

SPECIAL USE PERMIT APPLICATION



TOWN OF CHAPEL HILL
Planning Department
405 Martin Luther King Jr. Blvd
Chapel Hill, NC 27514
phone (919) 968-2728 fax (919) 969-2014
www.townofchapelhill.org

Parcel Identifier Number (PIN): 9779686385

Date: 4/27/17

Section A: Project Information

Project Name: Chapel Hill HS Expansion
Property Address: 1709 High School Rd Zip Code: 27516
Use Groups (A, B, and/or C): B Existing Zoning District: R-1
Project Description: Redevelopment of existing Chapel Hill HS campus- Building addition and the associated parking and roadways.

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

Applicant Information (to whom correspondence will be mailed)

Name: Timmons Group; Blake Hall
Address: 5410 Trinity Rd, Suite 102
City: Raleigh State: NC Zip Code: 27607
Phone: 919-866-4933 Email: blake.hall@timmons.com

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

Signature: [Signature]

Date: 5/17/17

Owner/Contract Purchaser Information:

☒ Owner

☐ Contract Purchaser

Name: Chapel Hill Board of Education; Bill Mullin
Address: 750 S. Merritt Mill Rd
City: Chapel Hill State: NC Zip Code: 27516
Phone: 919-967-8211 Email: bmullin@chccs.k12.nc.us

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

Signature: [Signature]

Date: 4-20-17



PROJECT FACT SHEET

TOWN OF CHAPEL HILL

Planning Department

Section A: Project Information

Application type: Special Use Permit Date: 5-25-17

Project Name: Chapel Hill HS Expansion

Use Type: (check/list all that apply)

☒ Office/Institutional ☐ Residential ☐ Mixed-Use ☐ Other: _____

Overlay District: (check all those that apply)

☐ Historic District ☐ Neighborhood Conservation District ☐ Airport Hazard Zone

Section B: Land Area

Net Land Area (NLA): Area within zoning lot boundaries		NLA=	4,034,527	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=		sq. ft.
	b) Credited Permanent Open Space (total adjacent frontage) x ½ public or dedicated open space	COS=		sq. ft.
TOTAL: NLA + CSA and/or COS = Gross Land Area (not to exceed NLA + 10%)		GLA=	4,034,527	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, all grading, including off-site clearing)	884,268 +/-
Area of Land Disturbance within RCD	104,443 +/-
Area of Land Disturbance within Jordan Buffer	7,067 +/-

Impervious Areas	Existing (sq ft)	Demolition (sq ft)	Proposed (sq ft)	Total (sq ft)
Impervious Surface Area (ISA)	1,071,576 +/-			1,071,576 +/-
Impervious Surface Ratio: Percent Impervious Surface Area of Gross Land Area (ISA/GLA) %				
If located in Watershed Protection District, % of impervious surface on 7/1/1993				



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Section D: Dimensions

Dimensional Unit (sq ft)	Existing (sq ft)	Demolition (sq ft)	Proposed (sq ft)	Total (sq ft)
Number of Buildings	97,015	76,615	77,956	98,356
Number of Floors				
Recreational Space				

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)				
Total Square Footage of All Units				
Total Square Footage of Affordable Units				
Total Residential Density				
Number of Dwelling Units				
Number of Affordable Dwelling Units				
Number of Single Bedroom Units				
Number of Two Bedroom Units				
Number of Three Bedroom Units				

Non-Residential Space (Gross Floor Area in Square Feet)					
Use Type	Existing	Proposed	Uses	Existing	Proposed
Commercial					
Restaurant			# of Seats		
Government					
Institutional	97,015	98,356			
Medical					
Office					
Hotel			# of Rooms		
Industrial					
Place of Worship			# of Seats		
Other					

Dimensional Requirements		Required by Ordinance	Existing	Proposed
Setbacks (minimum)	Street	28'		28'
	Interior (neighboring property lines)	14'		14'
	Solar (northern property line)	17'		17'
Height (maximum)	Primary	29'		29'
	Secondary	40'		40'
Streets	Frontages	64'		64'
	Widths	80'		80'



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Section F: Adjoining or Connecting Streets and Sidewalks

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

Street Name	Right-of-way Width	Pavement Width	Number of Lanes	Existing Sidewalk*	Existing curb/gutter
High School Road		24	2	☒ Yes	☒ Yes
Seawell School Rd		28	2	☒ Yes	☐ 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
			☐ Yes ☐ No ☐ N/A
			☐ Yes ☐ No ☐ N/A

Section G: Parking Information

Parking Spaces	Minimum	Maximum	Proposed
Regular Spaces	441	588	565
Handicap Spaces			
Total Spaces			
Loading Spaces			
Bicycle Spaces	177		177
Surface Type			

Section H: Landscape Buffers

Location (North, South, Street, Etc.)	Minimum Width	Proposed Width	Alternate Buffer	Modify Buffer
High School Road	30'	30'	☐ Yes	☐ Yes
			☐ Yes	☐ Yes
			☐ Yes	☐ Yes
			☐ Yes	☐ Yes



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Section I: Land Use Intensity

Existing Zoning District:

Proposed Zoning Change (if any):

Note: Refer to Table 3.8-1 (Dimensional Matrix) in the Land Use Management Ordinance for help completing this table.

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-1	0.076		968,286	2,017,264		2,716,400	
TOTAL							
RCD Streamside		0.01					
RCD Managed		0.019					
RCD Upland							

Section J: Utility Service

Check all that apply

Water	☒ OWASA	☐ Individual Well	☐ Community Well	☐ Other
Sewer	☒ OWASA	☐ Individual Septic Tank	☐ Community Package Plant	☐ Other
Electrical	☒ Underground	☐ Above Ground		
Telephone	☒ Underground	☐ Above Ground		
Solid Waste	☒ Town	☐ Private		



**SPECIAL USE PERMIT 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.

	Application fee (including Engineering Review fee) (refer to fee schedule)	Amount Paid \$
	Pre-application meeting – with appropriate staff	
	Digital Files - provide digital files of all plans and documents	
	Recorded Plat or Deed of Property	
	Project Fact Sheet	
	Traffic Impact Statement – completed by Town’s consultant (or exemption)	
	Description of Public Art Proposal	
	Statement of Justification	
	Response to Community Design Commission and Town Council Concept Plan comments	
	Affordable Housing Proposal, if applicable	
	Provide existing Special Use Permit, if Modification	
	Mailing list of owners of property within 1,000 feet perimeter of subject property (see GIS notification tool)	
	Mailing fee for above mailing list (mailing fee is double due to 2 mailings)	Amount Paid \$
	Written Narrative describing the proposal	
	Resource Conservation District, Floodplain, & Jordan Buffers Determination - necessary for all submittals	
	Jurisdictional Wetland Determination – if applicable	
	Resource Conservation District Encroachment Exemption or Variance (determined by Planning)	
	Jordan Buffer Authorization Certificate or Mitigation Plan Approval (determined by Planning)	
	Reduced Site Plan Set (reduced to 8.5"x11")	

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



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- 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
- r) 85% TSS removal for post-development stormwater run-off
- 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"x36")

Plans should be legible and clearly drawn. All plan sets 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, 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



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- 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

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 & 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



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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
- j) Landscape protection supervisor note
- k) Existing and proposed tree canopy calculations, if applicable

Planting Plan

- a) Dimensioned and labeled perimeter landscape bufferyard
- b) Off-site buffer
- 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 details



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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

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).

**STATEMENT OF JUSTIFICATION
for
SPECIAL USE PERMIT MODIFICATION

CHAPEL HILL HIGHSCHOOL
CHAPEL HILL-CARRBORO CITY SCHOOLS**

**Chapel Hill Township
PIN 9779-68-6385**

April 10, 2018

Introduction

Chapel Hill-Carrboro City Schools requests a Special Use Permit Modification for the subject property, to allow re-development of the property for a new administrative and academic campus. The project site encompasses approximately 111.9-acres and is comprised of an educational campus including classrooms, office facilities, indoor and outdoor recreational facilities, and associated parking for students, staff and buses. Undeveloped areas within the project site are dominated by mid-successional mixed pine and hardwood forest with mixed hardwood forest along the drainageways. Impacts to jurisdictional features are limited to one (1) stream crossing, associated with the road connecting the northern and southern sections of the educational campus. No other impacts to streams are proposed as part of the project.

In addition, the proposed project includes relocating the existing soccer field, outside of the riparian buffers, and restoring the riparian buffers by re-planting the area with native tree species. Revegetating the riparian buffer vacated by the relocation of the soccer field is a good environmental stewardship activity that will maintain diffuse flow through the buffer, thereby abating potential erosive effects of Jolly Branch, allowing for structural stability of the stream banks and the reintroduction of the natural vegetation. Species selection will utilize the list of species noted with the Guidelines for Riparian Buffer Restoration (NCDENR; October 2004).

All federal and state requirements have been met as part of the project. All improvements have been designed to minimize impacts to the existing resources (i.e streams, wetlands, vegetation) at the site. Impacts to riparian areas along the streams have been avoided and minimized to the maximum extent practicable by incorporating resourceful site planning, including the utilization of wetland/steam delineations and the buffer determination to adjust the layout to avoid minimize impacts.

The project has been reviewed by both the U.S. Army Corps of Engineers and the N.C. Division of Water Resources. Both agencies reviewed the project for impacts to protected resources including, but not limited to, protected riparian areas along the stream features,

threatened and endangered species, historic/cultural resources, water quality, and secondary or cumulative impacts. A 404 Nationwide Permit as well as a 401 Water Quality Certification have been received. A buffer authorization was submitted on March 26, 2018 to the N.C. Division of Water Resources and is still pending.

Justification

The Applicant believes that the requested SUP modification is justified by all of the required findings prescribed in LUMO Sec. 4.5.2. Evidence in support of these findings is presented as follows:

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.

General

The proposed campus will promote the public's general welfare by providing high-quality public education for local children. The school building and grounds will be a safe and healthy environment for students, workers, and visitors, in accordance with all applicable zoning, building, health, food-service, and life-safety codes.

Emergency Services

Fire protection and "first responder" emergency medical services will be provided by the Town of Carrboro. The Town's Carrboro Fire Rescue Fire Station is located less than one-half mile from the site, as measured along the most likely approach route.

The new buildings will be equipped with a fire suppression sprinkler system, and will be designed using conventional fire-prevention and fire-management strategies. The site and building plans will be reviewed and approved by the Town's Fire Department, to verify conformance to applicable regulations and standards.

Security Measures

Chapel Hill-Carrboro City Schools operates its school facilities with a very strong emphasis on security for students, staff, and visitors. The facility will be designed and constructed with passive and active security features, and it will be operated with rigorous security protocols as appropriate for a high school. The design will provide an enclosed campus which differs from the existing school layout with the building connections being open air.

The facility will be designed to provide very good visibility to outdoor areas from the building interior; and to achieve appropriate sight lines around the site and areas adjacent to the site. This design strategy will allow visual monitoring and supervision of outdoor activities by school staff. Where abrupt changes in elevation will occur on the site,

guardrails and other safety barriers will be used. Vehicular areas on and adjacent to the site have been designed, and will be managed, to provide separation from student activity areas and pedestrian routes, as practical.

Utility and Solid Waste Services

The facility will obtain public potable water and sanitary sewer service by connection to existing OWASA utility systems, meeting all public health standards related thereto. Solid waste collection for the facility will be provided by the Town of Chapel Hill. The school's solid waste management methods and facilities will be reviewed and approved by the Orange County Solid Waste Department, for conformance to all applicable regulations and standards.

Traffic

A traffic study was conducted by HNTB. The finding in the traffic study can be found in the TIA. NCDOT MSTA (Municipal School Transportation Assistance) staff have reviewed the site plan. MSTA regulates queuing distance that shall be provided on site to mitigate traffic from backing onto public roads. Based on the findings in the TIA, required queuing lengths for this site are 2,042 linear feet for average daily demand and 2,655 linear feet for high demand days. The proposed site plan allows for 2,225 linear feet meeting the requirements of the average daily demand. The school will develop a traffic management plan to address the high demand days in accordance with MSTA standards. Additionally the TAI recommends additional off-site improvements including turn lanes, signal modifications, bike lanes, and sidewalks. Coordination meetings have been held between the school system, design engineer, NCDOT staff, MSTA staff, HNTB, and Town staff to review the findings of the TIA. The recommended signal in the TIA at the intersection of the parent drop off drive and Seawell School Road do not meet NCDOT warrants for traffic signals therefore the school system will hire a traffic control officer to manage traffic flow during peak times.

Pedestrian and Bike Accommodations

The proposed school facility will be pedestrian oriented by design. The school's location near an established neighborhood allows optimization opportunities for alternative forms of access. A network of public sidewalks already exists along the street fronting the subject property. Building entry locations and onsite pedestrian routes will be designed to encourage and safely accommodate pedestrian access to and within the site. Additional sidewalks and pedestrian crossings will be constructed onsite to achieve a high degree of pedestrian emphasis

Bicycle access to the site will be accommodated by the local street network, and an appropriate number of bicycle parking spaces will be constructed on the site to encourage and accommodate biking as a viable means of transportation to and from the facility.

Modal Separation

The site design works to provide separation of various transportation modes and activities as appropriate. For example, bus traffic will be segregated from student car traffic for the high school. The majority of the staff parking will be in the western parking lot. The parking areas for parents/visitors and the parking area for staff will be located in different portions of the site, and accessed from separate locations, with little interconnection. Service vehicles will primarily access the building in a location that is remote and disconnected from student and parent/visitor areas, and that does not unnecessarily interact with staff parking areas. Student drop-off locations will allow most students to enter the building without crossing vehicular travel lanes. And pedestrians approaching the building from sidewalks along the street will have a direct means of entry into the building without having to cross vehicular parking areas. These design features and operational protocols will provide an inherent degree of onsite safety while allowing for the wide variety of activities and transportation modes that the site will experience.

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.

General

The proposed project will comply with all applicable regulations and standards. No supplemental use regulations are identified in the LUMO for the proposed use.

Zoning

The proposed use will conform to all zoning parameters set forth in LUMO Article 3; however a modification request is required as the proposed facility exceeds the height limitations set forth in the R-1 zoning district.

R-1 zoning district has an interior height restriction limited to 40 feet. The proposed building will require modification of the LUMO to allow for a maximum interior height limit of 50 feet. This height is required to provide the most effective design given the project's purposes and site constraints.

The requested height modification is a result of protecting the site area for use by the school in recreation and as a service to the community. The site area is limited and in an effort to optimize open spaces and minimize building footprint, the building is designed as a two-story facility with a mechanical platform above that. Additionally, the building is set back more than 150 feet from the street to further reduce the impact of the building height at the street edge.

Design Development Standards

The proposed use will be designed consistent with the requirements of LUMO Article 5. In accordance with this article, the facility will be designed to “maximize energy efficiency and conservation”. The building has been configured to take advantage of the site’s topography, to minimize grading requirements. Retaining walls are proposed in strategic areas to avoid unnecessary horizontal disturbance adjacent to slopes. Erosion and sediment control methods will be used to mitigate the effects of land disturbance associated with the new facility.

Rainwater management techniques will be employed to meet or exceed Town standards for runoff rate, volume, and quality control. Landscaping, screening, and buffering will be provided to meet the stated purposes in Article 5.6.1. These purposes will be accomplished by the preservation of existing trees where practical, and by providing a substantial amount of new plantings and other landscape features.

The new facility will provide for adequate access and circulation for both pedestrians and vehicles, in accordance with the recommendations of a traffic impact analysis conducted for the project. Onsite parking and service areas will be provided, balancing the need to provide vehicle storage with the strong desire to emphasize and encourage alternate forms of transportation. In addition, lighting, utilities, signage, and solid waste management facilities will be designed to conform to applicable Town requirements.

Parking

Required parking for the site has been determined by using the designation of “School, secondary, high school 9-12” in accordance with LUMO section 5.9.7. The required minimum parking is 441 spaces; the required maximum parking is 588 spaces; the required bike parking is 163 spaces.

LUMO Section 5.9.7 – Minimum and maximum Off-Street Parking Space Requirements
Modification Proposed – 25% Covered bike parking in lieu of 10% Class I bike parking for schools as required in the Design Standards Manual. Total bike parking 163 spaces of which a minimum of 41 spaces will be covered.

Landscaping

The school site will be designed to respect the existing vegetation in the perimeter buffers. The existing buffers along portions of the north and east of the site property lines will remain intact and supplemental landscaping will be added to these areas as necessary to meet the requirements of the LUMO. A request for modification is being proposed for the buffer along the western property boundary. The existing bus drop off area, parking lot, and access drives along the western property will remain unchanged. The existing impervious surface along the buffer resides between 3 feet to 20 feet from the property line. A request for modification is also being proposed for a reduction from the 40% requirement in tree canopy coverage standards. The existing site is heavily developed with an Elementary

School, Middle School, and High School. The existing on-site canopy is below the 40% tree canopy requirements by the LUMO. With the redevelopment we would be removing less than 1% tree canopy. Modification requests are as follows:

LUMO Section 5.6.2 - Buffers Required – (Western Boundary)

Modification Proposed – Variable width 3-20 feet to conform with existing conditions.

LUMO Section 5.7.2 - Tree Canopy Coverage Standards

Modification Proposed - Institutional (Use Group B) required 35%

Sustainability - General

The buildings and site will be designed to accommodate the Applicant's special emphasis on sustainability for its facilities. The school will have numerous sustainable features, similar to generous daylighting of interior spaces, solar energy collection, solar-heated hot water, high-efficiency equipment, energy management systems, cool roof characteristics, and alternative paving treatments.

The sustainable features and characteristics of the facility will meet the Applicant's Policy 9040, which stipulates a high degree of sustainability for new facilities. More importantly, sustainable features will also be expressed and presented within the facility in a manner that can be integrated into the school's educational curriculum.

Building Configuration and Siting

The proposed building orientation was dictated by having to keep the existing buildings on site in operation during construction. The proposed classroom buildings in the center of the site have been placed just south/south east of the existing main building. The proposed buildings will also tie into the existing auditorium building and cafeteria building while taking advantage of a steep slope by splitting the building at two levels. The spaces that will be occupied as academic space for the majority of the day have been given priority for maximizing daylighting and north-south solar orientation.

The main building orientation places the building with the main entrance facing southeast and away from High School and Seawell School Roads.

Environmental Protection

The project's design will conform to all applicable environmental regulations. Measures have been taken to have minimal impacts to existing streams and buffered areas. A roadway crossing of Jolly Branch is proposed to alleviate traffic associated with parent drop off and pick up for the students. This roadway will be designed to minimize impacts to the maximum extent feasible. No published floodplain exists on the property, and no structural feature is proposed in any low-lying area other than the stream crossing. Erosion and sediment control plans adhering to state requirements will be developed to mitigate sediment laden runoff during construction.

Rainwater Management

Rainwater runoff from onsite improved areas will be captured and managed to exceed Town requirements for runoff quantity, rate, and quality. To meet the town ordinance stormwater management will be required for any increase in impervious surface from existing built upon area. Our proposed site plan increases impervious surface by less than 1 acre. Pervious parking will be utilized to offset the increase in impervious surfaces. Several meetings have been held between members of the stormwater advisory board, town staff, and the design team to discuss ways this project can help the environmental quality along Bolin Creek. The design team has worked to incorporate many of their recommendations which are over and above the requirements set forth in the Town of Chapel Hill Design Manual. Features that have been incorporated into the design based on feedback received from Advisory Staff members include the following:

- bioretention basins to treat water quality for the 240 space student parking lot
- above ground cistern in the courtyard to capture roof runoff
- rain gardens in the courtyard to treat water quality and provide educational opportunities.
- Revised the round culvert for the stream crossing and provide a box culvert to have less of an impact on the stream
- Realign the entrance drive off of Seawell School Road to minimize impacts to the RCD.
- Regrading the slope along the old soccer field to slow water and minimize erosion deposition into Jolly Branch. Native vegetation will be used to stabilize the area and create habitat.

Demolition, Deconstruction, and Construction Waste Management

The Applicant has begun coordination with Orange County Solid Waste staff to identify practical ways to deconstruct and re-use existing building materials. Based on preliminary indications, the Applicant expects to be able to divert most of the existing onsite building materials away from the traditional landfill waste stream.

During new construction, solid waste materials will be recycled and/or disposed in a manner consistent with Orange County and Town of Chapel Hill requirements. The Applicant intends to divert at least 75% of the waste from new construction activities to sources other than the landfill.

Energy Efficiency

One of the project's goals is to achieve a high level of energy use reduction. The design team expects to achieve greater than a twenty percent reduction in usage below ASHRAE 90.1, which is the baseline measurement standard. Alternative energy producing elements will be used such as photovoltaic cells and thermal solar collectors. Other systems will be explored and used as appropriate, including solar-heated hot water, high-efficiency HVAC and lighting equipment, energy management systems such as central building controls and

occupancy sensors, etc. These system approaches will work together to achieve the highest energy reduction possible within the project parameters.

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.

The subject property has been used in the past as is currently operating as a public school. The existing land use is well established and the presence of this type of land use is already reflected in the market value of contiguous properties.

The buildings and site will be a physically attractive facility that sensitively responds to site conditions and to the concerns of local residents. Perimeter buffers will be provided to mitigate impacts to adjoining properties, and site lighting will be carefully designed to avoid detrimental glare.

New or re-developed schools, particularly within school systems that are known to provide high-quality educational services, are generally considered to have a positive effect on the real estate value of nearby properties. The proposed school facility will be a beneficial addition to the local community. It will provide a local source of quality public education, provide job opportunities for neighborhood residents and other citizens, and be a venue for a wide range of community activities and gatherings.

Based on the foregoing, the Applicant believes that re-development of the subject property for the new facilities will maintain or enhance property values for contiguous properties, and for properties in the neighborhood at large.

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.

Comprehensive Plan

The proposed project consists of a new campus constructed as a re-development of the existing Chapel Hill High School. Re-development of this site will replace existing facilities with a newer, safer, and education-driven infrastructure, providing important new elements of neighborhood support and identity.

The Chapel Hill High School request for re-development is fully consistent with the goals of the Chapel Hill 2020 Comprehensive Plan. The plan provides additional community facilities for the surrounding community without the need to impact additional undeveloped properties in the area. At the same time, the plan protects the woodland buffer to the adjoining middle school to the maximum extent feasible. Some of the relevant CP themes supported by the proposed development are:

- **A Place for Everyone:** The new Chapel Hill High School will create a vibrant rejuvenation within the community. With the expansion of the high school, we are creating a resource for Chapel Hill's children as they are an essential resource, and the community seeks to nurture them while they are here and nourish a community that will remain attractive to them as they learn, grow, and develop new ideas that will shape the community's future success.
- **Community Prosperity and Engagement:** The new Chapel Hill High School will re-develop the existing high school classrooms. The consolidation of the high school classrooms will free up mobile classrooms currently on site, which will decrease expenses for the municipality.
- **Getting Around:** The Chapel Hill High School will work to preserve and improve the existing sidewalk along High School Road and provide interconnectivity with the Middle School on the south side of Jolly Branch. Accessible curb ramps will be added where needed to serve all users. Bike racks will be provided to promote non vehicular traffic.
- **Good Places, New Spaces:** The redevelopment decision making process for this site provides clarity and consistency with the goals of the Chapel Hill 2020 comprehensive plan.
- **Nurturing Our Community:** Open space and natural stands of vegetation and buffers will be preserved to the extent practical. Stormwater management will be designed in locations that follow existing drainage patterns seeking to maintain current flow patterns and reduce grading where possible.
- **Town and Gown Collaboration:** The expansion of Chapel Hill High School will improve and provide these students access intellectual pursuits that will broaden their horizons and career opportunities in the future. It will also assist these students in becoming more involved in the Town and going onto higher learning at the local Universities and Colleges.

Advisory Boards & Commissions

Community Design Commission – Stipulations

- Stipulation - Provide additional plantings along the western property line to protect the adjacent residential area.
Applicant Response – Additional native evergreen vegetation will be provided along the residential property to screen the parking lots from the neighboring house on the western property line.
- Identify existing trees to be saved and protected on the tree survey, saving as many mature trees whenever possible.

Applicant Response – We have adjusted the sidewalk and parking lot grades to save additional trees along High School Road.

Transportation and Connectivity Advisory Board – Conditions

- Condition - That the applicant run conduit to all the new parking lots so that at least 20% of the parking spaces could be electrified in the future.

Applicant Response – We agree to run the conduit for future electrical charging stations.

- Condition - That the applicant may provide the minimum bike parking space requirement (163) as long as they provide covered bike parking to at least 25% of Class II bike parking spaces. In exchange, the applicant need not provide as many bike storage lockers.

Applicant Response – Requested modification to standards to provide 25% covered parking in lieu of 10% class I bike parking.

Environmental Stewardship Advisory Board – Special Considerations

Special Consideration - Explore an environmental impact analysis for the proposed stream crossing for concerns related to flora and fauna

Applicant Response – The project has been reviewed by both the U.S. Army Corps of Engineers and the N.C. Division of Water Resources. Both agencies reviewed the project for impacts to protected resources including, but not limited to, protected riparian areas along the stream features, threatened and endangered species, historic/cultural resources, water quality, and secondary or cumulative impacts. A 404 Nationwide Permit as well as a 401 Water Quality Certification have been received.

Special Consideration - Consider a staggered student release or other approach to mitigate traffic congestion and reduce emissions from vehicle idling

Applicant Response – This unfortunately will not work for the school system.

Special Consideration - Explore Safe Routes to School as a way to increase multi-modal access to the school, specifically NACTO intersection safety guidelines

Applicant Response – Many offsite improvements including, bike lanes, sidewalks, pedestrian crosswalks, and traffic control officers will be used to provide safe routes.

Special Consideration - Follow Best Management Practices for designing rainwater harvesting systems for pre-filtering and overflow sizing to prevent system failure

Applicant Response – Rainwater harvesting will incorporate filter to minimize sediment from entering the tanks.

Special Consideration - Incorporate environmental education into the sustainable design features and fixtures associated with the project

Applicant Response – The courtyard will include educational signage with the features.

Stormwater Advisory Board – Considerations

The applicant has worked with the stormwater advisory board to incorporate all recommendations.

Planning Commission – Considerations

- Recommendation- Work with the adjacent neighbor to provide native evergreens to screen the adjacent property.
Applicant Response – We will comply
- Recommendation- Endorse the Transportation and Connectivity Advisory Board’s recommendation that 163 bicycle parking spaces be provided and that 25% of Class I parking spaces be provided as sheltered parking spaces in lieu of bike lockers.
Applicant Response – We will comply
- Recommendation- Endorse the Transportation and Connectivity Advisory Board’s recommendation that electric conduits be provided at all parking lots so that electrification is provided to a minimum of 20% of parking spaces.
Applicant Response – We will comply
- Recommendation- Advocate that the applicant create a plan for safe crossings for students especially across High School Road, and explore a lighted signal, crossing signal, or pedestrian refuge.
Applicant Response – We will explore options for safe crossings. The crossing locations recommended in the TIA do not allow for pedestrian refuge as they are located at intersections.
- Recommendation- Recommend that the applicant provide an as-built traffic study to evaluate traffic conditions after occupancy, similar to that required for the Lincoln Center.
Applicant Response – We will comply

Summary

The Applicant believes that the requested SUP modifications are justified by all of the required findings prescribed in LUMO Sec. 4.5.2; and further believes that these findings are supported by the materials contained in the SUP modification application for the subject project, including the written evidence presented above.

CHAPEL HILL HS EXPANSION
CIVIL DESIGN DEVELOPMENT NARRATIVE
02/02/2018

1. GENERAL SITE INFORMATION

The site for the proposed Chapel Hill High School Campus is located along High School Road Seawell School Road.

The site is approximately 92.62 acres and the total area of disturbed land for the development of the campus and supporting infrastructure is approximately 20.3 acres.

The site is zoned R-1. There is a 28' street setback, 14' interior (neighboring property lines) setback, and a 17' solar (northern property line) setback.

2. VEHICULAR AND PEDESTRIAN CIRCULATION

A. On-site Driveways

The Chapel Hill HS Campus is accessed by four drives off of High School Road and one drive off of Seawell School Road.

The drives off of High School Road are used for the bus loop, student parking, drop-off areas and access to the southern portion of the school.

The drive off of Seawell School Road is the main drive leading to the front of the school. It is used for the necessary parking and drop-off areas. The student drop-off loop has been designed in accordance to the vehicular stacking guidelines as required by NCDOT's MSTA standards for Urban Charter Schools.

B. Fire Lanes

The Chapel Hill High School Campus allows for fire apparatus vehicles to have access to within 150ft from all parts of the buildings and complies with current IFC and local fire codes.

C. Sidewalks

Concrete sidewalks and crosswalks will be utilized to provide pedestrians with a safe and direct path from parking areas to the main building entrance. A sidewalk network will be used to direct students from the building to the proposed play fields and bus loop.

D. Off-site Roads

A Traffic Impact Analysis will be completed. The extent of off-site road improvements, such as turn lanes, will be determined after the completion of the TIA.

3. PARKING LOTS

Based on the Town of Chapel Hill parking requirements, 441 minimum parking spaces are required for the Lincoln Center Campus. The schematic plan for the Chapel Hill High School Campus provides 584 parking spaces.

4. ATHLETIC FACILITIES

A. New Multi-Purpose Grass Play Fields

One graded multi-purpose grass play field will be provided off of High School Road, near the bus loop. There will be one graded soccer field south of the high school that will be used by the middle school.

5. UTILITIES

A. Water Service

Domestic and fire service for the site will be made by tapping the existing water line located in High School Road. The water main will loop and tie into the main off of Seawell School Road

B. Irrigation

No irrigation system is planned for this project.

C. Sanitary Sewer

Sanitary sewer will be routed to the existing gravity sewer system located at the western side of the site.

D. Electrical Power

There is existing underground and overhead power located throughout the site.

6. SITE GRADING, DRAINAGE AND STORMWATER MANAGEMENT

A. Grading

The site will be graded to provide a low amount of impact to the natural terrain, existing drainage patterns, and environmental features.

B. Drainage

The majority of runoff from impervious surfaces will be conveyed into stormwater management facilities by way of storm sewer and/or grass swales. A combination of grass swales and plastic yard drains will be installed as necessary to help minimize storm sewer costs. A minimum amount of reinforced concrete storm sewer and inlets will be installed in the parking lots.

C. Stormwater Management

The site shall comply with Article 5.4 of the Chapel Hill Land Use Management Ordinance. The site will be designed such that the post-development discharge rate and quantity does not exceed the pre-development discharge rate and quantity for the one-year, two-year, and twenty five-year, 24 hour design storms. Stormwater management facilities will also be used to capture and treat 90% of the average annual rainfall and provide 85% total suspended solids (TSS) removal. It is anticipated that bio retentions, cisterns, and permeable pavers will be used to treat the additional runoff from this site.

7. CONSERVING AND PROTECTING THE NATURAL ENVIRONMENT

A. Erosion and Sedimentation Control

Erosion and sediment control will be provided during the construction in accordance with the requirements of the North Carolina Department of Environmental and Natural Resources Erosion Control Planning and Design Manual and local codes.

NCDENR's Raleigh branch will review the Erosion and Sedimentation portion of this public school project.

B. Environmental Site Conditions

The site was previously developed and contains no wetlands. A phase I ESA was completed for this site with no major concerns. There are buffered, jurisdictional streams that run through the site.

C. FEMA Floodplain

According to FEMA / FIRM Mapping, the site is not located in a mapped 100-year Floodplain.

8. LANDSCAPING

Landscaping will be provided in parking lot islands and around the building to exceed the minimum requirement from the Town of Chapel Hill.

Energy Management Plan

Chapel Hill High School Modernization

Updated: May 22, 2017

A) How Will Sustainable Forms Of Energy Be Utilized?

Envelope, HVAC, and lighting design will be the predominant forms of energy savings pursued for the project. Wind, solar, hydroelectric, and biofuel have also been considered but are either not available at the site or currently unaffordable.

B) How Will The Project Be 20% More Energy Efficient Than ASHRAE 90.1 Standards?

Envelope materials, HVAC, and lighting systems have all been selected with a focus on minimizing life-cycle costs. The following energy efficiency measures have been adopted based on meetings with the school district:

- Highly reflective roofing materials
- Continuous air barrier system
- Spectrally selective low-e glazing
- LED interior lighting
- Occupancy and daylight sensors
- High efficiency air-cooled chillers
- High-efficiency condensing boilers
- ENERGY STAR kitchen equipment

A third-party data source, ENERGY STAR's Portfolio Manager Tool, will be used to monitor energy performance after construction is complete.

C) How Will The Mechanical Equipment Offer Better Energy Performance Than The Minimum Allowed By Code?

The heating and cooling system for will consist of a four-pipe VAV system. Chilled water will be produced by high efficiency chillers, and hot water will be provided by high efficiency natural gas fired condensing boilers. All air handlers will have 100% air-side economizer capability, preheat coil, and cooling coil. Each classroom will have separate thermostatic control. Rooms other than classrooms, conference rooms, and large assembly spaces are grouped and zoned in blocks based on similar orientation, occupancy, and use. VAV boxes will be tied into the occupancy sensors for setback.

D) Will A Green Building Standard Be Utilized For This Project?

Chapel Hill-Carrboro City Schools has elected not to pursue formal LEED certification for this particular project.

E) Will This Project Participate In The NC GreenPower Program?

The school district does not currently plan to participate in the NC GreenPower program as a *customer*, since doing so would increase the utility bills paid by the school with no direct benefit to the school district. However, the provisions being made for the rooftop solar array will allow the school to eventually sign on as a *generator* with this same program.

F) How Will The Site Design Enhance Water And Energy Conservation?

The site design will enhance water and energy conservation through use of strategies like xeriscaping and tree shading. The site's landscape design, which includes a large rainwater cistern along with native and adapted vegetation, will greatly reduce the need for potable water for irrigation. Tree canopies will cover a significant portion of the site and will help reduce ambient temperatures on hot days. Trees can act as natural air conditioners by providing shade and cooling effects from evaporation, which can reduce the need for indoor air conditioning. Porous pavers and reflective roofing will also contribute to reducing the heat island effect.

G) What Are The Expected Savings From Building And Site Related Water Conservation Measures?

The school is expected to use 30% less water than the water use baseline (not including irrigation) due to the water conservation strategies being pursued. In order to conserve water and to reduce the burden on municipal water supply and wastewater systems, efficient fixtures and fittings are being installed, such as dual-flush water closets, pint-flush urinals, and sensor operated faucets in lavatories. New foodservice equipment will be energy and water efficient models. ENERGY STAR rated appliances will be selected where available.

H) How Will The Building Envelope Reduce Energy Consumption?

The building envelope will reduce energy consumption through methods like installation of spectrally selective low-e glazing and highly reflective roofing. Spectrally selective low-e glazing transmits visible light from the sun while blocking out unwanted heat. By controlling solar heat gains in summer, preventing loss of interior heat in winter, and allowing occupants to maximum use of natural daylight, spectrally selective glazing significantly lowers building energy consumption by reducing the need for cooling, heating, and electric lighting.

Dark, non-reflective roofing surfaces contribute to the heat island effect by absorbing the sun's warmth and radiating the heat into the surroundings. This radiation can artificially elevate temperatures, therefore, increasing cooling loads, electricity consumption, and greenhouse gas emissions. This project will be utilizing light, reflective roofing materials that will reflect sunlight, reducing the energy needed to keep the building cool and lowering electricity costs.

I) How Will The Building Materials Reduce Life-Cycle Energy Costs By Their Sourcing Location And Condition?

This project will prioritize the use of building materials that contain recycled content, are regionally sourced, and have been responsibly managed. To increase demand for building products that incorporate recycled content materials, thereby reducing impacts resulting from extraction and processing of virgin materials, the buildings will be constructed using materials with recycled content such that the sum of post-consumer recycled content plus half of the pre-consumer content constitutes at least 20%, based on cost, of the total value of the materials in the project. Building materials that have been extracted, harvested, or recovered, as well as manufactured, within a 500 mile radius of the project site for a minimum of 20%, based on cost, of the total materials value will also be specified. Specifying these materials helps increase demand for products that are extracted and manufactured within the region, thereby supporting the use of indigenous resources and reducing the environmental impacts resulting from transportation.

J) What Health And Safety Features Will Complement The Energy Efficient Design?

The project will ensure indoor air quality, adequate access to natural lighting, and allow for proposed utilization of sustainable energy. Given their influence on student well-being and performance, indoor air quality and natural daylight will be given high priority in the school's design. An indoor air quality management plan will be developed and implemented for the construction and preoccupancy phases of the project to reduce IAQ problems resulting from construction and to promote the comfort and well-being of construction workers and building occupants. All filtration media will be replaced immediately prior to occupancy. High efficiency air filtration will be applied to the outdoor air supply in order to control the indoor environment's air quality.

In order to reduce the quantity of indoor air contaminants that are odorous, irritating and harmful to the comfort and well-being of installers and occupants, all adhesives, sealants, paints, coatings, flooring systems, composite wood, and agrifiber products used on the interior of the building will be low-emitting materials that comply with certain requirements (such as VOC limitations and containing no added urea-formaldehyde resins). Low-VOC paints and FloorScore certified flooring materials will further protect indoor air quality, while natural daylight will be incorporated into the design through carefully designed window and shading systems along with strategically placed tubular skylights. The admission of daylight into key spaces while minimizing heat gain is a careful balancing act and one that the project team has experience with from many past projects. The site's vegetated open space will also promote greater physical activity and help reduce stress while improving the air quality.

K) What Percentage Of The Occupied Rooms And Offices Will Have Direct Access To A Reasonable Amount Of Natural Light?

More than 50% of the regularly occupied spaces (offices, classrooms, etc) will have access to reasonable amounts of daylight, which occur primarily on the building perimeter. Many rooms located towards the building core will also have access to exterior views, although the actual illumination levels provided by daylight drops down significantly as the distance from each window increases.

L) What Construction Phase Steps Will Be Taken To Assure The Building Will Perform As Specified?

All equipment in the project scope will be tested and balanced by a certified third party TAB firm prior to the close out of the project to confirm that the equipment is performing per the design. Chapel Hill-Carrboro City Schools has also engaged Moseley Architects to provide full-time construction administration services, which will include daily observation and monitoring of contractor activities throughout construction.

M) How Does The Project's Design Demonstrate A Commitment To Long-Term Energy Efficiency And Reduced Greenhouse Gas Emissions?

Chapel Hill-Carrboro City Schools employs a full-time Sustainability Coordinator who actively monitors the energy consumption of each building in the school district's building portfolio. Moseley Architects will also monitor the building's energy and water consumption over the first three years to ensure that the building is performing as expected. This partnership has significantly decreased the utility bills at one of our other projects for the same school district (Northside Elementary School).

N) Is The Site Reducing Life-Cycle And Transportation Related Energy Consumption Based On Its Location And Previous Condition?

The project's transportation management plan will support efforts to reduce energy consumption as it affects the community. The existing high school is currently served by stops for Chapel Hill Transit's HS route, which will be supplemented by the school district's own buses for its student population. Parking spaces will be limited to the number needed to provide adequate access to the site during both regular hours of operation and special events. Bicycle storage racks will be installed to encourage building occupants to ride their bikes instead of driving. In addition, some of the building spaces will be available for after-hours use by the community.

Business Logo Here

October 31, 2017

Chapel Hill, North Carolina

Transportation Demand Management Plan

Chapel Hill High School, located at 1709 High School Road in Chapel Hill. This Transportation Management Plan (TMP) is submitted in order to give support to the Town's Single Occupancy Vehicle (SOV) policy as well as to other policies having to do with promoting carbon reduction and encouraging the use of public transit.

These buildings contain 271,371 square feet of institutional space. This TMP will be a working document and the responsibility of the designated TMP Coordinator. Notice of the requirement to participate in the elements of the TMP for this site shall be annually sent to the Town of Chapel Hill – TMP designated manager.

Plan Goals:

- A. Promote the Town's SOV policy;
- B. Reduce private automobile use and increase activity;
- C. Encourage pedestrian and bicycle use;
- D. Encourage use of public transit.
- E. Reduce carbon emissions.

Administration and Reporting:

A. Administration:

The TMP Coordinator is responsible for administering and reporting as designed by the owner. The Town will receive an annual update of the name and contact information from the TMP Coordinator.

B. Duties:

The designated Coordinator will have the following duties:

1. Administer and enhance this TMP for Lincoln Center and Phoenix Academy (750 South Merritt Mill Road). The TMP Coordinator shall also be responsible for monitoring the implementation of the TMP and prepare annual revisions to the TMP based on the results of the Annual Survey and consultation with the Town to better achieve the goals of the TMP.
 2. Distribute a survey, on forms provided by the Town of Chapel Hill, to be taken at least once every other year, by all building employees, or as requested by the Town- that will document the effectiveness of this TMP and suggest modifications to increase its effectiveness as necessary. This survey, provided by the Town of Chapel Hill, will be given to the tenants at the Center for them to distribute to their employees in the building. The tenants will return the survey to the Coordinator and then be turned in to the TOCH. This survey will also include current mode of travel and hours of work. This survey will become the base for future reporting.
 3. Coordinator with the Town of Chapel Hill and Triangle Transit Share the Ride NC and other programs that may be developed.
 4. Coordinator will register for the Emergency Ride Home program.
 5. ***Attend the annual Go Chapel Hill TMP Conference and other workshops/meetings as required by the Town.***
- C. An updated Transportation Management Report will be submitted to the Town of Chapel Hill by November 30th of each year and other deadlines as requested.
- D. This report will include:
1. A description of an annual update to the TMP and will be updated annually as well as any changes made to the plan within the last year.
 2. All completed survey forms.

Plan Components:

- A. Promotion of Chapel Hill Transit (bus use)
Go Chapel Hill Transportation Demand Management—Promotions will include:
1. There is now one bus stop within easy walking distance that can be used by tenant employees and visitors.

2. The Plan Coordinator will provide each tenant with the information to distribute to their employees with information on free bus service and encourage building occupants and visitors to utilize this service.
3. An Information Center regarding Chapel Hill Transit, including route schedules, as well as other alternative transportation information will be posed in a common area for reference by tenants' employees and visitors.
4. The Plan Coordinator will post, on a quarterly basis, new information that describes new or changing programs developed by Chapel Hill Transit for encouraging participation, including news on ride-sharing, van-pooling, and bus routes and other new programs.
5. Offer possible incentives such as the regional Go Perks program to employees taking alternative transportation.

B. Promotion of Car Pooling and STRNC, Ridesharing and Carbon Reduction:

1. The Plan Coordinator will make available the information on car-pooling provided by the TOCH. This will be given to the tenants for distribution for their employees for them to arrange carpooling.
2. The Plan Coordinator will maintain contact with Go Triangle and will post information regarding Triangle Transit programs. We will cooperate with the Triangle Transit ride-sharing survey within this project.
3. To encourage ride-sharing, car pooling and alternative fuel vehicles will be allocated spots in certain areas of the parking area. We will coordinate with the riders and let them know the areas designed.

C. Accommodating Bicycle Use:

1. Bicycle racks will be located around the building for use by visitors and tenant employees. These riders may also be involved with using both the bus system and car-pooling groups.
2. A shower will be available for those employed in the building.

TMP Coordinator:

Name, Email, Address, Chapel Hill, NC

Telephone: Main 919- : Direct 919- -