



TOWN OF CHAPEL HILL

March 22, 1999

George Krichbaum
Planned Community Development
6900 Slade Hill Road
Raleigh, NC 27615

Subject: Meadowmont Master Land Use Plan – Administrative Approval of Minor Changes Related to Overall Traffic Trip Generation (File No. 52..6)

Dear Mr. Krichbaum:

The Town staff has completed review of your request to administratively approve minor changes to the Meadowmont Master Land Use Plan as noted below:

- Restrict the “Congregate Care (or Multi-Family Residential)” development east of Meadowmont Lane to 350 congregate care units or 265 multi-family units.
- Restrict the northeast corner of Meadowmont Lane and Barbee Chapel Road to 10,000 square feet of “Office.”
- Restrict the southeast corner of Meadowmont Lane and Barbee Chapel Road to 10,000 square feet of “Office.”
- Restrict the hilltop “Commercial/Office site to 17,333 square feet of commercial space and 34,677 square feet of office space.
- Restrict the northeast corner of Barbee Chapel Road and NC 54 to a 4,000 square foot bank with a drive through and 4,000 square feet of office.
- Restrict the “Hotel” to 180 rooms.

As noted in your original letter dated May 1, 1998, these minor changes to the approved Meadowmont Master Land Use Plan are being requested in an effort to reduce overall trip generation from Meadowmont by approximately 25%. The reduction in overall trip generation from the Meadowmont development and the request for administrative approval of a minor change to the Master Land use Plan was discussed during the Council’s May 11, 1998 Public Hearing on the Infrastructure Special Use Permit.

We hereby approve the proposed minor changes to the Meadowmont Master Land Use Plan. Should you have questions, please call the Planning Department at 968-2728.

Sincerely,

Roger S. Waldon
Planning Director

EAST WEST PARTNERS

MANAGEMENT COMPANY, INC.

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May 1, 1998

Mr. Cal Horton
Town Manager
Town of Chapel Hill
306 N. Columbia Street
Chapel Hill, NC 27514

Dear Mr. Horton:

The purpose of this letter is to request that administrative approval of minor changes be made to the Meadowmont Master Plan. These adjustments are being requested in an effort to reduce overall trip generation from Meadowmont by approximately 25%. I am attaching separate documents specifying the areas of adjustment as well as providing information regarding the impacts the adjustment will have on Meadowmont trip generation.

We are requesting these adjustments based on the belief that each constitutes only a "minor change" to the Master Plan and is approvable by the Town Manager in accordance with Town of Chapel Hill ordinances.

In addition, we wish to be on record with the understanding that these "minor changes" will be incorporated into the Meadowmont Master Plan subject to the approval of the Meadowmont Infrastructure Special Use Permit by the Chapel Hill Town Council.

Thank you for your consideration on this matter. Please let me know if there are any questions or problems.

Sincerely,


George W. Krichbaum, Jr.
Director of Development Operations

**Minor Changes to the Meadowmont Master Plan
Made to Reduce Meadowmont Trip Generation**

We are requesting approval of minor changes to the approved Meadowmont Master Plan in order to reduce trips generated by the proposed Meadowmont project, as reported in the previously submitted Traffic Impact Analysis (TIA) prepared by Kimley-Horn and Associates (May, 1996).

There are two primary ways that traffic reductions in the vicinity of 25% can be achieved in a project of this type. One would be in the reduction of overall density; the other would be variations of use from higher to lower generators of traffic. Having previously stated that "across the board" reductions in density are not acceptable in the context of project viability, we have closely examined those areas where selective reductions in density and alterations in uses originally calculated in the Meadowmont TIA could generate significant reductions in traffic.

It is, also, imperative that any proposed adjustments would constitute only "minor changes" to the Meadowmont Master Plan, as previously approved by the Chapel Hill Town Council, in accordance with Town of Chapel Hill ordinances. The proposed adjustments do not involve any changes in use as shown on the approved Meadowmont Master Plan but rather come from defining and restricting approved uses, from reducing square footage previously approved and from a selective reduction to residential density. Each of these adjustments is made with respect to specific locations on the approved Master Plan. As such, the following are true:

1. No approved or pending Special Use Permits are altered in any way.
2. No changes in site boundaries have been made.
3. No Master Plan square footage or parking spaces have been increased.
4. No approved Master Plan uses are changed.
5. No pedestrian or vehicular access or circulation has changed.
6. No landscaped and/or open areas have been changed.

Therefore, we request approval of these adjustments with the understanding that they are, in fact, "minor changes" approvable by the Town Manager and in accordance with Town of Chapel Hill ordinances. It is our belief that they will require no "modification" of the existing Meadowmont Master Plan nor of any approved or pending Meadowmont Special Use Permits. All represent additional restrictions on the developer beyond those specified in the Master Plan approval, voluntarily offered by the developer. Should this view be deemed incorrect by the Town, then the request for these adjustments will, by necessity, be withdrawn. The adjustments are, also, submitted subject to approval of the Meadowmont Infrastructure S.U.P. by the Town Council.

For purposes of trip generation evaluation, the effect of the adjustments has been reflected in a "Revised Table 3(a)" in order to be directly comparable to the originally submitted traffic generation table (Table 3) contained in the TIA with one exception. The original TIA showed no credit for transit, bicycle or pedestrian trips although it is generally agreed that 3% to 5% of all external trips may conservatively be assigned to non-automotive modes. We have assigned 3.5% of the original new trips to non-automotive.

However, we believe that there are other areas of downward adjustment on trip generation which should rightfully be considered in evaluating the actual impact of Meadowmont. These include the following:

1. There were no internal capture and pass-by trips credited to totals for the south side of NC 54. Clearly, it is a practical impossibility that office facilities of this size, a hotel containing meeting rooms and restaurants, and 9,600 square feet of retail would have no internal capture or pass-by trips assigned to them even though the percentages would be significantly less than on the north side of NC 54 which has the bulk of retail space. Even though these adjustments would account for only a few hundred trips, we believe Meadowmont is entitled to them. However, none were calculated in this submittal.
2. After discussion with Town staff in 1994-1995, a pass-by rate of 25% was applied to the north side of NC 54 in the original TIA, even though the 5th Edition of the ITE Trip Generation Manual support a number closer to 41% and the Meadowmont TIA suggested 36-38%. Since the reduction to 25% made no difference in required roadway improvements, we did not press the issue. We do, however, feel that in the present circumstance which requires actual trip reduction, it is both reasonable and fair that additional pass-by credit be assigned per the ITE manual. However, none were calculated in this submittal.

Comparative tables have been produced in order that pre- and post-adjustment trip generations can be evaluated on a land use code basis. In addition, we have provided an evaluation showing (a) what adjustments have taken place in proposed usages under the approved Master Plan; and (b) what traffic has been deleted and what, if any, has been added back as a result of those changes.

We believe that the trip generation resulting from these adjustments continues to portray a "worst case" for Meadowmont at build-out since pass-by trips north of NC 54 are still under-credited, no pass-by nor internal capture is credited on the south side of NC 54, and since there is still anticipation of the development of a congregate care facility which would replace the remaining "apartment" units at dramatically reduced trip generation levels.

MINOR CHANGES TO MEADOWMONT MASTER PLAN

- "A"**--- In the area east of Meadowmont Lane designated as "CONGREGATE CARE (or MULTI-FAMILY RESIDENTIAL)", 502 "apartment" units were held in reserve out of Meadowmont's total allowable residential density of 1298. We propose to restrict units in this area to either 350 congregate care units or 265 multi-family units. (For purposes of trip generation calculations, the apartments will be used since they generate significantly more trips than do congregate care units.)
- "B"**--- On northeast corner of the intersection of Meadowmont Lane and Barbee Chapel Road ("Outparcel A"), 10,000 square feet of undefined "Commercial" is now shown. We propose to restrict use on this site specifically to 10,000 square feet of "Office". (In the original TIA, this parcel was calculated as a 3,720 square foot fast-food restaurant with drive thru and 6,280 square feet of retail.)
- "C"**--- On southeast corner of the intersection of Meadowmont Lane and Barbee Chapel Road ("Outparcel C"), 10,000 square feet of undefined "Commercial" is now shown. We propose to restrict use on this site specifically to 10,000 square feet of "Office". (In the original TIA, this parcel was calculated as a 4,500 square foot bank with drive thru and 5,500 square feet of retail.)
- "D"**--- The "hilltop" building is shown to have an allowable use up to 52,000 square feet of mixed-use space. We propose to restrict the use of the "hilltop" building specifically to a maximum of 17,333 square feet of "Retail" and restrict the remaining 34,667 square feet to "Office". (In the original TIA, this building was calculated as 52,000 square feet of retail.)
- "E"**--- On northeast corner of the intersection of Barbee Chapel Road and NC 54 ("Outparcel B"), up to 27,500 square feet of mixed-use is approved. We propose to restrict use and square footage specifically to a maximum of one 4,000 square foot bank w/ drive thru and 4,000 square feet of "Office". (In the original TIA, this parcel was calculated as a 4,500 square foot bank w/ drive thru, 5,000 square feet of office and 18,000 square feet of retail.)
- "F"**--- The "Hotel" was originally defined as 140,000 square feet and assigned 200 rooms for trip generation purposes. We propose to restrict "Hotel" to a maximum of 180 rooms per their S.U.P. application.

These adjustments are coded on the attached sectional copies of the Master Plan.

Original Table 3 (May 1996 TIA) External Traffic Generation (Based on 5th Ed. ITE Trip Generation Manual)		
Land Use Code	Land Use	ADT
210	342 Single Family	3,202
220	795 Units Apartments	5,160
230	161 Units Townhouses	976
Total Residential		9,338
710	394,000 SF General Office	3,956
310	200 Room Hotel	1,702
814	216,380 SF Specialty Retail	8,800
832	12,000 SF High-Turnover Sit Down Restaurant	2,134
834	3,720 SF Fast-Food w/Drive Through Window	2,642
912	4,500 SF Bank w/Drive Through	1,126
912	4,500 SF Bank w/Drive Through	1,126
411	70 Acre County Park	210
Total Non-Residential		21,696
Total Trips		31,034
Internal Capture		2,660
Pass-By		3,860
Transit/Bicycle/Pedestrian		0
TOTAL NEW TRIPS		24,514

Revised Table 3 (a) (May 1998) External Traffic Generation (Based on 5th Ed. ITE Trip Generation Manual)		
Land Use Code	Land Use	ADT
210	343 Single Family Units	3,212
220	555 Apartments Units	3,571
230	163 Townhomes Units	986
Total Residential		7,769
710	447,666 SF General Office	4,358
310	180 Room Hotel	1,526
814	156,934 SF Specialty Retail	6,382
832	12,000 SF High-Turnover Sit Down Restaurant	2,134
834	(Deleted)	0
912	4,000 SF Bank w/Drive Through	1,054
912	(Deleted)	0
411	70 Acre County Park	210
Total Non-Residential		15,664
TOTAL TRIPS		23,433
Internal Capture		1,925
Pass-By		2,392
Transit/Bicycle/Pedestrian		858
TOTAL NEW TRIPS		18,258
% Reduction from original TIS		25.52

59446
3120
500
4500

	1,000 Student Middle School*	1,000
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* Middle school traffic not included in the original ADT volumes

	800 Student Middle School*	800
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2497666
28000
156454
2000
4320
716000

**Comparative Evaluation of Proposed Adjustments
to Meadowmont Master Plan
Based on the 5th Edition ITE Trip Generation Manual**

ADJUSTMENT CODE	ADJUSTMENT	DELETED TRIPS	ADDED TRIPS	DIFFERENCE
A	Delete 237 of 502 Apartments Assigned as Future Use	-1569		-1569
B	Delete 1 Fast Food W/Drive Thru;	-2642		-2822
	Delete 6,280 sf of Retail	-255		
	Add 10,000 sf of Office		+75	
C	Delete 1 Bank w/Drive Thru;	-1126		-1275
	Delete 5,500 sf of Retail	-224		
	Add 10,000 sf of Office		+75	
D	Delete 34,666 sf of Retail on Hilltop;	-1410		-1148
	Add 34,666 sf of Office		+262	
E	Reduce 1 Bank from 4500 sf to 4,000 sf	-72		-814
	Delete 18,000 sf of Retail	-732		
	Delete 1,000 sf of Office	-10		
F	Reduce Hotel from 200 Rooms to 180 rooms	-176		-176
*	Delete 3 Apartments;	-20		+203
	Add One Single Family Home and Two Townhomes		+20	
	Add 1,000 sf of Retail for Each of 5 Non-Residential Corner Lots		+203	

*Adjusted to conform with Infrastructure SUP Submittal