CONDITIONAL ZONING APPLICATION

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

Parcel Identifier Number (PIN): 9788206500/ -4502/ -5716 Date: 8-26-2020

Section A: Project Information

Project Name:	Columbia Street Annex		
Property Address:	1150 South Columbia Street	Zip Code:	27514
Use Groups (A, B, and/or C):	A, C	Existing Zoning District:	R-2
Project Description:	Multi-use 52-unit residential development, underground parking, 4,000 sf general business space.		

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

Applicant Information (to whom correspondence will be mailed):

Name:	Coulter Jewell Thames PA, Attn: Wendi Ramsden				
Address:	111 West Main Street				
City:	Durham	State:	NC	Zip Code:	27701
Phone:	919-682-0368	Email:	wramsden@cjtpa.com		

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

Signature: Wendi Ramsden Date: 8·27·2020

Owner/Contract Purchaser Information:

☒ **Owner** ☐ **Contract Purchaser**

Name:	CN Hotel Associates Limited Partnership (9788204502/ -6500				
Address:	3008 Anderson Drive, Suite 120				
City:	Raleigh	State:	NC	Zip Code:	27609
Phone:	919-821-4665	Email:	roland@whiteoakinc.com		

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

Signature: M Adams Date: 8/27/20

Click here for application submittal instructions.

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Signature: Wendi Ramsden Date: 8.27.2020

Owner/Contract Purchaser Information:

☐ **Owner** ☒ **Contract Purchaser**

Name:	CN Hotel Associates Limited Partnership (9788205716)				
Address:	3008 Anderson Drive, Suite 120				
City:	Raleigh	State:	NC	Zip Code:	27609
Phone:	919-821-4665	Email:	roland@whiteoakinc.com		

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

Signature: Manager Date: 8/27/20

Click here for application submittal instructions.

Conditional Rezoning applications are reviewed by staff, Planning Commission, and Town Council. The application is part of an open public process that enables Town Council to discuss and decide on the key issues of a rezoning proposal. If a rezoning is approved, the applicant may then submit a detailed final plan application to staff for compliance review with the technical development standards and with the Council rezoning approval.

The establishment of a Conditional Zoning District shall be consistent with the Land Use Plan in the Comprehensive Plan. A proposed Conditional Zoning District is deemed consistent if the proposed District will be located in conformance with an adopted small area plan and/or in one of the following Land Use Categories:

- Medium Residential
- High Residential
- Commercial
- Mixed Use, Office/Commercial Emphasis
- Mixed Use, Office Emphasis
- Town/Village Center
- Institutional
- Office
- University
- Development Opportunity Area
- Light Industrial Opportunity Area

If the proposed conditional zoning districts is located in a Low Residential or a Rural Residential Land Use Category, the Town Council must approve a Land Use Plan amendment prior to proceeding.

SIGNED CONDITIONS: All conditions shall be in writing, prepared by the owner of the property or an attorney and must be signed by all property owners and contract purchasers, if applicable. The Town Attorney may require additional signatures if necessary and will determine whether or not the conditions statement is legally sufficient. Within thirty (30) days after receipt of the conditions the Planning Division Manager will notify the applicant of any deficiencies in the conditions statement or if any additional information is needed. The applicant may make changes to the written conditions statement provided it is submitted at least thirty (30) prior to Planning Commission meeting or thirty (30) days prior to Town Council public hearing.

RECORDATION OF CONDITIONS: After a rezoning has been approved by the Town Council, the conditions statement shall be recorded with the Register of Deeds Office. After a rezoning has been approved by Town Council and recorded by the Register of Deeds Office, the conditions may not be amended except through a new rezoning application.

Section A: Project Information

Use Type: *(check/list all that apply)*

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

Overlay District: *(check all that apply)*

☐ Historic District ☐ Neighborhood Conservation District ☐ Airport Hazard Zone

Section B: Land Area

Net Land Area (NLA): Area within zoning lot boundaries		NLA=	160,997	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=	177,090	sq. ft.

Section C: Special Protection Areas, Land Disturbance, and Impervious Area

Special Protection Areas: *(check all those that apply)*
☒ Jordan Buffer ☐ Resource Conservation District ☐ 100 Year Floodplain ☐ Watershed Protection District

Land Disturbance	**Total (sq. ft.)**
Area of Land Disturbance (Includes: Footprint of proposed activity plus work area envelope, staging area for materials, access/equipment paths, and all grading, including off-site clearing)	71,635 sf
Area of Land Disturbance within RCD	43,610 sf
Area of Land Disturbance within Jordan Buffer	2,210 sf

Impervious Areas	**Existing (sq. ft.)**	**Demolition (sq. ft.)**	**Proposed (sq. ft.)**	**Total (sq. ft.)**
Impervious Surface Area (ISA)	676	676	48,950	48,950
Impervious Surface Ratio: Percent Impervious Surface Area of Gross Land Area (ISA/GLA)%	.38%	.38%	27.64%	27.64%
If located in Watershed Protection District, % of impervious surface on 7/1/1993	.38%	.38%		

Section D: Dimensions

Dimensional Unit (sq. ft.)	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Number of Buildings	0	0	1(61,000 sf)	1(61,000 sf)
Number of Floors	0	0	6	6
Recreational Space	0	0	3,070 sf and/or PIL	3,070sf &/orPIL

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)	0	0	57,000 sf	57,000 sf
Total Square Footage of All Units				
Total Square Footage of Affordable Units				
Total Residential Density				
Number of Dwelling Units	0	0	52	52
Number of Affordable Dwelling Units	0	0	8	8
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	0	0			
Restaurant			**# of Seats**		
Government					
Institutional					
Medical					
Office	0	4,000 sf			
Hotel			**# of Rooms**		
Industrial					
Place of Worship			**# of Seats**		
Other					

Dimensional Requirements		Required by Ordinance	Existing	Proposed
Setbacks (minimum)	Street	0	n/a	26'
	Interior (neighboring property lines)	0	n/a	112'
	Solar (northern property line)	20'	n/a	170'
Height (maximum)	Primary	70'	n/a	70'
	Secondary	114'	n/a	84.5'
Streets	Frontages	80'	n/a	390'
	Widths	62'	n/a	260'

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
S Columbia Street	var	76'	5	☐ Yes	☒ Yes
NC 54 ramp	var	20' (on ramp)	1	☐ 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**
S Columbia Street	5' wide	concrete	☒ Yes ☐ No ☐ N/A
			☐ Yes ☐ No ☐ N/A

Section G: Parking Information

Parking Spaces	Minimum	Maximum	Proposed
Regular Spaces	62	106	66
Handicap Spaces	3	5	3
Total Spaces	65	111	69
Loading Spaces	0		0
Bicycle Spaces	19		will meet LUMO requirements
Surface Type	Concrete, asphalt, pavers		

Section H: Landscape Buffers

Location (North, South, Street, Etc.)	Minimum Width	Proposed Width	Alternate Buffer	Modify Buffer
North	20'	20'	☐ Yes	☐ Yes
West	20'	20'	☐ Yes	☐ Yes
South	30'	30'	☐ Yes	☐ Yes
East (street)	30'	0'-30'	☐ Yes	☒ Yes

Section I: Land Use Intensity

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

Zoning – Area – Ratio			Impervious Surface Thresholds			Minimum and Maximum Limitations	
Zoning District(s)	**Floor Area Ratio (FAR)**	**Recreation Space Ratio (RSR)**	**Low Density Residential (0.24)**	**High Density Residential (0.50)**	**Non-Residential (0.70)**	**Maximum Floor Area (MFA) = FAR x GLA**	**Minimum Recreation Space (MSR) = RSR x GLA**
MU-V Art'l	1.2					103,724	
streamside	.01					359	
managed	.019					734	
TOTAL						104,817 sf	3,070 sf
RCD Streamside	.01	0.01					
RCD Managed	.019	0.019					
RCD Upland	1.2						

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		

CONDITIONAL ZONING APPLICATION SUBMITTAL REQUIREMENTS

TOWN OF CHAPEL HILL
Planning Department

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

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

Stormwater Impact Statement (1 copy to be submitted)

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

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

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

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

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

Cover Sheet

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

Area Map

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

Existing Conditions Plan

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

Detailed Site Plan

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

Stormwater Management Plan

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

Landscape Protection Plan

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

Planting Plan

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

Steep Slope Plan

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

Grading and Erosion Control Plan

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

Streetscape Plan, if applicable

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

Solid Waste Plan

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

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)

Coulter Jewell Thames, PA

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p919.682.0368 f919.688.5646

Planning for the Future

May 11, 2020

Mr Jake Lowman
Town of Chapel Hill Planning Department
405 Martin Luther King Jr Blvd
Chapel Hill, NC 27514

RE: SPECIAL USE PERMIT APPLICATION – PROJECT NARRATIVE - REVISED
COLUMBIA STREET ANNEX, 1150 South Columbia Street

Jake:

Enclosed is the resubmittal for the Special Use Permit application for the Columbia Street Annex multi-use project.

The project site is located at the northwest corner of South Columbia Street and the NC 54 westbound on-ramp at the south end of Chapel Hill. The site is currently wooded / vacant with a jurisdictional stream buffer running north to south approximately 200-300 feet west of the street right of way.

The proposed development will include 6-story buildings set into the steep drop between the Columbia Street roadway and the much lower stream area to the west, and connected by a pedestrian plaza at street level. The lowest level will be underground parking and walk up entries to some residential units facing the stream area. The main floor at street level will be residential and office/general business space. This level will sit above and overlook the stream area to the west, but will be at street level with plaza pedestrian access on the Columbia Street side. This space is intended to provide offices and shared commercial space for the residential tenants to create a live/work environment for the project. The top four levels will be residential units; mainly 1 bedroom, with a few 2 bedroom units.

Total square footage for the building will not exceed 61,000 square feet broken down as approximately 4,000 sf of general business space, and 57,000 sf for 52 residential units. There will be 69 parking spaces in an underground garage and surface spaces on the west side of the building, not visible from the street. Some surface parking located near Columbia Street right of way will sit 16’ below street level but will be separated from the street view by a retaining wall and plant screening. Service and trash will be located at the south end of the project and not visible from the road. The vehicular layout allows service and emergency vehicle access. Bicycle parking will be accommodated in the residential units, in the

underground garage, and a few short term spaces located in the street level plaza accessible from Columbia Street.

Site vehicular access will be located at the northernmost part of the site, across from Purefoy Road to remove it as much as possible from the 15/501/54 / Columbia Street intersection. This configuration will allow full turn circulation as requested by NC DOT. A new sidewalk would be built in the right of way to connect to existing sidewalk from the north and continuing down to the NC54 ramp intersection. There is a requirement for 40% tree coverage on site that will be satisfied entirely with existing trees on the west side of the stream buffer. This project will include only minimal land disturbance west of the stream where an existing culvert will be removed at the request of the Town's stormwater group. Landscape buffers will be planted in disturbed areas on the northern, northwestern and eastern property lines, and a modified buffer will be provided on the street frontage.

The applicant is requesting a landscape buffer modification on South Columbia Street. The required buffer would be a 30' wide buffer planted to 'D' level opacity. But we are requesting a buffer ranging in width from 0 to 30' and with 30% of the total required plantings on the project property. This frontage will be opening to a pedestrian plaza to allow this awkward site to be accessible by pedestrians from South Columbia Street. The Owner would like to also plant some street trees in the DOT right of way and will work with DOT toward this condition. Those would be additional to the 30% plantings. The reduction will provide some buffering between the street and the building and shade for pedestrians along that sidewalk, while still providing view of the building and extensive access to the plaza area.

The applicant is requesting a reduction in parking to a minimum of 80% of the minimum requirement. The unit mix and quantity within the building have not been finalized by the owner. Project minimum parking is 65 spaces, and if the unit count is kept to 52 and the non-residential space to the low end, the 69 spaces that can be provided on site will satisfy the requirement. But the project is accessible to multiple alternate forms of transit, and if at the time of final design the market does not demand as much parking and the building program is at the higher end of the approved range, the total parking count may fall below the current LUMO requirement. The 69 spaces shown on the current plan are expected to satisfy the parking demand at this location. There are 28 double stacked spaces in the underground garage, suiting parking needs for 14 of the largest residential units and leaving 41 spaces to satisfy the demands of the other units and the non-residential space. With the existing sidewalk system in place, the bike lanes, public transit service, and the location of this project close to campus and downtown Chapel Hill, it is expected that 80% of the parking requirement will fulfil the user demands and encourage alternative forms of transportation. The owner is requesting a modification to allow a reduction to 80% of the required spaces as the minimum standard, though would have the right to provide as many as 69 spaces total.

Stormwater management will be handled through a BMP located under the surface parking west of the building. Stormwater management will meet State regulations. The developer is arguing that during the early application review in 2014 the stream was determined to be intermittent and therefore needs only a 50' RCD and buffer area. This is the information shown on the plans. The site is steeply sloped and is not in a flood plain. The 50' stream buffer will be protected and the majority of all construction and disturbance will remain outside of that zone. The stream itself does not always have water in it, and is

only 1-2 feet wide, and any visible banks are less than a foot above the bottom of the channel. The new project will have a retaining wall as the divider between the buffer and the parking lot. The development sits a minimum of 11 feet higher than the bottom of the stream. A modification to allow development in the managed and upland RCD zones, and a modification to disturb all steep slopes east of the stream area also being requested. This modification also includes a request to disturb more than stated ordinance amount, and to increase the impervious more than the stated ordinance amount. The project will be in conformance with the disturbance and impervious limits in the streamside zone. In the managed zone the disturbance will be approximately 60% - the ordinance restricts disturbance in this area to 40%. The project will be in conformance with the impervious limits in the managed zone.
In the upland zone, the disturbance will be approximately 53% while the ordinance restricts it to 40%. And the final impervious will be approximately 40% - double the ordinance restriction of 20%. A separate RCD Exemption Application has been submitted.

The final modification being requested is for a us mix percentage well below the LUMO mandated 25% per use. This is to reduce the parking needs while still providing general business space to encourage a live-work opportunity.

Trash and recycling will be handled in a dumpster facility at the bottom on the entry drive, accessible for Town and County pickup. Both garbage truck and fire truck access will meet Town standards.

A traffic impact study has been completed for this project, which fronts two NC DOT streets and no Town streets. The Owner has spoken with Chuck Edwards at DOT and will work with DOT to provide the turn lanes and safety measures required by DOT. The Town has requested an updated traffic impact study which the Owner is proposing to do during the ZCP phase of approvals when the counts and flows would be more accurate to the final project.

A rezoning application to change this site from R-2 to MU-V is being submitted concurrently with this SUP application to allow for a development with more building height and density.

The project has gone through the Town's Concept review process. It was presented to the Community Design Commission in October 2007 and there is a separate document responding to the board members' comments. The project also was reviewed by Town Council in February 2008, and a separate document addresses and responds to their concerns.

Sincerely,
Coulter Jewell Thames, PA
Wendi Ramsden RLA

cc. Phil Szostak – Architect, Szostak Design
Roland Gammon – Owner, CH Properties

Coulter Jewell Thames, PA

MAIN OFFICE
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DURHAM, NC 27701
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Planning for the Future

COLUMBIA STREET ANNEX

1150 South Columbia Street
SPECIAL USE PERMIT APPLICATION - **STATEMENT OF JUSTIFICATION**
26 April 2018
REVISED 11 May 2020

The project site is located at the northwest corner of South Columbia Street and the NC54 westbound entry ramp. The proposed use will be a mix of 52 residential units and some office/general business space in a 61,000 sf building. Stormwater control and tree coverage will meet Town standards. We will be asking for 5 modifications: 1- Reduction of the width and plantings in the landscape buffer on South Columbia Street 2- Potential reduction of parking from the requirement 3- Permission to build in the managed use and upland RCD zones and to exceed ordinance disturbance and impervious limits, 4- Permission to disturb steep slopes, and 5-modification to the required use mix percentages.

We believe the project satisfies all the required findings as stated in section 4.5.2 of the Town's Land Use Management Ordinance. These findings and our responses to how we address each finding are submitted as follows:

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

The project will be designed with open public space on the South Columbia frontage and more private space for residents on the west facing part of the building and site. Parking and plaza areas will be well lighted to meet the Town's lighting codes. Public sidewalk and handicap accessibility will be provided. The new building will comply with all current building and safety codes.

A traffic impact study has been completed for this project, and the owner will work with Town Transportation and NC DOT to update counts as relevant during the final plan application phase. The proposed access to the site has been located at the north end of the whole parcel, across from Purefoy Road and as far from the highway overpass as possible. The drive would be located 420 feet away from

the 15/501/54 / Columbia intersection. There is no other possible frontage for vehicular access to or from the site. The south end of the property fronts the NC 54 entry ramp. The Monroe Street right of way is not improved, topographically doesn't meet the South Columbia Street pavement elevation, and to the west crosses a jurisdictional stream buffer into a quiet residential street. The closing of this right of way will be taken to Council prior to the final SUP and Rezoning presentations. When the right of way closing is recorded, an access easement will be recorded at the same time with boundaries to align with the project's proposed driveway and the remaining Monroe Street right of way at the site's western property line.

The project will have minimal impact on utility demands. The site is already serviced with water, sanitary sewer, power, and natural gas. There will be no need for public upgrade of utilities to service this site, though the project will be installing a pump force main to connect sanitary sewer service to an existing manhole in S Columbia Street at Purefoy. The project will add a fire hydrant on South Columbia Street which will directly serve the new facility but which will also be an appropriate additional streetside and publicly accessible hydrant for the area.

2. ***The use complies with all required regulations and standards of the LUMO 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.***

We are requesting a concurrent zoning amendment to allow for more built square footage and a taller building than would be allowed in the existing zoning. All dimensional, design, and development standards are in conformance with applicable LUMO standards for the proposed zone except for a request for five modifications outlined above: streetside landscape buffer, potential parking reduction, building, disturbance, and impervious surfaces in the managed and upland RCD zones, disturbance of steep slopes, and a reduced non-residential use percentage.

3. ***The use is located, designed and proposed to be operated so as to maintain or enhance the value of contiguous property, or the use is a public necessity.***

It is expected that the new project will maintain or enhance the value of contiguous property. The site is currently forested but is quite overgrown at the street edges. The streets have been built up over time in order to allow enough elevation for an overpass at the NC 54 intersection. Because of this, the property sits as much as 25' below street level. It would be difficult to fill the site to make it usable for single family homes as there is a jurisdictional stream buffer 200-300' inside the site which runs the entire length north to south. The proposed design will create a building which takes advantage of the elevation changes by putting underground parking on the lowest level (away from street view), and creating a pedestrian connection at street level to a plaza area and to the buildings. Because the parking and lowest floor will sit below the level of S Columbia Street, the structure will appear less than 6 stories. The upper floors and the space facing west toward the stream and lower slopes would be used for residential purposes. In this way the building itself acts as beacon at the gateway into Town, and provides a transition between the busy arterial street on the east facing side, and the residential

neighborhood to the west. Additionally because the space is constructed in a 6 story building, an economically efficient density can be reached while leaving more than half the site undisturbed in existing forest. The concurrent rezoning would support the taller structure of mixed residential and non-residential uses that are being proposed.

4. ***The use conforms with the general plans for the physical development of the town as embodied in the appendix and in the comprehensive plan.***

The project site is located at the northwest corner of South Columbia Street and NC 54. Though not in an area specifically identified for future development, the area has definitely changed and traffic increased since the residential zoning was instated. The topographic constraints and the location of the parcel facing two arterial roads make it less attractive for single family home development than for a mix of other uses.

<u>2020 Comprehensive Plan</u>

The proposed project complies with all six goals as specified in the 2020 Plan.

Theme 1: A Place For Everyone - The proposed development will add to the diversified housing types in town. (PFE.3)

Theme 2: Community Prosperity and Engagement - The project site is a vacant lot in a gateway location at the south end of town. The proposed development will increase the value of the land in a place where infrastructure is already completely in place. Because the site is so far below the street (25') and is limited by a stream and associated buffer only 200-300 feet inside the site, there is a limit to the R-2 potential building in this location. By recombining the parcels and creating access to the whole piece from the most northerly point, the lot will become more valuable by being fully developed, but only if the increased density and building height can be built. (CPE.1) The small size general business space available within the building will foster small / start-up businesses and live-work space, and the project provides housing and small scale work space within walking distance of the hospital and science buildings on campus. (CPE.3)

Theme 3: Getting Around - The project site has accessible frontage on one public street and is already connected to the rest of the community by sidewalks, bike lanes, and local bus service. (GA.2) There is an existing Chapel Hill Transit stop at the north end of the site which is serviced by 4 local bus routes. (GA.4) The developer proposes to install a shelter, solar lighting, and a passenger information sign to improve the existing bus stop at the Purefoy / Columbia intersection. Potentially a future BRT station would also be located in this block. The project is located very close to schools, the University, and the Morgan Creek Greenway Trail, allowing users to access the site on foot or by bicycle as well as public transit or private car. The project will provide underground and open car parking, and covered bicycle parking. (GA.8)

Theme 4: Good Places, New Spaces - The proposed development increases density in a well-serviced area, which helps minimize sprawl. (GPNS.1) Development of these lots was made difficult years ago when the raised South Columbia / NC 54 intersection was installed, creating a site located as much as 25' below street level at points, and with no possible access from the south end. Additionally, more stringent stormwater and stream protection requirements adopted during the past 15 years have severely limited the building envelope on site. The proposed development works within these limitations. The underground parking takes advantage of land below street level and the building itself acts as a transition providing a public street front on the east side and a more private space overlooking the natural environment of stream and forest toward the west. (GPNS.2 and GPNX.6) This development will be a signature building visible to everyone entering Town at this location. At the same time, the project is protecting the stream and buffer area, and by increasing the density on the east portion of the site is able to leave a large treed area protected in the western half of the site, thereby fully utilizing the site while protecting environmental elements. (GPNS.8)

Theme 5: Nurturing Our Community - The proposed development will provide tree coverage and stormwater management on site to meet or exceed the Town's standard requirements. (NOC.2) The steep difference between the street elevation and the stream elevation only 200-300 feet away creates a challenge to development that would require either fill or very high retaining walls to create a level building envelope. The building design takes advantage of this elevation difference by setting the building into the slope and allowing the building to become the transition between the street and stream as fixed elements. The site allows for building access on at least two levels and the development takes advantage of that by tucking over half of the parking under the building, thereby reducing impervious area and screening the parking from the street view. There will be a pedestrian plaza at street level providing an urban feel for the pedestrian and creating a gracious visual and pedestrian entry into the building. The west facing side of the building will have views of the stream and forest and allow the building to create a noise and visual buffer from the busy street. This is the direction many of the residential units will face. (NOC.7) The high density of the building itself allows the footprint to remain small and therefore allows a large portion of the site to remain undisturbed in existing forest and stream buffer. (NOC.3) The siting of the building also creates a transition between the noise and commotion of Columbia Street and the quieter residential neighborhood to the west. (NOC.8)

Theme 6: Town and Gown Collaboration - Though the project is not being built in collaboration with the University, it's location within easy walking distance of the south end of campus will make it an attractive support facility for University employees and students and people whose business is connected with the University. (TGC.4 and TGC.6)

<u>Requested Modifications</u>

The applicant is requesting 5 modifications.

1. **Reduction of the width and plantings in the streetside landscape buffer on South Columbia Street.** The required buffer would be 30' wide and planted to 'D' level opacity. The applicant is

requesting a reduction to 70% of the plant material in an area with an average width of 12' against the proposed new street sidewalk.

Landscape Buffer Reduction Justification

The Owner is creating a pedestrian plaza at the street level which is being partially built on top of underground parking and that roof system will not support the full landscape buffer. Additionally the design intent is to create an open space for pedestrians to transition between the public sidewalk and the streetside plaza and for the space to have an urban atmosphere rather than a suburban one. Parking near the street will be located 16' below street level and retaining walls and landscaping will be used to screen that parking which will not be visible from the street. We will work with NC DOT and are requesting permission from them to plant some trees the Columbia Street DOT right of way. The buffer as currently designed will vary in width between zero and 30' with an average width of 12'. The modification also requests a 70% reduction in plant material from the required 23 canopy trees, 47 understory trees and 156 shrubs to 7 canopy trees, 15 understory trees, and 50 shrubs within the project site.

2. **Potential Parking Reduction**
   The unit mix and quantity within the building has not been finalized by the owner. Project minimum parking is 65 spaces, and if the unit count is kept to this, the 69 spaces that can be provided on site will satisfy the requirement.

   Parking Reduction Justification

   The project is accessible to multiple alternate forms of transit, and if at the time of final permitting the market does not demand as much parking, the total count may fall below the current LUMO requirement. The 69 spaces shown on the current plan are expected to satisfy the parking demand at this location. There are 28 double stacked or tandem spaces in the underground garage, suiting parking needs for 14 of the larger residential units. With the existing sidewalk system in place, the bike lanes, public transit service, and the location of this project close to campus and downtown Chapel Hill, it is expected that 80% of the parking requirement will fulfil the user demands and encourage alternative forms of transportation. The owner also intends to offer a discount on some units if they are taken without associated parking spaces. The owner is requesting a modification to allow a reduction to 80% of the required spaces as the minimum standard if needed at final plan.

3. **Modification to allow structures and parking in the managed and upland RCD zones and to exceed disturbance and impervious limits within the managed and upland RCD zones**
   There is only 120-320 feet between the right of way and the existing stream on site. There is no associated flood plain on this property or within 300' of the parcel. The developer is requesting permission to construction the building and parking in the outer RCD zones and to concentrate

development on the east side of the stream, thereby leaving over half the site in undisturbed forest.

RCD Buffer Impact Justification

The Special Use Permit Application for this project was first submitted in April, 2014. At that time, the subject stream was identified by the Town as being ***Intermittent*** in nature, and the resulting 50' RCD line was incorporated into the project design. The advancement of the SUP was then stalled by delays created over indecision by NCDOT and the Town about potential future right of way taking needed for a S. Columbia/Fordham Blvd. Interchange improvement precipitated by the Obey Creek Project south on NC 15/501. The Applicant subsequently withdrew the application and then re-submitted in order to try and force the issue on the right of way acquisition.

In the interval between the initial submittal and the recent submittal, Town Staff re-evaluated the stream and subsequently determined that it is now a ***perennial*** stream, which by LUMO requires a 150' RCD from top of bank. The developer is puzzled by this, as the stream and surrounding environment have not changed since the initial application. This determination now essentially renders the land area between the eastern side of the stream and South Columbia unusable, absent a consideration of an RCD Encroachment.

Further, the location of the stream channel bisecting the site north to south, along with the constraint along Fordham Blvd on-ramp means that the land on the west side of the stream is challenging at best to access. This is further exacerbated by the steep slopes to the east and west of the channel. The site is for all intents and purposes rendered un-buildable given a 300' plus wide swath of RCD through the property.

We would suggest that proposed project has too many positive benefits to the goals of the Town to remain undeveloped. Those include creation of a mixed-use building that has the inherent efficiencies of live/work opportunities; the millions of dollars in tax base created for the Town and County; and not least the construction of a significant well-designed building that can further enhance the southern gateway into Town.

We would also suggest that there are negligible if any adverse environmental impacts that would be created by granting our RCD encroachment request. The lowest floor elevation will still be well above the above the stream channel. There is no flood plain on the site that would be impacted. Stormwater will be treated in an underground detention facility to meet State and Town standards. This facility will be reviewed and approved by the Town Stormwater Department prior to construction and will mitigate increased runoff conditions caused by the increase in impervious surface on the site. The project development will removed some stream obstructions currently in place, and will help remove some of the non-native invasive vegetation on site.

For these and other reasons we are therefore requesting that the project as proposed be allowed to be constructed in the location shown on the SUP Plans.

4. **Modification to steep slope disturbance**
   LUMO section 5.3.2 specifies that the disturbance of steep slopes is to be minimized in order to protect water bodies from the effects of erosion on water quality, to protect plant and animal habitat, and to preserve the natural beauty and economic value of the Town's wooded hillsides. And the stated limit to disturbance of steep slopes is one quarter of existing steep slopes on site.

   Steep Slope Disturbance Justification

   Basically all the land between the stream buffer and the street will be disturbed to install the project and that land is very steep in its entirety. There is no flat space in the parcel that would be better suited to development. The majority of steep slope on the site is located in this area and was man-made during the South Columbia Street/15/501/NC54 interchange construction over 20 years ago.

   The steep slopes on site are not related to water bodies or wetlands. And the terracing of the site and stormwater mitigation of all impervious area will protect the stream area. When the project is complete there will still be significant evidence of steep slopes and elevation change throughout the site.

5. **Modification to required use mix percentages in the MU-V zone**
   LUMO section 3.5.1 specifies that the MU-V mixed use district have a mix of at least 25% floor area residential and a minimum 25% floor area in office/commercial uses. The developer is requesting an exemption to the minimum non-residential component to allow as little as 6% non-residential uses.

   Office/Commercial Percentage Reduction Justification

   The building is not located in an area with other businesses, but is on a busy street not suitable for the single family residential use it is currently zoned for. The existing topography of the site is conducive to a tall building (a high square footage) to bridge the elevation changes between the stream buffer area below and the existing streets above. But there is no on-street parking nearby or public parking available, so any uses on site will need to have parking provided on site. The parking requirements for commercial or office space are much higher per square foot than residential use, both the ordinance and market driven requirements. The non-residential space in this project will target consultants or businesses that do not have a lot of visitors, and will target users who live in the building so that the project is geared for a live/work facility. So the developer is asking for a reduction in the commercial component to be able to provide a live/work space, but not a full office/restaurant/retail experience as the area is not currently conducive to retail or restaurant uses.

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Planning for the Future

RESPONSE TO CONCEPT PLAN REVIEW, COMMUNITY DESIGN COMMISSION COLUMBIA STREET ANNEX

1150 South Columbia Street
Town File 9788-20-4502
April 26, 2018
REVISED May 11, 2020

The concept plan was original presented to the COMMUNITY DESIGN COMMISSION on WEDNESDAY, OCTOBER 24, 2007, 6:00 P.M.

The project included 87,000 sf floor area in four buildings proposed as a mixed use development on a 4.6 acre site located in an R-2 zoning district. There is RCD on the site. The uses included 75,000 sf residential in 32 dwelling units with 15% proposed as affordable housing. The remaining 12,000 sf would be retail and office on the ground floor. Parking for 80 cars was proposed. The mixed use proposal was described as a carbon zero development.

The scope has changed slightly since 2007. As the design is developed, the proposed design for the 4.6 acre project now includes 52 residential units, 4,000 sf of non-residential general business space, and a parking reduction to approximately 69 spaces. Total building square footage will be reduced to 61,000 sf.

At the hearing: Chairperson Jonathan Whitney called the meeting to order at 6:00 p.m. Commission members present were Mark Broadwell, George Cianciolo, Kathryn James, Gretchen MacNair, Laura King Moore, Scott Nilsen, Amy Ryan, Jonathan Whitney (Chair), and Robin Whitsell (Vice-Chair). Staff members present were Kay Pearlstein, Senior Planner and Kay Tapp, Senior Planning Technician.

CITIZEN COMMENTS

1. Joe Capowski, a resident of Coolidge Street, stated that the biggest bottle-neck to the project is S. Columbia Street traffic. He showed a photo taken the previous day at 5:00 p.m. of traffic on S. Columbia Street to illustrate the traffic problem. He believed that if would be difficult if not impossible to make a left turn out the proposed development at certain times of the day during peak traffic. He

supported bus use, but stated that it would be dangerous for people to cross S. Columbia Street to catch the bus to the University. He believed that the traffic problem has to be solved or the project will not be viable.

RESPONSE: Since the project was first proposed in 2007, DOT has completed road improvements on South Columbia Street. There is a stream and buffer running through the site from north to south which limits the opportunity for access/egress point anywhere but on the same side of the site as the development is proposed – which takes traffic onto South Columbia Street. Road improvements now completed include bike lanes and turn lanes and pedestrian crosswalks. Additionally this building as a mixed use space with sidewalks and bike lanes connecting it to other parts of town will promote a clustering of activities and alternate forms of transportation.

2. Kimberly Brewer, a resident of Purefoy Road, thought that it is a wonderful project but should be on a different site; too intensive; presence of Resource Conservation District; and heavy traffic on S. Columbia Street. She believed that the 80 spaces proposed with the project will create additional traffic hazards.

   Ms. Brewer stated that the Entranceway Plan for this location identifies green areas and tree canopy rather than a 2-story building. She wanted to see a project more compatible with Residential-2 zoning and better bicycle and pedestrian circulation on S. Columbia Street before major projects are built.

RESPONSE: The on-site stream has been determined to be perennial, which creates a 50' stream buffer and 150' resource conservation district zone on each side from the top of bank. There will be little disturbance of the 50' stream buffer, and much of that disturbance will involve stream improvement including removal of old culverts that are creation erosion problems.

The developer is proposing 69 parking spaces on site, but it is expected that a higher than average number of trips to and from this site will be by foot or bicycle or public transit. Ms Brewer was concerned about bicycle and pedestrian circulation on S. Columbia Street, but DOT has finished road improvements on this stretch of road to accommodate bicycles and pedestrians, including bike lanes, sidewalk, and crosswalks. This project will add skip striping as a further visual indicator of multiple users on the street. As for the intensity of use on this site, major thoroughfares are exactly where higher intensity uses should be concentrated. And the higher density residential mix in the proposed project provides an appropriate buffer between South Columbia Street and the residential uses to the west.

3. Scott Radway, a resident of Chapel Hill, stated that he had presented a proposal on this property previously and that the site is an isolated piece leftover when NC 54 was constructed. He stated that the on-site Resource Conservation District is a man-made corridor of drainage pipes and should be reconstructed.

He believed that the traffic issues are significant but that the proposed driveway is a good solution. He thought that the project should be viewed as a significant RCD reclamation project.

RESPONSE: The developer proposes a single right-in/right-out access point across from Purefoy Road. The design team has started discussions with Town of Chapel Hill stormwater staff, and also with NC DWQ staff. The stream is under the jurisdiction of Waters of the United States, and therefore the developer would need to get a US 404 permit and a NC 401 permit to do any restoration work within the stream. The design team has been advised that there will be no stormwater credit given for restoration work done on site. Given the time and expense involved in the permits and the expense of stream restoration without reduction of other stormwater requirements on site, the Owner feels it is unlikely that stream restoration will be part of this project. Little disturbance of the 50' stream buffer is proposed, and will include some minor stream restoration where an old culvert is creating erosion problems.

<u>COMMUNITY DESIGN COMMISSION COMMENTS</u>

1. Commissioner George Cianciolo was interested in hearing more about reclamation of the Resource Conservation District. He wants this location to be used for significant project and architecture. He encouraged the Town to be innovative with the use of the site.

   Commissioner Cianciolo believed that traffic was a significant problem and encouraged the applicant to talk to Town and NCDOT traffic engineers. He supports the use of geothermal heat and wants to know that it is workable from the beginning of the project.

   He asked the applicant about an Affordable Housing component. The applicant replied that Robert Dowling had suggested a payment-in-lieu. The applicant replied that it was crucial to have a non-segregated social base. The applicant also proposed live-work building design to cut down on the need for car travel.

RESPONSE: The Commission comments reference many issues.

- *The developer has investigated stream restoration work within the RCD and stream buffer. Work within that stream would require multiple permits from state and federal agencies and would not reduce stormwater mitigation facility requirements on site. Therefore, given the time and monetary costs of stream restoration, the owner feels it is not feasible for this size project though some small amount of stream restoration will occur where a misplace culvert is creating erosion problems.*

- *The architecture on site will be distinctive, and will be intensive on the portion of the site that is developable. The architect and owner expect the building development to act as a gateway of sorts as people exit the highway and head toward the center of town.*

- *Traffic in this area is an issue but NCDOT has recently completed road improvements. The*

scale of this project is small enough that the owner will be requesting a TIA exemption but will work with the Town Traffic Engineer to determine if counts are relevant at the final plan stage. The design team has started discussions with the Town Traffic Engineer and will also be coordinating with the DOT regional office.

- The use of geothermal heat has been further investigated and is not going to be feasible on this project.

- AFFORDABLE HOUSING – The developer has met with Robert Downing and is proposing 8 affordable units in the project.

- The project will be mixed use residential / general business and because of its proximity to UNC campus and to public transit, the owner expects lower than average vehicular traffic and higher than average pedestrian, bicycle, and public transit use.

2. Commissioner Scott Nilsen thought the design very innovative but the intensity was too great. He stated that in order to make the live-work concept effective ideal tenants would need to be found. He wanted to see further development of the project.

RESPONSE: The proposed development results in a .312 FAR which is not overly intense for development along a thoroughfare, and is within the 1.2 FAR allowed by the proposed MU-V zoning. During the SUP process the design will be developed with much the same scope as was presented during the Concept Plan phase.

3. Commissioner Mark Broadwell considered the presence or Resource Conservation District on the property an opportunity and not an obstacle. He suggested that the western portion of the site remain undeveloped and additional compact parking spaces be included. In so doing, the western parking area could be unnecessary. He also suggested a traffic light at Purefoy Road to help with traffic.

RESPONSE: The current project scope proposes to use only the eastern portion of the site between the stream buffer and South Columbia Street. The design proposes a single vehicular access point across from Purefoy Road, with a full turn configuration and will work with DOT to ensure a safe design. It is unlikely that DOT would approve an additional traffic light so close to the existing lights at the bypass on-ramp, which are located only 450 feet to the south.

4. Commissioner Robin Whitsell thought there was a lot of pavement on the western side of the site for parking area. She liked the environmental aspects and supported the scale of the project. She also wanted to see a bike-friendly design.

RESPONSE: All the pavement for parking is on the eastern portion of the site, and more than half will be under the buildings. That pavement not only serves the surface parking spaces, but in fact all of the aisles are required for fire access. The project will be bicycle friendly – indoor

bicycle storage will be provided, and general proximity to downtown, UNC campus, and greenway trails should provide incentive for bicycle use.

5. Commissioner Laura Moore liked the unique aspects of the project. She particularly liked the proposed stream restoration but is not comfortable with the encroachments into the RCD. She wondered why the RCD had to be crossed at all. Instead, she recommended focusing the development on the eastern portion of the site and leaving the reminder of the site undeveloped. She wanted the applicant to concentrate the development and retain tree stands. She is excited about the project but cautioned the applicant about traffic and bicycle circulation problems.

RESPONSE: See response on p.2 regarding the extent to which stream restoration which is likely to occur. The project will focus on the eastern portion of the site and is not expected to cross the stream and buffer, but the owner will be asking for permission to encroach into the managed and upland RCD zones.

6. Commissioner Amy Ryan supported leaving the western portion of the site undeveloped. She thought reclamation of the RCD was acceptable but concerned about precedents for encroaching into the RCD.

   She thought the siting of the project across from Merritt's Pasture is significant and did not want to see a typical office building with parking lots on this site. Instead, she wanted to see something with a subtle impact on the land and recommended a green site with suitable architecture. She was excited about a zero carbon development.

RESPONSE: The current project proposes development on the eastern portion. The design proposes an intensive use of the eastern portion but for now leaves the western portion untouched. The majority of the parking will take advantage of the slopes on site and will be provided under the building. In fact the whole development takes advantage of the slopes and multiple stories will be located below the street level and therefore the project will appear much less intensive than the numbers imply.

7. Commissioner Kathryn James hopes that the project goal of zero carbon works. She recommended intensity on the street and at the same time retaining the green canopy along S. Columbia Street.

   She is concerned about the building mass but supports careful integration with nature. Keeping the building transparent is important.

RESPONSE: It is unclear at this stage if a zero carbon footprint is feasible. The use of the eastern portion of the site will be intensive, but in a pedestrian friendly way, with plazas and new plantings at the street level overtop of underground parking. It is not anticipated that any existing vegetation along South Columbia will be retained.

8. Commissioner Gretchen MacNair hopes the buildings are wonderful and will be visible from Fordham Blvd. and S. Columbia Street.

RESPONSE: The buildings will certainly rise above and be visible from S. Columbia Street.

SUMMARY

The Commission was excited about the project, especially the proposal for a zero carbon design. They like the innovative design and architecture. The biggest concern for the Commissioners was traffic on S. Columbia Street – vehicular, pedestrian, and bicycle. A traffic light, easy bus access, unique tenants for the live-work units, and better circulation for bicycles to campus and pedestrians across S. Columbia St. were recommended.

RESPONSE: NC DOT has finished improvements on South Columbia Street with turn lanes, bicycle lanes, and pedestrian routes. A traffic light at the Purefoy / S. Columbia / project driveway location is unlikely to be allowed given the close proximity of the intersection with existing traffic light configuration at the by-pass junction just 450 feet to the south, and given that DOT recently completed extensive road improvements in this stretch and did not include a new light.

Several members were concerned about the proposed intensity and suggested leaving the western portion of the site undeveloped and not crossing the RCD. They wanted to keep the site green and concentrate the buildings close to the road. They encouraged the applicant to pursue reclamation of the RCD but concerned with precedent setting and minimizing encroachment into the RCD.

RESPONSE: The current proposal is for development to be concentrated in a high density use between the stream buffer and South Columbia Street, and to leave the western portion of the site untouched. The owner will be fully encroaching into the managed and upland RCD zones on the east side of the stream as there is no non-RCD land accessible on this site. Extensive stream restoration is not anticipated. Stormwater management will be built to manage any increase in runoff caused by the project.

Some Commissioners wanted the architecture to be seen from the highway and street and others were interested in maintaining tree canopies and reducing tree removal. A relationship to Merritt's Pasture and the Entranceway Plan was recommended that includes careful architectural design.

RESPONSE: The new development is proposed to extend multiple stories above South Columbia Street and will certainly be visible from that thoroughfare. The proposed architecture will be unique and the building design will incorporate some kind of street level plaza and plantings. It is unlikely that any existing tree canopy will be retained along South Columbia Street, but new plantings will be installed.

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Planning for the Future

RESPONSE TO CONCEPT PLAN REVIEW, PUBLIC HEARING AT TOWN COUNCIL
COLUMBIA STREET ANNEX
1150 South Columbia Street
Town File 9788-20-4502
April 26, 2018
REVISED MAY 11, 2020

The concept plan was original presented to the TOWN COUNCIL on MONDAY, FEBRUARY 18, 2008, 7.00 pm.

Present were Mayor Kevin Foy, Mayor pro tem Jim Ward, Council Member Matt Czajkowski, Council Member Laurin Easthom, Council Member Sally Greene, Council Member Ed Harrison, Council Member Mark Kleinschmidt, Council Member Bill Strom, and Council Member Bill Thorpe.
Staff members present were Town Manager Roger Stancil, Deputy Town Manager Florentine Miller, Assistant Town Manager Bruce Heflin, Town Attorney Ralph Karpinos, Planning Director J.B. Culpepper, Development Coordinator Gene Poveromo, Planner Dana Sridham, and Acting Town Clerk Amy Harvey.

3. Concept Plan - Columbia Street Annex at 1150 S. Columbia Street.

Ms. Culpepper presented the concept plan for the Columbia Street Annex Development and displayed a vicinity map of the location. She said the staff hadn't reviewed the proposal and they hadn't received a formal zoning or special use permit application. She said the proposal included construction of an 87,000 square foot development with residential, office, and retail space and 32 dwelling units. The ground floor would have approximately 12,000 square feet for retail and office use, parking for 80 vehicles and the property was 4.6 acres in size, she said. She recommended that the Council review the concept plan and following the discussion adopt a resolution transmitting the comments to the applicant. The CDC had reviewed the proposal and their comments were included in the materials provided.

Since 2008 the project has been refined and now includes an increase in residential units and a decrease in retail and commercial space and a decrease in parking. The current scope includes:

- *52 residential units*
- *4,000 sf general business space*
- *69 parking spaces*

Phil Szostak stated that his project wasn't required to present to the Council because it was less than five acres but said he really needed their input on the issues related to the RCD. He said they named the project Carbon Zero because the power generated was made on site and it was one of the country's first projects of its kind. He said they were looking for a site in Chapel Hill to build the project that had good solar exposure in a high traffic area and they had reduced the size from 80,000 square feet. He added that the project would be looked at globally, regionally and locally and they talked the about the socio-economic environmental impacts on the community.
At this point a carbon zero project is not feasible.

Mr. Szostak said from the environmental sensitivity side they were using the project like a research building because they were looking at new systems, new ways to build and new financial dynamics. He stated that the social equity proposed affordable housing and the economic vitality was difficult because of the RCD issue. He said their project with a 150-foot buffer cut off every bit of the project except for one corner which was for a single family house, which was an unbuildable lot.
The Town and State have determined the stream is perennial, with a 50' stream buffer from top of bank on both sides, and 150' RCD zone from top of bank. The majority of the land between the buffer and the street is in the managed and upland RCD zones and therefore a request is being made to concentrate building in these zones, otherwise the site is practically unusable.

Mr. Szostak said that the ordinance, the way it was written, had a lot of specific tools used to determine creeks but they could only have a creek determination done once every five years and the last determination was in 2004. He said he had two scientists complete the creek evaluation and it hadn't been determined to be a perennial stream, but if someone had tampered with the waterway they would have to look downstream or upstream and use that classification. He stated they also looked at the entire watershed and how much water was generated that ran through their property. He said the 15-inch pipe was enough needed to transmit the water, but it had the same buffer requirement as Morgan Creek, Booker Creek, and the creek that ran through the Eastgate Shopping Center. He displayed photos of the creek and the 48-inch pipe that went under the bypass and said that as soon as the water got to a DOT piece of property it was unprotected and went into Morgan Creek. He said that a 300-foot RCD buffer was required on his property and they proposed to re-channel the creek and restore it as an eco-system. He said the RCD had been a great tool for the community in preserving water quality and he asked if water quality was really the issue then how did they address protecting the trash found in it. He said they were planning to stabilize the channel by using stormwater management with low impact development techniques and to increase the public access.
The RCD remains from 150' from top of bank on each side. The majority of the land between the buffer and the street is in the managed and upland RCD zones and therefore a request is being made to concentrate building in these zones, otherwise the site is practically unusable.

Mr. Szostak said their building would include combined heating and power strategies, wind generator, photovaltaic, solar thermal, passive solar gain, occupant load, biofuels, and geothermal. He said their building was thin enough with a long face facing south to allow them to use natural ventilation throughout, rainwater collection to reuse for irrigation and flushing toilets, and biofuels for combined heat with solar at the top. He stated that they mapped out the site and the road system that would go around all of the trees without taking any of them down. He said there were comments made at the CDC meeting about the construction over the creek and they decided to take the road out of the plan so the building would remain on the east side of the creek. He said they looked at four stories above the road and the solar rays would be on top of the building. He stated the project met all of the design guidelines for the Town, the LUMO compliance standards, and all the other local initiatives. He said the issue was that Chapel Hill had never attempted a project like it before and never went against the RCD ordinance to modify a particular project. He said that he was trying to get some direction from the Council to see if the project was worth proceeding with.

Mayor Foy asked him to go back to the slide that showed the placement of the building on the land and asked where the issue was with the RCD. Mr. Szostak said the site map was showing a 50-foot RCD for an intermittent stream. Mayor Foy clarified that they planned to make the water corridor more functional and that it would leave the property cleaner than what it was currently. Mr. Szostak said it would definitely have cleaner water because of the project, even though it was going into the DOT pipe. He said they talked to DOT because they wanted to get the pipe included in their project and they weren't interested because it would mean work in their right of way. He said that opening the area to pedestrians and opening the water course would make it a greater asset to the community. Mayor Foy said that the purposes of the RCD were listed on a previous slide and his reaction was that they were trying to achieve those purposes and not a rigid adherence to the rule. He said that he felt the staff was right to let the Council have some input because he didn't object to the proposal.

Mayor pro tem Ward asked how could they have a higher flowing stream turn into one that was less than or how could it go from perennial down to intermittent. Mr. Szostak stated he felt it was inaccurate and that a perennial stream should remain as such. He added that as it had been urbanized over many years it had changed. Mayor pro tem Ward agreed with the logic of Mayor Foy and that he looked for the outcomes related to the RCD. He said he hoped the Council and the community could see the value in being flexible within the framework of maintaining the goals they set out to achieve in the first place. Mr. Szostak replied that the way the LUMO was written it gave a little flexibility.

Kimberly Brewer said that she and most of their neighbors applauded most of what Mr. Szostak was trying to do on the site. She said the neighbors had traffic and practical safety concerns of getting into and out of Purefoy Road because it was already dangerous and would be more so with the proposal. She suggested at minimum they needed a traffic light at the intersection of Purefoy and Columbia. She said that Mr. Szostak made a good argument for looking at the outcomes regarding the RCD and that they

could achieve a lot of water quality benefits with a narrower buffer given the right design. She said it was also important to think about the scale and the design of the project and how it related to the adjacent homes and neighborhoods with the entranceway plan and the DOT plan for improving South Columbia Street. She said that Mr. Szostak was trying to make lemonade out of lemons on the difficult site but there was a lot of work to do particularly on the traffic issue. She spoke on behalf of Joe Capowski and said he could live with the project if a traffic light was installed at Purefoy and South Columbia Streets, otherwise he believed the project was a non-starter.

There is a stream and buffer running through the site from north to south which limits the opportunity for access/egress point anywhere but on the same side of the site as the development is proposed – which takes traffic onto South Columbia Street. DOT has finished road improvements on South Columbia Street. The improvements include turn lanes, bicycle lanes and pedestrian routes, as well as a median / pedestrian safe haven in the center lane at Purefoy. But there is no traffic light proposed for this intersection and given that it is only 450' from the traffic lights at the by-pass on-ramp it is unlikely that DOT would approve an additional light at Purefoy. The developer has been working with DOT to provide a safe vehicular access design for the site.

Council Member Harrison agreed with Ms. Brewer that the big issue was the safety of people on South Columbia Street. He said that he had asked Mr. Capowski how, as an experienced cyclist, he got onto South Columbia Street from where he lived and was told that he went through the neighborhoods and didn't try getting onto South Columbia Street. He said the last Mobility Report Card received in 2005 showed that South Columbia Street at Purefoy Road had 27,000 trips daily and the UNC traffic report done every two years showed the intersection to be a profound failure. He stated the project was problematic without a traffic signal and that Chapel Hill Transportation Engineering and DOT would probably agree. He said he couldn't figure out the entry lined up with Purefoy Road even after looking at the maps provided. He informed Mr. Szostak that the proper term was stream restoration and it was worthy thing to do but it had a separate permit process from the Town's application process.

Council Member Strom stated that some flexibility in situations that met a public purpose was the prudent way to proceed. He said he didn't hear Mr. Szostak ask to be exempt from the full review process that led to special use permit and that he should be aware of the community's concerns with traffic and how the project would fit into the neighborhood. He said in regards to the trade-off he was asking the Council to make regarding the RCD that he encouraged Mr. Szostak to continue with the project. He added they would have to pay attention to how they wrote the permit to avoid opening any project that didn't meet a similar threshold of his project.

Council Member Kleinschmidt supported the project and thought it was fascinating. He said they needed to make sure the exceptions required a great deal of evidence comparing the present condition and the proposed condition, and ensuring adequate protection for downstream and all the interests they had in protecting Morgan Creek were referenced. He said he was looking forward to seeing how

Mr. Szostak demonstrated how rare the project was and how infrequent it would be that a future developer would ask the same request. He added that he was curious about where it was a perennial stream and that he wanted to reinforce some of the comments from the CDC meeting about the great opportunity he had to make the entrance way of South Columbia Street beautiful.

Mayor Foy agreed and stated they didn't have an interest in hiding the entrance ways. He said that the RCD helped create open space and breathing room in the community and that the proposal respected that aspect of the ordinance. He added that it would be important to Mr. Szostak to continue demonstrating why the proposal was unique and articulating the purposes.

The latest design places all development within the strip between the stream buffer and South Columbia Street. The design has emphasis on a unique building and plaza visible as a gateway when people enter Town from the south. At the same time a large portion of the site is retained in trees and stream.

COUNCIL MEMBER MATT CZAJKOWSKI MOVED, SECONDED BY COUNCIL MEMBER MARK KLEINSCHMIDT, TO ADOPT R-1. THE MOTION WAS ADOPTED UNANIMOUSLY (9-0).

A RESOLUTION TRANSMITTING COUNCIL COMMENTS ON A CONCEPT PLAN FOR THE COLUMBIA STREET ANNEX (2008-02-18/R-1)

Columbia Street Annex
Chapel Hill, NC
Special Use Permit Application, April 2018

Energy Management Plan

Description of how project will be 20% more energy efficient than ASHRAE Standards

The Columbia Street Annex project has been planned to be as near Carbon Zero as possible. The building envelope including its materials and windows will contribute to its efficiency. All windows will use low-E glazing and will possibly be triple glazed in order to provide the best possible energy control, but still allowing operable glazing for fresh air. Insulating units throughout will be designed to exceed ASHRAE standards for heat transmission. Each unit's heating and cooling will be handled by its own high efficiency heat pump unit, exceeding current minimum standards.

Description of how project will ensure indoor air quality, adequate access to natural lighting, and allow for proposed utilization of sustainable energy

The residential levels of the Columbia Street Annex have been designed so that each dwelling unit has access to natural light and ventilation on two opposing ends of each unit. This is a strategy that allows the use of natural cross-ventilation, minimizing the need for air conditioning in warmer months.

This generous access to natural light will also minimize the use of electricity for lighting during daylight hours. Each unit in the building will have its own fresh-air intake louver integral into a high-efficiency heat pump unit, ensuring fresh air exchange in all seasons.

Description of utilization of sustainable forms of energy (Solar, Wind, Hydroelectric, and Biofuelus)

From its inception, Columbia Street annex has been conceived with the implementation of sustainable energy as a core design feature. The roof will allow space for a solar array of approximately 6,000 sf, generating up to 60KW of energy. This amount of power would supply the building's entire power needs during most hours of daylight, and would likely be contributing excess power to the regional grid during peak sun hours when power needs of the building will be low.

Description of how project will maintain commitment to energy efficiency and reduced carbon footprint over time

The building's roof will hopefully house photovoltaic panels. PV panels could supply electric power. Perhaps more importantly, the in-town location of the building and the density of housing provided are the primary means by which the building serves as a model of reduced carbon footprint, allowing many occupants to forego the use of cars as part of the daily commute.

Description of how the project's Transportation Management Plan will support efforts to reduce energy consumption as it affects the community

The Columbia Street Annex site is uniquely situated for its proximity to bus lines serving Chapel Hill and the region. In addition to public transit availability, the site's convenient location relative to UNC Chapel Hill and

the UNC Hospitals is a great opportunity for pedestrian and bicycle commuting, eliminating the need for fossil-fuel based transit for many residents of the complex. The realistic opportunity for walking/biking commuting as an alternative to automobile commuting encourages a decrease in auto use and auto ownership, reducing pollution, energy consumption, and vehicular traffic. Further CSA will provide:

- 2 vehicle charging stations (to service 4 parking spaces)
- Conduit installed during construction to allow for future charging stations to serve at least 20% of parking spaces

COLUMBIA STREET ANNEX – AFFORDABLE HOUSING PROPOSAL

1150 S Columbia Street
14 February, 2020

The developer is proposing to construct condominium residential units in a 6-story building. The total number of condominiums will be 52 units. The interior of the building has not been finalized so some of the unit sizes may change, and the total number of units adjusted accordingly. If the maximum number of units were offered, seven affordable units would represent 15% of 45 market rate units.

The developer proposes to provide 8 affordable units, 4 of which would be sold at 80% of AMI, and 4 at 65% AMI. These 8 units represent 18% of the market rate units. If the total unit count decreases, the number of affordable units would also decrease proportionally. If the calculation comes out to a percentage of a unit, the owner would make a payment in lieu for 15% of the partial unit. The payment in lieu funds would allow the Community Home Trust to subsidize affordable units for use by specialized groups such as adults with intellectual disabilities.

It is anticipated that the project will contain studio, 1 bedroom and 2 bedroom options. The 1-bedroom units will be approximately 575 sf. The 2-bedroom units will be approximately 865 sf. The affordable units will all be 1-bedroom size. The majority of the project will offer smaller units and is not targeting families. The developer proposes to make the affordable units available to individuals and couples making less than the median income for the area.

LAND USE PLAN AMENDMENT APPLICATION

TOWN OF CHAPEL HILL
Planning Department
405 Martin Luther King Jr. Blvd
email planning@townofchapelhill.org
www.townofchapelhill.org

Parcel Identifier Number(s) (PINs): 9788 20 4501, 9788 20 6500 Date: 17 Oct 2019

Section A: Property Information

Property Address(es): 1120/1150 South Columbia Street Zip Code: 27516

Existing Land Use Category: Low Residential Proposed Land Use Category: High Residential

Associated with Zoning Atlas Amendment? ☒ Yes ☐ No Total acres within lot boundaries: 3.2 ac

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

Applicant Information (to whom correspondence will be mailed)

Name: Wendi Ramsden, Coulter Jewell Thames PA

Address: 111 W Main Street

City: Durham State: NC Zip Code: 27701

Phone: 909-682-0368 Email: wramsden@cjtpa.com

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

Signature: Wendi Ramsden Date: 10.24.2019

Owner/Contract Purchaser Information:

☒ **Owner** ☐ **Contract Purchaser**

Name: C H Hotel Associates Limited Partnership

Address: 3008 Anderson Drive, Suite 120

City: Raleigh State: NC Zip Code: 27609

Phone: Email:

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

Signature: Glenn Patton Date: 10/17/19

LAND USE PLAN AMENDMENT APPLICATION SUBMITTAL REQUIREMENTS

TOWN OF CHAPEL HILL
Planning Department

The following items 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 planning@townofchapelhill.org.

n/a	**Application fee** (refer to fee schedule)	Amount Paid $	0
n/a	**Pre-Application Meeting –** with appropriate staff	Meeting Date:	
X	**Digital Files –** provide digital files of all plans and documents		
X	**Mailing list of owners of property within 1,000 foot perimeter of subject property** (see GIS notification tool)		
n/a	**Notification Postcard fee for above mailing list** (refer to fee schedule)	Amount Paid $	
X	**Statement of Justification**		
X	**Digital photos of site and surrounding properties**		
X	**Site Map depicting the property to be amended (digital file only, no hard copy required)**		
X	**Area Map (digital file only, no hard copy required)**		

Statement of Justification

The Chapel Hill 2020 Land Use Plan is an instrument for implementing the land use goals and objectives of Chapel Hill 2020. The Plan reflects substantial public input and general agreement among various stakeholder groups. It is therefore only intended to be modified under limited circumstances.

The Statement of Justification for the Land Use Plan Amendment should explain how the proposed amendment meets the following criteria:

a) Consistent with the goals and policies of Chapel Hill 2020, including plans adopted as additions
b) Responds to significantly changed conditions since the last time the Land Use Plan was amended. Significantly changed conditions may refer to revisions to an adopted policy, unanticipated consequences of an adopted policy, site conditions, and/or development patterns
c) Enhances the public health, safety, and welfare of the town
d) Compatible with the land use of adjacent properties and with surrounding development patterns (existing or envisioned by adopted plans)

Include supporting information such as:

- Specifically cited goals of Chapel Hill 2020 and other plans adopted as additions
- Infrastructure projects, transportation projects, and development proposals in the surrounding area
- Surrounding land use patterns
- Physical characteristics of the property

If the applicant is proposing a development project for the property to be amended, please note that specific elements of the proposed development will not be considered as part of the justification. The change of Land Use Category in and of itself should meet the criteria listed above.

Please consistently identify Land Use Categories as stated on the Chapel Hill 2020 Land Use Plan.

Site Map Requirements

Map should be legible and clearly drawn. Map should include the following:

a) Site name, PIN, and address
b) Applicant and contact information
c) Legend, north arrow, and engineering scale denoted graphically and numerically
d) Boundaries of Land Use Categories applied by the Land Use Plan to subject property and surrounding properties
e) Significant buildings and landmarks
f) Existing roads (public & private), rights-of-way, sidewalks, driveways, vehicular parking areas, and street names
g) Significant land features including vegetation, slopes, streams, water features, drainage features, floodways, and floodplain
h) Existing easement boundaries for access, water, sewer, electrical, and drainage

Area Map

Map should be legible and clearly drawn. Map should include the following:

a) Subject property location
b) Applicant and contact information
c) Legend, north arrow, and engineering scale denoted graphically and numerically
d) Significant buildings and landmarks
e) Existing roads (public & private), rights-of-way, and street names
f) Planned transportation and infrastructure projects
g) Protected open space, parks, and greenways (existing or planned)
h) Corporate limit lines
i) 1,000 foot notification boundary
j) For all properties within notification boundary:
Property lines, Land Use Category boundaries, project names (where known), and existing land uses

Coulter Jewell Thames, PA

MAIN OFFICE
111 WEST MAIN STREET
DURHAM, NC 27701
p919.682.0368 f919.688.5646

Planning for the Future

COLUMBIA STREET ANNEX

1150 South Columbia Street

LAND USE PLAN AMENDMENT APPLICATION - **STATEMENT OF JUSTIFICATION**

24 October 2019

The site is located at the northwest corner of South Columbia Street and the NC 54 westbound entry ramp. The parcel is in a land use designation for Low Density Residential, 1-4 units per acre, and zoned R-2 which permits only single family residential and duplexes, with a maximum FAR of .093. The developer is asking for a rezoning to allowing a mix of uses and more dense development, and therefore is also asking for a Land Use Plan Amendment to allow the rezoning. The parcel is not within any of the 2020 Plan Future Focus Areas, but is along a stretch of road recently improved by NC DOT.

JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The applicant believes the land use map amendment is justified for two reasons:

a) Because of changed or changing conditions in a particular area or in the jurisdiction generally, and
b) To achieve the purposes of the Chapel Hill 2020 Plan.

Changed or Changing Conditions

Since 2000 there has been a large change in the traffic patterns and nearby uses at this location. In 2014/15, DOT made significant improvements to this section of S Columbia Street, widening the street, adding turn lanes, crosswalks, bike lanes, and curb and gutter. There have been no new single family homes built along this stretch of S Columbia Street, and in fact no new development at all in this stretch. Given the configuration of ramps exiting off the by-pass, this corner acts as a gateway into town and currently the corner is either vacant or has fencing/rear yards of homes.

The site is a vacant lot located on a busy street that has recently been improved by NC DOT. Those improvements included bike lanes, sidewalks, safe haven/pedestrian cross walks, and turn lanes. The location of the site is at a gateway into Town and is within walking distance of the UNC campus. The site is currently zoned R-2 but is on a busy section of an arterial road and overlooks the NC 54 bypass. The 2017 NCDOT maps show a traffic count of 14,000 trips daily on this stretch of road. And it is on multiple

Chapel Hill Transit bus routes, 4 of which stop in front of the project site. Because of the proximity of the site to the NC 54 and Fordham Blvd overpass intersection, this site is not conducive to being developed for the single family home use for which it is designated and zoned. The site to the north acts as a gravel parking lot for Merritt's Store across Columbia Street. It is zoned NC. The properties to the west are zoned R-2 and developed as multi-family and single family residential. But these properties are on the west side of the stream and face small residential streets, they do not have direct access onto S Columbia Street or the bypass.

Achieving Goals of the Chapel Hill 2020 Plan

The site is not part of any special protection district or any targeted redevelopment area.
The Chapel Hill 2020 Comprehensive Plan was adopted in June 2012 and lists 5 "big ideas" to "serve as beacons to guide the efforts of the Town and the community as Chapel Hill's future is created". The proposed project supports two of these ideas.

The first of these "big ideas" is to implement a bikeable, walkable, green communities plan by 2020. The best use of this site to contribute to that goal would be to have higher density use with tenants and residents more likely to use alternate forms of transportation other than single user car travel.
The location of the project along a major transportation corridor with established transit service and an existing bike lane and sidewalk network will encourage the use of alternate transportation methods. An increased density of use on the site would add to the existing mostly single family land use to help provide a mixed-use community.

The fourth big idea pushes for an increase of workforce housing and student housing in the community. Single family housing on a difficult site that would be expensive to access and service would not be geared toward housing prices under the median. A single access serving multiple spaces would help divide the cost of servicing and accessing the parcel among many users, thereby making the built space more affordable for each individual user.

The proposed change in density and use will support many of the 2020 Plan goals which are the same goals as the previous 2000 Comprehensive Plan including:

- Conserving and protecting existing neighborhoods by increasing density on arterial streets which would provide a use buffer between busy streets and quieter residential neighborhoods
- Conserving and protecting natural areas in Chapel Hill by allowing higher density on portions of lots, thereby allowing the remainder of the lot to remain "green"
- Identifying areas of development opportunity
- Encouraging desirable non-residential development working toward a balanced transportation system and complete bicycle/greenway/sidewalk systems, and
- Providing quality facilities and services.

COLUMBIA STREET ANNEX

OWNERS:

C H HOTEL ASSOCIATES LIMITED PARTNERSHIP
3008 ANDERSON DRIVE, SUITE 120
RALEIGH, NC 27609
919-821-4665
CONTACT: ROLAND GAMMON

DAVID ROBERTS
PO BOX EST FRANKLIN STREET
CHAPEL HILL, NC 27516
919-929-5244

CONSULTANTS:

LANDSCAPE ARCHITECT/CIVIL ENGINEER:
COULTER JEWELL THAMES, PA
111 WEST MAIN STREET
DURHAM, NC 27701
919-682-0368
CONTACTS: WENDI RAMSDEN, CHUCK HILL

ARCHITECT:
SZOSTAK DESIGN INC
310 ½ WEST FRANKLIN STREET
CHAPEL HILL, NC 27516
919-929-5244
CONTACT: PHIL SZOSTAK

40 0 40 80 120

Scale 1" = 40'

1/C-1
EXISTING CONDITIONS
SCALE: 1"=40'

EXISTING CONDITIONS WERE SURVEYED BY THE JOHN R. MCADAMS COMPANY, 3-9-98. TREE SURVEY WAS COMPLETED BY COULTER JEWELL THAMES PA, 4-26-13.

LEGEND

- TELEPHONE MANHOLE
- SANITARY SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- TELEPHONE PEDISTAL
- ELECTRIC BOX
- LIGHT POLE
- FIRE HYDRANT
- CURB INLET
- POWER POLE
- EXISTING IRON PIPE
- IRON PIPE SET
- OE — OVERHEAD ELECTRIC
- W — WATER LINE
- SS — SANITARY SEWER LINE
- G — GAS LINE
- WV — WATER VALVE
- WATER MTR.
- STORM DRAINAGE MANHOLE
- SFR — SINGLE FAMILY RESIDENTIAL
- MFR — MULTI FAMILY RESIDENTIAL
- EXIST TREE
- SLOPES <15%
- SLOPES 15-25%
- SLOPES >25%

SZOSTAK

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310 1/2 West Franklin Street
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ENGINEERING - LAND SURVEYING - LANDSCAPE ARCHITECTURE
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NC BOARD OF EXAMINERS FOR ENGINEERS & SURVEYORS LICENSE NO C-2209
NC BOARD OF LANDSCAPE ARCHITECTS LICENSE NO C-104

COLUMBIA STREET ANNEX

1150 South Columbia Street
Chapel Hill, North Carolina

OWNER:
CH HOTEL ASSOCIATES LLC.
21 GLENWOOD AVENUE, RALEIGH NC

NORTH CAROLINA PROFESSIONAL SEAL 1302 WENDI L. RAMSDEN
2/14/2020

If this drawing is not 24" x 36" it is a reduced print - refer to graphic scale

Date	For
24 Oct 19	
14 Feb 20	Town Review Revisions

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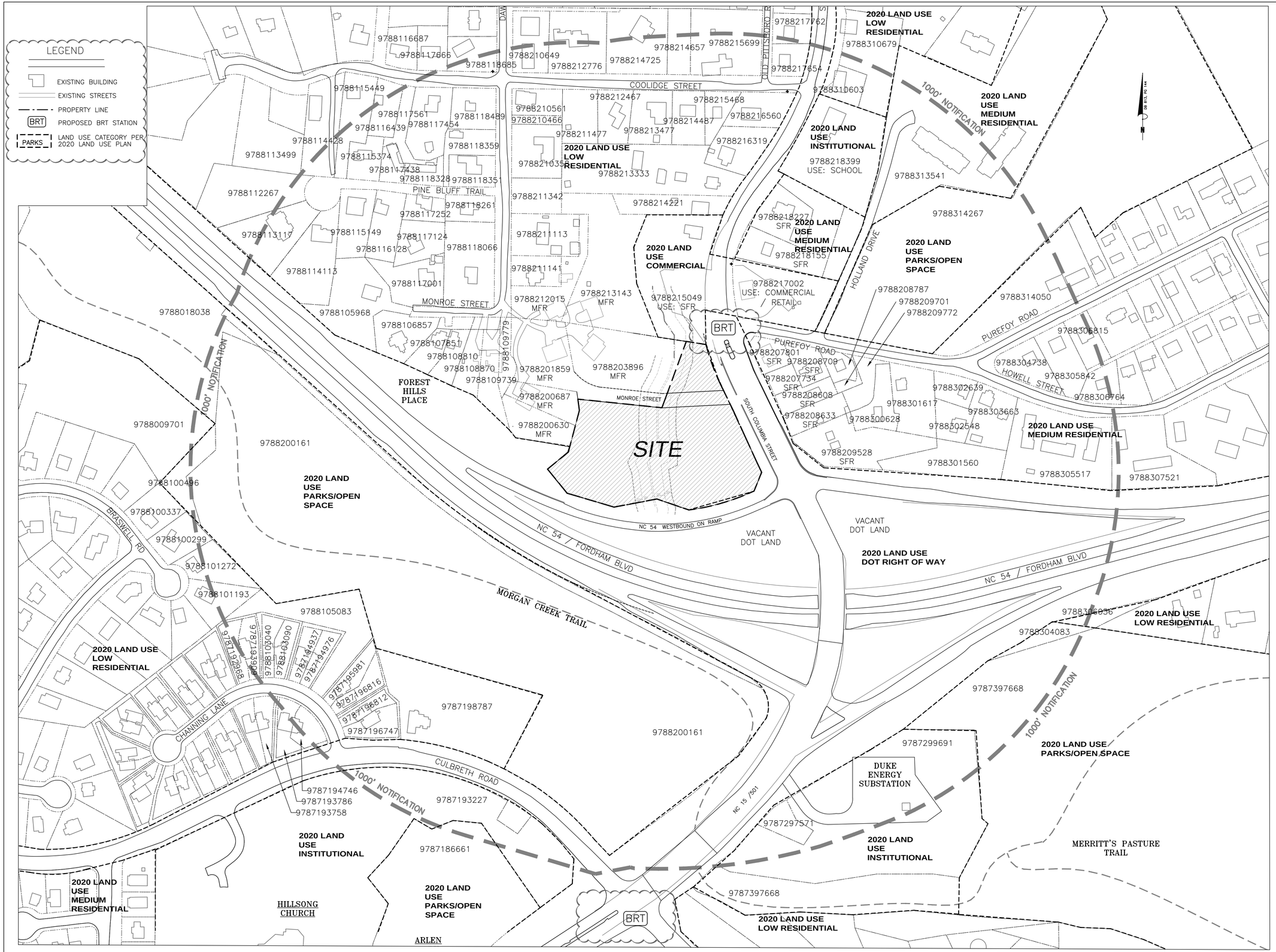
Drawn By: WLR, MTC Date: 21 Oct 19

NOT FOR CONSTRUCTION
DRAWINGS FOR LAND USE
PLAN AMENDMENT SUBMITTAL

SITE MAP EXISTING CONDITIONS

C-1



1/SUP-0.1
AREA MAP
SCALE: 1"=120'

120 0 120 240 360
Scale 1" = 120'

SZOSTAK

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NC BOARD OF LANDSCAPE ARCHITECTS LICENSE NO C-104

COLUMBIA STREET ANNEX

1150 South Columbia Street
Chapel Hill, North Carolina

OWNER:
CH HOTEL ASSOCIATES LLC.
21 GLENWOOD AVENUE, RALEIGH NC

NORTH CAROLINA REGISTERED ARCHITECT 1302 WENDI L. RAMSEN
2-14-2020

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Date	For
24 Oct 19	
14 Feb 20	Town Review Revisions

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Drawn By: WLR, MTC Date: 21 Oct 19

NOT FOR CONSTRUCTION
DRAWINGS FOR LAND USE
PLAN AMENDMENT SUBMITTAL

AREA MAP

C-2

Coulter Jewell Thames, PA

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Planning for the Future

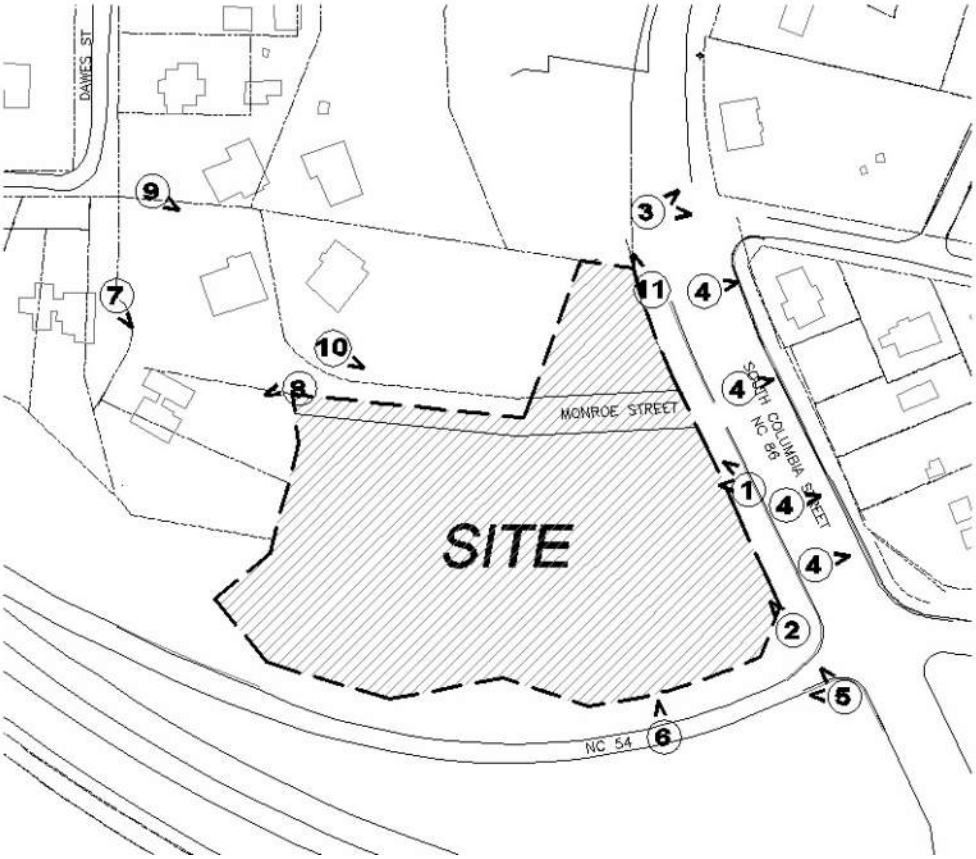
IMAGES OF SITE AND SURROUNDING AREA

COLUMBIA STREET ANNEX – LAND USE PLAN AMENDMENT APPLICATION

1150 South Columbia Street

October 24 2019

KEY – PHOTO LOCATIONS



SITE PHOTOS

(1) Project site, view from South Columbia Street

(2) Site as seen from South Columbia / NC 54 overpass.

NORTHEAST

(3) View of Merritt's Store and Purefoy intersection from project site.

EAST

(4) Houses across South Columbia Street facing project site. View from project site.

SOUTH

(5) View of NC54 westbound on-ramp from project site.

(6) View of project site from NC54 westbound on-ramp.

WEST

(7) Residential properties west of subject property. (8) Woods between residential property and project

.

NORTHWEST

(8) Rental properties northwest of project site.

(10)View into project site along Monroe right of way, from northwest, and view toward proposed building.

NORTH

(11) Crosswalk and gravel lot north of project site.

LAND USE PLAN AMENDMENT APPLICATION

TOWN OF CHAPEL HILL
Planning Department
405 Martin Luther King Jr. Blvd
email planning@townofchapelhill.org
www.townofchapelhill.org

Parcel Identifier Number(s) (PINs): 9788 20 4501, 9788 20 6500 Date: 17 Oct 2019

Section A: Property Information

Property Address(es): 1120/1150 South Columbia Street Zip Code: 27516

Existing Land Use Category: Low Residential Proposed Land Use Category: High Residential

Associated with Zoning Atlas Amendment? ☒ Yes ☐ No Total acres within lot boundaries: 3.2 ac

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

Applicant Information (to whom correspondence will be mailed)

Name: Wendi Ramsden, Coulter Jewell Thames PA

Address: 111 W Main Street

City: Durham State: NC Zip Code: 27701

Phone: 909-682-0368 Email: wramsden@cjtpa.com

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

Signature: Wendi Ramsden Date: 10.24.2019

Owner/Contract Purchaser Information:

☒ **Owner** ☐ **Contract Purchaser**

Name: C H Hotel Associates Limited Partnership

Address: 3008 Anderson Drive, Suite 120

City: Raleigh State: NC Zip Code: 27609

Phone: Email:

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

Signature: Glenn Patton Date: 10/17/19

LAND USE PLAN AMENDMENT APPLICATION SUBMITTAL REQUIREMENTS

TOWN OF CHAPEL HILL
Planning Department

The following items 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 planning@townofchapelhill.org.

n/a	**Application fee** (refer to fee schedule)	Amount Paid $	0
n/a	**Pre-Application Meeting –** with appropriate staff	Meeting Date:	
X	**Digital Files –** provide digital files of all plans and documents		
X	**Mailing list of owners of property within 1,000 foot perimeter of subject property** (see GIS notification tool)		
n/a	**Notification Postcard fee for above mailing list** (refer to fee schedule)	Amount Paid $	
X	**Statement of Justification**		
X	**Digital photos of site and surrounding properties**		
X	**Site Map depicting the property to be amended (digital file only, no hard copy required)**		
X	**Area Map (digital file only, no hard copy required)**		

Statement of Justification

The Chapel Hill 2020 Land Use Plan is an instrument for implementing the land use goals and objectives of Chapel Hill 2020. The Plan reflects substantial public input and general agreement among various stakeholder groups. It is therefore only intended to be modified under limited circumstances.

The Statement of Justification for the Land Use Plan Amendment should explain how the proposed amendment meets the following criteria:

a) Consistent with the goals and policies of Chapel Hill 2020, including plans adopted as additions
b) Responds to significantly changed conditions since the last time the Land Use Plan was amended. Significantly changed conditions may refer to revisions to an adopted policy, unanticipated consequences of an adopted policy, site conditions, and/or development patterns
c) Enhances the public health, safety, and welfare of the town
d) Compatible with the land use of adjacent properties and with surrounding development patterns (existing or envisioned by adopted plans)

Include supporting information such as:

- Specifically cited goals of Chapel Hill 2020 and other plans adopted as additions
- Infrastructure projects, transportation projects, and development proposals in the surrounding area
- Surrounding land use patterns
- Physical characteristics of the property

If the applicant is proposing a development project for the property to be amended, please note that specific elements of the proposed development will not be considered as part of the justification. The change of Land Use Category in and of itself should meet the criteria listed above.

Please consistently identify Land Use Categories as stated on the Chapel Hill 2020 Land Use Plan.

Site Map Requirements

Map should be legible and clearly drawn. Map should include the following:

a) Site name, PIN, and address
b) Applicant and contact information
c) Legend, north arrow, and engineering scale denoted graphically and numerically
d) Boundaries of Land Use Categories applied by the Land Use Plan to subject property and surrounding properties
e) Significant buildings and landmarks
f) Existing roads (public & private), rights-of-way, sidewalks, driveways, vehicular parking areas, and street names
g) Significant land features including vegetation, slopes, streams, water features, drainage features, floodways, and floodplain
h) Existing easement boundaries for access, water, sewer, electrical, and drainage

Area Map

Map should be legible and clearly drawn. Map should include the following:

a) Subject property location
b) Applicant and contact information
c) Legend, north arrow, and engineering scale denoted graphically and numerically
d) Significant buildings and landmarks
e) Existing roads (public & private), rights-of-way, and street names
f) Planned transportation and infrastructure projects
g) Protected open space, parks, and greenways (existing or planned)
h) Corporate limit lines
i) 1,000 foot notification boundary
j) For all properties within notification boundary:
Property lines, Land Use Category boundaries, project names (where known), and existing land uses

Coulter Jewell Thames, PA

MAIN OFFICE
111 WEST MAIN STREET
DURHAM, NC 27701
p919.682.0368 f919.688.5646

Planning for the Future

COLUMBIA STREET ANNEX

1150 South Columbia Street

LAND USE PLAN AMENDMENT APPLICATION - **STATEMENT OF JUSTIFICATION**

24 October 2019

The site is located at the northwest corner of South Columbia Street and the NC 54 westbound entry ramp. The parcel is in a land use designation for Low Density Residential, 1-4 units per acre, and zoned R-2 which permits only single family residential and duplexes, with a maximum FAR of .093. The developer is asking for a rezoning to allowing a mix of uses and more dense development, and therefore is also asking for a Land Use Plan Amendment to allow the rezoning. The parcel is not within any of the 2020 Plan Future Focus Areas, but is along a stretch of road recently improved by NC DOT.

JUSTIFICATION FOR THE LAND USE MAP AMENDMENT

The applicant believes the land use map amendment is justified for two reasons:

a) Because of changed or changing conditions in a particular area or in the jurisdiction generally, and
b) To achieve the purposes of the Chapel Hill 2020 Plan.

Changed or Changing Conditions

Since 2000 there has been a large change in the traffic patterns and nearby uses at this location. In 2014/15, DOT made significant improvements to this section of S Columbia Street, widening the street, adding turn lanes, crosswalks, bike lanes, and curb and gutter. There have been no new single family homes built along this stretch of S Columbia Street, and in fact no new development at all in this stretch. Given the configuration of ramps exiting off the by-pass, this corner acts as a gateway into town and currently the corner is either vacant or has fencing/rear yards of homes.

The site is a vacant lot located on a busy street that has recently been improved by NC DOT. Those improvements included bike lanes, sidewalks, safe haven/pedestrian cross walks, and turn lanes. The location of the site is at a gateway into Town and is within walking distance of the UNC campus. The site is currently zoned R-2 but is on a busy section of an arterial road and overlooks the NC 54 bypass. The 2017 NCDOT maps show a traffic count of 14,000 trips daily on this stretch of road. And it is on multiple

Chapel Hill Transit bus routes, 4 of which stop in front of the project site. Because of the proximity of the site to the NC 54 and Fordham Blvd overpass intersection, this site is not conducive to being developed for the single family home use for which it is designated and zoned. The site to the north acts as a gravel parking lot for Merritt's Store across Columbia Street. It is zoned NC. The properties to the west are zoned R-2 and developed as multi-family and single family residential. But these properties are on the west side of the stream and face small residential streets, they do not have direct access onto S Columbia Street or the bypass.

Achieving Goals of the Chapel Hill 2020 Plan

The site is not part of any special protection district or any targeted redevelopment area.
The Chapel Hill 2020 Comprehensive Plan was adopted in June 2012 and lists 5 "big ideas" to "serve as beacons to guide the efforts of the Town and the community as Chapel Hill's future is created". The proposed project supports two of these ideas.

The first of these "big ideas" is to implement a bikeable, walkable, green communities plan by 2020. The best use of this site to contribute to that goal would be to have higher density use with tenants and residents more likely to use alternate forms of transportation other than single user car travel.
The location of the project along a major transportation corridor with established transit service and an existing bike lane and sidewalk network will encourage the use of alternate transportation methods. An increased density of use on the site would add to the existing mostly single family land use to help provide a mixed-use community.

The fourth big idea pushes for an increase of workforce housing and student housing in the community. Single family housing on a difficult site that would be expensive to access and service would not be geared toward housing prices under the median. A single access serving multiple spaces would help divide the cost of servicing and accessing the parcel among many users, thereby making the built space more affordable for each individual user.

The proposed change in density and use will support many of the 2020 Plan goals which are the same goals as the previous 2000 Comprehensive Plan including:

- Conserving and protecting existing neighborhoods by increasing density on arterial streets which would provide a use buffer between busy streets and quieter residential neighborhoods
- Conserving and protecting natural areas in Chapel Hill by allowing higher density on portions of lots, thereby allowing the remainder of the lot to remain "green"
- Identifying areas of development opportunity
- Encouraging desirable non-residential development working toward a balanced transportation system and complete bicycle/greenway/sidewalk systems, and
- Providing quality facilities and services.

COLUMBIA STREET ANNEX

OWNERS:

C H HOTEL ASSOCIATES LIMITED PARTNERSHIP
3008 ANDERSON DRIVE, SUITE 120
RALEIGH, NC 27609
919-821-4665
CONTACT: ROLAND GAMMON

DAVID ROBERTS
PO BOX EST FRANKLIN STREET
CHAPEL HILL, NC 27516
919-929-5244

CONSULTANTS:

LANDSCAPE ARCHITECT/CIVIL ENGINEER:
COULTER JEWELL THAMES, PA
111 WEST MAIN STREET
DURHAM, NC 27701
919-682-0368
CONTACTS: WENDI RAMSDEN, CHUCK HILL

ARCHITECT:
SZOSTAK DESIGN INC
310 ½ WEST FRANKLIN STREET
CHAPEL HILL, NC 27516
919-929-5244
CONTACT: PHIL SZOSTAK

40 0 40 80 120

Scale 1" = 40'

1/C-1
EXISTING CONDITIONS
SCALE: 1"=40'

EXISTING CONDITIONS WERE SURVEYED BY THE JOHN R. MCADAMS COMPANY, 3-9-98. TREE SURVEY WAS COMPLETED BY COULTER JEWELL THAMES PA, 4-26-13.

LEGEND

- TELEPHONE MANHOLE
- SANITARY SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- TELEPHONE PEDISTAL
- ELECTRIC BOX
- LIGHT POLE
- FIRE HYDRANT
- CURB INLET
- POWER POLE
- EXISTING IRON PIPE
- IRON PIPE SET
- OE — OVERHEAD ELECTRIC
- W — WATER LINE
- SS — SANITARY SEWER LINE
- G — GAS LINE
- WV — WATER VALVE
- WATER MTR.
- STORM DRAINAGE MANHOLE
- SFR — SINGLE FAMILY RESIDENTIAL
- MFR — MULTI FAMILY RESIDENTIAL
- EXIST TREE
- SLOPES <15%
- SLOPES 15-25%
- SLOPES >25%

SZOSTAK

ARCHITECT
SZOSTAK DESIGN, INC.
310 1/2 West Franklin Street
Chapel Hill, NC 27516
T 919 929 5244
F 919 960 7967
www.szostakdesign.com

ENGINEERING - LAND SURVEYING - LANDSCAPE ARCHITECTURE
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NC BOARD OF EXAMINERS FOR ENGINEERS & SURVEYORS LICENSE NO C-2209
NC BOARD OF LANDSCAPE ARCHITECTS LICENSE NO C-104

COLUMBIA STREET ANNEX

1150 South Columbia Street
Chapel Hill, North Carolina

OWNER:
CH HOTEL ASSOCIATES LLC.
21 GLENWOOD AVENUE, RALEIGH NC

NORTH CAROLINA PROFESSIONAL SEAL 1302 WENDI L. RAMSDEN
2/14/2020

If this drawing is not 24" x 36" it is a reduced print - refer to graphic scale

Date	For
24 Oct 19	
14 Feb 20	Town Review Revisions

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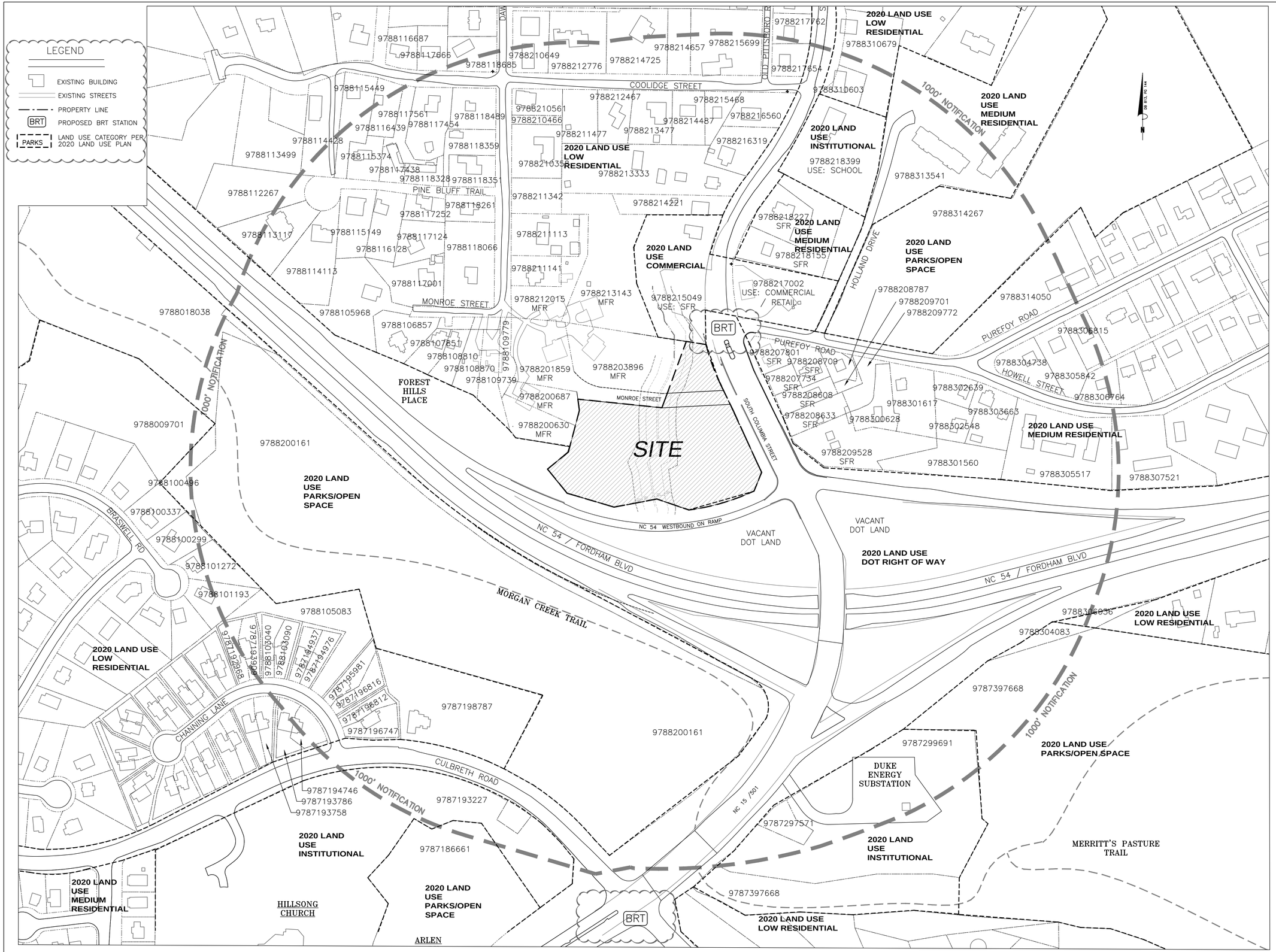
Drawn By: WLR, MTC Date: 21 Oct 19

NOT FOR CONSTRUCTION
DRAWINGS FOR LAND USE
PLAN AMENDMENT SUBMITTAL

SITE MAP EXISTING CONDITIONS

C-1



1/SUP-0.1
AREA MAP
SCALE: 1"=120'

120 0 120 240 360
Scale 1" = 120'

SZOSTAK

ARCHITECT
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NC BOARD OF LANDSCAPE ARCHITECTS LICENSE NO C-104

COLUMBIA STREET ANNEX

1150 South Columbia Street
Chapel Hill, North Carolina

OWNER:
CH HOTEL ASSOCIATES LLC.
21 GLENWOOD AVENUE, RALEIGH NC

NORTH CAROLINA REGISTERED ARCHITECT 1302 WENDI L. RAMSEN
2-14-2020

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Date	For
24 Oct 19	
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Drawn By: WLR, MTC Date: 21 Oct 19

NOT FOR CONSTRUCTION
DRAWINGS FOR LAND USE
PLAN AMENDMENT SUBMITTAL

AREA MAP

C-2

Coulter Jewell Thames, PA

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Planning for the Future

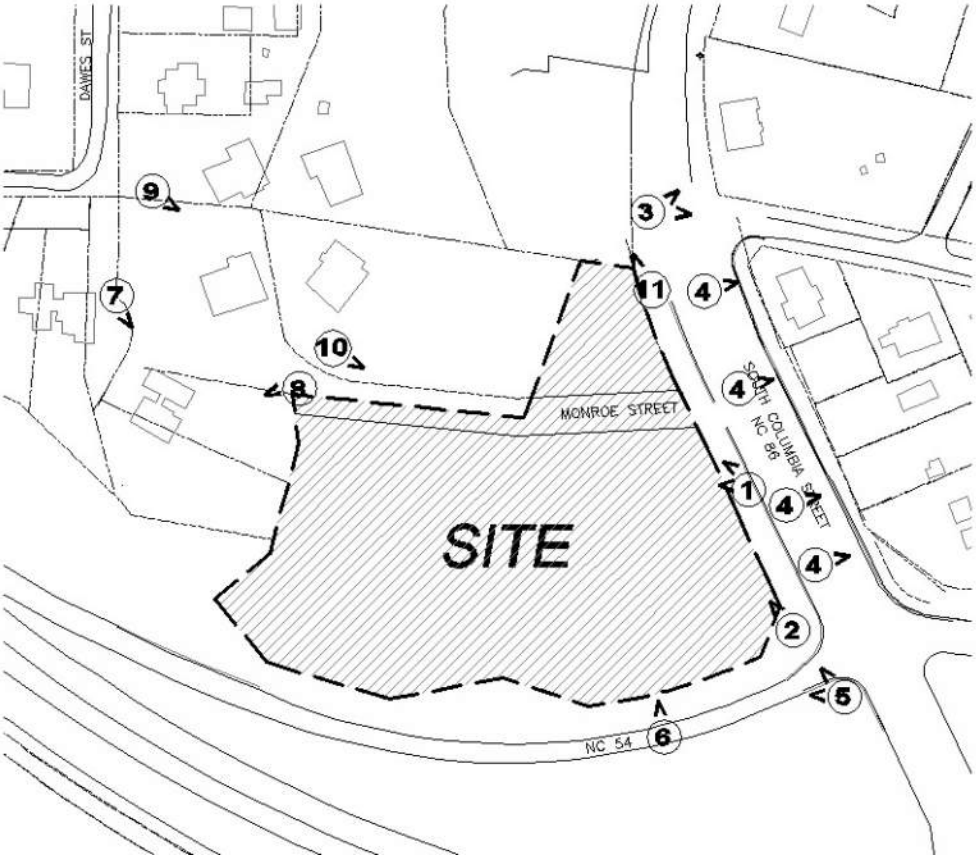
IMAGES OF SITE AND SURROUNDING AREA

COLUMBIA STREET ANNEX – LAND USE PLAN AMENDMENT APPLICATION

1150 South Columbia Street

October 24 2019

KEY – PHOTO LOCATIONS



SITE PHOTOS

(1) Project site, view from South Columbia Street

(2) Site as seen from South Columbia / NC 54 overpass.

NORTHEAST

(3) View of Merritt's Store and Purefoy intersection from project site.

EAST

(4) Houses across South Columbia Street facing project site. View from project site.

SOUTH

(5) View of NC54 westbound on-ramp from project site.

(6) View of project site from NC54 westbound on-ramp.

WEST

(7) Residential properties west of subject property. (8) Woods between residential property and project

.

NORTHWEST

(8) Rental properties northwest of project site.

(10)View into project site along Monroe right of way, from northwest, and view toward proposed building.

NORTH

(11) Crosswalk and gravel lot north of project site.

COLUMBIA STREET ANNEX

TRAFFIC IMPACT STUDY

EXECUTIVE SUMMARY

Prepared for:

The Town of Chapel Hill
Engineering Department

Prepared by:

HNTB North Carolina, PC

343 East Six Forks Road
Suite 200
Raleigh, NC 27609

NCBELS License #: C-1554

August 2014

COLUMBIA STREET ANNEX

TRAFFIC IMPACT STUDY

EXECUTIVE SUMMARY

Prepared for:

The Town of Chapel Hill
Engineering Department

Prepared by:

HNTB North Carolina, PC

343 East Six Forks Road
Suite 200
Raleigh, NC 27609

NCBELS License #: C-1554

August 2014

NORTH CAROLINA PROFESSIONAL SEAL 020010 ENGINEER CRAIG R SCHEFFLER

8-1-14

EXECUTIVE SUMMARY

Project Overview

A commercial/residential mixed-use development, known as the Columbia Street Annex, located along NC Highway 86 (S. Columbia Street) near its intersection with the NC Highway 54 Bypass is being proposed in Chapel Hill. The project proposes to construct 39 residential units and 7,150 square feet of office/retail space on two existing parcels on the west side of S. Columbia Street. **Figure ES-1** shows the general location of the site. The project is anticipated to be fully complete by 2016. This report analyzes the complete build-out scenario for the year 2017 (one year after anticipated completion), the no-build scenario for 2017, as well as 2014 existing year traffic conditions.

The proposed site concept plan shows a single full movement access driveway along S. Columbia Street. No other vehicular access connections are proposed. **Figure ES-2** displays the preliminary concept plan of the Columbia Street Annex and nearby land uses and roadways. The project is expected to provide 68 parking spaces on surface parking lots and an underground garage. This report analyzes and presents the transportation impacts that the Columbia Street Annex will have on the following intersections in the project study area:

- NC 86 (S. Columbia Street) and Purefoy Road/Proposed Site Driveway
- NC 86 (S. Columbia Street) and NC 54/US 15-501 Bypass Westbound Ramps
- US 15-501 and NC 54 Bypass Eastbound Ramps

The impacts of the proposed site at the study area intersections will be evaluated during the AM, noon, and PM peak hours of an average weekday. The following study is based on background traffic for the existing year, 2014, the year following the estimated site build out year of 2016, as well as the estimated site-generated traffic produced by the mixed-use development.

Existing Conditions

Study Area

The site is located in southern Chapel Hill along NC 86 (S. Columbia Street) in the northwest quadrant of its interchange with the NC 54 Bypass. The study area contains two signalized intersections at the interchange ramp terminals. It also includes the existing unsignalized stop-controlled intersection at Purefoy Road adjacent to the site.

NC 86 (S. Columbia Street) is a major arterial facility providing connectivity between downtown Chapel Hill and the UNC Main Campus with the NC 54 Bypass and US 15-501 corridors. Remaining study area network roadways are either interchange access ramps or local neighborhood access streets.

Site Traffic Generation

With the addition of new peak hour trips during the weekday AM, noon, and PM peak hours, there are potential site traffic impacts to the study area intersections. **Table ES-1** shows the site trip generation details, with generation rates and methodologies taken from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, Version 9*.

Table ES-1
Weekday Vehicle Trip Generation Summary
Columbia Street Annex

Trip Generation Statistic	Daily			AM Peak Hour			Noon Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Raw Total	333	333	666	9	21	30	23	25	48	38	28	66
Transit/Ped/Bike Reduction	-50	-50	-100	-1	-3	-5	-3	-4	-7	-6	-4	-10
Vehicular Driveway Trips	**283**	**283**	**566**	**8**	**18**	**25**	**20**	**21**	**41**	**32**	**24**	**56**
Pass-By Trips (Retail Only)	-26	-26	-52	-0	-0	-0	-2	-3	-5	-4	-5	-9
New Vehicular Trips Added to Network	**257**	**257**	**514**	**8**	**18**	**25**	**18**	**18**	**36**	**28**	**19**	**47**

* - No ITE Data Available, Assumed Average of AM/PM Peak Hour Data

Background Traffic
Background traffic growth for the 2017 analysis year is expected to come from two sources - ambient regional traffic growth and specific development-related traffic growth. Based on existing information, two Town-approved or recently completed development projects near the project study area are planned to be contribute to background traffic growth by the 2017 analysis year. All remaining estimated traffic growth in the area is assumed to occur due to overall region-wide ambient growth. To account for this, an ambient area-wide traffic growth percentage of 1.2 percent per year was applied to existing traffic volumes based on information from the historic daily traffic growth patterns in the project study (NCDOT and Town of Chapel Hill daily traffic information) and consistent with recent traffic impact studies completed near the project study area.

Impact Analysis

Peak Hour Intersection Level of Service (LOS)
Study results indicate existing traffic operations at all study area intersections are acceptable during the AM and Noon peak hours. In the PM peak hour, the signalized ramp terminal intersections at the NC 54 Bypass operate at a LOS F given current traffic levels and signal timing information. Retiming these signals for anticipated 2017 traffic volumes improves the PM peak deficient operations. Even with the addition of peak hour site-generated trips to the projected 2017 background traffic volumes, no additional study area intersections are expected to experience deficient traffic operations in any peak hour. However, capacity analysis results, if recommended improvements at Purefoy Road and the proposed site driveway are implemented, show a decline in worst-case stop controlled delay and LOS, but this is offset by potential safety improvements in this area.

A summary of the traffic operations for each intersection, related to vehicular delays (intersection average as a whole if signalized, critical movement if stop-controlled) and the corresponding Level-of-Service (LOS) is shown in **Table ES-2** on the following page.

Table ES-2. Columbia Street Annex
LOS and Delay (Seconds/Vehicle) Summary

Intersections	Peak Hour	2014 Existing		2017 No-Build		2017 Build		2017 Mitigated	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
NC 86 (S. Columbia St.) & Purefoy Road	AM	D	27.0	D	29.4	D	30.1	E**	36.5**
	NOON	C	15.3	C	16.1	C	16.4	C**	20.7**
	PM	E	36.1	E	42.5	E	44.4	***F*****	***93.1*****
NC 86 (S. Columbia St.) & NC 54 Bypass Westbound Ramps	AM	C	27.0	C	22.8	C	22.8	N/A	N/A
	NOON	C	23.6	C	21.5	C	21.6	N/A	N/A
	PM	***E***	***68.9***	D	52.7	D	52.8	N/A	N/A
US 15-501 & NC 54 Bypass Eastbound Ramps	AM	C	34.4	C	24.6	C	24.6	N/A	N/A
	NOON	A	9.9	B	11.6	B	11.6	N/A	N/A
	PM	***F***	***93.0***	B	15.2	B	15.2	N/A	N/A
NC 86 (S. Columbia St.) & Site Driveway*	AM	N/A	N/A	N/A	N/A	C*	21.1*	N/A	N/A
	NOON	N/A	N/A	N/A	N/A	B*	14.8*	N/A	N/A
	PM	N/A	N/A	N/A	N/A	D*	28.2*	N/A	N/A

N/A – Not Applicable or No Improvements Necessary
BOLD/ITALICS – Critical Movement or Overall Intersection Requires Mitigation Per Town TIS Guidelines
* - Worst-Case LOS/Delay for Unsignalized/Stop-Controlled Critical Movement
** - Results for Realigned Site Driveway to Form Fourth Leg of Intersection

Access Analysis
Vehicular site access is to be accommodated by a single full movement access driveway connecting to S. Columbia Street about 425 feet to the north of its signalized intersection with the NC 54 Bypass westbound ramps. Design details related to driveway throat length are shown on the concept plan and assume an approximate 125 foot driveway throat at this driveway. An internal driveway circulation system to all surface and underground parking areas is also shown on the plans.

Driveway distances along S. Columbia Street from the signalized intersections at the NC 54 Bypass Westbound Ramps and Mason Farm Road (to the north of the study area) are acceptable, based on current standards. The proposed spacing between the proposed driveway and adjacent existing driveways (several that are approximately 250-500 feet north of the proposed driveway) is less than the recommended 750 foot spacing along arterial roadways found in Table 4-A-1 in the Town Design Manual.

Access for pedestrians and bicyclists is adequate in the project study area. Sidewalk is present on both sides of S. Columbia Street adjacent to the site and exists along the major street connections along S. Columbia Street. Crosswalk and pedestrian signals exist across the three major signalized study area intersections near the Columbia Street Annex site. Specific bicycle amenities are present along S. Columbia Street, with striped lanes present in both directions.

Crash Analysis
Data from the NCDOT Traffic Safety Unit was provided for recent three and five-year periods for all existing major study area intersections. The primary crash type at all locations was rear-end

crashes. Overall, the number and severity of crashes are low compared to other locations around Chapel Hill.

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

Table ES-3. Other Transportation-Related Analyses

Analysis	Comment
Long-Range Planning Level Daily Volume-Capacity Analysis	Due to the fact that the proposed site will add less than 600 daily trips to the study area network, no long-range daily v/c analysis was conducted for this study.
Turn Lane Storage Requirements	Storage bay lengths at study area intersections were analyzed using Synchro and HCS 95th percentile (max) queue length estimates for the 2017 Build Scenario. The S. Columbia Street/NC 54 Bypass westbound ramps intersection westbound approach has existing and projected queues that exceed its current storage bays that may need additional geometric improvement in the future. Realignment of the proposed site driveway with Purefoy Road, along with some minor geometric changes to the Purefoy Road approach may allow the creation of a short left-turn storage area (1-2 vehicles) that may help operations at this intersection. No other recommendations for improvements to storage bays are expected, based on the analysis results.
Appropriateness of Acceleration/ Deceleration Lanes	The site concept plan shows no specifics related to acceleration/deceleration lanes, other than the creation of an exclusive northbound left-turn lane on S. Columbia Street. Based on existing cross-section details with the U-0624 project, corridor speeds on S. Columbia Street and capacity analysis results, no specific acceleration or deceleration lanes are recommended at proposed site access point. No other specific acceleration/deceleration lane issues were analyzed in the project study area.
Pedestrian and Bicycle Analysis	Existing pedestrian and bicycle access and connectivity is adequate along the S. Columbia Street corridor adjacent to the site. Sidewalk exists along the NC 86 and US 15-501 corridors and pedestrian crossings and signals are present on at least one quadrant of signalized intersections. An additional mid-block crosswalk exists 250 feet to the north of the proposed site along S. Columbia Street. Delineated bicycle lanes and wide outside lanes are present in the project study area. The Morgan Creek Trail Greenway has access in the area just to the south of the NC 54 Bypass, providing additional bicycle and pedestrian connectivity to the area.
Public Transportation Analysis	Public transportation service to the study area, and to the proposed site, is excellent with multiple bus stops and multiple local and regional bus routes on S. Columbia Street proximate to the site.

Mitigation Measures/Recommendations

Planned Improvements
There are no Town of Chapel Hill or North Carolina Department of Transportation improvement projects for study area roadway facilities within the analysis year time frame of 2014-2017.

Background Committed Improvements
There are no specific geometric or operational improvements to study area roadway intersections or facilities related to background private development projects that are expected to be completed between 2014 and 2017. To make an comparative assessment of potential improvements to signal timing (by optimizing signal cycle lengths, splits and offsets for projected 2017 traffic volumes) it was assumed that signal timing reoptimization would occur for the S. Columbia Street corridor by the year 2017 with or without the development of the Columbia Street Annex project.

Applicant Committed Improvements
Based on the preliminary site concept plans and supporting development information provided, there are the following specific external transportation-related improvements proposed adjacent to the Columbia Street Annex:

- Provision of a northbound left-turn lane and pavement marking modifications to the existing NC 86 (S. Columbia Street) southbound additional inside through travel lane that develops south of Purefoy Road.
- Provision of a crosswalk in this vicinity.
- Provision of continuous sidewalk along site frontage.

Necessary Improvements
Based on traffic capacity analyses for the 2017 design year, and analyses of existing study area turning bay storage lengths and site access, the following improvements are recommended as being necessary for adequate transportation network operations (see **Figures ES-3 and 4**).

1) Retime the NC 54 Bypass interchange ramp terminal intersections to optimize overall capacity given the existing intersection geometrics and progression along NC 86 (S. Columbia Street) and US 15-501. Reoptimizing these two intersections with the rest of the US 15-501 corridor south of the interchange may improve operations at the signalized ramp terminals for 2017 build-out+1 year conditions, particularly in the PM peak hour.

   <u>The proposed signal timing improvements are recommended in order to mitigate existing system operational deficiencies and are recommended whether or not the Columbia Annex project is constructed.</u>

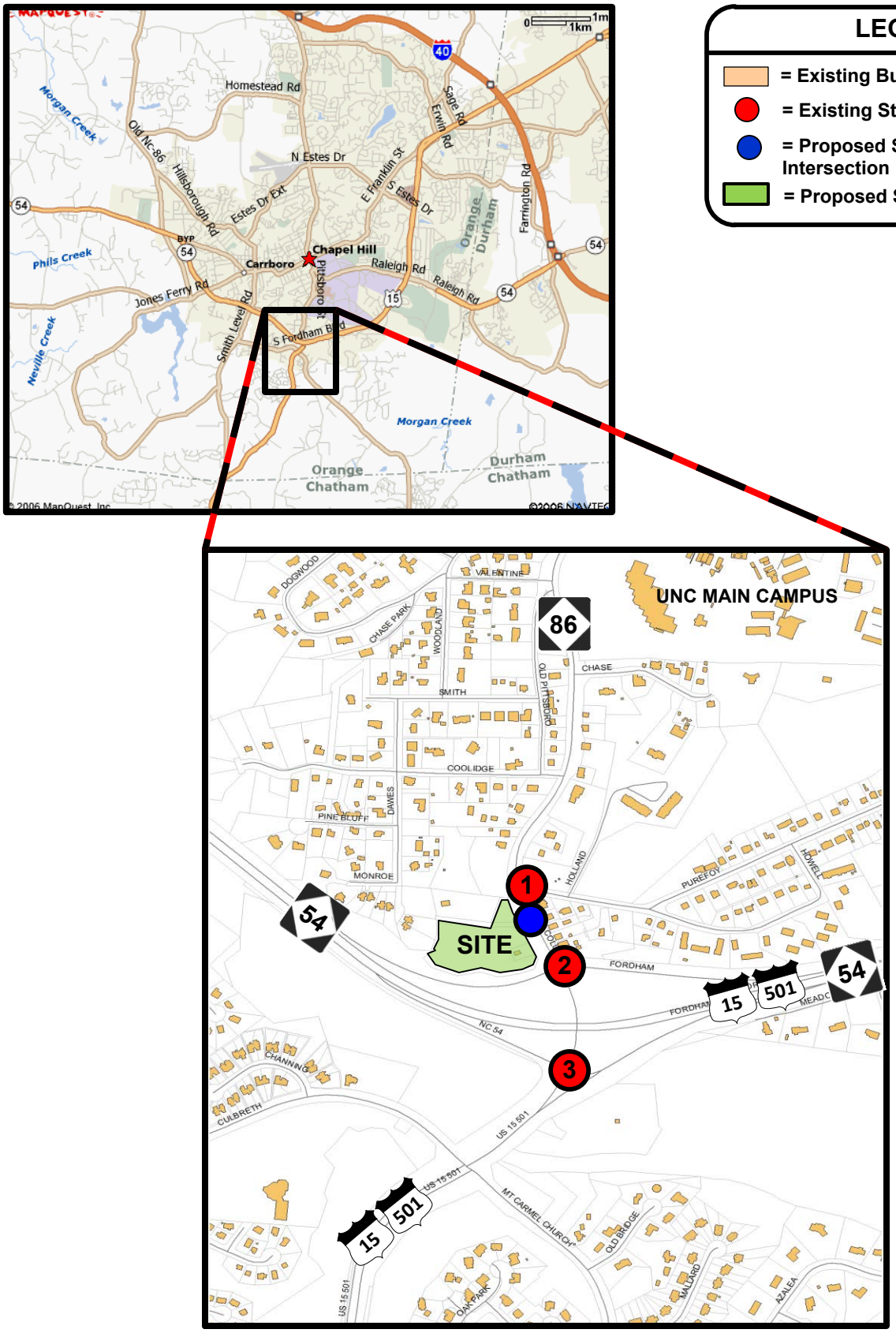
2) To provide additional storage capacity for the NC 54 Bypass westbound off-ramp for 2017 build-out+1 year anticipated conditions, the existing inside left-turn lane storage bay at this approach to NC 86 (S. Columbia Street) should be lengthened from 275 feet to 650 feet. This will allow improved traffic flow during this signal phase and will improve the overall safety and efficiency of traffic flow at this intersection.

This improvement is recommended based on anticipated queue storage needs in 2017 with or without Columbia Street Annex site traffic impacts.

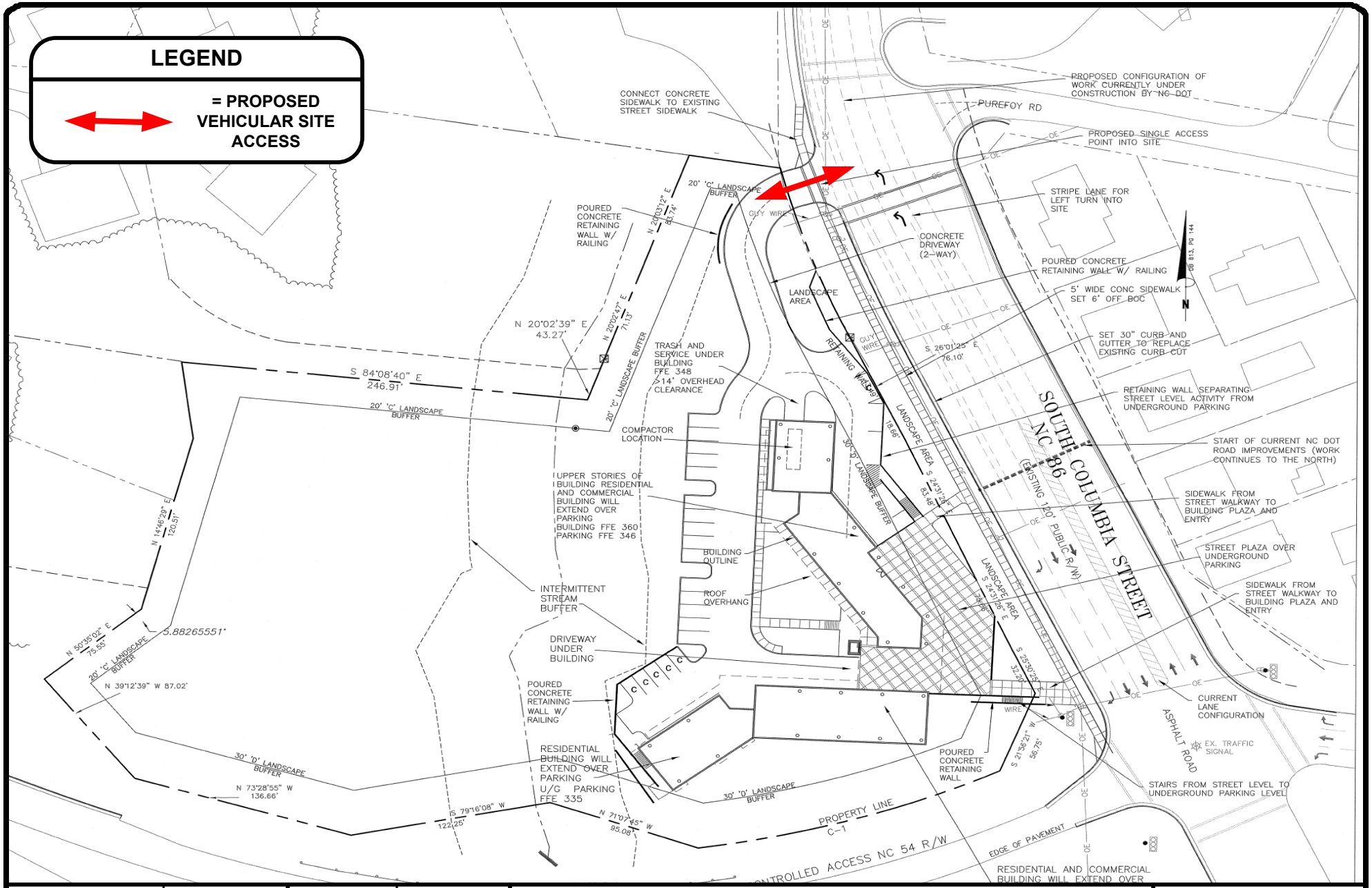
3) Due to the fact that the proposed site access driveway does not align with the existing Purefoy Road on the opposite side of NC 86 (S. Columbia Street), it is recommended that the Applicant consider investigating the feasibility for realigning the proposed site access to immediately opposite Purefoy Road. This improvement would not necessarily reduce the number of vehicular conflict points in this vicinity, but it would prevent left-turning movements from conflicting with each other from the driveway and Purefoy Road, and it would improve sight lines from the minor street approaches and provide a more orderly means of judging and accepting the limited available gaps in the high volume S. Columbia Street traffic pattern. In addition to this improvement, additional minor geometric modifications to this newly realigned intersection (see **Figure 14**) may enhance traffic operations and safety, as well as provide for the maximum amount of southbound through traffic storage at the adjacent NC 54 Bypass westbound off-ramp intersection, and provide for a short westbound left-turn pocket on Purefoy Road.

   Capacity analysis results indicate that, though aligning the site driveway and Purefoy Road produces longer projected vehicular delays than if the driveway and Purefoy Road were operating as separate three-legged intersections with NC 86 (S. Columbia Street), in reality, there would be little safe opportunity for left-turning traffic from the site driveway and Purefoy Road to use the two-way left-turn lane refuge area (that is in actuality becomes a southbound through lane for NC 86). Aligning the driveway and Purefoy Road provides better clarity for delineation of acceptable gaps and turning movements. Maximum queue length results for the most critical approach (westbound left-turns) indicate there would be little difference (3-4 vehicles maximum queue) between the existing proposed offset configuration and the realigned configuration.

   This improvement is recommended specifically for the Columbia Street Annex project.



HNTB	TOWN OF CHAPEL HILL	**Columbia Street Annex** **Traffic Impact Study**	**DATE:** August 2014
		PROJECT STUDY AREA MAP	**FIGURE ES-1**



HNTB

TOWN OF CHAPEL HILL

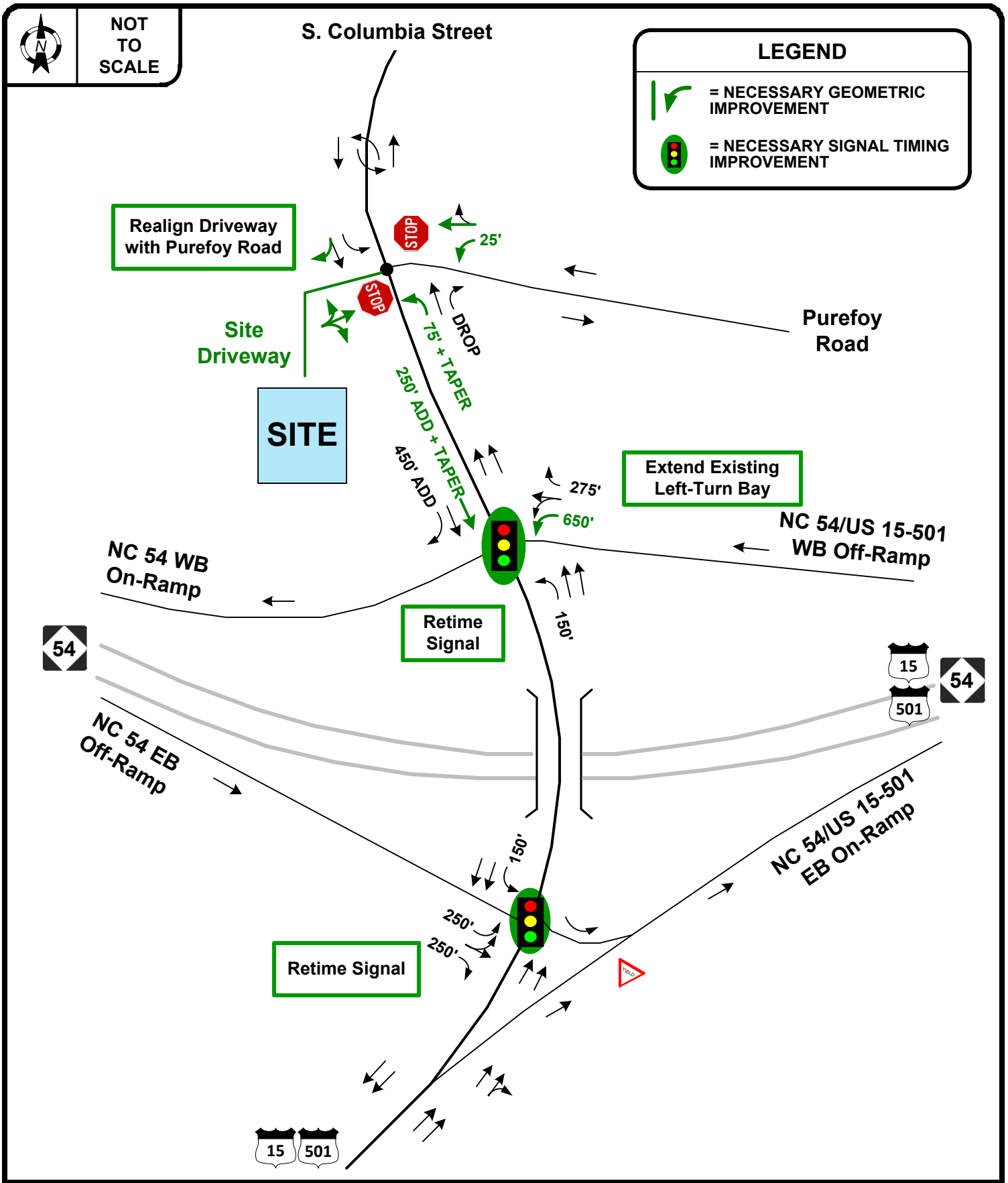
NOT TO SCALE

Columbia Street Annex
Traffic Impact Study

SITE CONCEPT PLAN

DATE: August 2014

FIGURE ES-2



HNTB

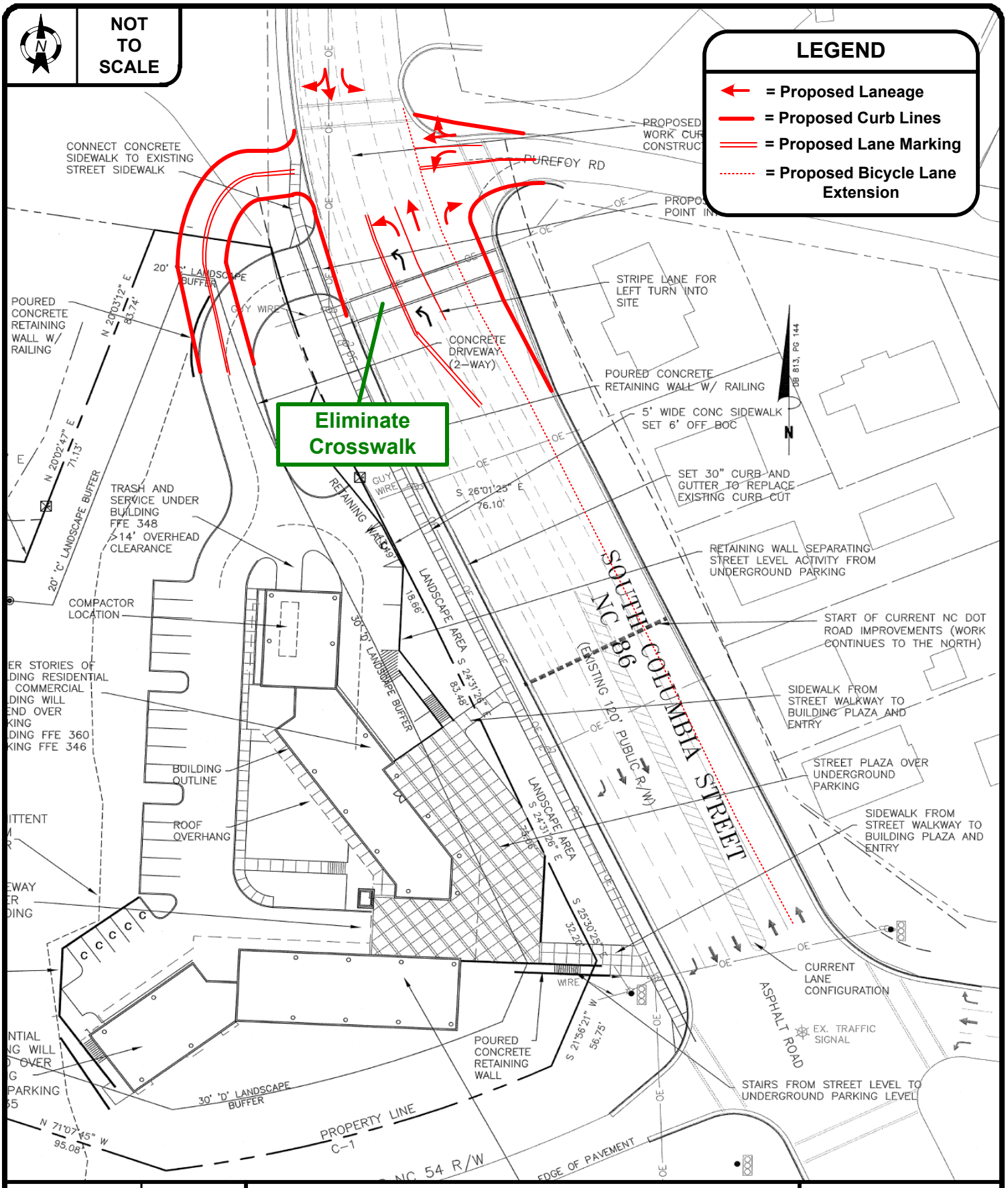
TOWN OF CHAPEL HILL

Columbia Street Annex
Traffic Impact Study

COMMITTED AND RECOMMENDED IMPROVEMENTS

DATE: August 2014

FIGURE ES-3



HNTB

TOWN OF CHAPEL HILL

Columbia Street Annex
Traffic Impact Study

RECOMMENDED IMPROVEMENTS DETAIL

DATE: August 2014

FIGURE ES-4

COLUMBIA STREET ANNEX

1150 SOUTH COLUMBIA STREET, CHAPEL HILL, NC 27514

SPECIAL USE PERMIT APPLICATION - 2018/20

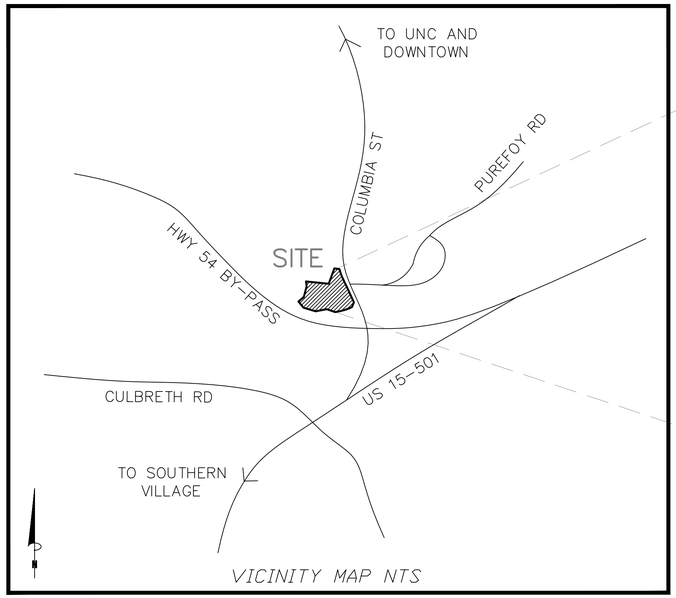
PROJECT DATA

EXISTING USE	VACANT RESIDENTIAL
PROPOSED USE USE GROUP	MIXED USE – RESIDENTIAL, COMMERCIAL, RETAIL
PARCEL 1 PARCEL 2 PARCEL 3	9788204502 9788205716 9788206500
EXISTING LAND AREA	131,340.04 SF – PARCEL 1 14,228.80 SF – PARCEL 2 8,453.88 SF – PARCEL 3 6,967.75 SF – MONROE ST R/W 160,990.47 SF TOTAL NET LAND AREA
POST RECOMBINATION AREAS:	3.69 ACRES, NET
LAND AREA IN RCD streamside zone	35,935 SF net
LAND AREA IN RCD managed use zone	38,618 SF net
LAND AREA IN RCD upland zone	34,668 SF net
LAND AREA non-RCD	51,769 SF net
GROSS LAND AREA	177,090 SF / 4.065 ACRES
PROJECT AREA	1.64 ACRES NET / 1.804 AC GROSS
DISTURBED AREA	1.64 ACRES
EXISTING ZONING	R-2
PROPOSED ZONING	MU-V
FAR MU-V ARTERIAL	1.2 x 86,437 = 103,724 sf
RCD – streamside	0.01 x 35,935 = 359 sf
RCD – managed use	0.019 x 38,618 = 734
MAXIMUM BUILDING SIZE	104,817 SF BASED ON GROSS LAND AREA
EXISTING BUILDING SIZE	N/A
PROPOSED BUILDING SIZE	57,000 SF residential 4,000 SF general business maximum 61,000 SF total (incl mechanical, excl underground parking RESIDENTIAL: maximum 52 UNITS TOTAL (15% WILL BE DESIGNATED AFFORDABLE)
PROPOSED FAR	.734
REQUIRED PARKING BASED ON MAXIMUM BLDG SIZE	MIN 65 SPACES, MAX 111 SPACES
PROPOSED PARKING	69 SPACES INCLUDING: 3 VAN ACCESSIBLE ADA (all in underground parking) 21 STANDARD SURFACE SPACES 17 UNDERGROUND SPACES INCLUDING APPROX. 4 COMPACT 28 UNDERGROUND GARAGE (DOUBLE STACKED)
PROPOSED CAR CHARGING STATIONS	1 LOCATED IN UNDERGROUND GARAGE SERVING 2 SPACES (3% OF PARKING)
EXISTING IMPERVIOUS	676 SF
PROPOSED IMPERVIOUS	48,950 SF
REQUIRED BICYCLE PARKING	GENERAL BUSINESS: 4 + 2 per 2500 sf = 6 SPACES (20% CLASS I AND 80% CLASS II) RESIDENTIAL: 1 per 4 units = 13 SPACES (90% CLASS I AND 10% CLASS II) TOTAL BIKE PARKING REQUIRED WILL MEET LUMO REQUIREMENT
PROPOSED BICYCLE PARKING	LOCATIONS: UNDERGROUND PARKING, SURFACE PLAZA, IN RESIDENTIAL UNITS
EXISTING TREE CANOPY	134,000 SF = 80.8% OF SITE
REQUIRED TREE CANOPY	40% = 58,724 SF CALCULATION ON SHEET SUP-7.0
PROPOSED TREE CANOPY	66,331 SF (EXISTING RETAINED COVERAGE)
REQUIRED RECREATION SPACE	0.046 RSR GROSS LOT AREA IS 177,090 SF PROJECT AREA IS 71,450 SF RESIDENTIAL PERCENTAGE OF PROJECT IS 93.4% PROJECT AREA x RECREATION MULTIPLIER x PERCENTAGE RESIDENTIAL = 71,450 x .046 x .934 = 3,070 SF PAYMENT IN LIEU IS $12/SF
RECREATION SPACE PROVIDED	3,070 SF ACTIVE RECREATION SPACE PROVIDED AS FITNESS CENTER IN THE BUILDNG FOR TENANTS SHORTFALL IN FINAL INTERIOR FITNESS SPACE SQUARE FOOTAGE WILL BE MADE UP AS PAYMENT IN LIEU AT $12/SF

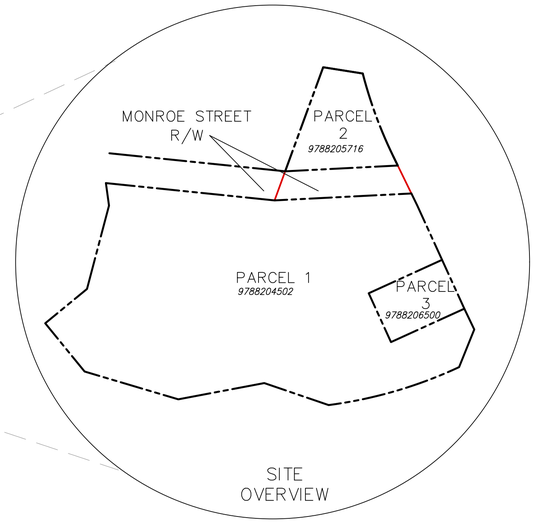
4,000 SF GENERAL BUSINESS
1 SPACE/300 SF TO 1 SPACE /200 SF
= 13 MIN 20 MAX

52 RESIDENTIAL UNITS
MIX OF STUDIO / 1 BDRM /2 BDRM
1.0 TO 1.75 PER UNIT
= 52 MIN 91 MAX

NON-RESIDENTIAL SPACE IS INTENDED FOR USE BY RESIDENTS FOR WORK/LIVE USE. THERE IS NO PARKING SPECIFICALLY RESERVED FOR THE NON-RESIDENTIAL SPACE.



VICINITY MAP NTS



SITE OVERVIEW

SPECIAL CONDITIONS OF APPROVAL

1. PARCELS MUST BE RECOMBINED PRIOR TO ZCP APPROVAL.
2. THE BUILDINGS ARE REQUIRED TO BE SPRINKLED.
3. ~~LAYOUT IS BASED ON A RIGHT-IN / RIGHT-OUT DRIVEWAY CONFIGURATION.~~
4. THE APPLICANT MUST SUBMIT A CONSTRUCTION MANAGEMENT PLAN FOR APPROVAL BY THE TOWN PRIOR TO ISSUANCE OF A ZONING COMPLIANCE PERMIT.
5. THE PROJECT WILL MEET THE TOWN'S 15% AFFORDABLE HOUSING REQUIREMENT, WITH THE PROVISION OF 7 AFFORDABLE UNITS PROVIDED IN THE BUILDING.
6. CONTRACTORS MUST COMPLETE THE TOWN'S TREE PROTECTION SEMINAR PRIOR TO TREE PROTECTION FENCE INSTALLATION. CONTACT ADAM NICHOLSON, URBAN FORESTRY, 919-969-5006.
7. DEVELOPER WILL BE REQUIRED TO INSTALL ADA RAMPS AND PEDESTRIAN ACTIVATED LED SIGNAL AT THE EVENTUAL SOUTH COLUMBIA STREET CROSSWALK LOCATION IN FRONT OF OR JUST NORTH OF THE PROJECT SITE.
8. REVISED S COLUMBIA STREET TRAFFIC COUNTS WILL BE REQUIRED AT ZCP SUBMITTAL.

LIST OF SHEETS

SUP-0.0	COVER SHEET
SUP-0.1	AREA MAP
SUP-1.0	EXISTING CONDITIONS, TREE SURVEY, DEMOLITION, AND TREE PROTECTION PLAN
SUP-1.1	SITE ANALYSIS
SUP-1.2	TREESAVE PLAN
SUP-2.0	SITE PLAN - OVERALL
SUP-2.1	SITE PLAN - UNDERGROUND PARKING
SUP-3.0	GRADING PLAN
SUP-3.1	SITE / RCD SECTIONS
SUP-3.2	DRIVEWAY/PARKING SECTIONS
SUP-3.3	STORMWATER MAINTENANCE PLAN
SUP-4.0	EROSION CONTROL PLAN
SUP-5.0	UTILITY PLAN
SUP-6.0	NOT USED
SUP-7.0	LANDSCAPE AND TREESAVE PLAN
SUP-8.0	SITE DETAILS
SUP-8.1	STORMWATER DETAILS
SUP-8.2	STREAM RESTORATION DETAILS
SUP-8.3	SITE DETAILS
A-5.1	ELEVATIONS - EAST, WEST
A-5.2	ELEVATIONS - NORTH, SOUTH
A-5.3	ZONING ENVELOPE DIAGRAM

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COLUMBIA STREET ANNEX

1150 South Columbia Street
Chapel Hill, North Carolina

OWNER:
CH HOTEL ASSOCIATES LLC.
3008 ANDERSON DRIVE, SUITE 120
RALEIGH NC 27609

NORTH CAROLINA PROFESSIONAL SEAL 1302 WENDI L. RAMSEIER
8-11-2020

If this drawing is not 24" x 36" it is a reduced print - refer to graphic scale

Date	For
24 May 18	Addition of RCD data
20 May 19	Review Comment Revisions
24 Oct 19	Review Comment Revisions
14 Feb 20	Review Comment Revisions
11 May 20	Review Comment Revisions

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Drawn By: WLR, MTC Date: 26 April 18

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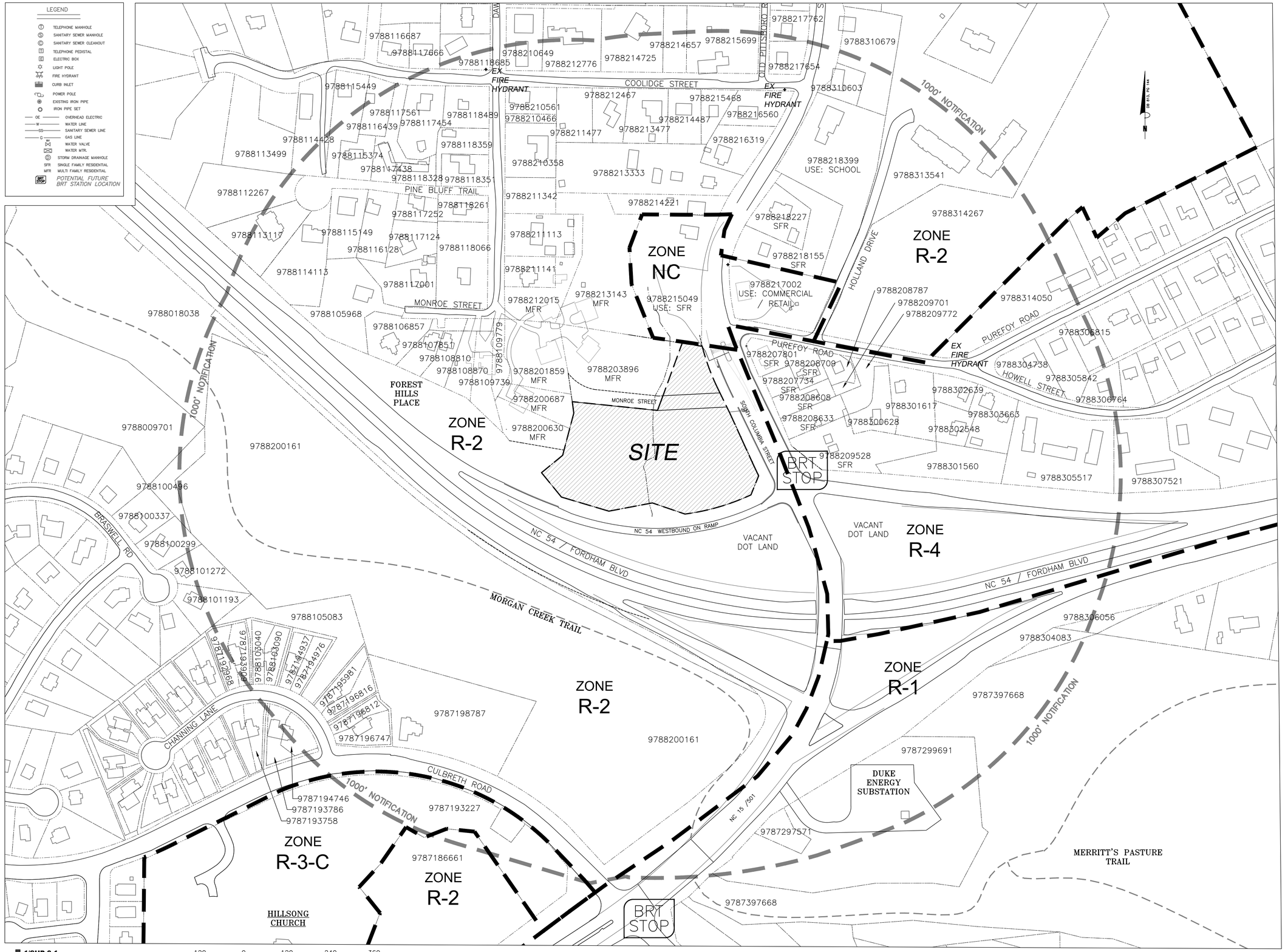
COVER

SUP-0.0



1/SUP-0.1
AREA MAP
SCALE: 1"=120'

120 0 120 240 360
Scale 1" = 120'

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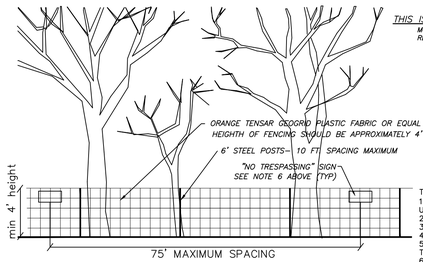
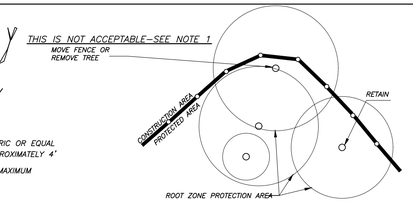
AREA MAP

SUP-0.1





TREE PROTECTION FENCING NOTES:
1. MOVE FENCE OR REMOVE TREE IF MORE THAN 20% OF A TREE'S ROOT PROTECTION ZONE AREA IS UNPROTECTED.
2. ROOT PRUNE THE TREES TO REMAIN WHERE CONSTRUCTION ACTIVITIES WILL SEVER ROOTS.
3. ANY TREE ROOTS EXPOSED BY CONSTRUCTION SHALL BE SEVERED CLEANLY WITH A PRUNING TOOL.
4. DO NOT DISPOSE OF ANY CHEMICALS OR REMOVE SOIL OUTSIDE THE LIMITS OF WORK.
5. WHEN INSTALLING NEW LANDSCAPE PLANTS, DO NOT DRIVE EQUIPMENT UPON OR DISTURB THE SOIL WITHIN THE ROOT ZONE PROTECTION AREA OF EXISTING TREES.
6. SIGNAGE IN BOTH ENGLISH AND SPANISH MUST BE PLACED ON TREE PROTECTION FENCING WITH A MINIMUM SPACING OF 75' O.C. SIGNAGE IS TO READ :

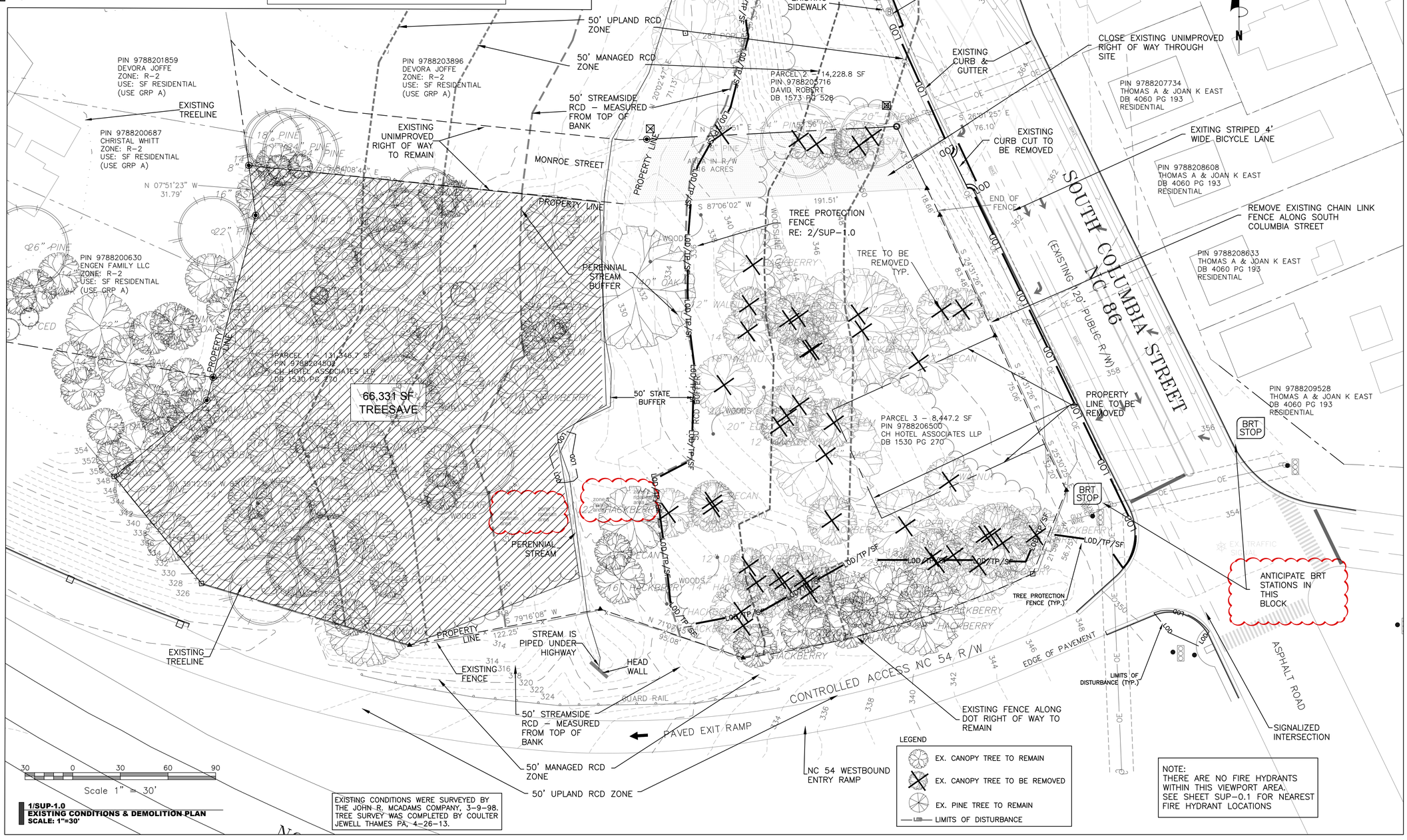
TREE PROTECTION AREA – NO TRESPASSING WITHIN THE FENCE
PROHIBIDO ENTRAR / ZONA PROTECTORA PARA LOS ARBOLES

7. TREES WITHIN THE TREE PROTECTION AREA TO BE REMOVED ARE TO BE CUT FLUSH WITH THE GROUND (LEAVE ROOTS INTACT) AND FELLED TOWARD THE CONSTRUCTION ZONE.
8. TREE PROTECTION FENCING SHALL BE INSTALLED AND INSPECTED PRIOR TO ANY SITE WORK OR LAND DISTURBANCE.

CONTRACTORS MUST COMPLETE THE TOWN'S TREE PROTECTION SEMINAR PRIOR TO TREE PROTECTION FENCE INSTALLATION. CONTACT ADAM NICHOLSON, URBAN FORESTRY, 919–969–5006.

2/SUP-1.0
TREE PROTECTION FENCE
NTS

TREE PROTECTION FENCING SHALL BE INSTALLED AND INSPECTED PRIOR TO ANY SITE WORK OR LAND DISTURBANCE.



EXISTING CONDITIONS WERE SURVEYED BY THE JOHN R. MCADAMS COMPANY, 3–9–98. TREE SURVEY WAS COMPLETED BY COULTER JEWELL THAMES PA, 4–26–13.

NOTE:
THERE ARE NO FIRE HYDRANTS WITHIN THIS VIEWPORT AREA. SEE SHEET SUP–0.1 FOR NEAREST FIRE HYDRANT LOCATIONS

1/SUP-1.0
EXISTING CONDITIONS & DEMOLITION PLAN
SCALE: 1"=30'

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8-11-2020

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Drawn By: WLR, MTC Date: 26 April 18

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EXISTING CONDITIONS, TREE SURVEY, AND DEMOLITION PLAN

SUP-1.0

TOPOGRAPHY/SLOPES:

BECAUSE OF DOT ROAD CONSTRUCTION IN THE 1990'S, THE SITE SITS MUCH LOWER THAN COLUMBIA STREET AND THERE IS A STEEP DROP FROM THE STREET INTO THE SITE. THE SITE SLOPES FROM NORTH TO SOUTH, AND DROPS APPROXIMATELY 30 FEET OVER THE WIDTH OF THE SITE. THE DEVELOPMENT WILL TAKE ADVANTAGE OF THIS DROP BY SETTING THE BUILDING INTO THE SLOPE AND PROVIDING STREET LEVEL ACCESS TO THE PLAZA AND BUILDING. SERVICE AND PARKING USES WILL BE PLACED BELOW STREET LEVEL. SOME USABLE SPACE WILL FACE AND ACCESS LOWER LEVEL PARKING ON THE WEST SIDE. THE SITE HAS SLOPES OF 4% TO OVER 25%. THE MAJORITY OF THE SITE HAS SLOPES UNDER 10%.

EXISTING SLOPES:
10–15% = 37,161.8 SF (22.4% OF THE SITE)
15–25% = 24,507.7 SF (14.8% OF THE SITE)
>25% = 9,541.8 SF (5.8% OF THE SITE)
57.0% OF THE SITE HAS <10% SLOPE

HYDROLOGICAL FEATURES/DRAINAGE

THERE IS AN PERENNIAL STREAM IN THE CENTER OF THE SITE AND AN EPHEMERAL STREAM ON THE WESTERN SIDE OF THE SITE. THE SITE GENERALLY DRAINS FROM NORTH TO SOUTH.

SOIL TYPES

THE USDA / NRCS WEB SOIL SURVEY CLASSIFIES TWO SOILS ON THIS SITE. THE WESTERN, EASTERN, AND SOUTH–CENTRAL PORTIONS OF THE SITE ARE WEDOWEE SANDY LOAM WITH 4% TO >25% SLOPES. THE NORTH–CENTRAL PORTION OF THE SITE IS A APPLING SANDY LOAM WITH 6% TO >25% SLOPES.

SUN/SHADE PATTERNS

THE SUN WILL PASS AROUND THE SOUTH SIDE OF THE STRUCTURE DURING THE COURSE OF THE DAY. THE FRONT ENTRY WILL GET MORNING SUN. SOME EXISTING TREES WILL BE RETAINED SOUTH OF THE BUILDING IN THE BUFFER AGAINST THE NC 54 ON–RAMP. PLANTINGS WILL BE ADDED TO THE COLUMBIA STREET PLAZA AND FRONTAGE.

TREES IN THE PARKING LOT WILL BE CONCENTRATED ALONG THE EAST AND SOUTH SIDES OF THE PARKING BAYS TO PROVIDE MAXIMUM SHADE FOR VEHICLES. SOME PARKING IS LOCATED UNDER THE BUILDING. SOME PARKING IS ON THE NORTH SIDE OF 6 AND 7 STORY BUILDINGS AND WILL BE SHADED BY THE BUILDINGS. THERE WILL BE PLANTINGS AT THE ENTRY AND ALONG THE SIDEWALKS TO PROVIDE MAXIMUM SHADE FOR PEDESTRIANS.

FEMA FLOODPLAIN INFORMATION.

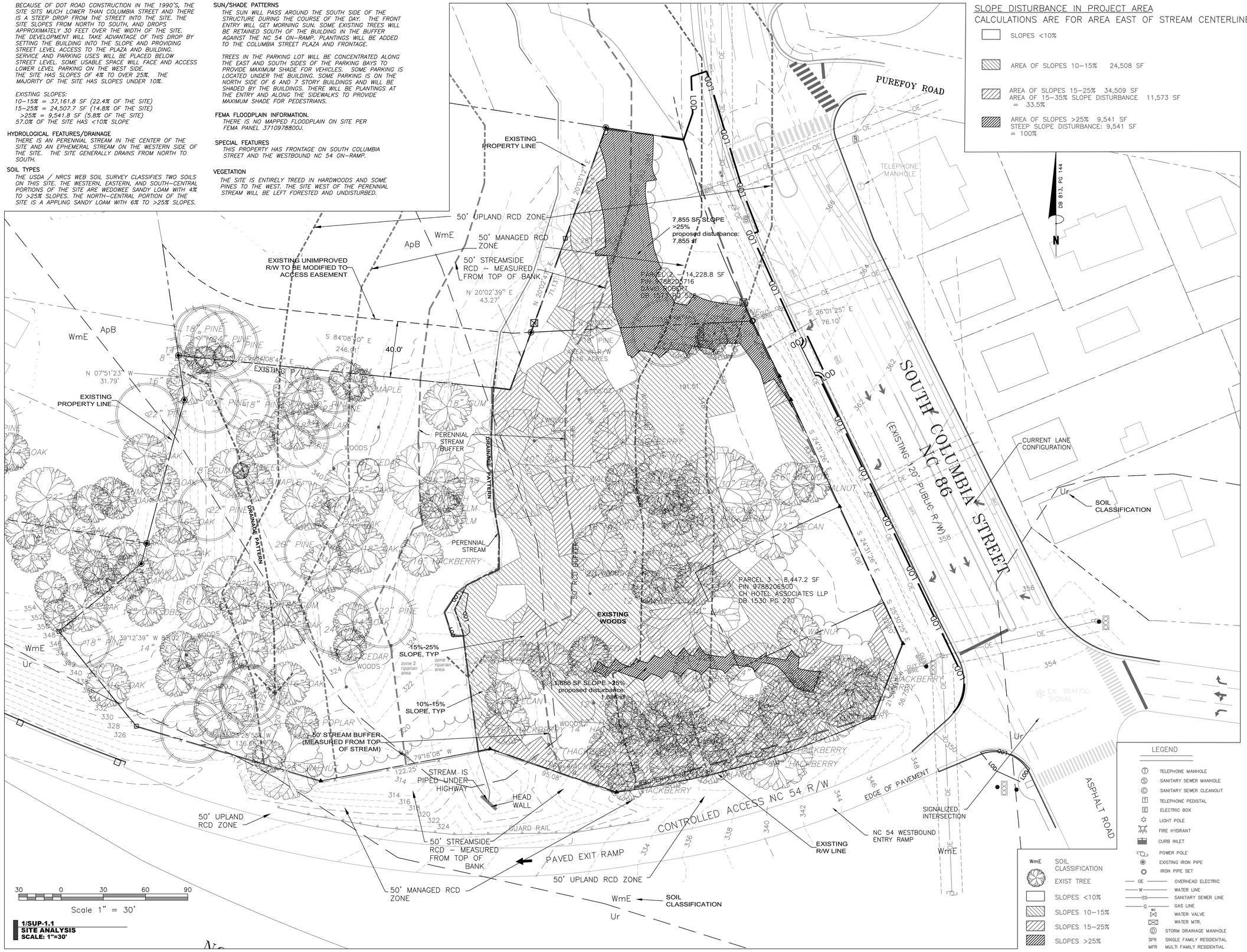
THERE IS NO MAPPED FLOODPLAIN ON SITE PER FEMA PANEL 3710978800J.

SPECIAL FEATURES

THIS PROPERTY HAS FRONTAGE ON SOUTH COLUMBIA STREET AND THE WESTBOUND NC 54 ON–RAMP.

VEGETATION

THE SITE IS ENTIRELY TREED IN HARDWOODS AND SOME PINES TO THE WEST. THE SITE WEST OF THE PERENNIAL STREAM WILL BE LEFT FORESTED AND UNDISTURBED.



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COLUMBIA STREET ANNEX

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3008 ANDERSON DRIVE, SUITE 120
RALEIGH NC 27609

NORTH CAROLINA PROFESSIONAL SEAL 1302 WENDI L. RAMSDEN
8-11-2020

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Date	For
24 May 18	Addition of RCD data
20 May 19	Review Comment Revisions
24 Oct 19	Review Comment Revisions
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Drawn By: WLR, MTC Date: 26 April 18

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SITE ANALYSIS

SUP-1.1

SLOPE DISTURBANCE IN PROJECT AREA

CALCULATIONS ARE FOR AREA EAST OF STREAM CENTERLINE

- SLOPES <10%
- AREA OF SLOPES 10–15% 24,508 SF
- AREA OF SLOPES 15–25% 34,509 SF
  AREA OF 15–35% SLOPE DISTURBANCE 11,573 SF
  = 33.5%
- AREA OF SLOPES >25% 9,541 SF
  STEEP SLOPE DISTURBANCE: 9,541 SF
  = 100%

LEGEND

- TELEPHONE MANHOLE
- SANITARY SEWER MANHOLE
- SANITARY SEWER CLEANOUT
- TELEPHONE PEDISTAL
- ELECTRIC BOX
- LIGHT POLE
- FIRE HYDRANT
- CURB INLET
- POWER POLE
- EXISTING IRON PIPE
- IRON PIPE SET
- OE — OVERHEAD ELECTRIC
- W — WATER LINE
- SS — SANITARY SEWER LINE
- G — GAS LINE
- WV — WATER VALVE
- WM — WATER MTR.
- STORM DRAINAGE MANHOLE
- SFR — SINGLE FAMILY RESIDENTIAL
- MFR — MULTI FAMILY RESIDENTIAL

EXIST TREE TO REMAIN

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8-11-2020

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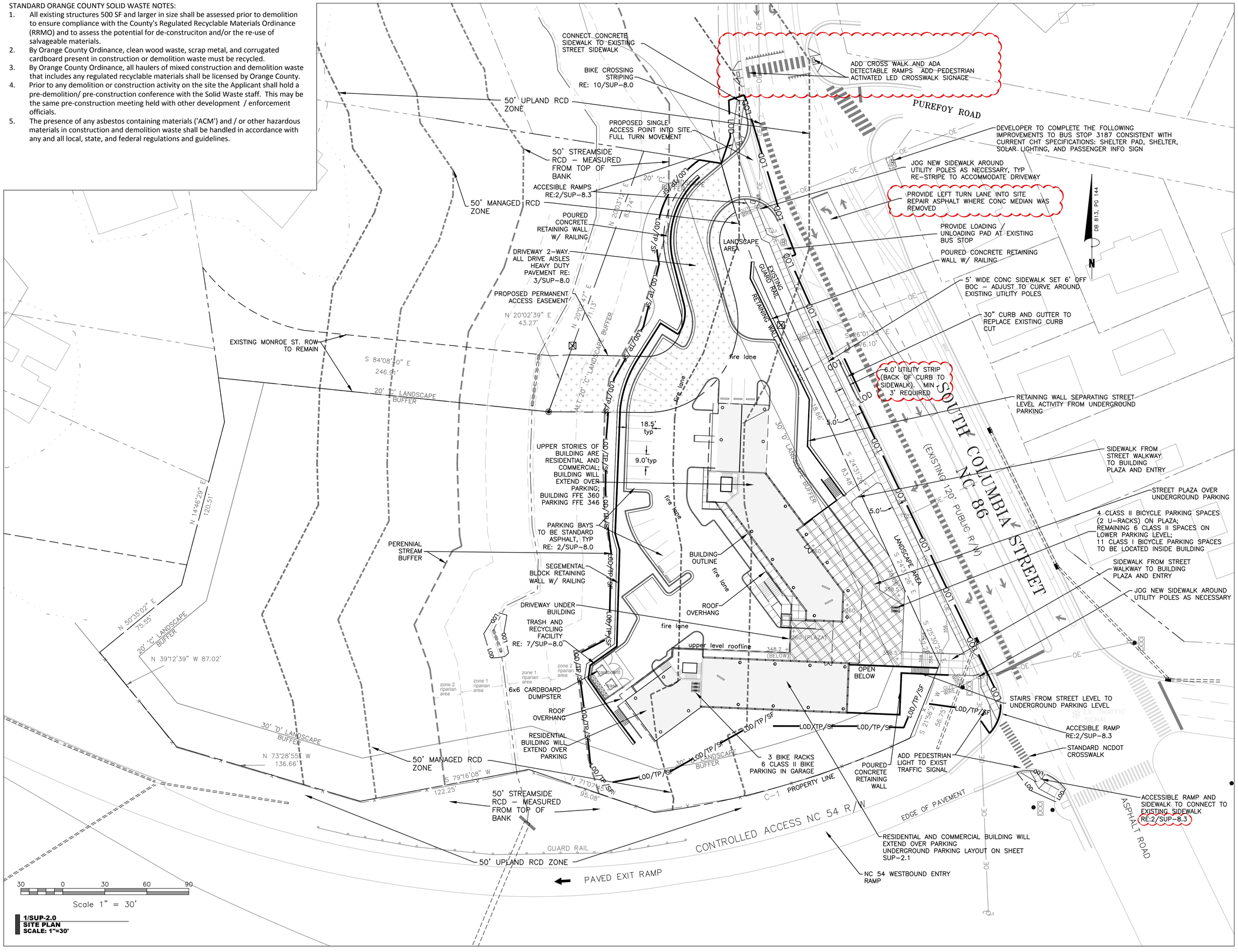
TREE CANOPY PLAN

SUP-1.2

STANDARD ORANGE COUNTY SOLID WASTE NOTES:

1. All existing structures 500 SF and larger in size shall be assessed prior to demolition to ensure compliance with the County's Regulated Recyclable Materials Ordinance (RRMO) and to assess the potential for de-construciton and/or the re-use of salvageable materials.
2. By Orange County Ordinance, clean wood waste, scrap metal, and corrugated cardboard present in construction or demolition waste must be recycled.
3. By Orange County Ordinance, all haulers of mixed construction and demolition waste that includes any regulated recyclable materials shall be licensed by Orange County.
4. Prior to any demolition or construction activity on the site the Applicant shall hold a pre-demolition/ pre-construction conference with the Solid Waste staff. This may be the same pre-construction meeting held with other development / enforcement officials.
5. The presence of any asbestos containing materials ('ACM') and / or other hazardous materials in construction and demolition waste shall be handled in accordance with any and all local, state, and federal regulations and guidelines.



1/SUP-2.0
SITE PLAN
SCALE: 1"=30'

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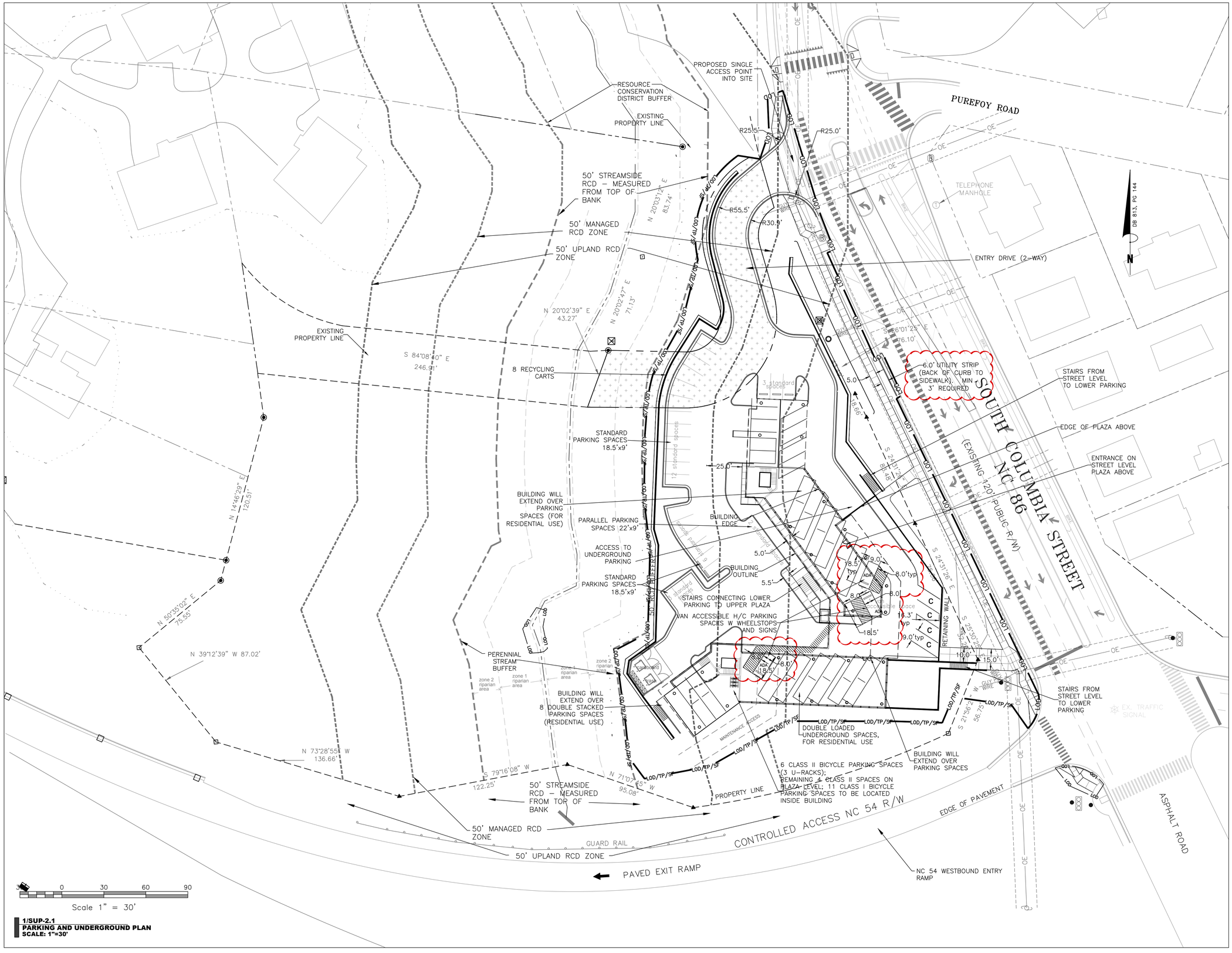
OVERALL SITE PLAN STREET LEVEL BUILDING PLAN

SUP-2.0



1/SUP-2.1
PARKING AND UNDERGROUND PLAN
SCALE: 1"=30'

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NORTH CAROLINA PROFESSIONAL SEAL 1302 WENDI L. RAMSDEN
9-11-2020

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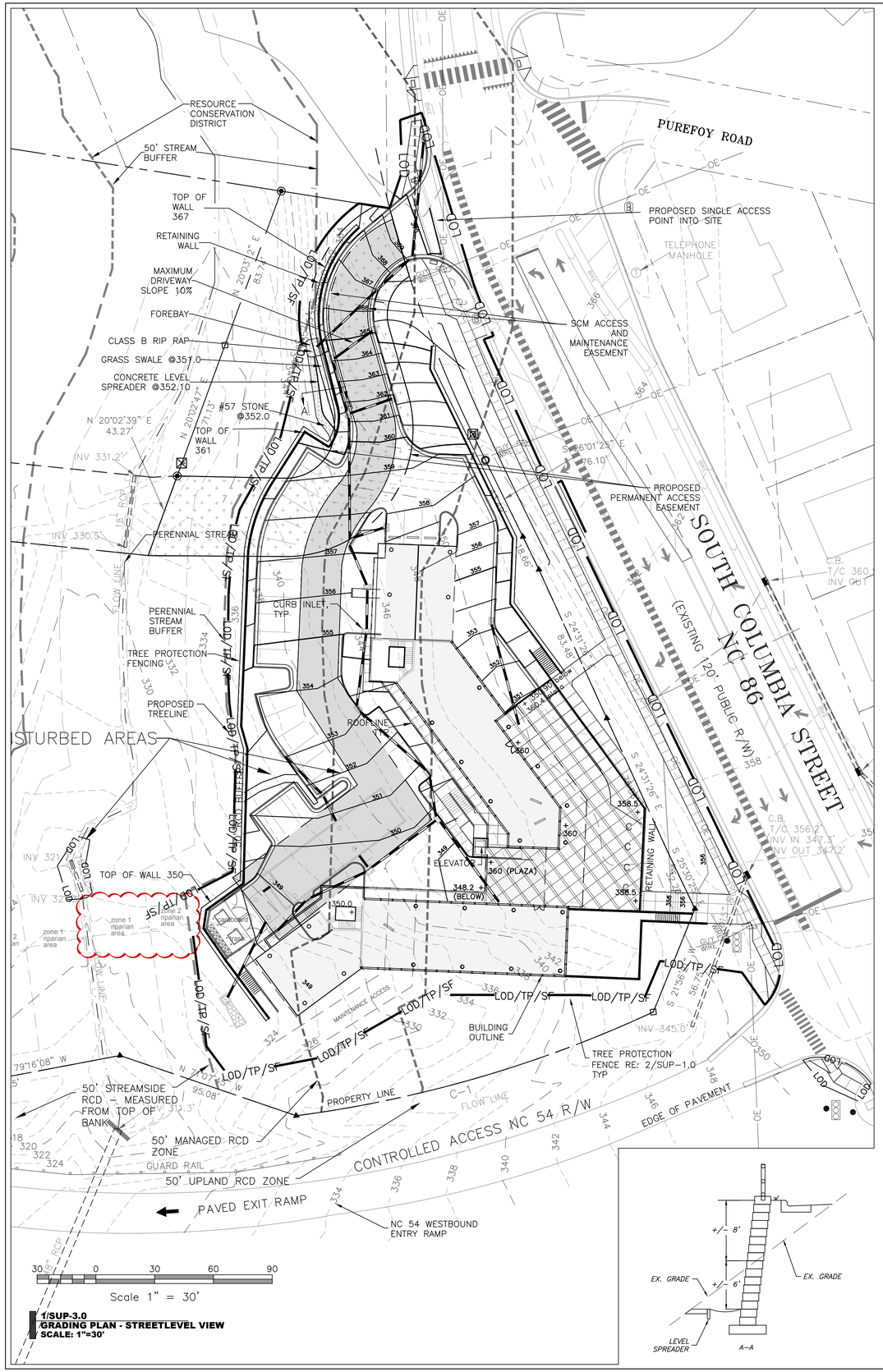
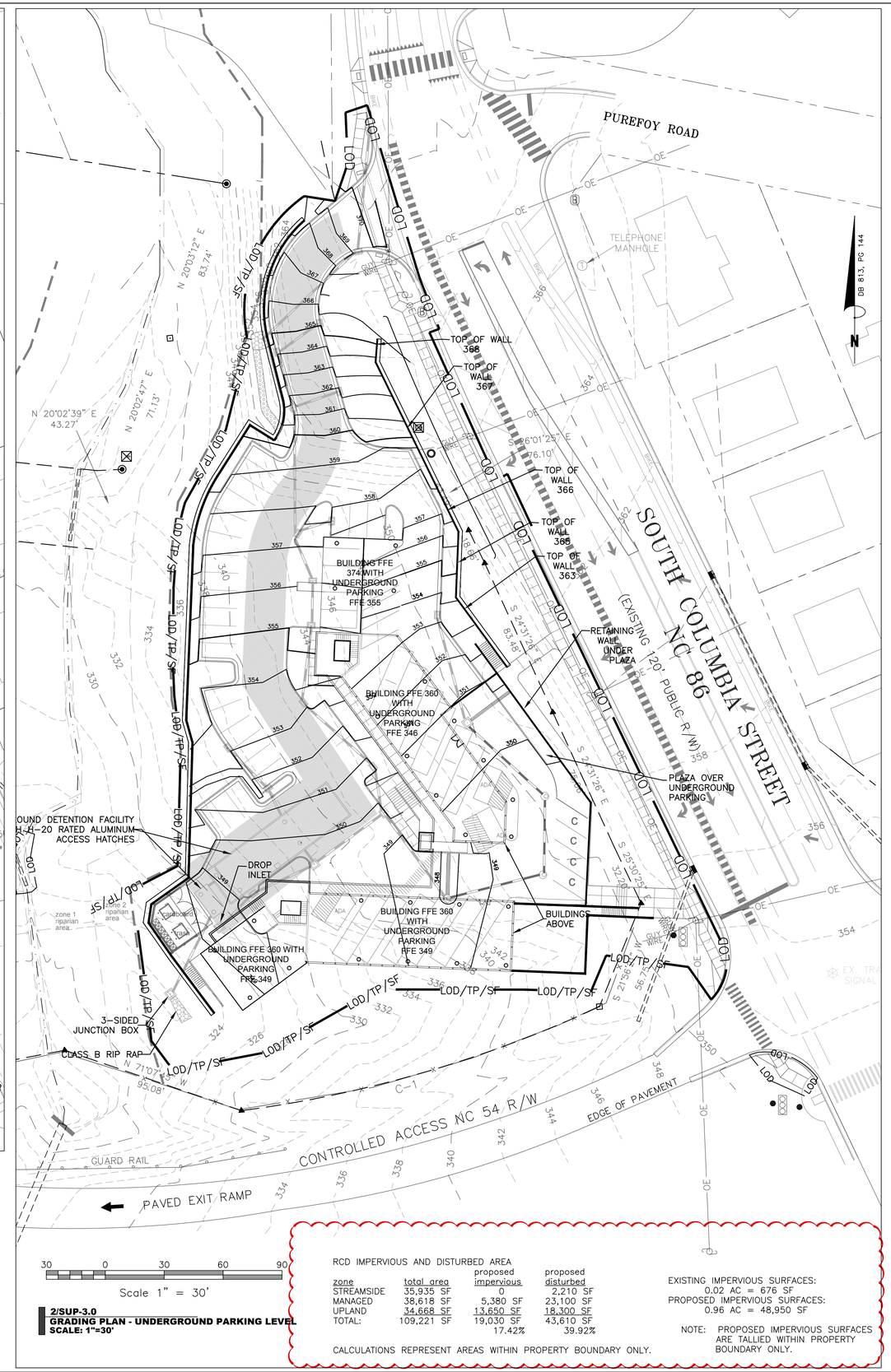
SITE PLAN
UNDERGROUND
PARKING
LAYOUT

SUP-2.1



1/SUP-3.0
GRADING PLAN - STREETLEVEL VIEW
SCALE: 1"=30'



2/SUP-3.0
GRADING PLAN - UNDERGROUND PARKING LEVEL
SCALE: 1"=30'

RCD IMPERVIOUS AND DISTURBED AREA

zone	total area	proposed impervious	proposed disturbed
STREAMSIDE	35,935 SF	0	2,210 SF
MANAGED	38,618 SF	5,380 SF	23,100 SF
UPLAND	34,668 SF	13,650 SF	18,300 SF
TOTAL:	109,221 SF	19,030 SF	43,610 SF
		17.42%	39.92%

CALCULATIONS REPRESENT AREAS WITHIN PROPERTY BOUNDARY ONLY.

EXISTING IMPERVIOUS SURFACES:
0.02 AC = 676 SF
PROPOSED IMPERVIOUS SURFACES:
0.96 AC = 48,950 SF

NOTE: PROPOSED IMPERVIOUS SURFACES ARE TALLIED WITHIN PROPERTY BOUNDARY ONLY.

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NORTH CAROLINA PROFESSIONAL SEAL 23461 ENGINEER CHARLES N. HILL
6/11/2020

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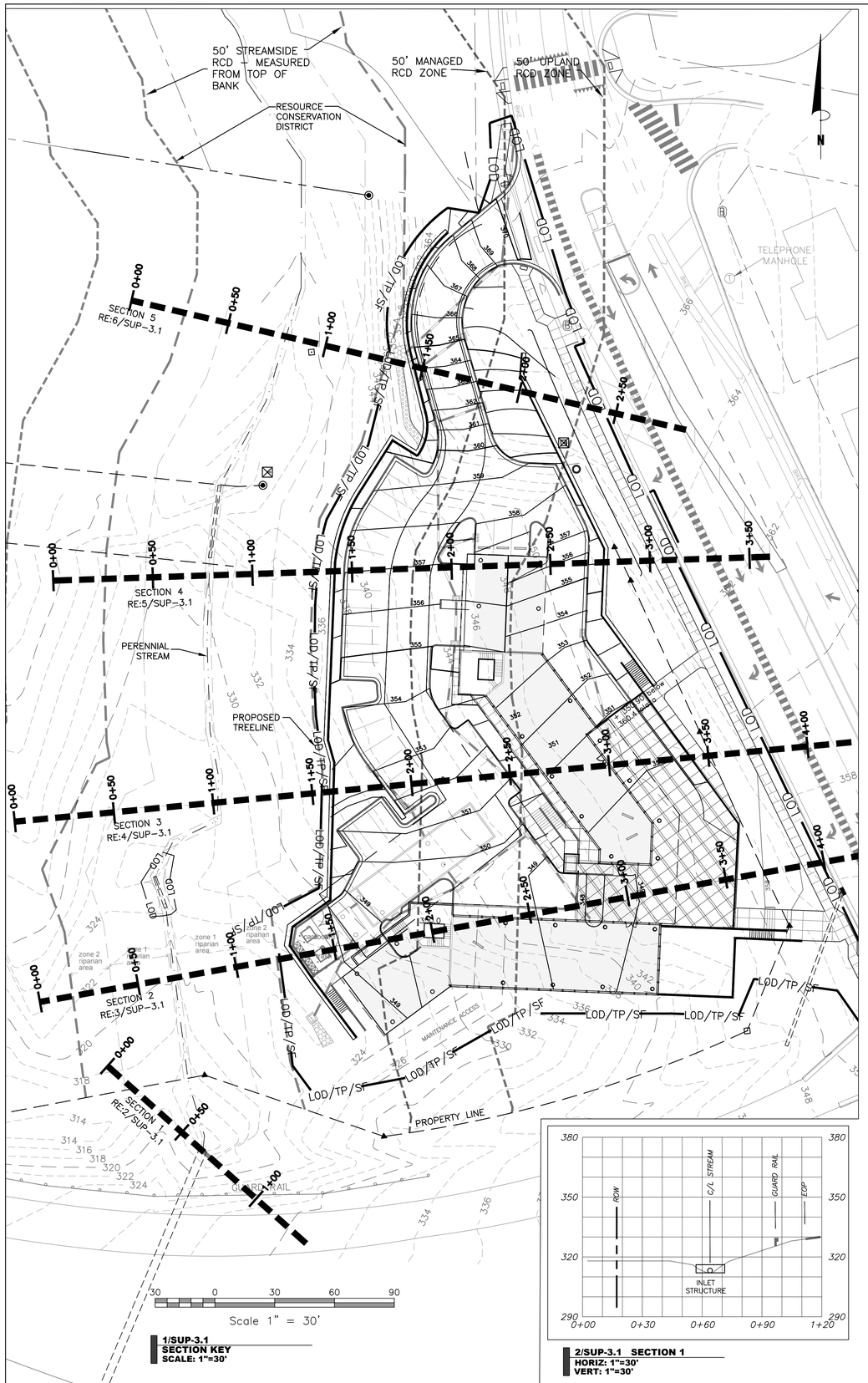
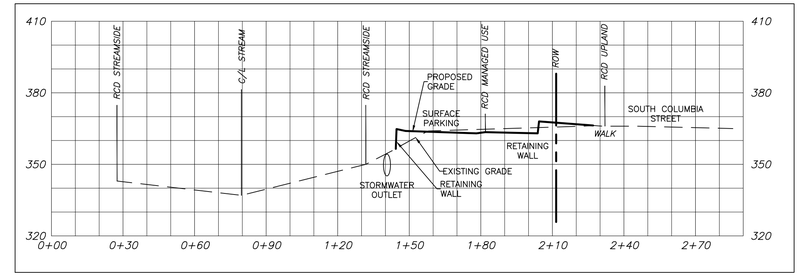
GRADING, TREE PROTECTION AND STORMWATER PLAN

SUP-3.0



1/SUP-3.1
SECTION KEY
SCALE: 1"=30'

2/SUP-3.1 SECTION 1
HORIZ: 1"=30'
VERT: 1"=30'



6/SUP-3.1 SECTION 5
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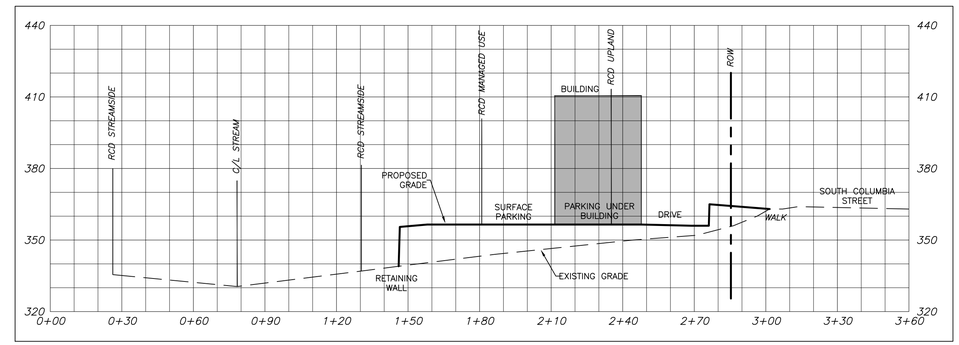

5/SUP-3.1 SECTION 4
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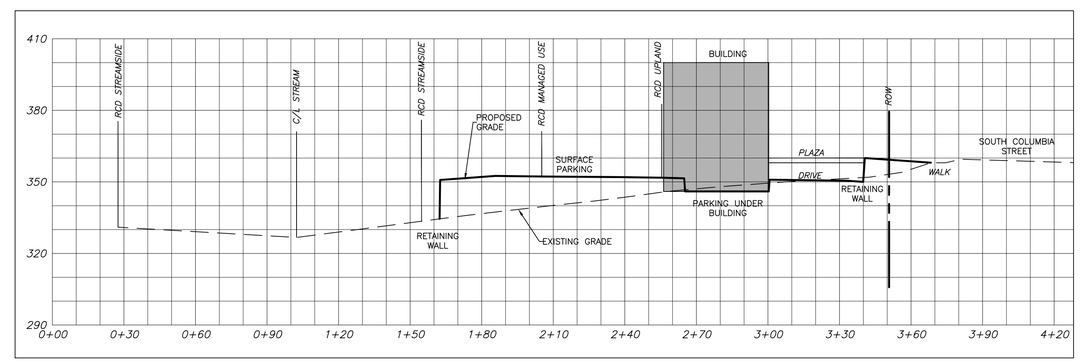
VERT: 1"=30'



4/SUP-3.1 SECTION 3
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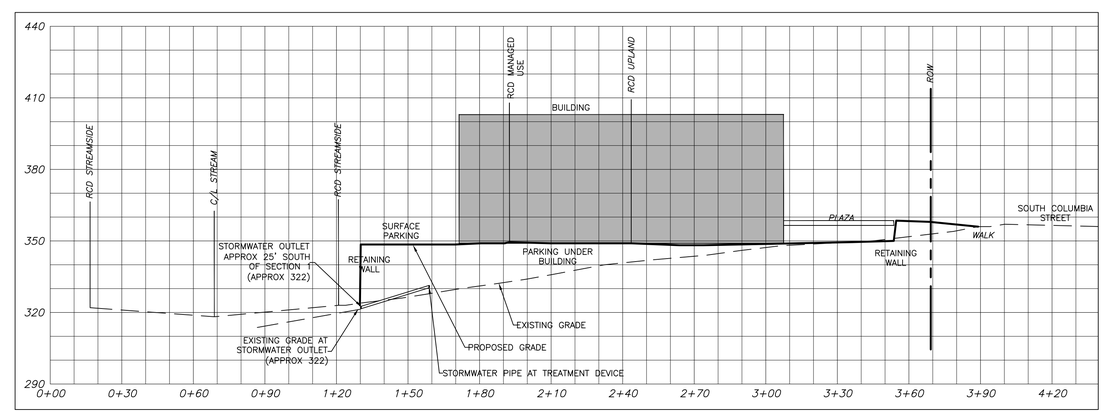
VERT: 1"=30'



3/SUP-3.1 SECTION 2
HORIZ: 1"=30'
VERT: 1"=30'

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5/11/2020

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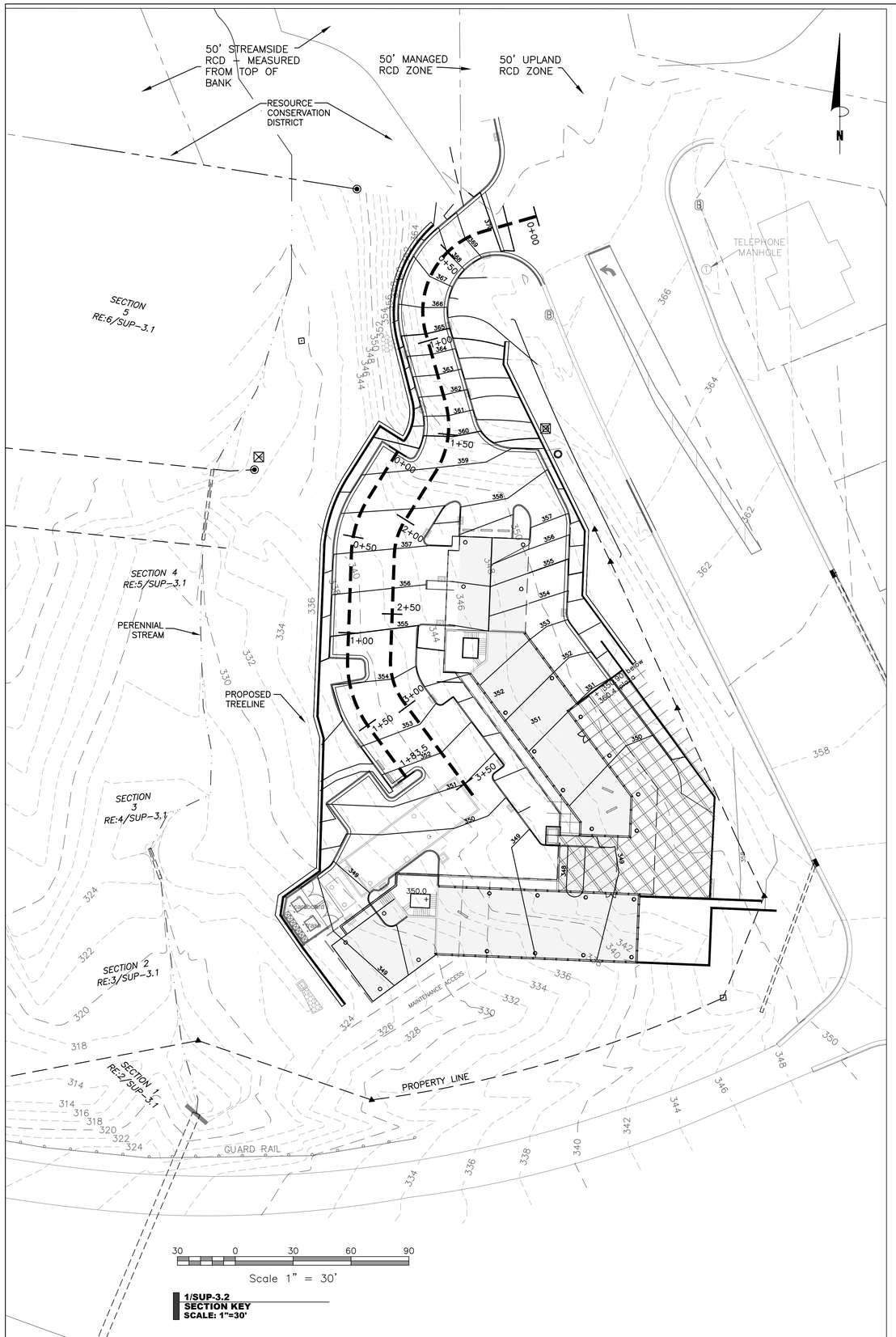
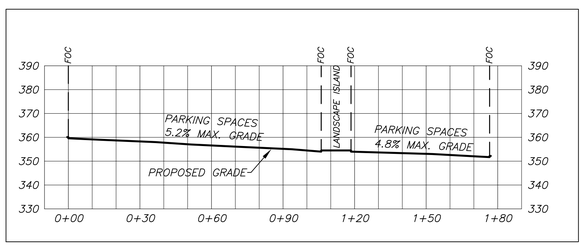
SITE / RCD SECTIONS

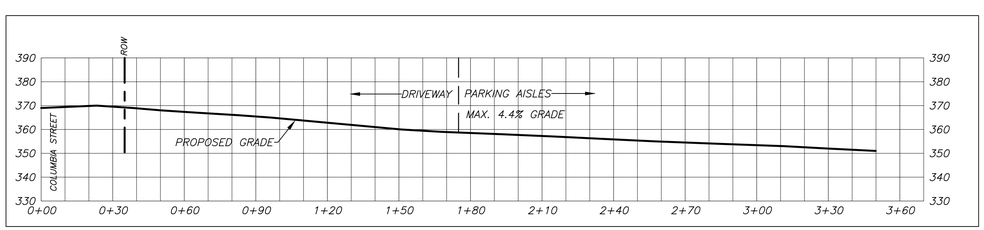
SUP-3.1



1/SUP-3.2
SECTION KEY
SCALE: 1"=30'



2/SUP-3.2 SECTION 1
HORIZ: 1"=30'
VERT: 1"=30'



3/SUP-3.2 SECTION 2
HORIZ: 1"=30'
VERT: 1"=30'

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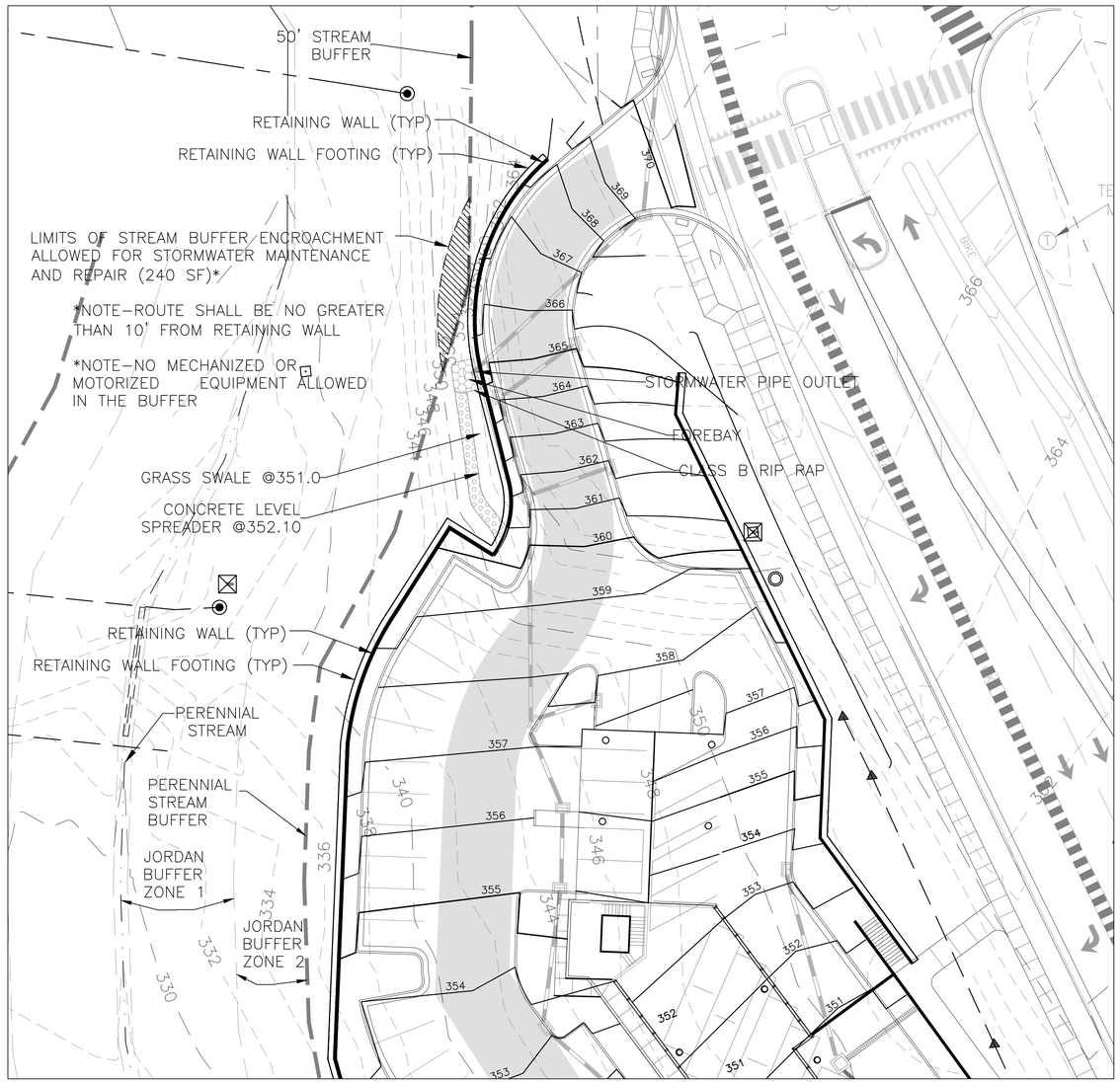
DRIVE / PARKING SECTIONS

SUP-3.2



20 0 20 40 60

Scale 1" = 20'

1/SUP-3.3
STORMWATER MAINTENANCE PLAN
SCALE: 1"=20'

NOTES:

1. *THE STORMWATER PIPING OUTLET AND LEVEL SPREADER BEHIND THE RETAINING WALL NEAR THE PROJECT ENTRANCE HAS LIMITED ACCESS BECAUSE OF THE PROTECTIVE STREAM BUFFER IN THIS LOCATION. AS SHOWN ON THE DRAWINGS, THE PIPING AND LEVEL SPREADER ARE NOT LOCATED WITHIN THIS BUFFER.*
2. *ACCESS TO THE PIPING OUTLET AND LEVEL SPREADER FOR MAINTENANCE AND/OR REPAIR IS ALLOWABLE, WITH STRICT LIMITATIONS AS FOLLOWS:*
3. *PERSONNEL WITH HAND OPERATED TOOLS OR EQUIPMENT MAY ACCESS THE STORMWATER PIPING OUTLET AND LEVEL SPREADER ON FOOT ALONG A ROUTE BEHIND THE RETAINING WALL. THE ROUTE SHALL BE LIMITED TO WITHIN 10' OF THE WALL TO AVOID DAMAGE TO THE BUFFER AREA AS MUCH AS POSSIBLE. NO TREES MAY BE REMOVED ALONG THIS ROUTE FOR MAINTENANCE PURPOSES. ANY DISTURBANCE OF THE GROUND BY THIS FOOT TRAFFIC SHALL BE REPAIRED IMMEDIATELY AFTER COMPLETION OF THE STORMWATER MAINTENANCE.*
4. *NO MECHANICAL OR MOTORIZED EQUIPMENT IS ALLOWED TO TRAVERSE THIS ROUTE THROUGH THE BUFFER TO ACCESS THE PIPING OUTLET OR LEVEL SPREADER.*
5. *IF MECHANICAL OR MOTORIZED EQUIPMENT IS REQUIRED FOR MAINTENANCE OR REPAIR ACTIVITIES BEHIND THE RETAINING WALL, THE EQUIPMENT SHALL BE LOWERED OVER THE WALL SUCH THAT THE EQUIPMENT DOES NOT ENCROACH INTO THE STREAM BUFFER.*

1/SUP-3.3
STORMWATER MAINTENANCE PLAN NOTES

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3008 ANDERSON DRIVE, SUITE 120
RALEIGH NC 27609

NORTH CAROLINA PROFESSIONAL SEAL 23461 ENGINEER CHARLES N. HILLER
5/11/2020

If this drawing is not 24" x 36" it is a reduced print - refer to graphic scale

Date	For
24 May 18	Addition of RCD data
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Drawn By: WLR, MTC Date: 26 April 18

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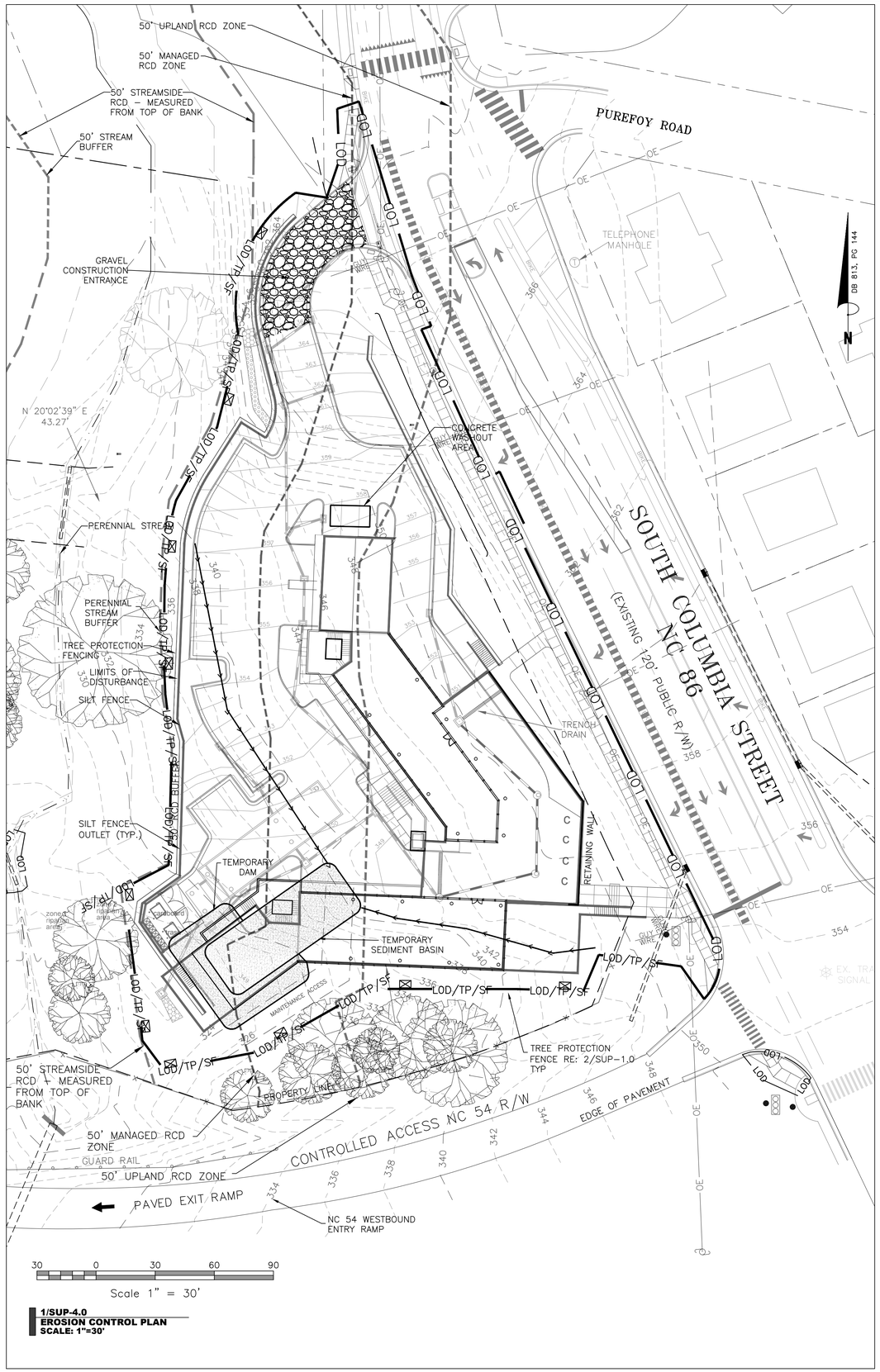
STORMWATER MAINTENANCE PLAN

SUP-3.3



1/SUP-4.0
EROSION CONTROL PLAN
SCALE: 1"=30'

NOTE:
EROSION CONTROL MEASURES SHOWN ARE THE MINIMUM REQUIRED. CONTRACTOR SHALL INSTALL ADDITIONAL MEASURES AS MAY BE NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE SITE OR ENTERING THE EXISTING AND PROPOSED STORMWATER BMP'S. ANY REQUIRED SEDIMENT REMOVAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

1. INSTALL SILT FENCE PRIOR TO WORK IN ANY AREA TO PREVENT SILT FROM LEAVING SITE.
2. ALL STORMWATER PIPING SHALL BE PROTECTED FROM FLOW UNTIL STABILIZATION IS ACHIEVED. PROTECTION SHALL BE INSTALLED AT THE END OF CONSTRUCTION EACH WORK DAY AND AT ANY TIME RAIN EVENTS CAUSE FLOW INTO OPEN TRENCH, PER DETAILS.
3. ALL STORMWATER STRUCTURES SHALL BE PROTECTED FROM INFLOW UNTIL STABILIZATION IS ACHIEVED USING EITHER STAKED HARDWARE CLOTH OR SILT SACKS, PER DETAILS.
4. CONSTRUCTION ENTRANCES SHOWN ARE IN SUGGESTED LOCATIONS. CONSTRUCTION ENTRANCES SHALL BE INSTALLED AND MAINTAINED SUCH THAT NO CONSTRUCTION TRAFFIC MAY LEAVE THE SITE WITHOUT PASSING OVER THE ENTRANCE DEVICE.

2/SUP-4.0
EROSION CONTROL NOTES

1. *INSTALL ALL TREE PROTECTION FENCING REQUIRED.*
2. *OBTAIN ALL APPROVALS AND PERMITS NECESSARY TO BEGIN AMD COMPLETE THE PROJECT. THE APPROVALS AND PERMITS MUST BE OBTAINED BEFORE THE DISTURBANCE BEGINS SO THAT WORK WILL NOT BE INTERRUPTED OR DELAYED.*
3. *SCHEDULE AND HOLD A PRE–CONSTRUCTION CONFERENCE TO DISCUSS EROSION CONTROL PLAN AND SCHEDULE WITH THE OWNER OR OWNER'S REPRESENTATIVE, GRADING CONTRACTOR, AND EROSION CONTROL PERSONNEL BEFORE STARTING ANY DEMOLITION, TIMBERING, GRUBBING, CLEARING, OR GRADING ACTIVITIES.*
4. *CLEAR ONLY THE AREA NECESSARY TO GAIN ACCESS TO AND INSTALL THE INITIAL EROSION CONTROL DEVICES: THE CONSTRUCTION ENTRANCE, SILT FENCE AND OUTLETS, DIVERSION DITCHES, ARCH FILTERS, AND CHECK DAMS. ALL DITCHES ARE TO BE SEEDED AND MULCHED IMMEDIATELY AFTER THEY ARE INSTALLED.*
5. *CLEAR AND GRADE THE REMAINDER OF THE SITE. INSTALL STORM DRAINS AND OTHER UTILITIES.*
6. *INSTALL TEMPORARY INLET PROTECTION AND RIP RAP APRONS AS SOON AS POSSIBLE AFTER PIPE HAS BEEN INSTALLED AND DRAINAGE STRUCTURES HAVE BEEN INSTALLED AND BACKFILLED. ENSURE THAT UPSTREAM EROSION CONTROL DEVICES ARE IN PROPER WORKING ORDER TO PREVENT RIP RAP APRONS FROM BECOMING CLOGGED WITH SILT.*
7. *INSTALL CURB AND GUTTER, PAVEMENT BASE, AND PAVEMENT. REMOVE TEMPORARY INLET PROTECTION AND INSTALL SILT SACKS IN INLETS.*
8. *INSPECT AND MAINTAIN THE SEDIMENT CONTROL DEVICES SO THEY CONTINUE TO FUNCTION PROPERLY. THE PERSON RESPONSIBLE FOR EROSION CONTROL WILL OVERSEE THE INSPECTING AND MAINTENANCE OF THESE DEVICES. MEASURES SHOULD BE INSPECTED WEEKLY AND AFTER A RAINFALL OF MORE THAN 0.5 INCHES. SEDIMENT TO BE REMOVED FROM TRAPS WHEN SEDIMENT DEPTH IS ONE HALF OF THE TOTAL DEPTH OF TRAP. EROSION CONTROL DEVICES SHALL BE REPLACED WHEN DAMAGED OR DO NOT APPEAR TO BE WORKING PROPERLY.*
9. *IF IT IS DETERMINED DURING THE COURSE OF CONSTRUCTION THAT SIGNIFICANT SEDIMENT IS LEAVING THE PROJECT SITE DESPITE PROPER IMPLEMENTATION AND MAINTENANCE OF THE EROSION CONTROL PLAN, THE PERSON RESPONSIBLE FOR THE LAND DISTURBING ACTIVITY IS OBLIGATED TO TAKE ADDITIONAL PROTECTIVE ACTION.*
10. *KEEP MUD, DUST, AND DEBRIS OFF THE PUBLIC STREET AT ALL TIMES. IF MUD OR DEBRIS IS TRACKED FROM THE SITE, USE A SHOVEL AND BROOM TO REMOVE IT IMMEDIATELY. IF MUD, DUST, AND DEBRIS ARE NOT KEPT OFF THE STREET, ENFORCEMENT ACTION (REVOKING THE GRADING PERMIT AND/OR A STOP WORK ORDER) MAY BE TAKEN.*
11. *SILT FENCE AND DIVERSION DITCHES ARE TO BE RELOCATED AS NECESSARY AS GRADING PROGRESSES TO ENSURE THAT NO SEDIMENT LEAVES THE SITE AND RUNOFF ENTERS THE SEDIMENT BASIN.*
12. *SEEDING AND RESTABILIZATION OF DISTURBED AREAS MUST BE ACCOMPLISHED PER THE PLANS AND SPECIFICATIONS WITHIN THE TIMEFRAMES GIVEN IN THE STABILIZATION TIME TABLE PROVIDED IN THE SEEDING SCHEDULE. CONTRACTOR IS RESPONSIBLE FOR TEMPORARY SEEDING THAT IS REQUIRED DURING THE PROJECT AT NO ADDITIONAL COST TO THE OWNER.*
13. *WHEN CONSTRUCTION IS COMPLETED, ALL TEMPORARY EROSION CONTROL DEVICES MUST BE REMOVED AFTER THE DRAINAGE AREA HAS BEEN SUFFICIENTLY STABILIZED TO RESTRAIN EROSION. REMOVE AND PROPERLY DISPOSE OF ACCUMULATED SEDIMENT AND DEBRIS FROM THE DEVICES AND STABILIZE THE LOCATIONS.*
14. *ARRANGE A FINAL INSPECTION WITH THE EROSION CONTROL INSPECTOR TO CONFIRM THAT ALL THE REQUIREMENTS OF THE APPROVED EROSION CONTROL PLAN HAVE BEEN COMPLETE*
15. *SANDFILTERS ARE NOT TO RECEIVE RUNOFF FROM THE SITE UNTIL ALL EROSION AND SEDIMENT PHASES ARE COMPLETED. ALL INLETS TO SANDFILTERS SHALL REMAIN SEALED UNTIL SITE IS COMPLETELY STABILIZED.*

3/SUP-4.0
CONSTRUCTION SEQUENCE
NTS

Ground Stabilization*

Site Area Description	Stabilization Time Frame	Stabilization Time Frame Exceptions
Perimeter dikes, swales, ditches, and slopes	7 days	None
High Quality Water (HQW) Zones	7 days	None
Slopes steeper than 3:1	7 days	None
Slopes 3:1 or flatter	7 days	None
All other areas with slopes flatter than 4:1	7 days	None

* "Extensions of time may be approved by the permitting authority based on weather or other site-specific conditions that make compliance impracticable" (Section 11.B(2)(b))

7-DAY STABILIZATION AREAS INCLUDE:

SWALES 1 - 6

ALL AREAS BETWEEN LIMITS OF DISTURBANCE AND WALL 3

ALL AREAS BETWEEN LIMITS OF DISTURBANCE AND STORM LINE FROM MH1 TO MH3

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NC BOARD OF LANDSCAPE ARCHITECTS LICENSE NO C-104

COLUMBIA STREET ANNEX

1150 South Columbia Street
Chapel Hill, North Carolina

OWNER:
CH HOTEL ASSOCIATES LLC.
3008 ANDERSON DRIVE, SUITE 120
RALEIGH NC 27609

NORTH CAROLINA PROFESSIONAL SEAL 23461 ENGINEER CHARLES N. HILL, JR.
6/11/2020

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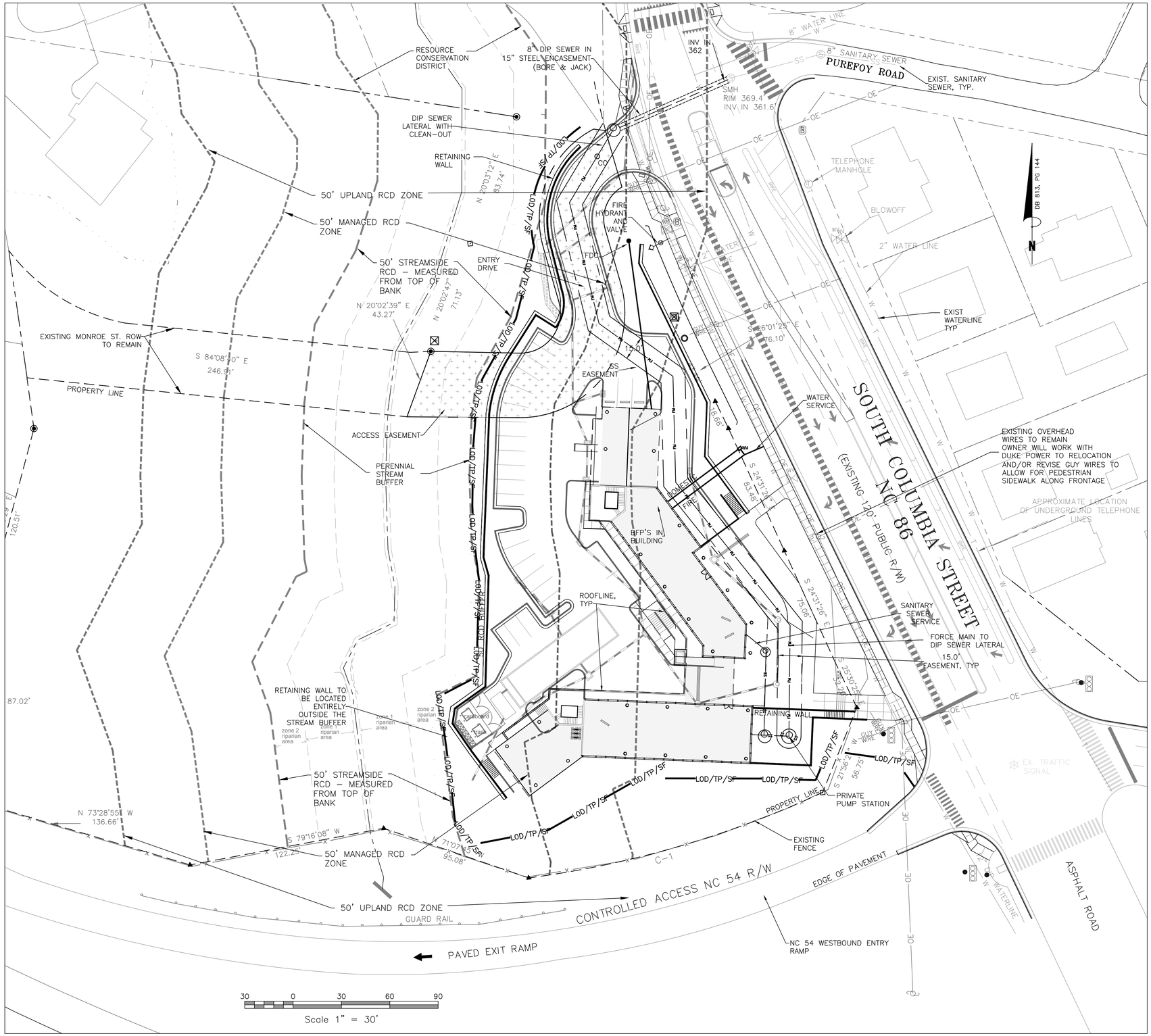
EROSION CONTROL PLAN

SUP-4.0

FIRE PROTECTION NOTES:

1. All construction an demolition conducted shall be in compliance of the current edition of Chapel 14 of the NC FPC.
2. When the building being constructed requires standpipes, a temporary standpipe connection will be constructed with ready Fire Department Access when the building is not more than 40' in height. Such standpipes shall provide usable connections adjacent to the stairs and shall continue with building progression always being not more than one floor below the highest floor of the building. NC FPC 2012 Section 1413.



1/SUP-5.0
UTILITY PLAN
SCALE: 1"=30'

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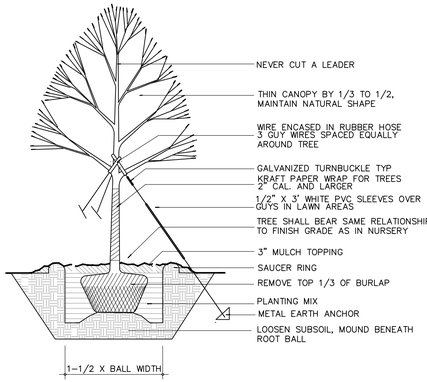
UTILITY PLAN

SUP-5.0



2/SUP-7.0
TREE PLANTING DETAIL

3/SUP-7.0
SHRUB PLANTING DETAIL

1. PRIOR TO PLANT INSTALLATION IN LANDSCAPE BUFFER, CONTRACTOR SHALL ENSURE REMOVAL OF ALL INVASIVE PLANT MATERIAL AS LISTED IN THE SOUTHEAST EXOTIC PEST PLANT COUNCIL LIST OF INVASIVE PLANT MATERIAL.
2. A MINIMUM OF 10' MUST SEPARATE LIGHT POLES FROM CANOPY TREES.

5/SUP-7.0
PLANTING NOTES

POST DEVELOPMENT LAND AREA	*165,828.8 SF*
(RECOMBINATION & R/W CLOSURE)	
LESS ACCESS EASEMENT	*5,127 SF NET*
LESS UTILITY EASEMENT	*6,498 SF NET*
LESS STORM EASEMENT	*7,393 SF NET*
NET SITE SIZE	*146,810 SF*
REQUIRED TREE CANOPY	*40% X 146,811 = 58,724 SF*
PROPOSED TREE CANOPY	*66,331 SF*

ALL TREESAVE WILL BE PROVIDED BY EXISTING TREE PRESERVATION

4/SUP-7.0
TREESAVE CALCULATIONS

PARKING LOT PLANTINGS WILL INCLUDE A SELECTION FROM:

CANOPY TREES:
- ACER RUBRUM 'October Glory' – October Glory Red Maple
- BETULA NIGRA – River Burch
- QUERCUS SHUMARDII – Shumard Oak
- ZELKOVA SERRATA 'Village Green' – Village Green Zelkova

INSTALLATION SIZE WILL BE MIN. 2 1/2" CALIBER

UNDERSTORY TREES:
- CERCIS RENIFORMIS 'Oklahoma' – Texas White Redbud
- LAGERSTROEMIA INDICA – Crape Myrtles
- MAGNOLIA VIRGINIANA – Sweetbay Magnolia

INSTALLATION SIZE 6' HT

SHRUBS/GROUNDCOVER:
- CALLICARPA AMERICANA – American Beautyberry
- ILEX – Small hollies
- JUNIPERUS SARGENTII – Low growing Juniper
- MUHLENBERGIA CAPILLARIS – Pink Muhly Grass
- PANICUM VIRGATUM 'Shenandoah' – Shenandoah Switchgrass

INSTALLATION SIZE WILL VARY
18"–30" ht for large shrubs, 12"–15" ht for small/spreading shrubs

LANDSCAPE / STREET BUFFER PLANTINGS WILL INCLUDE A SELECTION FROM:
Majority of buffer plantings shall be native species

CANOPY TREES – 2.5" caliper installation size
- ACER COLUMNARE – Columnar Maple
- ACER RUBRUM 'AUTUMN BLAZE' – Autumn Blaze Red Maple
- ACER SACCHARUM 'Legacy' – Legacy Sugar Maple
- BETULA NIGRA – River Birch
- LIQUIDAMBER STYRACIFLUA 'Rotundiloba' – Fruitless Sweet Gum
- NYSSA SYLVATICA – Blackgum
- QUERCUS NUTALLI – Nuttal Oak

UNDERSTORY TREES – 6' minimum height installation size
- AMELANCHEIR SPP AUTUMN BRILLIANCE – Autumn Brilliance Serviceberry
- CARPINUS CAROLINIANA – Hornbeam
- CORNUS FLORIDA 'White Cloud' – White Flowering Dogwood
- CORNUS KOUSA – Kousa Dogwood
- HALESIA CAROLINIANA – Carolina Silverbell
- HAMAMELIS VIRGINIANA – Witch Hazel
- ILEX OPACE – American Holly
- LAGERSTROEMIA FAUREI – Crape Myrtle
- MAGNOLIA VIRGINIANA – Sweetbay Magnolia
- MYRICA CERIFERA – Southern Wax Myrtle

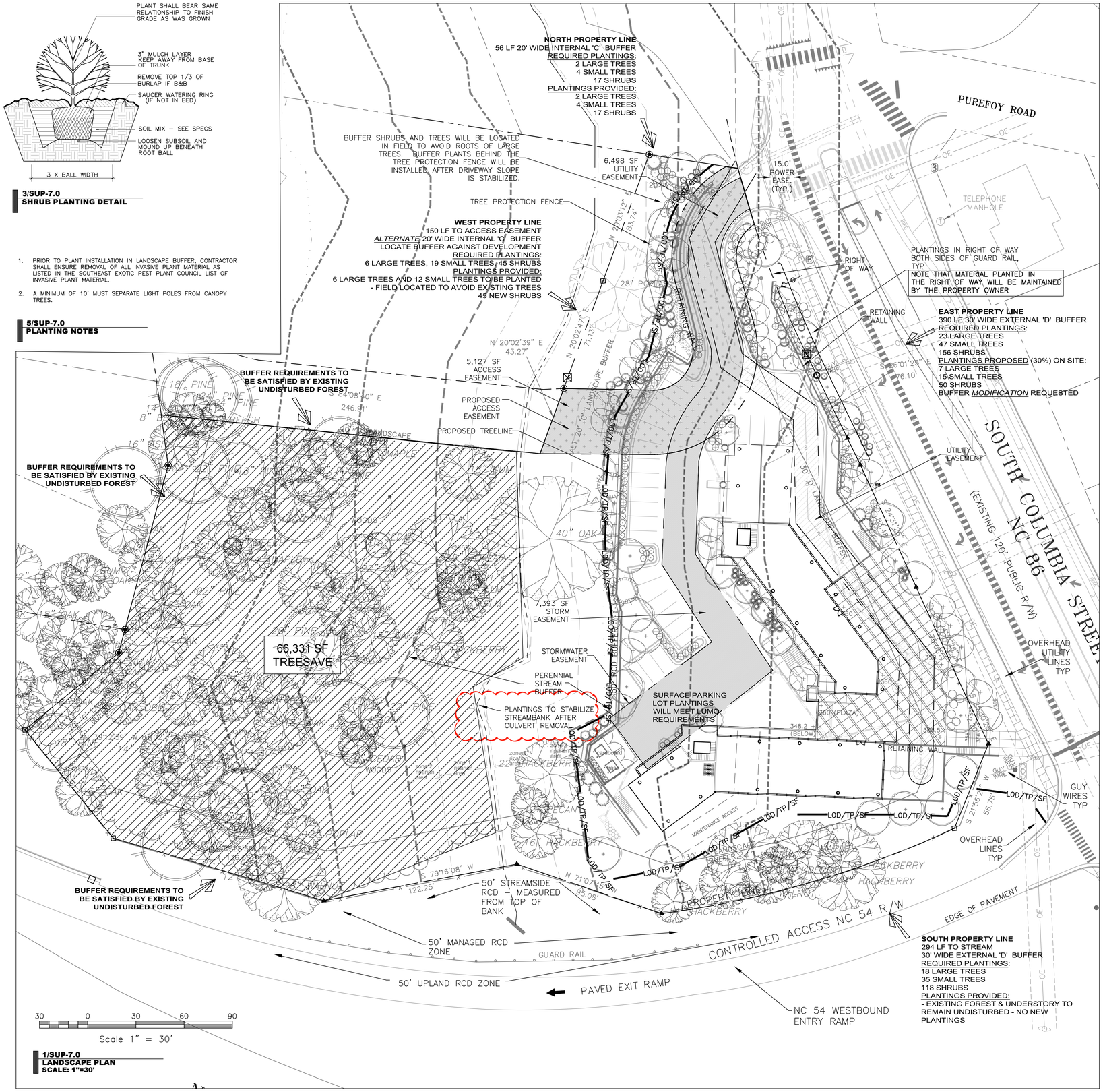
SHRUBS/GROUNDCOVER:
- ABELIA X GRANDIFLORA – Glossy Abelia
- AZALEA – Azalea, variety – street and plaza area
- CAMELLIA JAPONICA – Japanese Camellia
- CALLICARPA AMERICANA – American Beautyberry
- CHASMANTHIUM LATIFOLIUM – River Oats
- GARDENIA JASMINOIDES 'Kleim's Hardy' – Kleim's Hardy Gardenia
- ILEX CRENATA 'CARISSA' – Carissa Holly
- ILEX GLABRA – Inkberry
- ILEX VERTICILLATA – Deciduous Holly
- ILLICIUM PARVIFLORUM – Anise
- MUHLENBERGIA CAPILLARIS – Pink Muhly Grass
- MYRICA CERIFERA – Southern Waxmyrtle
- PRUNUS LAUROCERASUS – Cherry Laurel

PLANTINGS FOR RIPARIAN BUFFER RESTORATION WILL INCLUDE A SELECTION FROM:
approx 35 LF of stream

UNDERSTORY PLANTINGS (sapling size):
- CARPINUS CAROLINIANA – Ironwood
- HAMAMELIS VIRGINIANA – Witch Hazel
- ITEA VIRGINICA – Virginia Willow
- MYRICA CERIFERA – Southern Wax Myrtle

GROUNDCOVER (quart size):
- CAREX PLANTAGINEA – Plantainleaf Sedge
- CHASMATHIUM LATIFOLIUM – River Oats
- DRYOPTERIS MARGINALIS – Eastern Woodfern

6/SUP-7.0
PLANT SELECTION



1/SUP-7.0
LANDSCAPE PLAN
SCALE: 1"=30'

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NORTH CAROLINA PROFESSIONAL SEAL 1302 WENDI L. RAMSDEN
8-11-2020

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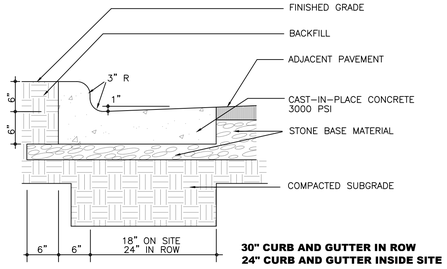
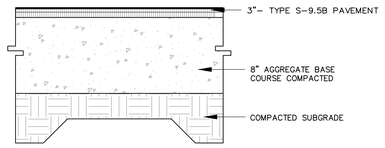
LANDSCAPE AND TREESAVE PLAN

SUP-7.0

–CONTRACTION JOINTS SHALL BE SPACED AT 10 FOOT INTERVALS. EXCEPT THAT A 15 FOOT SPACING MAY BE USED WHEN A MACHINE IS USED OR WHEN SATISFACTORY SUPPORT FOR THE FACE FORM CAN BE OBTAINED WITHOUT THE USE OF TEMPLATES AT 10 FOOT INTERVALS. JOINT SPACING MAY BE ALTERED BY THE ENGINEER TO PREVENT UNCONTROLLED CRACKING.
–CONTRACTION JOINTS MAY BE INSTALLED BY THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS. WHERE SUCH JOINTS ARE NOT FORMED BY TEMPLATES, A MINIMUM DEPTH OF 1 1/2" SHALL BE MAINTAINED.
–ALL CONTRACTION JOINTS SHALL BE FILLED WITH JOINT FILLER.
–JOINTS SHALL MATCH LOCATIONS WITH JOINT IN ABUTTING SIDEWALK.
–EXPANSION JOINTS SHALL BE SPACED AT 90 FOOT INTERVALS AND ADJACENT TO ALL RIGID OBJECTS.



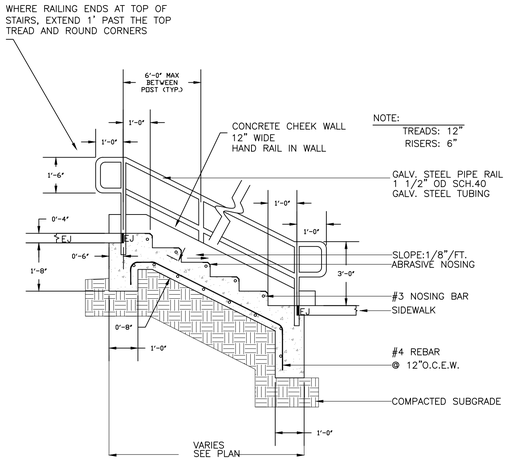
1/SUP-8.0
24" CONCRETE CURB & GUTTER
NTS



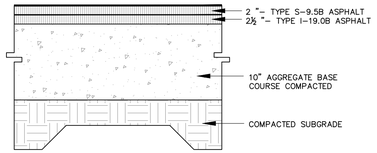
STANDARD PARKING AREAS:

FINAL PAVEMENT SECTION WILL BE PROVIDED BY GEO–TECHNICAL ENGINEER BASED SITE SPECIFIC GEO–TECHNICAL REPORT

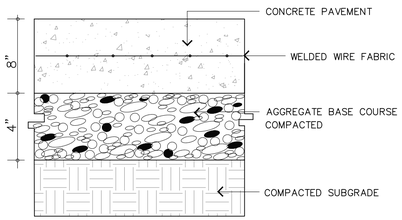
2/SUP-8.0
STANDARD ASPHALT PAVING - PARKING BAYS
NTS



5/SUP-8.0
TYPICAL EXTERIOR STAIR AND RAILING
NTS



3/SUP-8.0
HEAVY DUTY ASPHALT PAVING - DRIVE AISLES
NTS

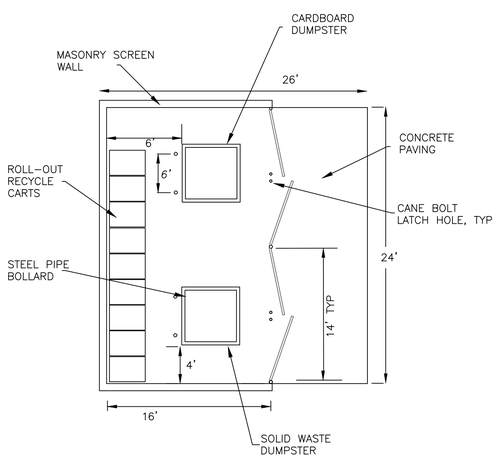


NOTES:

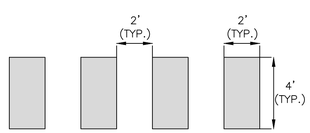
1. ALL CONCRETE TO 4000 PSI, PROPERLY AIR ENTRAINED FOR EXTERIOR GRADE CONCRETE MIXES.

2. CABC BASE AND SOIL SUBGRADE TO BE COMPACTED TO 98% OF THE ASTM D–698 STD. PROCTOR MDD AND PROOFROLLED AND APPROVED BY GEOTECHNICAL PERSONNEL.

6/SUP-8.0
DUMPSTER PAD CONCRETE PAVING
NTS

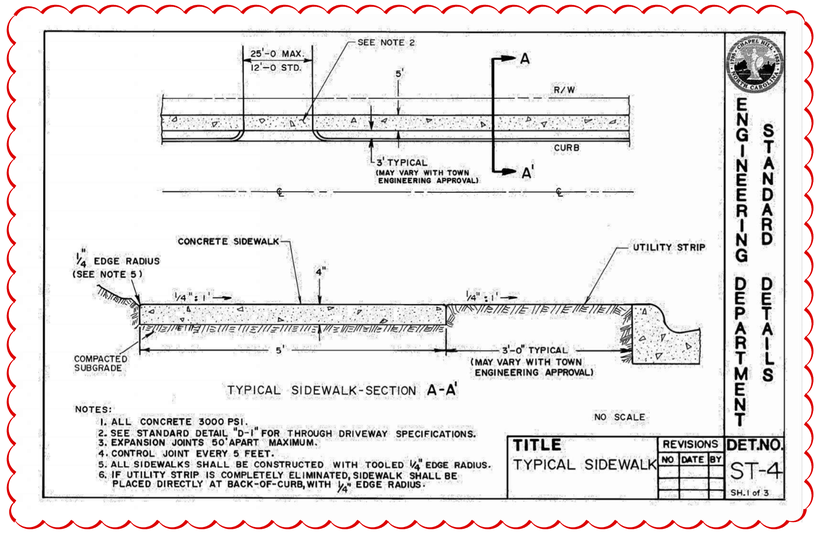


7/SUP-8.0
DUMPSTER ENCLOSURE
NTS

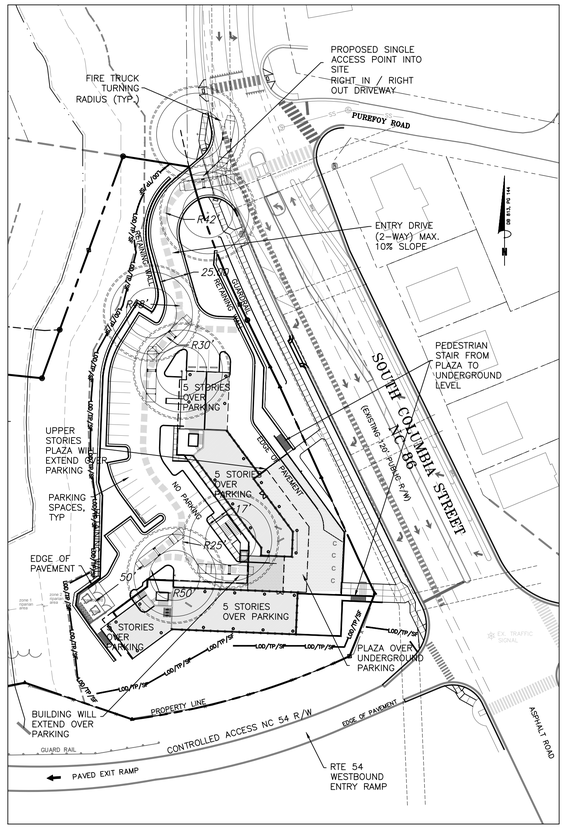


NOTES:
MARKINGS TO BE MADE FROM THRMOPLASTIC AND HIGH VISIBILITY GREEN IN COLOR.

8/SUP-8.0
BIKE LANE STRIPING
NTS



4/SUP-8.0
CONCRETE SIDEWALK
NTS



10/SUP-8.0
FIRE LANE ACCESS / SOLID WASTE PICKUP ACCESS
SCALE: 1"=60'

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COLUMBIA STREET ANNEX

1150 South Columbia Street
Chapel Hill, North Carolina

OWNER:
CH HOTEL ASSOCIATES LLC.
3008 ANDERSON DRIVE, SUITE 120
RALEIGH NC 27609

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 1302 WENDI L. RAMSEY
9-11-2020

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Date	For
24 May 18	Addition of RCD data
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Drawn By: WLR, MTC Date: 26 April 18

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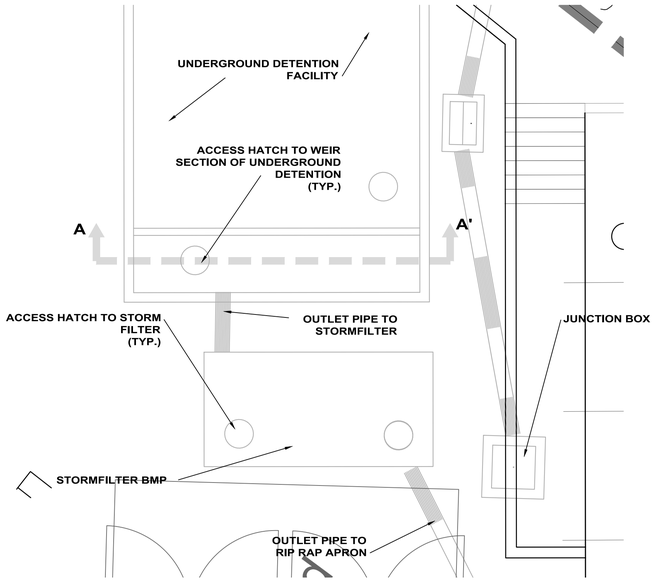
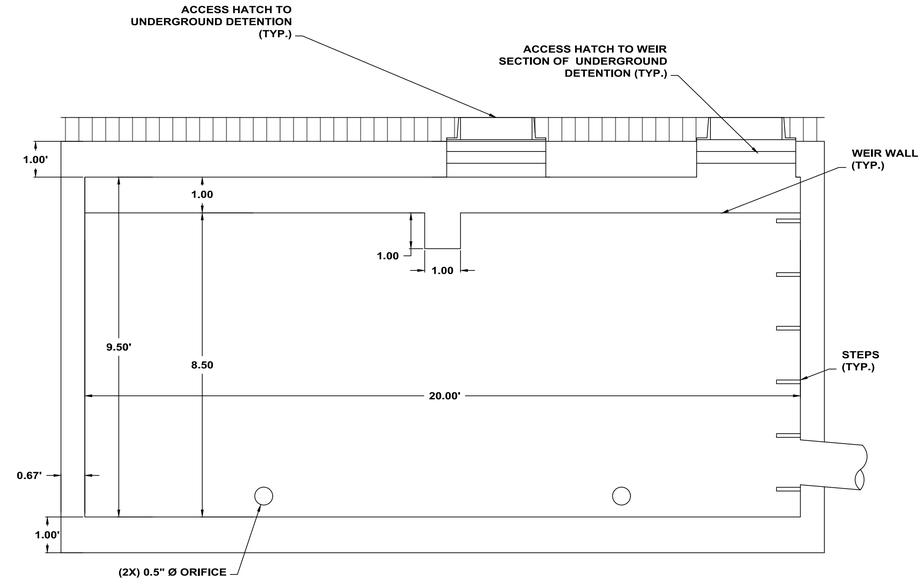
SITE DETAILS

SUP-8.0

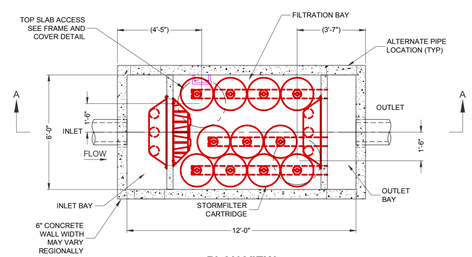


PLAN VIEW

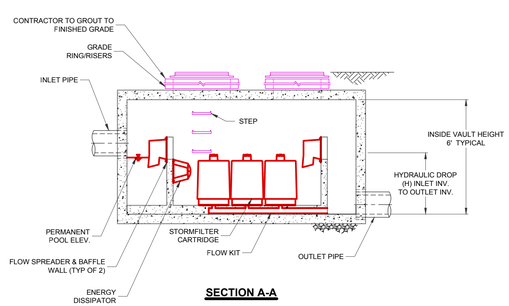


SECTION A-A' VIEW

1/SUP-8.1
UNDERGROUND DETENTION FACILITY
SECTION



PLAN VIEW
VAULT STYLE: INLET BAY - OUTLET BAY



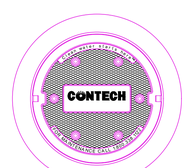
SECTION A-A

STORMFILTER DESIGN NOTES

STORMFILTER TREATMENTCAPACITY IS A FUNCTION OF THE CARTRIDGE SELECTION AND THE NUMBER OF CARTRIDGES. THE STANDARD VAULT STYLE IS SHOWN WITH THE MAXIMUM NUMBER OF CARTRIDGES (11), VAULT STYLE OPTIONS INCLUDE, OUTLET BAY (11), FULL HEIGHT BAFFLE WALL (12).
STORMFILTER 6X12 PEAK HYDRAULIC CAPACITY IS 1.6 CFS. IF THE SITE CONDITIONS EXCEED 1.6 CFS AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

CARTRIDGE SELECTION

CARTRIDGE HEIGHT	27"		18"		LOW DROP	
RECOMMENDED HYDRAULIC DROP (H)	3.05'		2.3'		1.8'	
SPECIFIC FLOW RATE (gpm/sf)	2 gpm/ft²	1 gpm/ft²	2 gpm/ft²	1 gpm/ft²	2 gpm/ft²	1 gpm/ft²
CARTRIDGE FLOW RATE (gpm)	22.5	11.25	15	7.5	10	5



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			*
WATER QUALITY FLOW RATE (cfs)			*
PEAK FLOW RATE (cfs)			*
RETURN PERIOD OF PEAK FLOW (yrs)			*
# OF CARTRIDGES REQUIRED			*
CARTRIDGE FLOW RATE			*
MEDIA TYPE (CSF, PERLITE, ZPG, GAC, PHS)			*
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	*	*
INLET PIPE #2	*	*	*
OUTLET PIPE	*	*	*
UPSTREAM RIM ELEVATION			*
DOWNSTREAM RIM ELEVATION			*
ANTI-FLOTATION BALLAST		WIDTH	HEIGHT
		*	*
NOTES/SPECIAL REQUIREMENTS:			

* PER ENGINEER OF RECORD

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR SITE SPECIFIC DRAWINGS WITH DETAILED VAULT DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
4. STORMFILTER WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 5' AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
6. FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING. RADIAL MEDIA DEPTH SHALL BE 7-INCHES. FILTER MEDIA CONTACT TIME SHALL BE AT LEAST 39 SECONDS.
7. SPECIFIC FLOW RATE IS EQUAL TO THE FILTER TREATMENT CAPACITY (gpm) DIVIDED BY THE FILTER CONTACT SURFACE AREA (sq ft).

INSTALLATION NOTES
1. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
2. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER VAULT (LIFTING CLUTCHES PROVIDED).
3. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL VAULT SECTIONS AND ASSEMBLE VAULT.
4. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH OUTLET PIPE INVERT WITH OUTLET BAY FLOOR.
5. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FROM CONSTRUCTION-RELATED EROSION RUNOFF.

CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Drive, Suite 400, West Chester, OH 45069
800-338-1122 | 513-645-7000 | 513-645-7993 FAX

#######
STORMFILTER
STANDARD DETAIL

2/SUP-8.1
STORMFILTER BMP
NTS

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COLUMBIA STREET ANNEX

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OWNER:
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NORTH CAROLINA PROFESSIONAL SEAL 23461 ENGINEER CHARLES N. HILL, JR. 5/11/2020

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Date	For
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Drawn By: WLR, MTC Date: 26 April 18

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STORMWATER DETAILS

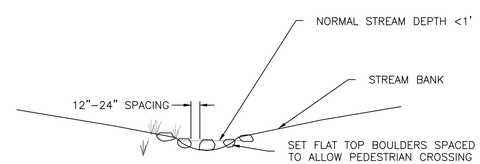
SUP-8.1

1/SUP-8.2
ON SITE STREAM AREA
SCALE: 1"=30'

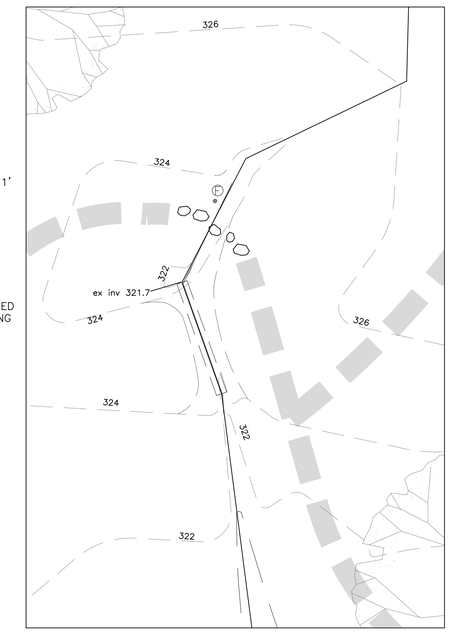
STREAM AREA PROPOSED WORK:

1. REMOVE TRASH FROM THE STREAM AND STREAMSIDE RCD AREA
2. REMOVE INVASIVE PLANT MATERIAL FROM THE STREAMSIDE RCD AREA
3. REMOVE CULVERT AND REGRADE TO ALLOW STREAM FLOW THROUGH EXISTING BERM
4. PLANT SEDGE PLUGS INTO THE DISTURBED AREA NEAR THE CULVERT REMOVAL TO STABILIZE THE DISTURBED AREA.
5. CREATE A MULCH SURFACE NATURE TRAIL INCLUDING TWO STREAM CROSSINGS OF STRATEGICALLY PLACED BOULDERS

2/SUP-8.2
SUMMARY OF WORK TO BE DONE IN STREAM AREA



CROSS SECTION AT STONE CROSSING



PLAN VIEW

3/SUP-8.2
ON SITE STREAM CROSSING
SCALE: 1"=10'

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6/11/2020

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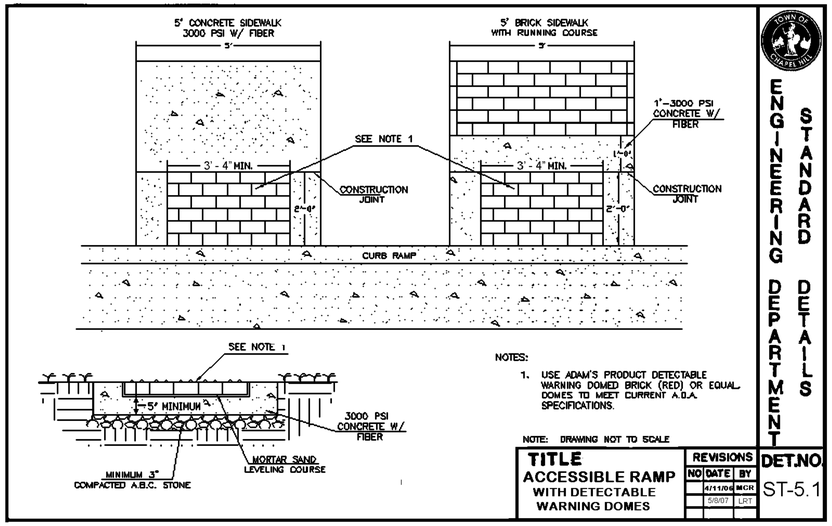
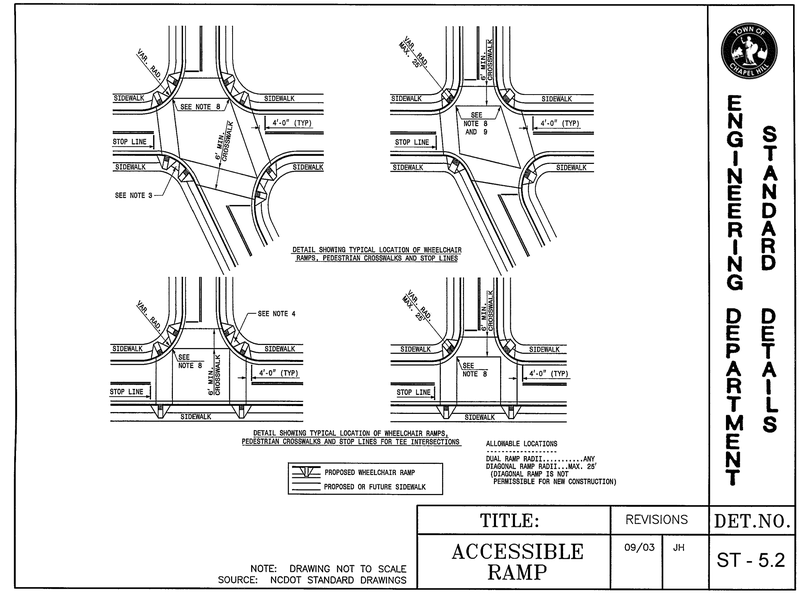
STREAM RESTORATION DETAILS

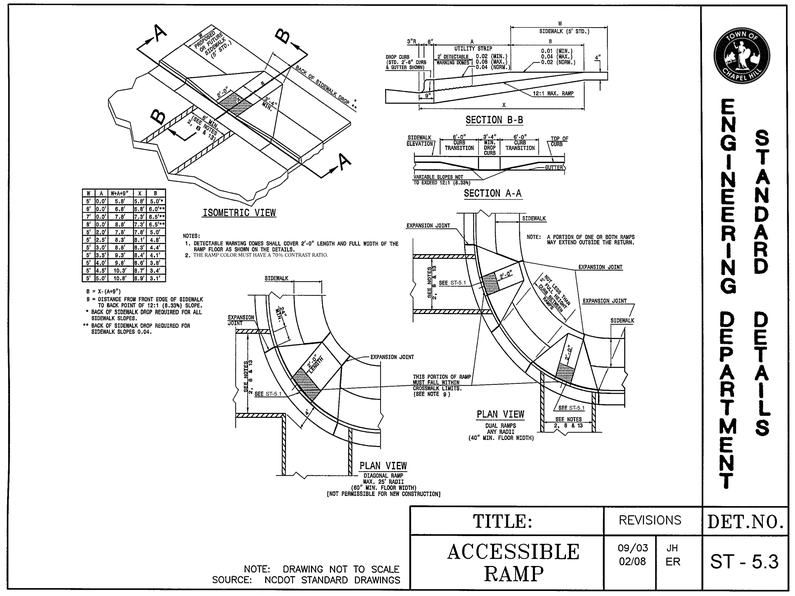
SUP-8.2



1/SUP-8.3
ACCESSIBLE RAMP
NTS



2/SUP-8.3
ACCESSIBLE RAMP
NTS



3/SUP-8.3
ACCESSIBLE RAMP
NTS

NOTES:

1. CONSTRUCT THE WALKING SURFACE WITH SLIP RESISTANCE AND A 70% CONTRASTING COLOR TO THE SIDEWALK.
2. CROSSWALK WIDTHS AND CONFIGURATION MAY VARY BUT MUST CONFORM TO TRAFFIC DESIGN STANDARDS.
3. PROVIDE WHEELCHAIR RAMPS AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. LOCATE WHEELCHAIR RAMPS AS DIRECTED BY THE ENGINEER WHERE EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. AFFECT PLACEMENT. WHERE TWO RAMPS ARE INSTALLED, PLACE NOT LESS THAN TWO FEET OF FULL HEIGHT CURB BETWEEN THE RAMPS. PLACE DUAL RAMPS AS PERPENDICULAR TO THE TRAVEL LANE BEING CROSSED AS POSSIBLE .
4. DO NOT EXCEED 0.08 (12:1) SLOPE ON THE WHEELCHAIR RAMP IN RELATIONSHIP TO THE GRADE OF THE STREET.
5. CONSTRUCT WHEELCHAIR RAMPS 40" (3'–4") OR GREATER FOR DUAL RAMPS AND 60" (5'–0") OR GREATER FOR DIAGONAL RAMPS.
6. USE CONCRETE WITH A SIDEWALK FINISH IN ORDER TO OBTAIN A ROUGH NON–SKID TYPE SURFACE.
7. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AS SHOWN ON DETAIL ST–5A.
8. PLACE THE INSIDE PEDESTRIAN CROSSWALK LINES NO CLOSER IN THE INTERSECTION BY BISECTING THE INTERSECTION RADII, WITH ALLOWANCE OF A 4' CLEAR ZONE IN THE VEHICULAR TRAVELWAY WHEN ONE RAMP IS INSTALLED. (SEE NOTE 13)
9. COORDINATE THE CURB CUT AND THE PEDESTRIAN CROSSWALK LINES SO THE FLOOR OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES. PLACE DIAGONAL RAMPS WITH FLARED SIDES SO 24" OF FULL HEIGHT CURB FALLS WITHIN THE CROSSWALK MARKINGS ON EACH SIDE OF THE FLARES.
10. CONSTRUCT THE PEDESTRIAN CROSSWALK A MINIMUM OF 6 FEET. A CROSSWALK WIDTH OF 8 FEET OR GREATER IS DESIRABLE.
11. USE STOP LINES, NORMALLY PERPENDICULAR TO THE LANE LINES, WHERE IT IS IMPORTANT TO INDICATE THE POINT BEHIND WHICH VEHICLES ARE REQUIRED TO STOP IN COMPLIANCE WITH A TRAFFIC SIGNAL, STOP SIGN OR OTHER LEGAL REQUIREMENT. AN UNUSUAL APPROACH SKEW MAY REQUIRE THE PLACEMENT OF THE STOP LINE TO BE PARALLEL TO THE INTERSECTION ROADWAY.
12. TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.
13. PLACE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION AND THE NORTH CAROLINA SUPPLEMENT TO THE MUTCD.

SOURCE: NCDOT STANDARD DRAWINGS

TITLE:
ACCESSIBLE RAMP
REVISIONS
09/03 JH
DET.NO.
ST - 5.4

TOWN OF CHAPEL HILL
ENGINEERING DEPARTMENT
STANDARD DETAILS

4/SUP-8.3
ACCESSIBLE RAMP NOTES
NTS

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NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 1302 WENDI L. RAMSDEN
8-11-2020

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Drawn By: WLR, MTC Date: 26 April 18

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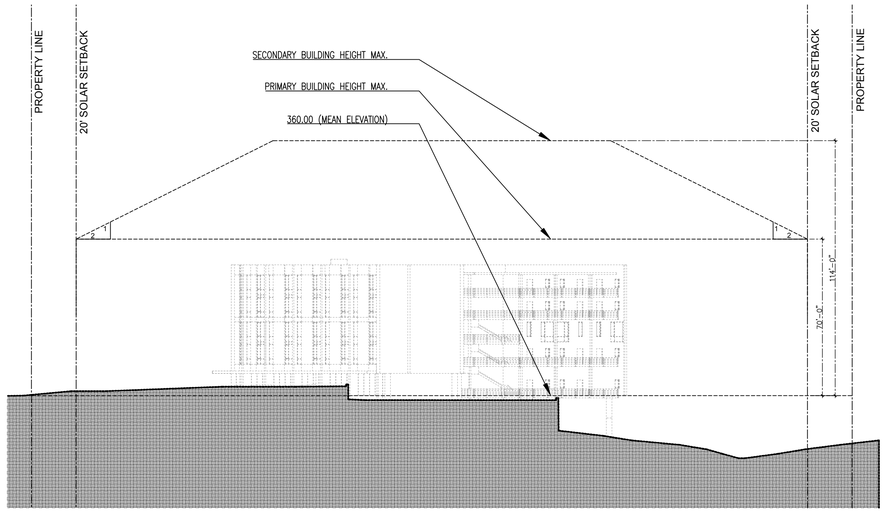
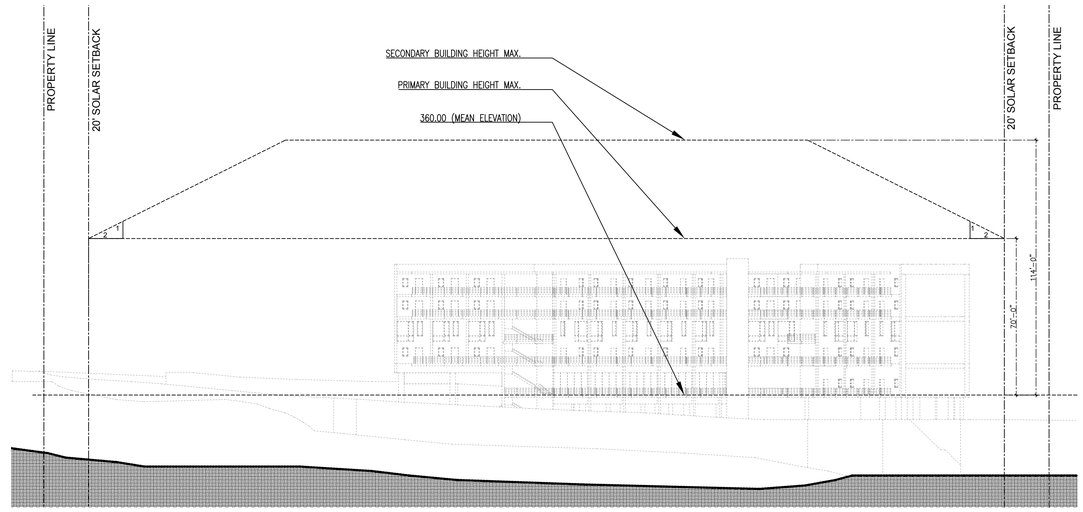
SITE DETAILS

SUP-8.3



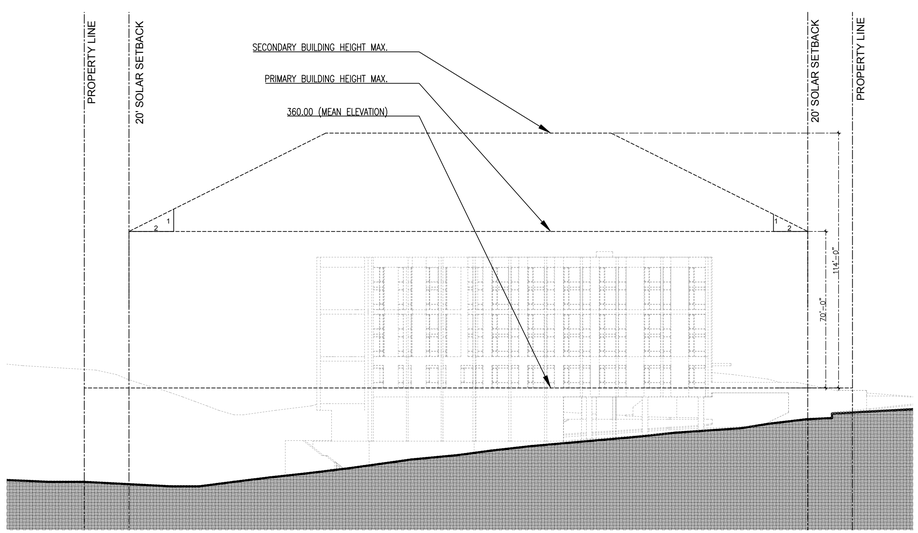
NORTH ELEVATION
Scale: 1/32" =1'-0"

3



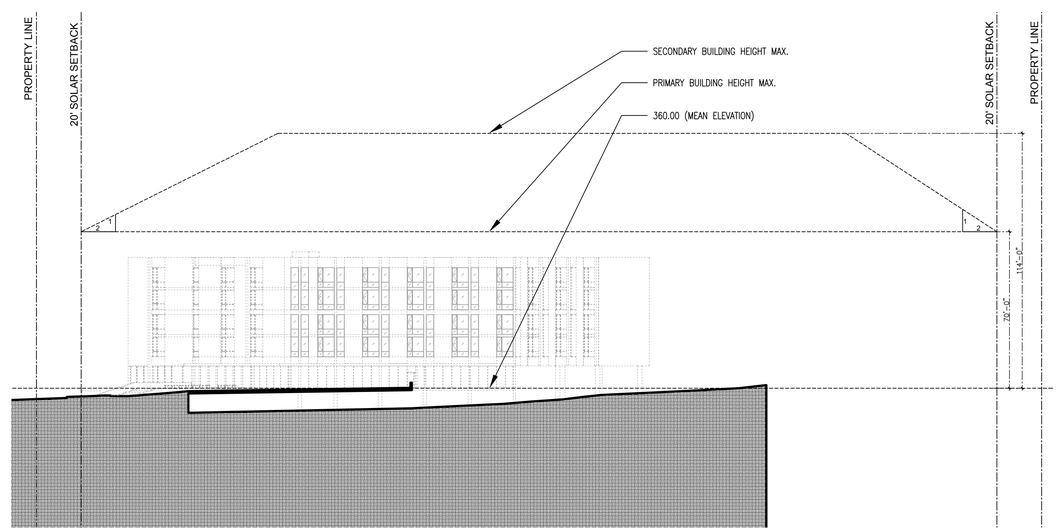
WEST ELEVATION
Scale: 1/32" =1'-0"

2



SOUTH ELEVATION
Scale: 1/32" =1'-0"

4



EAST ELEVATION
Scale: 1/32" =1'-0"

1

SZOSTAK DESIGN

Columbia Annex

SOUTH COLUMBIA STREET

Chapel Hill, NC

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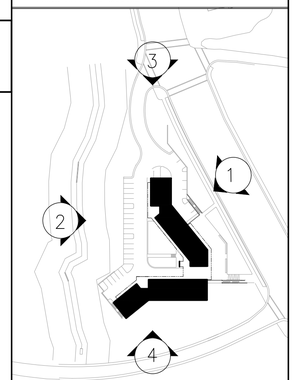

NO.	DATE	DESCRIPTION
1	JULY 24, 2017	CONCEPT PLAN APPLICATION
2	MAY 05, 2019	SUP SUBMITTAL
3	FEB 14, 2020	SUP SUBMITTAL – REVISIONS
4		
5		
6		
7		
8		
9		
10		

A–5.3

EXHIBIT: BUILDING HEIGHT ZONING ENVELOPE DIAGRAM

SUP SUBMITTAL

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