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April 5, 2023 (REVISED)

Town of Chapel Hill
Planning Department
405 Martin Luther King Jr. Blvd
Chapel Hill, NC 27514

RE: Conditional Zoning Application for Chapel Hill Crossing

North and South sides Old Chapel Hill Road at Huse, west of Pope Road
5500 Old Chapel Hill Road and multiple addresses on Huse St
Town of Chapel Hill, Durham County

On behalf of the land developer EB Capital Partners, enclosed is a conditional zoning application for the Chapel Hill Crossing project. This project will provide the Town of Chapel Hill with a community patterned on “complete community” guidelines. The north phase of this project is located at 5500 Old Chapel Hill Road. The south phases of the project are located at the southwest corner of Old Chapel Hill Road and Pope Road.

This complete community project will encompass 16.29 acres of varied housing, retail, office/service, and community amenities catering to diversified populations. The 5500 Old Chapel Hill Road portion of the project went through a concept review in September and October 2021. The most frequent comment received from the Town was their desire for more “missing middle” housing that included for-sale units. The small size of the 5500 parcel which is bisected by a stream and stream buffer makes provision of multiple housing types impractical on that site. However, the addition of the 10.76 acres on the south side of the street allows for a more diversified community development with a variety of housing catering to different populations in age and income levels. Consequently this addition provides enough population to support non-residential uses, which will promote a more balanced live-work community. This multi-phase development will incorporate cohesive planning of architectural design, landscape design, function, and overall inclusive community attributes while also promoting better connectivity and land use transitions.

On the north parcel the applicant is requesting an R-6-CZD zone to reflect the residential uses proposed. On the south site the applicant is requesting an MU-V-CZD zone to reflect the more diverse and flexible uses proposed.

Sincerely,

Wendi Ramsden
Project Manager

Developer's Program

Project Location and Layout

This project is located on the north and south sides of Old Chapel Hill Road just west of I-40 at the eastern edge of Chapel Hill's jurisdiction.

The north project is 6.5 acres and includes a 136-160 units in a 4-5 story apartment building with 185-215 parking spaces, some tucked under the north side of the building. The building will be an urban style apartment with access through a central lobby space and units accessed off interior corridors. The building will be 4 stories facing Old Chapel Hill Road and will take advantage of slope to add a lower level on the north side of the building to be used for underground parking and services. The project will also include exterior site amenities such as a community garden, and courtyards with pool and grilling areas. It will also include a multi-modal trail through the developed portion of the site, to become part of a longer future greenway trail extending to the north. Inside the building are community socializing and co-working spaces overlooking both the pool courtyard to the west and a landscaped greenspace in the courtyard to the east. There is a stream which bisects the property east to west, and development will occur only on the 4 acres south of the stream.

On the south side of Old Chapel Hill Road, the housing is more varied and uses expanded. There will be 320-395 residential units altogether, with approximately 215-270 of those being rentals in a midrise building, and the remaining 30-35% units being for-sale product in a variety of unit types. This portion of the project will also include small retail and office spaces, community spaces, and recreation spaces some of which will be available for the larger nearby community outside of this development. The layout of the project focuses on a multi-modal form of transportation, with strong delineation of not just vehicular traffic but also pedestrian and bicycle traffic with sidewalks and bike lanes winding throughout the project. Central to the layout is a green space that runs from Old Chapel Hill Road to Pope Road with an expanded civic green servicing as a central community space, and terminating at a storm management pond or facility and playground at the south end of the project. This green space also provides pedestrian access to some of the townhomes, as well as the smaller residential streets.

The general design of the site is to locate the larger buildings with higher density along the exterior street frontages and facing an internal main street connecting Old Chapel Hill Road and Pope Road. Moving south and west, height and density of buildings decreases so that single family homes are located on the west and southern project boundaries against the existing neighboring single family streets adjacent to the project.

The apartments will be located in a terraced 5-7 story mid-rise building facing the traffic circle intersection of Pope Road and Old Chapel Hill Road. This building will be 2-4 stories of residential over 3 floors of structured parking and will feature finished liner buildings making up additional residential and commercial space. The building will also house community spaces and outdoor recreation areas for the residents. Just west of the midrise, a 4-story building will front an internal main road frontage that connects Old Chapel Hill Road and Pope Road. That building will contain 36 additional rental units, plus a fitness center and workspace available for all project residents, and potentially with membership opportunities to the larger community.

Across from the apartments will be 11 larger townhome units at the northwest corner of the project. These 4-story units will incorporate design that allows each townhome unit to have an ADU or work/flex space, and two garage parking spaces. The flex space would be suitable for a small separate residential unit or as a space for a home occupation use.

Moving south through the site, the building form will transition to a loop of 12 2-story townhomes with tuck-under parking, and 12 single family 2-story homes. The townhomes will have a small footprint and will be single units.

At the south end of the site there will be a road connection to Pope Road. On the south side of that entry will be another neighborhood loop with 8 3-story townhomes, 3 smaller 2-story townhomes, and 13 single family homes. Eight of the townhomes are sized to allow a flexible design that allows each unit to be a primary residence, but also allows for an efficiency ADU or flex space on the ground floor. These units will accommodate a single tuck-under parking space. The single-family homes will either have their own parking spaces or will utilize small community parking lots.

Transportation and Services

The site frontage is almost 360 LF on the north side of Old Chapel Hill Road and two driveways are planned there. This is required to meet State Fire Code. As additional neighboring projects are developed to the north and west of Chapel Hill Crossing, there will be an opportunity for off-street connectivity from the rear parking lot. A stub out behind the building to the western property line is shown on the plans and proposed as part of this project. The project also has 346 LF of frontage of on the south side of Chapel Hill Road and 928 LF frontage on Pope Road. There is one entry planned on each of those frontages, which will connect to provide a main street within the site. All parking and services within the southern portion of the project will be accessed from the internal street system.

The Chapel Hill Crossing project is accessible to public transit – a Chapel Hill Transit bus route runs along Old Chapel Hill Road and could take residents into downtown Chapel Hill. The site is also close to I-40 for easy access for commuters. On the north side of Old Chapel Hill Road, the service functions (for example trash collection) will be handled inside the lower level of the building. On the south side of the street, most of the service area will be located at the south end of the mid-rise

building in a screened courtyard. Small service areas are anticipated at the west side of the project for the homeowners in that section.

Streams and Impervious Surface Mitigation

North of Old Chapel Hill Road, there is a 50' streamside RCD zone along the intermittent stream. This zone will remain undisturbed and forested. Additionally, the northeastern portion is intended to remain undeveloped but may be used for recreation, and almost all of the 100' wide landscape buffer will be satisfied with retained tree coverage. That portion of the development north of the stream will remain forested, providing approximately 40% of the north parcel in retained tree coverage. Building development will be contained south of the stream and accessible from Old Chapel Hill Road.

Underground storage and treatment facility will handle management of site stormwater on the north site. This facility will meet the current storm management requirements.

On the south side there are no jurisdictional streams. There is an existing farm pond which may be converted into a stormwater pond. Other stormwater mitigation on the south parcel will be underground detention and treatment.

Tree Coverage and Landscape Buffers

The minimum requirement of 30% tree coverage on the north side and 40% tree coverage on the south side will be provided by retention of existing forest from the stream buffer north in the north site and by new tree plantings throughout the project. Total tree coverage for the project will be approximately 4.5 acres. The project will meet that requirement with tree retention on the north site, and new plantings throughout the development. Tree coverage on both the north and south sections will independently meet Town code.

On the north side, perimeter east and west required buffers will be 10' wide constructed buffers. The buffer along the I-40 frontage will be 100' wide and is expected to remain in forest, though a greenway easement will be granted to the Town in this area so there may be minor clearing for a trail in the future. The right of way line on Old Chapel Hill Road is at an odd angle and 20'-48' of width inside the site are claimed by various utility easements – power, storm, and water. For that reason the applicant will be requesting a plant quantity reduction in the street buffer.

On the south side, the eastern and southern landscape buffers will be constructed buffers, utilizing evergreen material to a high degree. On the Old Chapel Hill and Pope Road frontages the landscape buffer is 20' wide. The applicant will be asking for modifications to those buffers to allow up to 10' for small intrusions of parking and buildings to make the overall layout more efficient, especially given the irregular right of way line on Pope.

Complete Community

This project is designed using complete community elements.

- There is a wide variety housing offered: apartments, larger townhomes, townhomes with flex space options, smaller townhomes, and single-family cottage housing.
- The varied housing products promotes diversity of residents.
- Generally housing in this project will be in the 800 sf – 1,800 sf range, with the townhomes near Old Chapel Hill Road closer to 2,500 sf. Uses often found in houses such as home offices and bonus rooms will be accommodated in larger community spaces, thereby allowing smaller more affordable housing options without limiting amenities, even for family homes.
- Flex space in many townhomes will promote soft density through ADUs.
- Civic space will be open to the entire outside community, not just residents.
- Commercial space, especially smaller spaces not found in larger developments. These smaller spaces promote small business in Town.

Modifications Requested

1. Reduction of plantings in the streetside buffer north side Old Chapel Hill Road

Justification: The applicant is requesting a reduction of installed plant material to 60% of total requirements. There are multiple utility easements through this zone in a swath 20-48' wide. Additionally, the right of way is at an odd angle. In order to comply with area master planning guidelines of buildings fronting the street and parking behind, it will be necessary to reduce the tree planting in this area. Generally, groundcover shrubs and ornamental grasses may be planted in these easements and the plan proposes to do that, as well as to fit in as many canopy and understory trees as possible.

2. Reduction of buffer width on Old Chapel Hill Road and Pope Road frontages

Justification: The applicant is requesting small intermittent reductions of up to 10' in the street buffer widths on both frontages. The site in general and the Pope frontage in particular are irregularly shaped. The small intrusions are required to efficiently place building and parking area corners. In all cases, the width reduction will be short in length. The total plant material required by ordinance will be installed in each buffer.

3. Reduction of parking lot dimensions

Justification: The applicant is requesting a reduction of parking lot dimensions from the Adopted Design Guidelines. Those guidelines call for 18.5' long parking spaces and 25' drive

aisles in parking lots. The applicant is requesting a reduction to 18' long parking spaces and 24' drive aisles in order to reduce impervious paving on site. These dimensions are in line with accepted North American parking lot dimensions and are in line with requirements for many local municipalities. This reduced dimension appears to have been used in recently completed projects in Chapel Hill.

4. Increase density of residential units in R-6 zone

Justification: The LUMO limits R-6 density to 15 units/acre. The applicant is requesting a modification allowing up to 25 units per acre. This higher density is conducive to promoting alternate transit use and allows for efficient building construction. It also allows for a residential population to support the non-residential uses within a mixed-use project.

5. Increase density of residential units in MU-V zone

Justification: The LUMO limits MU-V collector density to 20 units/acre. The applicant is requesting a modification allowing up to 40 units per acre. This higher density is conducive to promoting alternate transit use and allows for efficient building construction. It also allows for a density of residents to support non-residential uses within a mixed use project, and promotes smaller more affordable houses.

6. Increase building height for midrise building on the Pope Road arterial frontage and the Old Chapel Hill Road arterial frontage

Justification: The Comprehensive Plan calls out suggested heights in this focus area of 6 stories. The developer is proposing a tiered building which will reach 7 stories at its highest point. The building will include a 3-story rectangular base for structured parking, with a 3-story liner facing Old Chapel Hill Road and the internal street. The residential units will be in a 2-4 story tiered and articulated building above this, with the taller 7 story section covering about 45% of the building's length. The right of way width where the 7-story portion is located is over 100' and therefore has an allowed height of 70'. At the building façade location, the allowed building height is 77-85'. The proposed building height is 83'. The applicant is asking for a modification to allow 45% of the façade to exceed the allowed height by up to 6'.

The massing of the building is such that the ends of the building will be 5 stories, or 59' height, with courtyard areas on the roof of the parking structure which will be at a height of 37'. The central area is the 7-story portion that will exceed maximum height by 6' at most. The majority of the tallest part of the building will remain within the core height limitations of the MU-V zoning district. The elevation of the ground floor is expected to be approximately the same as the elevation of the street at the Pope Road roundabout, and there is an 8' tall berm between the street and the building which is wooded with mature trees as tall as the proposed building.

7. Increase building height for 5500 Old Chapel Hill Road building on the north site – Old Chapel Hill Road arterial frontage

Justification: The Comprehensive Plan calls out suggested heights in this focus area of 4-6 stories. The underlying maximum building height for the R-6 district is 39' at the setback and 60' core height. Because the right of way and therefore the building setback is angled, and because the ground falls to the north, the 4-5 story building height is calculated as 55.37' from the median ground plane, putting it 4.37' above the allowed height at the southeast corner of the building. The building will appear to be 4 stories, or 48' tall from the street.

8. Provision of all recreation space in the project and zero recreation space payment-in-lieu

Justification: The required recreation space on this project is 39,050 sf. One quarter of this as payment in lieu would total \$117,150. The developer requests a modification to policy to provide all of the recreation space within the project and not make a payment to the Town. The development area of the Chapel Hill Crossing project is approximately 14 acres, a large enough size so that 30% of the land area provides enough space for meaningful recreational experiences for residents and will add to the Town's recreation space. The developer is proposing a variety of recreation spaces: two pools, community gardens, two fitness centers, outdoor fitness areas for classes (available to residents), a walking loop, a section of the multi-modal trail to be built on the north site, and a playground. The multi-modal trail, walking loop, playground, and one fitness center will be facilities available to the wider community (non-residents).

9. Grading of more than 25% of the steep slopes on the site.

Justification – There is one area of steep slope on the south site which is part of a man-made dam for a farm pond. The steep slope area is 1,514 sf and the proposed disturbance is 100% of that slope. On the north site there is one steep slope area of 690 sf. This is also a man-made steep slope - a swale carrying storm water from the street. That swale will be piped.

Statement of Justification / Compliance with Comprehensive Plan

The project site is a 6.5-acre rectangular piece north of Old Chapel Hill Road, and an irregularly shaped 10-acre parcel on the south side with frontage on both Old Chapel Hill Road and Pope Road. The north parcel is affected by the Future Land Use Map (FLUM). The rezoning is warranted due to changing conditions in this area, and the Town's stated desire for development in the North 15/501 Focus Area as described in the FLUM. The south parcel is adjacent to the FLUM focus area, and provides a complete community design supporting the Town's goals.

The main applicable concepts from the Comprehensive Plan are Community Choices, and Sustainability.

Community Choices:

The project will provide small and medium sized rental apartments in urban style buildings. This gives Town residents a choice of apartment style living which is not garden-style walk up, but a more urban framework that features mixed uses of residential, commercial, and larger community places and uses. The buildings will be an urban style corridor loaded facility with interior amenities as well as site recreation facilities. The facility to the north will be marketed to young professionals and empty nesters with a majority of units being 1-bedroom, which are unlikely to attract families or student populations. However the residential offerings on the south side will have not only rental units but also for-sale units in the form of townhomes with or without flex space for work or ADUs, and small single family detached houses. This variety of housing product will promote a diversity of residents – diversity in age, life stage, and income levels. The amenities on site will be available to residents and to surrounding neighborhoods with available memberships.

Sustainability:

This combined project will take advantage of dense development to concentrate site disturbance to less environmentally sensitive areas. A large area of existing forest will remain at the north, and the existing stream and RCD zones on the north site will be protected. The project will implement sustainable design measures to promote environmental sustainability. Some recreational amenities may involve low impact use of stream buffers and retained forest area but will not involve clearing or disturbing the buffer. The variety of housing types, ubiquity of pedestrian circulation, and variety of amenities will promote more non-vehicular activity on site and fewer trips off site for recreation activities.

Landscape installation on the project will go beyond code requirements to provide shade and promote use of outdoor spaces by the residents. Stormwater runoff from new impervious surfaces will be treated on site for both peak flow and for water quality improvement.

We believe the proposed development is consistent with the goals outlined for the area in the Future Land Use Map Update to Chapel Hill 2020, adopted in December 2020. The project complies with the majority of these guidelines and does not contradict the others. This plan calls for redevelopment in the North 15/501 focus area with uses including multi-family residential in 4-6 story buildings including the transitional height desired at the street.

The guiding statements of the plan and the project's responses are:

1. *Demonstrate the Town's commitment to effectively respond to the threats associated with climate change as well as environmental stewardship and resiliency.*

The project will emphasize sustainable urban design principals by creating a compact walkable mixed-use community, a community that makes public transit more viable in the area, a significant reduction in impervious surface added per household, and creation of a neighborhood gathering space and community focal point. The proposed development in taller buildings with underground parking and underground stormwater management can provide a large amount of housing while retaining a large percentage of tree coverage on the site and avoiding disturbance of the stream buffer. On the south side of Old Chapel Hill Road the denser mixed use development also promotes a non-car oriented lifestyle which reduces not only greenhouse gas emissions but also encourages a true community and neighborhood. Though the site would be cleared to install buildings, utilities and stormwater management, there would be enough replanting to comply with the Town's tree coverage requirements.

2. *Ensure equitable planning and development.*

The proposed project is being developed by a local developer and provides housing to current and future Town residents, and will provide affordable housing within the project. The project does not displace existing businesses. Some housing product design will allow for a secondary residential unit in the townhomes. Those units can be used to house multiple generations, can be used for home-work space, or may be rented out as an income source to new homeowners. The flexibility of design gives the townhome owners a high degree of flexibility of use of their space and provides a different choice in housing options. The broad range of housing choices within the proposed development create housing obtainable to a wide variety of the population in Chapel Hill. The mix has been carefully thought out to make sure there are housing opportunities obtainable to a wide variety of ages and economic levels, and to provide amenities available to all residents to enhance their lifestyles.

3. *Encourage diversity of housing types.*

This project offers a wide variety of residential development with rental units spanning from micro units to family friendly three bedrooms, and for sale product that encompasses larger

single family detached, smaller cottage style detached, tall skinny 3-story townhomes, and four story brownstones. Interwoven in the fabric of the project are the elements that make a neighborhood: generous and varied communal spaces for relaxing, working, and active recreation. The variety of rental, sale, apartment, townhome, and detached unit housing encourages diversity of residents.

4. *Promote distinctive safe and attractive neighborhoods.*

The proposed development will offer a contemporary urban architectural style not currently found in this part of Chapel Hill. The density and variety of housing types as well as the inclusion of some non-residential retail and service uses promotes people on the street and a sense of community promoting safe spaces.

The wide variety of housing types and price points will promote residents in a wide range of ages and life stages. A wide range of residents resulting from this will make the community a safe space. The inclusion of multiple recreational and leisure amenities will provide community gathering spaces to encourage positive community relationships.

5. *Cultivate a vibrant and inclusive community.*

The project includes a large variety of public shared spaces including recreation space, community gardens for the residents, a playground and pools, and workspaces in common areas. The central greenspace in the south development connects all the housing units and promotes outdoor community activities. Additionally, the proposed commercial space will create activity from both inside and outside the neighborhood.

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.*

Though the project does not include transportation improvements beyond sidewalk and pedestrian/bike connections, the project is located on a transportation corridor that promotes walking, biking, and public transit use as well as car travel. The increased density on this parcel and proposed developments in the area will provide a basis for encouraging alternate transit patterns including multi-modal corridors and public transit. There is a bus stop on the project Old Chapel Hill Road frontage. The developer has been working with the Town and with adjacent developers to work with a comprehensive area design that will facilitate connectivity and promote use of non-car transit.

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.*

This proposed development offers residency for approximately 500 households allowing opportunity for people who work in Chapel Hill to live in the community as well. The flex

spaces and non-residential space development will be sized to support small business and entrepreneurship and will provide a local population to support those businesses.

8. *Provide appropriate transitions between land uses and buildings of different scales.*

The project honors the transition zone by keeping the building height to 4- and 5- stories at Old Chapel Hill Road. The higher building will be located on Pope Road behind a thick stand of trees in the DOT right of way. The larger apartment buildings will be broken down by façade changes and articulation. Central to the site will be 3- and 4- story residential buildings, and along the perimeter adjacent to existing single-family homes will be smaller detached houses.

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

This project complies with the type of development the Town is promoting for the focus area and this site in particular. The developer and design team have worked with the Town's Urban Designer to include plazas and courtyards and resting spaces within the project. The project will offer urban style apartment living new to this part of town, and will offer a variety of designs and building types.

10. *Cooperate and collaborate with all of the Town's regional partners especially the University of North Carolina in Chapel Hill and UNC Health.*

The proposed development does not contradict this goal. The project will provide housing opportunities for University and UNC Health employees, and would be especially attractive to employees working in UNC's expanding Eastowne facilities.

The Chapel Hill 2020 Comprehensive Plan is organized around six main themes. Chapel Hill Crossing is proposed to be a complete mixed-use community which supports all six themes.

- 1- *A Place For Everyone* – The project includes housing for all residents in various stages of their lives. Residential options range from studio type spaces to 3-bedroom spaces. There are smaller units suitable for single residents or couples, larger residences more suitable for families and multi-generational families, and multiple opportunities for housing ownership. The majority of homes and townhome residences will be under 1500 sf and will be affordable to households earning 80-100% AMI. Some housing options include space which can be converted to a home office or a secondary residential unit for rent or for extended family. The project also includes two workspaces providing office space for all residents. There are retail and business spaces available for rent which are sized to encourage small local business startups. The variety of indoor and outdoor recreation and community spaces in the project cater to all residents. Many of these spaces will also be available for use by

the larger community and accessible through a sidewalk network, thereby encouraging community between the residents and their neighbors.

- 2- *Community Prosperity and Engagement* – Uses within the project include rental spaces suitable for small businesses, and a built-in residential community to support those uses. The mid-rise building along the Pope Road frontage will include multiple spaces totaling at least 15,000 sf which would be suitable for small retail and office space. Those spaces will be accessible from the street and will be attractive to local start-up businesses as well as smaller established businesses. The project will include structured parking in that building to provide for the non-residential uses, and their location on the main street within the development makes them very accessible by bike and pedestrian traffic. This space is a short walk (400 LF) from existing public transit stops.
- 3- *Getting Around* – There is one main street within the project providing appropriate fire lanes and emergency access. The majority of vehicular parking is located in the mid-rise building. Secondary streets through the rest of the site are narrower to encourage less traffic and lower speeds, and to promote pedestrian safety. The main street has sidewalks on both sides which connect to multiple off-street sidewalk trails to encourage pedestrian activity within the site. There is an existing bus stop on Old Chapel Hill Road in front of the project.
- 4- *Good Places, New Spaces* – The project design includes public green spaces away from the main street. That community space is suitable for programming and the developer intends to work with local food service and bike rental groups to provide at least weekend activity within the space. The central green space will be easily accessible by all residents and will also be open to the larger Chapel Hill community. It will be connected by street and off-street sidewalks.
- 5- *Nurturing Our Community* – The project will provide housing in a variety of forms for a variety of people in different life stages. The density of housing in this location supports development of community open space, and amenities on site for all residents, thereby reducing off-site trips to such destinations as fitness centers, pools, or playgrounds. The project will meet Town requirements for stormwater mitigation and for tree coverage. The higher density allows for development of housing with low per unit impact on stormwater. The nearby single family suburban type development relies on 2,700-5,000 sf of impervious surface per household for the house, driveway, and outdoor living space. The proposed Chapel Hill Crossing development will provide housing at a rate of only 800 sf of impervious per household and will control peak flow and nutrient runoff, thereby making it a more environmentally responsible development type. The project will add to pedestrian connectivity in the area, will add to the multi-modal trail system, and will provide recreational opportunities for both residents and the wider community. The community open space is sized and designed to host markets and small retail operations thereby supporting community small business.
- 6- *Town and Gown Collaboration* – UNC Chapel Hill employs over 13,000 faculty and staff. In addition, there are over 7,000 employees at UNC health facilities in Town. This project will

provide multiple housing types at obtainable prices for all Chapel Hill residents and people who work in town, and will provide options for UNC employees to live in Town, thereby potentially reducing commute times and resources.

We believe the proposed development is consistent with all the goals outlined for the area in the Future Land Use Map Update to Chapel Hill 2020, adopted in December 2020. This plan calls for redevelopment in the North 15/501 focus area with uses including multi-family residential in 4-6 story buildings including the transitional height desired at the street.

Statement of Compliance with Design Guidelines

The project sites to be developed are 6.5-acre and 9.75-acre pieces fronting Old Chapel Hill Road and Pope Road. Located in Durham County, the parcels are within the limits of the Town of Chapel Hill.

The Town has a Design Manual which provides guidance for the design of new projects, intended “to assure that new designs remain in continuity with the Town’s existing design ‘successes’ and at the same time inspire exciting and creative additions to the community’s blend of distinctive buildings from many eras” (p.1) These guidelines regulate site design as it relates to services, utilities, and landscaping.

Stormwater Treatment - The project will meet stormwater quantity and quality controls at the time of final plan development and approval. Underground facilities are proposed to handle peak flow, with sand filters to treat for water quality. One surface pond may be used for both quantity and quality treatment.

Landscaping and tree protection - The project will meet most parts of this guideline including but not limited to: total tree coverage, parking lot screening, perimeter landscape buffers, landscaping around the building, and storm pond plantings. Because of the multiple overhead and underground utilities along Old Chapel Hill Road, and due to the large and irregular distance of the property line from the street edge, the applicant is requesting a modification to reduce the street buffer planting on the north side of Chapel Hill Road. The applicant is also asking for small intrusions into the Old Chapel Hill Road and Pope Road street buffers on the south development. The code required trees and shrubs will be installed. The retained tree coverage on site as well as new plantings will meet code landscape requirements.

Access and circulation - The project will be designed to comply with Town standards for circulation, parking, emergency access, and access for services such as utility maintenance and trash collection. Though the applicant is asking for a reduction of parking lot dimensions to reduce added impervious surface and to bring the dimensions in line with standards used elsewhere in North Carolina.

For the north portion of the development, street frontage is approximately 360 LF on Old Chapel Hill Road, and the applicant expects to have 2 driveway entries along this frontage. There is no current opportunity for connection to other public streets, but the project could accommodate a future connection to potential development on the parcel to its west. The main drive will be along the eastern portion of the site, but the parking lot behind will accommodate easy off-street connection(s) to future neighboring development.

In the south portion of the development, there will be a new main street through the site which will provide appropriate emergency access. This will be a private street. Secondary roads within the site will be narrower and will be designed to accommodate emergency and maintenance vehicles as well as residential traffic.

The southern portion of the development pushes car circulation to the edges, allowing for safe and pleasant central pedestrian oriented spaces.

Parking and loading - The LUMO specifies minimum required and maximum allowed parking for residential uses.

On the northern portion of the project, total required parking would be a minimum of 164 spaces and maximum of 205 spaces. The plan accommodates 195 parking spaces total, 38 of which will be located under the building and accessible from the north parking lot. Bicycle parking will meet Town codes, and the majority of bicycle parking will be located inside the building. There will be two loops providing visitor bike parking at the front entry of the north building. Electric charging stations will be provided on site as well as bike storage and bike wash station to encourage alternative transportation usage.

On the southern portion of the project, total required parking would be a minimum of 473 spaces and a maximum of 755 spaces. The plan accommodates approximately 695 spaces total broken down as: 45 under building private parking within townhomes, 21 spaces in off-street parking spaces to serve specific detached houses, up to 560 spaces in structured parking, 21 streetside spaces, and 48 spaces in small parking lots. This diversity of parking options allows the project to accommodate expected vehicles while avoiding large parking lots. Multiple bike loops will be provided around the southern portion of the project for short term bike parking. Electric charging stations will be provided in the structured parking.

Street lights, signs and markings – It is not anticipated that public street improvements will be required.

Utilities and easements - There is electric service along the parcel frontage. There is also water service along the frontage.

Sanitary sewer will involve extension of a sanitary main, and a pump station within the northern portion of the project.

New easements will be recorded as necessary for utility mains and stormwater mitigation facilities on site, and to recombine the existing parcels.

Solid waste management – Trash compactors will be located in or adjacent to the multi-family buildings. A recycling and a cardboard collection facility will be allocated in a shielded portion of surface parking areas. Access to the collection areas will meet Town and County requirements or will accommodate private pickup. For the southern portion of the development, it is anticipated that residents of larger townhomes and detached homes will have roll-out carts and street pickup service.

Affordable Housing Plan

This project will provide several different models of affordable housing, most specifically in the for-sale units and smaller rental unit sizes. The for-sale houses and most of the townhomes will be in the 800 sf-1,800 sf size range. These smaller units will be affordable and still attractive as elements normally found within larger individual homes, such as home offices, gyms and bonus space/play areas, will now be available in locations on site. The community space on site will include fitness center, communal office space, and community rooms.

In the for-sale product, 30% of cottages and townhomes will be targeted to buyers with an income of 80-120% AMI.

In the rental portions of the project, 12% of the units will be offered to residents with 80% AMI.

There are other elements of the project that promote affordability. The townhome units with flex space allow for purchase of a townhome, but allow rental of the flex space to offset purchase and maintenance costs. The larger townhomes will have the option to add an ADU giving the opportunity for soft density, and those 400 sf-500 sf units will be by nature more affordable to rent.

In general housing in this project will be targeting an income range that currently is not being served with new single-family construction.

Response to Concept Plan CDC Comments

Concept Project Scope

The north side concept plan was presented to the CDC in September 2021 in included a 90 unit building with surface parking and surface storm pond. The project emphasized protection of the stream buffer and retention of the forested portion of the site north of the stream.

The south side concept plan was presented to the CDC in May 2022 and included approximately 240 residential units in 5-story apartment buildings, 4-story stacked townhomes, standard 3-story townhomes, and small 1-story cottages. The project also included a “boxyard” type of programming in the community open space, electric bike rental facilities, playgrounds and a clubhouse and pool area. The parking was predominantly in surface lots.

General comments:

Could the project move some of the parking under-building

- *The project now includes garage under the north building for about 38 parking spaces – or 20% of total parking in that portion of the project. The majority of parking in the southern portion of the project is under-building.*

The site could include more density

- *The project size has increased. This is possible because more than half of the parking has been moved into structured spaces and most stormwater mitigation has been moved underground.*

Can we relocate parking away from the front of the building

- *The parking in front of the building has been greatly reduced. In doing so it provided an opportunity to move the building closer to the street and to create an entry plaza.*

Can the building be re-oriented to give more residents views

- *The north building shape has changed allowing two distinct courtyards and views into those courtyards from many units. The public interior spaces will also overlook the courtyards and amenities. In the southern portion of the project, many units front or overlook the central green or small pocket parks within the project.*

Can any of the units be for sale

- *The developer has expanded the project to the south side of Old Chapel Hill Road which includes alternate unit types and sale product.*

Like use of smaller homes

- *Homes as small as 800 sf are still included. There are also flex spaces in the townhomes that could be used as small ADUs.*

There is missing pedestrian connectivity.

- *The overall community design has been revised to include a main street with sidewalks and bikeable areas. Additional pedestrian sidewalks have been added throughout the project to encourage walking within the project.*

There is a lot of hardscape, surface parking, and not enough green space

- *The project has been reorganized and the majority of parking is now in structures or under townhomes. Green space has been increased and connected.*

Density was not a concern to most members but plan needs better building placement to define outdoor spaces. Don't let parking lots define the spaces and the layout.

- *Parking at the north building has been moved to the rear yard allowing better pedestrian space at the street and a better view from the street. A significant portion of parking has been moved to structured spaces, reducing surface parking and eliminating the large parking lots. The greenspace has been centralized and connected, and buildings laid out around the community space and strong main street elements.*

Would like to see pocket neighborhoods within the project

- *Two pocket neighborhoods have been added to the project.*

Would like to see larger buffer zones

- *Proposed landscape buffers meet the LUMO except for small requested modifications at the street. The project has evolved to transition uses, density and building height so that the project elements adjacent to existing single family uses are detached 2-story houses.*

Many members would like to see some existing trees retained, and existing trees should dictate building location.

- *Almost half the north site has been retained in existing tree coverage. With the mix of housing and addition of non-residential uses the majority of the site will be cleared. Existing trees will remain in the wide right of way. The project will meet the Town's ordinance requirements for tree coverage.*

Elements the Board members supported:

- Façade articulation
- The contemporary architecture and materials
- Like the mix of housing
- Creativity of product mix and inclusion of much needed non-residential uses
- Inclusion of for-sale residential units in the southern portion of the project
- Vision of gathering space for the larger community

Response to Concept Plan Council Comments

Concept Project Scope

The north side concept plan was presented to the Council in October 2021 and included a 90 unit building with surface parking and surface storm pond. The project emphasized protection of the stream buffer and retention of the forested portion of the site north of the stream.

The south side concept plan was presented to the CDC in June 2022 and included approximately 240 residential units in 5-story apartment buildings, 4-story stacked townhomes, standard 3-story townhomes, and small 1-story cottages. The project also included a “boxyard” type of programming in the community open space, electric bike rental facilities, playgrounds and a clubhouse and pool area. The parking was predominantly in surface lots.

General comments:

Could the project move some of the parking under-building and/or reduce parking

- *The project now includes under building space for about 20% of total parking under the north building. In the southern portion of the project, well over half the parking is in structured locations. The local network of alternative transportation options is not yet developed enough to warrant significant reduction of the parking on site.*

The site could include more density

- *The project size has increased. This is possible because some more than half the parking has been moved to structures and garages, and almost all stormwater mitigation has been moved underground.*

Can we relocate parking away from the front of the building

- *The parking in front of the north building has been greatly reduced. In doing so it provided an opportunity to move the building closer to the street and to create an entry plaza. In the southern portion of the project, most of the parking has been moved into a parking deck or into private garages accessed from the rear of the homes. Surface parking has been minimized and there are no large parking lots.*

Can any of the units be for sale

- *The developer has expanded the project to the south side of Old Chapel Hill Road which includes alternate unit types and sale product. The project is offering opportunities for ownership that meet the Town’s goal of increasing “missing middle” housing product.*

Can the affordable component meet the 60% AMI level

- *The project is offering ownership opportunities for real estate that are in line with Chapel Hill’s guidelines of affordability, and holds both formal and informal rental opportunities in the form of smaller units in the proposed buildings and multiple ADU’s that can provide additional informal residential space. These alternate units provide opportunity for more affordable residences.*

How does this project fit into the future greenway plans

- *There are currently no plans for greenway trails in this area. The developer has worked with the Town and adjacent potential developers toward an area plan. The developer will be happy to work with adjacent future developments to provide and encourage connectivity.*

The developer and design team should consult with the Town's Urban Designer – and can this be a more holistic project which takes into account other proposed development nearby. Developer encouraged to work with Town staff and adjacent developers over the summer of 2022 to be part of a more complete neighborhood design. Think about how public transit connections can be made.

- *The design team has met multiple times with Brian Peterson and has incorporated many of his suggestions into the plan being submitted in this Conditional Zoning Application. Additionally the developer worked with the Town and developers of proposed adjacent projects during the summer of 2022 to work toward a general area cohesive plan. The project has incorporated the elements of connectivity in this plan.*

The plan needs a better interior streetscape, less surface parking, more integration of housing types. Would support smaller housing sizes.

- *In the north portion of the project the streetside parking has been greatly reduced to provide a more pedestrian friendly streetscape. In the southern portion of the project, the development design team has revised the overall layout with a central street and greenspace around which the housing is laid out. The transition from taller buildings at the street to detached housing adjacent to existing single family residential neighbors has been formalized*

Elements the Council members supported:

- Height and density (one council member did not agree)
- Contemporary architecture
- Creativity and mix of housing types
- Addition of the non-residential uses, pop-up / ghost kitchen space.
- General design direction.