

From: Meadowmont Community Association [mailto:meadowmont@nc.rr.com]
Sent: Monday, September 14, 2009 10:23 AM
To: 'Hank Rodenburg'; Phil Mason
Subject: RE: Murray Hill

September 14, 2009

Mr. Mason:

As I reviewed my notes from attending both the CDC and Council meetings held in early 2009 on this proposed development I wrote down the following:

- This site was not originally Parcel 20 on the SUP (1997)
- It had no designation at the beginning (1997)
- It was split and became a remnant when the proposed transit line(s) were redrawn
- When it became split it "became Parcel 20" but have no facts as to how recorded
- And, at some point in the 1st Council meeting a staff or council member indicated that this Parcel designation needed to be researched again to confirm it really is R5C/Parcel 20.

In addition, I have reviewed the Memorandum dated 2-16-09 from Roger Stancil (Town Manager) to Mayor and Town Council indicating:

- Inside the Memo (Background: January 28, 2009, 3rd and 4th points)
- (PT#3) "The Land Use Plan, a component of the Comprehensive Plan, identifies the site as Low Density, 1-4 dwelling/acre. The property is located in Meadowmont"
- (PT# 4) "We anticipate this proposed use will require a modification of the Meadowmont Master Land Use Plan, a modification of the UNC Wellness Special Use Permit, and a possible rezoning."

I would ask that The Town review this noted parcel again to confirm its designation is correct.

Thank you

Bill Ferrell, Manager
Meadowmont Community Association
1201 Raleigh Road, Suite 204
Chapel Hill, NC 27517
919-240-4682 office
919-240-4683 fax

Dear Mr. Poveromo,

Thank you for your reply.

My original e-mail was not meant to be a feedback or a concern. It was a straightforward question and I would hope that at this stage of the application process someone in the planning department would have the answer to it and be able to give me a simple and straight response.

So let me repeat the question(s):

- 1) How is this property identified on the current Land Use Plan and does the current application need a variance from that plan?
- 2) Does the current application require any modification of the Meadowmont Master Land Use Plan, The UNC Special Use permit or any other plan?

The applicant stated at our meeting that none of these are required; the Feb. 2009 planning memorandum, referred to in my e-mail, seems to indicate differently and I just want to ensure that we have our facts straight.

Thank you for your consideration.

Hank

Julie Lentz
510 Meadowmont Village Circle, #325
Chapel Hill, North Carolina 27517
919 967-2897

Planning Department
Town of Chapel Hill
405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514

September 9, 2009
Re; Murray Hill, Multi-Family Development

To Whom It May Concern:

I will be unable to attend the Public Information Meeting on Thursday, September 10, but as a resident of Meadowmont, I would like this letter to put me on record as vehemently opposing the multi-family development proposed by Scott Murray Land Planning Inc.

The appeal of Meadowmont and the reason buyers purchased here are the green spaces and the quiet traffic flow. To put a building with 63,000 square foot of floor area and parking for approximately 34 vehicles in the small space on the northwest corner of Meadowmont Lane and Sprunt Street would destroy the little bit of green presently there and would add tremendous traffic activity on Meadowmont Lane.

It is time for the planners of Chapel Hill to remember the reasons this town is beloved: a small town feeling, quiet streets, with a university offering all the excitement and intellectual stimulation necessary to a well-balanced life. We do not need any more high rises nor new buildings that take away our precious green areas. Let's renovate what is already here and preserve the small town, community feeling still remaining in Chapel Hill!

Thank you for your consideration.

Sincerely,



Julie Lentz
Owner of 325 Circle Park Place
Meadowmont, Chapel Hill



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Funding Provided by:

Town of Chapel Hill
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Date: February 16, 2010

To: Chapel Hill Planning Board
From: Robert Dowling, Community Home Trust
Re: Murray Hill in Meadowmont

I would like to explain why the Home Trust supports the developer's affordable housing proposal. As you may know, the Home Trust is responsible for implementing the Town's inclusionary housing policy. To date, there are more than 140 affordable homes in our inventory in Chapel Hill; forty-eight of these units are located in Meadowmont; thirty-two of which are directly across the street from Murray Hill.

Rather than provide two affordable units in Murray Hill, the developer proposes to make a payment-in-lieu to the Town for 2.25 units. This will amount to more than \$190,000 that will be provided to the Town's affordable housing fund. These funds can be used for a wide variety of purposes to support affordable housing within the Town.

In addition to the payment-in-lieu, the developer is proposing to make an additional payment directly to the Home Trust in the form of a 1% transfer fee on each of the market-rate townhomes. The transfer fee, which has been used at both East 54 and Greenbridge, is paid by the sellers of the market-rate units in perpetuity. Those funds will be used by the Home Trust to support the affordable units within those developments. In theory, the affordable units in East 54 and Greenbridge will remain affordable and well maintained forever with the support of the transfer fee revenue.

The Murray Hill proposal differs from East 54 and Greenbridge because the transfer fee revenue will not be used to support affordable units in Murray Hill. The funds instead will be used to support the operations of the Home Trust. I realize that by supporting this proposal, it appears that we are placing our self-interest above the Council's inclusionary housing goals. However, given our role as the steward of the Town's inclusionary housing program, and given the long-term financial challenges we face, I believe the Town's inclusionary program is best served by the developer's proposal.

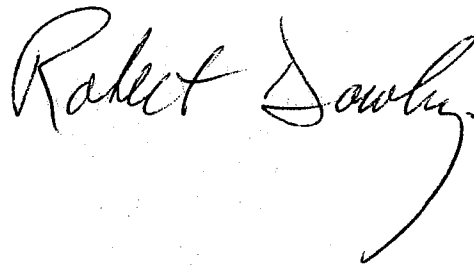
Funding our operations is always a challenge. Our two primary funders, the Town and the County, are both facing very difficult budgets in 2010-11. As a result, the Home Trust will not receive increases in our allocations, despite the fact that we are expected to sell more than twice as many homes in 2010 as we do in a typical year. Our projected deficit of about \$80,000 in 2010-11 will come from our internal reserves. Although our reserves are adequate at this point in time, this level of deficit is clearly not sustainable.

We believe that the sustainability of the organization is essential to the success of the Town's program. In fact, it is far more important than an incremental two affordable units. If the Home Trust is not adequately funded, how will we possibly manage our growing inventory of homes over time?

The developer's proposal will result in two fewer affordable townhomes in Chapel Hill. In return, the Town agrees to accept about \$190,000 into their affordable housing fund and the Town strengthens the Home Trust by enabling the transfer fee mechanism to be used to support our operations.

If these townhomes sell for \$500,000, the transfer fee revenue will amount to \$75,000 upon the initial sale of the fifteen townhomes. Assuming one townhome sells every year in perpetuity, the transfer fee will yield another \$5000 - \$6,000 annually to the Home Trust. Admittedly, this is a modest revenue stream, but one that we will certainly need.

Thank you for your consideration of this perspective.

A handwritten signature in black ink, reading "Robert Dowling". The signature is written in a cursive style with a long, sweeping tail on the letter "g".



Triangle Transit Plan Review Comments

Date: January 28, 2010

Project: Murray Hill Multi-Family Housing, Parcel 20, Chapel Hill, NC
Special Use Permit Application
Comments from Third Review

Triangle Transit Reviewers:

Jonathan Parker, PE, AICP, Transportation Planner

Juanita Shearer-Swink, FASLA, Project Manager, Architecture

In response to a request from the Town of Chapel Hill Planning Department, Triangle Transit (TTA) staff has reviewed the developer's response to the most recent comments from TTA dated September 11, 2009. As before, the comments provided by TTA are made in the context of whether plans for the Murray Hill project support the planned rapid transit station anticipated to be located in the vicinity of Meadowmont Village, (south of NC 54 and west of Meadowmont Lane) as well as how it may affect the transit corridor adopted by Durham and Chapel Hill and identified for a major transit infrastructure investment in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Long Range Transportation Plan.

The comments are organized in the sequence in which they have been provided.

First Review: Murray Hill Concept Plan dated 12.08.08

- The rapid transit system that will be developed in the transit corridor west of the Murray Hill project *may* cross Sprunt Street at-grade. The right in/right out driveway onto Sprunt Street could therefore not co-exist with this at-grade crossing and it therefore needs to be relocated. Even if the transit system is elevated, structures supporting the guideway have the potential of creating visibility concerns. In lieu of the Sprunt driveway, additional access to this property could be accomplished by another right in/right on the north end of the property.
- Even though this driveway on Sprunt is shown as a right in/right out, it would appear to be located too close to the intersection of Sprunt and Meadowmont to meet typical roadway design standards.

- Since this is anticipated to be a residential development, the developer should be made aware of the need for noise mitigating construction materials and strategies. While Light Rail Transit (LRT), the technology currently anticipated to be implemented in this corridor is quiet, developments directly adjacent to the corridor typically include enhanced noise mitigation techniques (multi-pane glass; additional insulation, etc.). Going on record about this now will reduce problems that Town may have during the EIS process and when the LRT system is implemented.
- While delineation of the actual townhouse units, driveways, etc. is conceptual, adequate space needs to be left for buffering. Screening from bedrooms that might normally be located at the rear of the unit might be desirable to diminish the perception that there is more LRT related noise than actually exists.

Second Review: Murray Hill Concept Plan dated 12.08.08

The Murray Hill proposal, with a residential density of about 13 units per acre, is consistent with the type and scale of development anticipated within the quarter to half mile radius station catchment area needed to support a rapid transit system. The site is in a highly walkable location, with ample sidewalks and opportunities for biking. The site is also located near various uses that will support a variety of non-motorized trip-making within the Meadowmont community as well as external trips via current bus service and future rapid transit.

However, Triangle Transit remains concerned about how the proposed site plan may affect the transit corridor and how implementation of the rapid transit system may impact this multi-family housing project.

- The distance between the transit corridor and the nearest proposed structure is shown as 8 feet. Triangle Transit requests that this distance be a minimum of 15 feet in order to reduce the likelihood of impacts to these buildings during construction of the future transit system. This offset is particularly important since the Murray Hill project is anticipated to be developed in the near term, prior to construction of the transit system. As stated in previous comments, noise mitigating construction materials and strategies should be implemented in housing projects close to the transit corridor.
- A future grade separation *may* be required at the intersection of the transit corridor easement and Meadowmont Lane as a part of the planned Chapel Hill to Durham transit corridor project. This possible grade separation may be constructed in manner that requires extensive grading adjacent to the property as well as a potential bridge either over or under Meadowmont Lane. This type of construction may result in a large slope or retaining wall that would be adjacent to the subject property. This could have substantial indirect effects on the Murray Hill parcel both during and after construction of the transit system.
- The proposal calls for fairly extensive tree preservation in the rear of the property. In areas where there is no tree preservation proposed, additional

tree planting such as a combination of dense native evergreen trees (other than pines) and native hardwoods, all of which need to be vertical in character, should be required to screen the property from the future rapid transit corridor. Infilling the existing tree preservation areas with smaller trees that will grow to be dense evergreens should also be considered. When the rapid transit system is constructed, the majority of the trees in the transit corridor will have to be removed.

Third Review: Murray Hill Statement of Justification, SUP, November 13, 2009

- Triangle Transit remains concerned about the enclosed living spaces that are considerably less than 15ft (9.6ft and 10ft) from the transit corridor.
- The use of noise mitigating construction materials and techniques is an appropriate response to the adjacent transit corridor. As stated on page 13 of the applicant's Statement of Justification, "the use of insulated glass . . . acoustical sealants will serve to mitigate occasional unwanted exterior noise."
- It is likely that the future Light Rail Transit (LRT) system would be designed to operate at 10-minute frequencies in both directions during the AM and PM peak hours and 20-minute frequencies off-peak and on weekends, 7 days per week. Service would typically begin around 6 AM and end at about midnight with perhaps more service on Saturdays and a later start on Sundays.

Experience from roadway networks and other transit systems suggests that while the acoustical impact of dense evergreen planting is not always significant, screening sources of noise from view appears to reduce the perception of noise: the concept of "out of sight; out of mind". Providing sufficient area for the introduction of supplementary evergreen planting is therefore highly desirable. The early introduction of small/young native evergreen trees will limit disturbance of the root zones of existing plant material and provide long term dependable screening as well as habitat enhancement.

Triangle Transit strongly supports the stipulations in the draft resolution of approval which appear to be as follows:

1. Notification to Prospective Buyers: That the developer shall provide documents such as deeds or plats, to be recorded in the Orange/Durham County Register of Deeds Office, which, at the time of property sale for each dwelling unit, alert prospective buyers of the site's close proximity to the easement reserved as a future transit corridor.
2. Noise Mitigation Design/Construction: That the proposed multi-family units shall be designed and constructed to mitigate noise levels associated with the future transit corridor.