

58

**CHAPEL HILL BIBLE CHURCH
UNC AT CHAPEL HILL PARK AND RIDE**

5. STATEMENT OF JUSTIFICATION (SPECIAL USE)

In order to grant a Special Use Permit, the Town Council must make the required four findings contained in Section 4.5 of the Land Use Management Ordinance. The applicant shall submit a statement entitled Statement of Justification prepared by the applicant, presenting factual information supporting each of the four required findings.

The four required findings and suggested considerations to be addressed (as per the Town's Description of Required Information) are listed below, along with the applicant's detailed responses:

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

- a. Traffic conditions in the vicinity, including the effect of additional traffic on streets, street intersections, and sight line at street intersections and driveways.** The intent of this project is to provide alternate means of transportation for commuters to reach the UNC Campus by allowing a change in use from existing church parking only to week day park and ride along with the church parking. Commuters parking in this location will ride a new express park and ride bus from this lot to campus. No additional parking spaces will be added to the existing lot as a result of the proposed modification. The 241 cars that park at the facility will not be using local roads to reach campus. The Traffic Impact Assessment for this proposed use shows no significant impact on streets, intersections, or driveways associated with this proposal.
- b. Provision for services and utilities, including sewer, water, electric, garbage collection, and fire protection.** No new services are needed or proposed as part of this project.
- c. Drainage plans.** No new drainage plans are required for this proposal since the vehicles will use a previously designed and approved parking lot.
- d. Relationship of the site to the Chapel Hill Floodway/Floodplain/Resource Conversation District.** There is no impact on the RCD caused by this change in use since the existing spaces are not located in an RCD.
- e. Other considerations relevant to the proposed use.** All applicable State and Federal environmental standards will be met with this project. This proposed change in use of existing parking spaces from church parking to week-day park and ride is part of the alternative transportation requirements in the University's approved Development Plan.

Finding #2: That the use or development complies with all required regulations and standards of this chapter, including all applicable provisions of Article 3, 4, and 5 and the applicable specific standards contained in Sections 6, and with all other applicable regulations.

- a. Compliance with Development Ordinance and land development regulations and standards, including street improvements, screening and landscape buffer requirements, setbacks, height, parking and intensity regulations.** The project will not

affect any of the standards previously approved with the original Special Use Permit. The modification is to allow a change in use from church parking only to week day park and ride along with church parking.

- b. **Provision of recreation and open space.** There are no recreation or open space requirements associated with this proposed change in use.
- c. **Other considerations relevant to the proposed use.** There is currently no park and ride in the 15-501 North corridor from Durham. This project supports the University and Town's shared commitment to reducing traffic congestion and exhaust emissions by providing strategically placed mass transit connections. These plans do not propose an expansion of the existing church facilities.

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

- a. **Relationship of the proposed use and the character of development to surrounding uses, including possible conflicts between uses and how conflicts will be handled.** The proposed change in use allows existing surface parking proximate to a major north-south commuter corridor (15-501) to provide alternative transit for commuters to the UNC at Chapel Hill campus. There is a demonstrated need for park and ride in this corridor, based on the University biannual update to the Transportation Impact Analysis for the Council approved Development Plan. The 241 proposed spaces will be by University permit only, and UNC will issue only 241 permits for those spaces. Spaces will be clearly marked and signed for weekday permit use. There will be no weekend and no event parking in this location related to the Park and Ride use.

The traffic impact analysis for this change in use identifies no significant impacts in the immediate area. The University has agreed to support residential neighbors in their request to the town for "no parking signs" to alleviate the concern that non-permit holders will park on their streets. Furthermore, the University will conduct educational efforts with its permit holders to ensure compliance with the park and ride policies. Should commuters park in the church lot without a permit, they may be towed.

- b. **Conformance of the proposed use with the Zoning Atlas and the Comprehensive Plan for development of Chapel Hill and its environs.** This proposed project will conform to the zoning atlas and the comprehensive plan. There will be no physical changes to the site other than identifying signs and the provision of a striped crosswalk connecting two existing sidewalk segments. There will be a new bus shelter at the existing bus stop, off the church property. The Comprehensive Plan identifies this area as "Institutional", surrounded by Office, High Density and Medium Density residential uses. It is adjacent to Commercial Core at 15-501 and Sage roads.
- c. **Affect on the value of surrounding properties.** The change in use for the existing parking spaces will not negatively affect the value of the surrounding properties.
- d. **If the use is a public necessity, state the reasons for this designation.** The University of North Carolina at Chapel Hill runs an active commuter alternative program. With limited

parking permitted on campus, faculty, staff and students are increasingly shifting to park and ride alternatives. This corridor is the only major corridor to campus that is not served by a park and ride facility. About 27% of the University's employees live north of Chapel Hill in this corridor.

- e. **Other considerations relevant to the proposed use.** None.

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

- a. **Conformance of the proposed development with the Zoning Atlas and the Comprehensive Plan for development of Chapel Hill and its environs.** As previously approved, the existing use conforms with the general plans for the town and the Comprehensive Plan. This area is zoned for medium and high density residential development and Office/Institutional use and is located near the 15/501 transportation corridor. The addition of a park and ride use further supports the goals of the Comprehensive Plan by encouraging a balanced transportation plan, by providing services that enhance the mobility of town residents and employees by expanding the park and ride system.
- b. **Relationship of the site to the Chapel Hill Resource Conservation District, the Chapel Hill Thoroughfare Plan, the Greenways Plan, the Land Use Plan, and the Urban Services Area.** There is no impact on the RCD caused by this change in use since the existing spaces are not located in an RCD. The use of the property will not change with this improvement nor will there be any conflicts with the other town plans.
- c. **Other considerations relevant to the proposed use.** None.