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Scott T. Murray, Inc.
Landscape Architecture Land Planning

January 9, 2007

Ms. Dana Stidham
Mr. Gene Poveromo
Town of Chapel Hill – Planning Dept.
405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514-5705

Re: University Village – Addendum to Proposed SUP Application and Statement of Justification -
Pursuant to Staff Recommendations Dated December 19, 2006

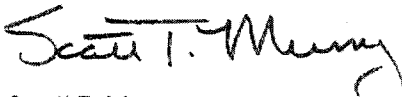
Dear Ms. Stidham/Mr. Poveromo,

We have reviewed the staff recommendations and are in agreement with staff on all points. We would like to amend our Application to incorporate Staff's recommendations. Additionally, we concur with the Staff and Planning Board's recommendation to seek modifications from Council with regard to the following:

- Landscape Buffers
- Parking Shading
- Parking Lot Screening
- Minimum Parking Requirements

Please accept the letter request to amend our proposed Application - Statement of Justification to reflect the foregoing changes.

Best Regards,



Scott T. Murray
RLA, LEED-Accredited

Cc: Mr. Lee Perry

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University Village

Chapel Hill, North Carolina

A Proposed Mixed Use Community

Statement of Justification For the Proposed Special Use Permit

November 15, 2006

East West Partners Management Co. (Developer)
Dishner Moore Architects LLP (Architecture)
Scott T. Murray, Inc. (Landscape Architecture)
Planned Communities Development Inc. (Project Management)
John R. McAdams Company (Engineering)
Resolute Building Company (Building Contractor)
Re-Vision Architecture (LEED Consultant)

Summary

University Village is proposed as a Mixed Use – Village District designed to enhance the existing residential focus of the Glen Lennox area. Transit supportive uses (i.e. retail shops, offices, hotel and residential) are planned to create a lively, pedestrian-friendly sidewalk streetscape, oriented around a public commons area and transit facilities. A significant percentage of the residential units (30%) are proposed for affordable housing and University Village will be designed to meet or exceed the Silver Level Certification of Sustainability as established by the Green Building Council's LEED Program.

This Statement of Justification identifies methods through which specific goals of the Land Use Management Ordinance are fulfilled and presents evidence of the Findings of Fact which must be made to grant this Special Use Permit. Compliance with specific Development Standards established for this MU-V District, are described in detail (*See Finding #2*).

Basis for Justification – Salient Points

- 30% Affordable Housing
- Infill Housing – Maintain Urban Services Boundary - Redevelopment Site
- Accessibility to Multi-Modal Transportation including Mass Transit Station
- Sustainability - LEED Silver Certification and Recognition
- Sustainability Education-Interpretive Program
- Structured Parking
- Shared Parking
- Stormwater Re-Use for Irrigation & Community Wash Facility
- Public Art Incorporated in Open Spaces
- Diverse Active Recreational Opportunities
- Pedestrian Friendly Focus, Architectural Edge and Traffic Calming along NC54
- Use of Native Vegetation and Limit dependency on potable water for irrigation
- Raise the Standards for Development in Chapel Hill

Special Use Permit – Required Findings of Fact _____

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

University Village proposes redevelopment of the existing University Inn site which is currently underutilized and has become dated in the market place with regard to its “motel style” accommodations. The current “motel-use” promotes access by automobiles and does not provide any essential services that appeal to neighboring residents on a daily basis. Development of University Village as a MU-V makes available essential housing, employment opportunities and services to a diverse population with easy access to existing transit facilities.

The Town’s Findings in support of establishing the MU-V District considers issues related to promoting the public’s health safety and welfare. These issues are addressed in the Statement of Justification for Rezoning and are repeated below. The following supportive information describes in further detail how University Village is located, designed and proposed to be operated to ensure that these objectives are achieved.

Maintain the Urban Services/Rural Buffer Boundary – University Village’s proximity to existing transit facilities along NC54/Raleigh Rd. and a future transit station along Prestwick Rd. establishes it as a prime opportunity for mixed use development within the Glen Lennox area. Transit supportive uses include drug store, small shops, restaurants, office employment, hotel, residential, parks and transit facilities. The design concentrates higher densities in close juxtaposition to transit and focuses buildings around active public plazas and sidewalks. This development pattern promotes extended hours of activity and enabling a higher rate of capture of daily trips for essential services. Compact development in this form protects rural buffer zones by promoting development within existing urban services boundaries.

Participate in the Regional Planning Process – University Village responds to the need for convenient and affordable “in town” housing within easy access to public transit. Regional planning efforts promote mixed use development within close proximity of existing employment, urban services, proposed mass transit stations and major bus loading locations. By addressing this need and regional planning objectives, University Village will help to improve the viability of future plans for regional transit systems.

Conserve and Protect Existing Neighborhoods – University Village is designed with a “fine-grain” mixture of uses. Small shops, office, hotel and residential uses surround a plaza that is designed to promote pedestrian activities. Special paving, crosswalks, public gathering spaces, street amenities and signage will give pedestrian movement priority over that of the automobile. Essential vehicular and service access is provided although the character of the

spaces focuses on sidewalk activities and enables the staging of events during special occasions. This careful balance of uses, combined with human-scale architecture characteristic of a mixed use development, will ensure that University Village enhances the “livability” of the entire Glen Lennox area. The high percentage of residential floor area and extensive pedestrian walks within the development will serve to help strengthen the residential character of the overall community and provide a focal place for gatherings and entertainment.

Conserve and Protect the Town’s Existing Natural Setting – Planting areas with landscaping which utilizes native plant species have been designed to maintain the character of the NC 54/Raleigh Rd. entryway. Large planting areas (40’ to 150’) are proposed to surround the stand of large oaks in order to protect these trees. Additional plantings of oaks and evergreens will reinforce this wooded lawn area while providing a transition to adjacent residential uses. Other planting areas extending west along NC 54/Raleigh Rd. provide a transition to a more urban character. Groupings of small and medium native flowering trees are designed to be interspersed with larger shade trees. The use of native species in the design of landscaping reinforces the natural setting which gives Chapel Hill much of its character.

Identify Areas Where There Are Creative Development Opportunities – Few development sites exist within the Urban Services boundary, that offer the accessibility to alternative transportation modes as University Village. A MU-V in this location creates an opportunity to maximize ridership of existing transit services and provides a unique living environment where residents can enjoy a lifestyle without dependency on the automobile. Existing uses (hotel and office) are planned to be integrated with a diversity of housing and retail services at intensities that are supportive of transit. Where this opportunity can be realized on a site that has minimal environmental constraints and offers manageable impacts to surrounding land uses, then the creative development patterns that establish MU-V Districts are achieved.

Encourage Desirable Forms of Non-Residential Development; Create and Preserve Affordable Housing Opportunities – The ground level of a majority of the buildings in University Village includes uses that are designed to activate the sidewalk and pedestrian areas. A drug/food store, small shops, restaurants, offices, hotel and residences will combine to provide an environment that is supportive of transit and promotes pedestrian activities. These uses are oriented around a pedestrian-friendly commons area designed to provide opportunities for gathering, shopping, dining and entertainment events. Retail shops which include offices and residential housing above are planned to front on walkways with outdoor dining and gathering areas. Only essential convenience parking is provided at storefront areas. Larger mass parking facilities located in a below grade parking garage and in a structured parking deck. Parallel “on-street parking” is provided along Prestwick Rd. in order to avoid additional large on-site surface parking areas and to aid in traffic calming. The total proposed parking represents a reduction of approximately 11% of the Town’s standard requirement. Through shared parking management and the availability of existing transit, the amount of parking proposed will support the planned development and will promote transit use.

Thirty percent (30%) affordable housing is planned which exceeds the Town's minimum requirement (15%). The inclusion of 30% affordable housing has been a fundamental planning principal for University Village from the beginning. This commitment guarantees that the resident population will diversify meeting the true needs of the public. These housing units will be distributed throughout the residential buildings and marketed cooperatively with the Orange County Land Trust.

Promote the Vitality of Downtown – By providing significant levels of infill and affordable housing that is easily accessible to the Chapel Hill Downtown Area, University Village will encourage the support of those business and services. Where compact in-fill development can be provided that is served by existing bus transit, easy access is made available to a broader more diverse population.

Work Toward A Balanced Transportation System – University Village is designed to support multi-modal transportation systems. Pedestrian, bicycle, transit, car-pooling and alternative fuel vehicle facilities are included and provide a network of transportation that refocuses the user towards these options rather than the automobile. Ridership programs that promote these alternatives are planned and buildings are designed to accommodate a future transit station location along Prestwick Rd. Bikepaths, bike lanes, sidewalks and cross country walking trails provide essential connectors to the surrounding community.

University Village provides an opportunity to link these transit routes in a pedestrian friendly environment, helping to promote ridership of the existing bus transit system. These multi-modal systems combine to make University Village a critical link in balancing alternative transportation modes with convenient living opportunities.

Complete the Bikepath/Greenway/Sidewalk Systems – Interconnected bikepaths, greenways and sidewalks encourage pedestrian and non-automobile activities and are a fundamental component of any mixed use development. University Village will extend the bikeway/pedestrian path along its frontage on NC54/Raleigh Rd., meandering somewhat in the areas of existing trees. Sidewalk connections are made to provide convenient and safe access for the residents and public throughout the site, connecting with outdoor gathering spaces. These systems not only facilitate pedestrian movement within the site but also serve to connect with adjacent neighborhoods and businesses. The adjacency of the UNC cross-country trail to the south of Prestwick Rd. provides additional recreational and transportation opportunities.

Provide Quality Facilities and Services – Services needed for daily shopping by the residents of the community and adjacent neighborhoods will be given priority when leasing the retail and office space. Development Standards are established to protect against land uses that are not supportive of transit or that may occupy large land areas antithetical to mixed use development. This will help to ensure that residents will have the opportunity of obtaining the daily essentials without having to rely unnecessarily on the automobile.

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Sustainability – University Village is planned to achieve a LEED-Silver Level certification for Neighborhood Development by the US Green building Council (USGBC) as an added level of commitment to sustainable development. The USGBC provides oversight for the Leadership in Energy and Environmental Design Program (LEED). Designed to promote sustainable and environmentally sensitive development projects, LEED establishes standards for planning, design and construction of development programs. A verification process for the certification of performance is an integral component of the program. This effort will document that the foregoing principals are being met and that management programs are monitored to ensure ongoing compliance.

University Village has elected to apply as a participant in the pilot program for the LEED-ND (Neighborhood Development) Rating System currently under development. This pilot program selects projects from around the world to submit to the Rating System which is adapted specifically to mixed-use development. If selected, University Village's participation will help to shape the final adoption of the LEED-ND Rating System at which time LEED-ND certification will be pursued as a condition of approval. Due to the nature of the certification process, testing and required ongoing maintenance programs, the level of certification achieved will be subject to final USGBC-LEED approval after construction is completed. Additional information on USGBC and LEED Standards and Policies can be reviewed at www.usgbc.org.

It is through this commitment to sustainable development the public health, safety and general welfare is greatly enhanced, promoting new standards for development in Chapel Hill.

Finding #2: *That the use or development would comply with all required regulations and standards of the Land Use Management Ordinance;*

The Mixed Use-Village Zoning establishes Use & Dimensional and Development Standards specific to the District being established. The Use & Dimensional Standards ensure that transit supportive uses are developed at intensities that promote transit use and that non-supportive uses are prohibited. The organization and design of pedestrian spaces, multi-modal transportation facilities, land uses and other support facilities are then subject to the Development Standards. Other Town of Chapel Hill LUMO Standards not specifically addressed by the MU-V District, are also applicable.

The following text describes each standard as it was established by MU-V Zoning and how University Village is designed to fulfill each requirement.

Uses & Dimensional Standards

Mixture of Complementary Transit-Supportive Uses

Encourage the greatest mix of uses around transit stations so that they become the focal point of activity.

Encourage multi-use developments which include a mixture of uses on the same site.

University Village is designed to include a drug store, restaurants, small shops, office employment, hotel, residential condominiums, recreational facilities, parks and public gathering spaces. Located between two existing Major Bus Boarding Locations on NC54/Raleigh Rd. and a future guided rail transit station, uses are planned to promote sidewalk and outdoor dining activities along the primary pedestrian routes. All of these uses are within 1,000 ft of these transit stations making University Village the focal point of activity.

Encourage the use of urban parks, plazas and pedestrian access as organizing elements around which complementary private and public uses are located. This type of land use is an important land use for generating outdoor activity and an amenity for residential and non-residential development. Locate larger parks outside of the core area.

Market square and the garden court form the foundation around which all uses within University Village are organized. Storefronts, sidewalks, benches, landscape plantings, lighting, artwork and an outdoor stage for special events combine to create a lively public gathering space. Special paving is planned to enhance the pedestrian experience throughout these spaces. Bicycle racks are planned to enable easy access by bicyclists and only essential parking is located near the storefront

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areas. Other small parks and a rooftop swimming pool are provided within University Village for the recreational needs of the residents.

Provide a range of higher intensity uses including residential, office, service-oriented retail and civic uses that are transit supportive. Such a mix of land uses increases the attractiveness of the area and increases trip options for transit uses.

Mixed-use developments with a mixture of uses in the same building are encouraged.

Four, five and six story buildings are planned to include ground level retail, hotel, office and residential uses. A parking garage and deck are planned close-by or immediately adjacent to the future transit station and major bus boarding locations. Secure bicycle storage facilities are located within these parking facilities and a bicycle and pedestrian paths connect to other transit facilities.

Disallow automobile-dependent uses, such as sales lots and drive through windows. Provide uses that attract/generate pedestrian activity, particularly at the ground floor level.

No automobile-dependent uses (sales lots, car parts sales, drive-thru windows, etc.) are allowed within University Village.

Discourage development practices that separate complementary land uses.

Every attempt has been made in the design of University Village to combine complementary uses in a form whose synergy enhances and activates the pedestrian experience and promotes transit usage.

Eliminate buffer requirements and setbacks between complementary uses and replace them with performance standards and design guidelines to ensure aesthetic and functional compatibility.

The mixture of uses within University Village have been carefully planned to compliment each other addressing issues of access, hours of operation, noise levels, solid waste management and privacy. Architectural design solutions extend further to incorporate standards of sustainability as defined by USGBC-LEED (i.e. natural lighting, heating/cooling, solar exposure, etc.).

Perimeter landscape planting areas have been established to ensure the protection of adjacent properties and viewsheds from surrounding streets. Street yard landscaping is designed to promote “urban connectivity” to adjacent businesses and neighborhoods.

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Encourage development of workforce/affordable housing.

Thirty percent (30%) affordable housing is designed into the residential mix for University Village. These housing units will be distributed among multiple buildings to ensure equal access and opportunity to all residents and will be marketed cooperatively with the Orange County Land Trust.

Other housing will attract a diverse population including other workforce citizens, retirees, co-ownership and small or single-parent families.

Increased Land Use Intensity

Encourage higher densities for new development concentrating the highest densities closest to bus loading locations and transit stations.

University Village is planned a high-density Mixed Use Development adjacent to multiple transit loading locations. As such, high density uses are proposed for the area which lies between existing major bus boarding locations and a future guided rail transit station.

In most cases, minimum densities for new residential development within ¼ mile from a transit station will be 20 dwelling units per acre (net) or greater. Between ¼ and ½ mile walking distance the typical minimum will be 15 dwelling units per acre (net) or greater.

In most cases, non-residential or mixed-use intensities within ¼ mile walking distance from a transit station will be, at a minimum, 0.75 FAR (net). Between ¼ and ½ mile walking distance from a transit station the non-residential or mixed-use intensities will be, at a minimum, 0.50 FAR (net).

The following land use intensities are proposed for University Village:

Land Use	Floor Area (sf)	F.A.R. (based on gross site area)	% of Total Floor Area
Retail	58,487	1.0	12.0%
Office	120,214	1.0	24.7%
Hotel	70,000	1.0	14.3%
Residential	238,904	1.0	49.0%
TOTAL	487,605	1.0	100%

A 5% contingency has been added to the maximum Floor Area to accommodate potential final design variations. The Floor Area noted above represents the current design program.

Residential Land Use density is proposed to be 18.1 ddac based on gross acreage (19.9 du/ac based on net acreage). Total floor are ratios are proposed to be 1.0 FAR.

Avoid overly rigid land use formulas and “over zoning” for commercial uses that are out of step with market dynamics.

In high density development allow 50% of the ground floor to be commercial uses.

The total of all retail space in University Village represents approximately 47% of the total ground floor area. Due to the nature of the SUP process in Chapel Hill, specific land uses and floor areas have been predetermined as a part of this application.

This Statement of Justification establishes the following permitted and prohibited uses for University Village MU-V. It provides for a mixture of complementary uses and intensities that support rail or other “high capacity” transit.

Permitted Uses, Densities and Intensities

The following uses are proposed and/or allowed:

- *Multi-family (20 du/ac maximum)*
Multi-family residential is proposed at a density of approximately 18.1 du/ac based on gross acreage (19.9 du/ac based on net acreage).
- *Offices-professional, clinical, medical, government, key-man, etc. (.7 FAR minimum)*
Offices uses are proposed at an intensity of 1.0 FAR.
- *Hotels, Inns Including Conference Facilities (.7 FAR minimum)*
Hotel Uses are proposed at an intensity of 1.0 FAR.
- *Retail Uses (.7 FAR minimum, 18,000 sf/max per single user)*
Retail uses are proposed at an intensity of 1.0 FAR (nic sidewalk kiosk). The following retail uses are allowed and a variety of uses will be encouraged.
 - *Retail Shops*
 - *Service Businesses (no drive-through window)*
 - *Grocery stores and specialty foods (incl. sale of wine, beer, etc.)*
 - *Restaurants with outdoor dining (no drive-through window)*
 - *Studios and artisan workshops*
 - *Taverns and bars*
 - *News stands and kiosk for outdoor sale of goods (100 sf max./kiosk)*
- *Motion picture. theater and entertainment (outdoor events by SUP only)*
University Village is planned to include a small outdoor stage area to serve as a gathering space and focal point for limited special events. These special events include the possible projection of outdoor movies as permitted by the Town Manager.
- *Banks (no drive-through window; 8,000 sf max.)*

No drive-thru windows are proposed

Religious Institutions

Day care

Schools, institutions (8,000 sf max.)

Home occupation

Home occupations that do not involve activities or visitation deemed to be “disruptive” to other residents or tenants will be allowed.

Civic and/or Cultural Uses

Outdoor squares, plazas, parks and playgrounds (including play equipment, art, etc.)

Outdoor plazas, parks and playgrounds are included in the design for University Village.

Health club, private recreation club and/or pool facilities

A rooftop garden is planned for Building 7 and will include a pool, yoga deck and gathering spaces adjacent to an indoor club and fitness facility.

Transit stations

Pedestrian and bicycle access, traffic calming and major bus boarding facilities are all included as a part of the design.

Parking lots, garages and decks

Signage

A Master Sign Plan consistent with the standards established in Sections 5.14.8 & 5.14.11 will be submitted as a part of the ZCP process.

Other ancillary or support facilities

Prohibited Uses

- *Large tenants (over 18,000 sf)*
- *Industrial or manufacturing*
- *Automobile service or parts*
- *Nightclubs*
- *Warehousing*

None of the foregoing prohibited uses are proposed for University Village.

Development Standards

Development Standards determine the form (height & massing), setbacks, buffers, landscaping and parking requirements. In an effort to animate street-level pedestrian activity which encourages the use of transit, University Village focuses on maximum setbacks and maximum parking ratios. Large setbacks tend to disconnect the pedestrian from storefronts and have the effect of promoting automobile use. While it is recognized that some convenient parking is essential to retail activity, large parking areas are located underground or in structured parking decks.

The following Development Standards are proposed for University Village.

Sustainability – Fundamental in the Town’s approach to growth management, “sustainability” defines the total approach to ensuring a balance of environmental, economical and livability concerns. University Village is dedicated to this balance and includes the following in its Standards.

- *Incorporate holistic concepts of sustainability in design, through USGBC-LEED Certification or similar programs.*
- *Integrate affordable housing equitably into residential components and provide equitable access to all site amenities. Meet or exceed minimum regulatory requirements for affordable housing.*

University Village is designed to achieve a LEED-Silver Level certification for Neighborhood Development by the US Green building Council a commitment to sustainable Development. This effort will document that the foregoing principals are being met and that management programs are monitored to ensure ongoing compliance. This commitment will provide valuable national recognition and serve to promote new standards for development in Chapel Hill.

Thirty percent (30%) affordable housing is designed into the residential mix for University Village. These housing units will be distributed among multiple buildings to ensure equal access and opportunity to all residents and will be marketed cooperatively with the Orange County Land Trust.

Site Design, Transportation and Parking – Mixed Use Developments exhibit a development pattern that evolves from the following design principals and standards. While these standards represent important design objectives the realities of site constraints, existing infrastructure and market conditions must be balanced with these ideals.

- *Livability: Buildings and outdoor spaces should be designed to fit human scale, harmonize with the design of streets, and accommodate pedestrian traffic.*

Buildings within University Village are designed to reflect the pedestrian movement between the transit boarding stations and public spaces and provide an architectural edge along the adjacent streets. Human scale is maintained through the use of a diverse yet complimentary pallet of materials and careful articulation of building facades. Entryways are accentuated to provide clear direction to users and storefronts with awnings and display windows encourage pedestrian sidewalk activity.

- *Mobility: Land design concepts should provide a network of roads, bicycle paths and lanes and sidewalks that give strong consideration to the safety of motorists, cyclists, joggers and walkers.*

Sidewalks, a shared bike/pedestrian path, plazas and raised crosswalks connect important destinations and transit boarding locations. Access to the adjacent UNC cross-country trail is maintained.

Activity Centers: Structures and complexes should enhance community life by use of “destination points” such as arcades, lobbies and ground level retail stores, while at the same time providing safe movement of vehicles and pedestrians.

- *Design open spaces, parks and plazas to be focal points of activities around which buildings are oriented. Include benches, lighting, fountains and/or public art to encourage pedestrian activity.*
- *Provide an extensive pedestrian system throughout the Core area that will minimize walking distances. Block lengths will be limited to 400’ maximum between intermediate pedestrian connections.*

The market square, café plaza, the garden court, ground level retail storefronts, pocket parks, and breezeway lobbies all serve as important destination points. Block lengths (via pedestrian walkways) average 250’ or less and none exceeds 400’ in length.

- *Establish pedestrian and bicycle connections to neighboring properties.*

Connections to adjacent properties are provided by the extension of a shared bike/pedestrian path along NC54/Raleigh Rd. and by sidewalk connections along Prestwick Rd. and to neighboring properties.

- *Utilize planters, street trees, and on-street parking to separate pedestrians from vehicles.*

Tree planters are proposed within the market square are to provide separation of pedestrians and automobiles and to provide essential shade.

- *Design pedestrian and bicycle amenities to be safe and attractive for all users, meeting or exceeding those specified by the Town’s LUMO.*

The shared bike/pedestrian path will meet all ADA standards for access. It is planned as a 10' concrete or asphalt path along NC54/Raleigh Rd. except for a wood bridge section which navigates the small area within the critical root zone of a large oak tree. Secure bicycle storage for residents and sidewalk racks are included in the design.

- *Incorporate design elements (raised crosswalks, bulb-outs, special paving patterns, etc.) to accentuate a priority of pedestrian circulation over that of the automobile.*
- *Incorporate traffic calming techniques and minimize design speeds of local access streets and automobile circulation routes.*
- *Round-a-bouts and traffic circles should be considered to minimize vehicular congestion where it would compromise adequate pedestrian movement.*

Traffic calming is facilitated by the use of raised crosswalks, bulb-outs, special paving and the use of a round-a-bout in the garden court. These design techniques coupled with the limited parking within the market square area, accentuate priority of pedestrian circulation over that of the automobile.

- *Reduce regulatory parking requirements where possible and maximize multi-modal transportation alternatives.*

The surface parking is planned to provide essential convenience parking while encouraging pedestrian access and mobility. The internal “commons” concept will help to further screen the vehicular areas serving the retail shops. The total amount of parking proposed is 11% less than that required by Town Standards.

- *Encourage shared parking facilities and utilize off-peak parking areas for loading when appropriate. Minimum loading space shall be 10' x 45' for “secondary” curbside zones and shall be signed appropriately to indicate hours of use. No screening shall be required for “secondary” loading areas.*

This reduction in parking will meet the needs of the visitors and residents by “sharing” spaces during off-peak times. Uses with complimentary hours of parking demand have been located adjacent to one another (e.g. office, hotel, restaurants). Restricted access to certain levels of decked and garage parking ensure safe and convenient parking for residents. This concept reduces the amount of impervious surfaces, stormwater run-off, heat island affects and further promotes utilization of other modes of transportation.

- *Locate larger surface parking areas in parking garages or parking decks.*

The visual impact of large parking areas will be minimized by the provision of an architecturally integrated parking deck (377 spaces) and an underground parking structure (154 spaces) that serves all of the residential and a majority of the retail, office and hotel uses. On-street parallel parking (103 spaces) is proposed along with

the improvements to Prestwick Road in order to minimize the need for additional surface parking lots.

- ***Screen unsightly elements, such as loading docks, service entrances and outdoor storage taking into account safety and security concerns.***

Primary loading areas have been architecturally integrated into the design of Building 2. A secondary “curbside” loading area is also proposed between buildings 5 & 6 for use during normal non-business hours. Other loading activities will be limited to normal non-business hours and may make use of parallel parking spaces adjacent to the retail service access areas. These facilities will fully satisfy the needs of the anticipated tenet mix. This activity will not impede any travel way or access by emergency vehicles.

Services entrances along Prestwick Rd. are designed to impose minimal impact and are buffered from the street and pedestrian walks by a 5’ hedge and small trees providing visual separation. Two waste collection/recyclables areas are carefully designed shield residents and adjacent properties from noise and views.

- ***Stormwater management requirements and other design standards not specifically addressed herein shall apply.***

Existing storm water management requirements will be met or exceeded as detailed in the Stormwater Management Plans. The “high density” option is proposed for University Village as permitted by the LUMO due to the inclusion of retail and office uses (Table 3.6.4-1 LUMO). Although this option permits the construction of 70% impervious surface, the Stormwater Management Plan will ensure that the post-development run-off rate will not exceed the current run-off rate. Design solutions are included that achieve the removal of 85% TSS (Total Suspended Solids) protecting our water quality.

A program to capture, filter and re-use the storm water runoff from the site is another key planning objective in the development of University Village. Techniques are proposed to minimize impervious pavement areas and provide subsurface detention/filtration and storm water re-use for irrigation and a community washing station (mountain bikes, etc.) to the greatest extent practical. It is anticipated that University Village will attain LEED “innovative credit” for the Stormwater Plan being proposed.

The proposed development plans for University Village comply with all applicable soil erosion and sedimentation control regulations (Article 5 of Chapter 5 of the Town Code of Ordinances).

Building Massing and Form – In order to ensure a human scale, design standards are created to address building design for larger structures and walls without fenestrations.

- *Visual Impact: New public and private projects should be visually appealing and compatible with other development in the surrounding area.*

The design of buildings proposed for University Village draws from the Chapel Hill vernacular. The proportions, materials, styles and fenestrations can be found on many buildings throughout Town and on the UNC Campus. Because of this architectural commonality, the buildings proposed compliment the surrounding area.

- *Provide variety in architecture, materials and form for larger buildings to create interest at a pedestrian scale.*

A pedestrian scale is maintained through the careful articulation of building facades, change in materials, control of light and shadows, fenestrations and entryways. Sidewalks, signage, awnings and street furniture also combine to create a comfortable and inviting and pedestrian experience.

- *Provide direct access from buildings to public spaces.*
- *Locate building entrances to minimize the walking distance between the transit station*

All retail shops and access to offices are designed to access on to the market square. Those which front along NC54/Raleigh Rd. are also designed to access on to the street-front and the bike/pedestrian path. Residential buildings will access internal court areas and are interconnected to garage and decked parking areas. These access points have been carefully chosen to provide easy access to transit boarding locations.

- *Limit building heights to 85', locating taller buildings near transit stations.*

Maximum building heights are proposed to be 75' with the taller (six story) buildings located towards the future guided rail transit station along Prestwick Rd.

Setbacks and Lot Layout – The scale of urban pedestrian spaces is determined to a large extent by building setbacks. The character of this space is also dependent on the size of the buildings and the activities which are anticipated. To ensure that a comfortable visual connection is maintained with the pedestrian, maximum setbacks along storefront/entrance areas are established.

Maximum setbacks from the street R/W shall average 30' except where grades, utility easements or planting areas dictate otherwise.

Building setbacks along all external streets average less than 30' except where the large 40' to 150' planting area is proposed in the area of the large oaks and where utility easements dictate otherwise. Additionally, one isolated area along Prestwick

Rd. where the OWASA force main and below grade parking access occurs, setbacks greater than 30' are proposed.

- *Storefront setbacks to pedestrian and/or vehicular plazas shall average 20' maximum except where outdoor seating/dining is provided.*

Typically storefronts are setback 10'-15' along the market square vehicular areas. Where outdoor dining and/or seating are planned setbacks exceed 20'.

- *No internal setbacks or minimum lot areas are required. Requirements established by the Uniform Building Code shall prevail.*

Landscape Plantings – Designed to protect adjacent properties, screen service areas and provide important connections between compatible uses the following standards are proposed. These standards balance the natural character of the landscape along NC54 to the east with that of a mixed use urban entranceway. Important open spaces are preserved and where loss of significant large trees is necessary, re-planting is proposed. Standards are included to address critical landscape issues. These include parking lot and pedestrian area shading, the use of native plant species and high-efficiency irrigation design.

- *Vegetation: Landscape design concepts should preserve existing trees and incorporate new trees and shrubbery. The landscape theme should be aesthetically compatible with that of the surrounding neighborhood.*

The surrounding neighborhoods are characterized by natural and cultivated plantings of native trees. The large oaks evident throughout Glen Lennox were planted at the time of construction. The landscape design proposed for University Village reinforces this theme and includes informal groupings of trees in large open space areas and more uniform groupings in urban pedestrian areas.

- *NC54/Raleigh Rd. – Planting Area 1 (extending from the northeast corner to the primary entrance) shall protect the existing oak tree stand to the greatest degree possible and establish additional oak and evergreen tree plantings. These plantings shall serve to provide additional buffering to proposed residential buildings in this area. This planting area shall range in width from 40' to 100' or more and shall include plantings equal to a Type 'A' Buffer. Shrubs shall be primarily limited to entrance areas.*

A significant portion of the large stately oaks in the northeast corner of the property are to be preserved by the dedication of an open space area (approximately 10% of the site area). Other native species of large shade trees and evergreens are proposed to supplement these trees. The bike/pedestrian path is proposed to bridge this area as it traverses the critical root zones to ensure only minimal impact.

Two large oaks adjacent to the existing entrance are to be removed. These trees (planted in 1956) are impacted significantly by the entrance drive requirements, the demolition of the swimming pool and prohibit the construction of the circular round-a-bout, a critical pedestrian/vehicular component. To partially offset their loss, two large 5'-6' oaks will be replanted in the circular garden court as a reminder of their predecessors. The medium size magnolias located in this front lawn area will be relocated among the existing oaks. The linear planting of crape myrtles (not native to this area) will be removed.

- *NC54/Raleigh Rd. - Plantings Areas 2 & 3 (extending from the primary entrance westward to Hamilton Rd.) landscape plantings will be more urban in character with groupings of flowering trees, shade trees and lawn areas. While it is important to "soften" the building elevations to the adjacent street and neighboring residents, these areas must also invite pedestrian access and encourage movement from the Major Bus Boarding Locations along NC54. It is recognized that an existing OWASA force-main and underground fiber optic cable will dictate where trees can be planted in these areas. Key entrance areas (e.g. Hamilton Rd/NC54, primary building entrances, etc.) will emphasize pedestrian/bicycle access by use of special plantings, pavers, signage and/or bollards. Plantings equal to a Type 'A' Buffer will be required for these areas.*
- *Shrubs shall be limited to entrance areas and essential screening purposes.*
- *Hamilton Rd. Frontage - Planting Area 4 (extending from NC54 to the common property corner with the Town's fire station) provides an important pedestrian and visual connection to the businesses west of Hamilton Rd. Shade trees and groupings of flowering trees are required to soften building elevations while encouraging pedestrian movement and connectivity to the building entrances and ground floor spaces. Plantings equal to a Type 'A' Buffer will be required for these areas. Shrubs shall be limited to entrance areas and essential screening purposes.*
- *Interior Common Boundary - Planting Area 5 (extending from Hamilton Rd. along the common boundary with Town Fire Station to Prestwick Rd.). Plantings equal to a Type 'A' Buffer will be required for these areas. Shrubs shall be limited to entrance areas and essential screening purposes. Where the OWASA forced main prohibits tree plantings due to required easement widths, no trees are proposed.*
- *Prestwick Rd. - Planting Area 6 (extending from the southwestern-most corner along Prestwick Rd to the southeastern-most corner). The landscape plantings in this area serve to screen service access from the adjacent street and UNC golf course. A portion of the area is traversed by an overhead Duke Power utility line which will be relocated underground along the south side of Prestwick Rd. Plantings planned for this area shall include an opaque hedge (5' height) separating service access areas and groupings of small flowering trees. Shade trees shall be provided where adequate space allows and plantings will not block views more than 50% from any residential unit located above the street level. Plantings equal to a Type 'B' Buffer will be required for these areas. Shrubs shall be limited to entrance areas and essential screening purposes.*

13-20

- *Interior Common Boundary – Area 7 (extending from the southeastern-most corner heading east along Prestwick Rd. to a point common with the extreme limits of the buffer established for Area 1). This property line forms a common boundary with Prestwick Place and other office uses. Dominated by surface parking the buffer established for Area 7 will meet the Town’s guidelines for the planting requirements of a Type ‘A’ Internal Buffer and parking lot screening.*

The foregoing landscape requirements were established to ensure that adjacent and nearby properties are protected. The Landscape Plans presented for University Village fulfill these requirements and propose that only native species are used except where no suitable option exists, such as for planters. The developer will work with the Town Forester to determine potential suitable species at the time of ZCP application.

- *Pedestrian Areas and Parking Lot Shading – The Town has established guidelines for parking lot shading that minimizes heat-island effects and provides greater comfort for users. All Vehicular Surface Areas (V.S.A.) will meet the Town’s 35% shading guidelines. Where below grade parking structures prohibit the planting of large trees, planters with small to medium size trees shall be used to achieve shading to the maximum extent practical. Typical varieties include Eastern Redbud and similar species. Plantings at the rate of two small/medium trees may be substituted for 1 large shade tree in plaza areas. Strict adherence to the Town’s guidelines will not apply to these conditions.*

A significant portion of the parking proposed (60%) is located within a parking deck and garage offering 100% shading for these spaces. The remaining parking has been fragmented into smaller surface parking areas designed to minimize visual impact and heat gain characteristic of larger parking lots. The landscaping is proposed to meet the minimum shading requirements as stated in Section 5.9.6 Parking Landscaping Standards except where shade trees are in conflict with the underground parking garage and within the market square area. In these cases smaller upright trees are proposed to be substituted (2 for 1) located in planters and pedestrian areas to provide parking lot shading and to enhance the pedestrian experience.

- *Other Landscaping and Irrigation Standards – Standards for sustainability include the use of native plant species and minimal use of potable water for irrigation. University Village will use only native plant species or species determined not to be invasive. Where native species are not used, they will be limited to special applications such as planters where no reasonable alternative exist. Irrigation will be designed to make use of low-flow emitters and drip irrigation wherever possible. Stormwater management plans shall capture and re-use storm water for irrigation to the greatest extent practical.*

The Stormwater Management Plan for University Village is designed to capture and filter post-development stormwater before it is released offsite. Eighty-five

(13.21)

percent of the Total Suspended Solids (TSS) will be removed in this process meeting the requirements of NPDES Phase 2 regulations. The final design will attempt to reuse some amounts of this filtered water for irrigation and a community-wash area reducing the dependency on potable water for these purposes.

Open Space, Parks and Recreation -Mixed Use Developments generate recreation and park needs that are quite different from other zoning districts and land uses. Small pocket parks, outdoor plazas, tot-lots and indoor/outdoor club facilities are some of the varied types of facilities that combine to provide needed recreational opportunities. Both active and passive spaces help to fulfill this purpose and University Village will be planned to incorporate a diversity of each.

- *Recreation space required for active recreational activities shall be consistent with the Town's maximum requirement for multi-family dwellings (.046 RSR).*
- *Passive recreation areas, open space parks and pedestrian plaza areas shall be provided in an amount equal to active recreation areas.*
- *No minimum size shall be required for any individual recreation area (active or passive).*

Open Space areas within University Village include pedestrian walkways, pedestrian the market square, garden court, café plaza, landscape yards, buffer areas and other active recreation areas. Pocket parks which include active recreational equipment combine with more passive areas throughout the community to maximize access and variety for users. The extension of a combined 10' bike/pedestrian path along NC 54/Raleigh Rd. will help to connect to the existing path to the east. Efforts have been made in all situations to address the recreational needs of the residents, provide visual appeal and ensure safety fostering a sense of pride among users and the Town. Provisions for perpetual maintenance are assured through a master homeowners association. Although the total requirement for minimum Recreation Space is 11,016sf, the development plans for University Village propose approximately 22,228sf of active recreation (200% of the minimum requirement). Many of these areas will be accessible to neighboring residents and will connect to nearby bikepaths and Town parks meeting the Town's objective of connectivity. An additional 48,000sf of passive parks, bike/pedestrian path and buffers are also included

1 - **A stage and outdoor seating area** is proposed at the western end on the commons to serve as lively gathering area for residents, pedestrians and patrons of the retail shops and hotel (1,987sf)

2 - **A clubroom** adjoining the yoga/aerobics garden will provide additional indoor exercise facilities and community gathering spaces for residents (3,134sf).

(13-22)

3 - **A rooftop pool area and yoga/aerobics garden** is planned to provide additional recreation for the residents. This area will also serve to create a more pleasing garden view from residents which would otherwise overlook the parking deck (12,107sf).

4 - **An active playground** is planned for the eastern end in close proximity to the residential units and will include active play equipment for all ages and seating areas (5,000sf).

Other Open Space and Passive Recreation Areas:

A central garden court area located in the entry oval area is designed to host a centerpiece of public art (approximately 4,500sf).

The stand of stately oaks will be preserved as a passive open space area through which the bike/pedestrian path will connect, providing non-motorized access to the community (approximately 32,000sf).

Connections to the existing bikepath to the east will link University Village to existing bikepaths extending to UNC Friday Center, Meadowmont and the Town Park (approximately 12,000sf).

Lighting, Signage and Pageantry – Mixed Use Developments are designed to promote extended hours of activity. Adequate lighting, signage and pageantry combine to create a vibrant streetscape atmosphere essential for pedestrian activities. Sustainability guidelines recognize the desire for the control of light pollution at the project boundaries and within the site. With these principals in mind University Village proposes the following Standards.

- *Lighting Standards established in Section 5.11 of the Town’s LUMO shall apply.*
- *Signage Standards established in Sections 5.14.8 & 5.14.11 of the Town’s LUMO shall apply.*
- *Informational kiosk shall be allowed by private interest pursuant to size limitations established in Section 5.14.3(m) LUMO and where not located in public R/W.*

University Village, planned as a MU-V will submit a Master Signage Plan that is in character with “town center” or “urban” districts. Lighting standards which accommodate seasonal banners and hanging baskets for plantings are envisioned for the market square and the café plaza along with sidewalk kiosk.

Other Development Standards – Where other Development Standards established by the Town are not specifically addressed herein, the Town’s LUMO and Guidelines will apply. Standards which conflict with the development “as proposed” that do not

compromise the public's health, safety and welfare or where an acceptable alternative is proposed, may be waived by the Town Manager.

Compliance with LUMO and Other Applicable Standards

Section 4.3 Concept Plan Review – LUMO

A concept Plan for University Village was submitted for review by Council and the Community Design Commission. Suggestions included strengthening the urban edge along NC 54/Raleigh Rd. by positioning buildings closer to the street and providing building entrances along this facade to provide a more pedestrian friendly entranceway. Extension of improvements to Prestwick Rd. was determined to be critical to the interconnectivity of the local street network. Also, concerns were raised that a limited “left-over” turning movement at the primary entrance on Raleigh Rd. would be preferable to a “full-turn” intersection. These suggestions and others have been incorporated into the design of University Village as it is currently presented. At that time it was determined that the Concept Plan was *“consistent with the Town’s Design Guidelines and the Goals and Objectives of the Town’s Comprehensive Plan”*.

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

University Village is located, designed and will be operated in a manner that will maintain or enhance the value of contiguous properties. Contiguous properties include office uses (McLean's, Prestwick Place) and the Town's Fire Station. NC 54/Raleigh Rd., Prestwick Rd. and Hamilton Rd. form the remaining boundaries of the site. Limited commercial, single-family residential, multi-family residential and University recreational uses occur opposite these street frontages although they are not directly contiguous.

University Village, planned as a Mixed Use Development incorporates the following Design Principles that help to ensure the development will be compatible with and compliment the surrounding neighborhood.

- Preservation of the stand of large oaks and supplemental native plantings will serve to reinforce the wooded entranceway into Town along NC 54/Raleigh Rd. This wooded edge provides a buffer to the proposed residential uses and adjacent neighboring properties.
- The creation of an architectural urban edge along NC54/Raleigh Rd., west of the primary entrance will provide a transition to a more "urban" form and help to calm traffic along this critical entranceway into Town. This "urban" form will be characterized by sidewalks and retail storefronts that serve to promote pedestrian activity and transit use.
- Incorporation of "sustainable building practices" and a high level of architectural articulation in character with the Chapel Hill vernacular ensure the highest quality design and construction.
- University Village is planned to provide a diversity of retail, office, and residential land uses consistent with those of contiguous and neighboring properties. By making available essential daily services with easy access to neighboring residents and a diversity of affordable for-sale housing, University Village will help to meet the essential needs of the public.

The location of University Village and its access to multi-modal transportation systems offer an opportunity for sustainable development unprecedented in Chapel Hill. Commitments to mixed-use, LEED certified sustainable building practices, architectural excellence, economic diversity, traffic calming, pedestrian accessibility, water conservation and ongoing management programs all combine to ensure that the development proposed is of exemplary quality. This level of quality and the consideration given to sustainable practices ensure that the contiguous property values will be maintained or enhanced.

Finding #4: *That the use or development conforms with the general plans for the physical development of the Town as embodied in the Land Use Management Ordinance and in the Comprehensive Plan.*

Site Development – Site Design

Site Suitability - The existing topography of University Village has slopes of 10% or less with the exception of isolated “man-made” areas where fill was placed for parking lots. This gently sloping nature makes the site well adapted to the type of development proposed.

Building to Harmonize with Topography - Building access, basements and garage parking has been configured to harmonize with the existing topography. Where the most intense development is proposed, it is confined to the western portions of the site where soils and vegetation are more suitable.

Structured and Garage Parking - Structured parking that will be architecturally integrated with the other buildings is proposed to the rear of the site and buildings have been situated to block views to larger parking areas from adjacent neighborhoods. Access to the underground and decked parking makes use of natural grades enhancing natural light and ventilation to these facilities. Smaller parking areas have been designed in-lieu of larger ones to further minimize the impact within the community. All surface parking areas will be screened as required by the Town’s Design Manual.

Building Heights and Views- The proposed buildings vary in height to provide variety and a progression in height from front to back as suggested by the CDC. Buildings with frontage along NC 54/Raleigh Rd. are scaled to approximate the height of the existing oak trees. Buildings are then stepped up in height towards the rear of the site taking advantage of expansive views to the south.

Multiple Points of Access - Multiple points of vehicular access are provided to ensure efficient circulation patterns and provide for ease of access by emergency vehicles while discouraging cut-thru traffic. Internal street-widths are sized to promote pedestrian movement while still accommodating emergency and delivery vehicles.

Solid Waste and Recycling Areas - Solid waste areas have been proposed in locations that are carefully chosen for access by businesses, offices, residents and collection vehicles. The areas are planned and designed to permit maximum screening and mitigation of inherent noise problems within the community and to the adjacent neighbors.

13-26

Pedestrian/Vehicle Separation - Pedestrian areas have been designed to provide clear separation by the use of contrasting or varying paving materials. Raised curbs will help to ensure the maximum safety of the pedestrian from motorists although provisions for handicap access will be integral in the design of critical access areas.

Narrow gutter profiles and accents of special street-print and/or pavers will help to further promote a pedestrian atmosphere. Where planter medians are not located over garage structures, tree plantings will be sized to provide essential shading.

Service Areas - Essential service access for retail shops will be designed to provide visually appealing architectural elevations where they are visible to adjacent streets. Primary service for waste removal from grill restaurants will be through lower levels of the parking garage.

During off-peak use hours some limited service loading may make use of on-street parking areas along Prestwick Rd. similar to Chapel Hill Town Center.

Bicycle Accommodations - Facilities for bicycle parking and storage will be provided for all residents in convenient, secure areas within the parking garage or building ground levels. Office buildings will include showers and changing facilities for bicyclists and those that choose to walk or jog to work. Street level bicycle racks will also be provided for visiting patrons of retail shops.

Transit - Existing bus turn-offs and shelters exist at two points along NC 54/Raleigh Rd. Signage and/or information promoting bus ridership will be provided as part of an overall Uniform Sign Plan and through community message boards. Pedestrian walkways will be located the greatest extent practical in order to provide easy access to bus stops.

Utilities - All new utilities serving University Village will be located underground and in locations that minimize unsightly views. Landscaping will be selected to provide the design intent while minimizing conflicts with essential utilities.

Architectural Character

University Village has been designed to be both visually interesting and provide a human scale that is compatible in form and proportion with the neighboring area. Comments from the CDC suggested integration of the architecture with the neighboring Prestwick Place office building. The buildings that compose University Village are designed to draw from the architectural vernacular of Chapel Hill's larger public buildings and residence halls. The scale of the buildings will serve to create a landmark community focus and urban edge to an area that is largely characterized by suburban-style structures. A human scale is maintained through careful proportion of design elements such as entryways, windows, balconies, signage and facades. Exterior materials, texture and colors are selected to further enhance a human scale. Roofs/parapets are designed to help screen essential HVAC and service facilities and remain appropriate for the style of architecture proposed.

13-27

The lighting of key architectural elements, pedestrian and vehicular ways is carefully designed to ensure safety of the residents while minimizing light trespass and nighttime light pollution. Cut-off fixtures which focus light on surface areas and reduce glare are critical to the design.

Landscape Character

The Landscape Plan for University Village proposes native plant species to fulfill the requirements outlined in the Town's Design Manual for buffers, screening and tree plantings. No invasive or exotic species are proposed and measures will be taken to protect existing trees that are to remain to the greatest extent possible.

End