

**RADWAY and WEAVER**

Planning and Development Consultants

505 Westminister Drive  
Chapel Hill, NC 27514**Memorandum**

To: Chapel Hill Planning Board and Transportation Board  
 From: Scott Radway, AICP  
 Date: November 4, 2002  
 Subject: Proposed Residence Inn Hotel – Amended Application

**Planned Development – Mixed Use (PD-MU) Request**

Although neighbors and members of advisory boards have voiced support for the proposed hotel as presented, we have heard concerns that a rezoning to Community Commercial Conditional District may open the door for additional commercial rezoning on the northern side of US 15-501. It has never been our intent to place a retail use at this location. The proposed voluntary conditional zoning conditions specifically stated that the use would only be for a hotel and with many conditions. Nevertheless, concern about the proposed CC Conditional zoning has been very evident.

The only way we know to allay this concern is to request a development permitted within the existing R-3 Conditional residential district with intensity no greater than permitted for a residential use.

Therefore, we have amended our application to withdraw the request for a rezoning and special use permit to allow 85,500 square feet of hotel development and are proposing a 79,700 square foot Planned Development–Mixed Use Project in the existing R-3 Conditional district. The proposal that would include a small amount of office space and four 1-bedroom condominiums. The changes are highlighted in Table 1 on the next page.

We believe the Planned Development – Mixed Use request and the changes proposed to the site plan address the following issues. Support material for our changes and comments is included with this memorandum.

**PD-MU Special Use Permit Application**

Article 18, Special Use Permits, Section 8.9 PD-MU establishes requirements for “. . . complimentary groupings of residential, commercial, and office uses.”

Further it provides “. . . for the development of such mixed uses at locations appropriate in terms of the Comprehensive Plan and the Major Street Plan, and in close proximity to public transportation facilities. . . .”

In addition §18.8.9.1 states, “Where such developments adjoin residential neighborhoods, it is intended that (the) arrangement of buildings, uses, open space, and vehicular



*access be such as to provide appropriate transition and reduce potential adverse effects."*

We continue to believe that when looked at in their entirety, the Comprehensive Plan goals and objectives for non-residential development and community diversity establish that the location for the proposed mixed-use development (hotel, office, and residential uses) is an appropriate site for those uses.

**Table 1**  
**PD-MU Compared With CC Conditional Zoning**

<b>Category</b>	<b>R-3 Conditional Special Use Permit</b>	<b>CC Conditional Special Use Permit</b>	<b>Change #</b>	<b>Change %</b>
<b>Total SF</b>	<b>79,700</b>	<b>85,500</b>	<b>-5,800</b>	<b>-6.8%</b>
<b>Hotel SF</b>	<b>73,700</b>	<b>85,500</b>	<b>-11,800</b>	<b>-13.8%</b>
<b>Hotel Suites</b>	<b>108</b>	<b>120</b>	<b>-12</b>	<b>-10.0%</b>
<b>Office SF</b>	<b>3,000</b>	<b>0</b>	<b>+3,000</b>	
<b>Residential SF</b>	<b>3,000</b>	<b>0</b>	<b>+3,000</b>	
<b>Dwellings</b>	<b>4 -1BR Condos</b>		<b>+4 -1BR Condos</b>	
<b>Parking</b>	<b>126 Spaces</b>	<b>120 Spaces</b>	<b>+6</b>	<b>+5%</b>
<b>Total SF Impervious</b>	<b>105,627 SF</b>	<b>106,976 SF</b>	<b>-1,349</b>	<b>-1.26%</b>
<b>Percent Impervious</b>	<b>18.2%</b>	<b>18.5%</b>		
<b><u>Buffers along</u></b>				
<b>Summerfield Crossing</b>	<b>100 Ft.</b>	<b>100 Ft.</b>	<b>0</b>	
<b>Dobbins Dr.</b>	<b>50-100 Ft.</b>	<b>50-100 Ft.</b>	<b>0</b>	
<b>Erwin Road</b>	<b>50 Ft.</b>	<b>30 Ft.</b>	<b>+20 Ft.</b>	<b>+40%</b>
<b>Northern P/L</b>	<b>40 Ft. in Corner</b>	<b>20 Ft. in Corner</b>	<b>+20 Ft.</b>	<b>+100%</b>

We are pleased to provide information about the following issues raised at the Planning Board meeting, meetings with other advisory boards, and meetings with residents of Summerfield Crossing.

#### Traffic and Roadway Improvements

The traffic conditions affecting this site also affect this general area of Chapel Hill. Planned roadway improvements to this area of Chapel Hill are:

1. Superstreet Improvements to the Erwin Rd. ♦ US 15-501 Intersection. These improvements are scheduled for construction starting in the summer of 2004 and ending in the fall of 2005.
2. Dobbins Drive realignment ♦ Erwin Road widening are scheduled to take place in the spring and summer of next year 2003.
3. Weaver Dairy Road Improvements are scheduled for later this decade, but the design has yet to be determined. A public meeting will be held on November 14<sup>th</sup> by NCDOT for additional citizen input about the proposed alternatives.

Each of these roadway improvement projects will improve the traffic flow on these roadways for some period of time, although estimates vary between 5-10 yrs.

#### Town of Chapel Hill Traffic Impact Assessment for Residence Inn Proposal

The applicant provided 2 TIA reports prepared by a consultant according to the Town's requirements. Then, this summer the applicant paid the Town \$7,220 for the Town to hire its own consultant to analyze the traffic situation.

The Town's consultant examined:

1. Existing (2002) conditions,
2. Conditions at buildout (2005) of the hotel (assumes Dobbins Drive and Superstreet improvements are completed), and
3. Conditions in the US 15-501 corridor in 2025.

After the consultant's examination of the traffic from the Residence Inn, background traffic growth, traffic from additional projects in the vicinity, and the improvements identified above the consultant has said:

"In conclusion, the additional traffic generated by the proposed Residence Inn is expected to have minimal impact to the surrounding road network with the improvements that are planned under the Superstreet design, the Dobbins Drive/Erwin Road project, and the improvements that are deemed necessary regardless of whether the site is built out."

Comparison of Traffic Generated by Alternative Land Uses

The following comparison of traffic generated by hotel, office, and residential uses is provided in direct response to questions by members of the Planning and Transportation Boards. The trip generation formulas used to estimate these trips are contained in the Institute of Transportation Engineers (ITE) *Trip Generation* manual, 6<sup>th</sup> Edition.

Table 2  
Trip Generation Comparison

ITE Code	Use	Quantity	AM Peak Trips	PM Peak Trips	Daily Trips
301	Extended Stay Hotel	120 Suites	51	57	705
210	Single Family	52	46	60	568
220	Apartments	72	39	58	566
Combined	Mixed Use	108 suites/4 condos/3,000 sf office	60	64	630

These data show that for all practical purposes the traffic generated by the mixed-use proposal, the hotel, and residential uses are the same with respect to their overall traffic effect.

We have attached page 24 from the traffic consultant's report and highlighted several sentences. Clearly the consultant chose to use a "conservative" traffic generation estimate to be on the "safe side." It resulted in an estimate of trips for the hotel that is higher than even the consultant would consider the actual case. We point this out because in doing the study the prudent approach is one that estimates the worst-case conditions.

However, even when the worst case assumptions are made at every opportunity in this study, the consultant's conclusion is that ". . . the proposed Residence Inn is expected to have minimal impact to the surrounding road network. . ." (See complete quote above.

The applicant is not attempting to downplay the difficulties with the existing roadways, but to point out that the planned improvements – and in particular those for which the applicant is paying its proportionate share – will improve the traffic flow and safety situation. And, the volume of traffic from the hotel would be almost identical to that of any residential development placed at the site.

### Changes to Site Plan

The accompanying black and white site plan (and the color rendering) show changes made as the result of comments and concerns raised by board members and nearby neighbors.

**Buffers** – The buffer along Erwin Road has been widened to 50 feet (from 30') and the buffer along the northern property line nearest to Erwin Road has been widened to 40 feet (from 20').

### **Building Arrangement**

1. In response to concerns about outdoor activities of the guests creating noise that would bother nearby neighbors, the two guest buildings have been joined and form a "U" in which the outdoor activities available to guests are enclosed.
2. The proposed office and residential dwellings are to be located in a two story building in the northeast corner of the site and will provide a visual screen to the 3 story guest building sitting behind the detached office ♦ residential building.
3. The new building arrangement by being tighter provides for the increased buffers as described above.
4. Parking has been increased from 120 spaces to 126 spaces. A minimum of 120 spaces is required for the Mixed Use proposal as well as the hotel only proposal. We have taken the 120 spaces as the base number and added 6 handicap spaces to provide the total of 126 spaces.

In addition, we have committed to the following items requested by town staff:

1. Saving of the 24" cedar tree in the southwest corner of the site provided that the Urban Forester for the town determines that the tree is healthy and should be saved, and
2. Providing two standard solid waste containers should the Town Manager determine that both containers are necessary.

# Trip Generation Comparison: Mixed Use - Residential - Hotel

ITE Land Use Category	Type of Use	Units	Estimated Trips Peak Hour		Est. Daily Trips
			AM	PM	
301/220/710	108 suites/4 res. Condo/3,000 sf Office		60	64	630
210	Single Family	52	46	60	568
220	Apartment / Multi-Family	72	39	58	566
301	Extended Stay Hotel	120	51	57	705

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