

(13)
TOWN OF CHAPEL HILL

ATTACHMENT 5



Applicant Information

Name: LCDA Architecture for Sawmill Development Company, LLC
Address: 976 Airport Road Suite 200
City: Chapel Hill State: NC Zip: 27514
Phone (Work): 933-7775 FAX: 933-9082 E-Mail: lucycd@aol.com

Property Owner Information (included as attachment if more than one owner)

Name: Sawmill Development Co., LLC Phone 967-0776
Address: PO Box 150
City: Chapel Hill State: NC Zip: 27514

Development Information

Name of Development: The Sawmill, Residential Loft Condominiums
Tax Map: 7 Block: 29 Lot(s): 10 Parcel ID #: 9789440531
Address/Location: 970 Airport Road
Existing Zoning: OI-2 New Zoning District if Rezoning Proposed _____
Proposed Size of Development (Acres / Square Feet): 5.016 acres / 218,518 sq. feet
Permitted / Proposed Floor Area (Square Feet): 48,899 / approx. 56,000 **
Minimum # Parking Spaces Required: 65 #Proposed 92
Proposed Number of Dwelling Units: ~~48~~ 46 # Units per Acre 8.57
Existing / Proposed Impervious Surface Area (Square Feet): 5400 / 65,483
Is this Concept Plan subject to additional review by Town Council? Yes

The undersigned applicant hereby certifies that: a) the property owner authorizes the filing of this proposal b) authorizes on-site review by authorized staff; and c) to the best of his/her knowledge and belief, all information supplied with this proposal is true and accurate.

Signature: [Signature] Date: ~~11-25-02~~ 3/8/04 DB

Please submit ~~20 sets~~ ³⁰ sets of all materials, or 30 sets of all materials including reduced (8 1/2" by 11") copies of all plans if the Concept Plan is subject to additional review by the Town Council, no later than the first day of the month. Materials must be collated and folded to fit into a 12" x 15" envelope.

** The proposed floor area has been increased by approximately 15% according to the changes in the affordable housing policy that have been proposed in the attached document, that was presented to the Town Council at the public hearing on the 21st of January, 2004.

1. DEVELOPER'S PROGRAM

The Sawmill Condominiums is envisioned as a group of loft-style units, within three masonry buildings of similar style and size. The primary market for the condominiums consists of adults, both working and retired, since the contemporary, industrial aesthetic is most likely to appeal to buyers without children. Interior finishes will be exposed brick and concrete with heavy timber construction of the loft structure. The condominiums will be primarily 2 bedroom units that are 1 1/2 stories tall with partial second floor lofts. Approximately six of the units will be one bedroom flats in a more affordable price range. Each unit will have a covered parking area beneath its building and will be served by an elevator. Guest parking on the surface will be provided on the entrance sides of the buildings. The buildings will be approximately 40' tall, not including the lower level parking. Each unit will look out upon beautiful, southern views towards the downtown from the high elevation of this wooded five acre site. The presence of a significant amount of RCD at the perimeter of the site provides a good opportunity to work within the parameters of the new Development Ordinance in planning this project. The Sawmill Condominiums will add an exciting alternative to the housing types available in Chapel Hill.

5. STATEMENT OF COMPLIANCE

The project site on Airport Road provides a good location for higher density residential, and it is correctly zoned (O&I-2) for the proposed use. The existing use of the five acres for one single family home is far below the zoning cap, and the fact that there are no other single family homes along this area of Airport Road further supports the proposal of a redevelopment at this time. The site is inside the city limits and urban services boundary, and all utilities are available. The parking requirements for residential uses are much lower than for comparably sized office uses, and thus will provide less impact upon the vehicular access and traffic on Airport Road. The traffic patterns for residential uses are somewhat complimentary to those of office uses, and will not add to the traffic as much at the peak times of day.

The Sawmill Condominiums will conform to the Town's Design Guidelines and will promote the goals outlined in The Comprehensive Plan. The proposed loft-style units will contribute to the diversity of housing available in town, and they will potentially serve as high quality rental units. The private ownership of the units will contribute to the tax base, while the compact nature of the project will make it economical for the town to provide services to the project. The units are likely to appeal to occupants without children, and thus will not put further demand upon the school facilities.

The current plan as drawn allows for 6 affordable housing units and 37 normal units. The developer would like to explore the use of one or more innovative concepts to provide affordable housing for the project, as the design is developed in more detail. One of these concepts is outlined in the attached work paper, and we would like to know if it would be possible to pursue such an alternative approach.

The Sawmill will provide little impact upon the town's single family neighborhoods or historic districts, since none are near the project, and no traffic will be added through any neighborhoods by traffic generated by the project. The site is surrounded by office uses, the YMCA, and vacant land. The vacant land at the rear of the site is zoned for residential use, but it is immediately adjacent a Duke Power easement, which creates a natural separation of the 2 zones. There are no current plans for the development of this land.

The proposed scale of the buildings suits the O&I zoning and the character of the office developments nearby. The scale and setbacks are appropriate to the wide expanse of Airport Road. The project's parking is planned to occur primarily beneath the buildings, with little visual impact to the streetscape. The location on major bus routes and on the bike/pedestrian sidewalk leading to downtown, ensures that The Sawmill will be an economical location for working individuals which will contribute towards a balanced transportation system within the town.

The buildings are to be finished in oversized brick with painted metal window systems, railings and architectural accents. A contrasting material of either stucco or a metal siding system will be used in the recessed elevation surfaces. The fenestration patterns will be of similar scale and type to other buildings along Airport Rd. Stair and elevator towers will provide access and visual identity to groups of four to six units. Tall expanses of glass storefront windows at the rear of the units will provide dramatic views.

The access drive is located along the northern border of the site in the most level portion of the land and away from the view side to the south. The existing access point on Airport Rd. is the only practical location for access due to the terrain. The drive takes a gentle curve in relation to the buildings with small clusters of guest parking for cars and bicycles on the surface in front of the entrances to the units. Most of the residents' parking will be located

beneath the buildings, out of view. Sidewalks will connect the buildings to the parking areas and the public sidewalk on Airport Rd. The dumpster is located at the rear of the site where it can be easily screened from view while providing plenty of access for service vehicles.

The RCD at the front and south side of the development will be left in a natural, wooded state, with tended landscaping adjacent to the buildings and paved areas. The significant trees are mostly located within this perimeter area. The upper zone of the RCD will be used for walking trails as part of the recreation area of the project. These trails will have minimal impact upon the site and will be easy to maintain, while providing convenient access to the residents by connecting to the sidewalks. The development is not located adjacent to a greenway.

The site is naturally divided into 2 distinct areas by its boundaries, and one building is planned for the front area and two buildings for the back area. The buildings are located on the most suitable sites, one gently sloping building site in the center of each area, with each building located facing to the south, with sufficient slope created for accessing parking beneath the buildings and for good drainage. These compact building forms will leave more of the site undeveloped than would less compact forms, while they will take advantage of the south facing views into the wooded areas and beyond.

Landscaping will be a blend of existing wooded areas on the site and new plantings to harmonize with the existing vegetation. Most plantings will be of low maintenance varieties to minimize water consumption for irrigation. Trees will be added to shade the above grade parking and driveway areas where appropriate. Retaining walls will be used on a limited basis to provide vehicular access to the parking below the buildings and accessible entrances to on-grade units and other site amenities. Exterior lighting will combine taller security light poles with pools of light at building entrances and low level lighting along pathways.

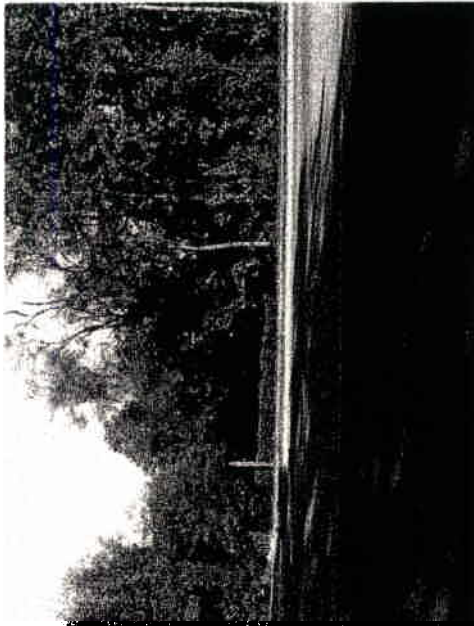
Site Photos

970 Airport Road



Site Photos

970 Airport Road



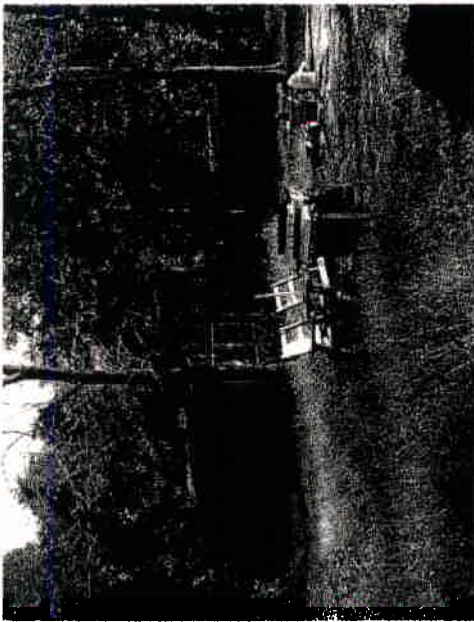
Site Photos

970 Airport Road



Site Photos

970 Airport Road



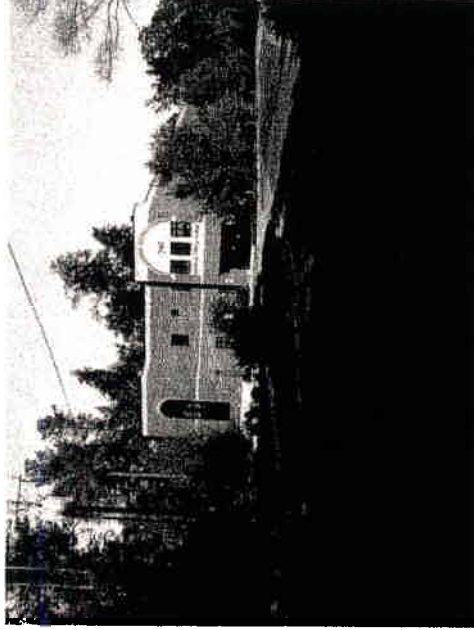
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