes to Town regulations to the extent such regulations have been enacted under authority other than the Town's zoning authority.**

TOWN OF CHAPEL HILL – CONDITIONAL ZONING STANDARD STIPULATIONS

The following standard stipulations are supplemental to site-specific conditions as set by Town Council-approved resolution. Unless modified by the site-specific conditions noted above, these standards apply to all development permitted by Conditional Zoning.

Access

39. **Accessibility Requirements:** Prior to issuance of a Zoning Final Inspection, the developer shall provide the minimum required handicapped infrastructure according to the Americans with Disabilities Act and associated codes and standards.

Transportation

40. **Bicycle Parking:** Prior to issuance of a Zoning Compliance Permit, the developer shall provide dimensioned details that comply with the Town parking standards for required and/or proposed bicycle parking spaces. Bicycle parking spaces should be placed near building entrances. The spaces must comply with the Spring 2010 Association of Pedestrian and Bicycle Professionals Guidelines and the Class I and Class II bicycle parking standards required by the Town Design Manual. [LUMO 4.5.2]
41. **Parking Lot:** Any newly proposed parking lots, including additions to existing parking lots, shall be constructed to Town standards for dimensions and pavement design. [LUMO 5.9.5]
42. **Parking Lot Landscape and Screening:** The parking lot landscape design shall adhere to the standards of the Chapel Hill Land Use Management Ordinance. [LUMO 5.9.6]
43. **Driveway Permit:** The developer must obtain an approved driveway permit and/or encroachment agreement(s) prior to beginning any proposed work within the NCDOT right-of-way. As a condition of the permit, the permittee shall be responsible for the design and construction of stipulated improvements in accordance with NCDOT requirements. An approved permit will be issued upon receipt of approved roadway and signal construction plans, inspection fees, and any necessary performance and indemnity bonds.

44. Pavement Markings: Any pavement markings proposed within the public street rights-of-way shall be long life thermoplastic. Pavement markers shall be installed if they previously existed on the roadways.
45. Off-Site Construction Easements: Prior to any development associated land disturbance on abutting properties, the developer shall provide documentation of approval from the affected property owner(s). [LUMO 5.8.1]
46. Sight Distance Triangles: Prior to issuance of a Zoning Final Inspection, the developer shall provide the Town of Chapel Hill with standard sight distance triangles at the proposed driveway locations. [Town Design Manual]
47. Low Vision Design Features: Any proposed pedestrian facilities should incorporate low vision design features as feasible. [LUMO 4.5.2]
48. Street Closure Plan: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a street closure plan, subject to Town Manager and NCDOT approval, for any work requiring street, sidewalk, or lane closure(s). [Town Code 21-7.1]
49. Work Zone Traffic Control Plan: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a Work Zone Traffic Control Plan and a Construction Management Plan for approval by the Town Manager and NCDOT. The Work Zone Traffic Control Plan shall comply with the U.S. Department of Transportation Manual on Uniform Traffic Control Devices. The Construction Management Plan shall provide staging, construction worker parking, construction vehicle routes, and hours of construction. [Town Code 17-47]

Landscaping and Building Elevations

50. Invasive Exotic Vegetation: Prior to issuance of a Zoning Compliance Permit, the developer shall identify on the planting plan any known invasive exotic species of vegetation, as defined by the Southeast Exotic Pest Plant Council (SE-EPPC), and provide notes indicating removal of these species from the landscape buffer areas prior to planting. [Town Design Manual]
51. Alternate Buffer: Prior to issuance of a Zoning Compliance Permit, review shall be required from the Community Design Commission for any proposed alternate buffer. [LUMO 5.6.8]
52. Landscape Protection: Prior to issuance of a Zoning Compliance Permit, a detailed Landscape Protection Plan shall be approved. The plan shall include a complete and currently updated tree survey showing critical root zones of all rare and specimen trees and labeled according to size and species. The plan shall also indicate which trees will be removed and which will remain. The plan shall also include standard notes, fencing details, and location of fencing. [LUMO 5.7.3]
53. Tree Protection Fencing: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a detail of a tree protection fence and a note on the Final Plans indicating that tree protection fencing will be installed prior to land-disturbing activity on the site. The plans shall include continuous tree protection fencing around construction limits and indicated construction parking and materials staging/storage

areas, and Town standard landscaping protection notes, subject to Town Manager approval. [LUMO 5.7.3]

54. Landscape Planting Plan: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a detailed Landscape Planting Plan with a detailed planting list, subject to Town Manager approval. [LUMO 4.5.3]
55. Tree Canopy: A minimum of tree canopy coverage shall be provided through a combination of retained and replanted trees, unless a modification to regulations is approved. Calculations demonstrating compliance with Chapel Hill Land Use Management Ordinance Section 5.7.2 shall be included. [LUMO 5.7.2]
56. Retaining Wall Construction: If applicable, the final design and location of all retaining walls shall be approved by the Town Manager prior to issuance of a Zoning Compliance Permit.
57. Demolition Plan: Prior to beginning any proposed demolition activity, the developer must obtain demolition permits from both the Planning and Inspections departments. While the demolition component may be submitted to Planning in tandem with the Zoning Compliance Permit for new construction, a separate stand-alone demolition permit shall be issued prior to an Inspection's Demolition permit. Further, prior to the issuance of a demolition permit for all existing structures 500 square feet or larger, Orange County Solid Waste staff shall conduct a deconstruction assessment pursuant to the County's Regulated Recyclable Materials Ordinance (RRMO).

Environment

58. Stormwater Management Plan: Development projects must comply with *Section 5.4 Stormwater Management* of the Chapel Hill Land Use Management Ordinance. [LUMO 5.4]
59. Phasing Plan: If phasing of the project is proposed, then the developer shall provide a Phasing Plan as part of the Zoning Compliance Permit. The Phasing Plan also shall detail which public improvements and stormwater management structures will be completed in each phase prior to requesting a Zoning Final Inspection. Construction for any phase shall not begin until all public improvements in previous phases have been completed, and a note to this effect shall be provided on the final plans. [LUMO 4.5.3]
60. Erosion Control Bond: If one acre or more is to be uncovered by land-disturbing activities for the project, then a performance guarantee in accordance with *Section 5-97.1 Bonds* of the Town Code of Ordinances shall be required prior to final authorization to begin land-disturbing activities. [Town Code 5-98]
61. Sediment Control: The developer shall take appropriate measures to prevent and remove the deposit of wet or dry sediments on adjacent roadways. [Town Code 5-86]
62. Erosion Control Inspections: In addition to the requirement during construction for inspection after every rainfall, the developer shall inspect the erosion and sediment control devices daily, make any necessary repairs or adjustments to the devices, and maintain inspection logs documenting the daily inspections and any necessary repairs. [Orange County Erosion Control]

63. Erosion Control: The developer shall provide a copy of the approved erosion and sediment control permit from Orange County Erosion Control Division prior to receiving a Zoning Compliance Permit. During the construction phase, additional erosion and sediment controls may be required if the proposed measures do not contain the sediment. Sediment leaving the property is a violation of the Town's Erosion and Sediment Control Ordinance. [Town Code 5-98]
64. Stormwater Control Measure: The proposed stormwater control measures for the site shall be designed to meet the current North Carolina Division of Environmental Quality Design Manual and Town of Chapel Hill Public Works Engineering Design Manual. [LUMO 5.4.3]
65. Storm Drain Inlets: The developer shall provide pre-cast inlet hoods and covers stating, "Dump No Waste! Drains to Jordan Lake", in accordance with the specifications of the Town Standard Detail SD-4A, SD-5A, SD-5C include all applicable details, for all new inlets for private, Town and State rights-of-way. [Town of Chapel Hill Design Manual]
66. On-Site/Adjacent Stormwater Features: The final plans shall locate and identify existing site conditions, including all on-site and adjacent stormwater drainage features, prior to issuance of a Zoning Compliance Permit. The final plans must provide proper inlet protection for the stormwater drainage inlets on or adjacent to the site to ensure the stormwater drainage system will not be obstructed with construction debris. [Town of Chapel Hill Design Manual]
67. Repair/Replacement of Damaged Stormwater Infrastructure: Existing stormwater infrastructure that is damaged as a result of the project demolition or construction must be repaired or replaced, as specified by the Stormwater Management Engineer, prior to requesting a Zoning Final Inspection. [Town of Chapel Hill Design Manual]
68. Performance Guarantee: A performance and maintenance guarantee in an amount satisfactory to the Town Manager shall be provided to meet the requirement of *Section 4.9.3, Performance and Maintenance Guarantees* of the Land Use Management Ordinance prior to the approval of final plat recordation. Following the release of the maintenance bond, the developer and/or Homeowners Association shall continue to have a responsibility and obligation to inspect and maintain the stormwater infrastructure as required by the Town's Land Use Management Ordinance [LUMO 4.9.3]

Water, Sewer, and Other Utilities

69. Utility/Lighting Plan Approval: The final utility/lighting plan shall be approved by Orange Water and Sewer Authority (OWASA), Duke Energy Company, other applicable local utility service providers, and the Town Manager before issuance of a Zoning Compliance Permit. The developer shall be responsible for assuring that these utilities can continue to serve the development. In addition, detailed construction drawings shall be submitted to OWASA for review/approval prior to issuance of a Zoning Compliance Permit. [LUMO 4.5.3]
70. Lighting Plan: Prior to issuance of a Zoning Compliance Permit, the developer shall submit site plans, sealed by a Professional Engineer, for Town Manager approval, as well as other required documents to satisfy the lighting requirements of Section 5.11 of the Land Use Management Ordinance including: submission of a lighting plan;

providing for adequate lighting on public sidewalks, including driveway crossings; and demonstrating compliance with Town standards. [LUMO 5.11]

71. Water/Sewer Line Construction: All public water and sewer plans shall be approved by and constructed according to OWASA standards. Where sewer lines are located beneath drive aisles and parking areas, construction methods approved by OWASA shall be employed to ensure that sewer lines will not be damaged by heavy service vehicles. [LUMO 5.12.1]
72. Irrigation: If permanent irrigation is proposed to support landscaping, an irrigation plan shall be submitted which includes the use of smart technologies to conserve water and energy.

Homeowner Association

73. Homeowners' Association: A Homeowners' Association shall be created that has the capacity to place a lien on the property of a member who does not pay the annual charges for maintenance of all common areas, however designated. The Homeowners' Association documents shall be approved by the Town Manager prior to recordation at the Orange County Register of Deeds Office and shall be cross-referenced on the final plat. The Homeowners' Association documents shall comply with *Section 4.6.7 Neighborhood or Homeowners' Associations* of the Land Use Management Ordinance. The Homeowners' Association covenants shall not exclude home occupation businesses as regulated by the Town of Chapel Hill.
74. Homeowners' Association Responsibilities: The Homeowners' Association shall be responsible for the maintenance, repair, and operation of required bufferyard(s), open space, recreation areas, paths, community garden, and shared stormwater management facilities.
75. Dedication and Maintenance of Common Area to Homeowners' Association: The developer shall provide for Town Manager review and approval, a deed conveying to the Homeowners' Association all common areas, however designated, including the community garden; recreation space; open space and common areas; the bufferyards; and stormwater management facilities. The Homeowners' Association shall be responsible for the maintenance of the proposed internal subdivision roads until the NCDOT or the Town assumes ownership of the internal streets. These documents shall be reviewed and approved by the Town Manager prior to recordation at the Orange County Register of Deeds Office and cross-referenced on the final plat.
76. Solar Collection Devices: The Homeowners' Association, or similar entity, shall not include covenants or other conditions of sale that restrict or prohibit the use, installation, or maintenance of solar collection devices, including clotheslines.

Fire Safety

77. Gates and Barricades: Where required or authorized by the fire code official and permanent or temporary (construction), any gates across fire apparatus access roads shall be a minimum width of 20 feet, be of swinging or sliding type, have an emergency means of operation, shall be openable by either forcible entry or keyed, capable of being operated by one person, and shall be installed and maintained according to UL 325 and ASTM F 2200. [NC FPC 2018, 503.5, 503.6, D103.5]

78. Grade and Approach: Fire apparatus access roads shall not exceed 10 percent in grade unless approved by the fire chief, and all approach and departure angles shall be within the limits established based on the Fire Department's apparatus. [NC FPC 2018, 503.2.7, 503.2.8 and D103.2]
79. Fire Protection and Utility Plan: A fire flow report for hydrants within 500 feet of each building shall be provided and demonstrate the calculated gallons per minute with a residual pressure of 20 pounds per square inch. The calculations should be sealed by a professional engineer licensed in the State of North Carolina and accompanied by a water supply flow test conducted within one year of the submittal. Refer to the Town Design Manual for required gallons per minute.
80. Fire Department Connections and Standpipes: When the building being constructed requires standpipes, a temporary standpipe connection will be constructed with ready Fire Department Access when the building is not more than 40 feet in height. Such standpipes shall provide usable connections adjacent to the stairs and shall continue with building progression always being not more than one floor below the highest floor of the building. [NC FPC 912 & NC FPC 2018 3313]
81. Fire Command Center: Where required in the North Carolina Fire Protection Code and in all high rise buildings, a fire command center must be constructed in accordance with Section 508, NC FPC 2018.
82. Aerials: Where a building exceeds 30 feet in height OR 3 stories above the lowest level of Fire Department Access, overhead power and utility lines shall not be allowed within the aerial apparatus access roadway and the roadway shall have an unobstructed width of 26 feet exclusive of the shoulders. At least one of the apparatus access roadways shall be located within a minimum of 15 feet and maximum of 30 feet from one complete side of the building. [NC FPC 2018 D105.1, D105.2, D105.3, D105.4]
83. Fire Apparatus Access Road: Any fire apparatus access roads (any public/private street, parking lot access, fire lanes and access roadways) used for fire department access shall be all-weather and designed to carry the imposed load of fire apparatus weighing at least 80,000 lbs. Fire apparatus access roads shall have a minimum width of 20 feet exclusive of shoulders with an overhead clearance of at least 13 feet 6 inches for structures not exceeding 30 feet in height and shall provide access to within 150 feet of all exterior portions of the building. Structures exceeding 30 feet in height shall be provided with an aerial apparatus access road 26 feet in width in the immediate vicinity of the building or portion thereof and shall provide at least one of the required access roads to be located not less than 15 feet and not more than 30 feet from the structure parallel to one entire side of the structure. [NC FPC 2018 502.1, 503.1.1, 503.2.1, D102.1 SECOND ACCESS DEPENDENT UPON NORTH CAROLINA DEPARTMENT OF TRANSPORTATION APPROVAL]
84. Dead End Access Roads: Dead end fire apparatus access roads exceeding 150 feet shall have a designated turn around. The turnaround shall meet one of the design standards of NC FPC 2018, Appendix D table D 103.4.
85. Building Height: Buildings exceeding 30 feet or three stories in height must have at least two means of fire apparatus access separated by at least one half the diagonal distance of the building. [NC FPC 2018, D104.1, D104.3 DEPENDENT UPON NORTH CAROLINA DEPARTMENT OF TRANSPORTATION APPROVAL]

86. Fire Access: Prior to issuance of a Certificate of Occupancy, fire access shall be reviewed and approved by the Town of Chapel Hill.
87. Fire Apparatus Access Road Authority: The fire code official shall have the authority to increase the minimum access widths where they are deemed inadequate for fire and rescue operations. [NC FPC 2018 503.2.2]
88. Hydrants Active: The developer shall provide active fire hydrant coverage, acceptable to the Fire Department, for any areas where combustible construction materials will be stored or installed, prior to having such materials delivered to the site. All required fire hydrants must be installed, active, and accessible for the Fire Department use prior to the arrival of combustible materials on site. Fire protection systems shall be installed according to Town Ordinance, the NC Fire Protection Code, and National Fire Protection Association Standard #13. [NC Fire Protection Code 2018 Section 501.1 & 3312]
89. Fire Hydrant and FDC Locations: The Final Plans shall indicate the locations of existing and proposed fire hydrants and Fire Department Connections (FDC). Fire Department Connections shall be located on the street side of the building within 100 feet of a hydrant. Hydrant spacing shall comply with the Town Design Manual. Design shall be reviewed and approved by the Town Manager prior to issuance of a Zoning Compliance Permit. [NC FPC 2018 Section 501.5.1.1]
90. Firefighting Access During Construction: Vehicle access for firefighting shall be provided to all construction or demolition sites including vehicle access to within 100 feet of temporary or permanent fire department connections and hydrants. Vehicle access shall be provided by either temporary or permanent roads capable of supporting vehicle loading under all weather conditions. [NC FPC 2018, Section 3310.1]
91. Premise Identification: Approved building address numbers, placed in a position acceptable to the fire code official, shall be required on all new buildings. [NC FPC 2018, 505.1]
92. Key Boxes: Where required by the fire code official, a secure key box, mounted on the address side of the building, near the main entrance, shall be provided to ensure adequate access to the building based on life safety and/or fire protection needs. [NC FPC 2018, 506]
93. Fire Apparatus Access for Chapel Hill Fire Department: All fire department access determinations shall be based upon Chapel Hill Fire Department apparatus specifications (data specifications provided by Office of the Fire Marshal/Life Safety Division) and field verification. All proposed fire department access designs shall be reviewed and shall also pass field inspection.
94. Fire Flow Report: The Final Plan application shall include a fire flow report sealed by an Engineer registered in the State of North Carolina. An OWASA flow test must be provided with the report. Fire flow shall meet the 20 psi or exceed the requirements set forth in the Town Design Manual. The Fire Flow Report shall be reviewed and approved by the Town Manager prior to issuance of a Zoning Compliance Permit. [Town Design Manual]
95. Fire Lane: Prior to issuance of a Certificate of Occupancy, any fire lane shall be marked and signed in accordance with Town standards, with the associated plans approved by

the Town Manager prior to issuance of a Zoning Compliance Permit. [NC FPC, Sections 2018 503.3, D103.6, D103.6.1, D103.2]

96. Emergency Responder Radio Coverage in New Buildings: All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. [NC FPC 2018 Section 510.1]

Solid Waste Management and Recycling

97. Solid Waste Management Plan: Prior to issuance of a Zoning Compliance Permit, a detailed Solid Waste Management Plan, including a recycling plan and a plan for managing and minimizing construction debris, shall be approved by the Town Manager and Orange County Solid Waste (OCSW). The plan shall include dimensioned, scaled details of any proposed refuse/recycling collection areas, associated screening, and protective bollards, if applicable. Each bulk waste container shall be labeled as to type of material to be collected. If a refuse compactor is proposed or if the collection enclosure is not accessible by Town vehicles, the developer shall provide documentation of an agreement for solid waste collection by a private provider prior to issuance of a Zoning Compliance Permit. [Orange County Solid Waste]
98. Construction Waste: Clean wood waste, scrap metal and corrugated cardboard (Regulated Recyclable Materials), all present in construction waste, must be recycled. All haulers of construction waste containing Regulated Recyclable Materials must be properly licensed with Orange County Solid Waste. The developer shall provide the name of the permitted waste disposal facility to which any land clearing or demolition waste will be delivered. [Orange County Solid Waste]
99. Deconstruction Assessment: For any existing structure 500 square feet or larger a deconstruction assessment shall be conducted by OCSW staff prior to the issuance of a demolition permit pursuant to the County's Regulated Recyclable Materials Ordinance (RRMO). Prior to any demolition or construction activity on the site, the developer shall hold a pre-demolition/pre-construction conference with Solid Waste staff. This may be held at the same pre-construction meeting held with other development/enforcement officials.

State and Federal Approvals

100. State or Federal Approvals: Any required State or federal permits or encroachment agreements (e.g., 401 water quality certification, 404 permit) shall be approved and copies of the approved permits and agreements be submitted to the Town of Chapel Hill prior to the issuance of a Zoning Compliance Permit. [NC State; Federal Permits]
101. North Carolina Department of Transportation Approvals: Prior to issuance of a Zoning Compliance Permit, plans for any improvements to State-maintained roads or in associated rights-of-way shall be approved by NCDOT. [NC Department of Transportation]

Miscellaneous

102. Construction Management Plan: A Construction Management Plan shall be approved by the Town Manager prior to issuance of a Zoning Compliance Permit. The construction

management plan shall: 1) indicate how construction vehicle traffic will be managed, 2) identify parking areas for on-site construction workers including plans to prohibit parking in residential neighborhoods, 3) indicate construction staging and material storage areas, 4) identify construction trailers and other associated temporary construction management structures, and 5) indicate how the project construction will comply with the Town's Noise Ordinance. [Town Design Manual Chapter 10]

103. Traffic and Pedestrian Control Plan: The developer shall provide a Work Zone Traffic Control Plan for movement of motorized and non-motorized vehicles on any public street that will be disrupted during construction. The plan must include a pedestrian management plan indicating how pedestrian movements will be safely maintained. The plan must be reviewed and approved by the Town Manager prior to the issuance of a Zoning Compliance Permit. At least 5 working days prior to any proposed lane or street closure the developer must apply to the Town Manager for a lane or street closure permit. [Town Code 17-42]
104. Construction Sign Required: The developer shall post a construction sign at the development site that lists the property owner's representative and telephone number, the contractor's representative and telephone number, and a telephone number for regulatory information at the time of issuance of a Building Permit, prior to the commencement of any land disturbing activities. The construction sign may have a maximum of 32 square feet of display area and maximum height of 8 feet. The sign shall be non-illuminated, and shall consist of light letters on a dark background. Prior to the issuance of a Zoning Compliance Permit, a detail of the sign shall be reviewed and approved by the Town Manager. [LUMO 5.14.4]
105. Schools Adequate Public Facilities Ordinance: If applicable, the developer shall provide the necessary Certificates of Adequacy of Public Schools or an exemption prior to issuance of a Zoning Compliance Permit. [LUMO 5.16]
106. Open Burning: The open burning of trees, limbs, stumps, and construction debris associated with site development is prohibited. [Town Code 7-7]
107. Detailed Plans: Prior to the issuance of a Zoning Compliance Permit, final detailed site plans, grading plans, utility/lighting plans, stormwater management plans (with hydrologic calculations), landscape plans, and landscape maintenance plans shall be approved by the Town Manager. Such plans shall conform to plans approved by this application and demonstrate compliance with all applicable regulations and the design standards of the Chapel Hill Land Use Management Ordinance and the Design Manual. [LUMO 4.5.3]
108. Traffic Signs: The developer shall be responsible for placement and maintenance of temporary regulatory signs before issuance of any Zoning Final Inspection.
109. New Street Names and Numbers: The name of the development and its streets and house/building numbers shall be approved by the Town Manager prior to issuance of a Zoning Compliance Permit.
110. Continued Validity: Continued validity and effectiveness of this approval shall be expressly conditioned on the continued compliance with the plans and conditions listed above.

111. Non-Severability: If any of the above conditions is held to be invalid, approval in its entirety shall be void.
112. Not-Comprehensive: The listing of these standard stipulations, and the specific stipulations applicable to this Permit, is not intended to be comprehensive and does not exclude other state and local laws and regulations which may be applicable to this Permit and development project.

BE IT FURTHER ORDAINED that the Council hereby approves the application for Conditional Zoning for Bridgepoint at 2214 and 2312 Homestead Road.

This the 9th day of December, 2020.

RESOLUTION C

(Denying the Conditional Zoning Application)

A RESOLUTION DENYING AN AMENDMENT OF THE CHAPEL HILL ZONING ATLAS TO REZONE THE PROPERTY LOCATED AT 2214 AND 2312 HOMESTEAD ROAD TO RESIDENTIAL-5-CONDITIONAL ZONING DISTRICT (R-5-CZD) (PROJECT #20-001) (2020-12-09/R-8)

BE IT RESOLVED by the Council of the Town of Chapel Hill that it finds that a Conditional Zoning application, proposed by Advanced Civil Design, Inc., on behalf of owner Capkov Ventures, Inc., to rezone a 9.2-acre parcel located at 2214 and 2312 Homestead Road on property identified as Orange County Property Identifier Numbers 9870-91-5696 and 9870-91-8588, if rezoned to Residential-5-Conditional Zoning District (R-5-CZD) according to the rezoning plan dated July 22, 2020, and the conditions listed below would not:

- 1) Conform with the applicable provisions of the Land Use Management Ordinance and Town Code
- 2) Conform with the Comprehensive Plan
- 3) Be compatible with adjoining uses
- 4) Mitigate impacts on surrounding properties and the Town as a whole
- 5) Be harmonious with existing and proposed built systems including utility infrastructure, transportation facilities, police and fire coverage, and other public services and facilities
- 6) Be harmonious with natural systems such as hydrology, topography, and other environmental constraints

BE IT FURTHER RESOLVED that the Council hereby denies the application for an amendment of the Chapel Hill Zoning Atlas to rezone the property located at 2214 and 2312 Homestead Road to Residential-5-Conditional Zoning District (R-5-CZD).

This the 9th day of December, 2020.

CONDITIONAL ZONING APPLICATION



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

Parcel Identifier Number (PIN): 9870914489, 9870919528

Date: July 13, 2020

Section A: Project Information

Project Name: Bridge Point

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

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

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

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

Applicant Information (to whom correspondence will be mailed):


Name: Advanced Civil Design, Inc.

Address: 51 Kilmayne Drive, Suite 105

City: Cary State: NC Zip Code: 27511

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

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

Signature:  Date: 7/24/2020

Owner/Contract Purchaser Information:



Owner



Contract Purchaser

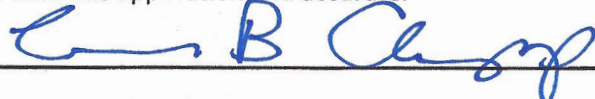
Name: CapKov Ventures, Inc.

Address: P.O. Box 16815

City: Chapel Hill State: NC Zip Code: 27516

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

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

Signature:  Date: 9/24/2020

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

Section C: Special Protection Areas, Land Disturbance, and Impervious Area**Special Protection Areas:** (check all those that apply)
☒ Jordan Buffer ☒ Resource Conservation District ☐ 100 Year Floodplain ☐ Watershed Protection District

Land Disturbance	Total (sq. ft.)
Area of Land Disturbance (Includes: Footprint of proposed activity plus work area envelope, staging area for materials, access/equipment paths, and all grading, including off-site clearing)	358,168
Area of Land Disturbance within RCD	34,959
Area of Land Disturbance within Jordan Buffer	0

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



PROJECT FACT SHEET

TOWN OF CHAPEL HILL

Planning Department

Section D: Dimensions

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

Residential Space

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

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

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

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



PROJECT FACT SHEET
TOWN OF CHAPEL HILL
Planning Department

Section F: Adjoining or Connecting Streets and Sidewalks

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

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

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

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

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

Section G: Parking Information

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

Section H: Landscape Buffers

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



PROJECT FACT SHEET
TOWN OF CHAPEL HILL
Planning Department

Section I: Land Use Intensity

Existing Zoning District:

Proposed Zoning Change *(if any)*:

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

Section J: Utility Service

Check all that apply:

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



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

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

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

Stormwater Impact Statement (1 copy to be submitted)

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



CONDITIONAL ZONING APPLICATION
SUBMITTAL REQUIREMENTS
TOWN OF CHAPEL HILL
Planning and Development Services

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

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

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

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

Cover Sheet

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

Area Map

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

Existing Conditions Plan

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



CONDITIONAL ZONING APPLICATION
SUBMITTAL REQUIREMENTS
TOWN OF CHAPEL HILL
Planning and Development Services

Detailed Site Plan

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

Stormwater Management Plan

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

Landscape Protection Plan

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



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

Planting Plan

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

Steep Slope Plan

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

Grading and Erosion Control Plan

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

Streetscape Plan, if applicable

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

Solid Waste Plan

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



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

Construction Management Plan

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

Energy Management Plan

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

Exterior Elevations

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

Bridgepoint Townhome Community

Finding of Facts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

Best Regards, Eric Chupp

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**BRIDGEPOINT - 2200 HOMESTEAD ROAD
RESIDENTIAL DEVELOPMENTS**

TRAFFIC IMPACT STUDY

EXECUTIVE SUMMARY



Prepared for:

The Town of Chapel Hill
Public Works Department - Engineering

Prepared by:

HNTB North Carolina, PC

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NCBELS License #: C-1554

June 2020



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EXECUTIVE SUMMARY

Project Overviews

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

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

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

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

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

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

Existing Conditions

Study Area

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



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

Site Traffic Generation

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

Table ES-1. Weekday Vehicle Trip Generation Summary

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

Background Traffic

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

Impact Analysis

Peak Hour Intersection Level of Service

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

Access Analysis

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



Town of Chapel Hill: Traffic Impact Study
Bridgepoint - 2200 Homestead Road Residential - Proposed Residential Developments

Table ES-2. Peak Hour Intersection Capacity Analysis Summary

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

N/A – Not Applicable or No Improvements Necessary

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

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

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

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

Signal Warrant Analysis

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



Crash Analysis

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

Other Transportation-Related Analyses

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

Table ES-3. Other Transportation-Related Analyses

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

Mitigation Measures/Recommendations

Planned Improvements

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



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

Background Committed Improvements

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

Applicant Committed Improvements

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

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

Necessary Improvements

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

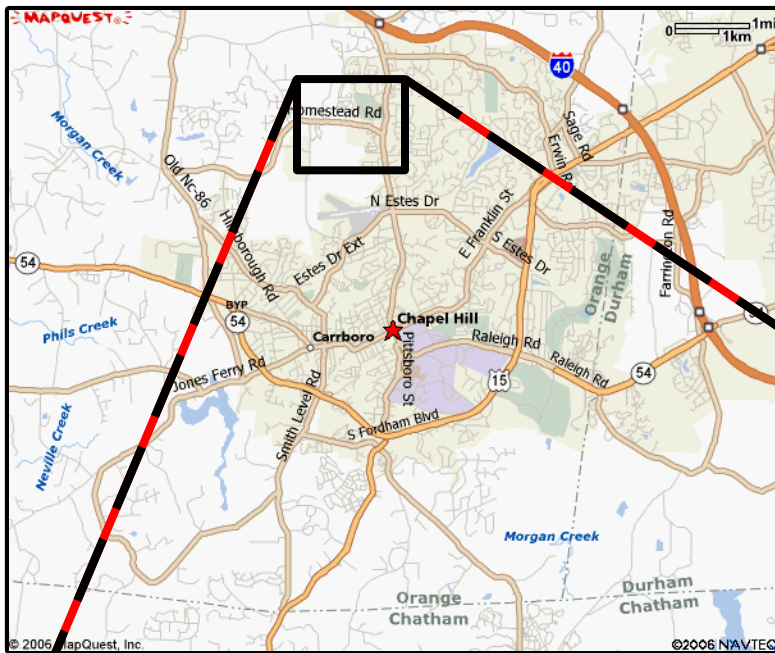
- 1) Retime the Homestead Road and Weaver Dairy Road intersection traffic signal to ensure that the southbound right-turn lane has adequate green time to avoid excessive queue spillback. This improvement is recommended whether or not if the Bridgepoint and 2200 Homestead Road Residential sites are developed.



Town of Chapel Hill: Traffic Impact Study

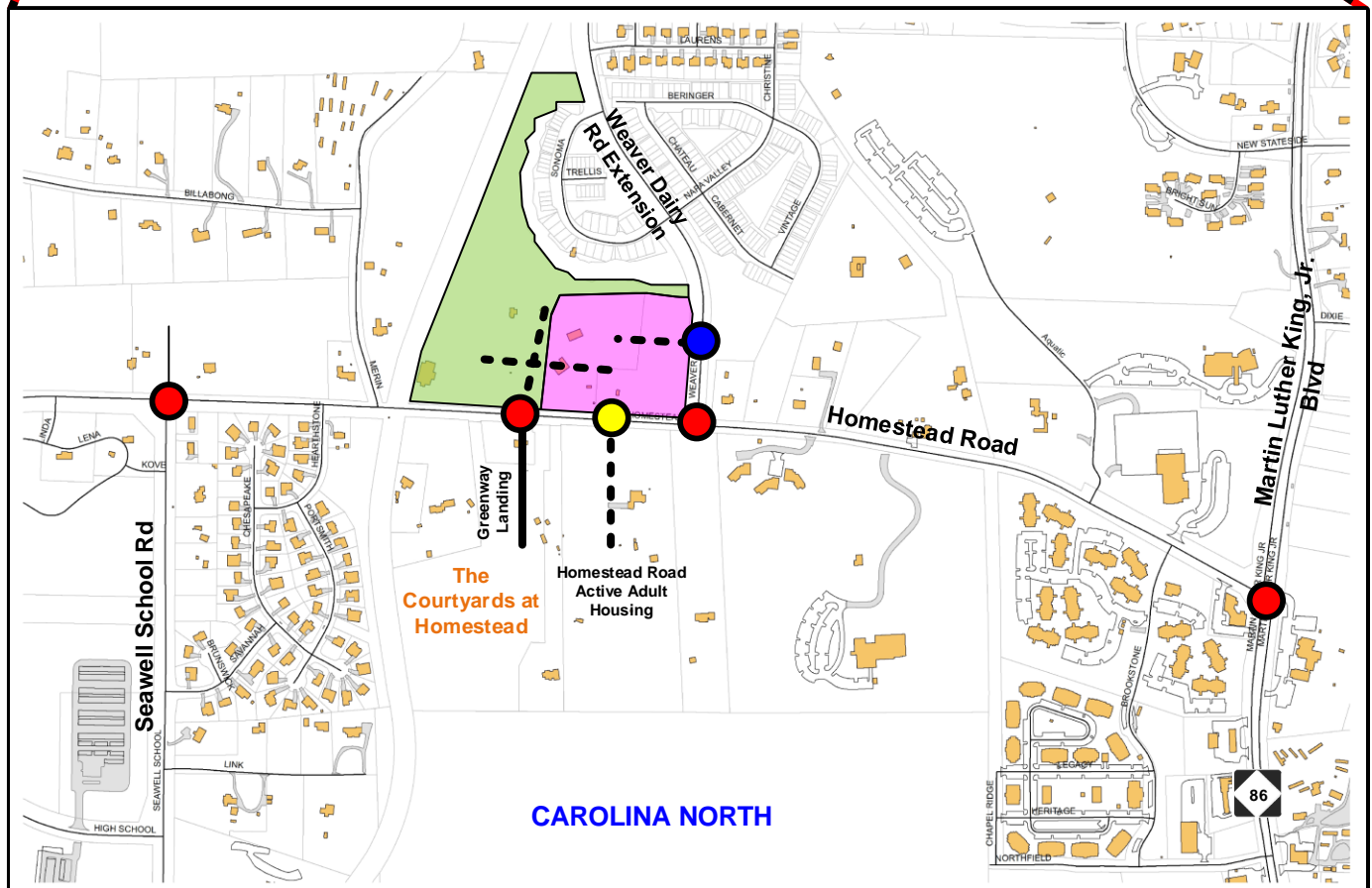
Bridgepoint - 2200 Homestead Road Residential - Proposed Residential Developments

- 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



Source: Town of Chapel Hill GIS Files

HNTB

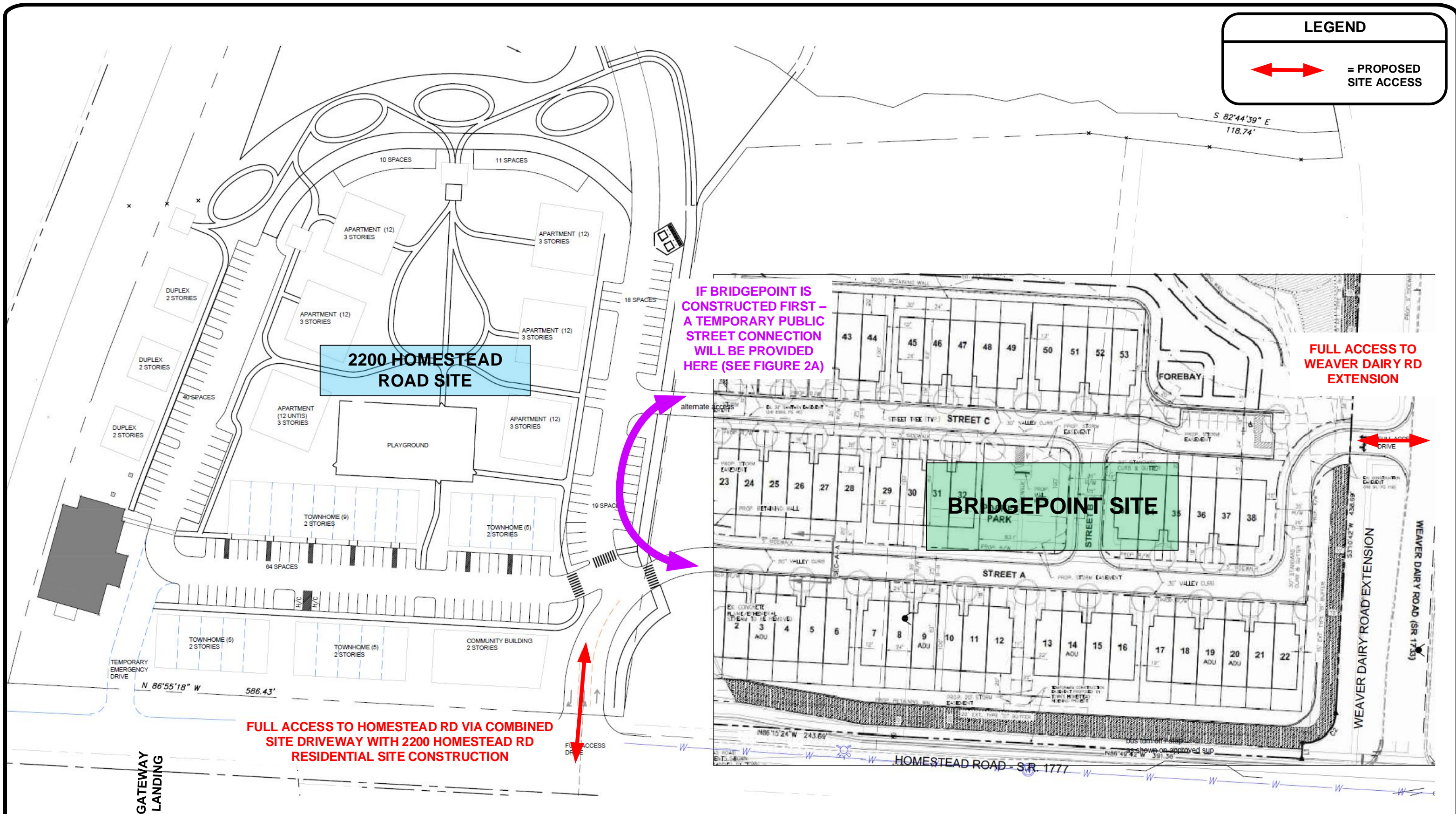


Bridgepoint - 2200 Homestead Road Residential Traffic Impact Study






PROJECT STUDY AREA

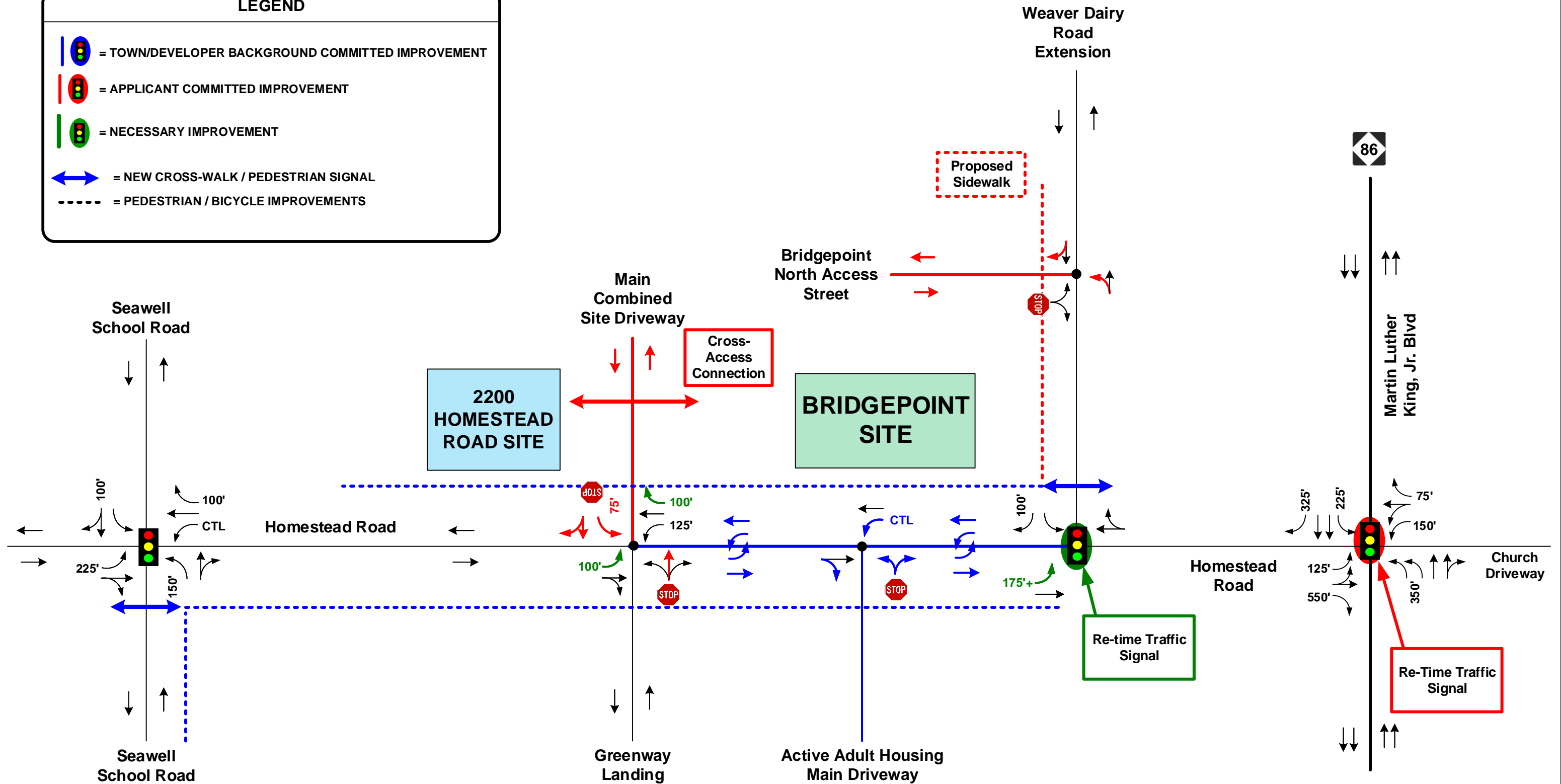
DATE: June 2020

FIGURE ES-1



LEGEND

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


HNTB

 NOT TO
SCALE

Bridgepoint - 2200 Homestead Road Residential Traffic Impact Study

COMMITTED AND RECOMMENDED IMPROVEMENTS

DATE: June 2020

FIGURE ES-3

Bridgepoint Affordable Housing Plan

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

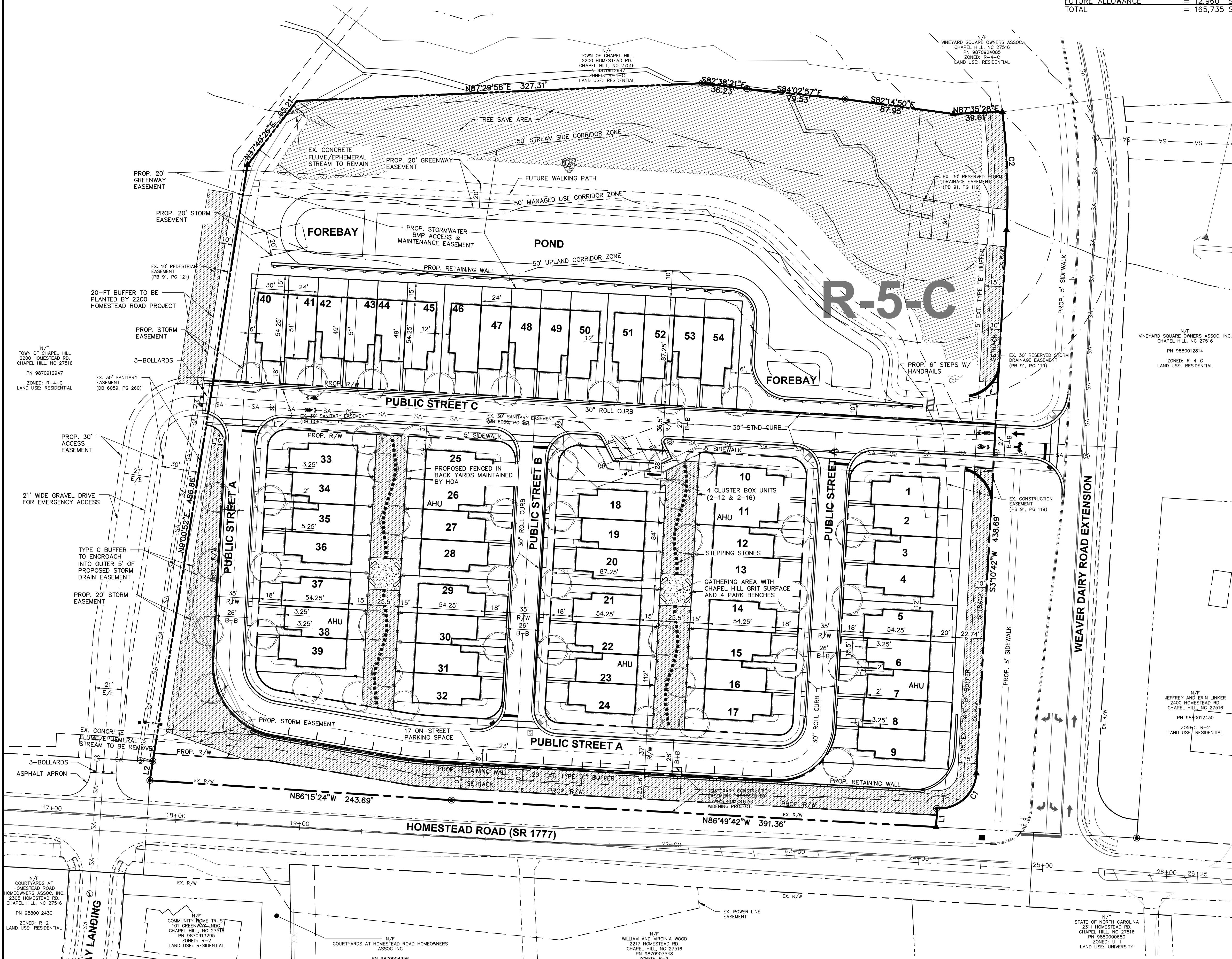
Part 1; The applicant proposes making five of the town homes in the Bridgepoint Community affordable to those earning less than the median income and conveying them to the Community Home Trust to assure their continued affordability. This works out to 10.41% of the market rate units. More specifically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

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

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

Thank you, Eric Chupp

Director of Development
Capkov Ventures Inc.
(919) 260-7262
ericbchupp@bellsouth.net



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	=	6,7800	SF
SIDEWALK	=	11,798	SF
MISC (WALLS, HVAC, STEPS)	=	3,476	SF
FUTURE ALLOWANCE	=	12,960	SF
TOTAL	=	165,735	SF

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: CREDITED STREET AREA: CREDITED STREET AREA: TOTAL GROSS LAND AREA (GLA):
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*43560)/500 = 67 TREES
SUPPLEMENTAL TREES PROVIDED:	39 STREET TREES 66 BUFFER TREES 113 OTHER SITE TREES 113 TREES TOTAL

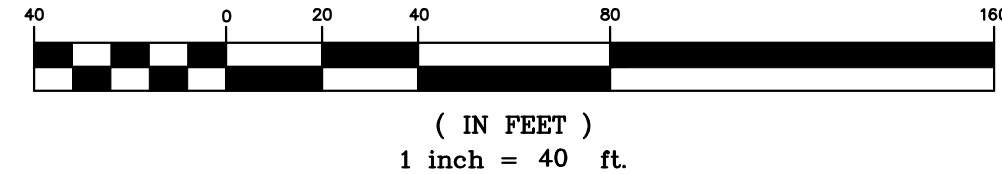
TOWN OF CHAPEL HILL FIRE DEPARTMENT NOTES:

- 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."
- 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.
- ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- THE REQUIRED RECREATION SPACE HAS BEEN MET AND EXCEEDED. SEE SITE DATA TABLE ON THIS SHEET.
- ALL TRASH FOR TOWNHOMES WILL BE COLLECTED BY ROLL-OUT CURBSIDE PICK UP AND SERVICE SHALL BE PROVIDED BY TOWN OF CHAPEL HILL.
- OVERFLOW PARKING SHOWN ARE 90 DEGREE BAYS AND SPACE MARKINGS PER TOWN OF CHAPEL HILL CODE FOR PARKING LOTS.
- 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.
- SEE SHEET 16 FOR STREET CROSS SECTION DETAILS.
- ALL PROPOSED STREETS ARE PUBLIC.

LEGEND

30" Curb and Gutter	Tree Replacement Area
Property Line	Tree Save Area
Prop. R/W	
Prop. Detention Basin	
Setback	

GRAPHIC SCALE



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

PLAN PREPARED BY:

PLAN PREPARED FOR:

BRIDGEPOINT

ORANGE COUNTY

HOMESTEAD ROAD, CHAPEL HILL, NC

CONDITIONAL ZONING PLANS FOR

KB HOME CAROLINAS

SITE PLAN

DATE: 11/10/2020

Scale: 1" = 40'

Drawn By: JRR

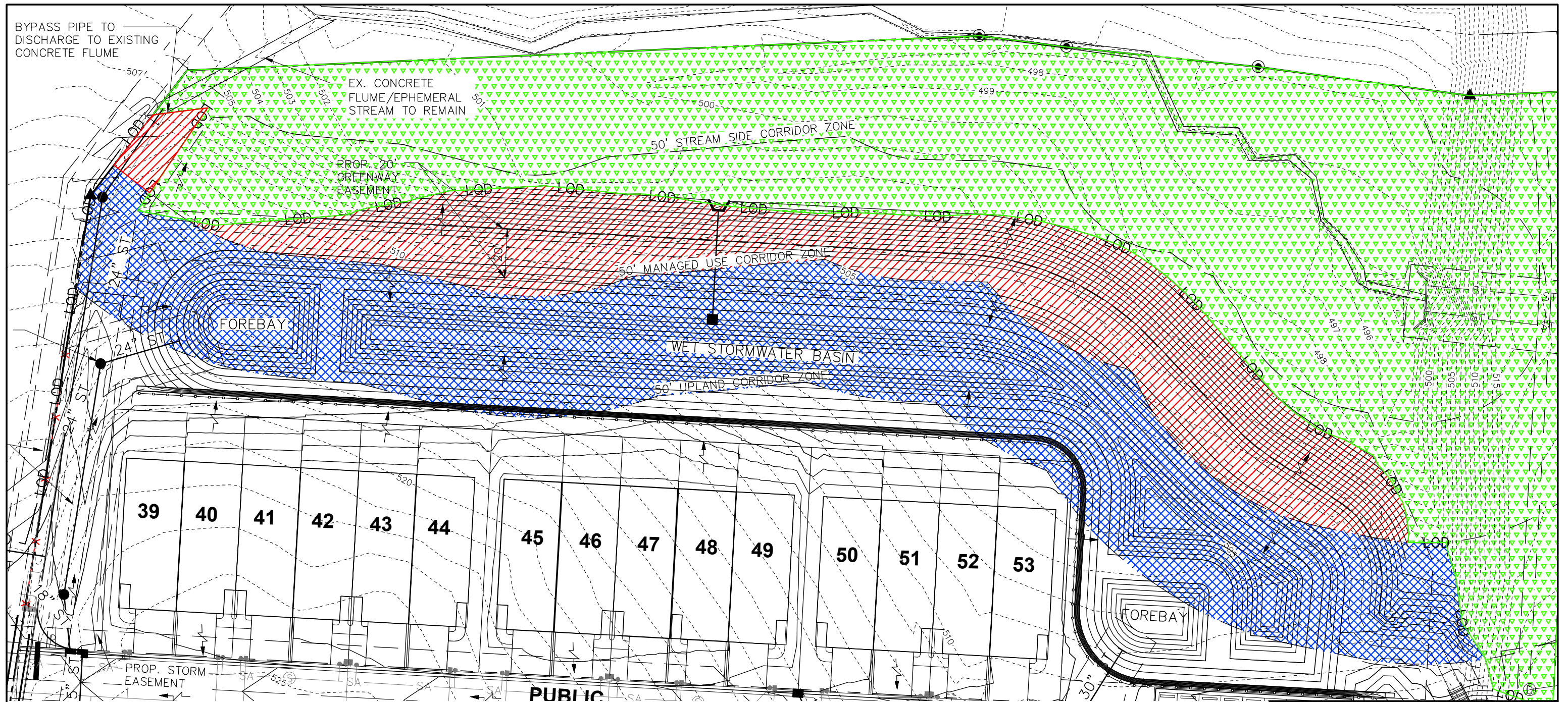
Checked By: CMR

Project Number: 18-0001-978

Drawing Number: 5 / 16

51 Kilmayne Drive, Suite 105
Cary, North Carolina 27511
919.481.6590
919.336.5127

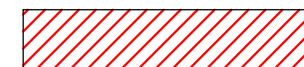
ADVANCED CIVIL DESIGN
ENGINEERS & SURVEYORS



LEGEND



UNDISTURBED AREA

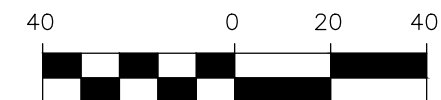


DISTURBED AREA IN 50' MANAGED USE



DISTURBED AREA IN 50' MANAGED UPLAND

GRAPHIC SCALE



1" = 40'

	RCD Areas (sf)		
	50-ft Stream Side	50-ft Managed Use	50-ft Upland
RCD on Site	34,206	35,782	33,033
Previously disturbed with construction of Weaver Dairy Rd Ext.	6,088	7,635	3,000
Proposed public greenway easement	0	8,119	4,790
Proposed Buildings	0	0	0
Proposed Impervious Area	0	0	259
Proposed Land Disturbance	0	17,058	30,810
Proposed Land Disturbance (excluding public greenway)	0	8,939	26,020
Percent of land disturbance	0	48%	93%
Percent of land disturbance (excluding public greenway)	0	25%	79%
Percent of disturbance per Table 3.6.3-3	20%	40%	40%

RCD ENCROACHMENT EXHIBIT for BRIDGEPOINTE

TOWN OF CHAPEL HILL ORANGE COUNTY NORTH CAROLINA



ADVANCED
CIVIL DESIGN
ENGINEERS & SURVEYORS

51 Kilmayne Drive
Suite 105
Cary, North Carolina 27511
ph 919.481.6290
fax 919.481.6291

DATE: 09/28/2020

1 / 1

CONDITIONAL ZONING PLANS

BRIDGEPOINT

PINS: 9870914489 & 9870919528

CHAPEL HILL, NC

2020

CONDITIONAL ZONING APPLICATION

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

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

Section A: Project Information

Project Name: Bridge Point
Property Address: 2214 & 2312 Homestead Road Zip Code: 27516
Use Groups (A, B, and/or C): A Existing Zoning District: R-5-C
Project Description: A residential community with 53 lots designated for townhomes

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

Applicant Information (to whom correspondence will be mailed):
Name: Advanced Civil Design, Inc.
Address: 51 Kilmayne Drive, Suite 105
City: Cary State: NC Zip Code: 27511
Phone: 919-481-6290 Email: crice@advancedcivildesign.com

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

Signature: *Eric Chupp* Date: 9/24/2020

Owner/Contract Purchaser Information:

☒ Owner ☐ Contract Purchaser

Name: CapKov Ventures, Inc.
Address: P.O. Box 16815
City: Chapel Hill State: NC Zip Code: 27516
Phone: 919-942-8005 (office), 919-260-7262 (cell) Email: ericchupp@bellsouth.net

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

Signature: *Eric Chupp* Date: 9/24/2020

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

Page 1 of 11 06.08.2020

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=	363,614	sq. ft.
Choose one, or both, of the following (a or b), not to exceed 10% of NLA	CSA=	51,724	sq. ft.
a) Credited Street Area (total adjacent frontage) x 1/2 width of public right-of-way	COS=	0	sq. ft.
b) Credited Permanent Open Space (total adjacent frontage) x 1/2 public or dedicated open space	GLA=	399,975	sq. ft.
TOTAL: NLA + CSA and/or COS = Gross Land Area (not to exceed NLA + 10%)			

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)	356,168
Area of Land Disturbance within RCD	34,959
Area of Land Disturbance within Jordan Buffer	0

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

Page 3 of 11 06.08.2020

SHEET INDEX

1	COVER SHEET
2	AREA MAP
3	EXISTING CONDITIONS PLAN
4	SLOPE ANALYSIS PLAN
5	SITE PLAN
6	SIGNAGE AND MARKING PLAN
7	GRADING AND DRAINAGE PLAN
8	SOIL & EROSION CONTROL PLAN
9	UTILITY PLAN
10	LANDSCAPE PROTECTION AND TREE SURVEY PLAN
11	PLANTING PLAN
12	CONSTRUCTION MANAGEMENT PLAN
13	BUILDING ELEVATION EXHIBIT
14	GROUP UNIT ELEVATION EXHIBIT
15	BUILDING FLOOR PLAN
16	DETAILS

OWNER	DEVELOPER	ENGINEER/SURVEYOR
CAPKOV VENTURES, INC. 202 E WINMORE AVE. CHAPEL HILL, NC 27516-8430 PHONE: 919.942.8005	KB HOME CAROLINAS 4506 S. MIAMI BLVD., SUITE 100 DURHAM, NC 27703 PHONE: 919.768.7979	ADVANCED CIVIL DESIGN, INC. 51 KILMAYNE DRIVE, SUITE 105 CARY, NC 27511 PHONE (919) 481-6290 FAX (919) 336-5127

TOWN OF CHAPEL HILL FIRE DEPARTMENT NOTES:

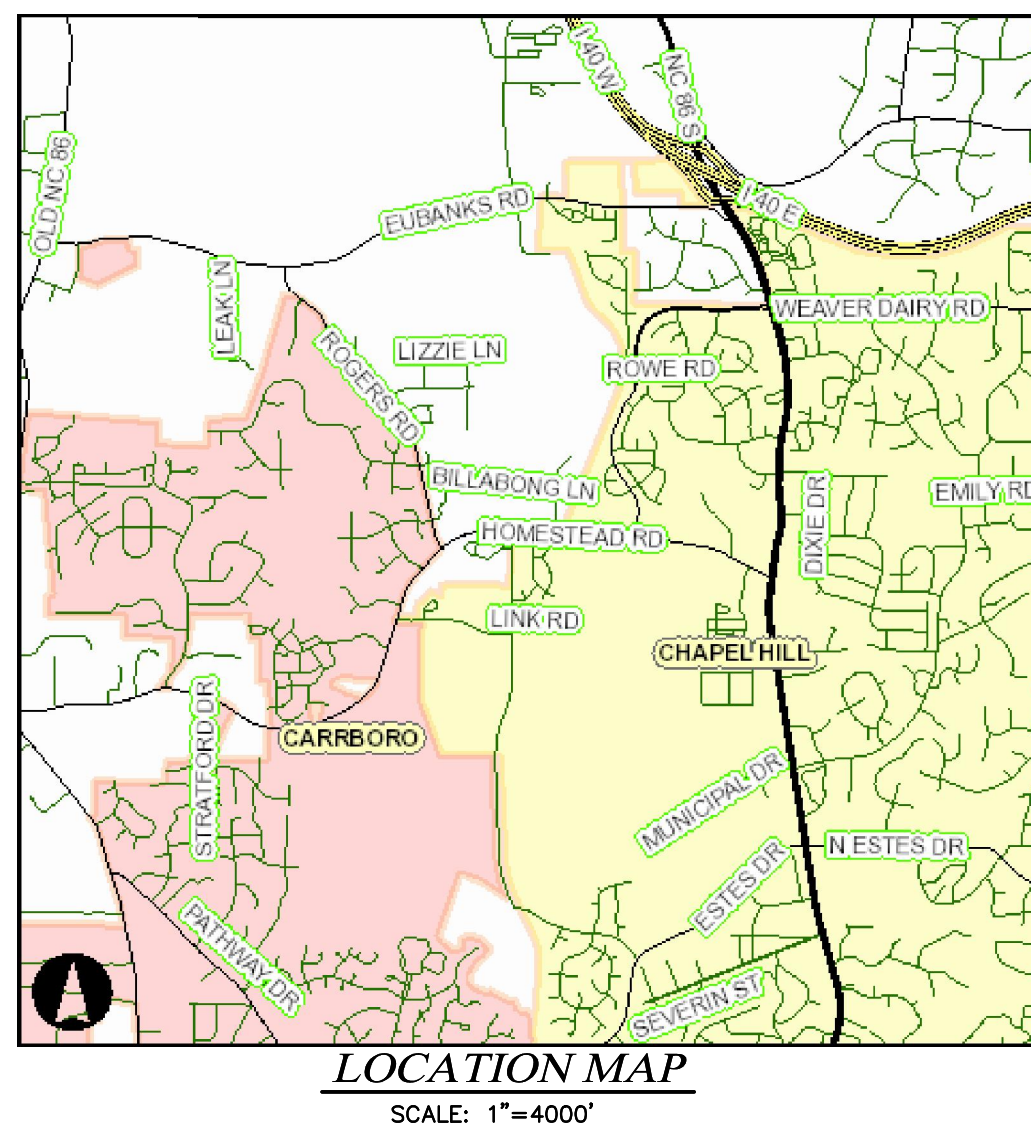
- ALL CONSTRUCTION AND DEMOLITION CONDUCTED SHALL BE IN COMPLIANCE OF THE CURRENT EDITION OF THE NC FIRE CODE. 2018 NCFC CHAPTER 33
- INTENTIONALLY DELETED.
- AN APPROVED WATER SUPPLY FOR FIRE PROTECTION, EITHER TEMPORARY OR PERMANENT, SHALL BE MADE AVAILABLE AS SOON AS COMBUSTIBLE MATERIAL ARRIVES ON THE SITE. 2018 NCFC 3312
- TRAFFIC CALMING DEVICES SHALL BE PROHIBITED UNLESS APPROVED BY THE FIRE CODE OFFICIAL. 2018 NCFC 503.4.1
- FIRE APPARATUS ACCESS ROADS SHALL NOT BE OBSTRUCTED IN ANY MANNER, INCLUDING THE PARKING OF VEHICLES. THE MINIMUM WIDTHS AND CLEARANCES ESTABLISHED IN SECTIONS 503.2.1 AND 503.2.2 SHALL BE MAINTAINED AT ALL TIMES. 2018 NCFC 503.4
- DURING CONSTRUCTION, VEHICLE ACCESS FOR PREFIGHTING SHALL BE PROVIDED. TEMPORARY STREET SIGNS SHALL BE INSTALLED AT EACH STREET INTERSECTION WHEN CONSTRUCTION ALLOWS THE PASSAGE OF VEHICLES. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT, AND MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS. 2018 NCFC SECTION 505.2
- A NFPA 13D FIRE SPRINKLER SYSTEM WILL BE REQUIRED FOR EACH GROUPING OF TOWNHOMES.
- THE FINAL PLAT SHALL INCLUDE A NOTE 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."

TOWN OF CHAPEL HILL INSPECTION DEPARTMENT NOTES:

- NO ON STREET PARKING ALLOWED PER NC FIRE CODE SECTION D103.6.1.
- ALL PUBLIC SITE ELEMENTS MUST COMPLY WITH NCBC 2018 CH 11 AND ICC A 117.1.
- ACCESSIBLE PARKING PER NCBC SECT 1106.1; 1 PER 6 COMPLIANT SPACES MUST BE VAN ACCESSIBLE, NO SLOPE EXCEEDING 2% IN ANY DIRECTION. SIGNAGE PER NC REQUIREMENTS AND ICC A 117.1.
- TEMPORARY STREET OR ROAD SIGNS ARE REQUIRED AT EACH STREET INTERSECTION WHEN CONSTRUCTION OF NEW ROADS ALLOWS FOR THE PASSAGE OF VEHICLES. SIGNS SHALL BE OF AN APPROVED SIZE, WEATHER RESISTANT AND BE MAINTAINED UNTIL REPLACED BY PERMANENT SIGNS. NC FPC 2018, SECTION 505.2.
- ADDRESS NUMBERS MUST BE A MINIMUM OF 6 INCHES HIGH AND OF CONTRASTING COLOR TO THEIR BACKGROUND. WHEN THE DISTANCE FROM THE STREET OR FIRE DEPARTMENT ACCESS LANE TO THE FRONT OR ADDRESS SIDE OF THE BUILDING EXCEEDS 25 FEET, LARGER NUMBERS ARE REQUIRED. 26 FEET TO 50 FEET SHALL HAVE 8 INCH NUMBERS, 51-75 FEET SHALL HAVE 12 INCH NUMBERS AND OVER 75 FEET SHALL HAVE 18 INCH NUMBERS.
- RETAINING WALLS OVER FIVE (5) FEET HIGH SHALL BE PERMITTED SEPARATELY FROM THE BUILDING(S) AND MUST BE SIGNED BY A DESIGN PROFESSIONAL.
- ONSITE PARKING SHALL BE PROVIDED FOR INSPECTORS AT EACH BUILDING FOR THE DURATION OF THE CONSTRUCTION PROJECT.
- A TIRE WASH AREA FOR TRUCKS SHALL BE PROVIDED ONSITE BEFORE THEY HIT THE MAIN ROADS.
- CURB AND GUTTER AND AT LEAST THE FIRST LIFT OF ASPHALT FOR THE ROADS MUST BE DOWN AHEAD OF CONSTRUCTION.
- A SEPARATE SUBMITTAL AND PERMIT WILL BE REQUIRED FOR THE CONSTRUCTION TRAILER.
- A SEPARATE SUBMITTAL AND PERMIT WILL BE REQUIRED FOR ANY SIGNAGE ON THE BUILDING OR GROUND MOUNTED SIGNS.
- FUNCTIONAL FIRE SHALL BE PROVIDED PRIOR TO BRINGING COMBUSTIBLE MATERIALS ON-SITE. THE FIRE HYDRANT ON HOMESTEAD ROAD BEHIND LOT 7 SHALL BE MAINTAINED/RELOCATED SO THAT ACCESS TO THE HYDRANT STAYS AND IS USABLE DURING CONSTRUCTION AND AFFORDS ACCESS WHEN THE PROJECT IS COMPLETE FOR ITS ENTIRETY.

LAND USE MANAGEMENT ORDINANCE -- SPECIAL PERMITTED MODIFICATIONS OF REGULATIONS (ARTICLE 4.5.6)

- EXCEED DISTURBED AREA RATIO OF 0.40 IN MANAGED USE AND UPLAND ZONES OF RCD TO ALLOW FOR THE CONSTRUCTION OF A STORMWATER CONTROL MEASURE. SEE SHEET 7 FOR LAND DISTURBED AREAS AND PERCENTAGES WITHIN THE RCD.
- UTILIZE 30-INCH VALLEY CURB AND GUTTER SECTION IN-LIEU OF 30-INCH STANDARD CURB SECTION FOR LOCAL STREET (WITHOUT PARKING).
- SECTION D103 OF THE NORTH CAROLINA FIRE PREVENTION CODE REQUIRES THE MINIMUM ROAD WIDTH TO BE 26-FT WHERE A FIRE HYDRANT IS LOCATED ON A FIRE APPARATUS ACCESS ROAD. TOWN OF CHAPEL HILL'S STANDARD DETAIL FOR A LOCAL STREET DOES NOT MEET THIS CRITERIA, THEREFORE THE 25-FT BACK-TO-BACK DIMENSION FOR LOCAL STREET (WITHOUT ON-STREET PARKING) HAS BEEN REVISED TO 26-FT WITH VALLEY CURB AND 27-FT WITH STANDARD CURB WHEN ADJACENT TO A FIRE HYDRANT TO MEET SECTION D103.1 OF THE NORTH CAROLINA FIRE PREVENTION CODE. THE RIGHT-OF-WAY WIDTH OF 35-FT SHALL REMAIN UNCHANGED.
- EXCEED 25% OF THE AREA CONTAINING 25% OR GREATER SLOPES. A MAJORITY OF THESE DISTURBED SLOPES OCCUR ALONG THE WEST SIDE OF WEAVER DAIRY ROAD EXTENSION AND WERE CREATED DURING THE CONSTRUCTION OF WEAVER DAIRY ROAD EXTENSION. ADDITIONAL SLOPES 25% OR GREATER THAT WERE CREATED DURING THE CONSTRUCTION OF THE EXISTING HOME SITE, THE EXISTING CONCRETE FLUME, AND THE EXISTING ASPHALT PATH ALONG THE WESTERN PORTION OF THE PROPERTY. THE TOTAL AREA OF DISTURBED NATURAL SLOPES 25% OR GREATER IS ONLY 2,133 SF. THIS AREA OF IMPACT IS NECESSARY TO PROPERLY GRADE THE AREA RESERVED FOR THE FUTURE GREENWAY TRAIL.
- REDUCE INTERIOR FRONT, SIDE, REAR, AND SIDE CORNER LOT SETBACKS FROM 6-FT TO 0-FT.
- THE APPLICANT HAS PROPOSED PROVIDING FIVE (5) AFFORDABLE HOMES TO THE COMMUNITY HOME TRUST FOR PERPETUAL AFFORDABILITY. THIS EQUATES TO 10.41% OF THE MARKET RATE HOMES BEING AFFORDABLE. TWO (2) OF THE HOMES WILL MEET THE 65% OF THE MEDIAN INCOME RATIO, AND THREE (3) OF THE HOMES WILL MEET THE 80% OF THE MEDIAN INCOME RATIO IN CONFORMANCE WITH THE CHAPEL HILL LAND USE ORDINANCE. WHILE THE 10.41% AFFORDABLE HOMES BEING PROPOSED IS UNDER THE LAND USE ORDINANCE TARGET OF 15% ALL FIVE (5) OF THE HOMES PROVIDED WILL BE THE SAME SIZE AS THE MARKET RATE HOMES AT OVER 1700 SQUARE FEET EACH. THEY WILL ALSO EACH HAVE TWO CAR GARAGES MAKING THEM LOOK IDENTICAL TO THE MARKET RATE HOMES. THIS WILL ALLOW THE COMMUNITY HOME TRUST TO MARKET THE HOMES TO A WIDER SET OF POTENTIAL HOMEOWNERS WHILE STILL MEETING THE INCOME RATIOS TARGETED IN THE LAND USE ORDINANCE. THE COMBINED SQUARE FOOTAGE OF THE FIVE (5) PROPOSED AFFORDABLE HOMES EXCEEDS THE MINIMUM LIVABLE AREA SQUARE FOOTAGE REQUIREMENTS ASSOCIATED WITH THE 15% INCLUSIVITY ZONING TARGET.



PROJECT FACT SHEET
TOWN OF CHAPEL HILL
Planning Department

Section D: Dimensions

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

Residential Space

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

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

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

Dimensional Requirements

Setbacks (minimum)	Required by Ordinance	Existing	Proposed
Street	20'	0'	10'
Interior (neighboring property lines)	6'	0'	6'
Solar (northern property line)	8'	N/A	8'
Height (maximum)	Primary	39'	N/A
Secondary	60'	N/A	60'
Streets	Frontages	40'	63'5" & 58'1"
Widths	50'	60' & 98'	60' & 98'

Page 4 of 11 06.08.2020

PROJECT FACT SHEET
TOWN OF CHAPEL HILL
Planning Department

Section F: Adjoining or Connecting Streets and Sidewalks

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

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

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

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

Street Names	Dimensions	Surface	Handicapped Ramps
Street A - (860 If +/-)	25'-26' 8/8 35' R/W	Asphalt	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Street B - (143 If +/-)	25' 6/8 35' R/W	Asphalt	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

Section G: Parking Information

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

Section H: Landscape Buffers

Location (North, South, Street, Etc.)	Minimum Width	Proposed Width	Alternate Buffer	Modify Buffer
Homestead Road	20'	20'	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Weaver Dairy Road	15'	15'	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Western Property Line	10'	10'	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Northern Property Line	10'	10'	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No

Page 5 of 11 06.08.2020

PROJECT FACT SHEET
TOWN OF CHAPEL HILL
Planning Department

Section I: Land Use Intensity

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

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

Section J: Utility Service

Check all that apply:

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

Page 6 of 11 06.08.2020

PLAN PREPARED FOR: HOMEMEAD ROAD, CHAPEL HILL, NC - ORANGE COUNTY

PLAN PREPARED BY: **BRIDGEPOINT**

FOR: **KB HOME CAROLINAS**

CONDITIONAL ZONING PLANS

COVER SHEET

51 Kilmayne Drive, Suite 105
Cary, North Carolina 27511
ph 919.481.6290
fax 919.336.5127

ADVANCED CIVIL DESIGN
ENGINEERS & SURVEYORS

4506 SOUTH MIAMI BLVD., SUITE 100A
DURHAM, NC 27703
PHONE: 919.768.7900

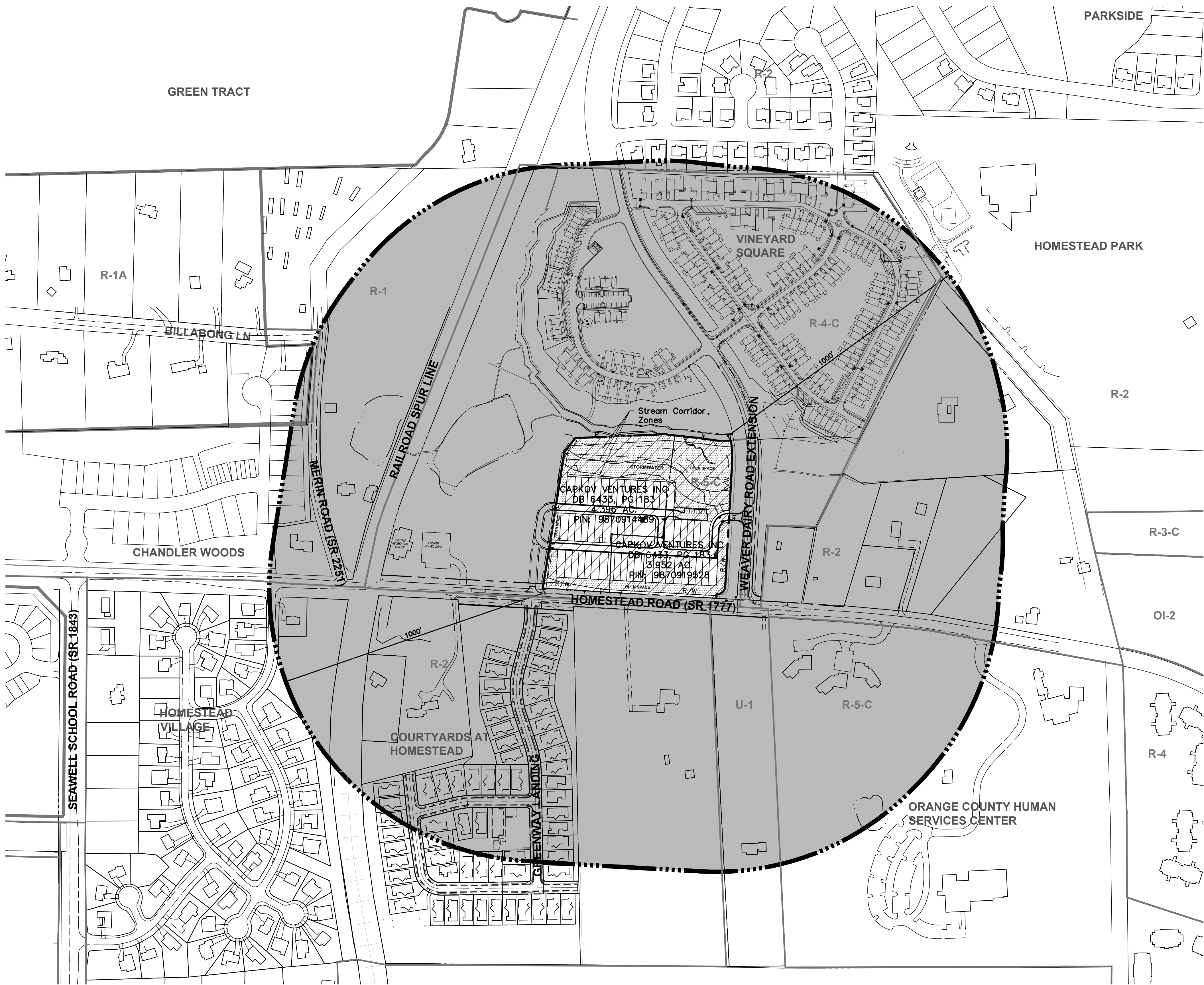
Issue Dates:
01/02/2020 - Initial Submittal to Town
02/06/2020 - Response to 1st Review SUP Comments
07/22/2020 - Response to 2nd Review SUP Comments
10/16/2020 - Town Council Set

Date: 10/16/2020
Scale: AS NOTED

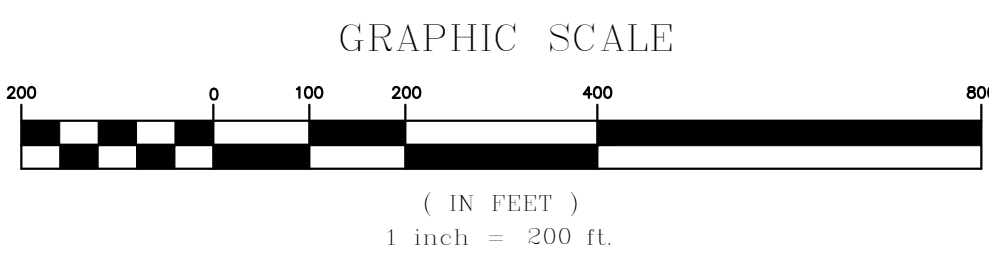
Drawn By: JRR
Checked By: CMR

Project Number: 18-0001-978

Drawing Number: 1 / 16



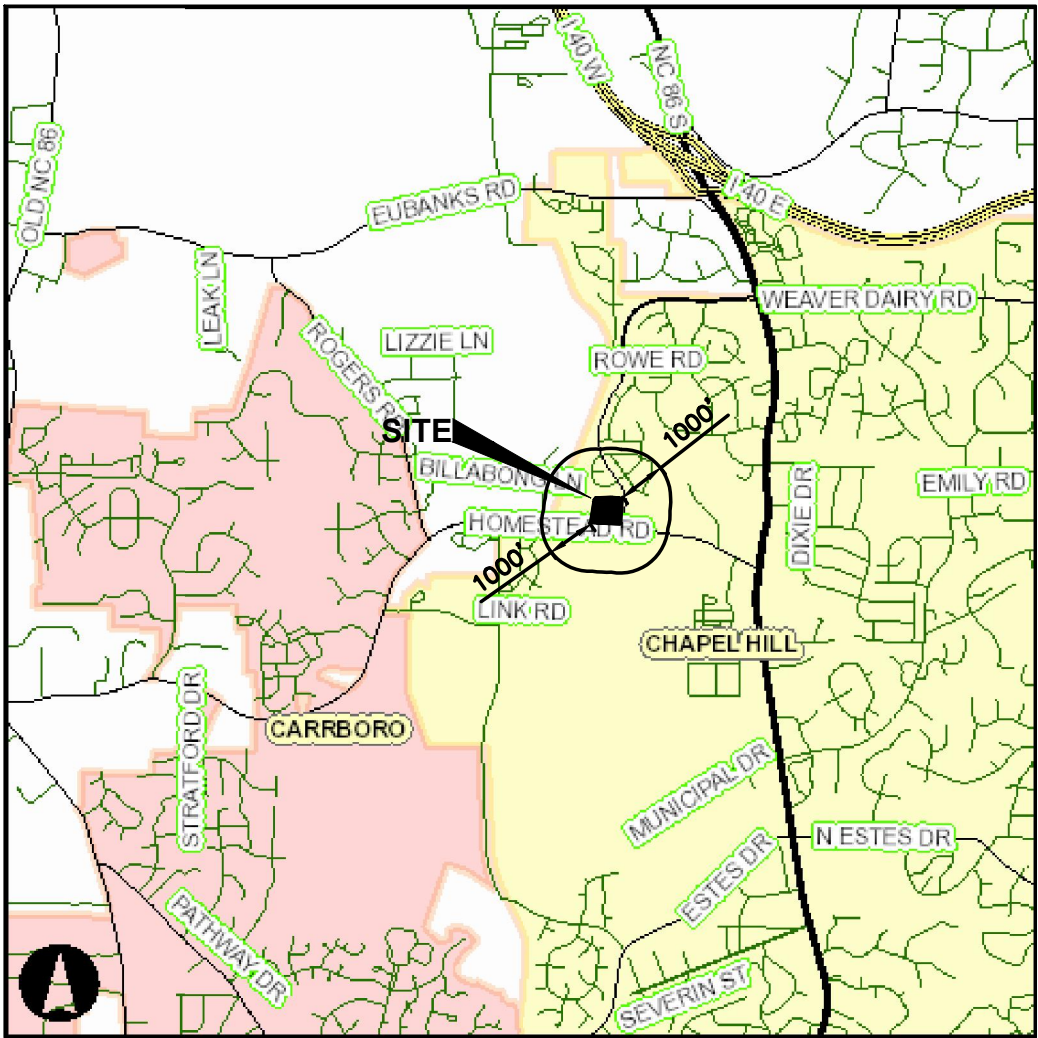
AREA MAP
SCALE 1" = 200'



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	
NET LAND AREA:	8.348 ACRES
CREDITED STREET AREA:	0.51 ACRES (1/2 HOMESTEAD R/W)
CREDITED STREET AREA:	0.68 ACRES (1/2 WEAVER DAIRY RD EXTENSION 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:	48
PROPOSED AFFORDABLE UNITS:	5
PROPOSED TOTAL # OF UNITS:	53
PROPOSED MINIMUM LOT SIZE:	2,400 SF
RECREATION SPACE REQUIRED:	19,999 SF (5%)
RECREATION SPACE PROVIDED:	25,597 SF
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:	0.248
MAXIMUM IMPERVIOUS SURFACE RATIO:	0.50
PROPOSED IMPERVIOUS SURFACE RATIO:	0.385

LEGEND

	CHAPEL HILL CORPORATE LIMITS
	ZONING BOUNDARY
	1000' NOTIFICATION LINE
	PROPERTY'S WITHIN NOTIFICATION AREA
	PROPOSED SITE
	OPEN SPACE



LOCATION MAP
SCALE: 1"=4000'

PLAN PREPARED BY:

51 Kilmayne Drive, Suite 105
Cary, North Carolina 27511
ph 919.481.8590
fax 919.336.5127
ADVANCED CIVIL DESIGN
ENGINEERS & SURVEYORS

PLAN PREPARED FOR:

KB HOME CAROLINAS
4506 SOUTH MIAMI BLVD., SUITE 100A
CARY, NC 27513
PHONE: 919.768.7960

HOMESTEAD ROAD, CHAPEL HILL, NC - ORANGE COUNTY

BRIDGEPOINT

CONDITIONAL ZONING PLANS
FOR
KB HOME CAROLINAS
AREA MAP

Issue Dates:

01/02/2020 - Initial Submittal to Town	
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07/22/2020 - Response to 2nd Review SUP Comments	
10/16/2020 - Town Council Set	

10/16/2020

Date: 10/16/2020
Scale: 1" = 200'

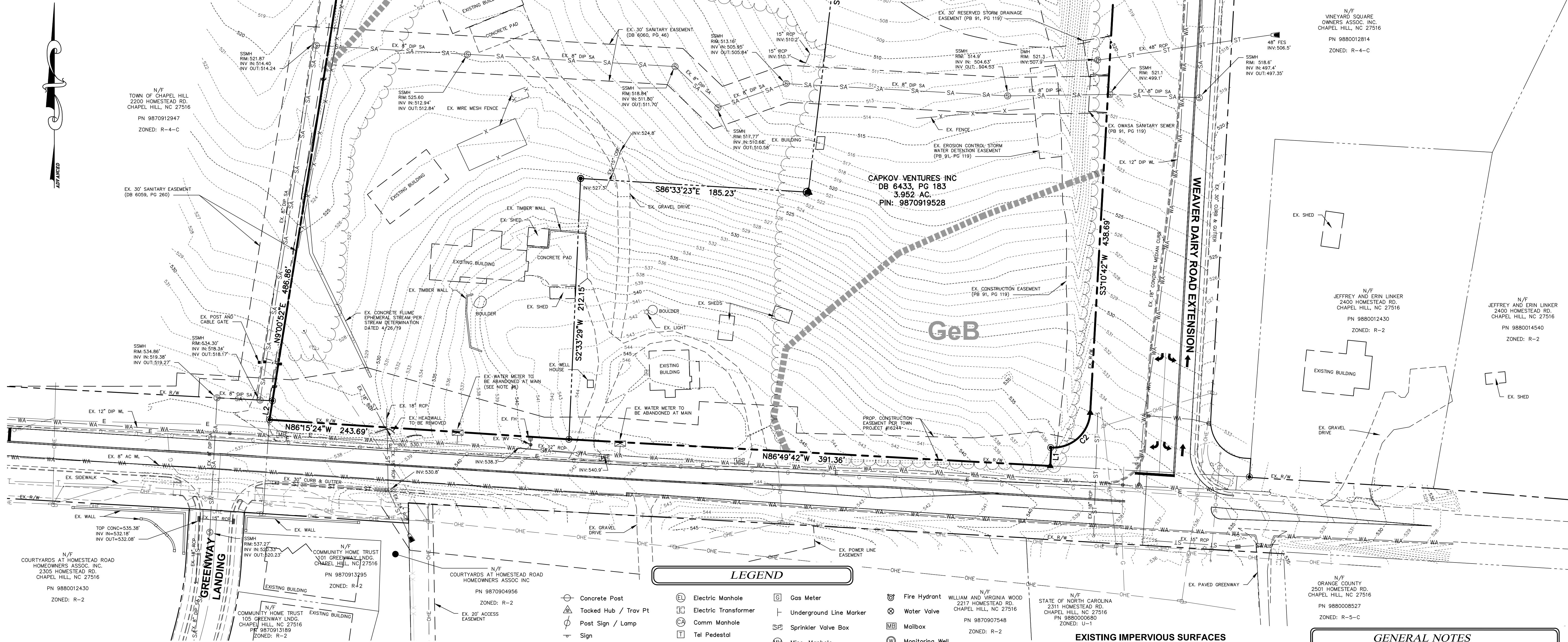
Drawn By: JRR
Checked By: CMR

Project Number:
18-0001-978

Drawing Number:
2 / 16

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

CURVE TABLE				
NO.	LENGTH	RADIUS	DELTA	CHORD BEARING
C1	95.51'	524.12'	010°26'28"	S02°01'38"E
C2	47.13'	30.00'	090°00'35"	S48°10'42"W



SITE DESCRIPTION & ANALYSIS

THE PROPOSED SITE IS HEAVILY WOODED WITH A SITE AREA OF 8.15 ACRES. THE SOUTHERN PORTION OF THE SITE INCLUDES THREE EXISTING HOUSES WITH ASSOCIATED GRAVEL DRIVES AND IS BOUNDED BY APPROXIMATELY 636 FEET OF FRONTAGE ALONG HOMESTEAD ROAD TO THE SOUTH.

THE WESTERN PORTION OF THE SITE IS BOUNDED TO THE WEST BY A DEVELOPMENT OWNED BY THE TOWN OF CHAPEL HILL TO BE PLANNED AS A MIXED-INCOME RESIDENTIAL COMMUNITY.

THE EASTERN PORTION OF THE SITE HAS APPROXIMATELY 535 FEET OF FRONTAGE ALONG WEAVER DAIRY ROAD.

THE NORTHERN PORTION OF THE SITE HAS AN EXISTING STREAM CUTTING THROUGH THE NORTH EASTERN CORNER. THE SITE PRIMARILY DRAINS FROM THE SOUTH TO THE NORTH TO A PERENNIAL STREAM. THERE IS AN EXISTING CONCRETE FLUME CLASSIFIED AS AN EPHEMERAL STREAM THAT RUNS SOUTH TO NORTH AND IS LOCATED ALONG THE WESTERN PORTION OF THE SITE.

CONSTRUCTION WASTE STANDARD NOTES

ALL EXISTING STRUCTURES 500 SQUARE FEET AND LARGER IN SIZE SHALL BE ASSESSED PRIOR TO DEMOLITION TO ENSURE COMPLIANCE WITH THE COUNTY'S REGULATED RECYCLABLE MATERIALS ORDINANCE (RRMO) AND TO ASSESS THE POTENTIAL FOR DE-CONSTRUCTION AND/OR THE RE-USE OF SALVAGEABLE MATERIALS.

BY ORANGE COUNTY ORDINANCE, CLEAN WOOD WASTE, SCRAP METAL, AND CORRUGATED CARDBOARD PRESENT IN CONSTRUCTION OR DEMOLITION WASTE MUST BE RECYCLED.

BY ORANGE COUNTY ORDINANCE, ALL HAULERS OF MIXED CONSTRUCTION AND DEMOLITION WASTE THAT 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 THE 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 IN CONSTRUCTION AND DEMOLITION WASTE SHALL BE HANDLED IN ACCORDANCE WITH ANY AND ALL LOCAL, STATE, AND FEDERAL REGULATIONS AND GUIDELINES.

LEGEND

- | | | | |
|-----------------------|----------------------|-------------------------|-------------------------------------------------------------------------------|
| Concrete Post | Electric Manhole | Gas Meter | Fire Hydrant |
| Tacked Hub / Trav Pt | Electric Transformer | Underground Line Marker | Water Valve |
| Post Sign / Lamp | Comm Manhole | Sprinkler Valve Box | Mailbox |
| Sign | Tel Pedestal | Misc. Manhole | Monitoring Well |
| Billboard / OH Sign | Pole Elec | Iron Pipe Found | Iron Pin Set |
| Deciduous Tree | Pole Elec Tel | Iron Rod Found | PK Nail Set |
| Pine Tree | Pole Elec Tel Light | PK Nail Found | RR Spike Set |
| Shrub | Pole Tel | RR Spike Found | Iron pins set are 3/4" diameter iron pipe, 30" long and capped Advanced 7661. |
| Sanitary Manhole | Pole Tel Light | Fence Post Found | Fence |
| Cleanout Access | Pole Light | Stone Found | [] Denotes Record Call |
| Storm Manhole | Pole Signal | Conc. Monument Found | Underground Electric |
| Catch Basin | Traffic Box | Monument Box Found | SA SA Ex. Sanitary |
| Curb Inlet W / Grate | Guy Pole | | WA WA Ex. Waterline |
| Gas Valve | Guy Wire | | Ex. Soil Type Boundary |
| T Overhead Telephone | | Underground Gas | Ex. Edge of Stream |
| OHE Overhead Electric | | Ex. Property Boundary | Ex. Edge of Pavement |
| | | Ex. Road | |

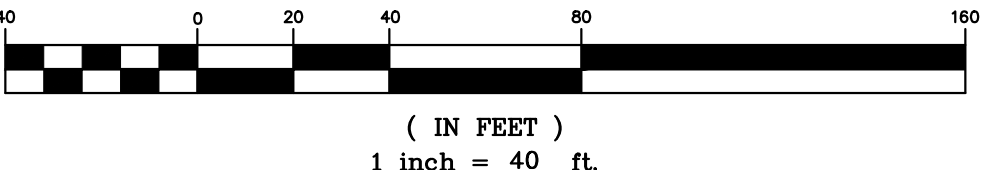
EXISTING IMPERVIOUS SURFACES

BUILDINGS	= 8,510 SF
DRIVES	= 9,303 SF
WALLS	= 138 SF
FLUME	= 1,710 SF
BOULDERS	= 118 SF
TOTAL	= 20,279 SF

FLOOD NOTE

By graphic plotting only this property is located in Zone X (areas determined to be outside of the 0.2% annual chance floodplain) by the Federal Emergency Management Agency on Flood Insurance Rate Map, Community Panel No. 3710987000K, with an effective date of 11/17/2017, in Orange County, North Carolina. No field surveying was performed to determine this zone.

GRAPHIC SCALE



GENERAL NOTES

- Areas calculated by coordinate geometry.
- All distances are horizontal ground distances.
- Basis of Bearing NC GRID 1983 Horizontal Datum & Vertical Datum NAD-88.
- Boundary information shown hereon was prepared by John R. McAdams Company.
- Dimensions on this plan are expressed in feet and decimal parts thereof unless otherwise noted. Monuments were found at points where indicated.
- Applicant shall receive a credit for the water meters being abandon in accordance with the current fee schedule in place at the time of abandonment.

REFERENCES:

D.B. 6433, Pg. 183
D.B. 5941, Pg. 562
D.B. 6059, Pg. 260
D.B. 6060, Pg. 046
P.B. 0091, Pg. 119
P.B. 0116, Pg. 87

PLAN PREPARED BY:

ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS
51 Kilmorye Drive, Suite 105
Cary, North Carolina 27511
ph 919.481.6290
fax 919.336.5127

PLAN PREPARED FOR:
BRIDGEPOINT
HOMESTEAD ROAD, CHAPEL HILL, NC - ORANGE COUNTY
CONDITIONAL ZONING PLANS
FOR
KB HOME CAROLINAS
EXISTING CONDITIONS PLAN

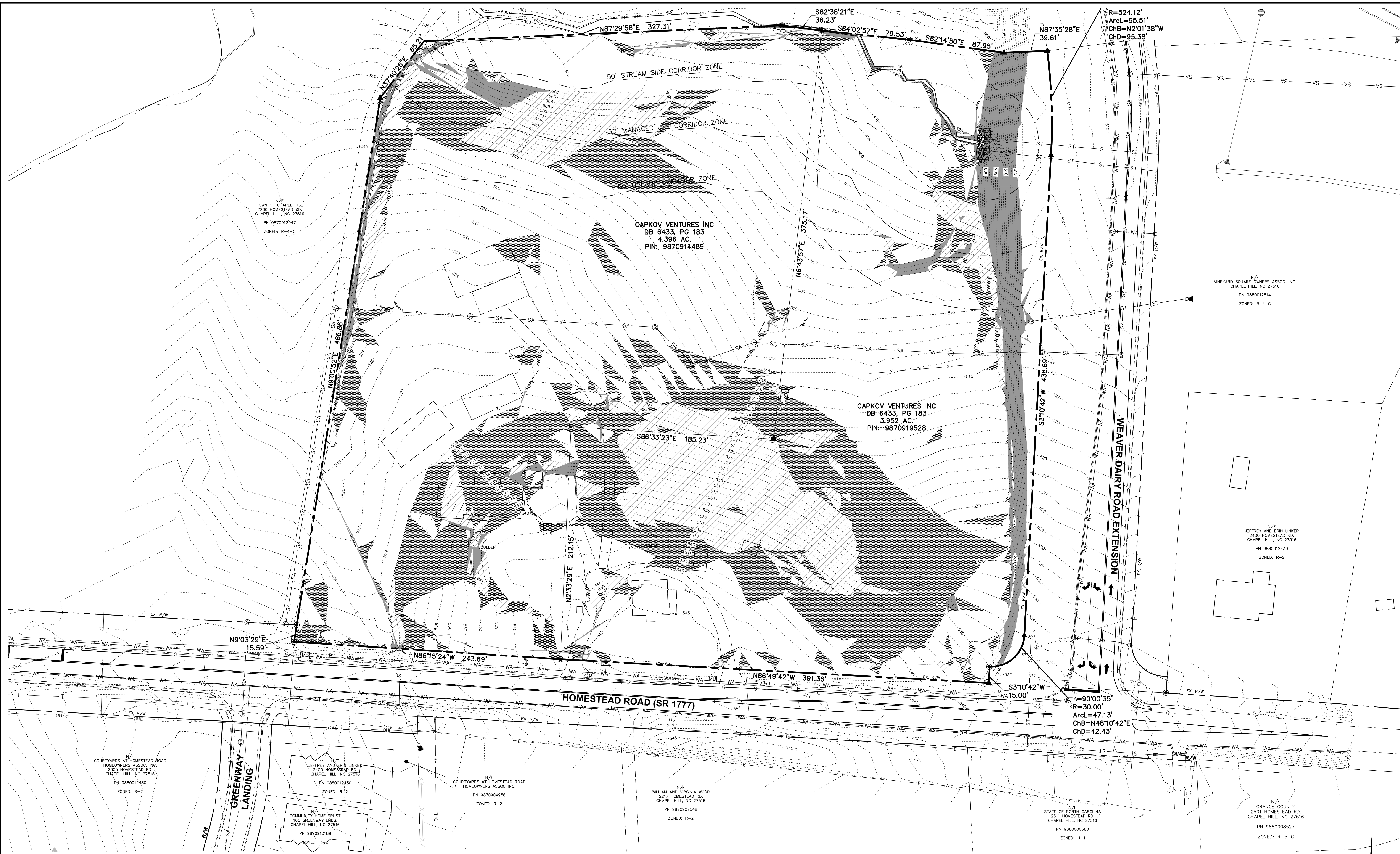
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Drawn By:
JRR

Checked By:
CMR

Project Number:
18-0001-978

Drawing Number:
3 / 16

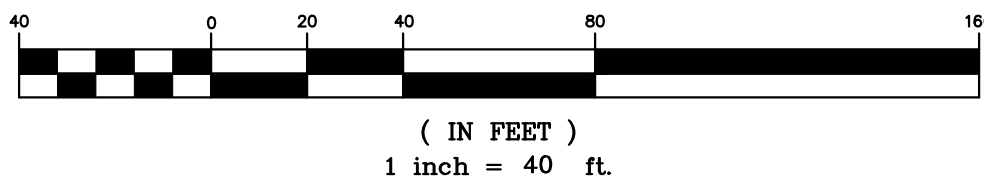


	Steep Slope Areas (sf)
Existing slopes 25% or greater (constructed)	14,992
Existing slopes 25% or greater (natural)	2,787
Existing slopes 25% or greater (total)	17,779
Percent of slopes 25% or greater (constructed)	84%
Disturbed existing slopes 25% or greater (constructed)	7,579
Disturbed existing slopes 25% or greater (natural)	2,133
Disturbed existing slopes 25% or greater (total)	9,712
Percent of disturbed slopes 25% or greater (constructed)	51%
Percent of disturbed slopes 25% or greater (natural)	77%
Percent of disturbed slopes 25% or greater (Total)	55%

SLOPE HATCH LEGEND

- SLOPES 0% TO 9.9%
DISTURBED SLOPE AREA = 176,640 SF
TOTAL SLOPE AREA = 228,158 SF
PERCENTAGE OF DISTURBED SLOPE AREA = 77.42%
- SLOPES 10% TO 14.9%
DISTURBED SLOPE AREA = 68,724 SF
TOTAL SLOPE AREA = 73,908 SF
PERCENTAGE OF DISTURBED SLOPE AREA = 92.99%
- SLOPES 15% TO 24.9%
DISTURBED SLOPE AREA = 41,914 SF
TOTAL SLOPE AREA = 43,777 SF
PERCENTAGE OF DISTURBED SLOPE AREA = 95.74%
- SLOPES 25% OR GREATER
DISTURBED SLOPE AREA = 9,712 SF
TOTAL SLOPE AREA = 17,779 SF
PERCENTAGE OF DISTURBED SLOPE AREA = 55%
(SEE TABLE THIS SHEET)

GRAPHIC SCALE



PLAN PREPARED BY:

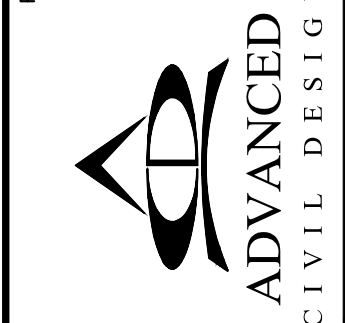
PLAN PREPARED FOR:

HOMESTEAD ROAD, CHAPEL HILL, NC - ORANGE COUNTY



Issue Dates:	01/02/2020 - Initial Submittal to Town
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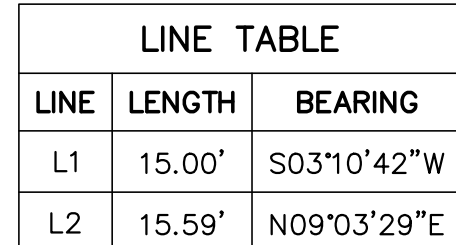
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Drawn By:	JRR
Checked By:	CMR
Project Number:	18-0001-978
Drawing Number:	4 / 16



KB HOME CAROLINAS
4506 SOUTH MIAMI BLVD., SUITE 100A
CHAPEL HILL, NC 27516
PHONE: 919.768.7900

CONDITIONAL ZONING PLANS
FOR
KB HOME CAROLINAS
SLOPE ANALYSIS PLAN

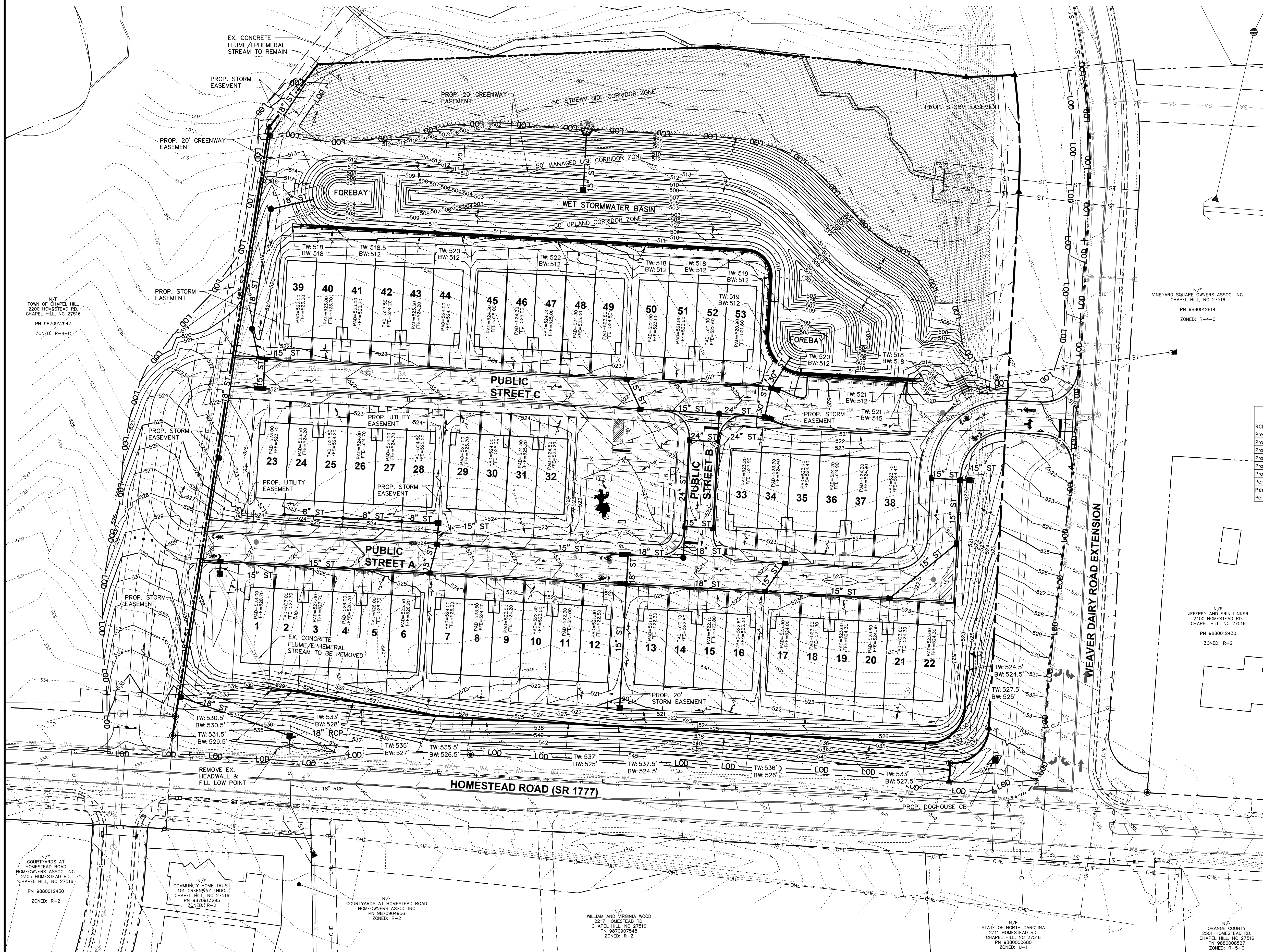
BUILDINGS	=	76,479	SF
WALLS	=	1,818	SF
DRIVEWAYS	=	16,912	SF
ROADWAY	=	39,117	SF
PARKING LOT	=	4,901	SF
<u>SIDEWALK</u>	<u>=</u>	<u>14,961</u>	<u>SF</u>
TOTAL	=	154,188	SF



GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.

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Drawn By: JRR	Checked By: CMR
Project Number: 18-0001-978	
Drawing Number: 5 / 16	



	Steep Slope Areas (sf)
Existing slopes 25% or greater (constructed)	14,992
Existing slopes 25% or greater (natural)	2,787
Existing slopes 25% or greater (total)	17,779
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Disturbed existing slopes 25% or greater (constructed)	7,579
Disturbed existing slopes 25% or greater (natural)	2,133
Disturbed existing slopes 25% or greater (total)	9,712
Percent of disturbed slopes 25% or greater (constructed)	51%
Percent of disturbed slopes 25% or greater (natural)	77%
Percent of disturbed slopes 25% or greater (Total)	55%

	RCD Areas (sf)		
	50-ft Stream Side	50-ft Managed Use	50-ft Upland
RCD on Site	34,206	35,782	33,033
Previously disturbed with construction of Weaver Dairy Rd Ext.	6,088	7,635	3,000
Proposed public greenway easement	0	8,119	4,790
Proposed Buildings	0	0	0
Proposed Impervious Area	0	0	359
Proposed Land Disturbance	0	17,058	30,810
Proposed Land Disturbance (excluding public greenway)	0	8,939	26,020
Percent of land disturbance	0	48%	93%
Percent of land disturbance (excluding public greenway)	0	25%	79%
Percent of disturbance per Table 3.6.3-3	20%	40%	40%

GENERAL NOTES:

TO MINIMIZE DAMAGE TO EXISTING TREES NEAR THE EXTERIOR EDGE OF THE SITE ADJACENT TO TREE CONSERVATION AREAS, THE CONTRACTOR SHALL CUT MINIMUM 2' TRENCHES ALONG THE LIMITS OF DISTURBANCE, SO AS TO CUT RATHER THAN TEAR ROOTS.

THE TREE PROTECTION FENCE SHALL BE MAINTAINED ON THE SITE UNTIL ALL SITE WORK IS COMPLETED AND THE FINAL SITE INSPECTION PRIOR TO THE CERTIFICATE OF OCCUPANCY (CO) IS SCHEDULED. THE FENCING SHALL BE REMOVED PRIOR TO FINAL SITE INSPECTION FOR THE CO.

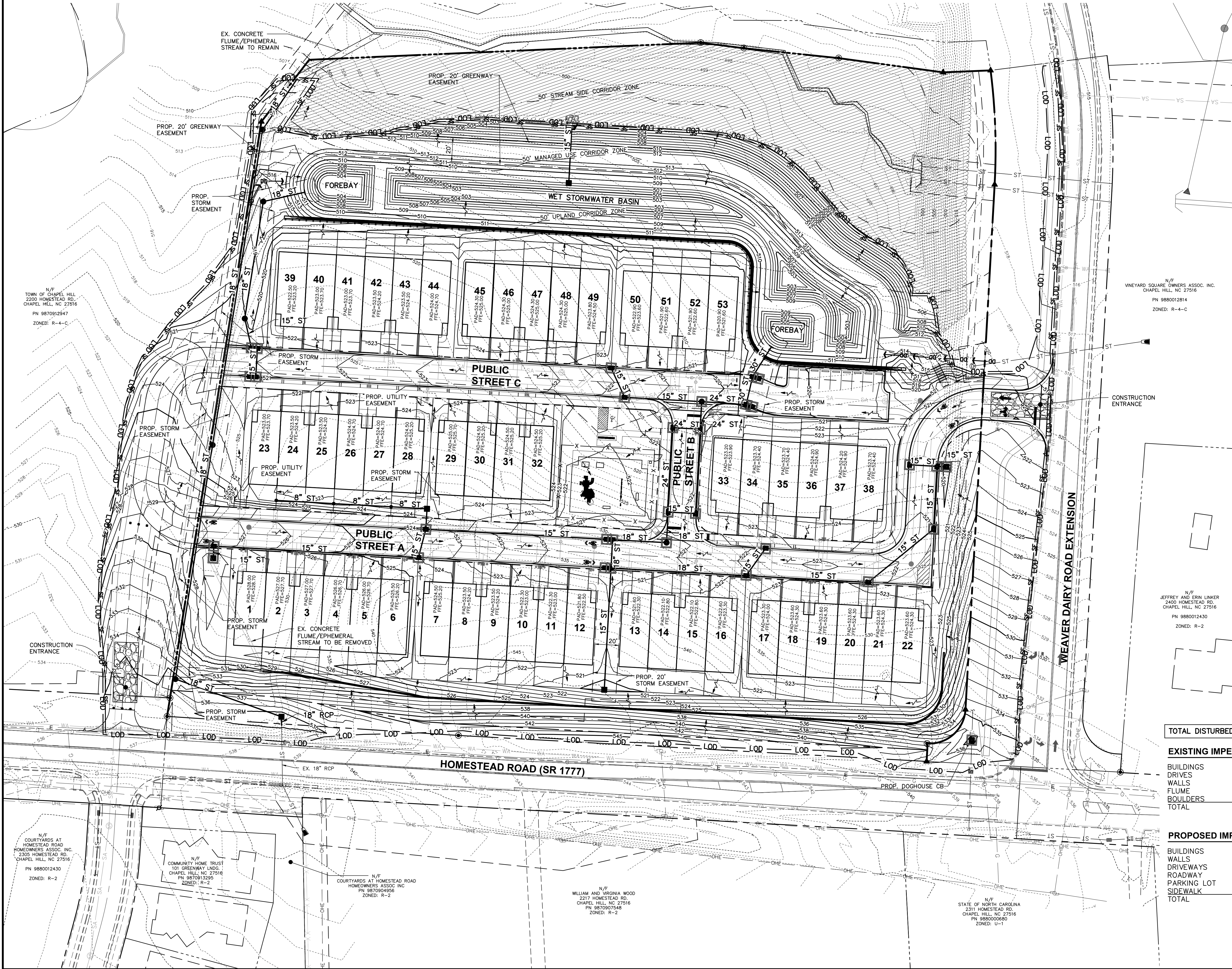
PERMANENT GROUND COVER WILL BE ESTABLISHED IN 7 TO 14 WORKING DAYS PER NPDES REQUIREMENTS. REFER TO APPROVED SEDIMENT AND EROSION CONTROL PLANS.

CUT/FILL SLOPES SHALL BE STABILIZED WITHIN 14 DAYS OF ANY PHASE OF GRADING. A PRE-CONSTRUCTION CONFERENCE WILL BE REQUIRED PRIOR TO THE GRADING PERMIT BEING ISSUED.

STREETS ADJACENT TO THIS PROJECT TO BE KEPT CLEAN AT ALL TIMES OR A WASH STATION WILL BE REQUIRED.

THE DEVELOPER SHALL PROVIDE AN EROSION CONTROL BOND PRIOR TO OBTAINING A ZONING COMPLIANCE PERMIT.

o:\18-0001-978NC\DWG\Production Drawings\DEVELOPMENT PLAN 0001-978-cz08.dwg SOIL & EROSION CONTROL PLAN Oct 16, 2020 - 11:58:39am thgin



LEGEND

----- 916 -----	EXISTING CONTOUR - 1'		SILT FENCE OUTLET PROTECTION
----- 915 -----	EXISTING CONTOUR - 5'		LIMITS OF DISTURBANCE
--- ST ---	EXISTING STORM SEWER		SILT FENCE
--- SA ---	EXISTING SANITARY SEWER		INLET PROTECTION
--- WA ---	EXISTING WATER LINE		DIVERSION DITCH
--- 916 ---	PROPOSED CONTOUR - 1'		DIVERSION BERM
--- 915 ---	PROPOSED CONTOUR - 5'		TREE SAVE AREA
--- SF ---	PROPOSED SILT FENCE		CONSTRUCTION ENTRANCE

- SEEDBED PREPARATION**
1. CHISEL COMPACTED AREAS AND SPREAD TOPSOIL THREE INCHES DEEP OVER ADVERSE SOIL CONDITIONS, IF AVAILABLE.
 2. RIP THE ENTIRE AREA TO SIX INCHES DEEP.
 3. REMOVE ALL LOOSE ROCK, ROOTS AND OTHER OBSTRUCTIONS, LEAVING SURFACE REASONABLY SMOOTH AND UNIFORM.
 4. APPLY AGRICULTURAL LIME, FERTILIZER AND SUPERPHOSPHATE UNIFORMLY AND MIX WITH SOIL (SEE MIXTURE BELOW).
 5. CONTINUE TILLAGE UNTIL A WELL-PULVERIZED, FIRM, REASONABLY UNIFORM SEEDBED IS PREPARED FOUR TO SIX INCHES DEEP.
 6. SEED ON A FRESHLY PREPARED SEEDBED AND COVER SEED LIGHTLY WITH SEEDING EQUIPMENT OR CULTIPACK AFTER SEEDING.
 7. MULCH IMMEDIATELY AFTER SEEDING AND ANCHOR MULCH.
 8. INSPECT ALL SEEDBED AREAS AND MAKE NECESSARY REPAIRS OR RESEEDINGS WITHIN THE PLANTING SEASON, IF POSSIBLE. IF STAND SHOULD BE MORE THAN 60% DAMAGED, RE-ESTABLISH FOLLOWING THE ORIGINAL LIME, FERTILIZER AND SEEDING RATES.
 9. CONSULT SAEC ENVIRONMENTAL ENGINEERS ON MAINTENANCE TREATMENT AND FERTILIZATION AFTER PERMANENT COVER IS ESTABLISHED.

- PROJECT NOTES**
1. ALL EASEMENTS WITH PIPES AND/OR STRUCTURES SHALL BE CLEARED, GRUBBED AND SEEDED.
 2. EXISTING VEGETATION AND NATURAL AREAS SHALL BE PROTECTED TO THE GREATEST EXTENT POSSIBLE AND THAT MINIMUM CLEARING OF LAND SHALL BE UNDERTAKEN DURING DEVELOPMENT. EXISTING TREES TO BE PROTECTED TO THE GREATEST EXTENT POSSIBLE OUTSIDE OF THE LIMITS OF GRADING FOR PROPOSED RIGHT-OF-WAY.
 3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH TOWN OF CHAPEL HILL STANDARDS AND SPECIFICATIONS, LATEST EDITIONS.
 4. CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS, AND SIZES OF EXISTING PUBLIC UTILITIES PRIOR TO ANY EXCAVATIONS, GRADING, OR INSTALLATION OF UNDERGROUND UTILITIES ON OR ADJACENT TO THE PROJECT.
 5. NO CLEARING IN TREE SAVE AREAS OR ANY OTHER DESIGNATED AREAS.

SEEDING SCHEDULE

MIXTURE	2 TONS/ACRE (3 TONS/ACRE IN CLAY SOILS)	PLANTING RATE
AGRICULTURAL LIMESTONE	1,000 LBS/ACRE - 10-10-10	300 LBS/ACRE
FERTILIZER	500 LBS/ACRE - 20% ANALYSIS	300 LBS/ACRE
SUPERPHOSPHATE	2 TONS/ACRE - SMALL GRAIN STRAW	25 LBS/ACRE
MULCH	ASPHALT EMULSION AT 300 GALS/ACRE	120 LBS/ACRE (TALL FESCUE)
ANCHOR		70 LBS/ACRE (SERICEA LESPEDEZA)

FOR SHOULDERS, SIDE DITCHES, SLOPES (3:1 TO 2:1):

DATE	TYPE	PLANTING RATE
AUG 15-NOV 1	TALL FESCUE	300 LBS/ACRE
NOV 1-MAR 1	TALL FESCUE & ABRUZZI RYE	300 LBS/ACRE
MAR 1-APR 15	TALL FESCUE	300 LBS/ACRE
APR 15-JUN 30	HULLED COMMON BERMUDAGRASS	25 LBS/ACRE
JUL 1-AUG 15	TALL FESCUE AND BROWNTOP	120 LBS/ACRE (TALL FESCUE)
	MULCH OR SORGHUM-SUDAN HYBRIDS***	30 LBS/ACRE (SORGHUM-SUDAN HYBRIDS)

FOR SHOULDERS, SIDE DITCHES, SLOPES (3:1 TO 2:1):

DATE	TYPE	PLANTING RATE
MAR 1-JUN 1	SERICEA LESPEDEZA (SCARIFIED) & USE THE FOLLOWING COMBINATIONS	50 LBS/ACRE (SERICEA LESPEDEZA); 120 LBS/ACRE
MAR 1-APR 15	ADD TALL FESCUE	10 LBS/ACRE
MAR 1-JUN 30	OR ADD WEEDING LOVE GRASS	10 LBS/ACRE
MAR 1-JUN 30	OR ADD HULLED COMMON BERMUDAGRASS	25 LBS/ACRE (TALL FESCUE)
JUN 1-SEPT 1	TALL FESCUE AND BROWNTOP	30 LBS/ACRE (SORGHUM-SUDAN HYBRIDS)
	SORGHUM-SUDAN HYBRIDS***	70 LBS/ACRE (SERICEA LESPEDEZA)
		120 LBS/ACRE (TALL FESCUE)

SEPT 1-MAR 1

DATE	TYPE	PLANTING RATE
NOV 1-MAR 1	SERICEA LESPEDEZA (UNHULLED) - UNSCARIFIED) AND TALL FESCUE	25 LBS/ACRE
	AND ABRUZZI RYE	25 LBS/ACRE

- SEDIMENT & EROSION CONTROL NOTES**
1. ALL STORMWATER PIPES THAT DO NOT EMPTY INTO A BASIN SHALL NOT BE INSTALLED UNTIL SITE IS STABILIZED ABOVE THESE AREAS.
 2. Baffles are required on all basins that have a drainage area greater than 5 acres.
 3. SILT FENCE OUTLET PROTECTION SHALL BE PLACED AT ALL LOW POINTS ALONG SILT FENCE TO KEEP WATER FILTER AND PASS THROUGH.
 4. STORMWATER BASINS TO ACT AS SEDIMENT BASINS. SEE CALCULATIONS ON THIS SHEET FOR SIZING.
 5. SILT FENCE SHALL BE PLACED 1' IN FRONT OF LIMITS OF DISTURBANCE LINE.

- CONSTRUCTION SEQUENCE**
1. SCHEDULE A PRECONSTRUCTION CONFERENCE WITH ORANGE COUNTY EROSION CONTROL DIVISION. OBTAIN A LAND-DISTURBING PERMIT.
 2. INSTALL GRAVEL CONSTRUCTION PAD, TEMPORARY DIVERSIONS, SILT FENCE, SEDIMENT BASINS OR OTHER MEASURES AS SHOWN ON THE APPROVED PLAN. CLEAR ONLY AS NECESSARY TO INSTALL THESE DEVICES. SEED TEMPORARY DIVERSIONS, BERMS AND BASINS IMMEDIATELY AFTER CONSTRUCTION.
 3. CALL ORANGE COUNTY EROSION CONTROL DIVISION AT 919-245-2586 FOR AN ON-SITE INSPECTION BY THE WATERSHED MANAGER TO OBTAIN A CERTIFICATE OF COMPLIANCE.
 4. BEGIN CLEARING AND GRUBBING. MAINTAIN DEVICES AS SHOWN. ROUGH GRADE SITE.
 5. INSTALL STORM SEWER, IF SHOWN, AND PROTECT INLETS WITH BLOCK AND GRAVEL INLET CONTROLS. SEDIMENT TRAPS OR OTHER APPROVED MEASURES AS SHOWN ON THE PLAN. BEGIN CONSTRUCTION, BUILDING, ETC.
 6. STABILIZE SITE AS AREAS ARE BROUGHT UP TO FINISH GRADE WITH VEGETATION, PAVING, DITCH LININGS, ETC. SEED AND MULCH DENuded AREAS PER GROUND STABILIZATION TIME FRAMES.
 7. WHEN CONSTRUCTION IS COMPLETE AND ALL AREAS ARE STABILIZED COMPLETELY, CALL ORANGE COUNTY EROSION CONTROL DIVISION FOR AN INSPECTION BY THE WATERSHED MANAGER.
 8. IF SITE IS APPROVED, REMOVE TEMPORARY DIVERSIONS, SILT FENCE, SEDIMENT BASINS, ETC., AND SEED OUT OR STABILIZE ANY RESULTING BARE AREAS. ALL REMAINING PERMANENT EROSION CONTROL DEVICES, SUCH AS VELOCITY DISSIPATORS, SHOULD NOW BE INSTALLED.
 9. WHEN VEGETATION HAS BECOME ESTABLISHED, CALL FOR A FINAL SITE INSPECTION BY THE WATERSHED MANAGER. OBTAIN A CERTIFICATE OF COMPLETION.

LEGEND

----- 916 -----	EXISTING CONTOUR - 1'		SILT FENCE OUTLET PROTECTION
----- 915 -----	EXISTING CONTOUR - 5'		LIMITS OF DISTURBANCE
--- ST ---	EXISTING STORM SEWER		SILT FENCE
--- SA ---	EXISTING SANITARY SEWER		INLET PROTECTION
--- WA ---	EXISTING WATER LINE		DIVERSION DITCH
--- 916 ---	PROPOSED CONTOUR - 1'		DIVERSION BERM
--- 915 ---	PROPOSED CONTOUR - 5'		TREE SAVE AREA
--- SF ---	PROPOSED SILT FENCE		CONSTRUCTION ENTRANCE

GRAPHIC SCALE

0 20 40 60 80 100 120 140 160

(IN FEET)

1 inch = 40 ft.

TOTAL DISTURBED AREA = 8.22 AC.

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

BUILDINGS	= 76,479	SF
WALLS	= 1,818	SF
DRIVEWAYS	= 16,912	SF
ROADWAY	= 39,117	SF
PARKING LOT	= 4,901	SF
SIDEWALK	= 14,961	SF
TOTAL	= 154,188	SF

PLAN PREPARED BY:

PLAN PREPARED FOR:

BRIDGEPOINT

CONDITIONAL ZONING PLANS

FOR

KB HOME CAROLINAS

SOIL & EROSION CONTROL PLAN

10/16/2020

Issue Dates:

01/02/2020	- Initial Submittal to Town
02/02/2020	- Response to 1st Review SUP Comments
07/22/2020	- Response to 2nd Review SUP Comments
10/16/2020	- Town Council Set

Date: 10/16/2020

Scale: 1" = 40'

Drawn By: JRR

Checked By: CMR

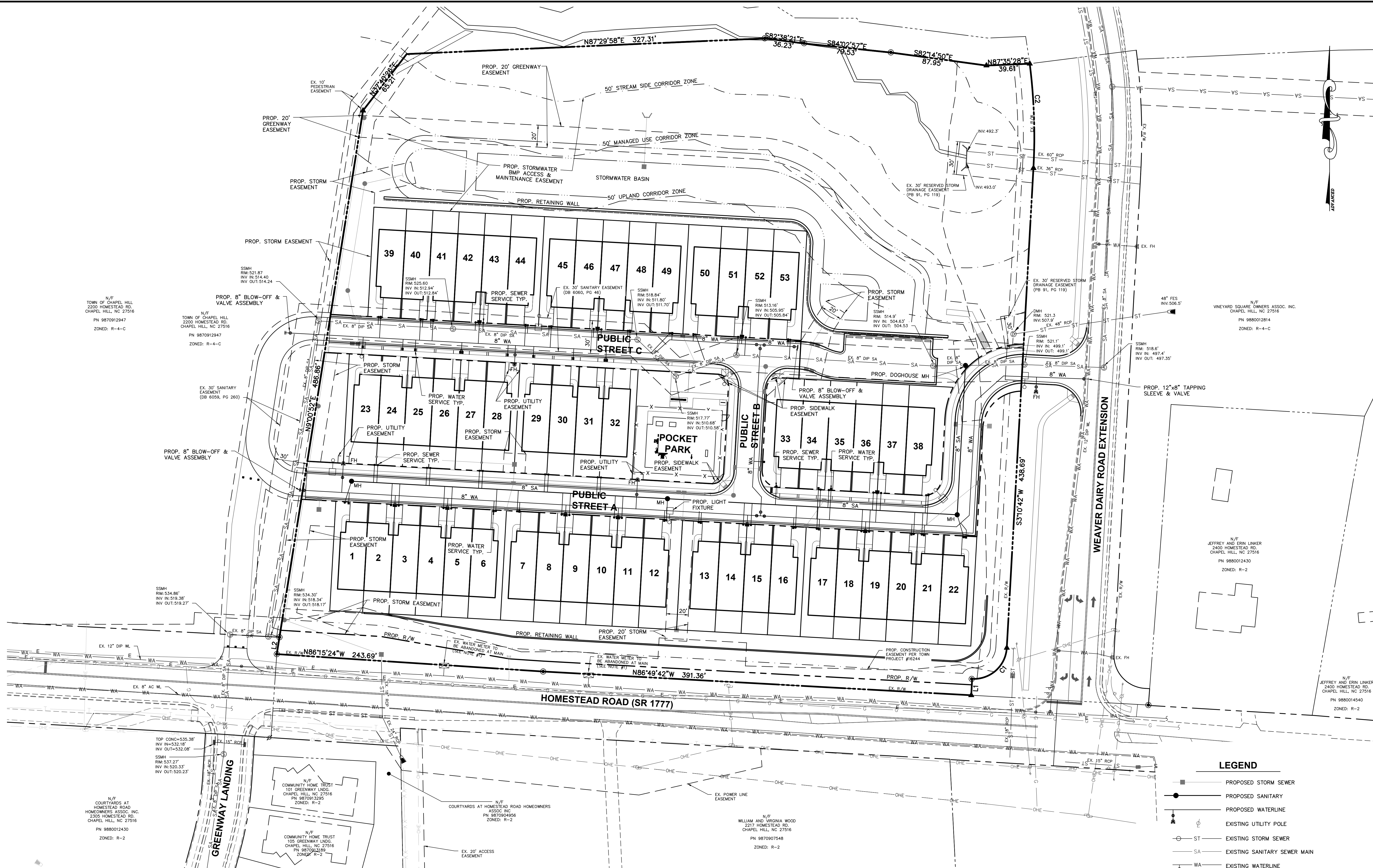
Project Number: 18-0001-978

Drawing Number: 8 / 16

ADVANCED CIVIL DESIGN ENGINEERS SURVEYORS

51 Kilmorye Drive, Suite 105
Cary, North Carolina 27511
ph 919.481.6590
fax 919.336.5127

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



LEGEND

- PROPOSED STORM SEWER
- PROPOSED SANITARY
- PROPOSED WATERLINE
- EXISTING UTILITY POLE
- ST EXISTING STORM SEWER
- SA EXISTING SANITARY SEWER MAIN
- WA EXISTING WATERLINE
- PROPOSED LIGHT POLE

GENERAL NOTES

1) Applicant shall receive a credit for the water meters being abandon in accordance with the current fee schedule in place at the time of abandonment.

LINE TABLE

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

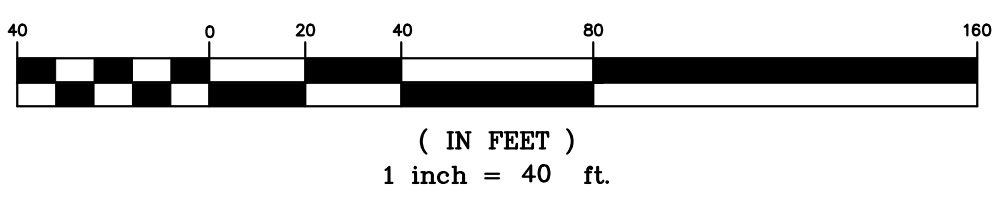
CURVE TABLE

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'	S02°01'38"E

MINIMUM REQUIRED FIRE FLOW

SINGLE FAMILY (< 3,600 SF)	1,000 GAL/MIN
----------------------------	---------------

GRAPHIC SCALE



PLAN PREPARED BY:

PLAN PREPARED FOR:

BRIDGEPOINT

CONDITIONAL ZONING PLANS

FOR

UTILITY PLAN

DATE: 10/16/2020

Scale: 1" = 40'

Drawn By: JRR

Checked By: CMR

Project Number: 18-0001-978

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ADVANCED CIVIL DESIGN ENGINEERS & SURVEYORS

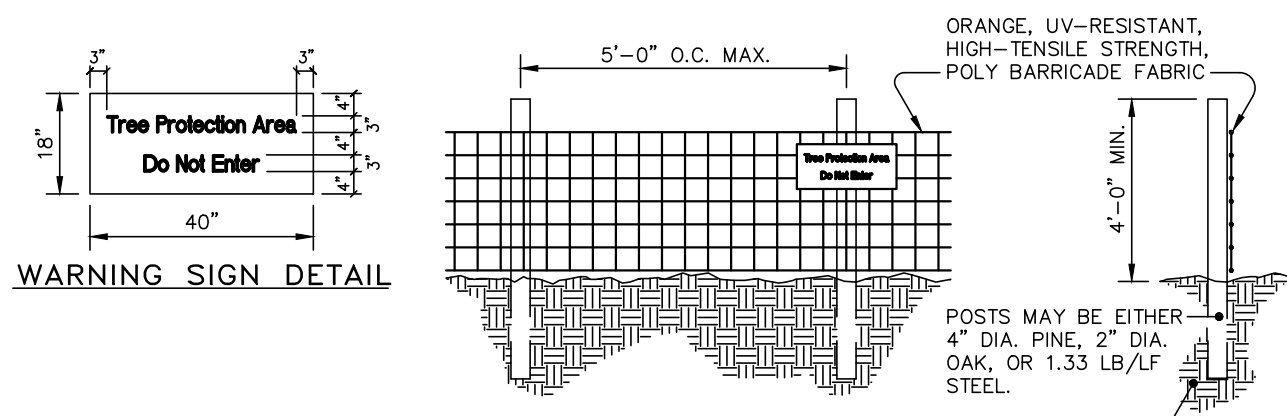
51 Kilmorye Drive, Suite 105
Cary, North Carolina 27511
ph 919.481.6590
fax 919.336.5127

KB HOME CAROLINAS

4506 SOUTH MIAMI BLVD., SUITE 100A
DURHAM, NC 27703
PHONE: 919.768.7960

NORTH CAROLINA PROFESSIONAL ENGINEER
CAMERON M. ROSE
10/16/2020

Issue Dates:
01/02/2020 - Initial Submittal to Town
02/06/2020 - Response to 1st Review SUP Comments
07/22/2020 - Response to 2nd Review SUP Comments
10/16/2020 - Town Council Set



- NOTES:**
- WARNING SIGNS TO BE MADE OF DURABLE, WEATHERPROOF MATERIAL.
 - LETTERS TO BE 3" HIGH MINIMUM, CLEARLY LEGIBLE AND SPACED AS DETAILED.
 - SIGNS SHALL BE PLACED AT 50' MAXIMUM INTERVALS.
 - PLACE A SIGN AT EACH END OF LINEAR TREE PROTECTION AND 50' ON CENTER THEREAFTER.
 - FOR TREE PROTECTION AREAS LESS THAN 200' IN PERIMETER, PROVIDE NO LESS THAN ONE SIGN PER PROTECTION AREA.
 - ATTACH SIGNS SECURELY TO FENCE POSTS AND FABRIC.
 - MAINTAIN TREE PROTECTION FENCE THROUGHOUT DURATION OF PROJECT. ADDITIONAL SIGNS MAY BE REQUIRED BY THE TOWN OF CHAPEL HILL INSPECTIONS DEPARTMENT BASED ON ACTUAL FIELD CONDITIONS.
- MAINTENANCE:**
- INSPECT SEDIMENT FENCES AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
 - SHOULD THE FABRIC OF A SEDIMENT FENCE COLLAPSE, TEAR, DECOMPOSE OR BECOME INEFFECTIVE, REPLACE IT PROMPTLY.
 - REMOVE SEDIMENT DEPOSITS AS NECESSARY TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAIN AND TO REDUCE PRESSURE ON THE FENCE. TAKE CARE TO AVOID UNDERMINING THE FENCE DURING CLEANOUT.
 - REMOVE ALL FENCING MATERIALS AND UNSTABLE SEDIMENT DEPOSITS AND BRING THE AREA TO GRADE AND STABILIZE IT AFTER THE CONTRIBUTING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.

TREE PROTECTION FENCE

NOT TO SCALE

TREE LEGEND

- | | | | |
|----------|--------------------------|------|-----------------------------|
| (13)BE | BEECH | (X)O | EXISTING TREE TO BE REMOVED |
| (2)B | BIRCH | (X)C | EXISTING TREE TO REMAIN |
| (11)C | CEDAR | | |
| (7)DG | DOGWOOD | | |
| (20)E | ELM | | |
| (23)G | SWEET GUM | | |
| (7)H | HICKORY | | |
| (11)M | MAPLE | | |
| (23)RO | RED OAK | | |
| (13)O | OAK | | |
| (23)P | PINE | | |
| (13)PO | POPLAR | | |
| (13)SY | SYCAMORE | | |
| (10)H | HOLLY | | |
| | DOUBLE AND TRIPLE TRUNKS | | |
| (13)D-PO | DOUBLE POPLAR | | |
- LOD — LIMITS OF DISTURBANCE
- TPF — TREE PROTECTION FENCE
- TREE CANOPY REPRESENTED 1" PER 1" CALIPER OF TREE

N/T
TOWN OF CHAPEL HILL
2200 HOMESTEAD RD.
CHAPEL HILL, NC 27516
PN 9870912947
ZONED: R-4-C
LAND USE: RESIDENTIAL

TREE PROTECTION NOTES

- A PRE-CONSTRUCTION CONFERENCE WILL BE HELD WITH THE TOWN'S URBAN FORESTER, ADAM NICHOLSON (919.969.5006), PRIOR TO BEGINNING SITE WORK.
- ANY TREE ROOTS EXPOSED BY CONSTRUCTION WILL BE SEVERED CLEANLY WITH AN APPROPRIATE PRUNING TOOL.
- THE SOIL WITHIN THE CRITICAL ROOT ZONES OF EXISTING TREES WILL NOT BE DRIVEN ON OR OTHERWISE DISTURBED DURING THE INSTALLATION OF LANDSCAPING.
- A LANDSCAPE PROTECTION SUPERVISOR WHO IS REGISTERED WITH THE TOWN OF CHAPEL HILL WILL BE PRESENT ON SITE AT ALL TIMES WHEN THE FOLLOWING ACTIVITIES ARE TAKING PLACE: CLEARING, GRUBBING, EXCAVATION, GRADING, TRENCHING, MOVING OF SOIL, INSTALLATION AND REMOVAL OF TREE PROTECTION FENCING, AND THE DELIVERY TRANSPORTING AND PLACEMENT OF CONSTRUCTION MATERIALS AND EQUIPMENT.
- CONTACT ADAM NICHOLSON FOR TREE PROTECTION SEMINAR PRIOR TO TREE PROTECTION FENCE INSTALLATION
- TREES LOCATED OUTSIDE OF THE CLEARING LIMITS AND ON LOTS ARE SHOWN AS BEING REMOVED. HOWEVER, THESE TREES WILL REMAIN DURING THE INITIAL INFRASTRUCTURE CONSTRUCTION PHASE BY THE DEVELOPER. WHEN THE BUILDER SUBMITS FOR PERMITS, THE BUILDER WILL DETERMINE WHICH TREES ON THE LOTS MUST BE REMOVED DURING HOME CONSTRUCTION. TREES LOCATED ON LOT LINES OR AT REAR OF LOTS WILL BE SAVED TO THE GREATEST EXTENTS POSSIBLE.

EXISTING VEGETATION NOTES:

- SIGNIFICANT TREES AND POCKETS OF SHRUBS ARE PREVALENT THROUGHOUT THE SITE. THE NORTHERN AND EASTERN PORTIONS OF THE SITE ARE HEAVILY WOODED. SIGNIFICANT TREE STANDS HAVE BEEN LOCATED AND SHOWN ON THIS SHEET. THE VAST MAJORITY OF SPECIES FOUND ARE OAK, SWEET GUM, CEDAR, AND PINE.

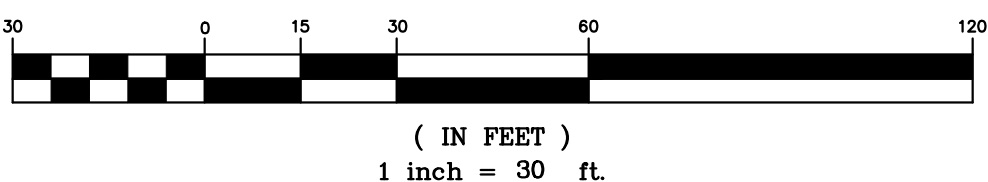
CONSTRUCTION WASTE:

- BY ORANGE COUNTY ORDINANCE, CLEAN WOOD WASTE, SCRAP METAL AND CORRUGATED CARDBOARD, ALL PRESENT IN CONSTRUCTION WASTE, MUST BE RECYCLED.
- BY ORANGE COUNTY ORDINANCE, ALL HAULERS OF CONSTRUCTION WASTE MUST BE PROPERLY LICENSED.
- PRIOR TO ANY DEMOLITION OR CONSTRUCTION ACTIVITY ON THE SITE, THE APPLICANT WILL HOLD A PRE-DEMOLITION/PRE-CONSTRUCTION CONFERENCE WITH THE COUNTY'S SOLID WASTE STAFF. THIS MAY BE THE SAME MEETING HELD WITH OTHER DEVELOPMENT OFFICIALS.

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

CURVE TABLE					
NO.	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING
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C2	47.13'	30.00'	090°00'35"	42.43'	S48°10'42"W

GRAPHIC SCALE



PLAN PREPARED FOR:

PLAN PREPARED BY:

51 Kilmorye Drive, Suite 105
Cary, North Carolina 27511
ph 919.481.6290
fax 919.336.5127

ADVANCED
CIVIL DESIGN
ENGINEERS & SURVEYORS

PLAN PREPARED FOR:

BRIDGEPOINT

HOMESTEAD ROAD, CHAPEL HILL, NC - ORANGE COUNTY

CONDITIONAL ZONING PLANS
FOR
KB HOME CAROLINAS

LANDSCAPE PROTECTION & TREE SURVEY PLAN

Issue Dates:

01/02/2020	- Initial Submittal to Town
02/06/2020	- Response to 1st Review SUP Comments
07/22/2020	- Response to 2nd Review SUP Comments
10/16/2020	- Town Council Set

Date: 10/16/2020
Scale: 1" = 30'

Drawn By: JRR
Checked By: CMR

Project Number:
18-0001-978

Drawing Number:
10 / 16

AREA 'A' BUFFER REQUIREMENTS

TYPE "B" 15-FT EXTERNAL BUFFER

PLANTS REQUIRED PER 100 LF:
6 LG TREES
8 SM TREES
15 SHRUBS581 LF TOTAL LENGTH
LESS 43 LF OF DRIVEWAY
LESS 59 LF OF EASEMENTS
APPLICABLE LENGTH = 479 LFREQUIRED: 29 LG TREES
29 SM TREES
72 SHRUBS
PROPOSED: 29 LG TREES
39 SM TREES
92 SHRUBSNOTES:
(1) THIS BUFFER HAS BEEN REDUCED BY ONE GRADE OF INTENSITY ('C' TO 'B') SINCE THE DEVELOPMENT HAS BEEN DESIGNED SUCH THAT THERE IS NO PARKING BETWEEN THE BUILDINGS LOCATED ON THE SITE AND THE ADJACENT STREET.

(2) AT LEAST 50% OF REQUIRED SHRUBS MUST BE EVERGREEN

AREA 'E' BUFFER REQUIREMENTS

TYPE "C" 20-FT INTERNAL BUFFER

PLANTS REQUIRED PER 100 LF:
4 LG TREES
8 SM TREES
30 SHRUBS254 LF TOTAL LENGTH
LESS 14 LF OF TREE SAVE
LESS 20 GREENWAY EASEMENT
LESS 7 LF OF SEWER EASEMENT
APPLICABLE LENGTH = 213 LFREQUIRED: 9 LG TREES
9 SM TREES
64 SHRUBS
PROPOSED: 9 LG TREES
17 SM TREES
64 SHRUBSNOTES:
(1) BUFFER INTENSITY CANNOT BE REDUCED SINCE PARKING IS PROPOSED.

(2) AT LEAST 50% OF REQUIRED SHRUBS MUST BE EVERGREEN.

(3) 2200 HOMESTEAD ROAD WILL BE RESPONSIBLE FOR THE INSTALLATION OF THIS BUFFER.

AREA 'B' BUFFER REQUIREMENTS

TYPE "C" 20-FT EXTERNAL BUFFER

PLANTS REQUIRED PER 100 LF:
5 LG TREES
10 SM TREES
36 SHRUBS630 LF TOTAL LENGTH
LESS 70 LF OF EASEMENTS
APPLICABLE LENGTH = 560 LFREQUIRED: 28 LG TREES
56 SM TREES
202 SHRUBS
PROPOSED: 28 LG TREES
56 SM TREES
228 SHRUBSNOTES:
(1) THIS BUFFER HAS BEEN REDUCED BY ONE GRADE OF INTENSITY ('D' TO 'C') SINCE THE DEVELOPMENT HAS BEEN DESIGNED SUCH THAT THERE IS NO PARKING BETWEEN THE BUILDINGS LOCATED ON THE SITE AND THE ADJACENT STREET.

(2) AT LEAST 50% OF REQUIRED SHRUBS MUST BE EVERGREEN

AREA 'C' BUFFER REQUIREMENTS

TYPE "B" 10-FT INTERNAL BUFFER

PLANTS REQUIRED PER 100 LF:
4 LG TREES
8 SM TREES
30 SHRUBS120 LF TOTAL LENGTH
LESS 20 LF OF EASEMENTS
APPLICABLE LENGTH = 100 LFREQUIRED: 4 LG TREES
4 SM TREES
30 SHRUBS
PROPOSED: 4 LG TREES
4 LG TREES
32 SHRUBSNOTES:
(1) THIS BUFFER HAS BEEN REDUCED BY ONE GRADE OF INTENSITY ('C' TO 'B') SINCE THE DEVELOPMENT HAS BEEN DESIGNED SUCH THAT THERE IS NO PARKING BETWEEN THE BUILDINGS LOCATED ON THE SITE AND THE ADJACENT STREET.

(2) AT LEAST 50% OF REQUIRED SHRUBS MUST BE EVERGREEN

(3) THIS PROJECT HAS COMMITTED TO PROVIDE 100% OF THE REQUIRED BUFFER BETWEEN BRIDGEPOINT AND 2200 HOMESTEAD ROAD.

(4) TOWN TO ALLOW BUFFER PLANTING IN THE OUTER 5-FT OF THE 30-FT STORM EASEMENT.

AREA 'D' BUFFER REQUIREMENTS

TYPE "B" 10-FT INTERNAL BUFFER

PLANTS REQUIRED PER 100 LF:
4 LG TREES
8 SM TREES
30 SHRUBS100 LF TOTAL LENGTH
APPLICABLE LENGTH = 110 LFREQUIRED: 4 LG TREES
4 LG TREES
30 SHRUBS
PROPOSED: 4 LG TREES
4 LG TREES
30 SHRUBSNOTES:
(1) THIS BUFFER HAS BEEN REDUCED BY ONE GRADE OF INTENSITY ('C' TO 'B') SINCE THE DEVELOPMENT HAS BEEN DESIGNED SUCH THAT THERE IS NO PARKING BETWEEN THE BUILDINGS LOCATED ON THE SITE AND THE ADJACENT STREET.

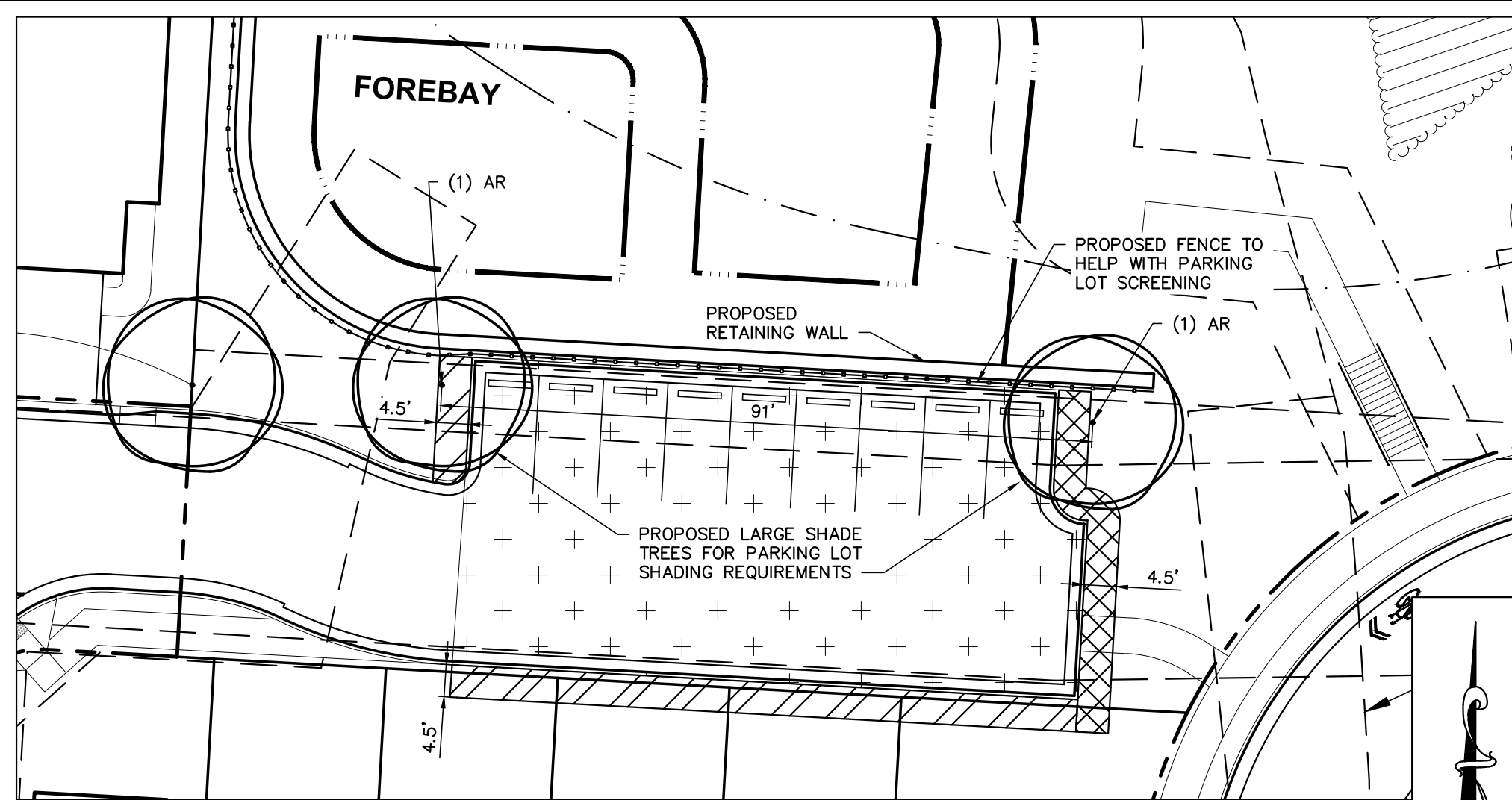
(2) AT LEAST 50% OF REQUIRED SHRUBS MUST BE EVERGREEN.

(3) THIS PROJECT HAS COMMITTED TO PROVIDE 100% OF THE REQUIRED BUFFER BETWEEN BRIDGEPOINT AND 2200 HOMESTEAD ROAD.

(4) TOWN TO ALLOW BUFFER PLANTING IN THE OUTER 5-FT OF THE 30-FT STORM EASEMENT.

PLANTING SCHEDULE

TYPE	SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SPECIFICATIONS					
					CALIPER	HEIGHT	SPREAD	ROOT	OTHER	
SHADE DECIDUOUS TREE	AS	28	ACER SACCCHARUM	SUGAR MAPLE	2-1/2"	12-14'	8'	B4B	MATCHED	
	AR	26	ACER RUBRUM	RED MAPLE	2-1/2"	12-14'	8'	B4B	MATCHED	
	QA	34	QUERCUS ALBA	WHITE OAK	2-1/2"	12-14'	8'	B4B	MATCHED	
CANOPY EVERGREEN TREE	QV	4	QUERCUS VIRGINIANA	LIVE OAK	2-1/2"	12-14'	8'	B4B	FULL TO GROUND	
UNDERSTORY DECIDUOUS TREE	CC	41	CERCIS CANADENSIS	EASTERN REDBUD	2"	8'	6'	B4B	MULTI-STEM	
	CF	54	CORNUS FLORIDA	FLOWERING DOGWOOD	2"	8'	6'	B4B	MULTI-STEM	
	CV	20	CHIONANTHUS VIRGINICUS	FRINGE TREE	2"	8'	6'	B4B	MULTI-STEM	
EVERGREEN SHRUBS	IC	149	ILEX CORNUTA 'CARISSA'	CARISSA HOLLY	N/A	3'	3'	CONT.	FULL TO GROUND	
	IG	122	ILEX GLABRA	INKBERRY HOLLY	N/A	3'	3'	CONT.	FULL TO GROUND	
	PL	111	PRUNUS LAUROCEASUS 'OTTO LUYKEN'	OTTO LUYKEN	N/A	3'	3'	CONT.	FULL TO GROUND	

**PARKING LOT BLOW-UP**

SCALE: 1" = 20'

GRAPHIC SCALE0 10 20 40
1 inch = 20 feet**LEGEND**

30" Curb and Gutter	Tree Replacement Area
Property Line	Tree Save Area
Prop. R/W	Parking Lot Area
Prop. Detention Basin	Parking Lot and Building Landscape Strip
Setback	
Parking Lot and R/W Landscape Strip	

TREE CANOPY COVERAGE CALCULATIONS

TREE CANOPY COVERAGE REQUIRED:	30%
NET LAND AREA:	8.348 AC
AREAS NOT COUNTING TOWARD TREE CANOPY CALCULATIONS:	
RECREATION AREAS:	0.601 AC
EASEMENTS (EXCLUDING PAVEMENT):	1.595 AC
RIGHT OF WAY:	1.251 AC
TOTAL LAND AREA NOT COUNTED:	3.447 AC
APPLICABLE LAND AREA:	4.901 AC
TREE CANOPY REQUIRED:	4.901 AC X 30% = 1.470 AC
EXISTING TREE CANOPY TO REMAIN:	1.087 AC
ADDITIONAL TREE CANOPY REQUIRED:	0.383 AC
TREE REPLACEMENT AREA:	0.480 AC
PROPOSED STREET TREES (1 PER 500 SF):	26 TREES = 0.298 AC
ADDITIONAL TREE CANOPY PROVIDED:	0.778 AC
TOTAL TREE CANOPY PROVIDED:	1.865 AC
REQUIRED # OF 2.5" CALIPER TREES:	34 TREES
PROPOSED STREET TREES:	26 TREES
PROPOSED BUFFER TREES:	66 TREES
TOTAL TREES:	92 TREES

SHADE TREE CALCULATIONS

PARKING LOT AREA:	3,909 SF
SHADING REQUIREMENTS:	ONE LARGE TREE PER 2,000 SF OF PARKING LOT PAVED SURFACE
PER DESIGN MANUAL	
TREES REQUIRED:	(3,909 SF) / (2,000 SF) = 1.95 TREES *2 LARGE TREES REQUIRED*
SHADE TREE:	ZELKOVA (ZELKOVA SERRATA 'GREEN VASE') 50-60' HT & 40-50' SPRD. PROJECTED SHADOW LENGTH - 58'

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

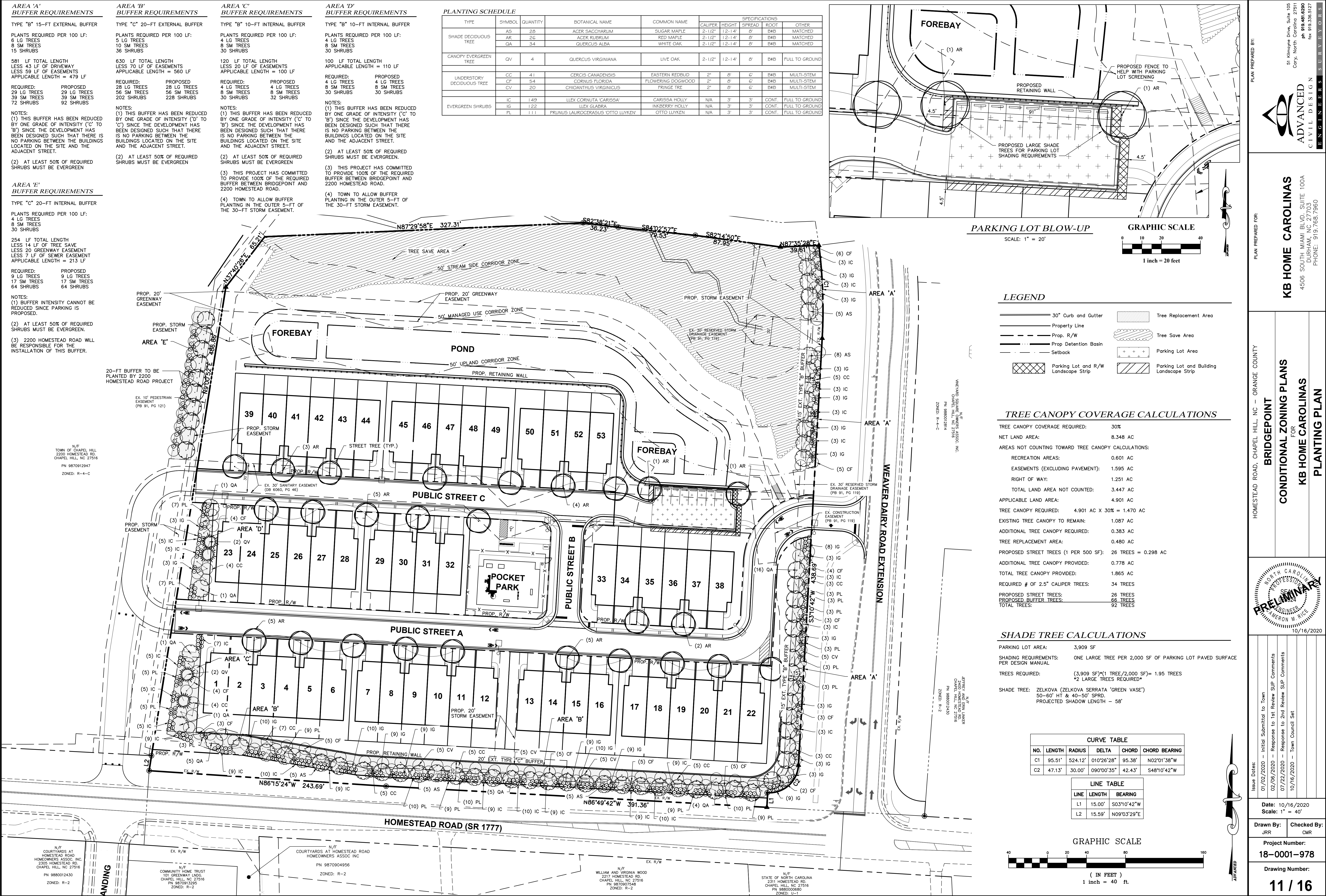
LINE TABLE

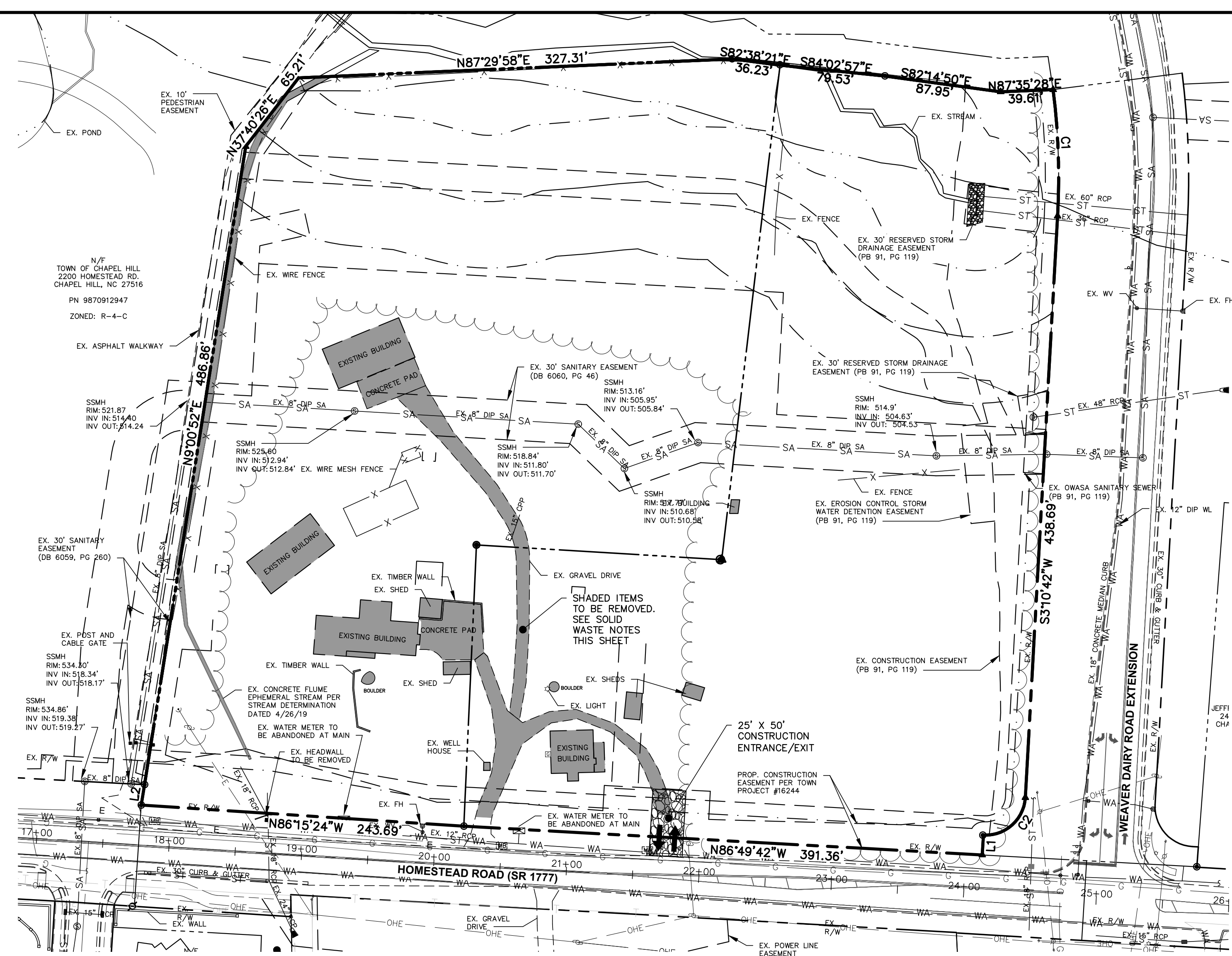
LINE	LENGTH	BEARING
L1	15.00'	S03°10'42"W
L2	15.59'	N09°03'29"E

GRAPHIC SCALE

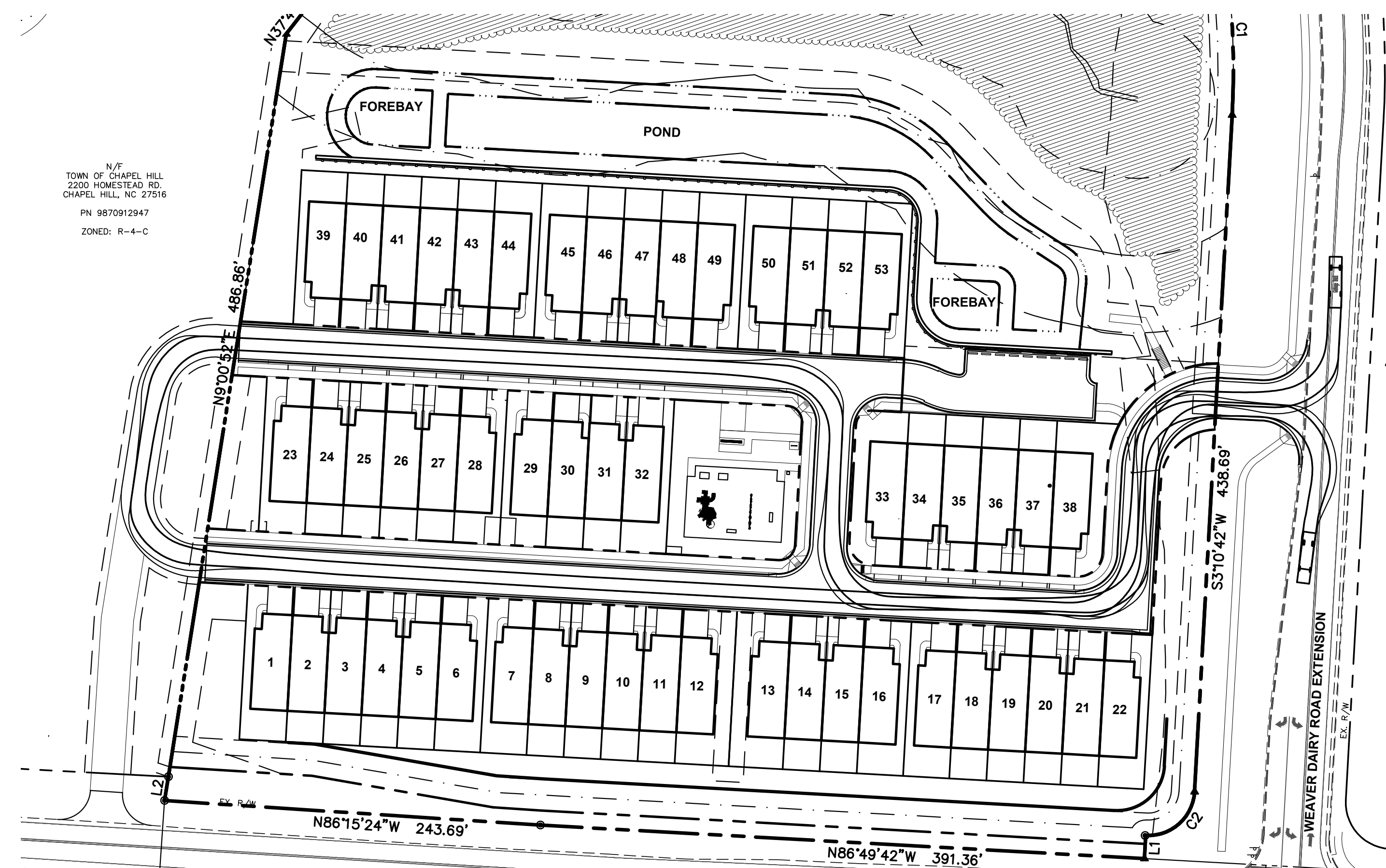
(IN FEET)

1 inch = 40 ft.

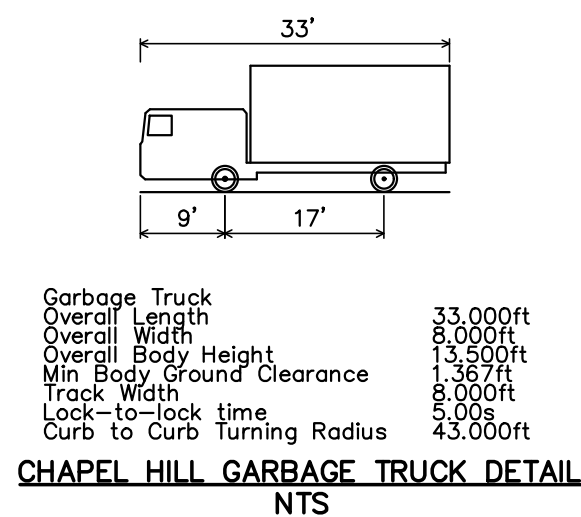




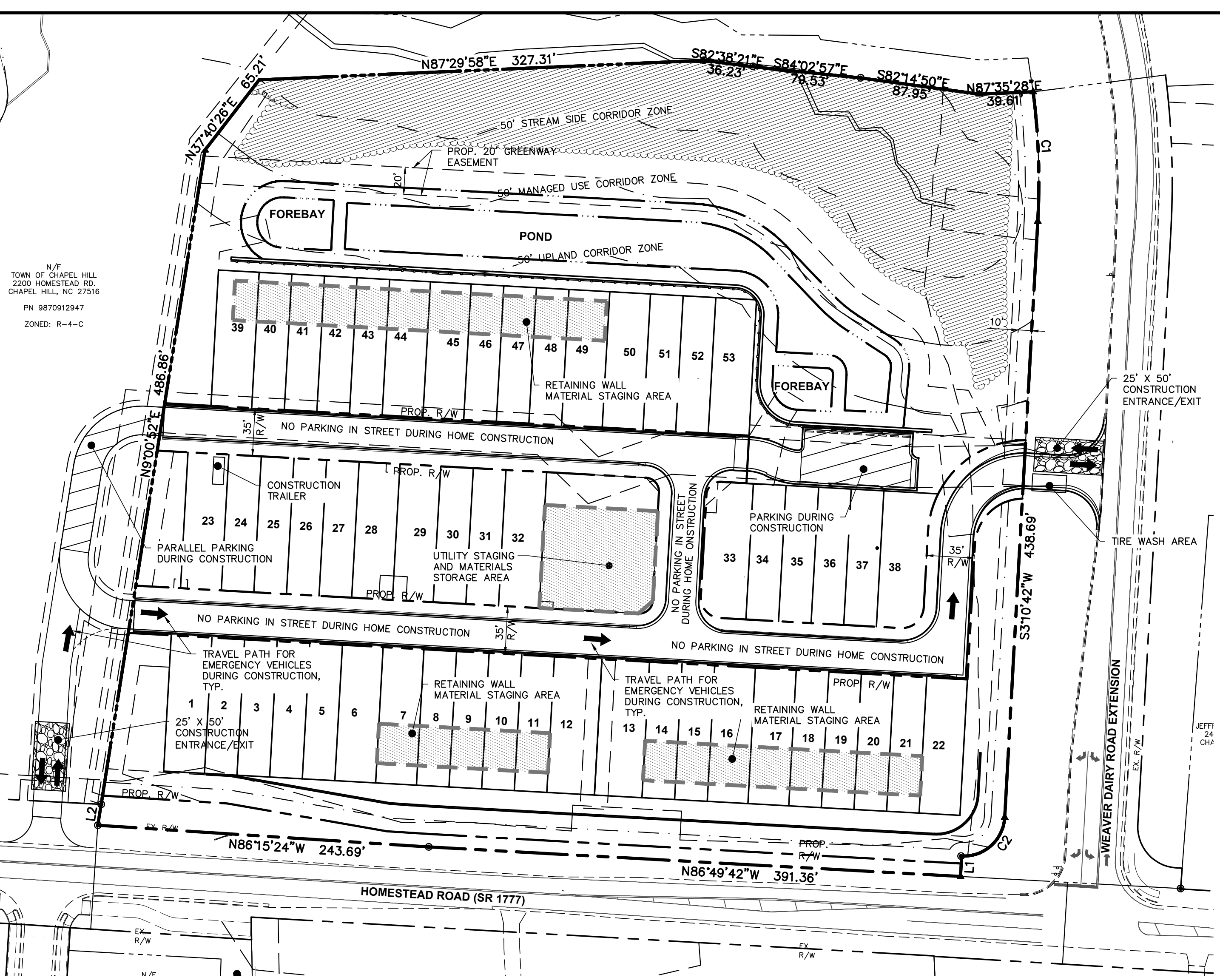
DEMOLITION



GARBAGE TRUCK TURNING TEMPLATE EXHIBIT



CHAPEL HILL GARBAGE TRUCK DETAIL NTS



CONSTRUCTION

SOLID WASTE NOTES:

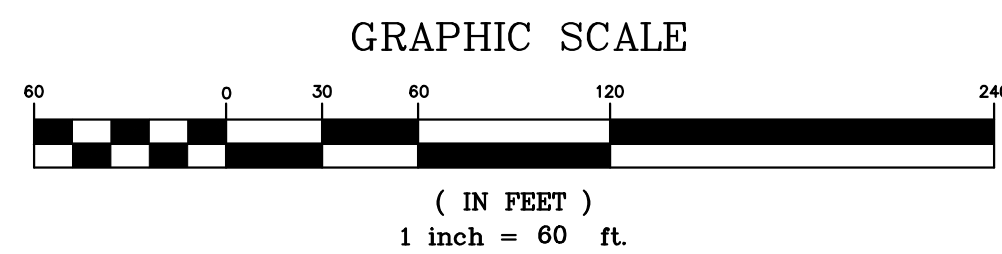
- ALL EXISTING STRUCTURES 500 SF AND LARGER IN SIZE SHALL BE ASSESSED PRIOR TO DEMOLITION TO ENSURE COMPLIANCE WITH THE COUNTY'S REGULATED RECYCLABLE MATERIALS ORDINANCE (RRMO) AND TO ASSESS THE POTENTIAL FOR DE-CONSTRUCTION AND/OR THE RE-USE OF SALVAGEABLE MATERIALS.
- BY ORANGE COUNTY ORDINANCE, CLEAN WOOD WASTE, SCRAP METAL, AND CORRUGATED CARDBOARD PRESENT IN CONSTRUCTION OR DEMOLITION WASTE MUST BE RECYCLED.
- BY ORANGE COUNTY ORDINANCE, ALL HAULERS OF MIXED CONSTRUCTION AND DEMOLITION WASTE THAT 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 THE SOLID WASTE STAFF (919-998-2788). 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 IN CONSTRUCTION AND DEMOLITION WASTE SHALL BE HANDLED IN ACCORDANCE WITH ANY AND ALL LOCAL, STATE, AND FEDERAL REGULATIONS AND GUIDELINES.
- IF ANY VEHICLES ARE PARKED IN THE REFUSE OR RECYCLABLES COLLECTION VEHICLE ACCESS AREA, THE CONTAINS WILL NOT RECEIVE SERVICE UNTIL THE NEXT SCHEDULED COLLECTION DAY.
- MIXED RECYCLING AND CARDBOARD WILL BE IN ROLL CARTS PLACED AT THE CURB IN FRONT OF EACH RESIDENCE TO BE COLLECTED BY ORANGE COUNTY SOLID WASTE.
- TRASH WILL BE IN ROLL CARTS PLACED AT THE CURB IN FRONT OF EACH RESIDENCE TO BE COLLECTED BY TOWN OF CHAPEL HILL SOLID WASTE MANAGEMENT, A DIVISION OF PUBLIC WORKS.
- ALL CONSTRUCTION WASTE MATERIALS SHALL BE RECYCLED WHENEVER POSSIBLE. CONTRACTORS SHALL RETAIN PICKUP SLIPS TO RECORD/VALIDATE RECYCLING AS MAY BE REQUIRED FOR ENVIRONMENTAL CREDITS.
- THE OWNER, OR THEIR DESIGNEE, SHALL BE RESPONSIBLE FOR MAINTAINING A FIRE WATCH DURING CONSTRUCTION AND DEMOLITION WHERE MATERIALS SUBJECT TO SPONTANEOUS COMBUSTION OR OTHER HAZARDOUS CONSTRUCTION OR DEMOLITION IS OCCURRING.
- ALL CONSTRUCTION AND DEMOLITION SHALL BE CONDUCTED IN COMPLIANCE WITH THE CURRENT EDITION OF CHAPTER 14 OF THE NC FPC.
- PRIOR TO A DEMOLITION PERMIT BEING ISSUED FOR ANY EXISTING STRUCTURE 500 SQUARE FEET OR GREATER IN SIZE, A DEMOLITION ASSESSMENT MUST BE CONDUCTED BY ORANGE COUNTY SOLID WASTE STAFF. CONTACT MATT TAYLOR AT 919-968-2788 OR MTAYLOR@ORANGECOUNTYNC.GOV TO REQUEST AND SCHEDULE THE ASSESSMENTS.

CONSTRUCTION MANAGEMENT NOTES

- ALL LARGE TRUCKS AS RELATED TO VEHICULAR CONSTRUCTION TRAFFIC SHALL ENTER AND LEAVE THE SITE THROUGH THE TEMPORARY CONSTRUCTION ENTRANCES AND EXITS AS SHOWN ON THIS PLAN.
- ENTRANCES AND EXIT GATES SHALL BE CLOSED UNLESS ACTIVELY BEING USED FOR ENTERING AND EXISTING VEHICLES.
- ONSITE CONSTRUCTION MANAGER PARKING FOR SMALL CONSTRUCTION VEHICLES AND MATERIAL STAGING CAN OCCUR ON-SITE DURING EARLY STAGES OF CONSTRUCTION. ADDITIONAL CONTRACTOR PARKING AREA TO BE PROVIDED IN THE FUTURE OVERFLOW PARKING LOT.
- CONSTRUCTION WILL BE LIMITED TO BETWEEN 7:00 AM AND 6:00 PM MONDAY THROUGH FRIDAY.
- THE CONTRACTOR SHALL PROVIDE WORK ZONE TRAFFIC CONTROL DEVICES - REFER TO THE ZONING COMPLIANCE PERMIT TRAFFIC AND PEDESTRIAN CONTROL PLAN FOR SPECIFIC NOTES AND DETAILS.
- NO OPEN BURNING SHALL BE PERMITTED.
- THE APPLICANT SHALL POST A CONSTRUCTION SIGN ON THE DEVELOPMENT SITE THAT LISTS THE FOLLOWING:
 - PROPERTY OWNER'S REPRESENTATIVE AND TELEPHONE NUMBER
 - CONTRACTOR'S REPRESENTATIVE AND TELEPHONE NUMBER
 - TELEPHONE NUMBER FOR REGULATORY INFO AT TIME OF BUILDING PERMIT
 - SIGN MAY BE A MAXIMUM OF 32 SF AND A MAXIMUM HEIGHT OF 8 FT.
- EXISTING SEWER LINE ALONG STREET C SHALL BE ACCESSIBLE DURING CONSTRUCTION.

LEGEND

- 30" Curb and Gutter
- Property Line
- Prop. R/W
- Prop Detention Basin
- Setback
- EXISTING STRUCTURES TO BE REMOVED
- CONSTRUCTION PARKING (HOME CONSTRUCTION)
- STAGING AND MATERIALS STORAGE AREA



CURVE TABLE					LINE TABLE		
NO.	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING	LINE	LENGTH
C1	95.51'	524.12'	010°26'28"	95.38'	N02°01'38"W	L1	15.00'
C2	47.13'	30.00'	090°00'35"	42.43'	S48°10'42"W	L2	15.59'

PLAN PREPARED BY:
51 Kilmorye Drive, Suite 105
Cary, North Carolina 27511
PH 919.481.6990
FAX 919.336.5127
ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

PLAN PREPARED FOR:
BRIDGEPOINT
HOMESTEAD ROAD, CHAPEL HILL, NC - ORANGE COUNTY
CONDITIONAL ZONING PLANS
FOR
KB HOME CAROLINAS
CONSTRUCTION MANAGEMENT PLAN

10/16/2020

Issue Dates:
01/02/2020 - Initial Submittal to Town
02/06/2020 - Response to 1st Review SUP Comments
07/22/2020 - Response to 2nd Review SUP Comments
10/16/2020 - Town Council Set

Date: 10/16/2020
Scale: 1" = 60'

Drawn By: JRR
Checked By: CMR

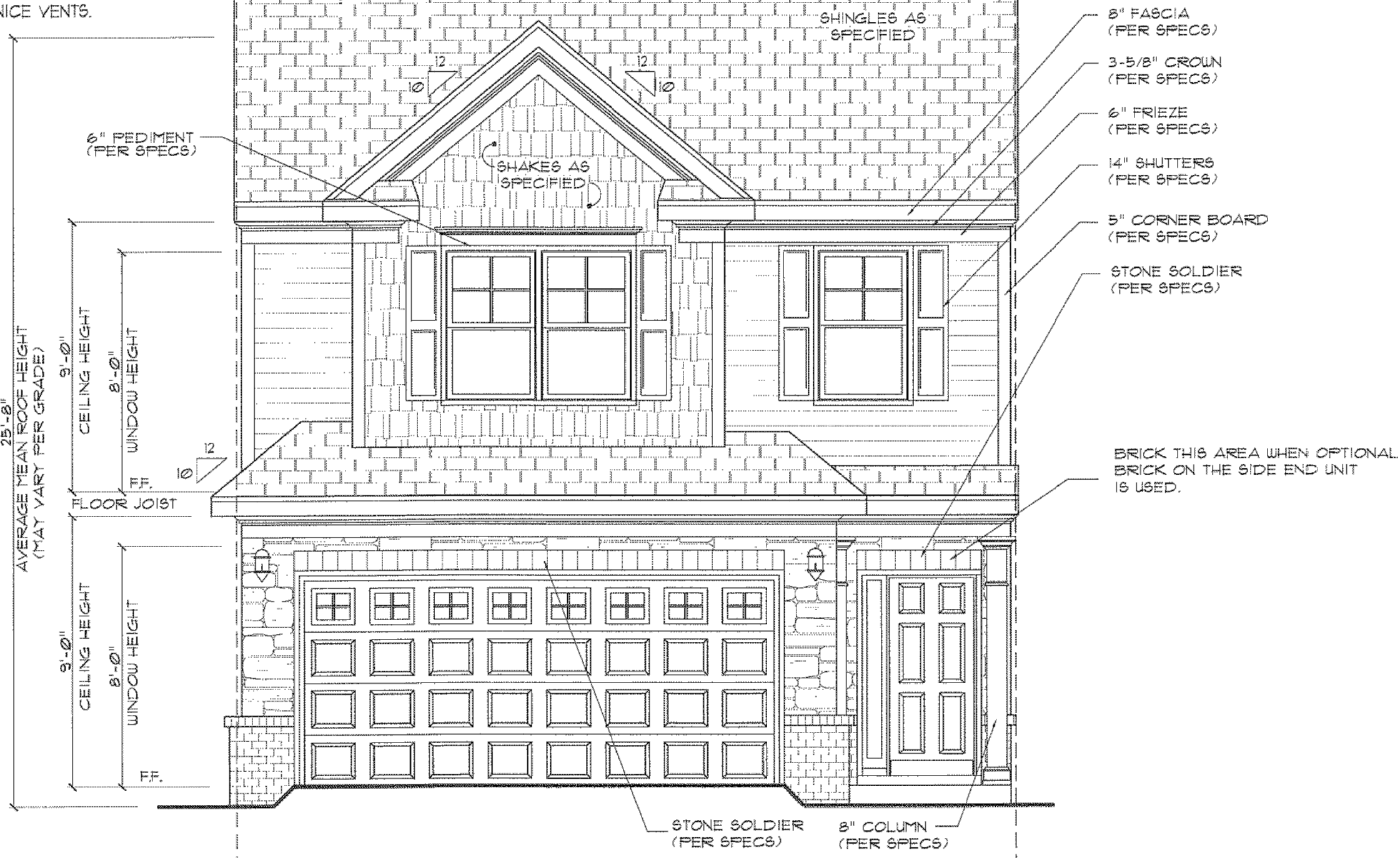
Project Number:
18-0001-978

Drawing Number:
12 / 16

ATTIC VENTILATION

1205 SQ. FT. OF ATTIC / 300 = 4.02 SQ. FT. OF INLET AND OUTLET.

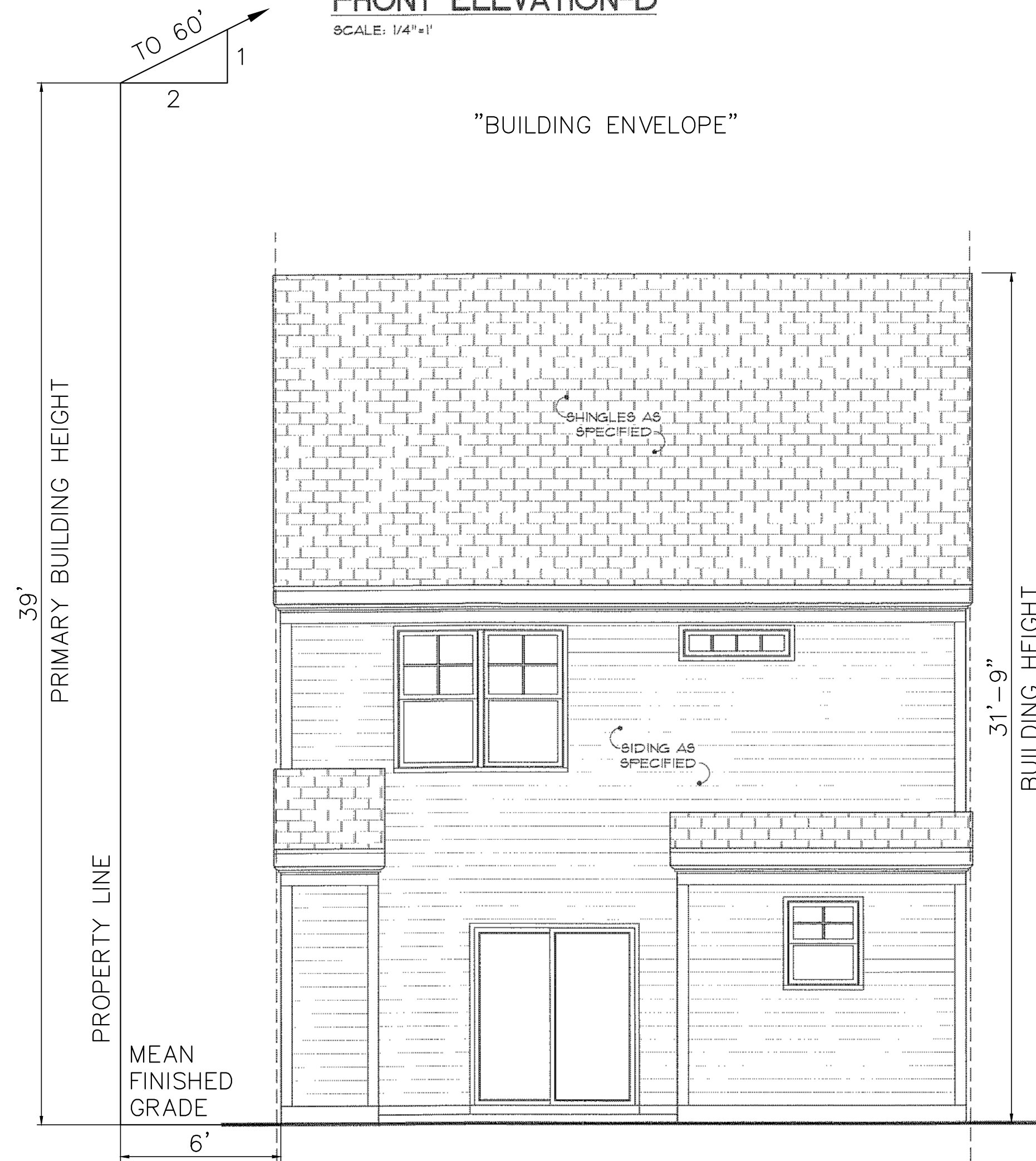
VENTILATION MAY BE REDUCED 50% WHEN VENTILATORS ARE USED AT LEAST 3'-0" ABOVE THE CORNICE VENTS.



FRONT ELEVATION-D

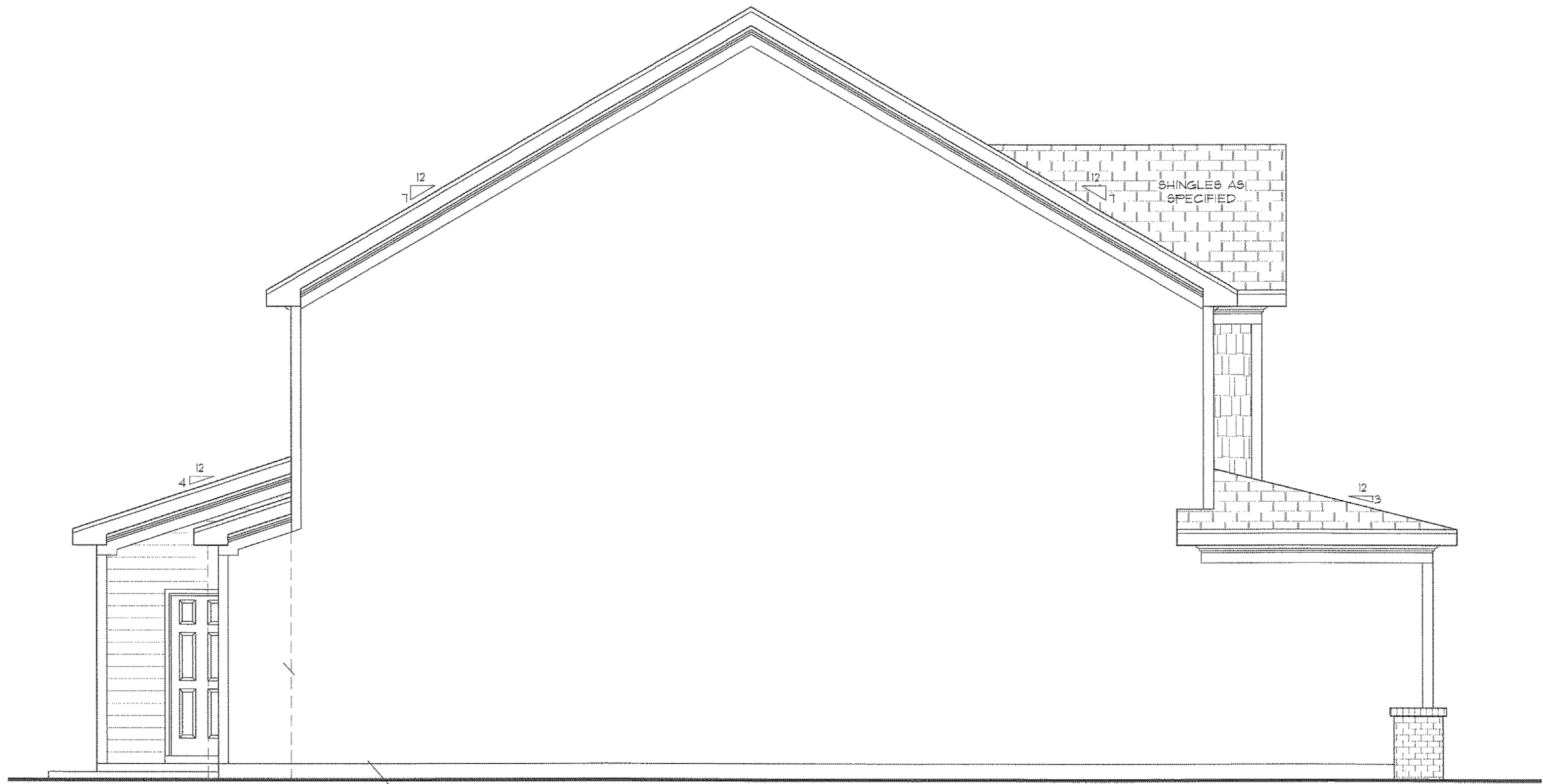
SCALE: 1/4"=1'

"BUILDING ENVELOPE"



REAR ELEVATION-D

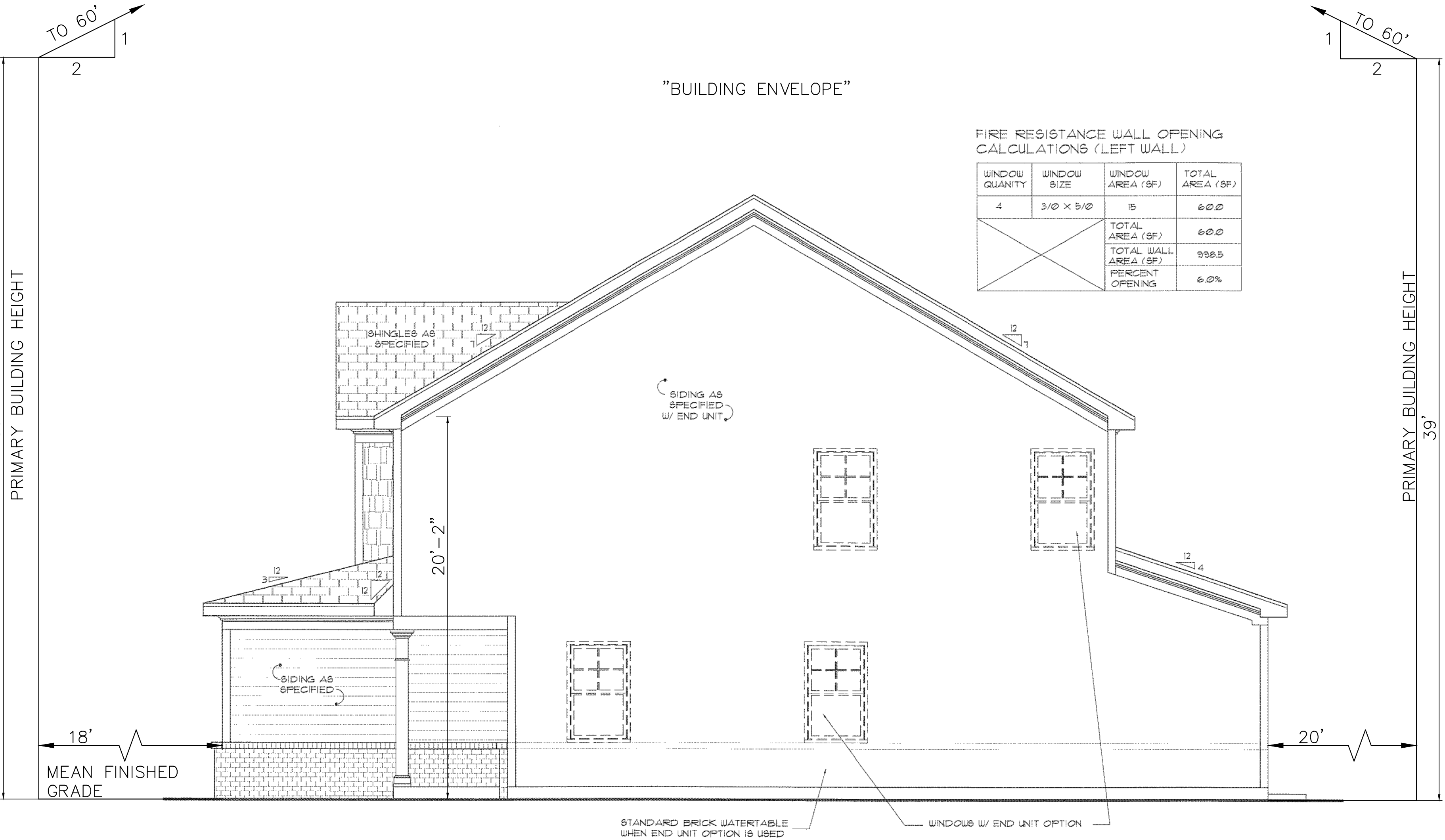
SCALE: 1/4"=1'



RIGHT SIDE ELEVATION-D

SCALE: 1/4"=1'

"BUILDING ENVELOPE"



FIRE RESISTANCE WALL OPENING CALCULATIONS (LEFT WALL)

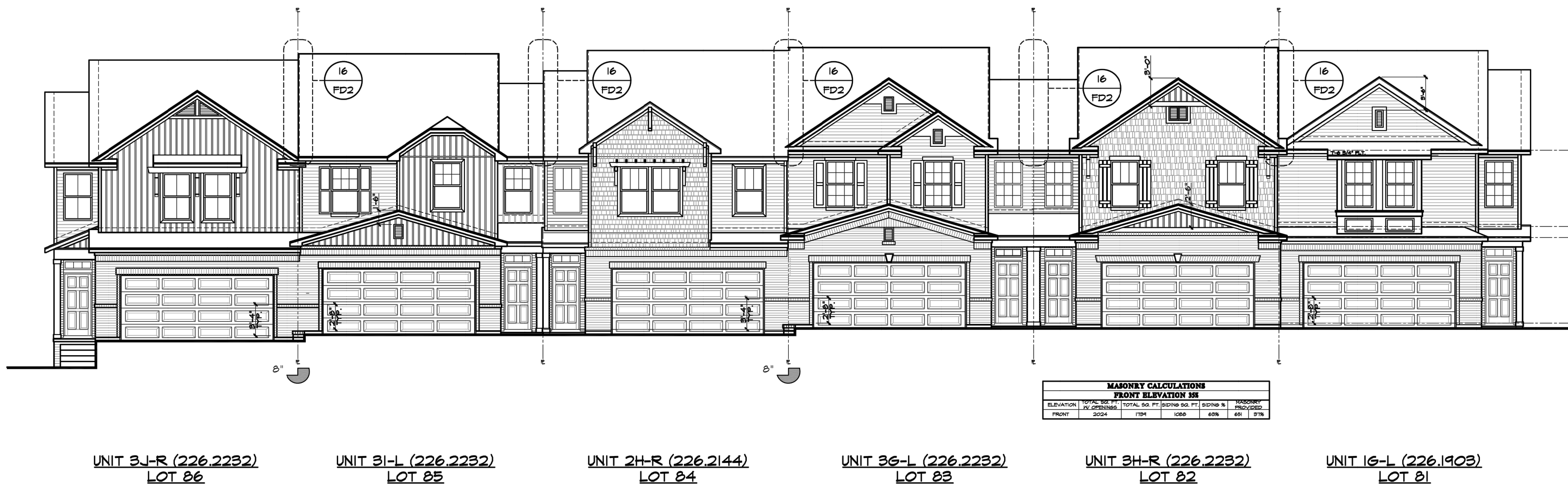
WINDOW QUANTITY	WINDOW SIZE	WINDOW AREA (SF)	TOTAL AREA (SF)
4	3'-0" X 5'-0"	15	60.0
		TOTAL AREA (SF)	60.0
		TOTAL WALL AREA (SF)	999.5
		PERCENT OPENING	6.0%



REAR ELEVATION

SCALE 1/8"=1'-0" (22"X34") - 1/16"=1'-0" (11"X11")

NOTE: REFER TO BASIC UNIT ELEVATIONS FOR INFORMATION NOT SHOWN HERE



FRONT ELEVATION

SCALE 1/8"=1'-0" (22"X34") - 1/16"=1'-0" (11"X11")

NOTE: REFER TO BASIC UNIT ELEVATIONS FOR INFORMATION NOT SHOWN HERE

PLAN PREPARED BY:

ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

51 Kilmorye Drive, Suite 105
Cary, North Carolina 27511
ph 919.481.8290
fax 919.336.5127

PLAN PREPARED FOR:

KB HOME CAROLINAS
4506 SOUTH MIAMI BLVD., SUITE 100A
DURHAM, NC 27703
PHONE: 919.768.7980

HOMESTEAD ROAD, CHAPEL HILL, NC - ORANGE COUNTY

BRIDGEPOINT

CONDITIONAL ZONING PLANS
FOR
KB HOME CAROLINAS
GROUP UNIT ELEVATION EXHIBIT

Issue Dates:

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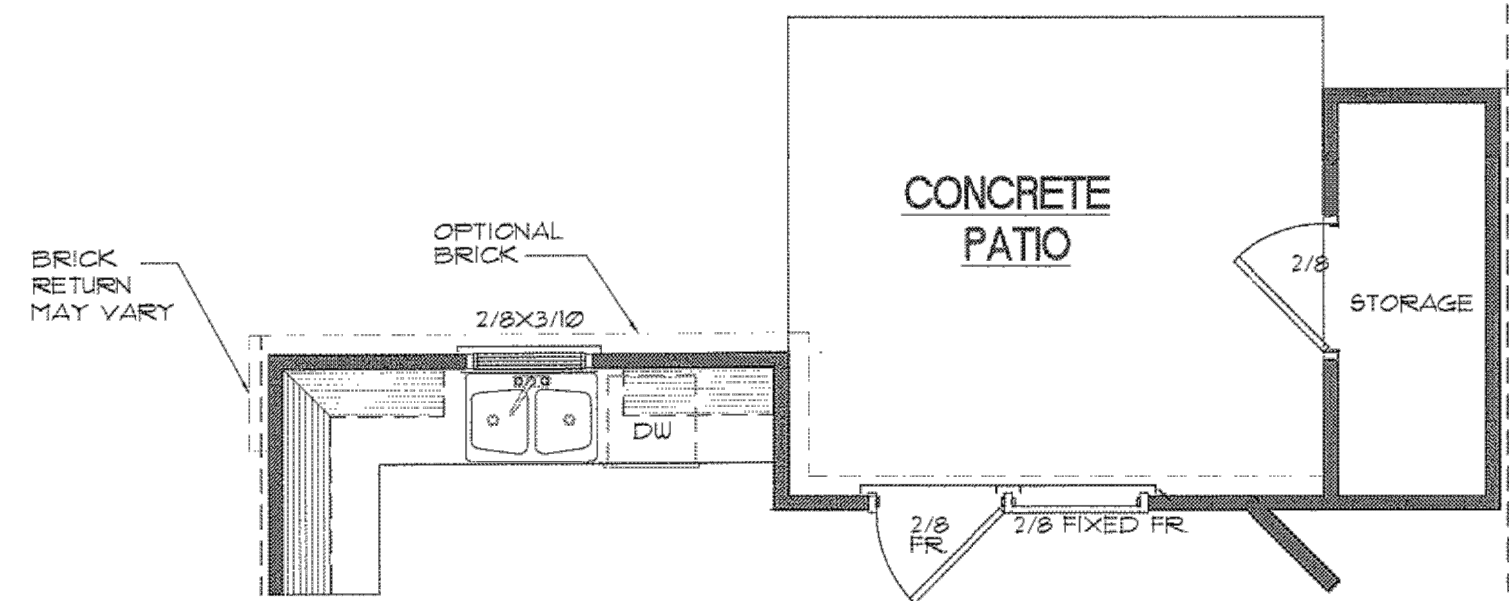
10/16/2020

Date: 10/16/2020
Scale: 1/8" = 1'-0"

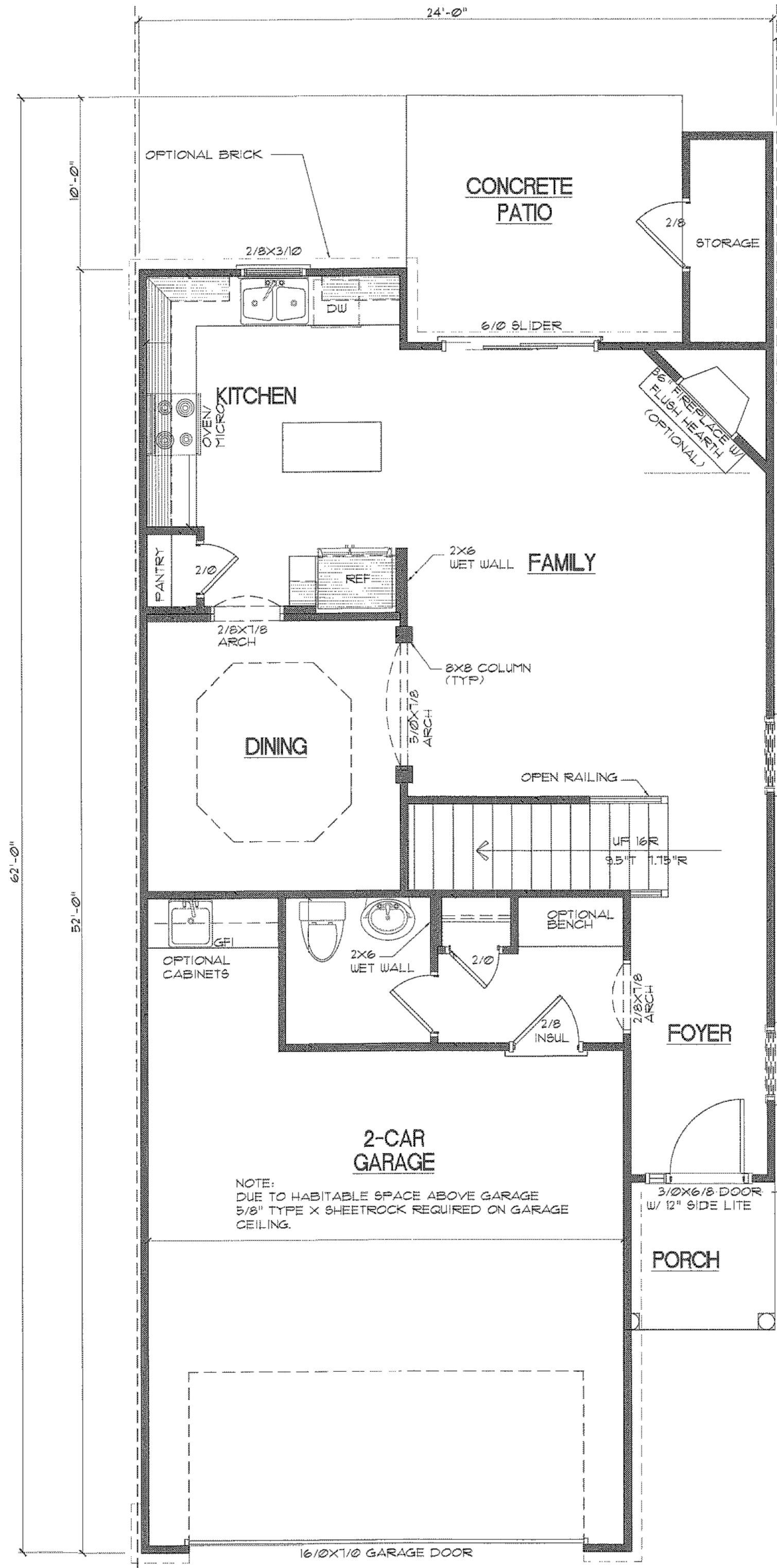
Drawn By: JRR
Checked By: CMR

Project Number:
18-0001-978

Drawing Number:
14 / 16



FRENCH DOOR OPTION



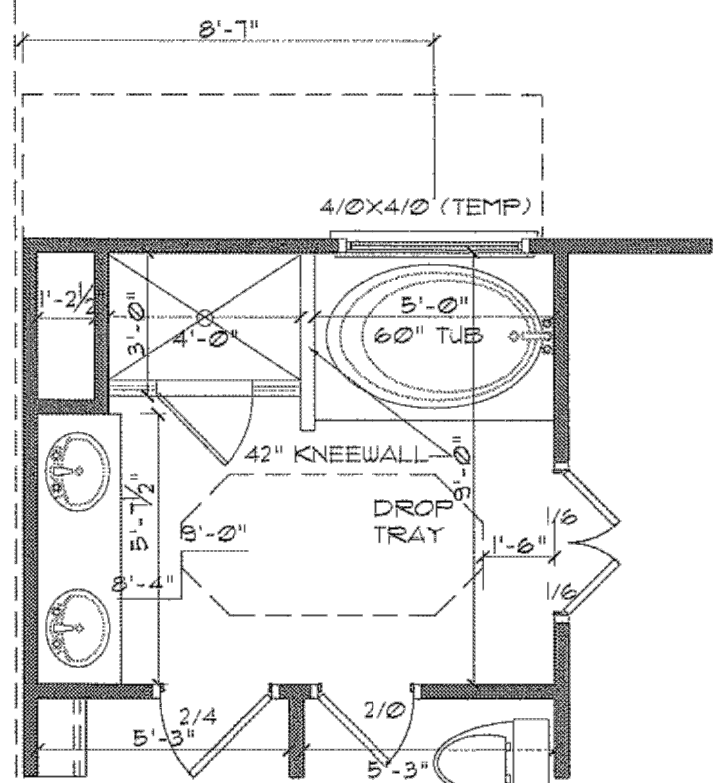
FIRST FLOOR
SCALE: 1/4"=1'

NOTE:
-NORTH CAROLINA STATE BUILDING CODE REQUIRES THAT DECKS WITH A FIRE SEPARATION DISTANCE OF LESS THAN TWO FEET SHALL HAVE NOT LESS THAN A ONE-HOUR FIRE-RESISTIVE RATING WITH EXPOSURE FROM BOTH SIDES.

NOTE:
-BOXING WITHIN THE 5' FIRE SEPARATION DISTANCE IS REQUIRED TO BE RATED AT 1-HR FROM BOTTOM.
-NO OPENINGS ALLOWED IN BOXING FOR 4' FROM PROPERTY LINE

CLIMATE ZONE	FENESTRATION U-FACTOR	CEILING R-VALUE	WOOD FRAME WALL R-VALUE	MASS WALL R-VALUE	FLOOR R-VALUE	BASEMENT WALL R-VALUE	SLAB R-VALUE & DEPTH	CRAWL SPACE WALL R-VALUE
3	U-0.35/ SHGC-0.30	30	13	5/10	19	10/13	0	5/13
4	U-0.35/ SHGC-0.30	38	15 13.4.5	5/10	19	10/13	10.2 FT.	10/13

PLANS ARE DESIGNED TO MEET THE REQUIREMENTS OF THE NORTH CAROLINA RESIDENTIAL CODE, 2012 EDITION



OPTIONAL TUB/SHOWER
SCALE: 1/4"=1'

GENERAL NOTES

WALLS:
ALL WALLS ARE DRAWN 4" THICK UNO.
ANGLED WALL ARE DRAWN @45° UNO.

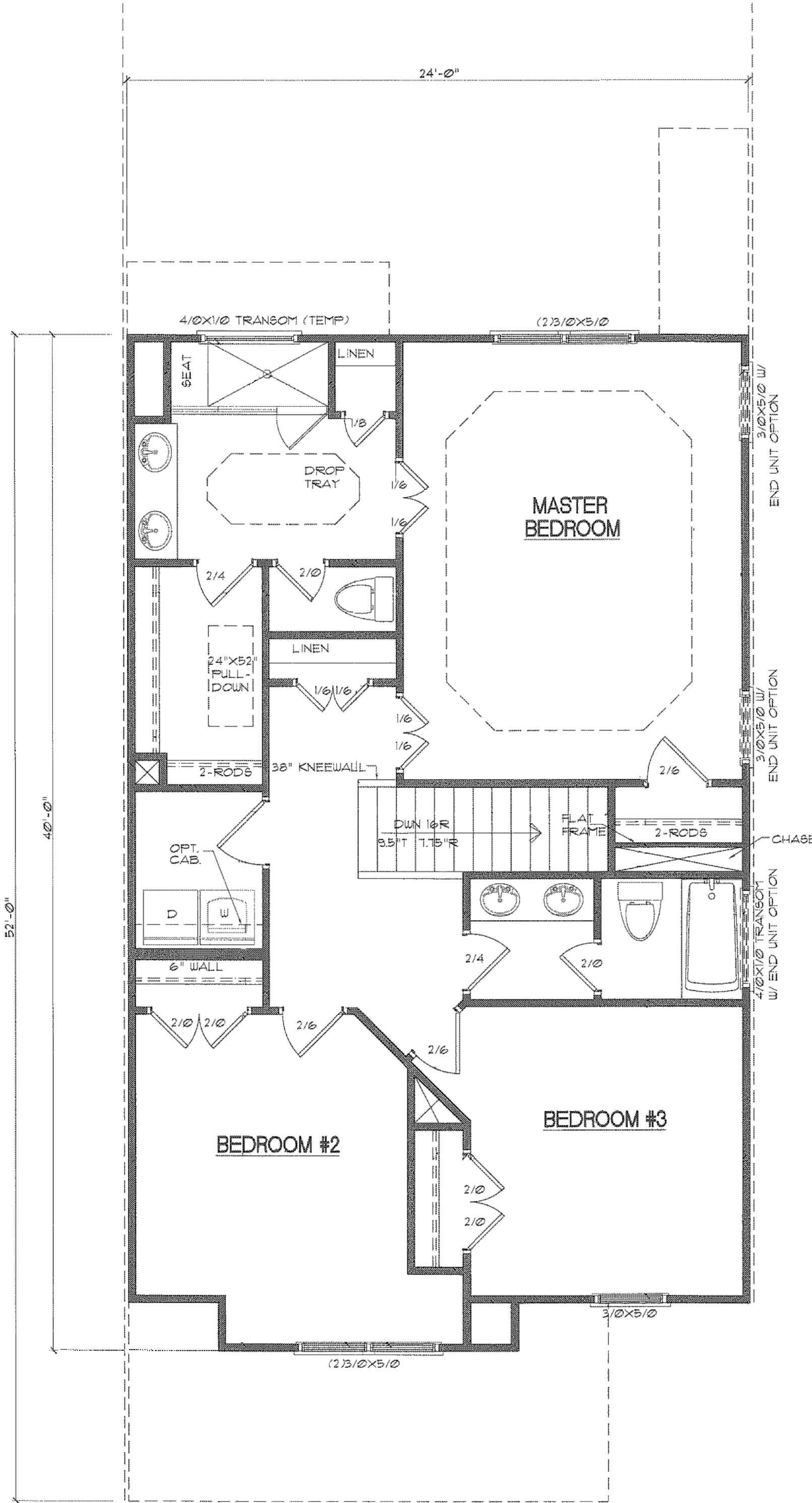
SMOKE DETECTORS:
LOCATION AND NUMBER OF DETECTORS SHALL CONFORM TO NEC.

EGRESS:
ALL BEDROOMS MUST HAVE AT LEAST ONE WINDOW WHICH CONFORMS TO R-310 OF THE N.C. BLDG. CODE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY CHOSEN WINDOWS MEET EGRESS REQUIREMENTS AS MANUFACTURERS VARY.

ATTIC ACCESS:
MIN. ATTIC ACCESS SHALL BE PROVIDED BY BUILDER AND LOCATED ON SITE.

WALL/CEILING HGT.
WALL AND CEILING HEIGHT NOTES ARE BASED ON NOMINAL WALL SIZE.
KNEE WALL HEIGHT LABELS FOR WALLS UNDER RAFTERS ASSUME AN EXTRA 2" FOR FURRING (IN HEATED SPACES) FOR INSULATION. THE WALL HEIGHT REFERS TO THE 1ST. FROM THE FLOOR DECKING TO THE BOTTOM OF THE FURRING.

FLOOR AREA:	
FIRST FLOOR HTD. *	166#
SECOND FLOOR HTD. *	101#
TOTAL SQ. FT. *	1185#
STORAGE *	29#
PORCH *	43#
PATIO *	112#
GARAGE *	436#



SECOND FLOOR
SCALE: 1/4"=1'

PLAN PREPARED BY:

ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

PLAN PREPARED FOR:
KB HOME CAROLINAS
4506 SOUTH MIAMI BLVD., SUITE 100A
FORT LAUDERDALE, FL 33314
PHONE: 913-768-7980

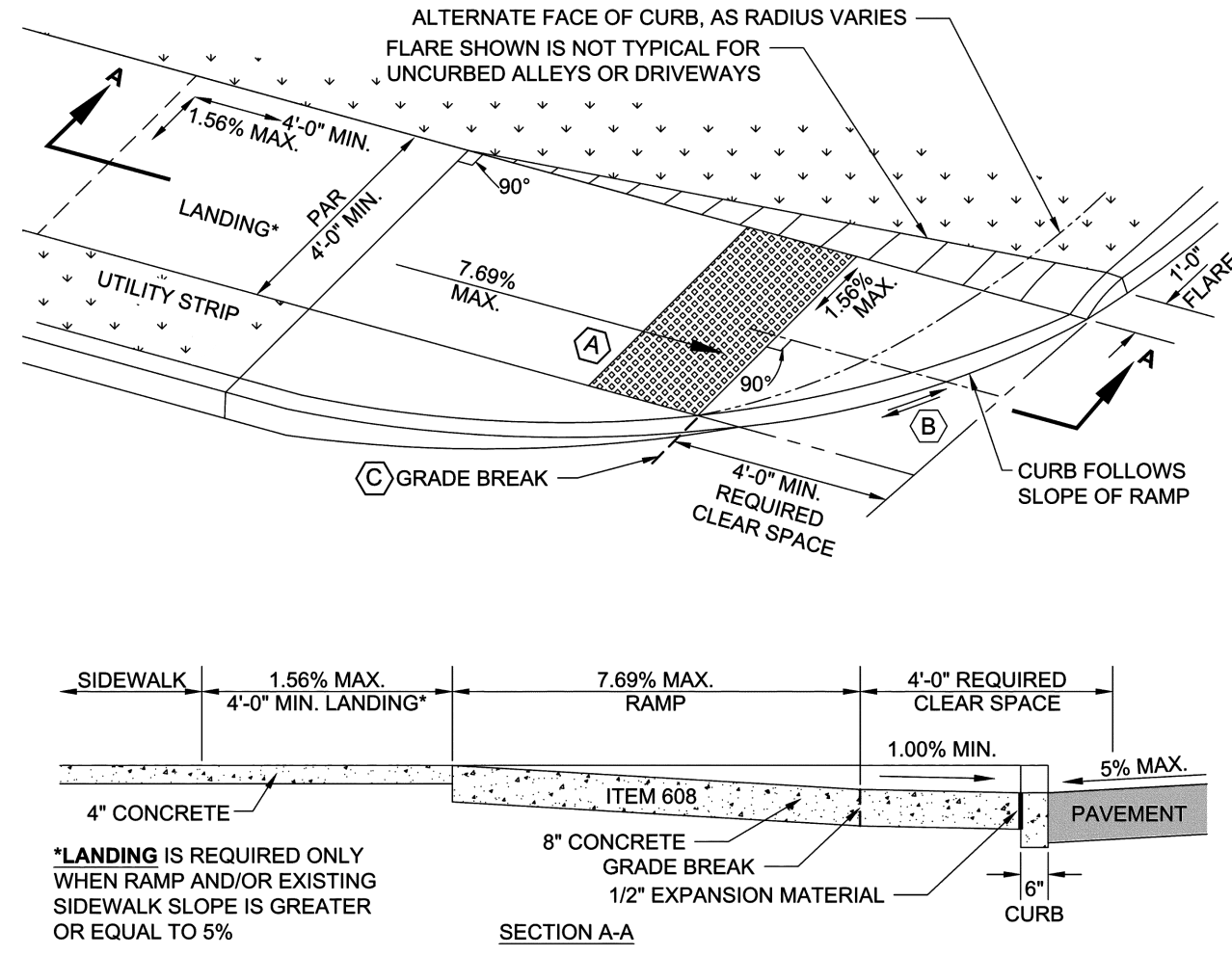
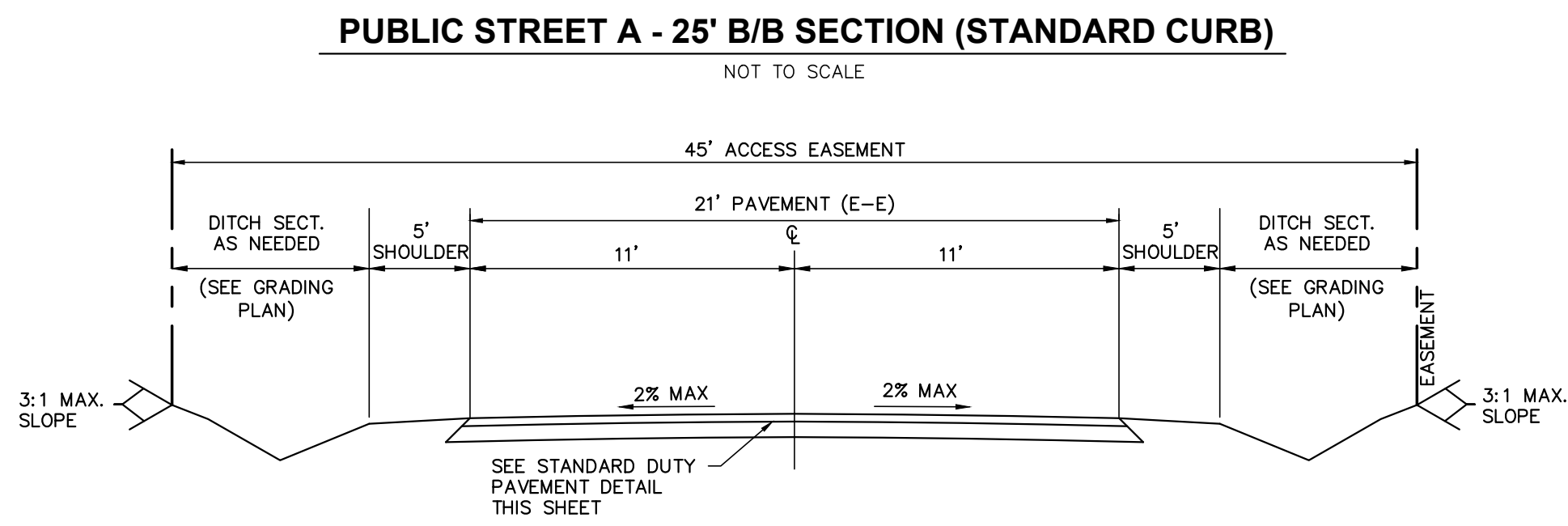
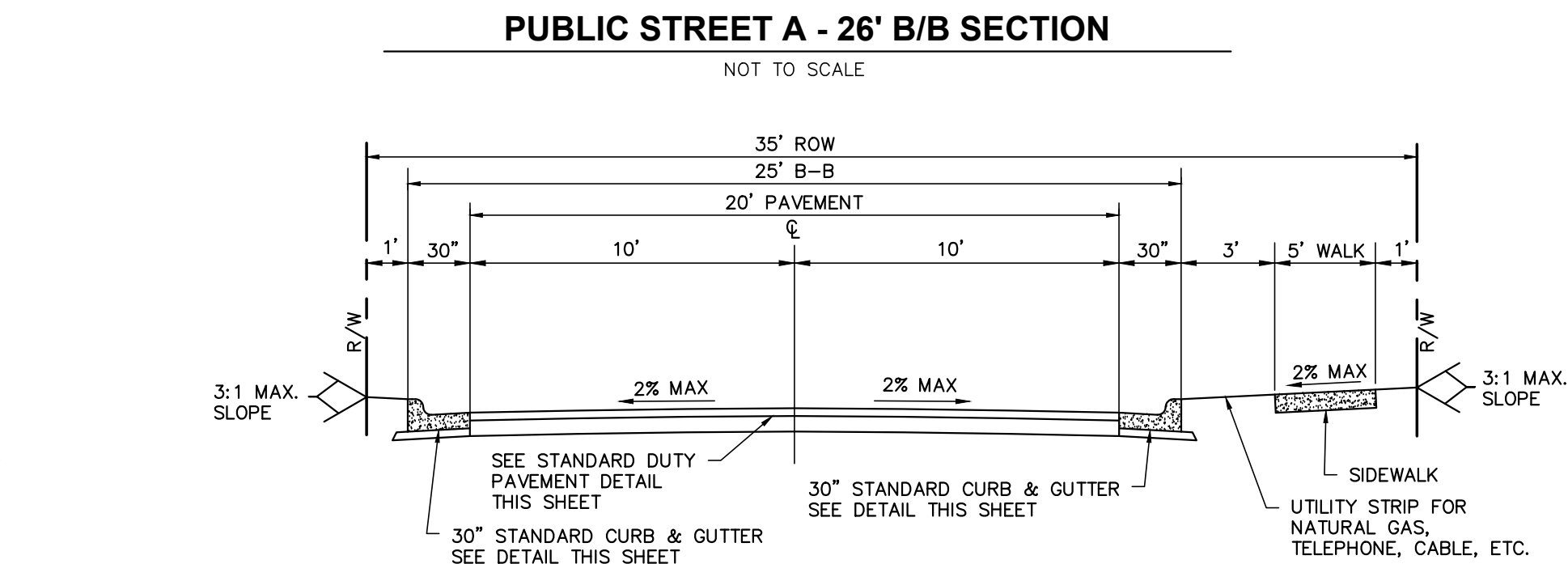
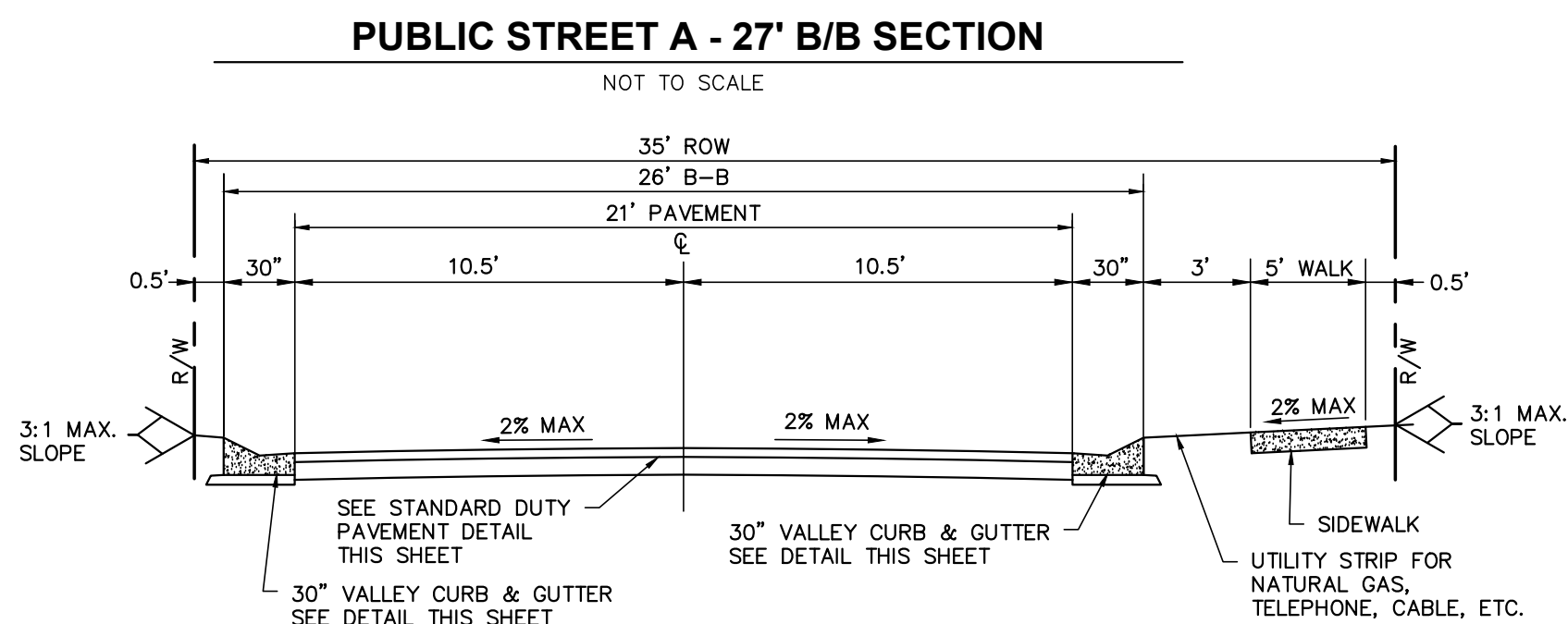
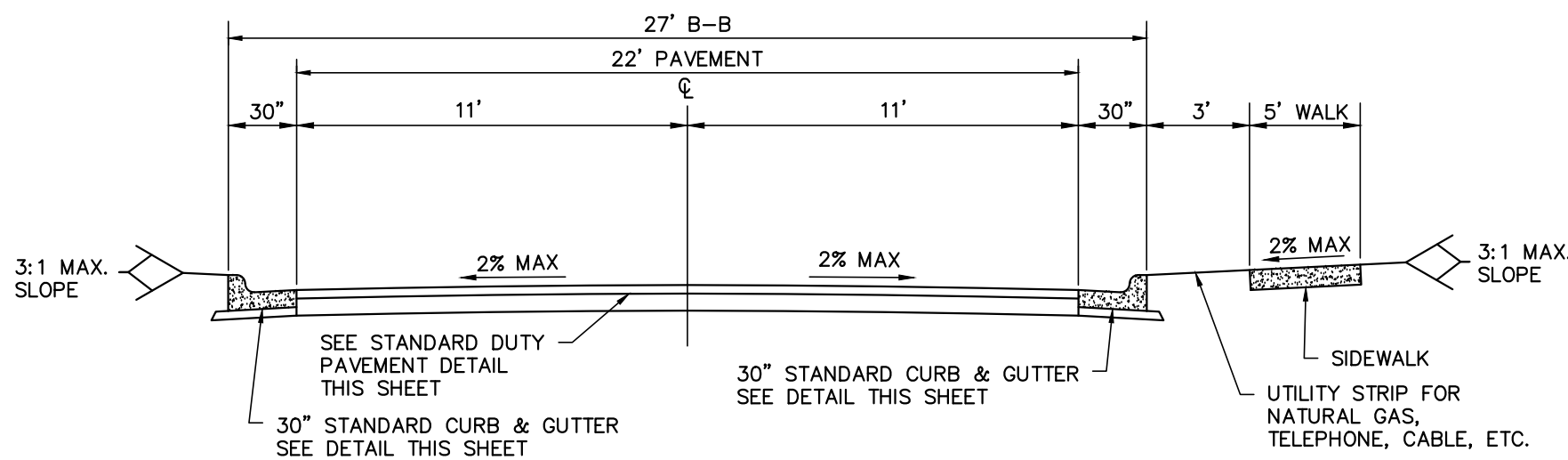
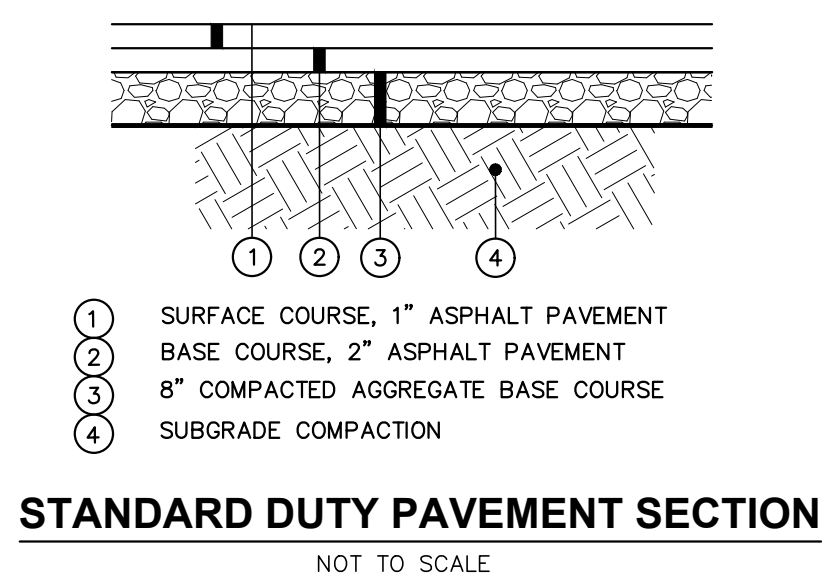
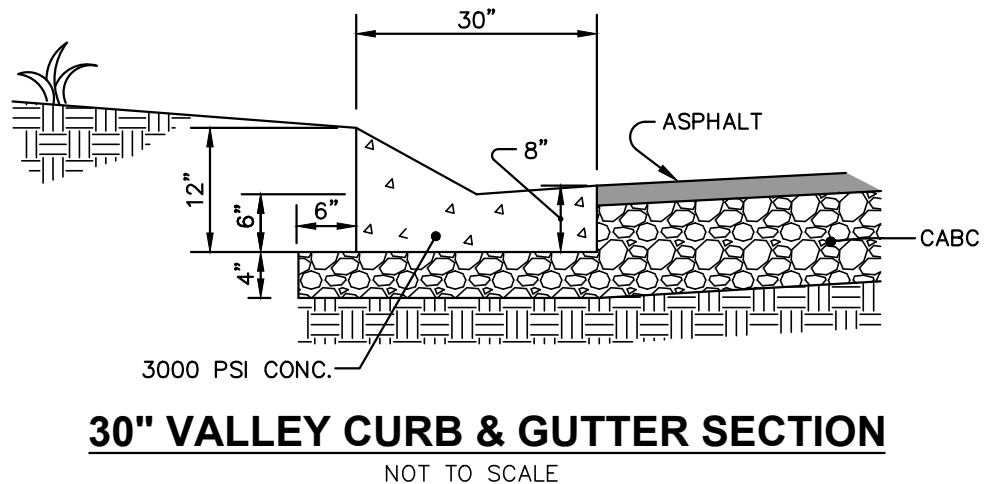
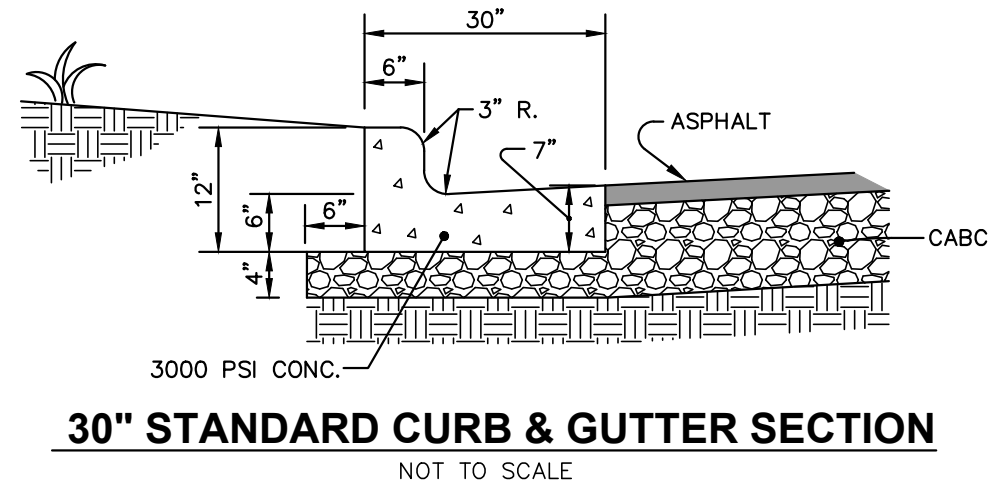
HOMESTEAD ROAD, CHAPEL HILL, NC - ORANGE COUNTY
BRIDGEPOINT
CONDITIONAL ZONING PLANS
FOR
KB HOME CAROLINAS
BUILDING FLOOR PLAN

10/16/2020

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	10/16/2020 - Town Council Set

Date:	10/16/2020
Scale:	1/8" = 1'-0"
Drawn By:	JRR
Checked By:	CMR
Project Number:	18-0001-978
Drawing Number:	15 / 16

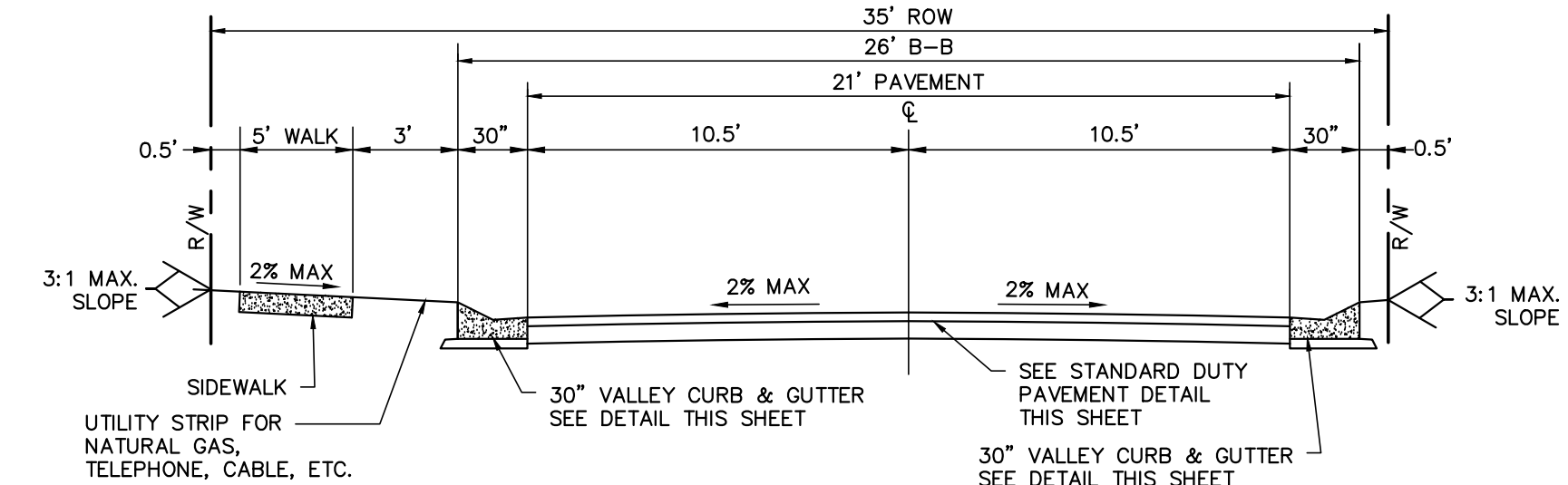
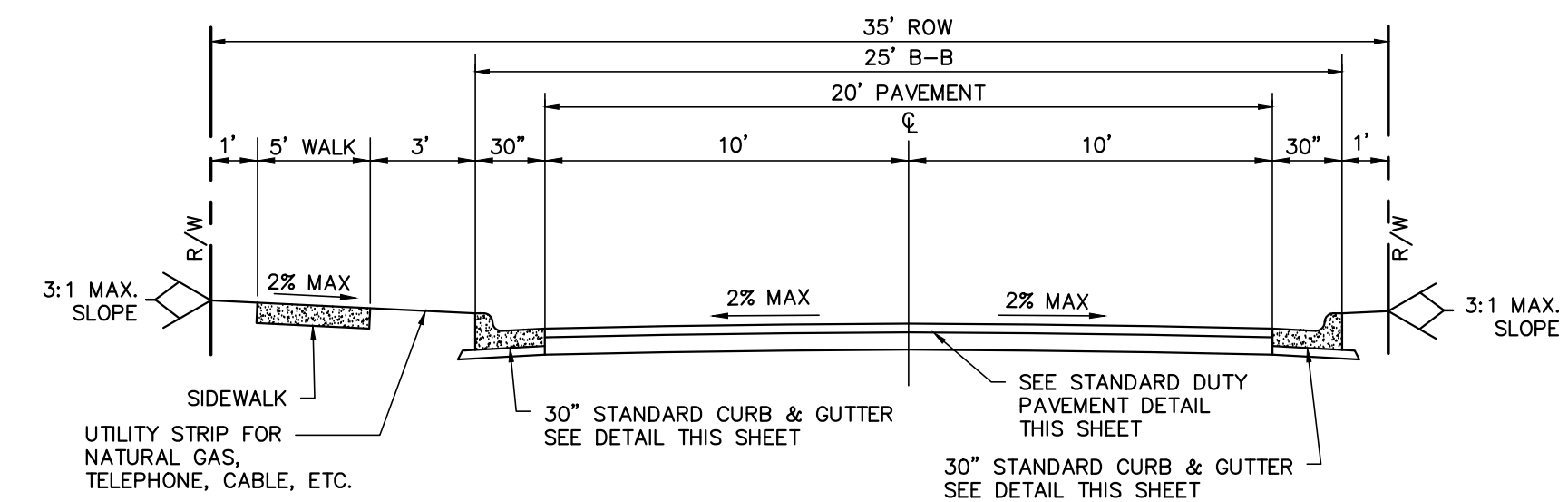
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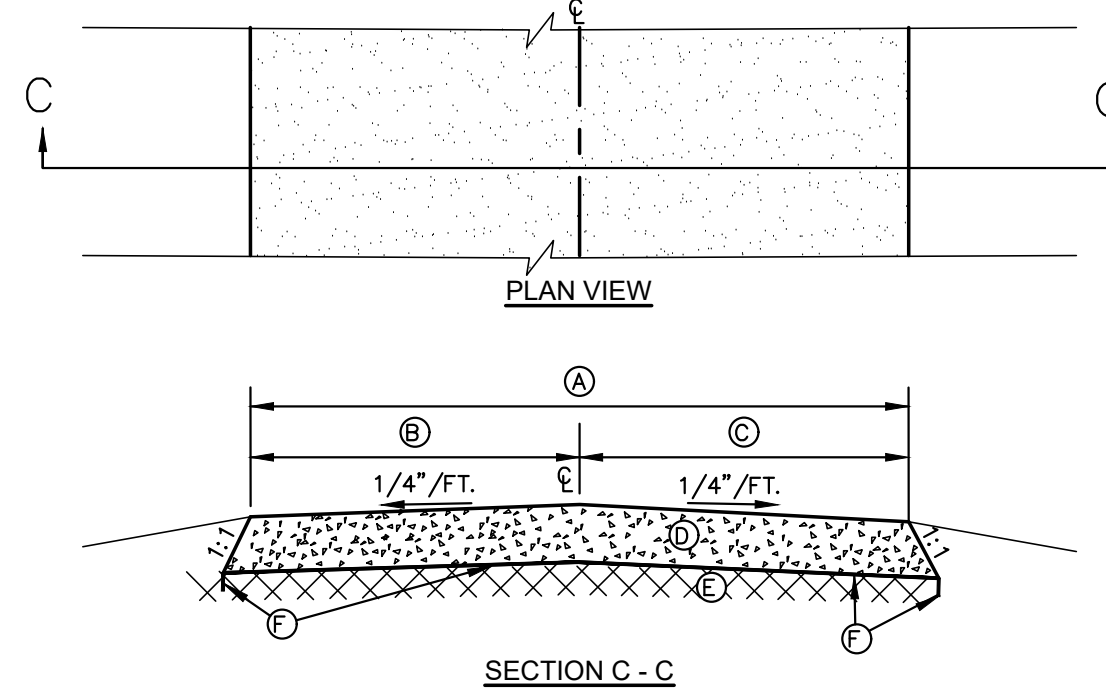
CODING NOTES:
(A) DETECTABLE WARNING DOMES
(B) PROVIDE POSITIVE DRAINAGE ALONG CURBLINE. SHOULD BE 1.00% MINIMUM SLOPE
(C) WHERE THE DISTANCE FROM EITHER END OF THE BOTTOM OF THE GRADE BREAK TO THE BACK OF CURB IS GREATER THAN 5-FT, THE DETECTABLE WARNING SHALL BE PLACED AT THE BACK OF CURB

CURB RAMP DETAIL
NOT TO SCALE

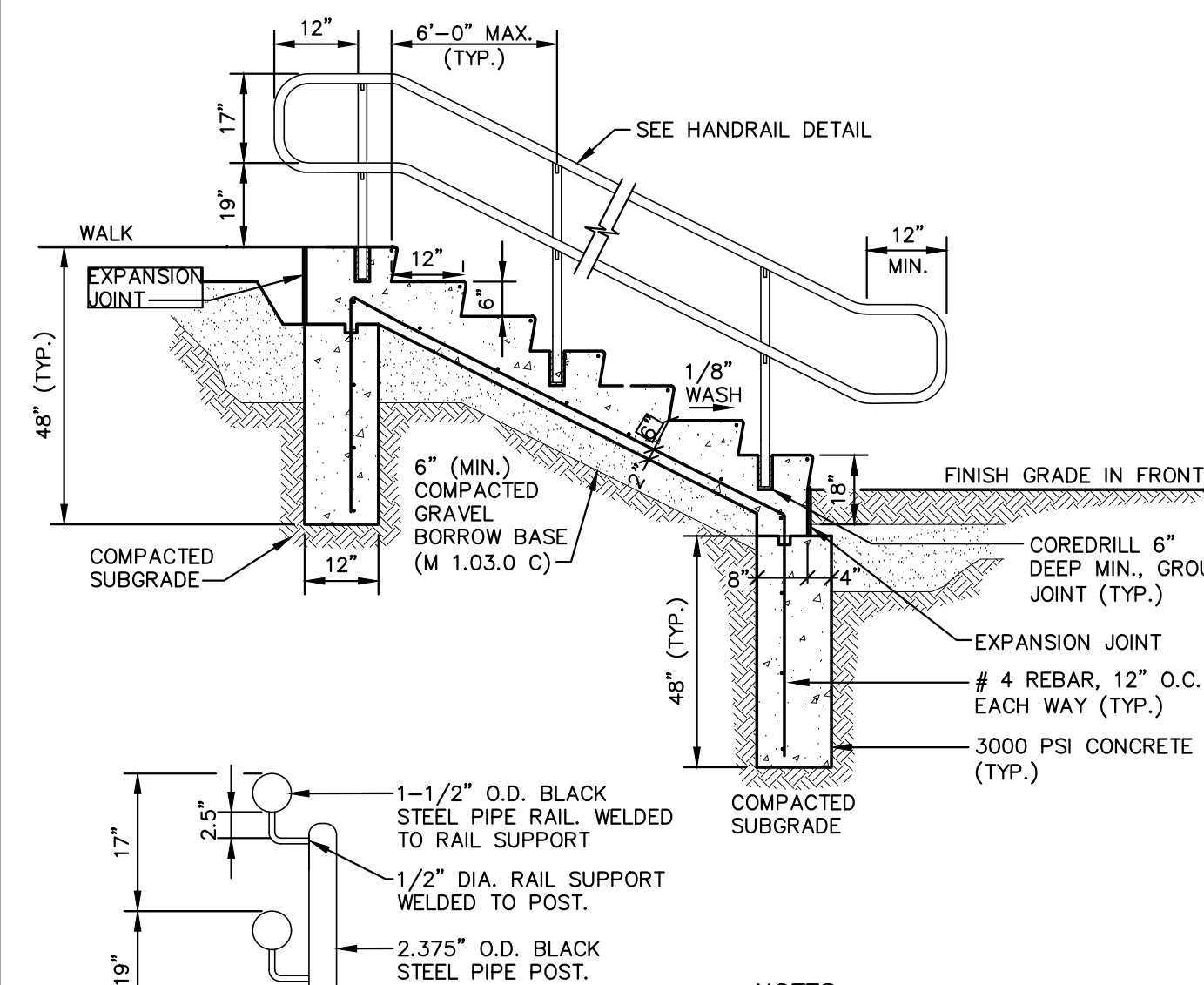
SOIL TYPE B/CASE 1		GEOGRID												
TOTAL HEIGHT	EXPOSED HEIGHT	NO. LAYERS	L	TYPE	1	2	3	4	5	6	7	8	9	10
2'-0"	1'-6"	0	N/A	N/A	-	-	-	-	-	-	-	-	-	-
2'-6"	2'-0"	0	N/A	N/A	-	-	-	-	-	-	-	-	-	-
4'-6"	4'-0"	1	4'-0"	A	2'-6"	-	-	-	-	-	-	-	-	-
7'-0"	6'-0"	3	4'-0"	A	2'-0"	4'-0"	6'-0"	-	-	-	-	-	-	-
9'-0"	8'-0"	4	4'-6"	A	0'-6"	2'-6"	4'-6"	6'-6"	-	-	-	-	-	-
11'-0"	10'-0"	6	5'-6"	A	0'-6"	2'-0"	3'-6"	5'-6"	7'-6"	9'-6"	-	-	-	-
13'-0"	12'-0"	7	6'-6"	B	0'-6"	2'-0"	4'-0"	6'-0"	8'-0"	10'-0"	12'-0"	-	-	-
15'-0"	14'-0"	8	7'-6"	B	0'-6"	2'-0"	4'-0"	6'-0"	8'-0"	10'-0"	12'-0"	14'-0"	-	-
17'-6"	16'-0"	9	9'-6"	B	0'-6"	2'-0"	3'-6"	5'-0"	7'-0"	9'-0"	11'-0"	13'-0"	15'-0"	-
19'-6"	18'-0"	9	10'-0"	C	0'-6"	2'-6"	4'-6"	6'-6"	8'-6"	10'-6"	12'-6"	14'-6"	16'-6"	18'-6"
21'-6"	20'-0"	10	11'-0"	C	0'-6"	2'-6"	4'-6"	6'-6"	8'-6"	10'-6"	12'-6"	14'-6"	16'-6"	18'-6"



- NOTES:**
- FIRE APPARATUS ACCESS ROAD SHALL BE IN ACCORDANCE WITH APPENDIX D OF THE 2012 NC FIRE CODE AND ALL OTHER APPLICABLE REQUIREMENTS OF THE INTERNATIONAL FIRE CODE.
 - ACCESS ROAD SHALL BE CAPABLE OF SUPPORTING THE IMPOSED LOAD OF FIRE APPARATUS WEIGHING AT LEAST 80,000 POUNDS PER TOWN OF CHAPEL HILL STANDARDS.
- EMERGENCY ACCESS**
- | | A | B | C | D |
|-----|------------------------------------------------------------|-----|----|------|
| 20' | 10' | 10' | 8" | CABC |
| (D) | COMPACTED AGGREGATE BASE COURSE | | | |
| (E) | COMPACTED SUB GRADE | | | |
| (F) | US 315 WOVEN GEOTEXTILE (MFD. BY US FABRIC, OR EQUIVALENT) | | | |



EMERGENCY ACCESS ROAD
SCALE: NONE
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NOTES:

- EXPOSED SURFACES TO BE BRUSHED FINISH TROWELED EDGES.
- MINIMUM WIDTH TO BE 48" CLEAR HANDRAIL TO HANDRAIL.

CONCRETE STAIRS
SCALE: NONE

PLAN PREPARED BY:

ADVANCED CIVIL DESIGN ENGINEERS SURVEYORS

51 Kilmorye Drive, Suite 105
Cary, North Carolina 27511
ph 919.481.6290
fax 919.336.5127

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KB HOME CAROLINAS

4506 SOUTH MIAMI BLVD., SUITE 100A
FORT LAUDERDALE, FL 33309
PHONE: 919.768.7900

HOMESTEAD ROAD, CHAPEL HILL, NC - ORANGE COUNTY

BRIDGEPOINT

FOR

KB HOME CAROLINAS

DETAILS

CONDITIONAL ZONING PLANS

PRELIMINARY

NORTH CAROLINA PROFESSIONAL ENGINEER
CHAMERON M. ROSE
10/16/2020

Issue Dates:	01/02/2020 - Initial Submission to Town	02/06/2020 - Responses to 1st Review SUP Comments	07/22/2020 - Responses to 2nd Review SUP Comments	10/16/2020 - Town Council Set
Date:	10/16/2020			
Scale:	1/8" = 1'-0"			
Drawn By:	JRR	Checked By:	CMR	
Project Number:	18-0001-978			
Drawing Number:	16 / 16			

Capkov Ventures

Developing Homes And Communities Since 1954, In Chapel Hill Since 1972.



12/4/2020

Dear Mayor Hemminger and Town Council,

I wanted to provide a clearer picture of the RCD encroachment being requested for the Bridgepoint project in light of the Town Council's request for more information. I have found a number of scientific papers from Universities across the southeast, and government agencies at the Federal, State and Local levels. Probably the most comprehensive is a study done by the EPA in October of 2005 entitled "Riparian Buffer Width, Vegetative Cover, and Nitrogen Removal Effectiveness" written by Paul M. Mayer Et. Al. It reviews some 40 different studies on the effectiveness of riparian buffers at various widths but with startling different results from each study. Besides the variation in the studies most were looking primarily at nitrogen concentrations in agricultural settings (the USDA study) as opposed to residential or commercial development settings. The difference is that in agricultural settings they are factoring in annual cultivation, or disturbance of the soil, and the adding of chemical fertilizers. In the case of commercial and residential development the land surrounding the RCD is stabilized permanently. Looking at the Bridgepoint site specifically, we are not adding any impervious surface in the RCD as many projects have done. Any disturbance in the RCD proposed by the Bridgepoint project will be immediately restored with native plants or grasses which restore the benefits of the RCD almost immediately. This is a significant difference.

After reviewing the EPA study and others referenced therein, the one thing that is clear and without controversy is that the area closest to the stream is the most important. The vast majority of studies I reviewed conclude that over half of the effectiveness of a riparian buffer occurs in the first 50'. That is presumably why the State of North Carolina, and the Lake Jordan Watershed Rules require a 50' buffer. Most State's Model Riparian Buffer Regulations are either 50" buffers or 100' buffers. Most studies show significantly diminishing returns to buffer effectiveness between 100' and 150' in width. Chapel Hill's buffer width is the widest I have come across in my research for non-coastal areas at 150'.

As it applies to the Bridgepoint site, I have attached Exhibit "A" to illustrate the proposed disturbance above what the Land Use Ordinance permits. It is a narrow red sliver less than 10' wide and limited to a fraction of the buffers length along the small stream. I have also included Exhibit "B" which illustrates the proposed disturbance as it relates to what is permitted within the Land Use Ordinance. The important point brought out in this exhibit is that we are not disturbing anything in the first 50' (Streamside Zone) of the RCD while the Land Use Ordinance allows 20% disturbance. This is the most critical zone according to all

reviewed sources. In the next 50' (Managed Use Zone) we are disturbing 22% where the Land Use Ordinance allows 40%. This is the second most critical zone according to all reviewed sources. It is only in the last 50' of the 150' stream buffer that we are exceeding what the Land Use Ordinance allows. This area, as referenced above, is a thin sliver, on one side of the stream, approximately 10' wide. This is in the least sensitive area of the three zones where studies show the riparian buffer exhibits diminishing returns to additional width. Please note that since we last met, we have reduced the disturbance in the Managed Zone of the RCD from 25% to 22%, and in the Upland Zone from 79% to 58%.

Chapel Hill has one of the widest stream buffers, if not the widest in the region. However, I am not suggesting that Chapel Hill revise its RCD regulations. What I am suggesting is that with the limited availability of developable property in Chapel Hill that in cases where other Town goals are being met, that exceptions may be in the best interest of the community. Bridgepoint is providing the first middle income housing proposed in over a decade, and the largest affordable homes the Community Home Trust has ever acquired. It is providing an entrance to the Towns 2200 Homestead Road site so that when the time comes the community will have two safe and efficient entrances, in addition to other traffic and bike lane improvements. In this case we believe a small exception to the regulations, that will be restored almost immediately, may be in the best interest of the community. Please let me know if I can provide any additional information or answer any questions.

Best Regards, Eric Chupp

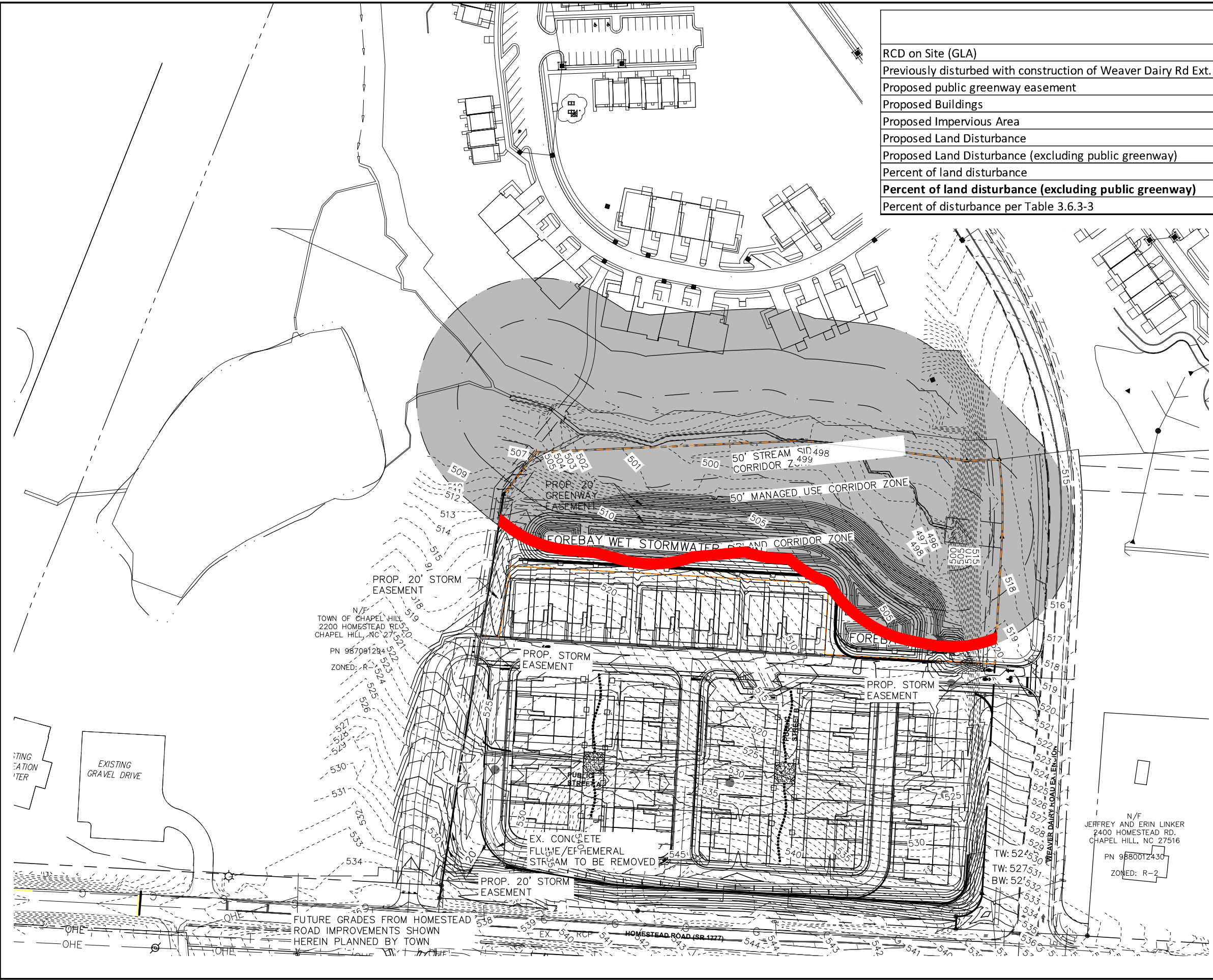
Director of Development
Capkov Ventures Inc.
(919) 260-7262
ericbchupp@bellsouth.net

Bridgepoint RCD Table

<i>RCD Zones</i>	<i>Allowable Disturbed Area*</i>	<i>Initially Proposed Disturbed Area</i>	<i>Proposed Disturbed Area</i>	<i>Net Disturbed Area</i>
<i>Creekside</i>	20%	0%	0%	20% less disturbed area than permitted by LUO
<i>Managed</i>	40%	55%	22%	18% less disturbed area than permitted by LUO
<i>Upland</i>	40%	79%	58%	18% more disturbed area than permitted by LUO

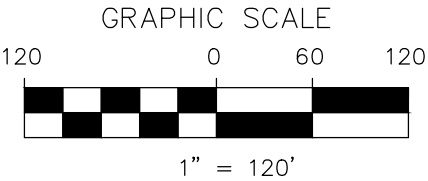
** Per Section 3.6.3-3 Chapel Hill Land Use Ordinance*

	RCD Areas (sf)		
	50-ft Stream Side	50-ft Managed Use	50-ft Upland
RCD on Site (GLA)	34,206	40,291	44,966
Previously disturbed with construction of Weaver Dairy Rd Ext.	6,088	12,150	14,959
Proposed public greenway easement	0	8,119	4,790
Proposed Buildings	0	0	0
Proposed Impervious Area	0	0	259
Proposed Land Disturbance	0	17,058	30,810
Proposed Land Disturbance (excluding public greenway)	0	8,939	26,020
Percent of land disturbance	0	42%	69%
Percent of land disturbance (excluding public greenway)	0	22%	58%
Percent of disturbance per Table 3.6.3-3	20%	40%	40%



LEGEND

- EXISTING 150-FT RCD
- 18% OVER 40% = 8,093 SF



RCD ENCROACHMENT EXHIBIT
for
BRIDGEPOINTE

TOWN OF CHAPEL HILL ORANGE COUNTY NORTH CAROLINA


ADVANCED
CIVIL DESIGN
ENGINEERS SURVEYORS

51 Kilmayne Drive
Suite 105
Cary, North Carolina 27511
ph 919.481.6290
fax 919.481.6291

DATE: 11/30/2020

Anya Grahm

From: Judy Johnson
Sent: Wednesday, November 18, 2020 7:20 PM
To: Anya Grahm
Subject: FW: CHT conversations with Bridgepoint

From: Jeanette Coffin <jcoffin@townofchapelhill.org>
Sent: Wednesday, November 18, 2020 4:20 PM
To: Kimberly Sanchez <ksanchez@communityhometruster.org>
Cc: Judy Johnson <jjohnson@townofchapelhill.org>; Colleen Willger <cwillger@townofchapelhill.org>; Allen Buansi <abuansi@townofchapelhill.org>; Amy Ryan <aryan@townofchapelhill.org>; Hongbin Gu <hgu@townofchapelhill.org>; Jeanne Brown <jbrown2@townofchapelhill.org>; Jess Anderson <janderson@townofchapelhill.org>; Karen Stegman <kstegman@townofchapelhill.org>; Michael Parker <mparker@townofchapelhill.org>; Pam Hemminger <phemminger@townofchapelhill.org>; Shakera Vaughan <sVaughn@townofchapelhill.org>; Tai Huynh <thuynh@townofchapelhill.org>; Amy Harvey <aharvey@townofchapelhill.org>; Ann Anderson <aanderson@townofchapelhill.org>; Carolyn Worsley <cworsley@townofchapelhill.org>; Flo Miller <fmiller@townofchapelhill.org>; Laura Selmer <lselmer@townofchapelhill.org>; Mary Jane Nirdlinger <mnirdlinger@townofchapelhill.org>; Maurice Jones <mjones@townofchapelhill.org>; Rae Buckley <rbuckley@townofchapelhill.org>; Ran Northam <rnortham@townofchapelhill.org>; Ross Tompkins <rtompkins@townofchapelhill.org>; Sabrina Oliver <soliver@townofchapelhill.org>
Subject: RE: CHT conversations with Bridgepoint

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.

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: Kimberly Sanchez [<mailto:ksanchez@communityhometruster.org>]
Sent: Wednesday, November 18, 2020 1:04 PM
To: Town Council <mayorandcouncil@townofchapelhill.org>
Cc: erichchupp@bellsouth.net
Subject: CHT conversations with Bridgepoint

External email: Don't click links or attachments from unknown senders. To check or report forward to reportspam@townofchapelhill.org

Good afternoon Mayor Hemminger and Council Members

In advance of the council meeting tonight, November 18, 2020, Community Home Trust wanted to provide you with an update regarding our communications with the developers for Bridgepoint. We have had meetings to review the development plans and discuss the needs for affordable housing in Chapel Hill. We are pleased that the proposed Bridgepoint townhomes will be the same size as the market rate homes, including two car garages, and that deliberate effort was made by Bridgepoint to disburse the affordable homes among the market rate homes in the neighborhood. Although the proposal does not meet the Inclusionary Housing Ordinance's 15%, which would require 6-7 units, but instead proposes 5 townhomes at 65% and 80%, these units would still be an excellent addition to CHT's inventory. These would be the largest townhomes in our inventory and we have need for units this size, for larger families.

Please do not hesitate to contact me with additional questions you may have regarding this issue.



KIMBERLY SANCHEZ, JD

Executive Director

919.967.1545 x307

ksanchez@communityhometrust.org

PO Box 2315

Chapel Hill, NC 27515

communityhometrust.org



Anya Grahm

From: lynn wells <wllslynn@yahoo.com>
Sent: Thursday, November 19, 2020 8:20 AM
To: Anya Grahm; Town Council; Susan Nassar
Subject: Bridgepoint Input
Attachments: bridgepoint trees.pdf

External email: Don't click links or attachments from unknown senders. To check or report forward to reportspam@townofchapelhill.org

November 19, 2020

To Planning and Development and the Mayor:

I appreciate the chance to have some input on the Bridgepoint project. Thank you for reading this email.

I received a postcard about a public information session for project 20-081. After seeing that I decided on Wednesday to look in on the Bridgepoint project on Homestead Road. I was surprised to find that the meeting for that project was Wednesday. I ended up talking to Ms Grahm, a project manager, about Bridgepoint. The first person I talked to at 919-968-2743 said there had been information session on November 4th. I have received no information in the mail about any meetings about this project for over two years. I live in Vineyard Square on Sonoma Way and would definitely give input. Why am I not getting notices? This project keeps changing and I feel you are pushing it forward without public input. I was glad to be able to express some concerns at last night's virtual meeting but want to make my points clearer with this email.

Although the actual townhouse areas have improved I have some concerns about the area marked disturbed area in 50' managed area and the water retention plan.

First behind your marked 44-46 homes that area is too close to the stream. There needs to be more undisturbed area.

Second I am not in favor of the future walking path unless it is a dirt path through the area where you do not cut down many trees, such as you find in UNC's North Forest. Too many old trees are going to be cut for this project as is. You need to leave as much forest as possible if you are going to have a TRUE greenway walking path. Looking at the plan of existing trees to be removed, the amount of trees to be removed north of the pond (on the Sonoma Way side), is absurd. It is nearly all the trees on the project side of the stream. **WHY??** My question at the town meeting about why the trees needed to be cut in that area was never answered. At the least, trees and bushes form a needed buffer zone. If you are having a greenway path, how is it "green" if you cut down all the trees, especially the trees to the north of the path.

To be clearer, there seems to be three zones at the north end of the development – pond, middle zone where greenway is proposed and area near creek. (the inset diagram) **I have attached the plans that are on the Bridgepoint website. PLEASE look carefully at page 8 of the attached plans. (Ms Grahm in her email to me said they are also addressed on page 6 landscape and trees and page 7 planting plan of the plans submitted 10/16/2020.)** That middle zone- the

disturbed area shown in red- has **ALL** the trees being cut. If trees are valued enough to be planted in the development, then trees should be valued enough that they do not have to be totally chopped down in the nondevelopment areas. Huge old trees are being cut in the development area. Save old trees in the area above the pond.



Third, shown on the diagram are two forebays and a long pond running along the backside of the development. Where does the water from the pond go and how much ? Nothing is shown on the diagram and that question was brushed over at the meeting other than a quick piped into the stream. So a pipe will be built from the pond leading to the stream? Are the forebays meant to hold water to get rid of the gas, oil, pesticides, and fertilizers that will come from the development? How will they be treated before being dumped into the pond? Who will monitor how clean the water is before being piped to the stream? Where is the buffer zone of vegetation around the pond? Will the property retaining wall be built before the townhouses are built so that no dirt , mud, etc. will flow into the pond and /or stream area? I assume the pond will be built first to at least hold some of the runoff as the townhouses are built.

Since I moved to Chapel Hill five years ago I have become increasingly dismayed about what is “planned” along Homestead Road. Numerous projects have gone up and several more near Weaver Dairy Extended and Homestead road are planned. The majority retain little natural area. Multiuse housing is not the only thing that a development team should be looking at. Green natural areas – more than 20’ wide – need to be part of the planning . Large tracts of old trees should be retained. They are valued not just for aesthetics, but as ecological regions of the area and habitats for wildlife and buffer areas for stream and ponds. Chapel Hill should be more than just buildings and landscaped areas around those buildings.

Yours,

Linda J

Wells
107 Sonoma
Way
Chapel Hill 27615
7475

ahoo.com

C
919-240-

wllslynn@y

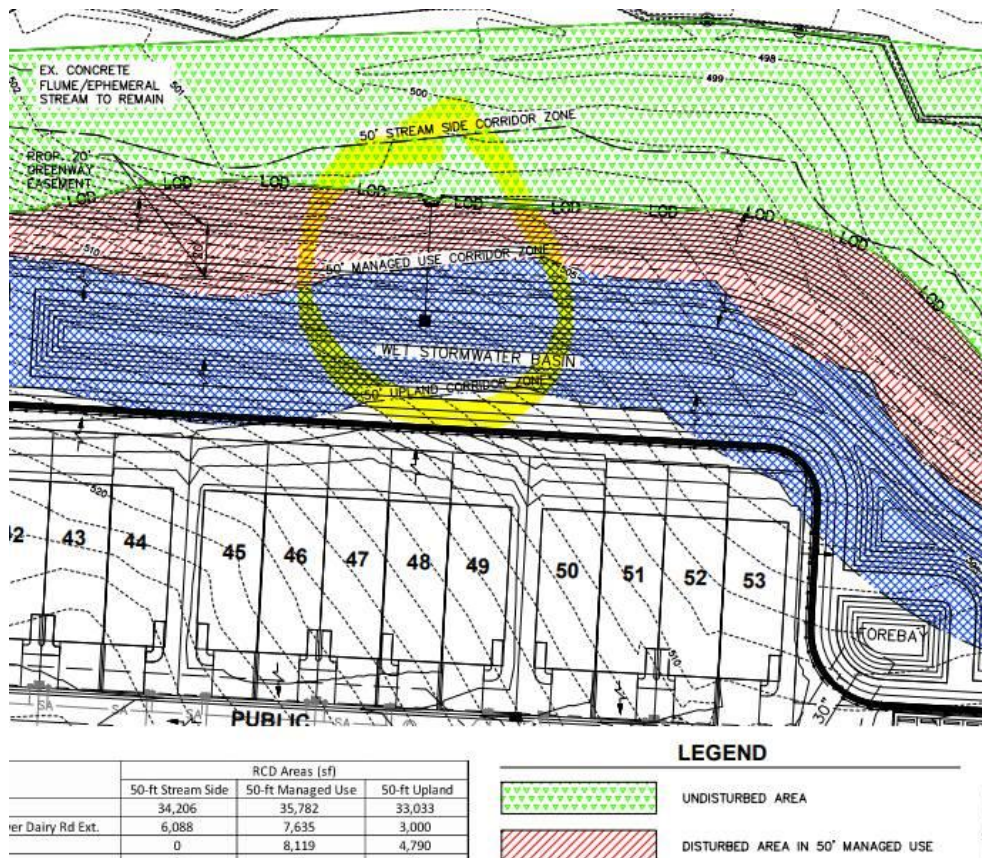
Anya Grah

From: lynn wells <wllslynn@yahoo.com>
Sent: Thursday, November 19, 2020 8:28 AM
To: Anya Grah; mayorandtowncouncil@townofchapelhill.org; Susan Nassar
Subject: Bridgepoint project input
Attachments: thumbnail.jpg

External email: Don't click links or attachments from unknown senders. To check or report forward to reportspam@townofchapelhill.org

In my previous email it seems my inset diagram did not show up - at least from what I can see. So I am attaching the inset diagram to this email so you can see what I am referencing in this paragraph. Sorry you are getting two emails but I want to be clear in my point

To be clearer, there seems to be three zones at the north end of the development – pond, middle zone where greenway is proposed and area near creek. (the inset diagram) **I have attached the plans that are on the Bridgepoint website. PLEASE look carefully at page 8 of the attached plans. . (Ms Grah in her email to me said they are also addressed on page 6 landscape and trees and page 7 planting plan of the plans submitted 10/16/2020.)** That middle zone- the disturbed area shown in red- has **ALL** the trees being cut. If trees are valued enough to be planted in the development, then trees should be valued enough that they do not have to be totally chopped down in the nondevelopment areas. Huge old trees are being cut in the development area. Save old trees in the area above the pond.





TOWN OF CHAPEL HILL

Town Hall
405 Martin Luther King Jr.
Boulevard
Chapel Hill, NC 27514

Item Overview

Item #: 13., **File #:** [20-0866], **Version:** 1

Meeting Date: 12/9/2020

Consider a Petition to Annex Property at 7000 Millhouse Road.

See Staff Report on the next page.

The Agenda will reflect the text below and/or the motion text will be used during the meeting.

PRESENTER: Corey Liles, Principal Planner

- a. Introduction and recommendation
- b. Mayor and Town Council discussion
- c. Motion to enact the ordinance to annex the property

RECOMMENDATION: That the Council enact Ordinance A to annex the property with an effective annexation of 11:59 p.m. on December 9, 2020.



CONSIDER A PETITION TO ANNEX PROPERTY AT 7000 MILLHOUSE ROAD

STAFF REPORT

TOWN OF CHAPEL HILL PLANNING DEPARTMENT
 Colleen Willger, Director
 Corey Liles, Principal Planner
 TOWN OF CHAPEL HILL BUSINESS MANAGEMENT DEPARTMENT
 Amy Oland, Director

PROJECT LOCATION 7000 Millhouse Road	MEETING DATE December 9, 2020	REQUESTED BY Carolina Donor Services LLC
STAFF’S RECOMMENDATION That the Council enact Ordinance A to annex the property with an effective annexation of 11:59 p.m. on December 9, 2020.		
UPDATES SINCE THE NOVEMBER 4, 2020 ANNEXATION HEARING The petitioner has shared that they are seeking tax-exempt status for this property. Orange County would determine whether to grant this exemption. The Town would not collect property tax revenue if tax-exempt status is approved. The property would incur costs of services to the Town which would primarily consist of Public Works and Fire Services. The Carolina Donor Services project would still have indirect economic benefit to the Town through job creation. Additionally, if the property were sold in the future, the new owner could be responsible for property taxes.		
ITEM OVERVIEW The Town received a valid petition to annex 9.76 acres of land at 7000 Millhouse Road. Council held a public hearing on annexation on November 4, 2020 ¹ . Annexation would extend the Town’s corporate limits to include this property.		
PROCESS 1. Receive Petition 2. Certify Sufficiency 3. Call Public Hearing 4. Fiscal Analysis 5. Council Public Hearing on Annexation Petition 6. Council Action on Annexation	ADDITIONAL INFORMATION • Carolina Flex Park LLC submitted a voluntary annexation petition on February 17, 2020. Following sale of the property, the annexation petition was updated on September 30, 2020 to include signature from the current property owner, Carolina Donor Services LLC. The Town Clerk reviewed and determined this is a valid petition. • North Carolina General Statute 160A-31(c) requires the Town to set a public hearing for annexation upon receiving a valid petition for land contiguous to Town boundaries. ‘Contiguous’ land includes land that is separated from the Town boundary by municipal-owned property. • Staff notified the community of the annexation hearing in accordance with State statute. • Enacting the Ordinance would annex 9.76 acres of private land along with half of the right-of-way of Millhouse Road. • The property in question is the site of Carolina Donor Services, a future 51,281 sq. ft. office and clinic/lab facility for organ and tissue recovery. • Annexation of property adjacent to existing urban areas is a tool for ensuring the efficient delivery of urban services and the orderly development of urban areas.	
FISCAL IMPACT/RESOURCES Annexed properties pay property tax to the Town of Chapel Hill and may receive the full range of services provided by the Town. Further detail on fiscal impacts is provided in the attached materials. The approved Conditional Zoning ² allows up to 380,000 sq. ft. of development on the site, which would result in additional revenues and costs for the Town. The Town would also make a one-time payment of \$123.09 towards the long-term debt of the New Hope Fire District, to meet the requirements of State statute.		

¹ <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=4682748&GUID=EB7C6895-D785-4AA8-817F-343DC75E1D42>

² http://chapelhill.granicus.com/GeneratedAgendaViewer.php?view_id=21&clip_id=3313. See Item #3, Carolina Flex Park.

ATTACHMENTS

1. Draft Staff Presentation
2. Ordinance A (Approving the Annexation)
3. Proposed Annexation Map
4. Annexation Petition with Certificate of Sufficiency
5. Annexation Financial Impact Analysis
6. New Hope Fire District Debt Workbook



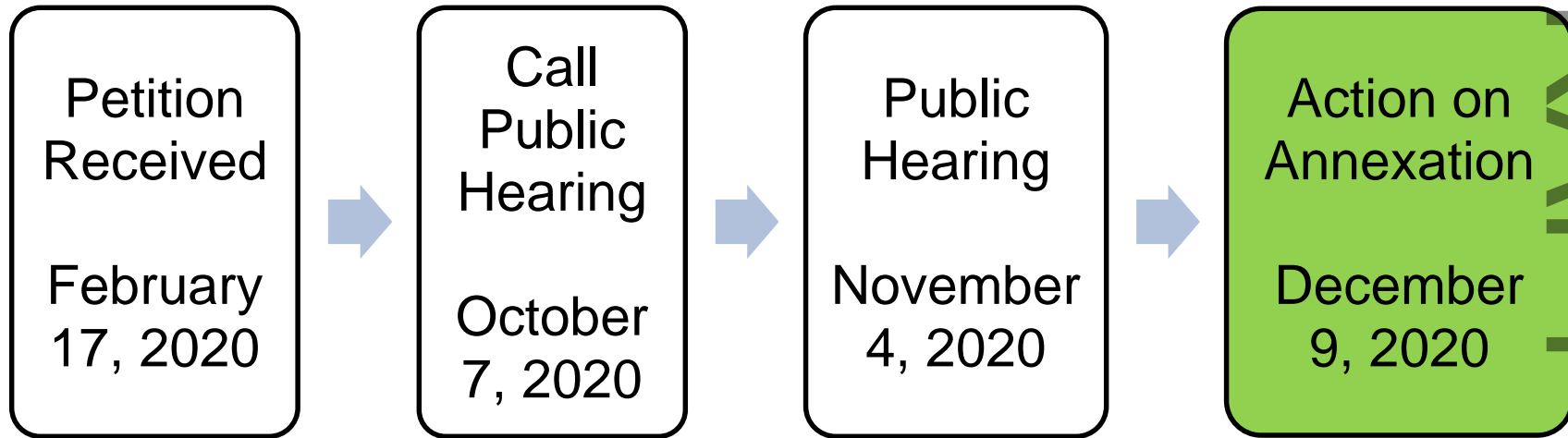
Annexation of Millhouse Rd Property



DRAFT






December 9, 2020 | Council Regular Meeting

Where is this in the annexation process?

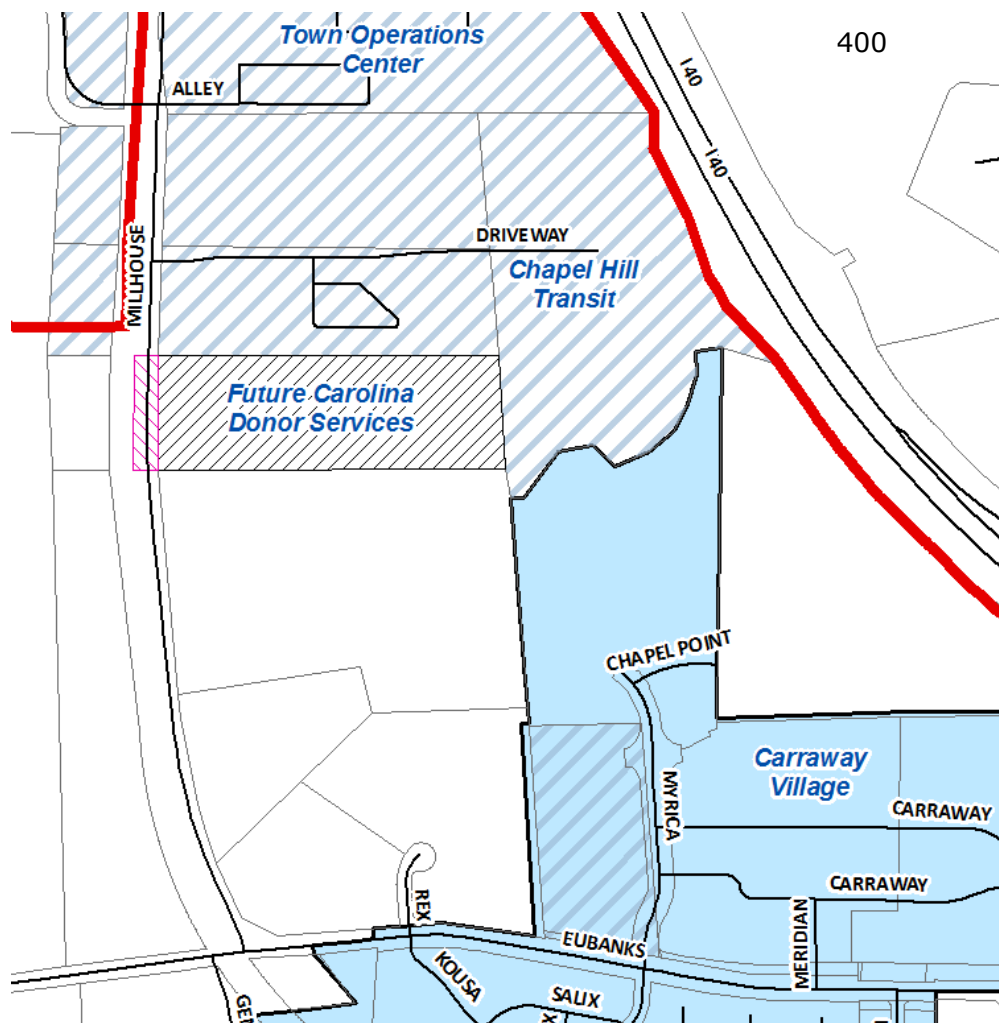


Location

Legend

-  Parcels to be Annexed
-  Right-of-way to be Annexed
-  Chapel Hill Corporate Limits
-  Town-Owned Property
-  Chapel Hill Planning Jurisdiction

7000 Millhouse Rd
9.76 acres



Carolina Donor Services

- Final Plans approved June 19, 2020
- 51,281 sq ft office and clinic/lab facility
- Economic benefit through job creation
- Additional development allowed for site - commercial / office / light industrial uses under zoning approved in 2017

DRAFT

Fiscal Analysis

- **Governmental Revenue:**
 - None if County grants tax-exempt status
 - \$43,435 estimated otherwise
- **Governmental Costs:** \$26,200 estimated, mostly for Public Works and Fire Services
- **Fire District Payment:** \$123, one-time, to offset long-term debt

DRAFT

Recommendation

- Enact an Ordinance to annex the property at 7000 Millhouse Rd

Annexation effective at midnight

DRAFT

ORDINANCE A
(Approving the Annexation)

AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE TOWN OF CHAPEL HILL, NORTH CAROLINA TO INCLUDE PIN 9870-89-0676 AND ADJOINING RIGHT-OF-WAY (2020-12-09/O-2)

WHEREAS, the Council of the Town of Chapel Hill has been petitioned by Carolina Donor Services LLC, the owner of property located at 7000 Millhouse Road, for voluntary annexation pursuant to G.S. 160A-31; and

WHEREAS, the Town Clerk has certified the sufficiency of said petition; and

WHEREAS, the Council does hereby find as a fact that the petition meets the requirements of G.S. 160A-31, as amended; and

WHEREAS, on October 7, 2020, the Council called a public hearing on the annexation after due notice of this hearing under G.S. 160A-31; and

WHEREAS, the Town provided due notice of said hearing published in accordance with G.S. 160A-31(c) and held the hearing on November 4, 2020; and

WHEREAS, under G.S. 160A-31.1, the Town is required to pay a portion of the long-term debt of the volunteer fire department serving the area, provided such debt existed at the date of certification of the annexation petition; and

WHEREAS, the Council further finds that the public health, safety and welfare of the Town and of the territory proposed for annexation will be best served by annexing the territory described herein.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Town of Chapel Hill that the following described territory is hereby annexed and made part of the Town of Chapel Hill by virtue of the authority granted by G.S. 160A-31, as amended:

Property defined by Orange County PIN 9870-89-0676, as indicated on the Annexation Plat prepared by Coulter Jewell Thames P.A. and dated September 30, 2020, along with one half the abutting right-of-way shared by Millhouse Road and the Southern Railroad.

BE IT FURTHER ORDAINED that upon and after 11:59 p.m. on December 9, 2020, the effective date of this annexation, the above described territory and its citizens shall be subject to all debts, laws, ordinances and regulations in force in the Town of Chapel Hill and shall be entitled to the same privileges and benefits as other parts of the Town of Chapel Hill. Said territory shall be subject to municipal taxes according to G.S. 160A-58.10.

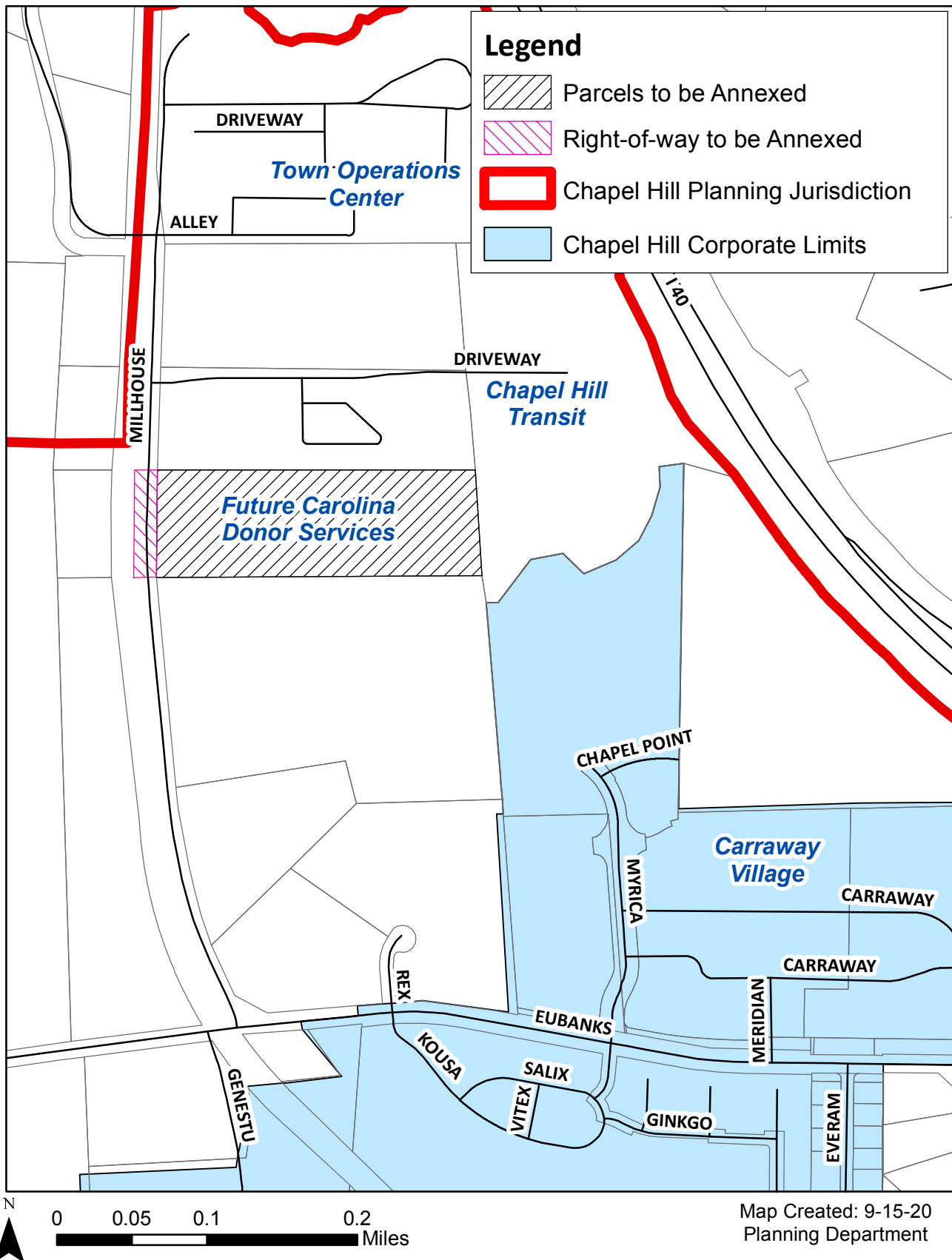
BE IT FURTHER ORDAINED that the Manager of the Town of Chapel Hill shall cause to be recorded in the office of the Register of Deeds of Orange County, and in the office of the Secretary of State in Raleigh, North Carolina, an accurate map of the annexed territory, together with a duly certified copy of this ordinance. Such map shall be delivered to the Orange County Board of Elections, as required by G.S. 163-288.1.

BE IT FURTHER ORDAINED that the Manager of the Town of Chapel Hill shall cause such payments as may be required to be made to the volunteer fire department prior to serving annexed territory in accord with G.S. 160A-31.1.

This the 9th day of December, 2020.

Proposed Annexation Map Carolina Donor Services

Orange Co. PIN(s):
9870890676



CERTIFICATE OF SUFFICIENCY

I, Sabrina M. Oliver Town Clerk, do hereby certify that I have investigated the petition attached hereto and have found as a fact that said petition is signed by all owners of real property lying in the area described therein, in accordance with G.S. 160A-31.

In witness whereof, I have hereunto set my hand and affixed the seal of the Town of Chapel Hill, on October 26, 2020.



Sabrina M. Oliver, Town Clerk

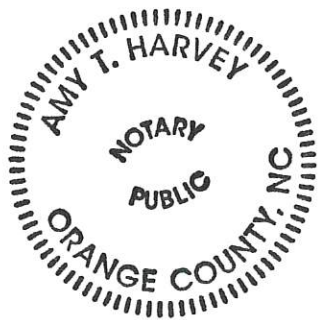
G.S 10B-41 NOTARIAL CERTIFICATE FOR ACKNOWLEDGEMENT

Orange County, North Carolina

I certify that Sabrina M. Oliver, Town Clerk personally appeared before me this day, and acknowledging to me that she signed the foregoing document:

Date: October 26, 2020

(Official Seal)



Official Signature of Notary

Amy T. Harvey, Notary Public
Notary's printed or typed name

My commission expires: May 15, 2025

PETITION REQUESTING ANNEXATION

September 30, 2020

To the Town Council of the Town of Chapel Hill

- 1) We, the undersigned owner of real property, respectfully request that the areas described in Paragraph 2 below be annexed into the Town of Chapel Hill.
- 2) The real property to be annexed is contiguous to the Town of Chapel Hill corporate limits and includes all or a portion of the following Orange County, NC land parcels:

PIN(s): 9870-89-0676, 7001 Millhouse Road

Legal Description: See attached Exhibit A, showing the description of the area proposed to be annexed. Also, see attached Exhibit B to this petition, which maps the property to be annexed.

Total acres to be annexed: 9.762 acres (425,227.59 sf)

- 3) We, the undersigned owner of real property, declare that zoning vested rights have been established pursuant to G.S. section 160A-385.1 or G.S. section 153A-344.1. As of the date of this Petition, the property is required to submit this petition before a Zoning Compliance Permit can be issued.

Property Owner Name

Carolina Donor Services LLC

Address

900 East Arlington Blvd
Greenville, NC 27858

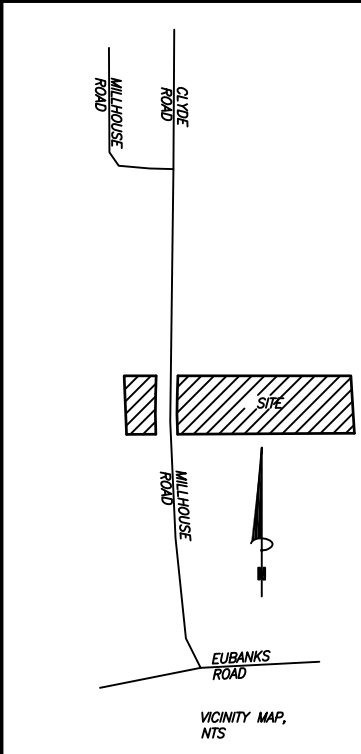
By: Kirk W. Mizelle

Name: Kirk W Mizelle

Title: Chief Financial Officer

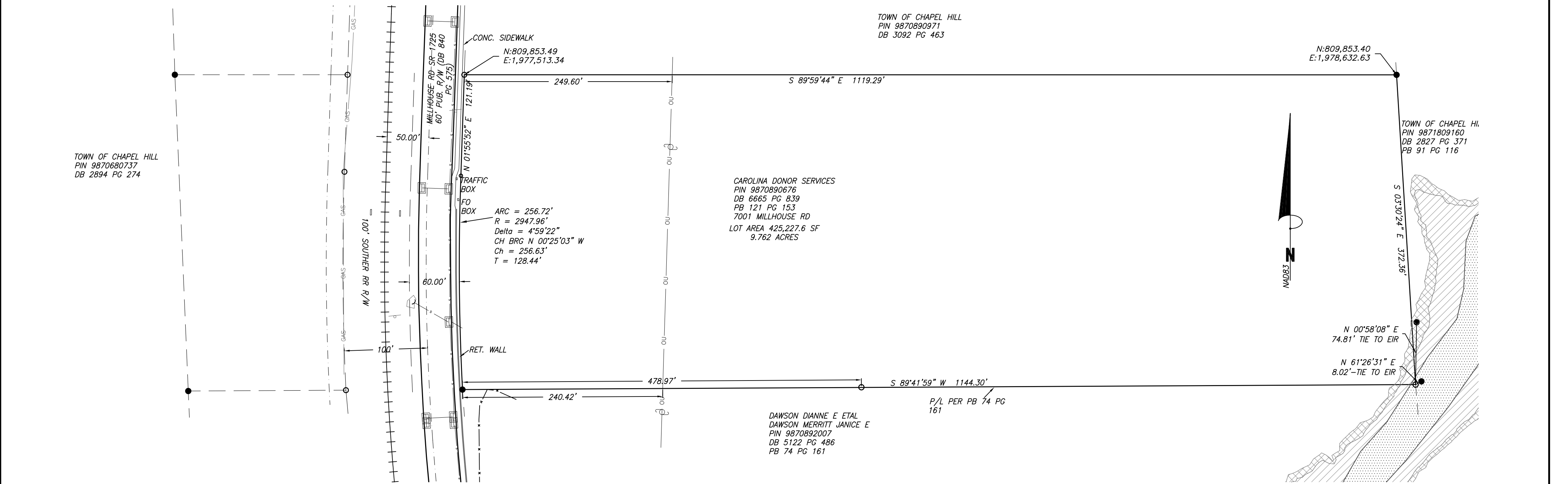
EXHIBIT A-LEGAL DESCRIPTION**7001 Millhouse Road (PIN 9870890676)**

Beginning at a point on Millhouse Road having NC Grid coordinates of north 808,853.49 and east 1,977,513.34; thence S89°59'44"E a distance of 1,119.29' to a point, thence S03°30'24"E a distance of 372.36' to a point; thence S89°41'59"W a distance of 1,144.30' to a point; thence with a curve turning to the right with an arc length of 256.71', with a radius of 2,947.96', with a chord bearing of N00°25'02"W, with a chord length of 256.63', to a point; thence N01°55'52"E a distance of 121.19' to a point; which is the point of beginning, having an area of 425,227.59 square feet, or 9.762 acres.



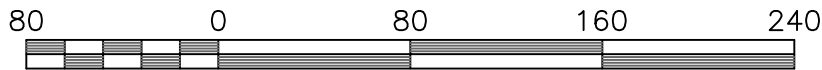
LEGEND

- Existing Iron Bar (1/2" unless noted otherwise) ●
- Existing Iron Pipe (3/4" unless noted otherwise) ○
- 1/2" Iron Pipe Set ○ IPS
- Existing PK Nail ● PK
- PK Nail Set ● PKS
- Computed Point △
- Concrete Monument ☒
- Sanitary Sewer — SS — SS —
- Sanitary Sewer Manhole — SS — SS —
- FEMA ZONE AE—FLOODWAY [Pattern]
- FEMA ZONE AE [Pattern]
- FEMA ZONE X—FUTURE [Pattern]
- FEMA CROSS SECTION LINE [Pattern]
- FEMA BASE FLOOD ELEVATION (FEET) -10- -28-
- GAS LINE — GAS — GAS —
- Fence — x — x — x —
- Utility Pole)
- Guy Wire)
- Light Pole ○ LP
- Overhead Utilities — OU — OU —
- Curb Inlet/Catch Basin [Symbol]



I, Jeffrey P. Williams certify that this plat was drawn under my supervision from an actual survey performed under my supervision (references as shown), any boundaries not surveyed are clearly indicated as drawn from references shown and/or drawn with a broken line; that the ratio of precision exceeds 1:10,000 and the relative positional accuracy is 0.07m; and that this map meets the requirements of The Standards of Practice for Land Surveying in North Carolina (21 NCAC 56.1600)

Witness my original signature and seal this the _____ day of _____



Scale 1" = 80'

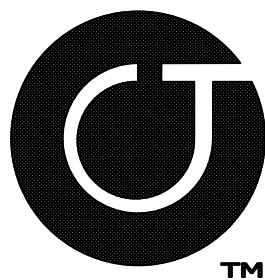
- NOTES
- 1) THIS SURVEY PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT; THEREFORE THERE MAY EXIST ENCUMBRANCES TO TITLE OF THE SUBJECT PROPERTIES NOT ADDRESSED BY THIS SURVEY.
 - 2) THIS SITE IS IN FLOOD ZONE AE—FLOODWAY PER FEMA PANEL 3710987000J DATED 2/2/2007.
 - 3) UTILITIES SHOWN AS MARKED BY THEIR RESPECTIVE AGENTS AND PUBLIC RECORD DOCUMENTS.
 - 4) NO HORIZONTAL CONTROL MONUMENT FOUND WITHIN 2000'.

Coulter|Jewell|Thames^{PA}

ENGINEERING-LAND SURVEYING-LANDSCAPE ARCHITECTURE

111 West Main Street Durham, North Carolina 27701
p919.682.0368 f919.688.5646 jw@cjtpa.com

LIC. #1209



ANNEXATION PLAT
PROPERTY OF
CAROLINA FLEX PARK LLC
CEDAR GROVE TOWNSHIP, ORANGE COUNTY, NORTH CAROLINA
SURVEY FOR
Bold Construction
50211 Governors Dr. Chapel Hill, NC 27517

Other References:

Drawn By JPW
Checked By JPW
Scale: 1"=80'
Project No. 1652
Date Sept. 30, 2020
Survey Date:

Sheet No.
1 of 1

Carolina Donor Financial Impact Analysis
May 6, 2020
Prepared by Business Management Department

The proposed annexation consists of one parcel of land planned for a commercial development consisting of Office and Clinic space. The actual size of the development and its composition is shown below. This analysis is a statement showing how the proposed annexation will affect the Town's finances and services, including revenue change estimates.

Property Type	Total Square Feet
Commercial	51,281 sq. ft

All of the revenue and cost estimates shown below are based on current dollars.

Projected Revenues

Update provided by Planning Department, December 4, 2020: The property owner is seeking tax-exempt status from Orange County. The Projected Revenues discussed below would be applicable in a situation where tax-exempt status is not granted, and/or where there is a future owner that is not tax-exempt.

In order to estimate revenues certain assumptions need to be made concerning future property values and vehicles per residential unit. These estimates are made based on information currently available and therefore subject to change as conditions change over time. All estimates shown below are based on full build-out. Efforts have been made to err on the side of caution, that is, to be conservative in projecting these revenues.

Revenues are divided by how the Town will use them, differentiating between general government revenues and enterprise revenues (Transit & Stormwater). General government revenues are available to support the core services of the Town while enterprise revenues can only be used to support the operations of the functions for which they are collected.

Revenues	Residential Property Use
Governmental Revenues	
Property Taxes (General Fund & Debt Fund)	\$ 43,435
Vehicle Taxes & Fees	-
Total Governmental Revenue	43,435
Enterprise Revenues	
Transit Tax	5,385
Stormwater Utility Fees	4,694
Total Enterprise Revenue	10,078
Total Annual Revenues	\$ 53,513

Projected Costs

In order to estimate the cost of extending services to a future development certain assumptions need to be made concerning the factors that drive the cost of Town services. In some cases, such as Parks and Recreation and Library services, costs are highly correlated with the size of the population being served and these costs can be estimated on a per-capita basis. For other functions a less direct method of projecting cost is used. For instance, Police protection services are based on estimated calls for service, which can be highly variable depending on a number of factors. While we have attempted to capture the cost of extending services, ultimately what the Town spends on providing services and what services levels are provided are decisions made by the Town Council.

The following estimates are for annual recurring costs of extending services. Enterprise fund costs are shown as an off-set to revenues. That is, it is assumed that due to the self-funding nature of Enterprise functions that the incremental cost of providing services to this development will be offset by enterprise revenue paid by the development. Actual costs will depend on future decisions regarding the method and level of service delivery.

Costs	Residential Property Use
Governmental Costs	
Public Works	\$ 6,700
Parks & Recreation	-
Library Services	-
Police Services	-
Fire Services	12,487
Planning/Inspections	696
General Government	3,285
Capital - Debt Service	3,032
Total Governmental Costs	26,200
Enterprise Costs	
Transit Tax	5,385
Stormwater Utility Fees	4,694
Total Enterprise Costs	10,078
Total Annual Costs	\$ 36,278

The following table shows the estimated net annual impact of the proposed development on Town finances. Because enterprise fund costs are offset by enterprise revenues the projected amounts shown below represent impact on the Town's General Fund.

Annual Financial Impact (Revenue/Costs)	\$ 17,235
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Loan 1 (Tanker 442) Principal Owed	63,000.00
Loan 2 (Engine 431) Principal Owed	157,500.00
Loan 3 (Tanker 441) Principal Owed	182,671.00
Debt Total	\$ 403,171.00

Tax Value of Property Annexed

Total Tax Value of Property Annexed	\$	203,154.00
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Amount Owed for Debt Service	\$	123.09
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Note: The parcel being annexed (PIN 9870890676) was recently subdivided from a 13-acre property (PIN 9870890517) valued at \$270,600.
 $\$270,600 / 13.00 \text{ acres} = \$20,815/\text{acre}$
 9.76 acres X \$20,815/acre yields an estimated assessed value of \$203,154 for the parcel being annexed