

The Catholic Community of St Thomas More  
SPECIAL USE PERMIT MODIFICATION  
CHAPEL HILL, NORTH CAROLINA

## STATEMENT OF JUSTIFICATION

### A. Existing Use Summary & History Presented by the Church

We owe a tremendous debt to founding members of our parish who worked and sacrificed to build our first church. On land donated by W.D. Carmichael, Sr., a Gothic Revival church holding 350 people was dedicated on March 31, 1957. In 1964 an elementary school was added to the parish on other land also donated by the Carmichael's. It opened with 100 students, and by 1986, 340 pupils were enrolled.

This rapid growth required that the parish plan for the future and developed a Master Plan. In 1996, a Master Plan was developed by the STM Catholic Community and approved by the Town of Chapel Hill. The first phase included the building of a new church and expanding the school to grades 6-8. On Pentecost Sunday in 1997, ground was broken for the new and larger church, on ground adjacent to the school. Simultaneously, more classrooms were added to the school. In 2005, there were 450 children in our school. The new church was dedicated on December 12, 1998. Plans to build a gathering space, new church offices, auxiliary space, and a gymnasium that meets middle school standards were put on hold until this first phase was paid for.

However, our area and our parish population exploded. In 1986 there were 2,100 parishioners; by 1990, 2,900; by 1993, 4,000; and now there are more than 8,000. The number of households has grown from 200 in 1957 to over 2,200 in 2005, and is still growing. We now minister to more than 600 registered Hispanic families (2,500 people) and growing rapidly. And like any growing family, we must continue to meet new and different needs of our expanding parish family. We must, and will, provide the facilities that will make it possible to fulfill our mission to worship, to teach and to serve.

St Thomas More is a very vibrant and active community. With more than 100 active ministries, over 1,000 of our members are involved in one way or another. Our Faith Development program provides spiritual formation to more than 800 children, separate from the STM school program. Conscious of the needs of the larger community beyond our parish, St Thomas More helps and serve those less fortunate among us. Some of the ministries provide the following:

- Our Caring and Sharing Center receives and shares household and seasonal clothing items with our needy poor in Orange and surrounding counties. Open daily, the C&S Center is a regular stop for many who are in need in our area.

- We couple this with limited financial support for emergency situations, working in collaboration with Social Services and Inter-Faith Council.
- St Thomas More hosts, every year, the “Feria de la Salud”, a Latino health fair that provides screening and information/counseling, targeting the area’s Spanish speaking population. This event has grown over the years and more space is required to ensure proper service to our Latino constituency.
- We have also begun to host a Scam Jam event with the Chapel Hill Police Department, to increase awareness, particularly among Latinos, of different schemes and risks for scams. This event is also intended to promote services and resources available to protect their rights. The 2007 edition was a big success and we hope to continue the support and grow this important service.
- St Thomas More is a leading participant in many communal initiatives such as the Inter-Faith Council Kitchen, IFC Community House and IFC Crisis Intervention; providing volunteers and material and financial support to these programs. We are also heavily involved with Habitat for Humanity and Homestart Shelter for Women and Children. We sponsor one or two houses every year and provide meals and moral support to these people in need.
- Our community is also active in supporting migrant workers in our midst, providing goods for personal care during the summer months. Our Refugee Resettlement ministry helps many families and individuals in finding their way to join in our society after arriving from a foreign country.
- The Sister Parish project, initiated in 2002, is intended to bring our community closer to the parish of Santa Cruz de Juventino Rosas, in Guanajuato Mexico, where a considerable portion of our local Latino population comes from. As we grow in understanding and partnership with our sister parish, we can provide better services and ministry to our Latino brothers and sister.
- Other ministries like Hospital visitation, AIDS care and support, Catholic Charities, Elizabeth ministry and Meals on Wheels, also provide support and outreach in our local community.

## B. Context of Project

### ***1) PROPOSED NEW PARISH CENTER FACILITIES***

#### **Social Hall/large meeting space**

This will respond to our mission statement desire to “be a welcoming, loving, and reconciling community for all peoples,” and fill a long-felt need, never met since the move from the Gimghoul Rd. church. It will be a key component in bringing together different elements of the parish for wedding and funeral receptions, festivals, youth

dances, banquets, large classes, meetings, holiday events, Generation of Faith catechetical meetings, and so on. We plan for a large hall that will accommodate 500 seats or 1,000 people standing.

### **Meeting rooms and classrooms**

Our surveys indicated the need for flexible meeting rooms to meet ministry needs. These rooms will be used by both church and school for faith formation (religious education for children and youth), continuing education for adults which is evolving and growing, Hispanic ministries and many other ministries. We plan for three large dividable rooms and one smaller room.

### **Pastoral Care and Administrative Offices**

Current staff office space is simply inadequate. The existing offices were not designed to function as offices and were not upgraded because they were considered “temporary”. Significant modifications to walls, windows, electricity, etc. would be needed in this forty-one year old building. Investment in the current building would require that the building be brought up to Town codes which would be extremely expensive. Moving the offices to the new building will create a presence in the church area each day and would permit staff and volunteers to collaborate much more closely. These offices, with a more up-to-date modular design, will provide flexibility and efficiency and will be less costly in the long-term. Once the existing building is razed, the space would be utilized for a new parish gymnasium.

### **Library**

The library/media [resource] room will incorporate today’s rapidly changing technology. It is necessary for an effective Faith Formation program and for adult enrichment and education. It will be a resource for the entire community as well. Ideally, it will have larger and better access for increased accessibility to the members of the parish.

### **Kitchen**

A kitchen, associated with the social hall, will be provided. This mid-size catering/limited service kitchen will be built with plenty of room for expansion in the future, should the need arise. Additional smaller food serving areas in selected locations will also be provided.

### **Storage**

There is simply not enough storage to meet all the various needs of our community. Storage space is required for equipment, supplies, and items associated with social events in order for the office and 100 ministries to function efficiently.

### **Nursery**

We have many families in our parish who have young children. Their participation in the Sunday liturgy is enhanced when they are free from the responsibility of caring for their

children for that brief time. Many have said they would like to take part in other programs that take place at St. Thomas More, but they need a safe place for their young children while they attend. Our present facilities are simply not adequate. Research indicates that, after parking, nursery facilities are rated as the second most important priority for young families who are considering joining a parish. There will be space in the Parish Center for childcare facilities that will be located just a short walk away through an enclosed passageway past the Blessed Sacrament Chapel. The new nursery will permit expanding services from two Masses on Sunday to four, with expectation of 20-30 children per Mass. The nursery will have a half-bathroom and diaper changing station, and space for storing toys and other materials.

**Framing the Plaza**

Through this campaign we will be able to develop the plaza as the central outdoor gathering space. The new Parish Center will be connected to the Narthex of the Sanctuary with an enclosed walkway. But this will be more than just a hall or a protected way to get between the two buildings. In a sense it is a continuation of the narthex that completes the design of the central plaza of the parish campus and gives it definition. From the roadway it will present a unified look to our buildings and from the parking area will help define the main entrance to the Parish Center and our present Sanctuary.

**2) PROPOSED MODIFICATIONS TO OUR EXISTING CHURCH**

**Reconciliation Rooms**

We are a sacramental people. Our church is in many ways the place where our sacramental life is centered. We are baptized here, and confirmed. We are married and buried. We participate in the great Eucharistic Feast. And we also have our sins forgiven and are reconciled with God. In this project we will provide new sacramental space for two confessionals where we will be cleansed and made whole.

**Music and Liturgy**

Music is an integral part of our liturgy. The psalms themselves call on us to “make a joyful noise unto the Lord”. And we certainly make music here at St. Thomas More. These ministries include: cantors, instrumentalists and soloists, children’s choir, schola cantorum (11:15 choir), handbell choir, and celebration singers (9:15 choir), and a Hispanic choir. A designated rehearsal music room and storage is part of this project This would [also] free up the Sanctuary for other events (since all rehearsals are currently there), and permit preparation before Mass, allow for dividing and practicing by section, eliminate time-consuming set-up and take-down before every rehearsal, and provide adequate and secure storage of music, instruments, and equipment.

**Wedding/Bereavement Area**

There are no private areas near the narthex or Sanctuary. In times of joy and sorrow we often need a space where the participants can gather and prepare for the liturgy. This room will be available for brides and grooms to prepare before the wedding. It is a place for families at a funeral to gather privately if needed, or to receive friends who may wish to console them. Liturgical ministers or participants in special liturgies could assemble here in preparation for processions. While often called a bereavement/wedding area, this space will be valuable for a multiple of uses.

**Lounge, Vesting and Lavatory Facilities for our Priests**

The existing vestry is small and ill-suited to handle the needs of any occasion larger than our regular liturgical Mass functions. The room is crowded and does not allow our priests any privacy to accommodate parishioners wishing confidential moments of them, unrestricted dressing and lavatory access, nor personal quiet time between functions. Enlarging this space will provide for all these assets.

**Sacristy**

*Our working sacristy must be able to allow our volunteer ministers as well as our staff ample room to attend to their important, reverential work. At present, both its size and location are impediments to proper functioning. Consecrated elements must be "carted" from our altar area; storage is minimal and elbow room sparse. Further design hopes for the relocation of this space closer to the altar, as well as its enlargement.*

**Art and Environment Workroom**

The A&E Committee would like to use the current kitchen for its preparation work and storage, after the new multi-purpose building is constructed. Access to running water, sinks, counter work space for arranging decorations, and places for storing materials, large and small vases, large decorations, ladders, ironing boards and supplies are vitally important for them. The kitchen would suit their needs perfectly.

### **Elevator for School/Sanctuary**

*Any physically challenged school children must exit the school in order to move between the two floors. Access is through the narthex of the church and poses a great challenge during inclement weather such as rain, snow and ice. In addition, volunteers must do the same when carrying heavy items on carts/hand trucks to and from the storage facility on the first floor of the upper school.*

### **3) PROPOSED PARKING, IMPROVED EGRESS AND TRAFFIC CONTROL**

*We simply do not have enough parking spaces available to accommodate 2,200 registered household families. In addition, it takes too long to exit the campus following*

*the Masses. The project will add 150 additional spaces and improve egress and traffic control. Final design plans will require town approval.*

### **4) PROPOSED REPLACEMENT OF SCHOOL ART AND MUSIC TRAILERS WITH A PERMANENT STRUCTURE**

Several years ago, STM School acquired trailers as a temporary solution to have space for art and music instruction. The trailers have been with us an estimated 25 years for art and 15 years for music. Both are at the end of their useful life. The art trailer, in particular, is aging to the point of being un-maintainable. It is recommended that the replacement, not repair, of these two trailers be considered a “must-do” for the community in the building project.

### **5) PROPOSED PARISH GYMNASIUM**

A central focus of this campaign is a parish gymnasium. During the study process the need for such a facility came from many different groups. It will enhance family life in and out of the parish. It is necessary to provide a full program for our youth of all ages. But its use is not limited to our children. Adult sports leagues that bring members of the parish together seem to flourish when you have the facilities available. The location of the gymnasium emphasizes that this is a gymnasium for the entire community. It is a separate building – close to the school – close to the youth areas – close to meeting rooms – but not attached to any. It will have full locker facilities, lobby and office. It will serve as a core component for fellowship and athletics among all members of the community, young and old.

### **6) PROPOSED COLUMBARIUM AND ATHLETIC FIELDS**

A Columbarium is a peaceful final resting place for those who have been cremated. This would be a Catholic place to inter the ashes of a loved one. The Columbarium would be open to non-Catholic family members and spouses as well.

The Parish Athletic Field would be provided to support soccer and baseball for both adults and children. This too, along with the gymnasium, will be utilized by the entire parish community including the school. Bleachers will be provided at each field-for spectator viewing. The fields will not be lighted and will be for daylight use only.

### C. Specific Criteria

The project has been designed and will be developed in accordance with the Town's Design Guidelines and with LUMO.

### **Conformance to Town Design Guidelines**

In 1996, St. Thomas More Church and School received Master Plan approval from the Town of Chapel Hill for a full campus plan along with initial SUP approval to construction Phase 1.

In 1996-97 Phase 1 was constructed consisting primarily of a 1000 seat worship building and a middle school, supported by expanded on-site parking and a small play field.

Now in 2006 St. Thomas More Catholic Community comes to obtain Special Use Permit approval for the facilities and improvements that, in the main, were contemplated in the original Master Plan approval. The demolition of certain buildings, and the construction of the primary new facilities: a Parish Life Center, Gymnasium, Chapel and Art/Music Building, are all shown to be built as originally contemplated.

Since 1996, new needs for an expanded playfield, better access, expanded on-site parking, and other support facilities, especially a caring and sharing center, have been added to the original Master Plan layout because of needs that have been identified as the St. Thomas More Community has lived into its campus on Carmichael Street.

The St. Thomas More Catholic Community believes that the conceptual plans presented faithfully comply with their currently approved Master Plan and also respond thoughtfully and with good Stewardship to the needs and improvements that have become necessary as the Church and school have lived into their facilities and access.

St. Thomas More Church and School believe these plans meet the letter and spirit of Town Design standards and guidelines, are respectful to their neighbors and faithfully follow the Master Plan for their campus.

REQUIRED FINDINGS

**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”.**

Access to the property via Carmichael Street will be reconfigured to better accommodate existing and proposed traffic and also to better accommodate the surrounding property owners at the intersection with Fordham Boulevard. This was discussed in the Council and Community Design Commission hearings and will be refined as the project moves forward. This will be accomplished by the reconfiguration of Carmichael Street and the improvement of internal traffic flows. The existing traffic conditions in the vicinity will be improved and a Traffic Impact Analysis (TIA) has been performed for the Town of Chapel Hill and has been included with this submission to demonstrate this. The TIA shows there is no new traffic impact due to this project.

The current church property has access to water and sewer from Orange Water and Sewer Authority, is served by the Town of Chapel Hill’s solid waste and recycling collection services and fire department. The property has utility services provided by Duke Energy, AT&T, Time Warner and Public Service Gas. The proposed improvements will also be served by the existing providers.

The entire site is located within the Watershed Protection District and the eastern side of the site contains 6,483 square feet of area in the Upland and Manged Use Zones of the Resource Conservation District. The drainage and runoff from the property is now structured to flow to the existing Resource Conservation District on the east side of the property. There will be no construction or disturbance in the RCD zones. The existing water quality pond will be augmented by new, efficient improvements and enlarged somewhat in order to accommodate the projected modest increase in impervious surface of the site. Every effort at low impact design has and will continue to be applied so the 13% increase in impervious surface can be minimized to the maximum extent possible. Drainage and Water Quality Plans have been included to demonstrate this.

**FINDING #2**

**“That the use or development complies with all required regulations and standards of this chapter, including all applicable provisions of Articles 3 and 5 and the applicable specific standards contained in Article 6 and with all other applicable regulations”.**

The proposed expansion of the church complies with all required standards as set forth in the current Land Use Management Ordinance. This includes all dimensional, height, setback, parking, buffers and intensity requirements. An Alternative Buffer is proposed along the western boundary.



**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 the use or development is a public necessity.”**

There will be no change in the current use of the property. The proposed design is to maintain the existing size of the worship area and the school. The proposed facilities will simply augment current uses and will not result in new traffic impacts. The proposed facilities consist of support functions such as a Parrish Hall, a Chapel, a renovated gymnasium, an art and music building and a relocated caring and sharing area. The character of the surrounding areas will be maintained or enhanced by the proposed improvements to the church property.

The existing traffic conditions in the immediate vicinity will be improved by the proposed reconfiguration of Carmichael Street and the proposed new signalization of the intersection of Carmichael and Fordham Blvd. A Traffic Impact Analysis has been performed to show this and the fact there are no traffic impacts from this project.

The proposed plans also provide access to the property owned by UNC to the west. The reconfiguration of Carmichael Street will also provide better traffic flow for Aldersgate Methodist Church.

The proposed design is in accordance with the Zoning Atlas and is in harmony with the Comprehensive Plan for Chapel Hill.

**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”.**

The applicant believes that this proposed expansion plan for the church, the reconfiguration of Carmichael Street and the re-signalization of the intersection is in accordance with the Town’s Comprehensive Plan, that it will improve and enhance the public safety, and that it will maintain or increase the contiguous property values. The applicant also believes that the proposal complies with LUMO and that the religious, educational and recreational improvements will promote public health and welfare.

# 46 TOWN OF CHAPEL HILL - PROJECT FACT SHEET

[www.townofchapelhill.org/planning/index.htm](http://www.townofchapelhill.org/planning/index.htm)

## A. IDENTIFICATION OF DEVELOPMENT

Date: 3/7/08

Plans dated: 11/19/07 Tax Map 73, Block -----, Lot 5

Parcel Identification Numbers (PINs) 9798-04-5260

Name of Project: St. Thomas More Catholic Church

Proposal Summary: Modification of Special Use Permit

Use Group (Sec. 3.7-1): B Zoning District(s): R-5-C

## GROSS LAND AREA (Sec. 3.8-1)

Net Land Area (App. A) NLA 850,934

♦ Choose one of the following, or a combination, not to exceed 10% of the net land area figure.

Credited Street Area (App. A) Total adjacent frontage x ½ width of the dedicated public right-of-way CSA 85,093

Credited Open Space (App. A) Total adjacent frontage x ½ public or dedicated open space COS \_\_\_\_\_

TOTAL: GROSS LAND AREA (Sec. 2.51) NLA + (CSA and/or COS) = GLA (not to exceed NLA + 10%) GLA 936,027

## REQUIRED LAND USE INTENSITY (Sec. 3.8-1, 5.5)

(For multiple zoning districts, please attach a separate sheet with calculations)

Floor Area Ratio FAR 303 Maximum Floor Area (FAR x GLA) MFA 283,607

Impervious Surface Ratios

• Low Density Option ISR 0.24 Maximum Impervious Surface or (ISR x GLA) MIS 224,646

• High Density Option ISR 0.5 Maximum Impervious Surface or (ISR x GLA) MIS \_\_\_\_\_

• High Density Non Residential Option SR 0.7 Maximum Impervious Surface or (ISR x GLA) MIS \_\_\_\_\_

Recreation Space Ratio RSR N/A Minimum Recreation Space (RSR x GLA) RSR N/A

## D. DIMENSIONAL MATRIX REQUIREMENTS (Based upon proposed plans)

DIMENSIONAL MATRIX REQUIREMENTS			Existing (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Floor area	Floor Area on all Floors	FA	79,645	66,269	137,405
Principal Building Area	Floor Area on Ground Level	BA(1)	68,717	64,269	132,986
Garage Building Area	Enclosed Car Parking Area	BA(2)	--	--	--
Other Enclosed Building Area	Community Building, Storage, Etc.	BA(3)	--	--	--
Other Ground Level Building Area	Covered Porches, Breezeways, Car Parking (if underneath), Etc.	BA(4)	--	4,360	4,360
Building Area	BA(1)+BA(2)+BA(3)+BA(4)	BA	68,717	68,629	137,423
Basic Uncovered Area	GLA-BA	UA	867,310	867,398	798,681
Recreational Space (Sec. 5.5)		RS	--	--	--
Number of Seats			1,027	200	1,227
*Gross Land Area with Impervious Surface			239,291	125,009	364,300
			<small>Existing &amp; Constructed</small>		
*Percentage of Gross Land area with Impervious Surface (Imper÷GLA)			25.56%	13.35%	38.91%
*If Located in the Watershed Protection District, Percentage of Impervious Surface on July 1, 1993				12.91%	

\*Only if lot is less than 21,780sq.ft.

LOT SIZE	Required By Ordinance	Existing / Proposed
Lot Size (Sec. 3.8-1)	5,500 SF	936,027 SF
Lot width (Sec. 3.8-1)	50 SF	1,719 SF
Street Frontage Width (Sec. 3.8-1)	40 SF	1,702 SF

**D. DIMENSIONAL MATRIX REQUIREMENTS (Cont.)**

SETBACKS AND HEIGHT		Required By Ordinance	Existing / Proposed
Setbacks (Sec 3.8, Table 3.8-1)	Street	20	74/52
	Interior	6	65/22
	Solar	8	67/32
Maximum Height (Sec. 3.8-1)	Primary	39	N/A
	Secondary	60	35/35

BUILDINGS/DWELLING UNITS	Required Existing	Proposed	PARKING SPACES	Required Existing	Proposed	Percent of Total Spaces
Number of Buildings	10	10	Regular Spaces	253	399	94.55%
Number of Floors	NA	1 & 2	Compact Spaces	0	12	02.84%
Number of Dwelling Units	None	None	Handicap Spaces	11	11	2.61%
Number of Efficiency Units	N/A	N/A	Total Spaces	264	422	NA
Number of Single Bedroom Units	N/A	N/A	Loading Spaces	0	1	NA
Number of 2 Bedroom Units	N/A	N/A	Bicycle Spaces	0	36	N/A
Number of 3 Bedrooms Units	N/A	N/A				

**E. LANDSCAPE BUFFERYARDS (Sec 5.6)**

Location	Required Minimum Width	Proposed Width
1. North (UNC)	C-20' Internal	20'
2. East (15-501)	D-30' External	30'
3. South (UNC)	C-20' Internal	20'
4. West (UNC)	C-20' Internal	Alternate
5.		
6.		

**UTILITIES (✓ which applies)**

Water	Sewer	Electric Service	Telephone Service	Solid Waste Collection
OWASA <input checked="" type="checkbox"/>	OWASA <input checked="" type="checkbox"/>	Underground <input checked="" type="checkbox"/>	Underground <input checked="" type="checkbox"/>	Town <input checked="" type="checkbox"/>
# Well(s) <input type="checkbox"/>	# Septic Tank(s) <input type="checkbox"/>	Above Ground <input type="checkbox"/>	Above Ground <input type="checkbox"/>	Private <input type="checkbox"/>
Community Well(s) <input type="checkbox"/>	Comm. Package Plant <input type="checkbox"/>			

\*NOTE: Public water and sewer required if located inside Urban Service Boundaries.

Other	10 – 15%	>15-25%	>25%
Area in Slope Interval*			
Soil Type(s) On Lot	ApB, WtC2, WwC		

\* Only required for lots created after January 27, 2003.

**G. ADJOINING or CONNECTING STREETS**

STREET NAME	Right-of-Way Width	Pavement Width	No. of Lanes	Paved or Unpaved?	Existing Sidewalk (Yes/No)	Existing Curb/Gutter (Yes/No)
Carmichael St/US 15-501	200'	Varies	2 & 4	Paved	Portion	Portion

TOWN OF CHAPEL HILL

BOOK 1556 PAGE 202

306 NORTH COLUMBIA STREET
CHAPEL HILL, NORTH CAROLINA 27516
Telephone (919) 968-2700

ORANGE COUNTY

NORTH CAROLINA

SPECIAL USE PERMIT

KNOW ALL MEN BY THESE PRESENTS, that the undersigned property owner(s) the Most Reverend Joseph Gossman, Bishop of the Roman Catholic Diocese of Raleigh, NC having applied to the Town of Chapel Hill for a Special Use Permit for the use and development of the property hereinafter described, the same was granted by the Town of Chapel Hill on June 4, 1996, the terms of which are as follows:

NAME OF PROJECT: St. Thomas More
NAME OF DEVELOPER: St. Thomas More Church

DESCRIPTION OF PREMISE

LOCATION: 920 Carmichael Drive

TAX MAP REFERENCE : Chapel Hill Township Tax Map 73, Lot 5 9798-04-5260

DESCRIPTION OF DEVELOPMENT

GROSS LAND AREA: 936,429 sq. ft. OPEN SPACE: 874,561 sq. ft.
NUMBER OF BUILDINGS: One new building LIVABILITY SPACE: 752,057 sq. ft.
FLOOR AREA: Total (existing and proposed) 78,210 sq. ft. NUMBER OF PARKING SPACES: 250

SPECIAL TERMS AND CONDITIONS

Development according to the Site Plan dated February 23, 1996, on file in the Chapel Hill Planning Department, and according to the special terms and conditions set forth below:

Stipulations Specific to the Development

- 1. That construction begin by December 4, 1998 (two years from the date of Council approval) and be completed by December 4, 1999 (three years from the date of Council approval).
2. Land Use Intensity: This Special Use Permit approves a total Floor Area of 78,210 square feet; Open Space of 874,561 square feet; and Livability Space of 752,057 square feet.
3. Southernmost Driveway onto Public Right-of-Way: That the southernmost driveway access the site from Carmichael Street as proposed.

Required Improvements

- 4. Gravel Parking Lot: That the parking lot is not required to be paved as part of Phase I.

Stipulations Related to State and Federal Governments Approvals

- 5. Approval of Encroachment Agreements: That any required State permits or encroachment agreements be approved and copies of the approved permits and agreements be submitted to the Town of Chapel Hill prior to the issuance of a Zoning Compliance Permit.

Stipulations Related to Landscape Elements

- 6. Landscape Plan Approval: That a detailed Landscape Plan, Landscape Maintenance Plan, and Lighting Plan be approved by the Appearance Commission prior to issuance of a Zoning Compliance Permit.
7. Shade Trees on Carmichael Street: That shade trees be provided in small groupings along the eastern side of Carmichael Street, subject to the approval of the North Carolina Department of Transportation.

FILED
26 FEB 1997, at 11:25:10am
Book 1556, Page 202 - 204
Betty June Hayes,
Register of Deeds,
Orange County, N. C.

- 8. Landscape Protection Plan: That a Landscape Protection Plan be approved by the Town Manager prior to issuance of a Zoning Compliance Permit and that the Plan show the critical root zones of the significant trees on the site.

Stipulations Related to Building Elevations

- 9. Building Elevation Approval: That detailed building elevations be approved by the Appearance Commission prior to issuance of a Zoning Compliance Permit.
- 10. Fire Flow: That a fire flow report prepared by a registered professional engineer, showing that flows meet the minimum requirements of the Design Manual, be approved by the Town Manager prior to issuance of a Zoning Compliance Permit.
- 11. Fire Hydrant Relocated: That the applicant relocate Fire Hydrant #2 to the west side of private drive A.
- 12. Utility/Lighting Plan Approval: That the final utility/lighting plan be approved by Orange Water and Sewer Authority, Duke Power, Public Service Company, Southern Bell, applicable cable supplier, and the Town Manager before issuance of a Zoning Compliance Permit.

Miscellaneous Stipulations

- 13. Solid Waste Management Plan: That a detailed solid waste management plan, including a recycling plan and a plan for managing and minimizing construction debris, be approved by the Town Manager prior to the issuance of a Zoning Compliance Permit.
- 14. Dumpster Pad Relocated: That the dumpster pad be relocated so as eliminate the need for a long backing movement of the waste collection vehicles, subject to the Town Manager's approval prior to the issuance of a Zoning Compliance Permit.
- 15. Transportation Management Plan: That a Transportation Management Plan be approved by the Town Manager prior to issuance of a Zoning Compliance Permit. The Management Plan shall include:
  - a. Provisions for designation of a Transportation Coordinator;
  - b. Provision for an annual Transportation Survey and Annual Report to the Town Manager;
  - c. Quantifiable traffic reduction goals and objectives;
  - d. Ridesharing incentives;
  - e. Public Transit incentives.

In addition, annual reports shall be made to the Town Manager by January 1<sup>st</sup> of each year.

- 16. Detailed Plans: That final detailed site plan, grading plan, utility/lighting plans, stormwater management plan (with hydraulic calculations), which shows the method(s) of conveying the storm water around the building site, and a landscape plan and landscape management plan be approved by the Town Manager before issuance of a Zoning Compliance Permit, and that such plans conform to the plans approved by this application and demonstrate compliance with all applicable conditions and the design standards of the Development Ordinance and the Design Manual.
- 17. Erosion Control: That a soil erosion and sedimentation control plan be approved by the Orange County Erosion Control Officer and the Town Manager before issuance of a Zoning Compliance Permit.
- 18. Silt Control: That the applicant take appropriate measures to prevent and remove the deposit of wet or dry silt on adjacent paved roadways.
- 19. Construction Sign Required: That the applicant post a construction sign that lists the property owner's representative, with a telephone number; the contractor's representative, with a telephone number; and a telephone number for regulatory information at the time of issuance of a Zoning Compliance Permit.
- 20. Continued Validity: That continued validity and effectiveness of this approval is expressly conditioned on the continued compliance with the plans and conditions listed above.
- 21. Non-severability: If any of the above conditions is held to be invalid, approval in its entirety shall be void.

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**SUMMARY MINUTES OF A PUBLIC HEARING  
OF THE CHAPEL HILL TOWN COUNCIL  
MONDAY, SEPTEMBER 18, 2006, AT 7:00 P.M.**

Mayor Kevin Foy called the meeting to order at 8:00 p.m.

Council members present were Council members present were Laurin Easthom, Sally Greene, Ed Harrison, Cam Hill, Mark Kleinschmidt, Bill Strom, Bill Thorpe, and Jim Ward.

Staff members present were Town Manager Roger Stancil, Deputy Town Manager Florentine Miller, Assistant Town Manager Bruce Heflin, Town Attorney Ralph Karpinos, Town Information Officer Catherine Lazorko, Planning Director J. B. Culpepper, Development Coordinator Gene Poveromo, Senior Planner Kay Pearlstein, and Deputy Town Clerk Sandy Cook.

**Item 2 – Concept Plan – St. Thomas More Catholic Church**

Planning Director J. B. Culpepper stated that the applicant was proposing an increase in floor area to 133,000 square feet to include a Parish Center, gymnasium, athletic field, library, classrooms, and an Art and Music Building. She said the applicant also proposed a change to access and circulation with a new road alignment for Carmichael Street and a new second driveway for the campus. Ms. Culpepper noted that the site was located on 21.5 acres at 940 Carmichael Street between Laurel Hill Road and Raleigh Road. She said the Concept Plan proposed to modify LUMO and the SUP for the campus.

**Phil Post, with Phil Post and Associations, Inc. and speaking for the applicant, asked the Council to have a careful and patient view of this project. He noted that the new facilities being proposed were a part of the master plan formed 10 years ago. Mr. Post displayed an aerial view of the campus, noting the facilities now totaled about 80,000 square feet and they were proposing an additional 53,000 square feet, for a total of 133,000 square feet.**

**Mr. Post said the facilities proposed that would fulfill the master plan were not an expansion of the church, in that there would be no increase in the number of students or in the capacity of the sanctuary. He said the new facilities were to enhance the services of the Church, such as additional classrooms, administrative and storage space, and an Art and Music Building.**

**Mr. Post noted that there was a driveway on the site that was shared with Aldersgate United Methodist Church, and that shared driveway was contained within the UNC public right-of-way that had been conveyed by St. Thomas More to the original Country Club to provide access to the campus. He said currently there were 273 parking spaces, and with the number of Masses held on Saturdays and Sundays there were not enough parking spaces on site. Mr. Post said they proposed**

to add an additional 150 parking spaces to alleviate that problem. He said by redesigning the existing parking for more efficiency and adding a small amount of paving, those additional parking spaces could be accommodated.

Mr. Post pointed out the location of the existing stormwater control facility, noting that because good planning had taken place when the facility was first built it would continue to operate efficiently with the proposed additions.

Mr. Post pointed out the location on the site plan of a third driveway on Carmichael Street to help the circulation pattern. He indicated that one of the problems was that the existing intersection at Carmichael Street at 15-501 was awkward, noting that if you wanted to travel north at the traffic light traffic tended to stack up because vehicles had to make a 180-degree turn, which allowed only a small number of vehicles to exit during each light cycle. Mr. Post stated that Aldersgate had suggested that St. Thomas More encourage its visitors to use an alternate exit to relieve pressure on that lighted intersection.

Mr. Post said they had talked with Town staff and NCDOT officials, and had conceptually worked out an alternate traffic pattern. He said the new pattern would abandoned a portion of Carmichael and reroute the public road to come out at a 90-degree angle to the existing intersection, allowing traffic to make a left or right hand turn and improving efficiency. Mr. Post said they did have issues to work out with the neighbors, particularly with residents on Laurel Hill Road who feared opposing traffic would predominate, allowing traffic to backup onto Laurel Hill Road. He said some of that concern could be alleviated by resignalizing the intersection to give Laurel Hill Road a portion of the signal time to allow that traffic only to move.

Mr. Post said the second issue had to do with the existing driveway from Aldersgate. He said they had discussed the issue with Aldersgate and several proposals were being considered to alleviate that concern, including human traffic control to allowing the traffic stream to continue to move.

Mr. Post said the residents of St. James Place had also expressed concern about clearing in the corridor. He said they wanted to preserve that green corridor as much as possible to buffer the homes on St. James Place. Mr. Post said there had been talk about noise nearer to the homes, but with 40,000 to 50,000 trips per day on 15-501, if they could get the cars off of the site more quickly and efficiently they believe that would be a win-win situation. He said they believed that all, or nearly all, of the existing green corridor could be preserved.

Mayor pro tem Strom asked for a clearer explanation of the UNC access point. Mr. Post said UNC had indicated they had no intention of using the access but wanted to preserve their option for future access to its athletic facilities. He said St. Thomas More had offered to build the access to a point, so that if in the future UNC wanted to extend it, they would be able to do so.

Council Member Harrison asked if all of Carmichael Street was a Town-maintained road. **Mr. Post stated it was an NCDOT-maintained service road, located within the right-of-way of Highway 15-501. He indicated that neighbors had asked about the possibility of extending the dead-end to connect to Raleigh Road, and NCDOT had stated flatly that would not be allowed.**

Council Member Kleinschmidt asked what the degree of confidence was that the new signalization could be accomplished. **Mr. Post said they were very confident, noting it had been discussed conceptually during meetings with NCDOT and it had been well received.**

**Wes McClure, the project architect, reiterated that there would be a net new gain of 53,000 square feet. He displayed a site plan, and pointed out the existing facilities and the proposed new facilities on the campus. Mr. McClure also pointed out proposed ingress and egress points. Mr. McClure exhibited a three-dimensional drawing of the campus, and pointed out the existing structures on the site and where new structures were planned. He displayed an aerial view as well as an oblique view of the campus, pointing out existing components and indicating proposed special features.**

David Kirkman, representing the Trustees of Aldersgate United Methodist Church, stated that the Church had an objection to the new conceived exit point for the southern end of the St. Thomas More property, which abutted their property. He noted that was the only means of egress from their property. Mr. Kirkman said one of the “great shames” in all of this was that about 12 years ago the two churches had stood in harmony in matters of safety and easy ingress and egress of traffic from the two properties and from surrounding neighborhoods. He said that harmony no longer existed.

Mr. Kirkman said it was a shame they had had to write the letter to the Town that was included in tonight’s materials, but they had not written it precipitously. He said they had studied the plans for this project, and had attended neighborhood meetings and expressed their opinions. Mr. Kirkman said they had been assured that their opinions would be considered, but had learned that there would not be much of a change to accommodate their opinions. He stated that it appeared that the simple solutions had been ignored, and they wanted to continue dialogue with St. Thomas More, to which they had agreed.

Mr. Kirkman said they were encouraged by the proposal to resignalize the intersection to reduce many of the problems stated tonight, but were concerned that it may be difficult to accomplish. He said they wanted to “come to the table” to discuss concrete suggestions the concerns regarding the safety of their children, their elderly as well as other parishioners, and to find a way to avoid the threat of cut-through traffic.

Deil Wright, a member of Aldersgate United Methodist Church, said the details of this project were crucial aspects from the standpoint of signalization, the access, the configuration on the property, and especially the nature of the intersection at 15-501. He said it was equally important to minimize the amount of driver confusion experienced.



Mr. Wright said the number of joggers were also a concern, who often tried to cross from Laurel Hill to Mason Farm and the Golf Course. He said it was important that the two churches work out the specific details of how the flow would exit from the respective driveways, and how it would move from there.

Carol Hazard, a resident of Laurel Hill Road and a member of St. Thomas More Church, said about 19 years ago she had led the drive to get the stoplight at the intersection. She said she was encouraged by the dual signalization proposed since that was such a complicated intersection.

Winston Liao, also a resident of the Laurel Hill neighborhood, said he was encouraged by the collaboration amongst the parties to share information and find solutions. He said he wanted to see safety and preservation of the environment, and that the sense of neighborhood remain. Mr. Liao said he wanted to see that collaboration continued.

Council Member Kleinschmidt asked what exactly the controversy was here. He said he understood the traffic concern and the safety issue, but what exactly was the problem. Council Member Kleinschmidt asked if there was concern that the traffic light would not work. **Mr. Post said the Council understood that this was just a broad conceptual plan at this point, but was not sure if others understood that. He said one issue from Laurel Hill was how to get out into traffic safely, and they believed the suggested configuration at the traffic light would provide relief to that issue.**

**Mr. Post said the other issue was with Aldersgate, which was their one-way gravel driveway system. He said they park along that gravel driveway, and this plan would cause them to lose some of that existing parking. Mr. Post said since it was a one-way drive out, it had been suggested that people would try to use that drive in the opposite direction if traffic were to back up at the intersection. He said Aldersgate believed that anything that would promote that use of their driveway could be catastrophic. Mr. Post said as they move into final design that issue would have to be address.**

**Mr. Post said the third issue was that on Sunday mornings, there were several services held at both churches, and at times many vehicles were trying to exit at the same time, which created backup. He said the backup lasted for only about fifteen minutes, and that situation would be addressed as they moved forward. Mr. Post said he felt sure that they would be able to come forward with design solutions to address all of these issues.**

Council Member Ward asked about the number of additional parking spaces. **Mr. Post noted that currently there were 273, and they were proposing an additional 190, for a total of 463. He said that number was in general conformance with the original master plan, and they had been able to design the site so that very little additional paving would be required.**

Council Member Ward said he was employed by the Botanical Garden, and he was not aware that the Church had approached the Botanical Garden to apprise them of what was planned and he was disappointed about that. He stated that the traffic backed up so severely that it was to the point of being dangerous at that entrance, noting the cars took all of the capacity of the exit ramp on 15-501 with bumpers frequently sticking out into the road. Council Member Ward said he could not conceive how they could put more traffic onto this site and it not become even more dangerous. He said he also encouraged people to drive vehicles.

Council Member Ward said that Christopher Road was a two-lane road, but was used as a three-lane road since many times people parked along the roadway. He said he did not believe the additional parking would alleviate that. Council Member Ward stated that they had a capacity of 450 in the school, 1000 in the sanctuary, and a new social hall with a capacity of 500 people sitting and 1,000 standing. He said if you projected the number of cars needed to get that many people to the site, that was worrisome.

Council Member Ward said with a project like this, there needed to be a concept strategy at the concept stage to deal with traffic management, and he did not see that being accomplished with new turning lanes and new signalization. He said he did not see how the Church could be comfortable not addressing that with a reduction in the number of vehicles accessing the site. Council Member Ward said the Church needed to take steps internally with its congregation to address these problems. He said that having a parent drop a child off at school was the “old way” of doing business, and it could not continue. Council Member Ward said other ways of transporting children and parishioners to the site should be considered. He said the road system was failing on a daily basis.

**Mr. Post said in their discussions with NCDOT and Town staff, the stacking on 15-501 had been discussed. He said they had designed the site so that the stacking Council Member Ward had mentioned would take place internally on the site rather than on the roadway itself. Mr. Post said they had a plan to completely eliminate that backup onto 15-501.**

**Mr. Post said the issue about shoulder parking on Christopher Road should be eliminated with the additional parking provided on site. He said there might be some shoulder parking during heavy usage times, such as the Christmas holidays.**

Council Member Ward commented that the illustration displayed by Mr. Post did not adequately represent the issues this project must deal with. He said the intersection at Old Mason Farm Road was an issue, since many vehicles used that road as 15-501 failed. Council Member Ward said the community needed to know what the impacts were and what solutions might be used to address that.

Council Member Harrison said when this project came back before the Council, they would have to demonstrate that this plan could address the most over-capacity service road in the 15-mile 15-501 corridor. He said there were also a list of things that the applicant was asking NCDOT to do with its road, and some assurance was needed that

NCDOT would accept the improvements proposed. **Mr. Post said thus far they had received a good reception from NCDOT, and they would continue to work with them.**

Council Member Hill said the comment had been made that they were making preparations for the next twenty years. He suggested that they consider severing Carmichael Drive from their property, and working with NCDOT to see if access to 15-501 could be provided at the right-in, right-out access to the campus. He said that could be signalized so that during non-peak hours it could be a flashing light and operate as a stoplight during peak times.

Council Member Hill said the intersection was failing, adding there was a contemplated development at the other end of Finley Goal Course Road that would increase traffic dramatically if it were approved. He said it appeared that the present proposal would change a 180 degree turn into a 90 degree turn, but it was not reducing traffic at the light. Council Member Hill asked if that might be a better solution for the long-term.

Council Member Greene said the Church should seriously consider Council Member Hill's suggestion for either the existing entrance or the proposed new entrance. She stated that when school let out people came out of the existing right turn and performed a U-turn at Mason Farm Road, which created backup in the regular lanes. Council Member Greene said it was good to divert traffic off the access road to take pressure off the intersection, but they were potentially introducing more pressure to perform the U-turn. She asked that they seriously consider Council Member Hill's suggestion.

**Mr. Post responded that they had raised that issue with NCDOT, and it had been summarily rejected. He said from what he had heard tonight, he was convinced they should approach NCDOT again, and perhaps with the staff and the Council's help they may have more success.**

Council Member Ward reiterated that he wanted the applicant to look at ways to reduce the number of cars attracted to the site. He suggested using the Church's regular bulletin or its web site to address that. Council Member Ward said steps should be taken to increase the number of people in each vehicle that visited the site.

Council Member Ward asked about the planned long-term capacity for the school. Carlos Lima, Parish Administrator, responded that the current capacity was 470 students, and currently there were 460 enrolled. He said there were no plans, long-term or otherwise, to increase the capacity of the school. Mr. Lima said they planned to increase the number of classrooms for each grade level, but not the total number of students.

Mayor Foy agreed that the Church needed to look at ways to try to minimize the traffic impacts of the campus. He said increasing the number of parking spaces only encouraged people to drive their cars, and he believed there were other solutions. Mayor Foy said the Church should consider promoting other forms of transportation. He said he would like to hear when this came back how the Church would respond to that.

COUNCIL MEMBER WARD MOVED, SECONDED BY COUNCIL MEMBER GREENE, ADOPTION OF [RESOLUTION R-1](#). THE MOTION WAS ADOPTED UNANIMOUSLY (9-0).

**CONCEPT PLAN REVIEW SUMMARY MINUTES  
COMMUNITY DESIGN COMMISSION  
WEDNESDAY, MAY 17, 2006, 7:00 P.M.**

Chairperson Jonathan Whitney called the meeting to order at 7:00 p.m. Commission members present were George Cianciolo, Gretchen MacNair, Laura King Moore, Scott Nilsen, and Robin Whitsell. Staff members present were Senior Planner Kay Pearlstein, and Planning Technician Kay Tapp.

**ST. THOMAS MORE CHURCH (File No. 7.73..5)**

A request for a Concept Plan has been submitted which proposes changes to the St. Thomas More Church. The Concept Plan proposal includes changes to access and circulation with a new road alignment for Carmichael Street and a new second driveway for the St. Thomas More campus Phase 1, an increase in floor area, and an increase in parking spaces. An increase to floor area of 133,000 square feet is proposed to include a Parish Center, gymnasium, athletic field, library, classrooms, and an Art and Music Building. An increase to parking is proposed for 130 new spaces. The 20.5-acre site is zoned Residential-5-Conditional (R-5-C). The site is located at 940 Carmichael Street between Laurel Hill Road and South Road (see area map on back). The Concept Plan also proposes to modify the Master Land Use Plan for the campus. The site is identified as Chapel Hill Township, Tax Map 73, Lot 5.

**CONCEPT PLAN PRESENTATION**

The applicants for the St. Thomas More campus expansion presented a power point presentation of images taken from a scale model of the proposed campus expansion. The Master Plan for the campus is proposed to be realized through a series of construction phases completed within a 15-year span of time. The design team presented a concept plan for 133,000 square feet of floor area and several outdoor activity spaces.

**CITIZEN COMMENTS**

1. A neighbor on Fern Lane expressed concerns about traffic in the area and the realignment of Carmichael Street proposed with the application. He stated that from 2:45 to 3:00 p.m., the Laurel Hill Road/Fern Lane intersection is difficult to make a turning motion now. In addition, he stated that OWASA is planning to construct two large ditches along The Pinetum and could make traveling in the area even worse.

**COMMUNITY DESIGN COMMISSION QUESTIONS AND COMMENTS**

1. Commissioner Jonathan Whitney asked if the campus expansion is being coordinated with UNC campus expansion. **The applicant replied that they would like to work with the University. They stated that they had sent a letter to the University of their hope of working together.**

Commissioner Whitney asked for an explanation of how stormwater was proposed to be managed. **The applicant responded that the existing basin is proposed to be enlarged to handle additional capacity expected with the new building expansion. In response to the questions of proposed playing fields, the applicant responded that the existing wooded area is to be cleared and graded.**

Commissioner Whitney also expressed concern with light spillage and lighting in general. **The applicant responded that the parking lot lights will be on timers and that the sports fields will not be lit initially but may in the future.**

Caution about the reduced width of the buffer along Carmichael Street proposed with the expansion was expressed. Commissioner Whitney stressed the importance of maintaining good buffers along Fordham Blvd. and that future study of all buffers was important.

2. Commissioner Robin Whitsell asked what neighbors thought about the rerouting of Carmichael Street. She has heard that residents have a huge wish that Laurel Hill Road would continue to Fordham Blvd. She was also concerned about the diminished buffer adjacent to houses off St. Johns Place and recycling/refuse location. **The applicant replied that the new refuse/recycling location would be in the new parking lots.**
3. Commissioner Laura Moore likes the open space, courtyard, and architecture of the proposal. She asked if the parishioners would continue parking off Carmichael Street. **The applicant responded they would.**

**She likes the efficient parking layout that appeared to flow well with the exception of the middle driveway entrance where parking is shown on both sides of the driveway. She suggests a more free-flowing middle drive aisle with removal of the parking area which appears forced.**

4. Commissioner George Cianciolo thinks the plan is good overall and that traffic management should be the first concern of the expansion plans. He supports the location for the school and suggests that UNC be contacted to consider using the school space at night. He encourages the applicant to employ “green building” techniques.

A letter from the Aldersgate United Methodist Church was submitted to the Town following the meeting and is attached.

Prepared for: Jonathan Whitney, Chair  
Prepared by: Kay Pearlstein, Staff

### STM Energy Management Plan.

The Catholic Community of St Thomas More is planning on installing an energy-efficient set of buildings in the upgrade planned for the current campus. We expect to purchase a percentage of our energy from NC Greenpower and thereby increase the awareness of the parish community concerning this funding for alternative energy development. A possible plan would be to purchase the energy needed for our external lighting.

The parish has a committee for "Environmental Stewardship".

In the past few years, we have been very active in improving the energy efficiency of our older school building. We have installed double-pane glass in the classrooms, installed new insulation in the classrooms and hallways, installed highly efficient lighting and replaced the skylights with new and more efficient ones. In addition, we installed low-flush toilets throughout the school. We monitored utility bills to verify lowered energy and water utilization. Likewise, we have adjusted thermostats down in the winter and up in the spring and summer to further lower energy utilization. As a note, we would find a more detailed utility bill very useful in monitoring and targeting such improvements.

In our new buildings, we are planning on high-efficiency HVAC to enable us both to conserve energy and to maintain good indoor air quality through efficient exchange. We plan on installing all the features that we have added to the older building. And we plan on continuing close management of the resulting energy utilization, expecting to use computerized energy management systems in our major facilities.

*Received from Phil Post Associates Feb. 21, 2008*

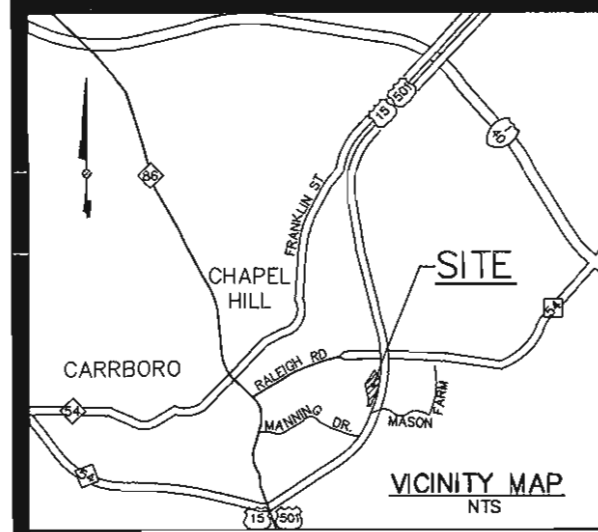
**Stipulations Specific to the Development**

1. Construction Deadline: That construction begins by (four years from the date of Council approval) and be completed by (ten years from the date of Council approval).

14. Payment-In-Lieu of Transit Improvements: That prior to the issuance of a Zoning Compliance Permit, the applicant shall provide a payment-in-lieu to the Town, not to exceed \$10,000, for a bus-stop shelter and associated amenities, including a pad, bench, lighting, and trash can to be located at the proposed bus pull off on the southbound lane of US 15-501 Bypass at Mason Farm Road. The funds will be refunded, at the applicant's request, if 1) the bus-stop pull off is not constructed, or 2) there is not active bus-service at the bus-stop 5 years after the issuance of the first Certificate of Occupancy.

*Applicant Awarded 8-5-08*





# SAINT THOMAS MORE CATHOLIC COMMUNITY

## MODIFICATION OF SPECIAL USE PERMIT 940 CARMICHAEL STREET CHAPEL HILL NORTH CAROLINA

**DRAWING INDEX**

SHEET NUMBER	TITLE
S-1	COVER
S-2	AREA MAP
S-3	SITE ANALYSIS PLAN
S-4	EXISTING CONDITIONS PLAN
S-5	DEMOLITION PLAN
S-6	SITE PLAN (1"=60')
S-7	SITE PLAN (1"=40')
S-8	SITE PLAN (1"=40')
S-9	GRADING, DRAINAGE & WATER QUALITY PLAN (1"=60')
S-10	GRADING, DRAINAGE & WATER QUALITY PLAN (1"=40')
S-11	GRADING, DRAINAGE & WATER QUALITY PLAN (1"=40')
S-12	UTILITY PLAN
S-13	LANDSCAPE PROTECTION PLAN (1"=60')
S-14	LANDSCAPE PLAN (1"=40')
S-15	LANDSCAPE PLAN (1"=40')
S-16	LANDSCAPE SHADING PLAN
S-17	PLAN & PROFILE FOR CARMICHAEL & UNC ACCESS DRIVE
A-18	PHASE 1 BUILDING ELEVATIONS
A-19	PHASE 2 BUILDING ELEVATIONS

**SUP DEVELOPMENT INFORMATION:**

TAX PARCEL:	TAX MAP 73-.5;
PIN NUMBER:	9798-04-5260
EXISTING ZONING:	R-5-C
PARCEL SIZE:	21.488 AC; 936,027 SF (GLA)
EXISTING FLOOR AREA:	79,645 SF
DEMOLITION FLOOR AREA:	8,432 SF
PROPOSED FLOOR AREA:	66,269 SF
TOTAL FLOOR AREA:	137,405 SF

ALLOWABLE FLOOR AREA PER APPROVED SUP & CURRENT ZONING:	283,607 SF
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EXISTING PARKING:	264 SPACES (MARKED SPACES) 276 APPROVED SPACES
PROPOSED NEW PARKING:	146 SPACES
TOTAL PARKING:	422 SPACES
BICYCLE PARKING:	61 SPACES
EXISTING IMPERVIOUS SURFACE:	121,221 SF (12.95%) (GRANDFATHERED)
CONSTRUCTED IMPERVIOUS SURFACE:	118,070 SF (12.61%)
INCREASE IN IMPERVIOUS SURFACE:	125,009 SF (13.35%)
TOTAL PROPOSED IMPERVIOUS SURFACE:	364,300 SF (38.92%)
WATERSHED PROTECTION/RCD:	ENTIRE SITE IS WITHIN WATERSHED PROTECTION DISTRICT 6,489 SF (0.7%) OF SITE IS WITHIN THE UPLAND AND MANAGED USE ZONES OF THE RCD.

**ORANGE COUNTY SOLID WASTE NOTES:**

- BEFORE DEMOLITION OR CONSTRUCTION SHALL START, CONTACT ORANGE COUNTY SOLID WASTE STAFF TO SCHEDULE PRE-DEMOLITION AND PRE-CONSTRUCTION CONFERENCE.
- PRIOR TO ANY DEMOLITION OR CONSTRUCTION ACTIVITY ON THE SITE THE APPLICANT SHALL HOLD A DECONSTRUCTION ASSESSMENT CONFERENCE WITH THE COUNTY'S SOLID WASTE STAFF CONCERNING BUILDINGS TO BE REMOVED FROM THIS SITE.
- ANY GATE DESIGN WILL INCLUDE GATE RETAINERS.
- THE USER WILL BE RESPONSIBLE FOR OPENING GATES TO DUMPSTER AREA ON COLLECTION DAYS OF ANY MATERIAL(S) TO BE COLLECTED FROM THIS LOCATION.
- IF ANY VEHICLES ARE PARKED IN THE REFUSE OR RECYCLABLES COLLECTION VEHICLE ACCESS AREA, THE CONTAINER WILL NOT RECEIVE SERVICE UNTILL THE NEXT SCHEDULED COLLECTION DAY.
- ORANGE COUNTY WILL NOT BE RESPONSIBLE FOR ANY PAVEMENT DAMAGE THAT MAY RESULT FROM SERVICE VEHICLES.

**CIVIL ENGINEER:**

PHILIP POST & ASSOCIATES  
401 PROVIDENCE RD. SUITE 200  
CHAPEL HILL, N.C. 27514  
TEL. (919) 929-1173  
FAX (919) 493-4568

**ARCHITECT:**

LITTLE DIVERSIFIED  
410 BLACKWELL STREET  
DURHAM, NC 27703  
TEL. (919)-474-2500  
FAX. (919)-474-2502

**OWNER:**

THE CATHOLIC COMMUNITY OF ST. THOMAS MORE  
940 CARMICHAEL STREET  
CHAPEL HILL, NC 27514  
TEL. (919) 942-1040  
FAX (919) 942-6193  
CHURCH.ST-THOMASMORE.ORG

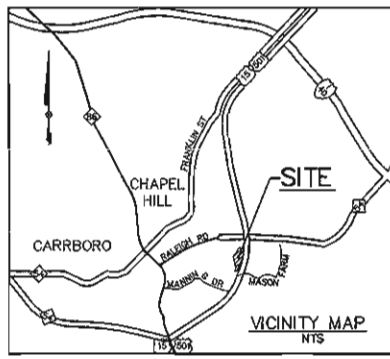
ENGINEERS  
PLANNERS  
SURVEYORS  
PHILIP  
POST  
&  
ASSOCIATES  
401 Providence Road  
Chapel Hill, NC 27514  
919-929-1173  
482-2800 • 850-9862  
822 North Elm Street  
Greensboro, NC 27401  
(919) 733-7711



COVER SHEET  
SPECIAL USE PERMIT  
ST. THOMAS MORE CATHOLIC CHURCH  
CHAPEL HILL  
ORANGE COUNTY, N.C.

SCALE: NONE  
DRAWN BY: JRW  
CHECKED BY: JLM  
DATE: 11/11/2007  
PROJECT NO.: 050503  
DRAWING NO.: A1723206  
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REVISIONS  
1. 03-06-2008 PER 1ST ROUND SUP COMMENTS  
2. 09-03-2008 TOWN STAFF COMMENTS



- LEGEND**
- 1000' NOTIFICATION LIMIT
  - R-1 --- EXISTING ZONING DISTRICT/BOUNDARY
  - EXISTING R/W, ROADWAY, DRIVEWAY & SIDEWALKS
  - EXISTING FIRE HYDRANTS
  - EXISTING STRUCTURES (RESIDENTIAL USE)
  - SITE LOCATION



PHILIP  
POST  
&  
ASSOCIATES

ENGINEERS  
PLANNERS  
SURVEYORS

401 Providence Rd. # 200  
Chapel Hill, NC 27514  
919-966-1400  
919-966-9882

Greensboro, NC  
(336)273-7711



ST. THOMAS MORE  
NOTIFICATION MAP  
AREA MAP

CHAPEL HILL, NC  
GRANDE COUNTY, N.C.

SCALE: 1"=300'  
DRAWN BY: JRW  
CHECKED BY: PLM  
DATE: 11/19/2007  
PROJECT NO.: 540803  
DRAWING NO.: 540803M01

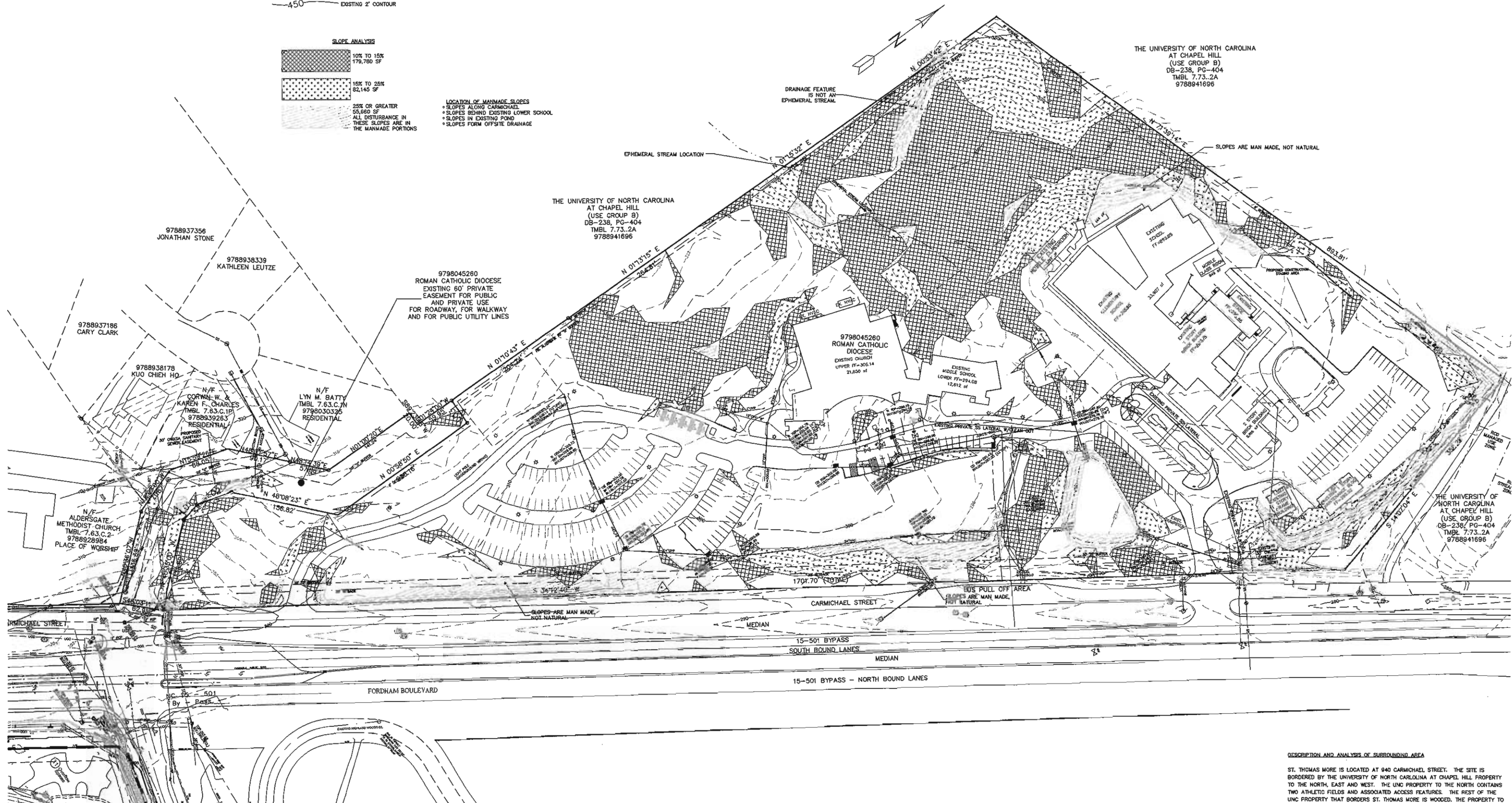
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REVISIONS

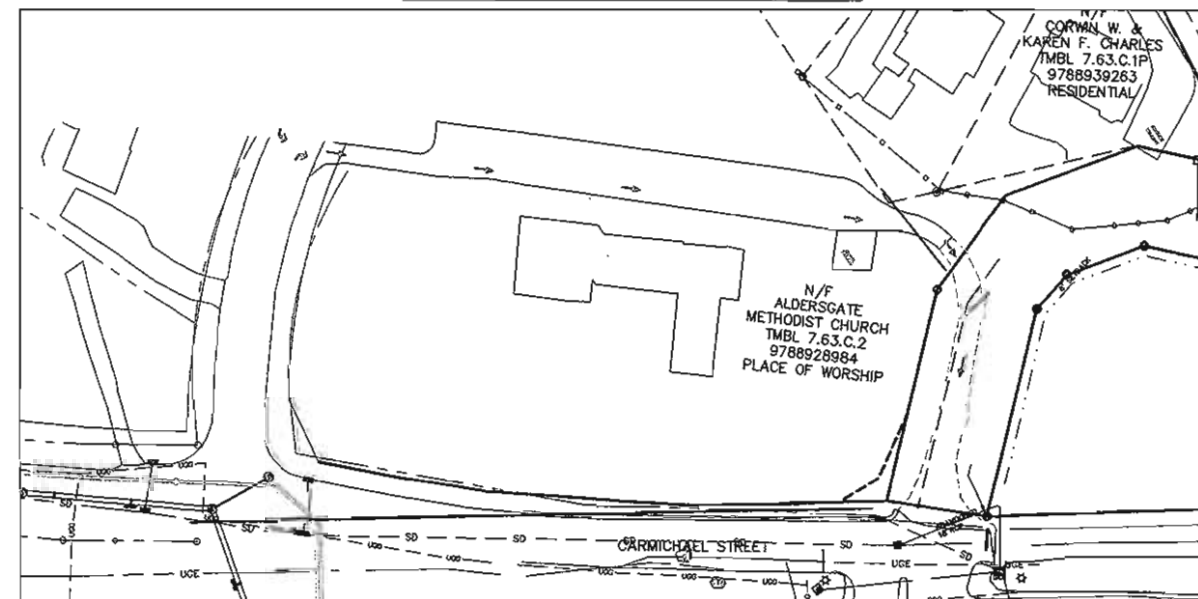
- LEGEND**
- PEDESTRIAN SIGNAL
  - EXISTING STREET LIGHT
  - EXISTING FIRE HYDRANT
  - EXISTING OVERHEAD TEL./ELEC. W./POLE
  - TOWN RESOURCE CONSERVATION DISTRICT
  - EXISTING 2' CONTOUR

- SLOPE ANALYSIS**
- 10% TO 15%  
179,760 SF
  - 15% TO 25%  
82,145 SF
  - 25% OR GREATER  
25,660 SF
- ALL DISTURBANCE IN THESE SLOPES ARE IN THE MANMADE PORTIONS

- LOCATION OF MANMADE SLOPES**
- SLOPES ALONG CARMICHAEL
  - SLOPES BEHIND EXISTING LOWER SCHOOL
  - SLOPES IN EXISTING POND
  - SLOPES FROM OFFSITE DRAINAGE



EXISTING ALDERSGATE METHODIST TRAFFIC PATTERN



**DESCRIPTION AND ANALYSIS OF SURROUNDING AREA**

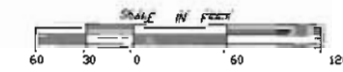
ST. THOMAS MORE IS LOCATED AT 940 CARMICHAEL STREET. THE SITE IS BORDERED BY THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL PROPERTY TO THE NORTH, EAST AND WEST. THE UNC PROPERTY TO THE NORTH CONTAINS TWO ATHLETIC FIELDS AND ASSOCIATED ACCESS FEATURES. THE REST OF THE UNC PROPERTY THAT BORDERS ST. THOMAS MORE IS WOODED. THE PROPERTY TO THE SOUTH WEST IS THE ST. JAMES PLACE CULDESAC, A RESIDENTIAL AREA. THE PROPERTY LOCATED TO THE EXTREME SOUTH WEST IS THE ALDERSGATE METHODIST CHURCH PROPERTY. CARMICHAEL STREET BORDERS THE EAST PORTION OF THE SITE. THE SURROUNDING PROPERTY WILL BE ENHANCED BY THE PROPOSED PLANS. PLEASE REFER TO THE STATEMENT OF JUSTIFICATION FOR MORE DETAIL.

ALL OF THE SURROUNDING PROPERTIES ARE ZONED R-1 AND THE ST. THOMAS MORE PROPERTY IS ZONED R-5-C.

WATER AND SEWER IS PROVIDED BY ORANGE WATER AND SEWER AUTHORITY. DUKE ENERGY PROVIDES ELECTRIC SERVICE IN THE AREA.

**TRAFFIC ANALYSIS**

THE CURRENT TRAFFIC CONDITIONS OF CARMICHAEL STREET, OLD MASON FARM ROAD AND FORDHAM BOULEVARD INTERSECTION IS VERY CONGESTED AND INEFFICIENT DURING HOURS OF PEAK TRAFFIC. THE PROPOSED PLANS CALL FOR THE RECONFIGURATION OF CARMICHAEL STREET AND NEW SIGNALIZATION AT THIS INTERSECTION TO IMPROVE THE CURRENT CONDITIONS. THE INTERNAL TRAFFIC PATTERNS OF THE SITE HAVE BEEN REVISED TO HELP REDUCE TRAFFIC SPILLING OUT ONTO FORDHAM BLVD. DURING SCHOOL PEAK TRAFFIC HOURS. THERE IS NOT A SIMPLE FIX TO THE CONGESTED TRAFFIC IN THIS AREA AS STATED IN THE TRAFFIC IMPACT ANALYSIS. IT IS THE DESIRE OF THE ST. THOMAS MORE CATHOLIC COMMUNITY TO IMPROVE THE EXISTING TRAFFIC CONDITIONS IN THE VICINITY OF THEIR SITE AS MUCH AS POSSIBLE THROUGH THE IMPLEMENTATION OF THIS PLAN.



**PHILIP POST & ASSOCIATES**  
 ENGINEERS  
 PLANNERS  
 SURVEYORS  
 401 Franklin Rd. # 200  
 Chapel Hill, NC 27514  
 (919) 968-1173  
 403-2800 800-860-8662  
 Greensboro, NC  
 (336) 273-7711



**SITE ANALYSIS PLAN**  
**SPECIAL USE PERMIT**  
**ST. THOMAS MORE CATHOLIC COMMUNITY**  
 ORANGE COUNTY, N.C.

SCALE: 1"=50'-0"  
 DRAWN BY: JEW  
 CHECKED BY: JHM  
 DATE: 11/19/2007  
 PROJECT NO.: 2405033  
 DRAWING NO.: 2405033-02  
 THIS DRAWING IS THE PROPERTY OF PHILIP POST & ASSOCIATES. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PHILIP POST & ASSOCIATES.

REVISIONS  
 1. 03-05-2008 PER 1ST ROUND SUP. COMMENTS

SHEET S-3  
 OF 19

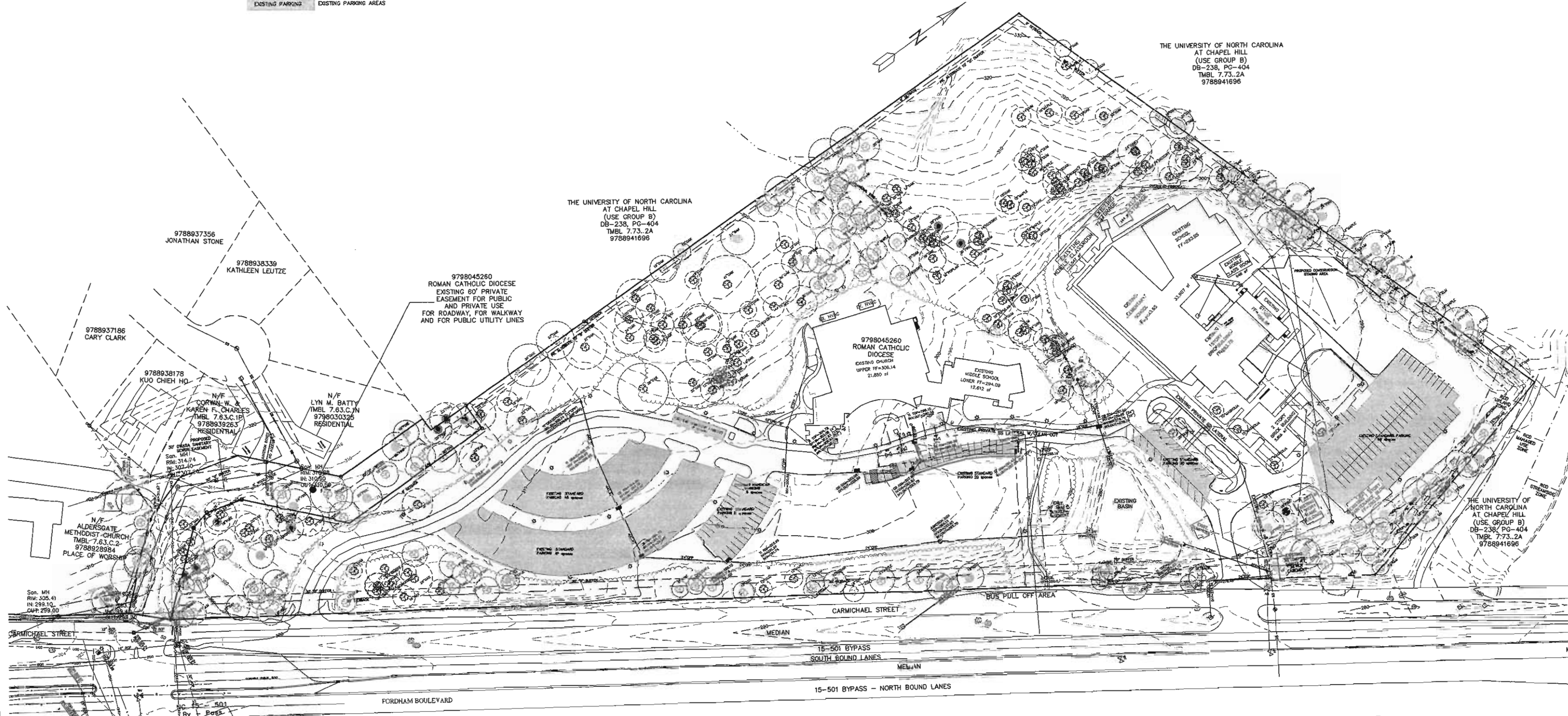


- LEGEND**
- PEDESTRIAN SIGNAL
  - EXISTING STREET LIGHT
  - EXISTING FIRE HYDRANT
  - EXISTING TREE W/ ROOTZONE
  - EXISTING SHRUB
  - EXISTING TREELINE
  - EXISTING OVERHEAD TEL./ELEC. W/POLE
  - 450--- EXISTING 2' CONTOUR
  - EXISTING TREE/SHRUB TO BE REMOVED W/DRIFLINE
  - ☆ EXISTING STREET LIGHT
  - EXISTING PARKING
  - EXISTING PARKING AREAS

**LAND AREAS**

	64	SQ. FT.	ACRES
1. NET LAND AREA		850,934	19.534
2. GROSS LAND AREA		936,027	21.488
3. AREA IN UPLAND ZONE		6,452	0.14
4. AREA IN MANAGED USE ZONE		31	0.00
5. TOTAL AREA IN RCD		5,403	0.14
6. EXISTING IMPERVIOUS SURFACE		121,221	2.782
7. CONSTRUCTED IMPERVIOUS SURFACE		118,070	2.711

**NOTES:**  
1. ENTIRE TRACT IS IN WATERSHED PROTECTION DISTRICT.



THE UNIVERSITY OF NORTH CAROLINA  
AT CHAPEL HILL  
(USE GROUP B)  
DB-238, PG-404  
TMBL 7.73.2A  
9788941696

THE UNIVERSITY OF NORTH CAROLINA  
AT CHAPEL HILL  
(USE GROUP B)  
DB-238, PG-404  
TMBL 7.73.2A  
9788941696

9798045260  
ROMAN CATHOLIC DIOCESE  
EXISTING 60' PRIVATE  
EASEMENT FOR PUBLIC  
AND PRIVATE USE  
FOR ROADWAY, FOR WALKWAY  
AND FOR PUBLIC UTILITY LINES

9798045260  
ROMAN CATHOLIC  
DIOCESE  
EXISTING CHURCH  
UPPER FF=306.14  
21,850 sf

EXISTING  
MIDDLE SCHOOL  
LOWER FF=294.09  
12,612 sf

THE UNIVERSITY OF  
NORTH CAROLINA  
AT CHAPEL HILL  
(USE GROUP B)  
DB-238, PG-404  
TMBL 7.73.2A  
9788941696

ENGINEERS  
PLANNERS  
SURVEYORS  
**PHILIP  
POST  
&  
ASSOCIATES**  
401 Providence Rd. # 200  
Chapel Hill, NC 27514  
919-966-8822  
919-966-8822  
919-966-8822



**EXISTING CONDITIONS PLAN**  
**SPECIAL USE PERMIT**  
**ST. THOMAS MORE CATHOLIC COMMUNITY**  
ORANGE COUNTY, N.C.  
CHAPEL HILL

SCALE: 1"=60'-0"  
DRAWN BY: JEM  
CHECKED BY: JEM  
DATE: 08/20/2023  
PROJECT NO. 543003  
DRAWING NO. A4732006  
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REVISIONS

NO.	DATE	DESCRIPTION
1.	03-05-2023	PER 1ST ROUND SIP COMMENTS

SHEET S-4  
OF 19

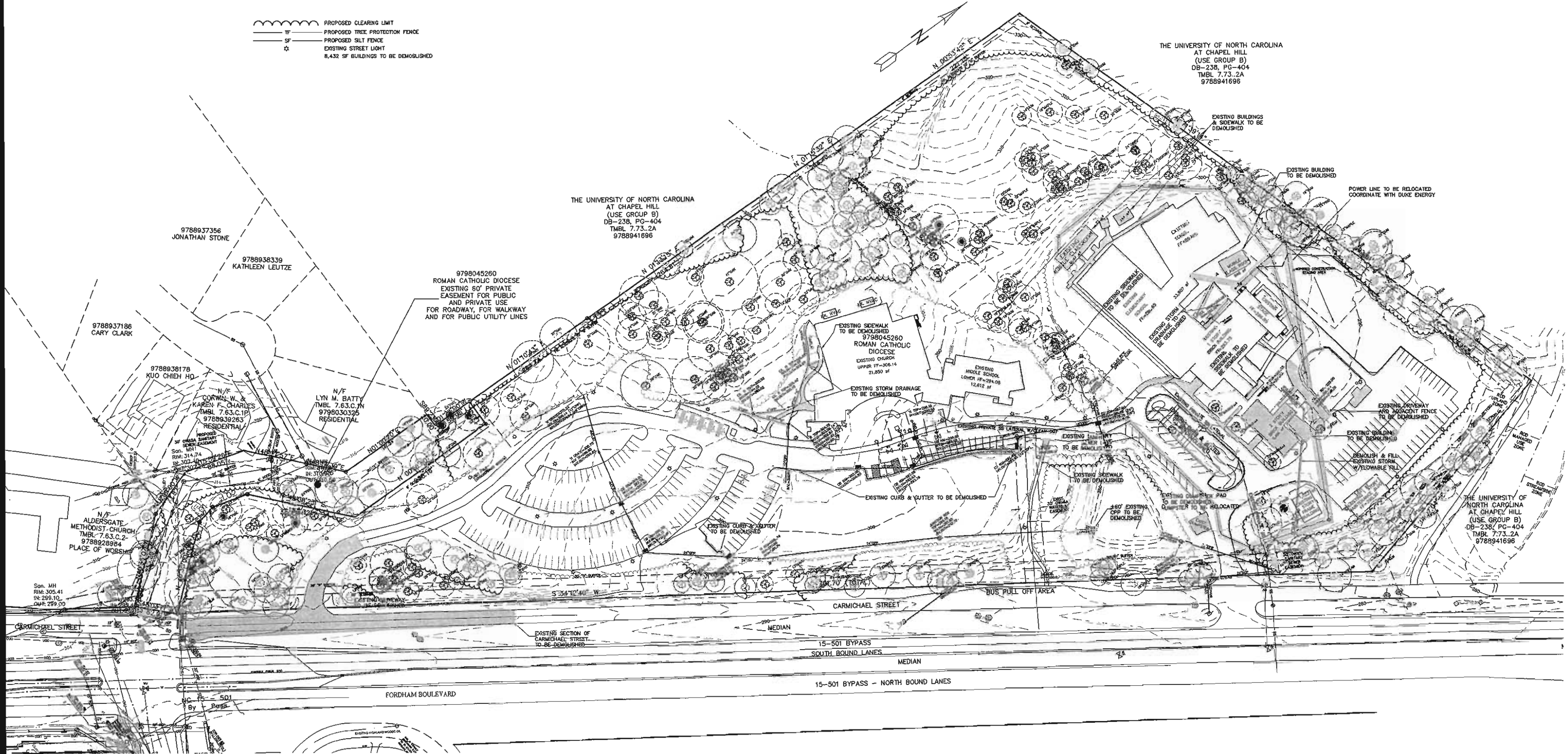


- LEGEND**
- PEDESTRIAN SIGNAL
  - EXISTING STREET LIGHT
  - EXISTING FIRE HYDRANT
  - EXISTING TREE W/ ROOTZONE
  - EXISTING SHRUB
  - EXISTING TREELINE
  - EXISTING OVERHEAD TEL./ELEC. W/POLE
  - EXISTING Z' CONTOUR
  - EXISTING FEATURE TO BE DEMOLISHED
  - EXISTING TREE/SHRUB TO BE REMOVED W/DRIPLINE
  - PROPOSED CLEARING LIMIT
  - PROPOSED TREE PROTECTION FENCE
  - PROPOSED SILT FENCE
  - EXISTING STREET LIGHT
  - 8,432 SF BUILDINGS TO BE DEMOLISHED

**LAND AREAS**

	SO. FT.	ACRES
1. NET LAND AREA	65	850,894
2. GROSS LAND AREA		936,027
3. AREA IN UPLAND ZONE		6,452
4. AREA IN MANAGED USE ZONE		31
5. TOTAL AREA IN RDS		6,483
6. EXISTING IMPERVIOUS SURFACE		121,221
7. CONSTRUCTED IMPERVIOUS SURFACE		118,070

**NOTES:**  
1. ENTIRE TRACT IS IN WATERSHED PROTECTION DISTRICT.



**PHILIP POST & ASSOCIATES**  
ENGINEERS  
SURVEYORS  
407 Providence Rd. # 200  
Chapel Hill, NC 27514  
(919) 938-1172 650-8862  
483-2800 850-8862  
Chapel Hill, NC  
(336) 323-7711



**DEMOLITION PLAN**  
**SPECIAL USE PERMIT**  
**ST. THOMAS MORE CATHOLIC COMMUNITY**  
ORANGE COUNTY, N.C.  
CHAPEL HILL

SCALE: 1"=60'-0"  
DRAWN BY: JRM  
CHECKED BY: JRM  
DATE: 11/19/2007  
PROJECT NO.: 545553  
DRAWING NO.: A1735253

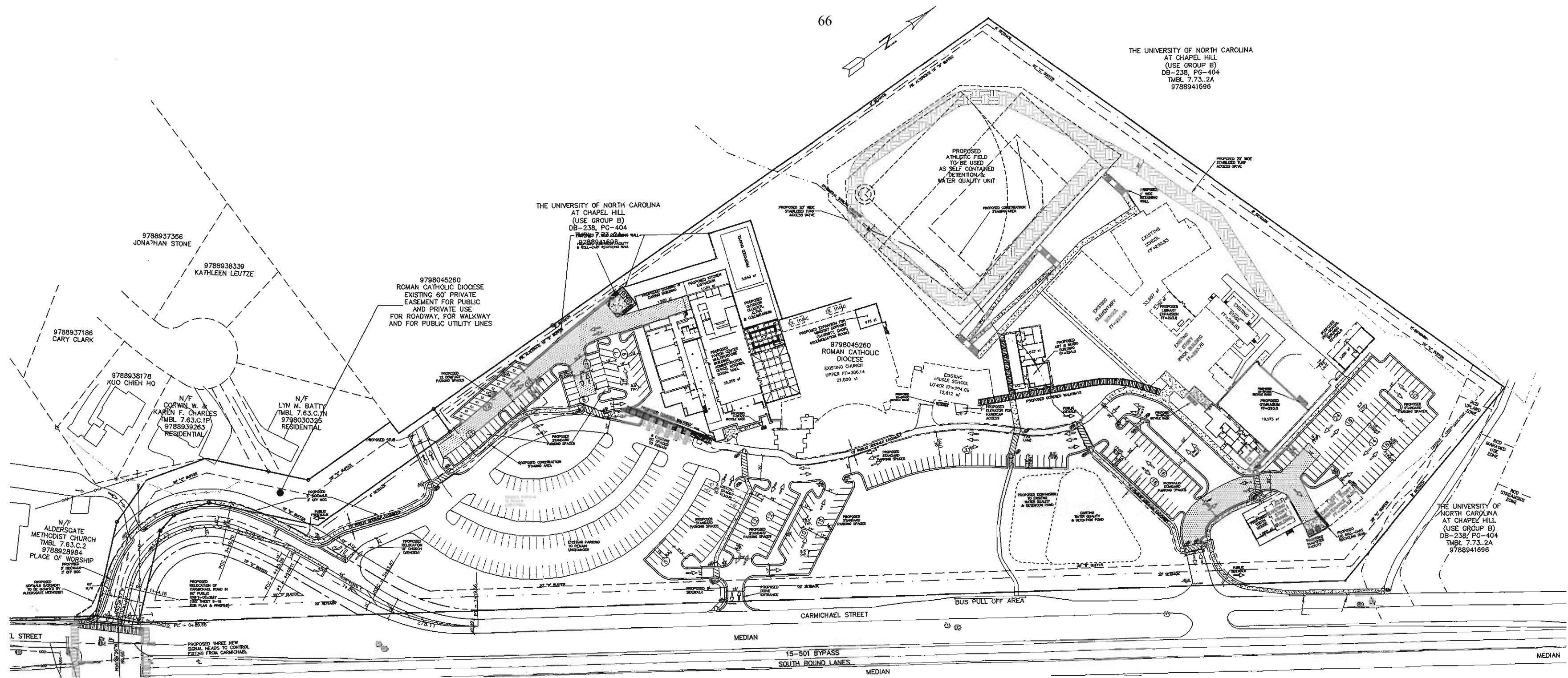
- ORANGE COUNTY SOLID WASTE NOTES:**
- BEFORE DEMOLITION OR CONSTRUCTION SHALL START, CONTACT ORANGE COUNTY SOLID WASTE STAFF TO SCHEDULE PRE-DEMOLITION AND PRE-CONSTRUCTION CONFERENCE.
  - PRIOR TO ANY DEMOLITION OR CONSTRUCTION ACTIVITY ON THE SITE THE APPLICANT SHALL HOLD A DECONSTRUCTION ASSESSMENT CONFERENCE WITH THE COUNTY'S SOLID WASTE STAFF CONCERNING BUILDINGS TO BE REMOVED FROM THIS SITE.
  - ANY GATE DESIGN WILL INCLUDE GATE RETAINERS.
  - THE USER WILL BE RESPONSIBLE FOR OPENING GATES TO DUMPSTER AREA ON COLLECTION DAYS OF ANY MATERIAL(S) TO BE COLLECTED FROM THIS LOCATION.
  - IF ANY VEHICLES ARE PARKED IN THE REFUSE OR RECYCLABLES COLLECTION VEHICLE ACCESS AREA, THE CONTAINER WILL NOT RECEIVE SERVICE UNTIL THE NEXT SCHEDULED COLLECTION DAY.
  - ORANGE COUNTY WILL NOT BE RESPONSIBLE FOR ANY PAVEMENT DAMAGE THAT MAY RESULT FROM SERVICE VEHICLES.

**REVISIONS**

NO.	DATE	DESCRIPTION
1.	03-05-2008	PER 1ST ROUND S/D COMMENTS
2.	04-03-2008	PER STAFF COMMENTS



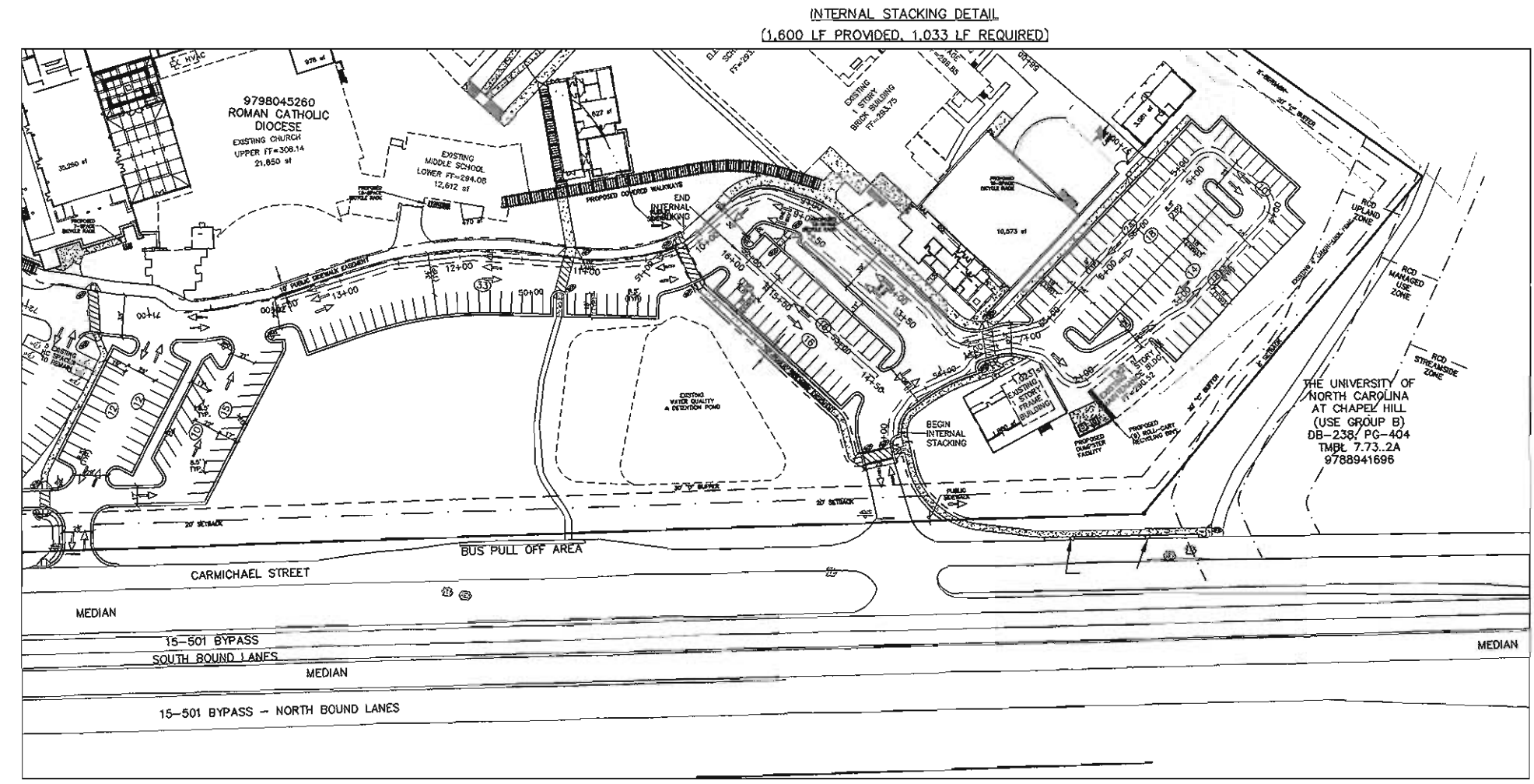




THE UNIVERSITY OF NORTH CAROLINA  
 AT CHAPEL HILL  
 (USE GROUP B)  
 DB-238, PG-404  
 TMBL 7.73.2A  
 9788941696

THE UNIVERSITY OF NORTH CAROLINA  
 AT CHAPEL HILL  
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 AT CHAPEL HILL  
 (USE GROUP B)  
 DB-238, PG-404  
 TMBL 7.73.2A  
 9788941696



INTERNAL STACKING DETAIL  
 (1,600 LF PROVIDED, 1,033 LF REQUIRED)

THE UNIVERSITY OF NORTH CAROLINA  
 AT CHAPEL HILL  
 (USE GROUP B)  
 DB-238, PG-404  
 TMBL 7.73.2A  
 9788941696

PHASING PLAN:

- PHASE 1:  
 PARISH CENTER BUILDING  
 EXPANSION FOR MINISTRY SUPPORT  
 ARTS AND MUSIC BUILDING  
 UPPER SCHOOL ELEVATOR EXPANSION  
 GYMNASIUM EXPANSION  
 CARMICHAEL STREET RECONFIGURATION  
 ALL PAVING AND SIDEWALKS  
 ATHLETIC FIELD

- PHASE 2:  
 CHAPEL  
 SCHOOL LIBRARY EXPANSION  
 CARING AND SHARING FACILITY EXPANSION  
 PRE-K CLASSROOM BUILDING  
 TEEN CENTER EXPANSION

NOTE: ALL WATER AND SEWER MAINS TO BE  
 INSTALLED DURING PHASE 1 CONSTRUCTION.  
 PHASE 2 UTILITY SERVICES TO BE INSTALLED  
 DURING CONSTRUCTION OF PHASE 2.

- LEGEND
- PROPOSED STRIPED CROSSWALK
  - PROPOSED CONCRETE SIDEWALK
  - PROPOSED VEHICLE FLOW DIRECTION
  - PROPOSED HEAVY DUTY PAVING
  - PROPOSED 20' WIDE STABILIZED TURF ACCESS DRIVE
  - PARKING SPACE COUNTS
  - PROPOSED CONCRETE CURB & GUTTER
  - PROPOSED WHEELCHAIR RAMP
  - PROPOSED COVERED WALKWAYS
  - PROPOSED 7' HIGH DUMPSTER SCREEN & GATE
  - PROPOSED HANDICAP PARKING SIGN
  - DO NOT ENTER SIGN
  - STOP SIGN
  - EXISTING BUILDING FOOTPRINT



ENGINEERS  
 PLANNERS  
 SURVEYORS  
**PHILIP  
 POST  
 &  
 ASSOCIATES**  
 401 Providence Rd. # 200  
 Chapel Hill, NC 27514  
 919.929.1173  
 919.929.1175  
 919.929.1176  
 919.929.1177  
 919.929.1178  
 919.929.1179  
 919.929.1180  
 919.929.1181  
 919.929.1182  
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 919.929.1196  
 919.929.1197  
 919.929.1198  
 919.929.1199  
 919.929.1200



**OVERALL SITE PLAN**  
 SPECIAL USE PERMIT  
 ST. THOMAS MORE CATHOLIC COMMUNITY  
 ORANGE COUNTY, N.C.  
 CHAPEL HILL

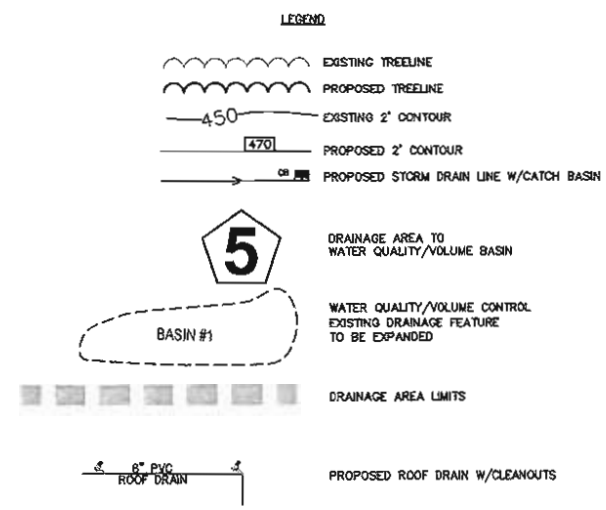
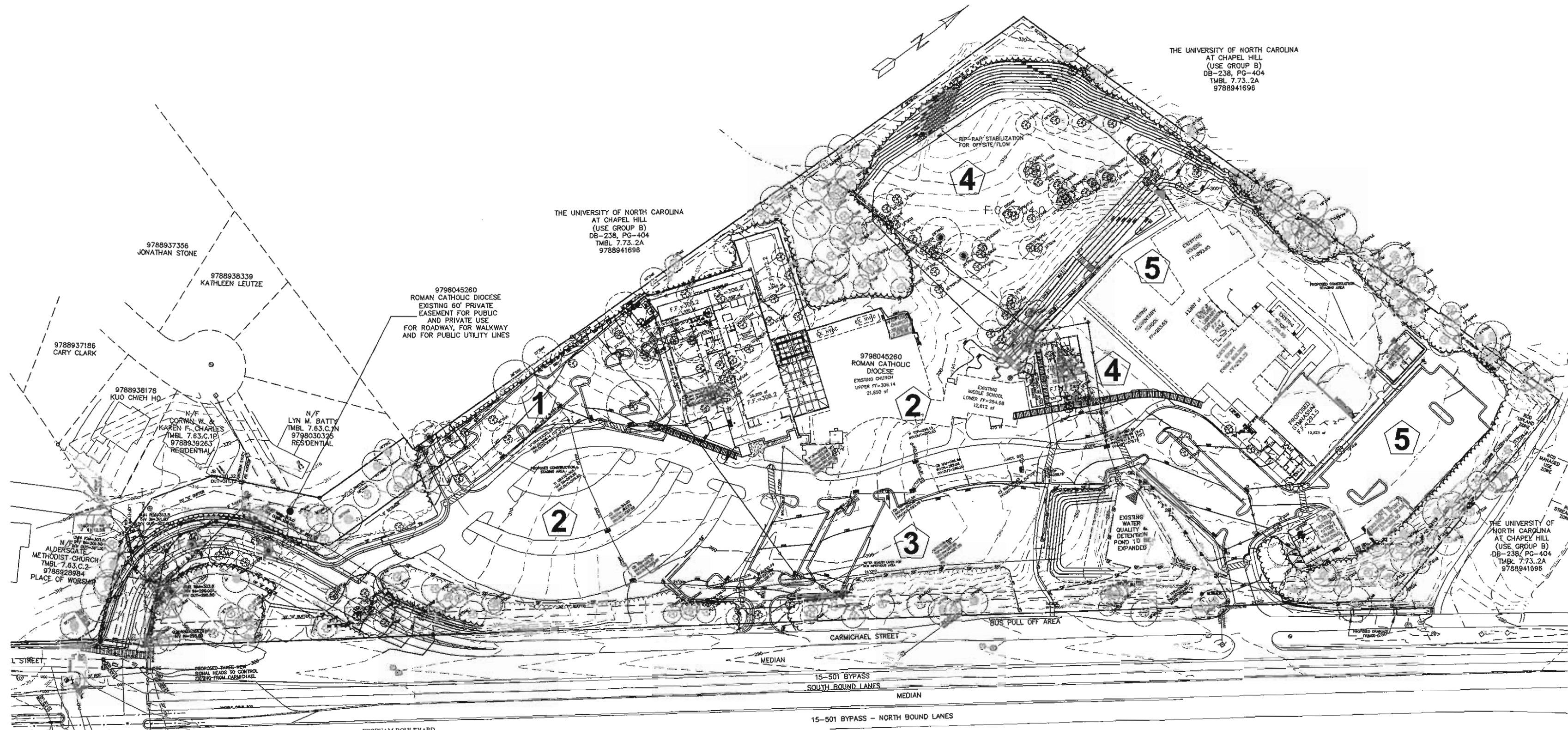
SCALE: 1"=100'  
 DRAWN BY: JLM  
 CHECKED BY: JLM  
 DATE: 11/19/2007  
 PROJECT NO.: 045003  
 DRAWING NO.: 04733506  
 THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL  
 401 PROVIDENCE ROAD, SUITE 200  
 CHAPEL HILL, NC 27514  
 919.929.1173  
 919.929.1175  
 919.929.1176  
 919.929.1177  
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 919.929.1196  
 919.929.1197  
 919.929.1198  
 919.929.1199  
 919.929.1200

REVISIONS	DATE	BY	DESCRIPTION
1	08-03-2008	TOWN STAFF	COMMENTS









**NOTE:**  
DRAINAGE STRUCTURES AND BASIN TO HAVE DEDICATED EASEMENT ENTITLED "RESERVED STORMWATER FACILITY EASEMENT HEREBY DEDICATED" AND WILL BE SHOWN ON CONSTRUCTION PLANS.



ENGINEERS  
SURVEYORS  
PHILIP  
POST  
&  
ASSOCIATES  
401 Providence Rd., # 200  
Durham, NC 27714  
(919) 287-1173  
483-2600 850-8862  
Greensboro, NC  
(336) 273-7711

PHILIP  
POST  
&  
ASSOCIATES



**GRADING, DRAINAGE & WATER QUALITY PLAN**  
**SPECIAL USE PERMIT**  
**ST. THOMAS MORE CATHOLIC COMMUNITY**  
ORANGE COUNTY, N.C.  
CHAPEL HILL

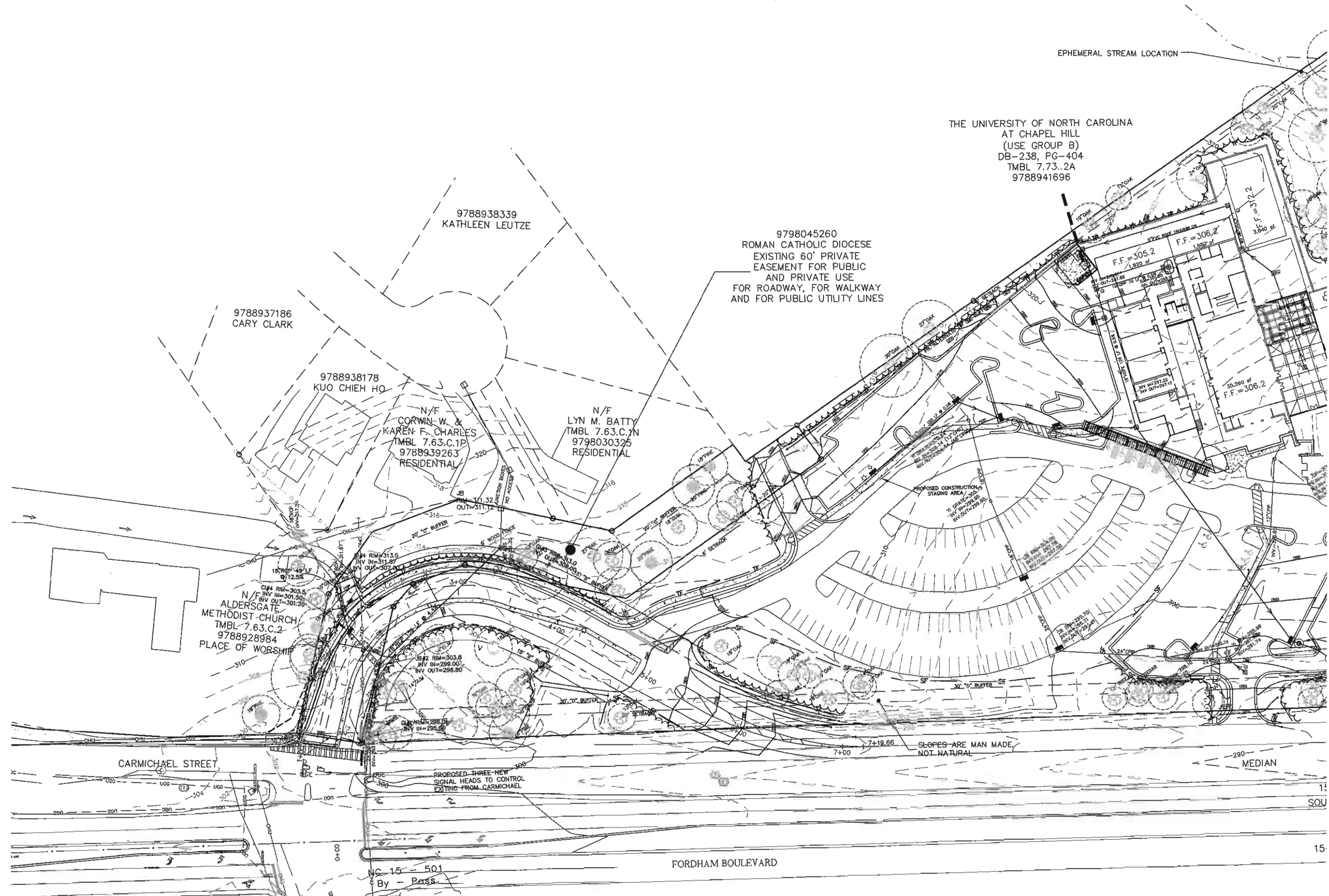
SCALE: 1"=60'  
DRAWN BY: JRM  
CHECKED BY: DJM  
DATE: 11/29/2007  
PROJECT NO.: 5465503  
DRAWING NO.: A4235B205  
This drawing is the property of Philip M. Post & Associates, Inc. and shall not be used for any other project without the written consent of Philip M. Post & Associates, Inc. The user of this drawing shall be held responsible for any errors or omissions.

NO.	DATE	DESCRIPTION

SHEET 5-9  
OF 19





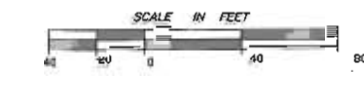
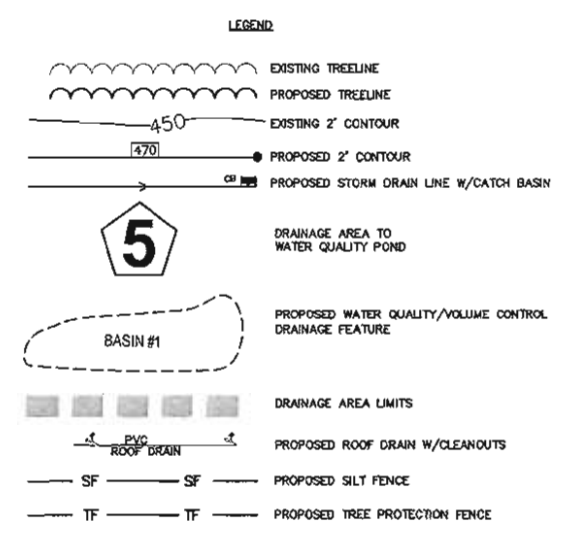


THE UNIVERSITY OF NORTH CAROLINA  
AT CHAPEL HILL  
(USE GROUP B)  
DB-238, PG-404  
TMBL 7.73.2A  
9788941696

(SEE SHEET S-10)

MATCH LINE

(SEE SHEET S-10)



ENGINEERS  
PLANNERS  
SURVEYORS  
401 Providence Rd., # 200  
Chapel Hill, NC 27514  
(919) 932-1175 850-8642  
483-2000 850-8642  
Chapel Hill, NC  
(319) 203-7771

PHILIP  
POST  
&  
ASSOCIATES



GRADING, DRAINAGE & WATER QUALITY PLAN  
SPECIAL USE PERMIT  
ST. THOMAS MORE CATHOLIC COMMUNITY  
CHAPEL HILL  
GRANDE COUNTY, N.C.

SCALE: 1"=40'  
DRAWN BY: JMW  
CHECKED BY: JMW  
DATE: 11/14/2007  
PROJECT NO. 040603  
DRAWING NO. 04735003  
No warranty is made by the engineer for any use of this drawing for any purpose other than that for which it was prepared. It is the responsibility of the user to verify the accuracy of the information shown on this drawing and to obtain all necessary permits and approvals from the appropriate authorities.

REVISIONS


SHEET S-11  
OF 19

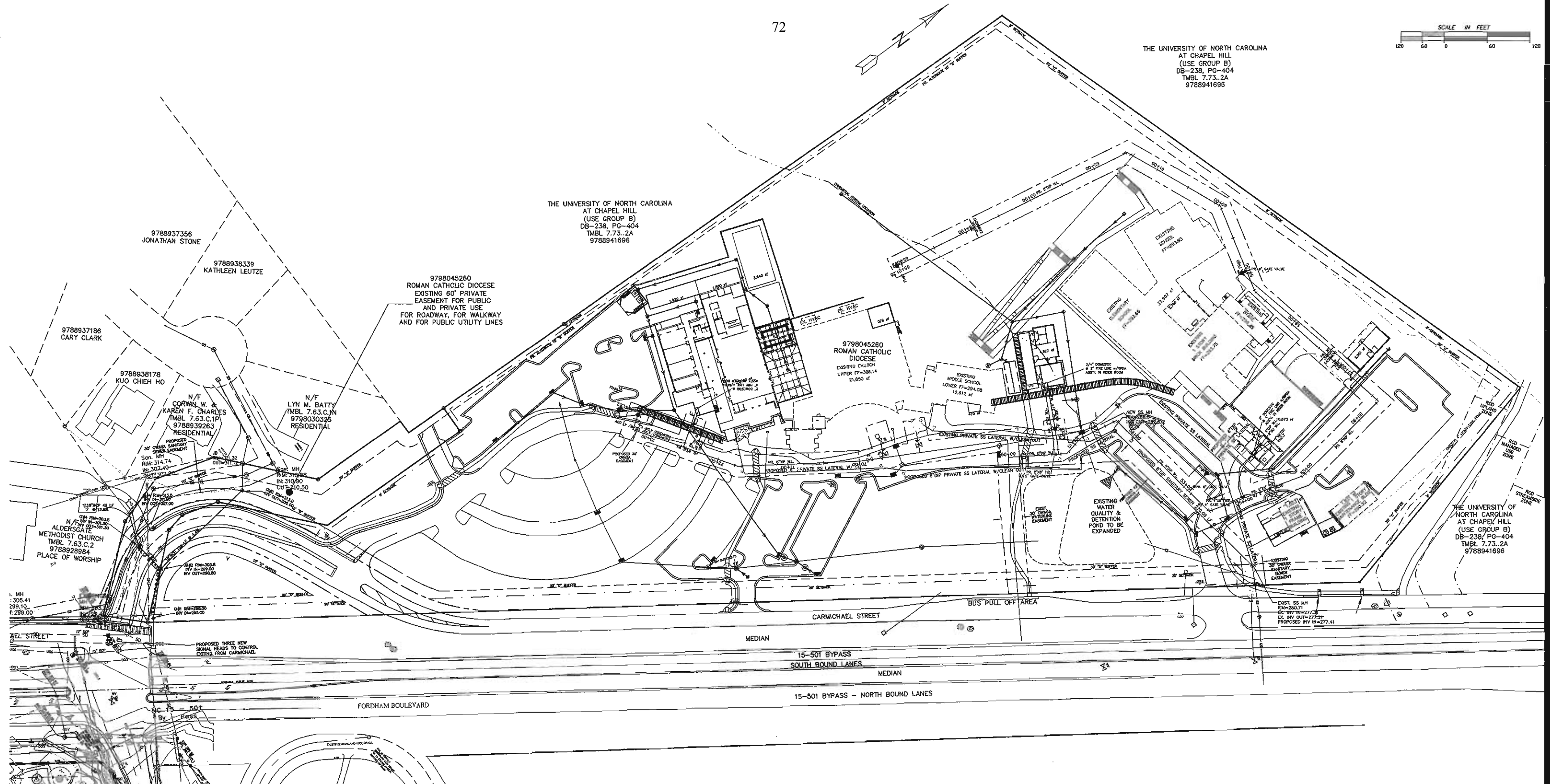
THE UNIVERSITY OF NORTH CAROLINA  
AT CHAPEL HILL  
(USE GROUP B)  
DB-238, PG-404  
TML 7.73.2A  
9788941696

THE UNIVERSITY OF NORTH CAROLINA  
AT CHAPEL HILL  
(USE GROUP B)  
DB-238, PG-404  
TML 7.73.2A  
9788941696

9788045260  
ROMAN CATHOLIC DIOCESE  
EXISTING 60' PRIVATE  
EASEMENT FOR PUBLIC  
AND PRIVATE USE  
FOR ROADWAY, FOR WALKWAY  
AND FOR PUBLIC UTILITY LINES

9788045260  
ROMAN CATHOLIC DIOCESE  
EXISTING CHURCH  
UPPER FF=304.4  
21,950 sf

THE UNIVERSITY OF  
NORTH CAROLINA  
AT CHAPEL HILL  
(USE GROUP B)  
DB-238, PG-404  
TML 7.73.2A  
9788941696



Orange Water and Sewer Authority  
Utility Notes for St. Thomas More Catholic Community

- Standards and Specifications - All construction shall be in accordance with OWASA Standards and Specifications dated August, 2003, latest revised version.
- Sewer Line Installation - Discharge from this project must be in compliance with the OWASA Sewer Use Ordinance. A grease interceptor shall be provided when in the opinion of OWASA it is necessary for the proper handling of wastewater containing excessive amounts of grease. All interceptors must be of the type and capacity which is certified by the Project Engineer as meeting the requirements of OWASA.
- Sewer Service - Each building connected to the sewer system shall be served by a separate building sewer of not less than 4" in diameter. Sewer services located within public rights-of-way or OWASA sewer easements must be constructed of ductile iron pipe from the tap to and including the first clean-out. Except for dead end manholes, all 4" inch sewer services must be tapped into the sewer main. All 6" services must be connected to a manhole.
- OWASA Easements - No grading or encroachments are allowed within OWASA water or sewer easements. Proposed easements must have vehicular access for OWASA maintenance vehicles with slopes no greater than 4 to 1. Proposed plantings within OWASA easements must conform to the OWASA Suggested Plantings for Water and Sewer Easements adopted by the Board of Directors. A landscaping plan must be submitted to OWASA clearly showing the water and sewer line, its placement within the easement, proposed plantings from the approved list clearly labeled as such, and the distance from the water/sewer line. OWASA will only approve landscaping plans for its easements submitted in this manner. An approval letter will be given for landscaping plans that propose plantings that do not interfere with OWASA ability to operate and maintain its utilities in accordance with the rules and regulations of the State of North Carolina. Plan approval does not automatically give any approval to any landscaping plan that may be included in the plan set.
- Disinfection Requirements - The Contractor shall be responsible for neutralization of chlorinated water at the point of discharge from the main line being tested. This shall occur following chlorination to disinfect a main or any other line when elevated levels of chlorine could potentially be discharged into the environment by the Contractor. At the time the disinfection and purify testing procedures are discussed with the OWASA Construction Inspector, the procedure for disinfection will be reviewed. Absorbent rags, flammable, disinfectant, or purify sampling is to take place without prior approval of a sampling plan by the OWASA Inspector.
- Cross-Connection Control Ordinance - Backflow Prevention will be required in accordance with OWASA Cross-Connection Control Ordinance and Manual.

Orange Water and Sewer Authority  
Close-out Documentation Check-list  
Project: St. Thomas More Catholic Community

- In addition to a Final Inspection approved by the OWASA Construction Inspector, the following documents must be received and approved by OWASA before acceptance of the project and the setting of meters. The following shall be submitted as a complete package to the OWASA Engineering Associate for Third Party Review. Partial submittals are considered incomplete. All incomplete submittals will be returned.
- Engineer's Certification for DEH Public Water Supply Section permitted water extension - Submit original document to OWASA for submittal to NCDENR. Receipt of the DEH Public Water Supply Section Final Approval Letter is required before the permitted water system is placed into service. State requirement no exceptions.
- Engineer's Certification for DWQ permitted sewer extension - Engineer must use the certification form attached to the sewer permit from NCDENR. Record Drawings are required to be submitted to NCDENR along with Certification of Completion as a part of the supporting documentation. Both documents must be sealed by Engineers from the same Organization. Submit original document to OWASA along with the supporting documentation required by DWQ. The permitted sewer system shall not be placed into service until the Engineer's Certification and Supporting Documentation have been submitted by OWASA to DWQ. State requirement no exceptions.
- Asset Letter - Submit original document on OWASA standard form.
- Letter of Dedication - Submit original document on OWASA standard form.
- Record Drawings - Construction drawings shall be modified to reflect actual field installations. All DEH Public Water Supply Section permitted extensions and DWQ permitted extensions shall be signed and sealed by a Licensed Professional Engineer in the State of North Carolina. Submit three copies of the record drawing for review by the OWASA Engineering Staff.
- Digital Submissions - Water Feature Database (MS Access), Manhole Database (MS Access), and Record Drawing (AutoCAD .dwg format). Contact the OWASA Engineering Technicians for information concerning this submittal.

Date Issued: 01-08-08

**LEGEND**

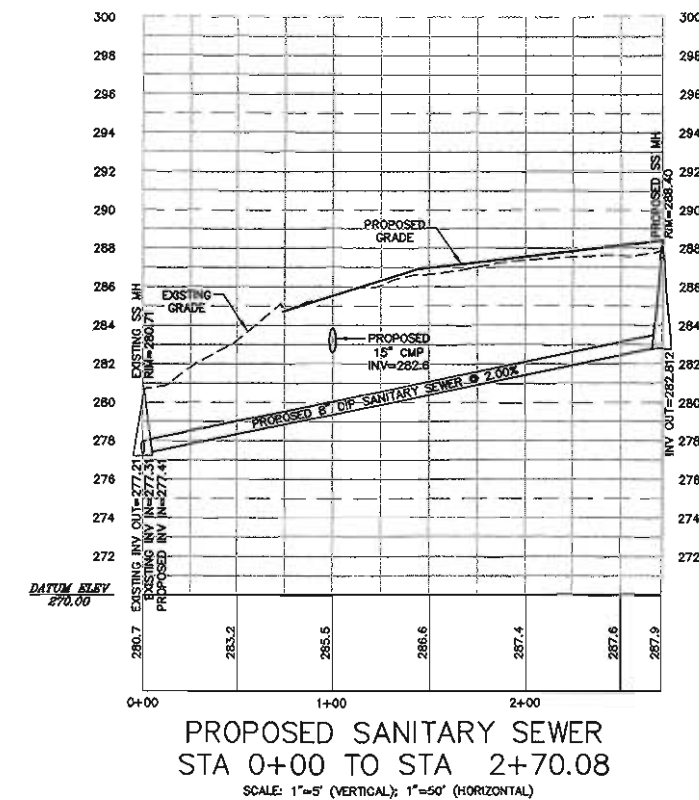
	PROPOSED WATERLINE & VALVE
	EXISTING FIRE HYDRANT
	PROPOSED FIRE HYDRANT
	EXISTING SANITARY SEWER SERVICE W/CLEANOUT
	PROPOSED SANITARY SEWER SERVICE W/CLEANOUT
	EXISTING OVERHEAD ELEC./TEL. LINE W/POLE
	PROPOSED UNDERGROUND ELECTRIC SERVICE

**UTILITY NOTES:**

- ALL OVERHEAD UTILITIES MUST BE RELOCATED UNDERGROUND, EXCEPT THREE PHASE ELECTRIC

**Fire Department Notes:**

- When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction, except when approved alternate means of fire protection are provided.
- During demolition and/or construction, all aspects of Chapter 14 of the NC Fire Prevention shall be followed. The owner/developer shall designate one person to be the Fire Prevention Program Superintendent who shall be responsible for enforcing Chapter 14 of the NCFPC and the on-site fire prevention program and ensure that it is carried out through completion of the project.
- Any and all roads, driveways or dedicated fire lanes used for fire department access shall be all-weather and designed to support to carry the imposed load of fire apparatus weighing 75,000 lbs. Fire access roads shall have a minimum width of 20 feet with overhead clearance of 13 ft. 6 in



ENGINEERS  
PLANNERS  
SURVEYORS  
**PHILIP  
POST  
&  
ASSOCIATES**

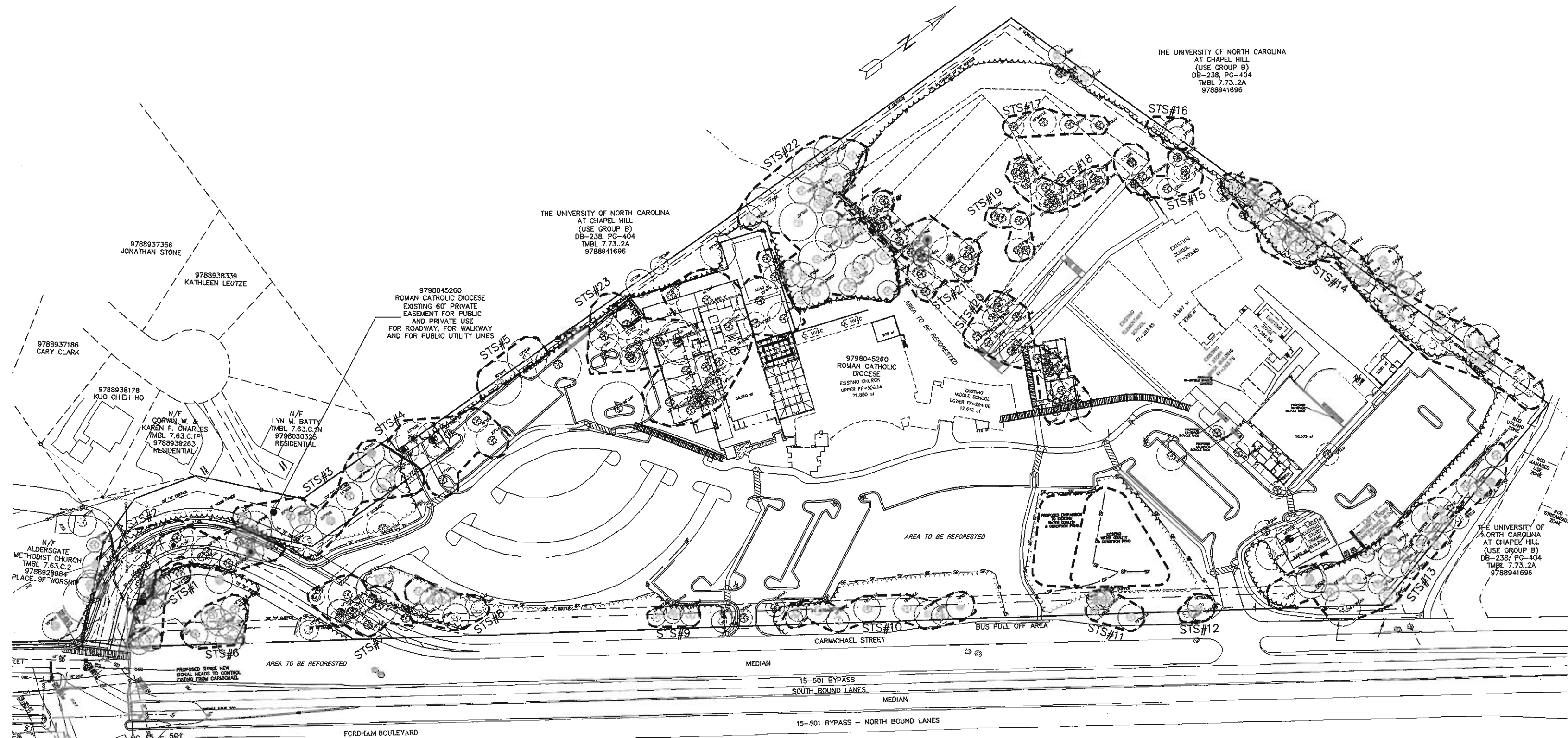


**UTILITY PLAN**  
**SPECIAL USE PERMIT**  
**ST. THOMAS MORE CATHOLIC COMMUNITY**  
ORANGE COUNTY, N. C.

SCALE: 1"=60'  
DRAWN BY: JEW  
CHECKED BY: PHM  
DATE: 11/19/2007  
PROJECT NO.: S45553  
DRAWING NO.: S45553-06  
DATE: 11/19/2007  
BY: JEW  
DATE: 11/19/2007  
BY: PHM  
DATE: 11/19/2007  
BY: JEW  
DATE: 11/19/2007  
BY: PHM  
DATE: 11/19/2007  
BY: JEW  
DATE: 11/19/2007  
BY: PHM  
DATE: 11/19/2007

REVISIONS  
SHEET S-12  
OF 19





ENGINEERS  
PLANNERS  
SURVEYORS

PHILIP  
POST  
&  
ASSOCIATES



LANDSCAPE PROTECTION PLAN

SPECIAL USE PERMIT

ST. THOMAS MORE CATHOLIC COMMUNITY

ORANGE COUNTY, N. C.

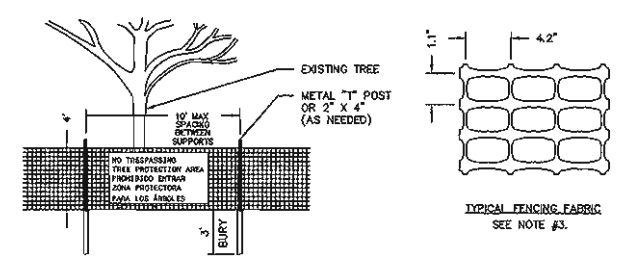
CHAPEL HILL

**Town Standard Tree Protection Notes:**

- (1) A pre-construction conference will be held with the Town's Urban Forester prior to beginning site work.
- (2) Any tree roots exposed by construction will be severed cleanly with an appropriate pruning tool.
- (3) The soil within the critical root zones of existing trees will not be driven on or otherwise disturbed during the installation of landscaping. (On development applications for non-residential and multi-family construction the following additional note should also be included on the plans.)  
Figure 3.4
- (4) A Landscape Protection Supervisor who is registered with the Town of Chapel Hill will be present on site at all times when the following activities are taking place: clearing, grubbing, excavation, grading, trenching, moving of soil, installation and removal of tree protection fencing, and the delivery transporting and placement of construction materials and equipment.

To properly protect and ensure the health of existing trees to remain, protective fencing should be installed to protect no less than 75% of a tree's critical root zone. When erecting fencing near trees that are not individually identified on the Landscape Protection Plan, the fencing location should be shifted, where possible, or a tree removed if its critical root zone is not adequately protected. All land disturbing activity, storage of equipment, building material, soil and other debris should be kept within the area of development activity and outside of the protective fencing.

The Town's standard for tree protection fencing is orange woven plastic or fabric with a height of four (4) feet installed on metal posts set a maximum of ten (10) feet apart as shown in the following typical detail.



- NOTES:**
1. PLACE CONTINUOUS ROW OF FENCE MATERIAL AS SHOWN ON PLANS.
  2. ATTEND AT 10' MAXIMUM INTERVALS TO 24\"/>

TREE PROTECTION FENCE  
NOT TO SCALE

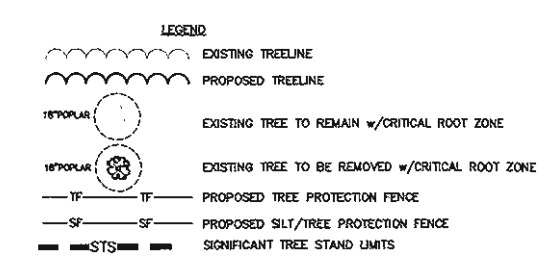
**SIGNIFICANT TREE STAND CHART**  
EXISTING SIGNIFICANT TREE STANDS  
(TO REMAIN)

STS#1 = 4,006 SF
STS#3 = 15,662 SF
STS#5 = 3,620 SF
STS#6 = 4,864 SF
STS#8 = 5,120 SF
STS#9 = 1,823 SF
STS#10 = 8,987 SF
STS#11 = 3,136 SF
STS#12 = 1,439 SF
STS#13 = 22,364 SF
STS#14 = 26,266 SF
STS#16 = 2,117 SF
STS#22 = 28,479 SF
<b>(STS) TOTAL = 128,510 SF</b>

**SIGNIFICANT TREE STAND CHART**  
EXISTING SIGNIFICANT TREE STANDS  
(TO BE REMOVED)

STS#2 = 12,847 SF
STS#4 = 10,855 SF
STS#7 = 7,122 SF
STS#16 = 5,766 SF
STS#17 = 4,032 SF
STS#18 = 5,599 SF
STS#19 = 2,743 SF
STS#20 = 11,988 SF
STS#21 = 11,004 SF
STS#23 = 36,055 SF
<b>(STS) TOTAL = 108,011 SF</b>

**SIGNIFICANT TREE STAND CHART**  
EXISTING SIGNIFICANT TREE STANDS TOTAL = 234,521 SF  
PROPOSED STS TO BE CLEARED = 108,011 SF  
PERCENTAGE OF STS TO BE CLEARED = 46.06%



SCALE: 1"=50'

DRAWN BY: JRW

CHECKED BY: JHM

DATE: 11/19/2007

PROJECT NO.: 505513

DRAWING NO.: 232352505

ST. THOMAS MORE CATHOLIC COMMUNITY

ORANGE COUNTY, N. C.

REVISIONS

SHEET S-13

OF 19

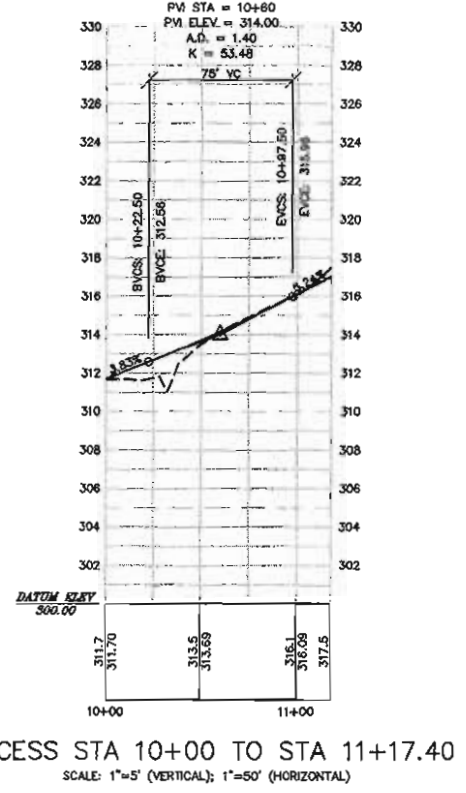
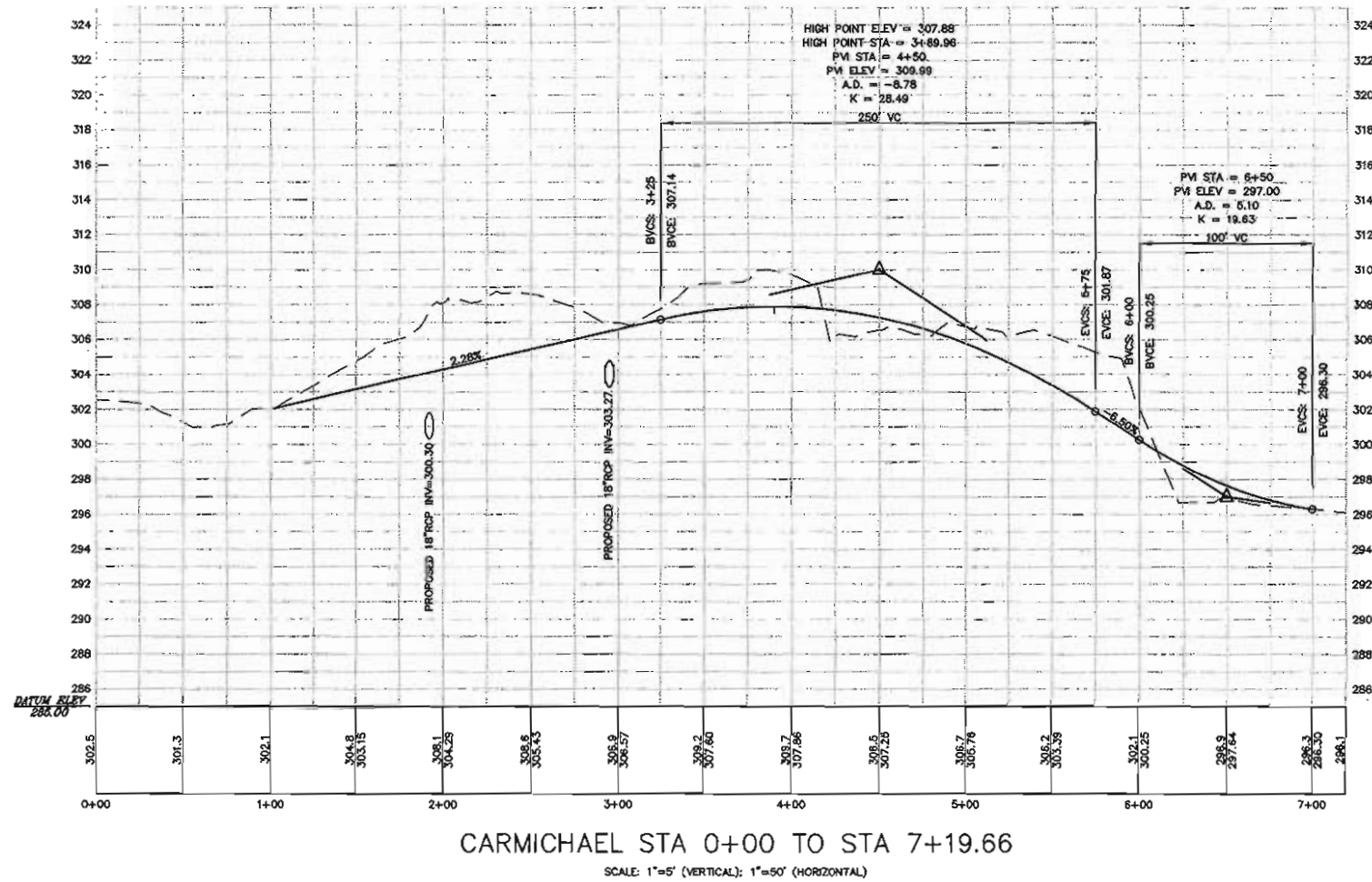
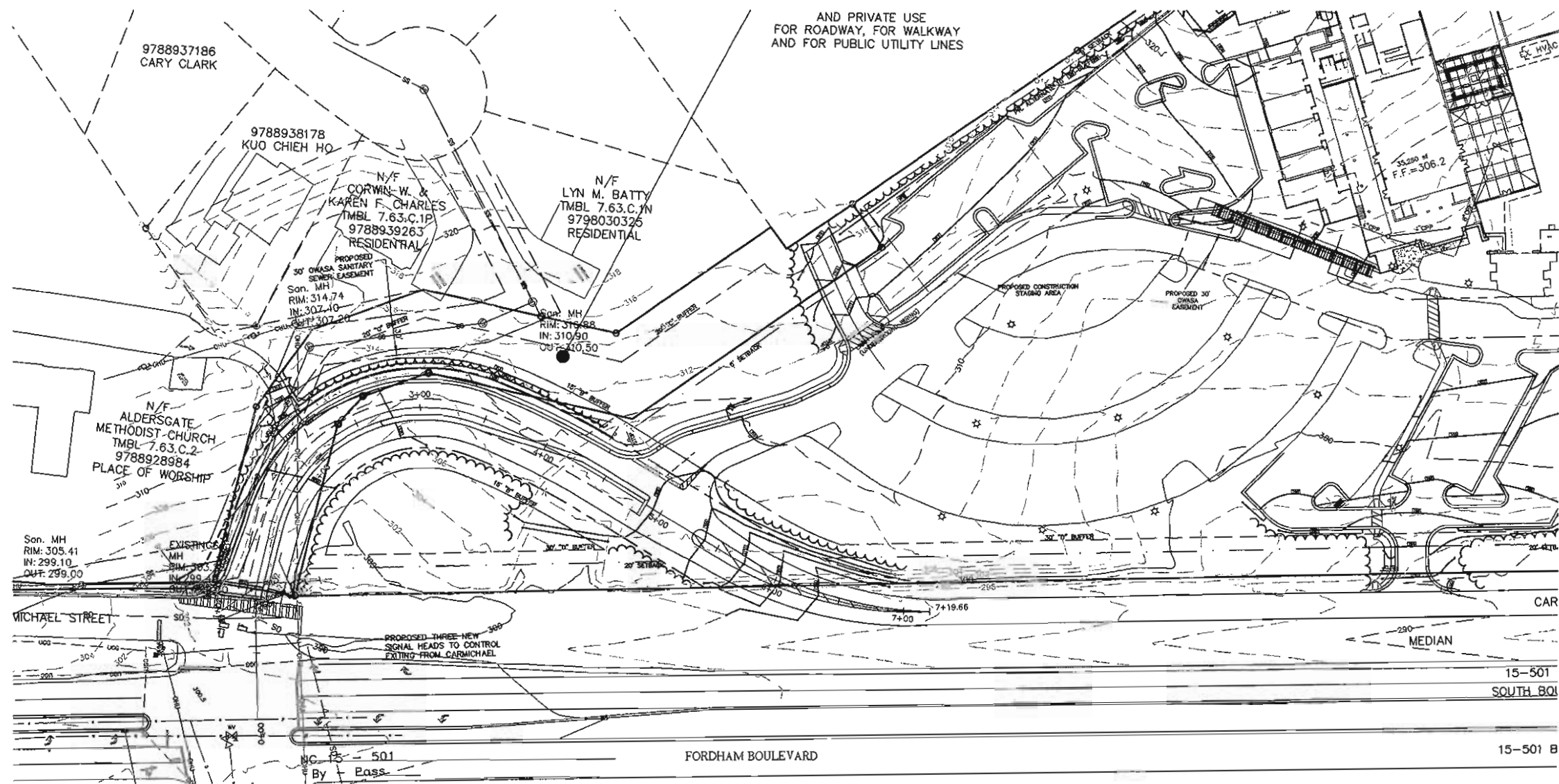








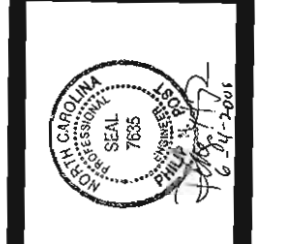




ENGINEERS  
PLANNERS  
SURVEYORS

PHILIP  
POST  
&  
ASSOCIATES

401 Providence Road  
Chapel Hill, NC 27514  
(919) 959-1175 ext. 6882  
822 North Elm Street  
Greensboro, NC 27401  
(919) 273-7711



PLAN/PROFILE

ST. THOMAS MORE CATHOLIC CHURCH  
CARMICHAEL & ACCESS

ORANGE COUNTY, N.C.  
CHAPEL HILL

SCALE: 1"=5' (VERT); 1"=50' (HORZ)

DRAWN BY: JRM

CHECKED BY: JRM

PROJECT NO: 1113/2307

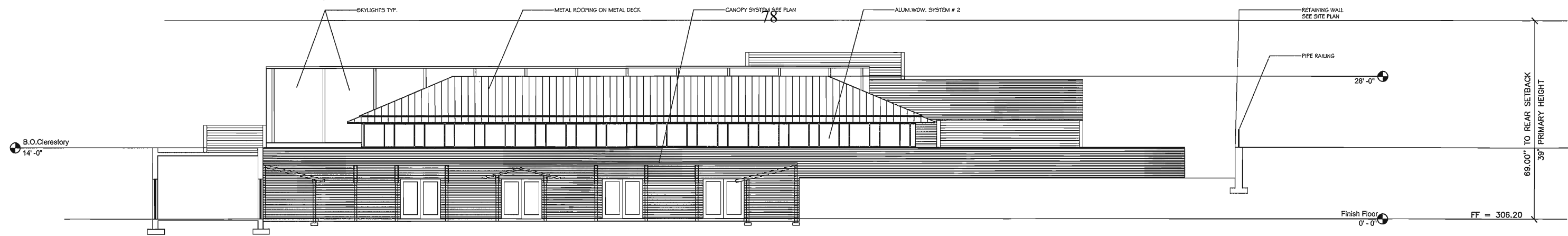
DRAWING NO: 4423802

The above is the property of Philip Post & Associates, Inc. It is to be used only for the project and site shown on this drawing. It is not to be used for any other project or site without the written consent of Philip Post & Associates, Inc.

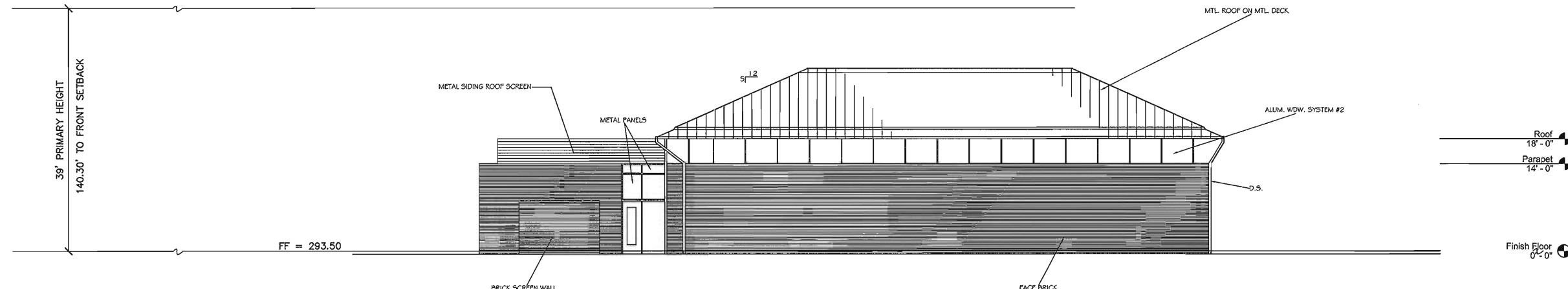
REVISIONS

SHEET 5-17

OF 19



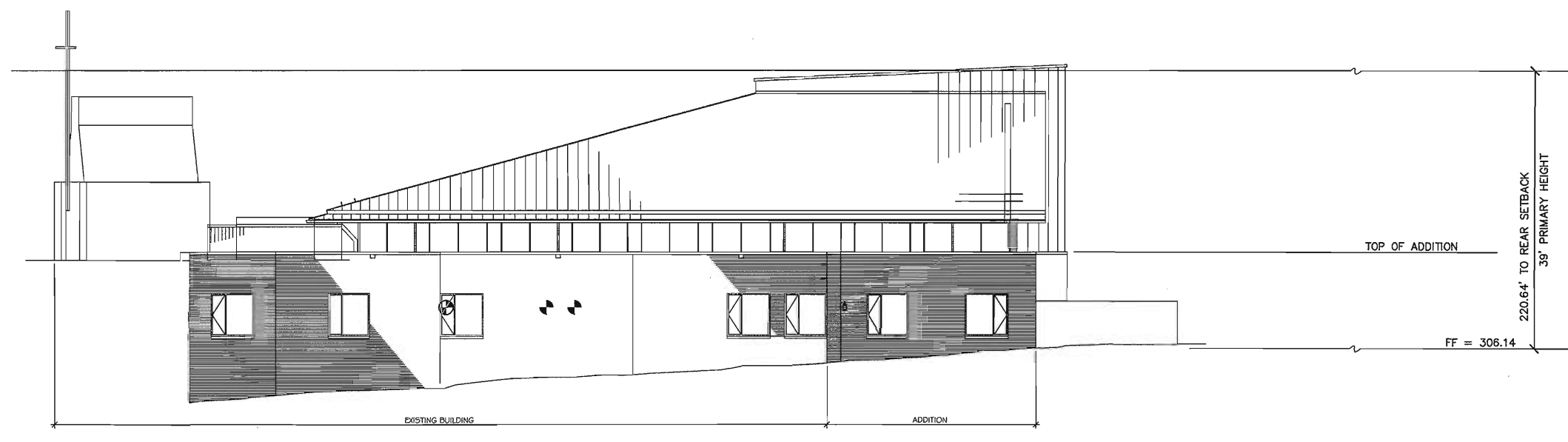
FINISH FLOOR = 306.20  
**PARISH CENTER**  
 SIDE OF BUILDING



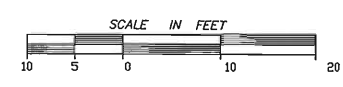
FINISH FLOOR = 293.50  
**GYMNASIUM EXPANSION**  
 SIDE OF BUILDING



FINISH FLOOR = 294.00  
**ARTS & MUSIC BUILDING**  
 SIDE OF BUILDING



FINISH FLOOR = 306.14  
**CHURCH ADDITION**  
 SIDE OF BUILDING



ENGINEERS  
 PLANNERS  
 SURVEYORS

**PHILIP  
 POST  
 &  
 ASSOCIATES**

PRELIMINARY  
 DO NOT USE FOR  
 CONSTRUCTION

**ST. THOMAS MORE**  
 PHASE 1  
 BUILDING ELEVATIONS

ORANGE COUNTY, N.C.  
 CHAPEL HILL

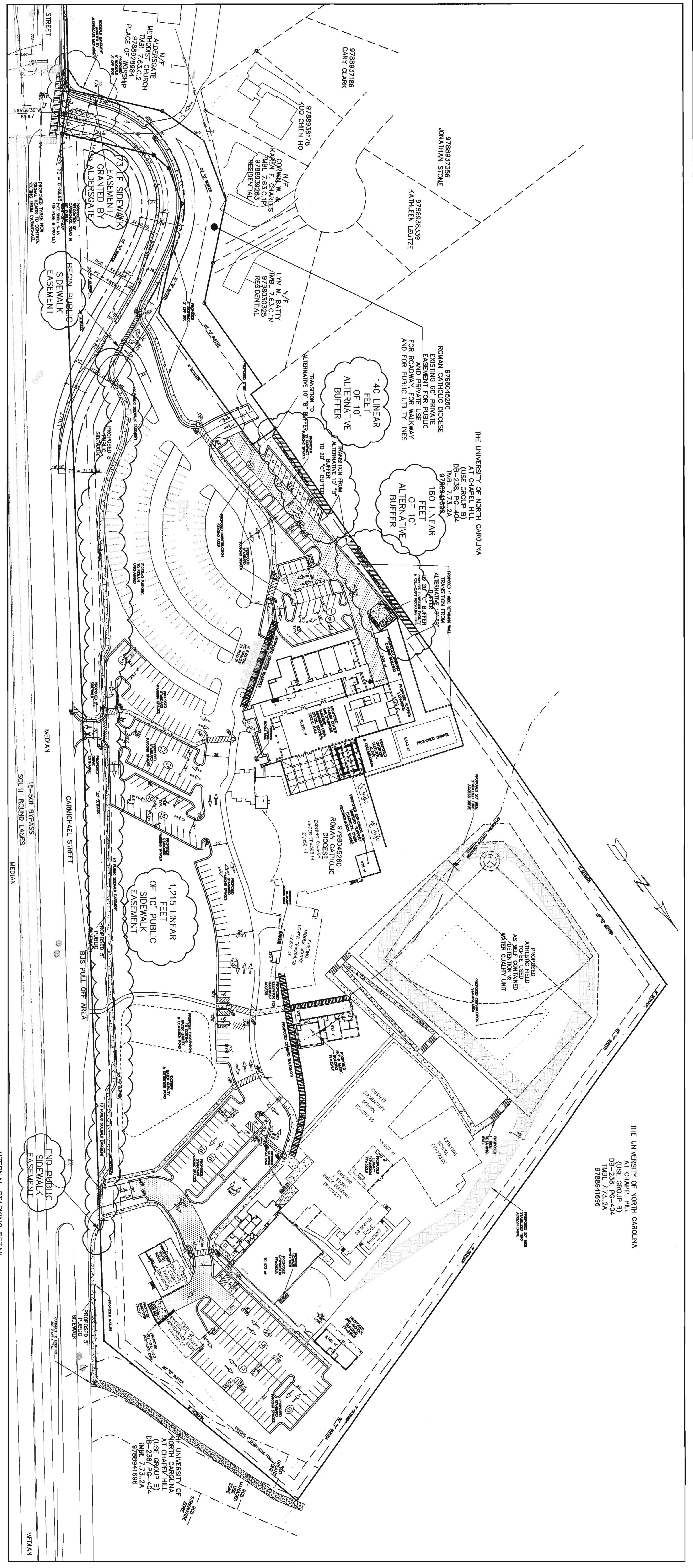
SCALE: 1"=10'  
 DRAWN BY: JRM  
 CHECKED BY: JSM  
 PROJECT NO.: 50503  
 DRAWING NO.: A-18/ELV1  
 This drawing is the property of Philip Post and Associates, Inc. It is to be used only for the project and site for which it was prepared. It is not to be used for any other project without the written consent of Philip Post and Associates, Inc.  
 10/20/2010

NO.	REVISIONS

SHEET **A-18**  
 OF 19



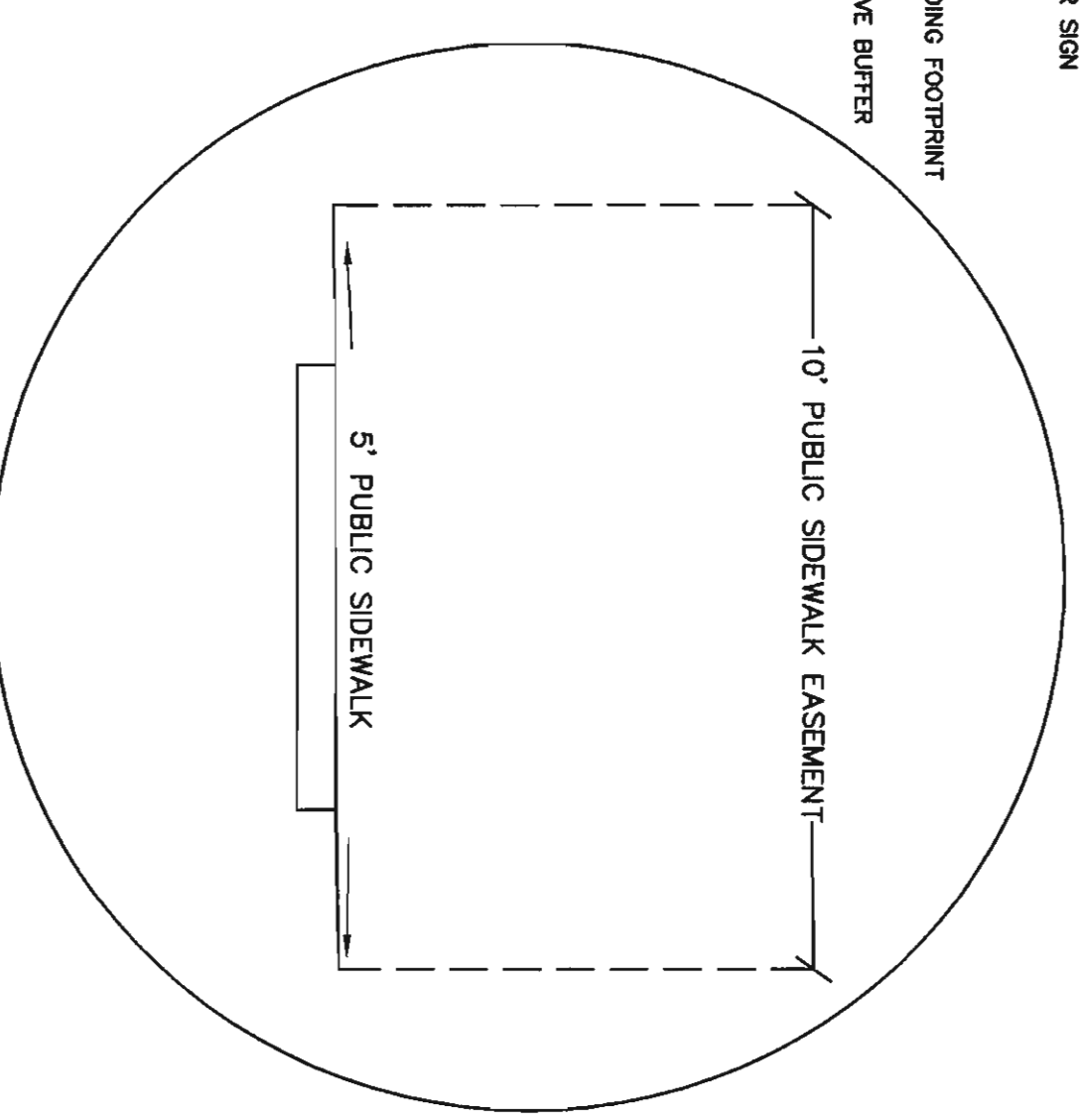
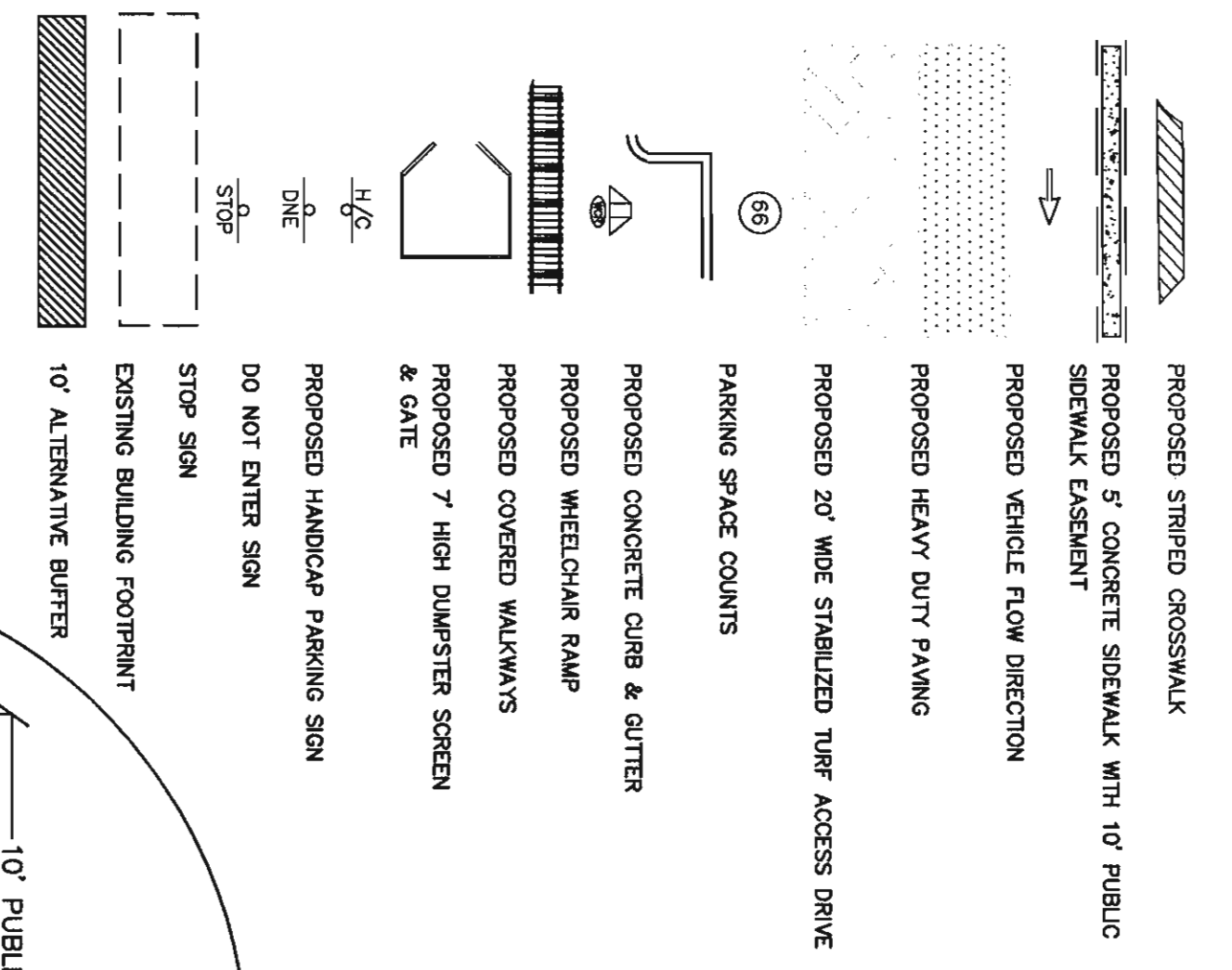




THE UNIVERSITY OF NORTH CAROLINA  
 AT CHAPEL HILL  
 (USE GROUP B)  
 DISEASE PREVENTION & CONTROL  
 TYPED: 7.13.24  
 9788941696

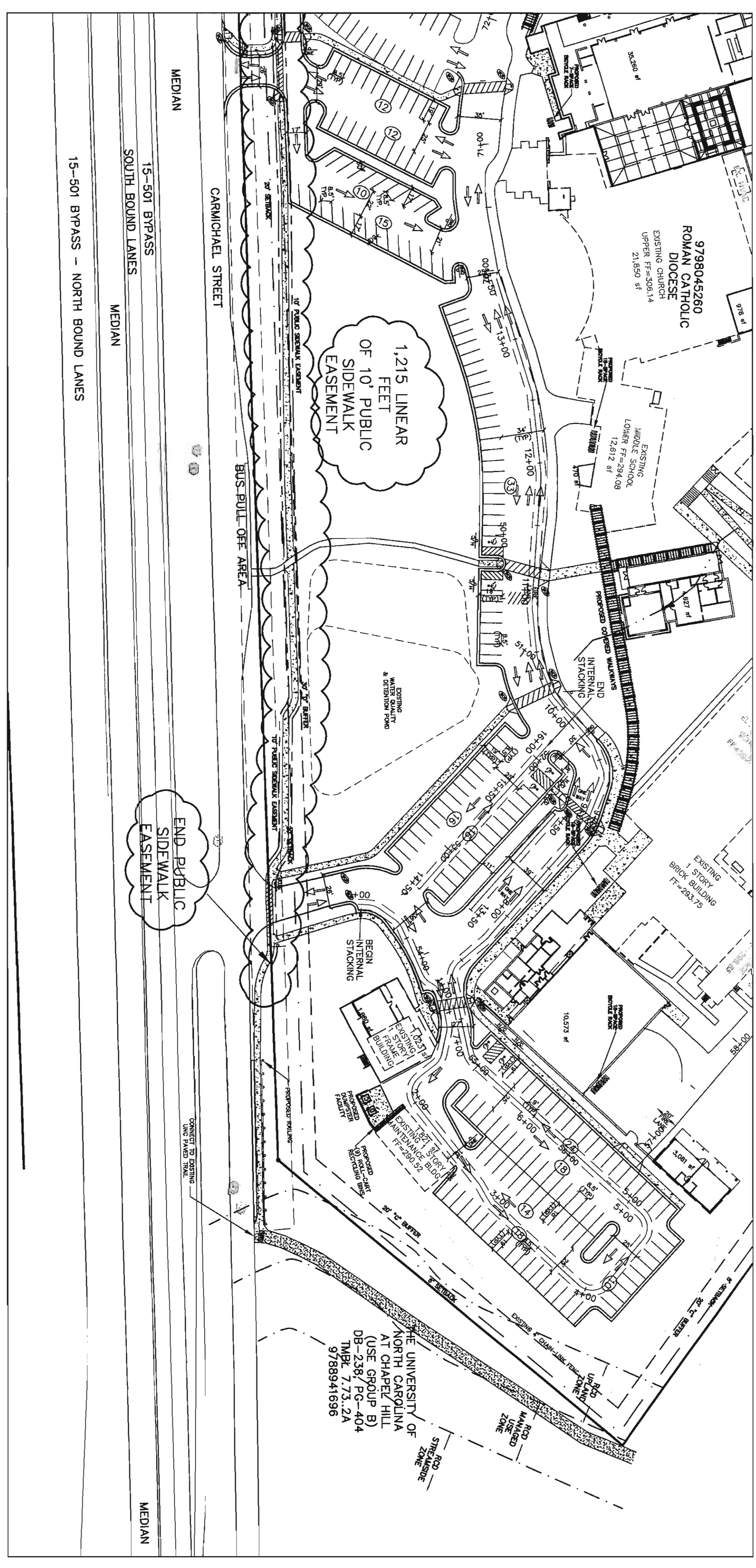
- PHASING PLAN:**
- PHASE 1:**  
 PARISH CENTER BUILDING  
 EXPANSION FOR MINISTRY SUPPORT  
 ARTS AND MUSIC BUILDING  
 UPPER SCHOOL ELEVATOR EXPANSION  
 GYMNASIUM EXPANSION  
 CARMICHAEL STREET RECONFIGURATION  
 ALL PAVING AND SIDEWALKS  
 ATHLETIC FIELD
- PHASE 2:**  
 CHAPEL  
 SCHOOL LIBRARY EXPANSION  
 CABING AND SHARING FACILITY EXPANSION  
 PRE-K CLASSROOM BUILDING  
 TEEN CENTER EXPANSION

NOTE: ALL WATER AND SEWER MAINS TO BE INSTALLED DURING PHASE 1 CONSTRUCTION. PHASE 2 UTILITY SERVICES TO BE INSTALLED DURING CONSTRUCTION OF PHASE 2.

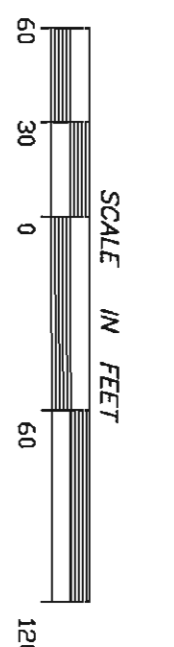


PUBLIC SIDEWALK TYPICAL SECTION

INTERNAL STACKING DETAIL  
 (1,600 LF PROVIDED, 1,033 LF REQUIRED)



THE UNIVERSITY OF NORTH CAROLINA  
 AT CHAPEL HILL  
 (USE GROUP B)  
 DISEASE PREVENTION & CONTROL  
 TYPED: 7.13.24  
 9788941696



SCALE: 1"=60'  
 SHEET: 5-6  
 OF: 19

- REVISIONS**
2. 06-03-2008 TOWN STAFF COMMENTS
  3. 7/2/2008 ADD CARMICHAEL SIDEWALK AND AREAS A/B

SCALE: 1"=60'  
 DRAWN BY: JRM  
 CHECKED BY: PLM  
 DATE: 11/17/2007  
 PROJECT NO.: 540503  
 DRAWING NO.: A473SP06

**OVERALL SITE PLAN**  
 SPECIAL USE PERMIT  
 ST. THOMAS MORE CATHOLIC COMMUNITY  
 CHAPEL HILL, ORANGE COUNTY, N.C.

**PHILIP POST & ASSOCIATES**  
 ENGINEERS PLANNERS SURVEYORS  
 401 Providence Rd. # 200  
 Chapel Hill, NC 27514  
 (919)928-1173  
 403-2650 850-9682  
 Greensboro, NC  
 (336)273-7711



**ST. THOMAS MORE CAMPUS EXPANSION  
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*

November, 2007

**HNTB**

**ST. THOMAS MORE CAMPUS EXPANSION**  
**TRAFFIC IMPACT STUDY**  
**EXECUTIVE SUMMARY**



Prepared for:

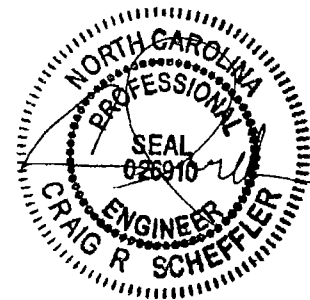
The Town of Chapel Hill  
Engineering Department

*Prepared by:*

**HNTB North Carolina, PC**

343 East Six Forks Road  
Suite 200  
Raleigh, NC 27609

November, 2007



11-2-07



## EXECUTIVE SUMMARY

### Project Overview

A redevelopment of the existing Saint Thomas More Catholic Church and School campus, located along U.S. 15-501 (Fordham Boulevard) between Old Mason Farm Road and Raleigh Road, is being proposed for construction in Chapel Hill. The redevelopment will reorganize existing campus space, demolish some existing facilities and add new space to better accommodate existing and future parish needs. The redevelopment will also reorganize internal roadways on the campus, add parking spaces, and provide a new access roadway to the church aligning with Old Mason Farm Road just north of U.S. 15-501. **Figure ES-1** shows the general location of the site. The initial phase of the project is anticipated to be complete by 2010. This report analyzes the Phase I build-out scenario for the year 2011 (one year after Phase I buildout), the no-build scenario for 2011, as well as 2007 existing year traffic conditions. The church also has additional redevelopment plans for a long-range phase (2020).

The proposed redevelopment plans show a realignment of Carmichael Street to the south of the site to provide a direct, full movement access connection to U.S. 15-501 directly opposite of Old Mason Farm Road. Most site-related traffic will use U.S. 15-501 for access to locations external to the study area. **Figure ES-2** displays the preliminary site plans for the proposed St. Thomas More Campus Expansion and nearby roadways.

The new land uses proposed for the site include a 35,000 square foot multi-purpose building, a 3,000 square foot worship center, and 14,900 square feet of expansion to the existing school. Some existing facilities that are either outdated or oversized will be demolished. An estimated 150 additional parking spaces will be provided through the expansion of existing surface lots.

### Existing Conditions

#### **Study Area**

The study area contains sections of N.C. 54 (Raleigh Road) and U.S. 15-501 and their interchange to the north of the existing site. Major intersections of U.S. 15-501 with Manning Drive and Old Mason Farm Road are studied. Some minor intersections directly adjacent to the St. Thomas More site are also studied along Carmichael Street. Site traffic is expected to use existing entrance and exit driveways along Carmichael Street to ultimately use U.S. 15-501 for access external to the study area. U.S. 15-501 is a major arterial running north-south through the study area, connecting areas of south Chapel Hill/UNC Hospitals to University Mall/Eastgate and the I-40 corridor. N.C. 54 is a major arterial connecting the UNC Campus area with the eastern Chapel Hill, Interstate 40, and Durham. The remaining study area streets are either minor arterials, collector streets or local roadways providing access to residential and commercial developments or the UNC Campus in the study area.

This report analyzes and presents the transportation impacts that the St. Thomas More



Campus Expansion project will have on the following intersections along U.S. 15-501 in the project study area:

- U.S. 15-501 and Manning Drive
- U.S. 15-501 and Old Mason Farm Road
- U.S. 15-501 Southbound and Existing Church Driveway Access Break
- U.S. 15-501 Northbound Loop Off Ramp and N.C. 54 (Raleigh Road) Eastbound
- U.S. 15-501 Northbound Off Ramp and N.C. 54 Westbound
- N.C. 54 Westbound Loop Ramp and U.S. 15-501 Southbound
- N.C. 54 Eastbound Ramp and U.S. 15-501 Southbound

The study area also includes the following intersections located adjacent to the proposed St. Thomas More Campus Expansion site:

- Carmichael Street and Old Mason Farm Road / Aldersgate Church Driveway
- Carmichael Street and Existing Church Drive/Access Break Connection

#### **Site Traffic Generation**

With the addition of new peak hour trips during the AM, noon, PM, and Sunday AM 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 taken directly from existing data for peak period trip generation to and from all existing site driveways. Standard trip generation methods from the *ITE Trip Generation Manual, Volume 7* would not account for the types of additional development being proposed for both the church and school property. Additional trips were “generated” by applying growth factors to bring the school to its ultimate capacity of 470 students by 2011 and by growing existing traffic data by a 2.7 percent per year growth factor (that represents current parish membership growth).

Trip reductions for “pass-by” type tripmaking, internal capture, and alternative transportation (transit/carpooling/pedestrian/bicycles) was not accounted for due to the availability of existing traffic generation data from the existing church and school, which would account for all of these factors. No significant increase in any trip reduction factors is expected by the 2011 analysis year.





**Table ES-1**  
**Vehicle Trip Generation Summary – St. Thomas More Campus Expansion**

Time Period	Existing Trips		Estimated Growth Ratio	2011 Trips		2011 New Trips		
	In	Out		In	Out	In	Out	Total
AM Peak	299	207	1.083	324	224	25	17	42
Noon Peak	156	212	1.083	169	230	13	18	31
PM Peak	68	67	1.108	75	74	7	7	14
Sunday Peak	212	393	1.108	235	435	23	42	65

### Background Traffic

There are several developments, either approved by the Town of Chapel Hill, or currently under construction in the study area that could generate additional background traffic in the study area by the 2011 analysis year (above and beyond what would be considered ambient area-wide traffic growth). Per information from the Town, these developments are listed below:

- University of North Carolina at Chapel Hill Development Plan Modification No.3
- 54 East (formerly known as University Village)
- North Carolina Botanical Garden Expansion
- Family House at UNC Hospitals
- Woodmont Development
- Aydan Court Condominiums

The review of previously submitted traffic impact studies and/or TIA exemptions for these developments indicates that the North Carolina Botanical Garden Expansion and Family House at UNC Hospitals, though proximal to the St. Thomas More site, would not generate significant peak hour traffic beyond what would be considered “ambient” growth in the study area by 2011. The Woodmont Development (with Phase I complete) and the Aydan Court Condominiums are located a significant distance (approximately 1.5 miles) from the St. Thomas More site, and a review of their site traffic assignment details indicates that relatively few site trips from these developments will impact the study area and could be considered part of the ambient traffic growth.

The remaining two potential background traffic generators, the UNC 2010 Campus Development Plan and 54 East were considered to be significant background traffic generators and their peak hour site traffic assignment data will be used for the 2011 design year analyses for this study.



An ambient area-wide traffic growth percentage of two percent per year was applied to existing traffic volumes based on information from the NCDOT Traffic Surveys Unit and the Town of Chapel Hill Planning Department.

### **Impact Analysis**

#### **Peak Hour Intersection Level of Service**

The 2007 Existing Conditions analysis shows that the major signalized intersections – U.S. 15-501 with Old Mason Farm Road and Manning Drive – operate over capacity in at least one analyzed peak hour. These intersections will continue to experience problems in the 2011 analyses, with or without site traffic impacts. Additionally, background traffic growth (ambient + approved traffic generators) will cause the signal controlled intersection of U.S. 15-501 southbound and N.C. 54 westbound ramp to drop to a LOS E in the AM and PM peak hours. Several stop-controlled critical intersection delays also increase to an unacceptable level. Site traffic impacts will cause minor increases in delays during all peak periods, but some delays and intersection operations actually improve due to the proposed access improvement to Carmichael Street near the U.S. 15-501/Old Mason Farm Road intersection. 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** below.

**Table ES-2** also shows the effects of a mitigation analysis that includes a major capacity upgrade to the U.S. 15-501 corridor in the project study area. Additional through lanes on U.S. 15-501 were studied to assess effectiveness in providing adequate throughput between Manning Drive and the N.C. 54 interchange since no minor signal timing or auxiliary lane improvements could have enough impact to make a significant reduction in some of the projected peak hour delays. Signal timings were adjusted and optimized for all of the 2011 No-Build and Build Scenarios.



**Town of Chapel Hill: Traffic Impact Study**  
*St. Thomas More Campus Expansion - Proposed Church/School Redevelopment*

**Table ES-2. LOS and Delay Summary**

Intersections	Time Period	2007 Existing		2011 No-Build		2011 Build		2011 Mitigated	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Manning Drive and U.S. 15-501	AM	27.6	C	<b>55.4</b>	<b>E</b>	<b>56.9</b>	<b>E</b>	34.5	C
	NOON	51.7	D	<b>64.9</b>	<b>E</b>	<b>65.5</b>	<b>E</b>	51.5	D
	PM	<b>164.6</b>	<b>F</b>	<b>227.5</b>	<b>F</b>	<b>228.0</b>	<b>F</b>	<b>176.8</b>	<b>F</b>
	SUN	12.7	B	12.3	B	12.4	B	11.2	B
Old Mason Farm Road and U.S. 15-501	AM	<b>61.0</b>	<b>E</b>	<b>82.1</b>	<b>F</b>	<b>72.3</b>	<b>E</b>	22.7	C
	NOON	20.4	C	27.9	C	26.9	C	23.0	C
	PM	<b>94.5</b>	<b>F</b>	<b>89.4</b>	<b>F</b>	<b>89.1</b>	<b>F</b>	24.6	C
	SUN	47.8	D	47.4	D	43.7	D	32.1	C
School Access Break and U.S. 15-501 Southbound	AM	37.5	E	<b>92.0</b>	<b>F</b>	<b>92.0</b>	<b>F</b>	N/A	N/A
	NOON	19.4	C	25.7	D	27.9	D	N/A	N/A
	PM	22.6	C	28.5	D	28.5	D	N/A	N/A
	SUN	15.1	C	18.4	C	18.4	C	N/A	N/A
Raleigh Rd Eastbound Ramp and U.S. 15-501 Southbound	AM	12.0	B	13.1	B	13.4	B	N/A	N/A
	NOON	10.8	B	10.6	B	14.9	B	N/A	N/A
	PM	11.7	B	12.8	B	12.8	B	N/A	N/A
	SUN	12.2	B	12.0	B	12.0	B	N/A	N/A
U.S. 15-501 Northbound Ramp and N.C. 54 Eastbound	AM	36.1*	E*	42.0*	E*	42.1*	E*	N/A	N/A
	NOON	23.7*	C*	29.2*	D*	29.3*	D*	N/A	N/A
	PM	37.7*	E*	<b>45.2*</b>	<b>F*</b>	<b>45.3*</b>	<b>F*</b>	N/A	N/A
	SUN	15.0*	B*	18.4*	C*	18.6*	C*	N/A	N/A
Raleigh Rd Westbound Ramp and U.S. 15-501 Southbound	AM	34.5	C	<b>65.3</b>	<b>E</b>	<b>67.1</b>	<b>E</b>	N/A	N/A
	NOON	14.9	B	22.1	C	22.2	C	N/A	N/A
	PM	31.7	C	<b>59.5</b>	<b>E</b>	<b>59.9</b>	<b>E</b>	N/A	N/A
	SUN	8.6	A	12.4	B	12.5	B	N/A	N/A
U.S. 15-501 Northbound Off-Ramp and N.C. 54 Westbound	AM	16.5	C	21.2	C	21.3	C	N/A	N/A
	NOON	12.6	B	14.9	B	10.7	B	N/A	N/A
	PM	13.3	B	15.6	C	15.6	C	N/A	N/A
	SUN	11.0	B	12.0	B	12.0	B	N/A	N/A
Old Mason Farm Road and Carmichael Street	AM	18.2	C	21.2	C	14.7	B	N/A	N/A
	NOON	12.9	B	10.5	B	12.0	B	N/A	N/A
	PM	12.1	B	12.6	B	10.4	B	N/A	N/A
	SUN	49.4	E	<b>81.8</b>	<b>F</b>	16.9	C	N/A	N/A
School Driveway and Carmichael Street	AM	24.1	C	29.1	D	26.5	D	N/A	N/A
	NOON	9.2	A	10.2	B	15.1	C	N/A	N/A
	PM	8.3	A	12.4	B	12.4	B	N/A	N/A
	SUN	10.5	B	10.8	B	11.7	B	N/A	N/A

N/A => Not Applicable, i.e. movement is non-existent or no improvements made  
 \* - HCM Multi-lane Highway Methodology used to produce LOS and Density



### **Access Analysis**

Vehicular site access is currently accommodated via two full movement driveways along Carmichael Street. The northern driveway serves school-related traffic and the southern driveway church-related traffic. The northern driveway is adjacent to a right-turn in/right-turn out access break along U.S. 15-501. The southern driveway is located a short distance from the Carmichael Street/Old Mason Farm Road stop-controlled intersection.

Modifications to this access are proposed on the preliminary site plan and are design to enhance both internal parking lot traffic circulation and external intersection traffic operations. The site plan proposes to realign Carmichael Street to directly connect to the Old Mason Farm Road/Carmichael Street intersection in a manner which existing northbound Carmichael Street would form a "T" intersection with the new realigned roadway and existing Old Mason Farm Road. The realignment would still allow for a connection upstream for the Aldersgate Methodist Church, which is an existing one-way gravel driveway directly connecting to Old Mason Farm Road. The proposed improvements also include a new driveway connection in-between the existing campus driveways along Carmichael Street (see **Figure ES-2** for details).

At the U.S. 15-501 intersection with Old Mason Farm Road, the proposed realignment would have an exclusive left-turn lane and a shared through/right-turn lane. Notation on the site plan indicates the possibility of adjusting signal phasing at this intersection to serve both the realigned southbound Carmichael Street movements and the northbound Carmichael Street movements separately. Though potentially possible, this non-standard configuration was not analyzed in this study. Instead, it was assumed that the "T" intersection would have stop-control northbound for those movements and the newly realigned roadway would have a stop-bar upstream of the "T" intersection and would be actuated for the current split phase signal operation scheme at the signalized intersection of U.S. 15-501 and Old Mason Farm Road. No access changes are proposed for the existing access break with U.S. 15-501 and that corresponding site driveway intersection with nearby Carmichael Street.

Driveway throat lengths as shown on the proposed site redevelopment plans are adequate for the driveway access onto the realigned Carmichael Street. Driveway distances from the signalized intersections at U.S. 15-501 and Old Mason Farm Road are acceptable, based on recommendations of 100 foot minimum corner clearance as set forth in the 2003 *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and the 2003 *Town of Chapel Hill Design Manual*. The Town Design Manual recommends 250 foot minimum spacing between an intersection and driveway along an arterial, which is adhered to in existing conditions and in the proposed site plan.

Internal circulation for site-related traffic is improved from existing conditions, as shown on the site plan. Additional parking spaces and an access connection to Carmichael Street will serve to distribute traffic more efficiently among the three driveways. Circulation patterns to maintain a separation between church and school-related functions currently exists and will be retained as shown in the proposed site plan.



Access for pedestrians and bicyclists is currently limited, as no sidewalk is present in the site vicinity and the U.S. 15-501 corridor is difficult for bicycling due to high traffic volumes in the immediate area. As previously discussed, there is good sidewalk connectivity, at least in the local study area along N.C 54/Raleigh Road. Bicycle access is possible to and from the site, although no specific bicycle amenities exist directly on N.C. 54 or on US. 15-501 adjacent to the site

### Sight Distance Analysis

In general, sight distance issues entering and exiting the existing and proposed site driveways would be minimal. Sight distance along Carmichael Street and U.S. 15-501 is adequate, with only slight horizontal and/or vertical curvature present on these roadways in the study area. Sight distance across the U.S. 15-501 roadway between the Old Mason Farm Road approaches is limited by vertical curvature (the 15-501 roadway is elevated above the approaches) and this would serve to keep the approaches under split phase traffic signal control. No additional limitations or problems due to the site development or site traffic impacts are expected at these intersections.

### Intersection Crash Analysis

Data from the NCDOT Traffic Safety Unit was provided for the period 5/1/2004 to 4/30/2007 for the study area intersections along U.S. 15-501 from Manning Drive to the N.C. 54 interchange. 90 total crashes were recorded along U.S. 15-501 in the study area between mid 2004 and mid 2007. There were 16 crashes in the vicinity of the U.S. 15-501 and N.C. 54 interchange along U.S. 15-501, 31 crashes near the Old Mason Farm Road intersection, and 15 crashes near the Manning Drive intersection. 72 of the 90 incidents were rear-end crashes, likely due to congested conditions along U.S. 15-501. Another five crashes were related to vehicle side-swipes, also suggesting that vehicles were trying to change lanes and weave in traffic flow during congested conditions. **Table 8** presents a comparison between study area crash rates and the latest North Carolina statewide rates for the period 2003-2005 (compiled by NCDOT Traffic Safety Unit).

**Table 8. Study Area Crash Rate Comparison**

Statistic	Crashes Per 100 Million Vehicle Miles	North Carolina Statewide Average Urban US Routes with 4 Lanes Divided with No Control of Access
Total Crash Rate	185.24	413.81
Fatal Crash Rate	2.06	1.13
Non Fatal Crash Rate	55.57	128.66
Night Crash Rate	39.11	86.27
Wet Crash Rate	26.76	75.83

Overall, the number and severity of crashes at study area intersections are average to above average compared to other similar intersections in the Town of Chapel Hill. The data in **Table 8** shows that the crash rate is actually lower than statewide averages for similar U.S. Highway urban facilities. Most of the study area crashes are rear-end, sideswipe, and angle collisions due to the high volume of traffic in the area, and the



delays and congested conditions that result from the traffic. There was one fatality during the three year period - a pedestrian was killed by a vehicle along northbound U.S. 15-501 near Manning Drive in 2006.

#### 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-4** below are germane to the scope of this study.

**Table ES-4. Other Transportation-Related Analyses**

Analysis	Comment
Long Range Planning-Level Capacity Analysis	Long Range Daily Capacity and Level of Service analyses were conducted for this study, due to the small overall daily traffic impact of the proposed redevelopment. It should be noted that previous traffic impact studies in the study area noted Long-Range capacity issues for the U.S. 15-501 and N.C. 54 corridors, given existing laneage.
Signal Phasing Analysis	Signal phasing for existing and future conditions is adequate for traffic operations at the signalized intersections under study.
Progression Analysis	Signals in the study area are part of the Town's signal system and coordination of these signals provides orderly traffic flow upstream and downstream of the proposed site. Signal timing plans were adjusted for each peak period under study. Signal timing for the existing signal at U.S. 15-501 southbound and N.C. 54 westbound ramp were left in free-run operation for all analyses.
Turn Lane Storage Requirements	Storage lengths for existing turning bays on U.S. 15-501 are currently adequate, though extremely high through traffic volumes on U.S. 15-501 and left-turning volumes on eastbound Manning Drive cause congestion that a) prevents efficient use of existing turning lanes or b) requires long traffic signal cycle lengths that cause spillback on existing turning-lanes. Recommendations to improve operations along the U.S. 15-501 corridor need to focus on additional through lane capacity and no adding additional auxiliary lanes or lengthening existing lanes.
Appropriateness of Acceleration/Deceleration Lanes	Existing acceleration/deceleration lanes for access to and from the site are adequate for safe and efficient operations.
Pedestrian and Bicycle Analysis	Existing pedestrian access and connectivity is poor through the study area. While pedestrian facilities exist on N.C. 54 and Manning Drive, no connectivity is currently provided along U.S. 15-501 and no pedestrian signal crossing of U.S. 15-501 are currently in existence.
Public Transportation Analysis	Public transportation service to the site is excellent; the limitation to usage of the multiple routes in or near the study area is a lack of pedestrian connectivity in accessing the bus stops from the existing site.



## **Mitigation Measures / Recommendations**

### **Planned Improvements**

The Town of Chapel Hill and the North Carolina Department of Transportation are not expected to make any significant transportation improvements to the project study area within the design year time frame of 2007-2011.

### **Background Committed Improvements**

No other significant background improvements to study area intersection geometrics and/or traffic control are committed by the other project area developments.

### **Applicant Committed Improvements**

Based on the concept plan provided, there are several transportation-related off-site improvements. The proposed site redevelopment plan, as shown in **Figure ES-2**, would realign existing Carmichael Road to directly make a connection to Old Mason Farm Road and simplify traffic flow at the U.S. 15-501 intersection with Old Mason Farm Road. The Applicant also desires a new access connection for additional on-site parking lots to Carmichael Street to be located approximately halfway between existing driveway connections. The existing southern connection to Carmichael Street would be realigned also. The existing Carmichael Street/Old Mason Farm intersection would become a "T" intersection, with the northbound Carmichael Street approach remaining stop-controlled and a stop bar placed at the realigned street segment to prevent vehicular queues from blocking this new "T" intersection. The Applicant also indicates on the site plan that the northbound Carmichael Street approach should have a separate traffic signal phase with the U.S. 15-501/Old Mason Farm Road traffic signal. This may be operationally possible through installation of detector loops at this approach and a new signal phasing configuration, but this desired improvement was not specifically studied for this analysis. The existing eastbound approach to the U.S. 15-501/Old Mason Farm Road intersection is shown on the site plan to be restriped to a left-turn and through/right-turn configuration. The proposed improvements to the eastbound approach at the U.S. 15-501/Old Mason Farm Road intersection are expected to make a small to moderate improvement for peak hour traffic operations at this intersection.

### **Necessary Improvements**

As shown by the short-term capacity analyses for this study, existing traffic operations along the U.S. 15-501 corridor in the project study area are very congested during the AM and PM peak hours and are likely to worsen with projected traffic growth by 2011. No simple addition of an auxiliary turn lane, signal phasing adjustment, or lengthening of an existing turn lane will provide the capacity necessary to adequately serve traffic demands along the corridor, particularly at the Manning Drive and Old Mason Farm Road intersections. To provide adequate mitigation of peak hour traffic impacts (with or



without the proposed St. Thomas More site redevelopment), significant throughput capacity improvement is necessary via the construction of additional northbound and southbound through travel lanes from Manning Drive to the U.S. 15-501 interchange (see **Figure ES-3**).

An additional northbound through travel lane should be added at least 500 feet prior to the Manning Drive intersection (around the location of the taper for the southbound drop lane). This lane should be extended all the way to the N.C. 54 Eastbound Ramp diverge at the U.S. 15-501 interchange, where the lane would be the drop lane for the existing ramp. An additional southbound through travel lane should be developed starting at the existing Church Driveway access break on U.S. 15-501. This lane should continue through the Old Mason Farm Road intersection and eventually drop at Manning Drive (where there is an existing southbound right-turn bay). These through travel lanes will allow more efficient signal operations at the major intersections and serve to separate traffic that is using Manning Drive or N.C. 54 over a longer distance.

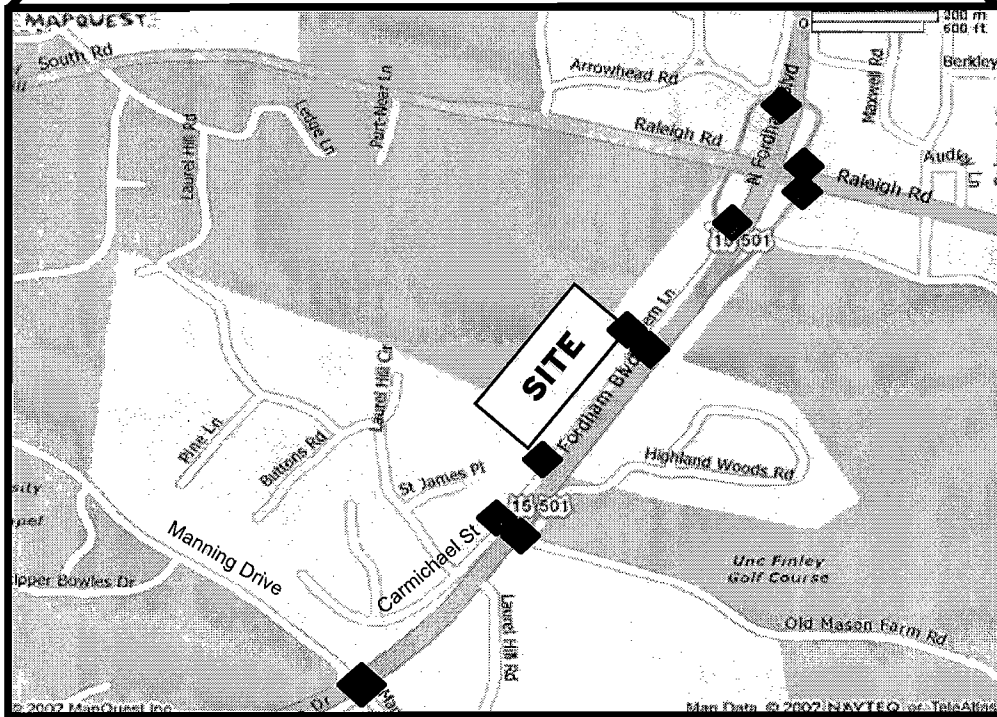
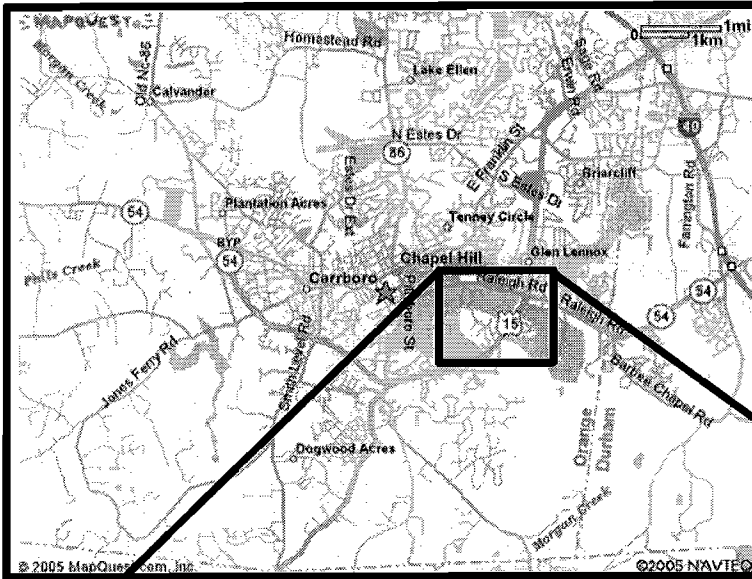
With this improvement, it is also recommended that the through eastbound lane on Manning Drive be converted to a shared left-turn/through lane, as there would be three downstream receiving lanes on U.S. 15-501 northbound. It is also recommended that the existing right-turn southbound deceleration lane on U.S. 15-501 at the Old Mason Farm Road intersection be converted to a shared through/right-turn lane.

No improvements are recommended to mitigate potential future deficient traffic operations at the U.S. 15-501 southbound intersection with the N.C. 54 westbound ramp and the U.S. 15-501 northbound off-ramp to N.C. 54 eastbound. These areas would require major modifications to the existing interchange bridges and ramp configuration and are considered to be beyond the scope of this study, since site-traffic impacts to the overall operation at the interchange are relatively minor. Likewise, no mitigation is recommended to the stop-controlled access break intersection along U.S. 15-501 southbound near the existing school driveway to reduce AM peak hour deficiencies. Operations at this right-turn in/right-turn out intersection are likely better than what analysis data shows due to gaps in southbound traffic flow provided by the upstream signal at the N.C. 54 westbound ramp connection with U.S. 15-501 southbound.



**LEGEND**

- ◆ Existing Intersections
- SITE
- St. Thomas More Site



**St. Thomas More Expansion  
Traffic Impact Study**

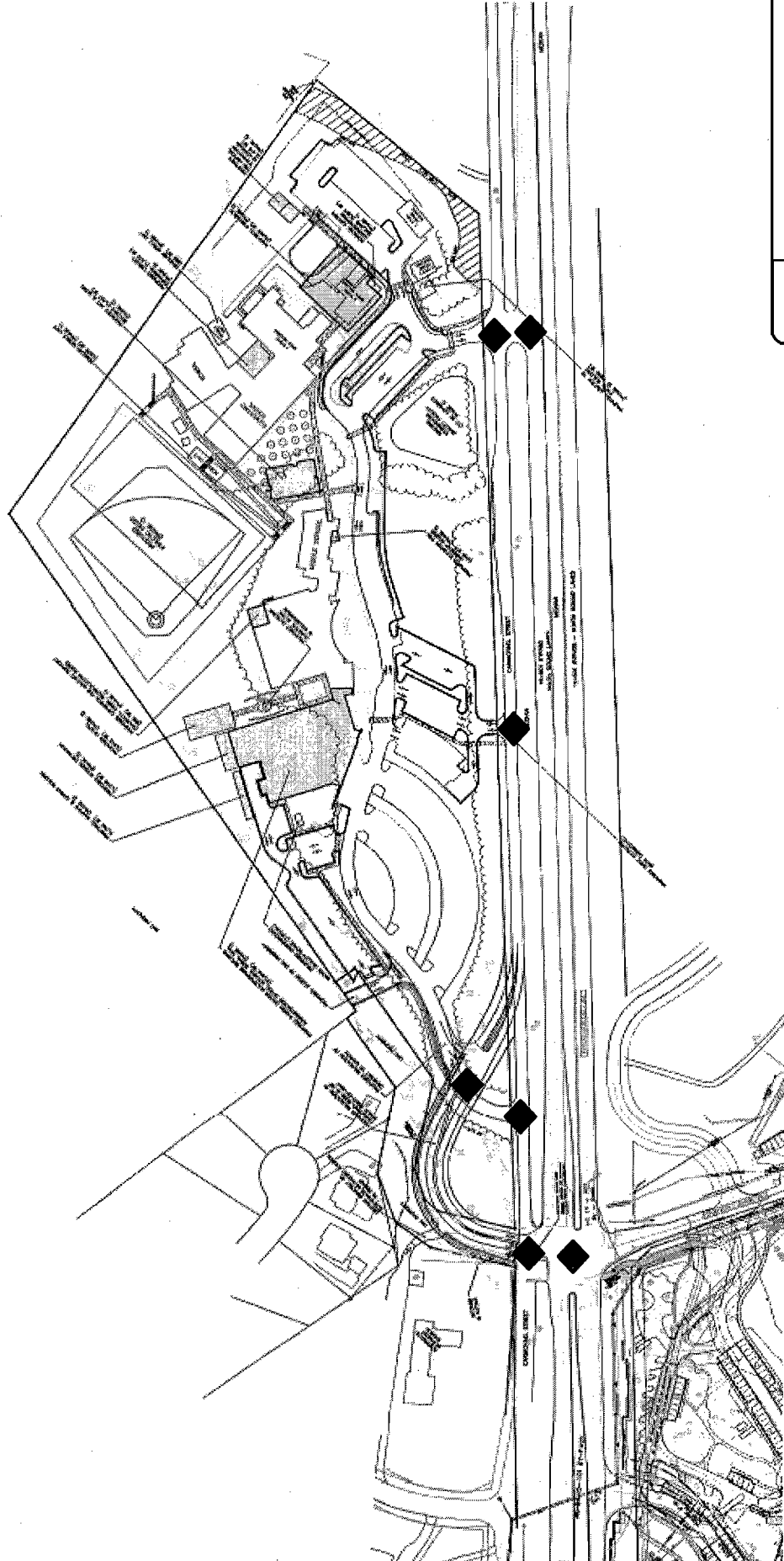
**SITE LOCATION MAP**

**DATE: October, 2007**

**FIGURE ES-1**

**NOT  
TO  
SCALE**





St. Thomas More Expansion  
Traffic Impact Study

PRELIMINARY SITE PLAN

DATE: October, 2007

FIGURE ES-2

NOT TO SCALE



LEGEND

- ◆ Existing Intersections
- ◆ Proposed Site Driveways





**LEGEND**

- Applicant Committed Improvements
- Necessary Improvements

St. Thomas More Church and School Redevelopment

Realigned Church Driveway

Gravel Drive

Manning Drive

Carmichael St.

New Church Driveway

Church/School Driveway

Carmichael St.

Raleigh Road

95

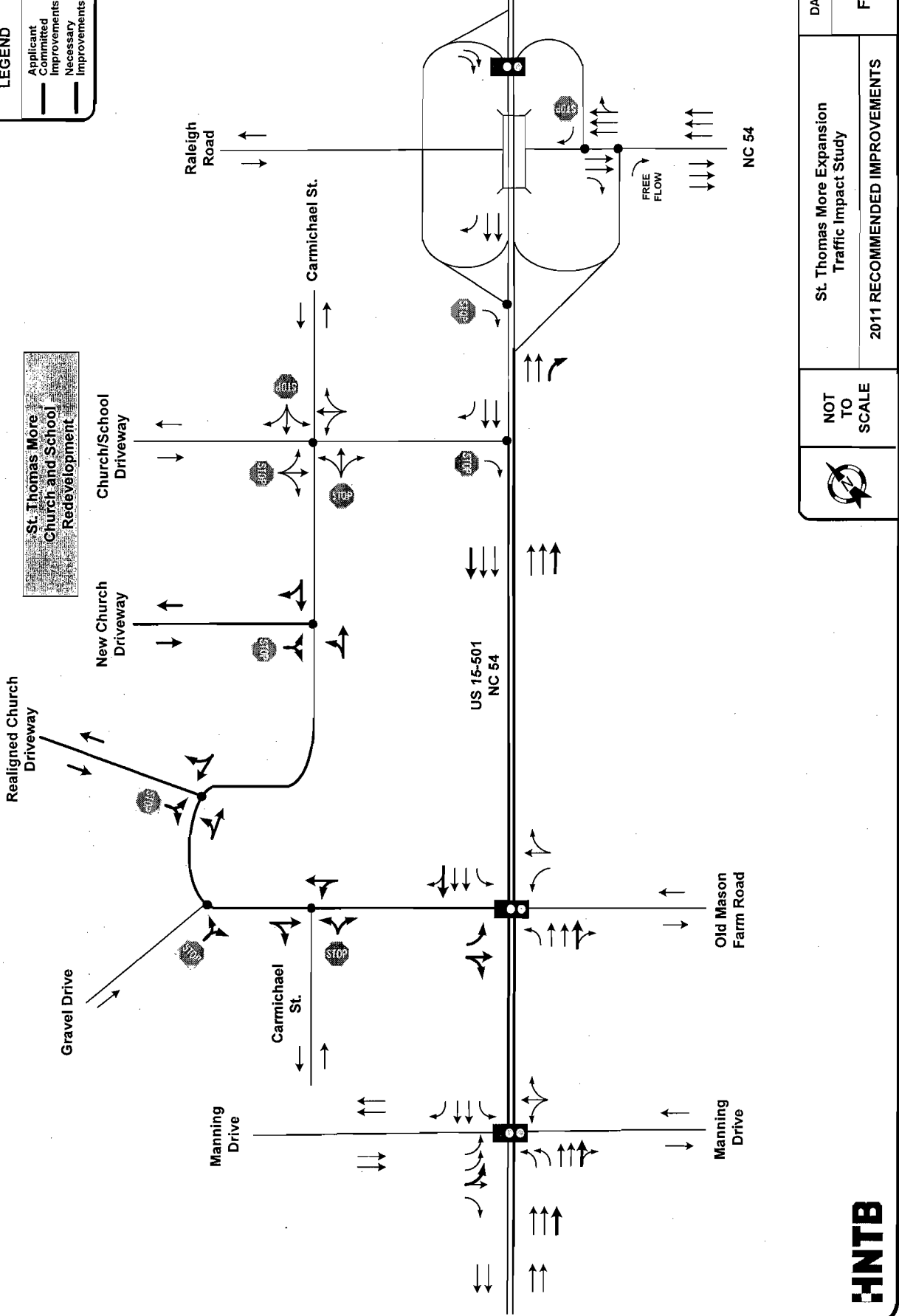
US 15-501  
NC 54

Old Mason Farm Road

Manning Drive

NC 54

FREE FLOW



NOT TO SCALE

St. Thomas More Expansion Traffic Impact Study

2011 RECOMMENDED IMPROVEMENTS

DATE: October, 2007

FIGURE ES-3

**HNTB**



THE UNIVERSITY OF NORTH CAROLINA  
AT  
CHAPEL HILL

Facilities Planning & Construction  
University Property Office  
Tel. (919) 962-9063  
Fax (919) 966-3297

Campus Box 1060  
215 W. Cameron Avenue  
Chapel Hill, North Carolina 27599-1060  
Stephen C. Condrin

April 21, 2006

VIA U.S. MAIL

Mr. Carlos Lima  
Parish Administrator  
The Catholic Community of St. Thomas More  
940 Carmichael Street  
Chapel Hill, North Carolina 27514

**Re: Proposed Improvements to Vehicular Circulation at St. Thomas More  
Church and School**

Dear Mr. Lima:

Pursuant to our meeting on January 12, 2006 and subsequent discussions concerning the proposed improvements to the St. Thomas More Church and School ("STM"), the University has considered your proposal, a copy of which is attached to this letter. Should STM obtain all of the needed approvals and permits required to proceed with the proposed route for vehicular circulation, the University will not object to STM's proposal.

Please continue to let us know of the status of your project. Should STM require an easement over the University's property to execute your approved plans, the University will work with STM on an agreement and request the necessary approvals from our Board of Trustees, Board of Governors and the Council of State.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen C. Condrin".

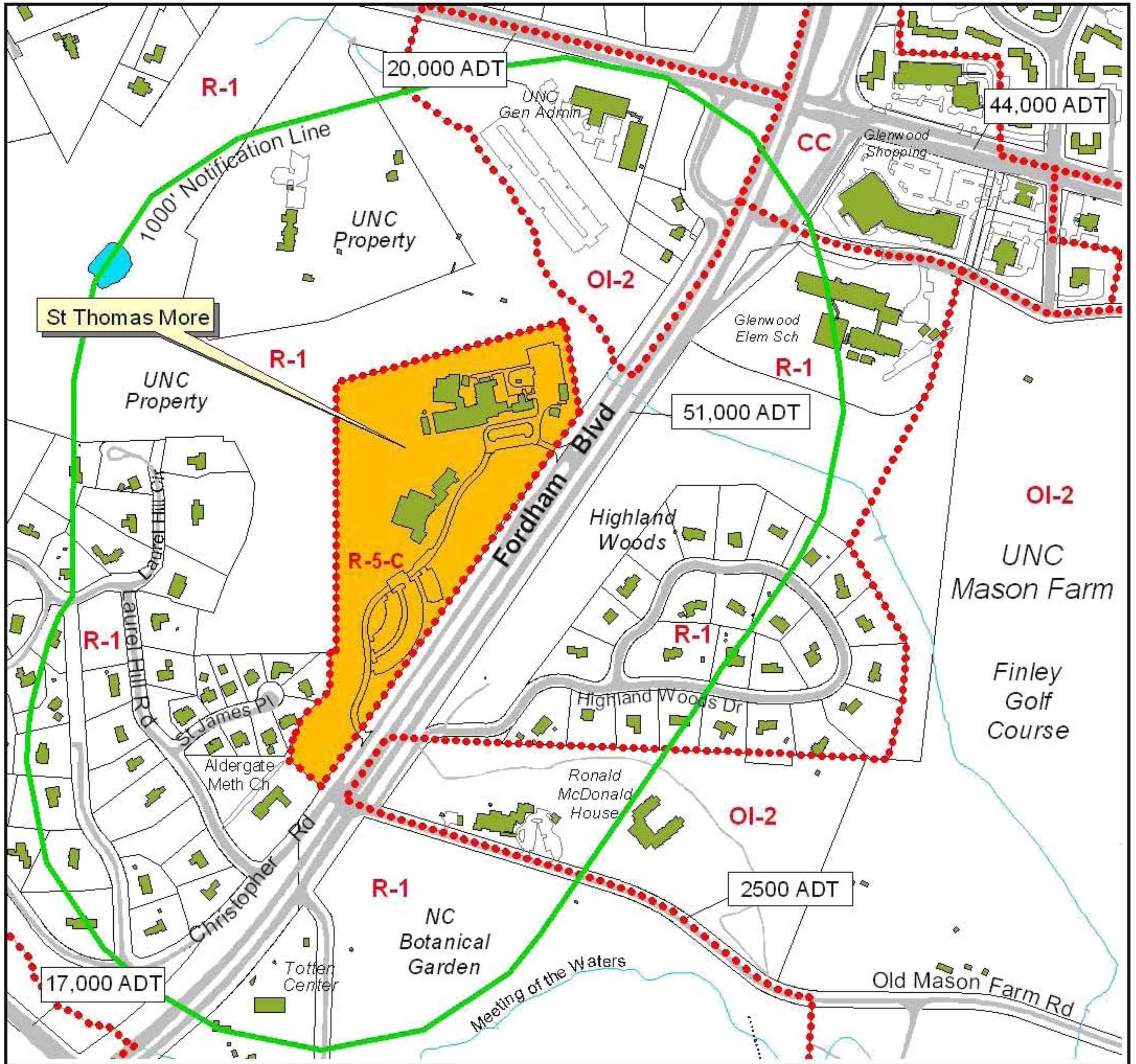
Stephen C. Condrin  
University Property Officer



cc: Nancy D. Suttentfield  
Bruce Runberg  
Jonathan Howes  
Patricia Crawford





# Area Map St Thomas More



	Site of St Thomas More
	Existing Buildings
	Chapel Hill Zoning
	Average Daily Traffic (ADT) 2005 DOT Data



N



200 0 200 400 Feet

GIS Map prepared by  
Chapel Hill Planning  
June, 2008