

TOWN OF CHAPEL HILL COMMUNITY DESIGN COMMISSION

CONCEPT PLAN APPLICATION

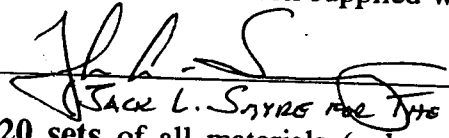
Applicant Information

Name: Jack L. Smyre, The Design Response, Inc.
 Address: 1014 High House Road, Suite 100
 City: Cary State: North Carolina Zip: 27513
 Phone (Work): (919) 469-2080 FAX: (919) 469-6633
 E-Mail: jsmyre@thedesignresponse.com

Development Information

Name of Development: Wilson Assemblage
 Tax Map: 27 Block: B Lot(s): 3A, 5, 6, 7, 8, 9, 10, 11
 Address/Location: Dobbins Drive and Erwin Road
 Existing Zoning: Residential-4 Is a Rezoning Proposed? Yes (R-5-C)
 Proposed Size of Development (Acres): 17.93 Acres (Gross Land Area)
 Permitted Floor Area (Square Feet): 179,637 SF (Existing R-4 Zoning)
 Proposed Floor Area (Square Feet): 236,000+ SF (assumes R-5-C Zoning)
 Minimum Number of Parking Spaces Required: 349 Spaces
 Proposed Number of Parking Spaces: 375 Spaces

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

Signature:  Date: 1/27/03
 (Jack L. Smyre for The Design Response, Inc.)

Please submit **20** sets of all materials (unless otherwise noted on the summary of required information). Materials shall be submitted no later than the first business day of the month. Materials must be collated and assembled as 20 "sets." Each "set" of materials shall be folded and ready to stuff into a 12" x 15" envelope.

The Community Design Commission meets regularly on the third Wednesday of each month. For confirmation of a meeting date and the placement of your request on the agenda, please call the Planning Department at (919) 968-2728.

I. Applicant/Developer Information

The Developer

The developer for this unnamed proposal, referred to herein as the Wilson Assemblage, will be Crosland Development, Inc. Crosland is one of the Southeast's leading diversified real estate companies, with experience building and managing residential, office and commercial developments.

Crosland's mission is to design, develop and manage properties that make communities better places to live, work and shop. Originally founded by John Crosland, Sr., in 1937, Crosland has a long-term commitment to community-oriented development, responsible stewardship, and to the provision of affordable housing. Consistent with this commitment, Crosland developed the affordable Dobbins Hill Apartment development in Chapel Hill during the 1990s, and most recently completed the Apartments at Meadowmont.

Crosland operates out of a home office in Charlotte, North Carolina, and does business in North Carolina, South Carolina, Georgia and Tennessee. In the year 2000, Crosland opened an office in Raleigh to help better serve the Triangle area.

The Consultants

Jack Smyre, PE, AICP, is serving as the lead applicant on behalf of Crosland Development, Inc. Jack Smyre is the principal for The Design Response, Inc., a local land planning and consulting firm, and he has been working with various developers in the Chapel Hill area for over two decades. He has previously been actively involved with several projects in Chapel Hill that have included an affordable housing component, including Vineyard Square (formerly known as The Homestead) and Dobbins Hill Apartments.

Jeff Davis, who is principal for JDavis Architects, is serving as the architect for this project. Jeff Davis has been involved in many office, commercial and residential developments throughout the Triangle area. In Chapel Hill, Davis has been involved with several projects including the Meadowmont Village Center, where commercial space and residential units are vertically mixed. As part of his involvement in Meadowmont, Davis also donated his time to the Orange County Housing Development Corporation and assisted with the architecture for the Meadowmont Affordable Townhomes, helping to ensure that this important housing element was compatible with the rest of the development in terms of scale, materials and quality of design.

Since the conceptual plan review process is a preliminary step towards the preparation of a formal development submittal, we have not engaged the services of an engineering firm at this time. After benefiting from the comments and recommendations offered as part of the conceptual plan review process, we intend to enlist a reputable engineering firm that is familiar with the Chapel Hill area, in order to assist with the development of appropriate studies and materials for a formal Special Use Permit application submittal.

II. Names and Addresses of Property Owners

This unnamed proposal, which is presently referred to as the Wilson Assemblage, consist of a collection of eight different properties which are identified by owner as follows:

TM # 7.27.B.11
Pin # 9799-48-5847
James Felton Johnson
6505 Orange Grove Rd.
Hillsborough, NC 27278

TM# 7.27.B.8
Pin # 9799-48-8291
Carlyle E. Wilson
1229 Pinckney Ave.
Florence, SC 29505

TM# 7.27.B.10
Pin # 9799-48-5735
Janie Lee Pendergrass ETA
& Billie D. Johnson
4235 Arbutus Dr.
Raleigh, NC 27612

TM# 7.27.B.6
Pin # 9799-58-2430
C. D. Wilson Jr.
c/o E. Wayne Wilson
6713 NC 86
Chapel Hill, NC 27514

TM # 7.27.B.9
Pin # 9799-48-5653
Janie Lee Pendergrass ETA
& Billie D. Johnson
4235 Arbutus Dr.
Raleigh, NC 27612

TM# 7.27.B.3A
Pin # 9799-58-3436
Walter Zachary, ETAL
& Frank C. Zachary
P.O. Box 608
Yadkinville, NC 27055

TM# 7.27.B.7
Pin # 9799-58-0760
Elizabeth W. Lyons, ETAL
& Clayton D. Wilson Jr.
5800 Old Providence Rd. Apt. 6114
Charlotte, NC 27226

TM# 7.27.B.5
Pin # 9799-58-4553
Margaret Joan Redman
1747 Dobbins Dr.
Chapel Hill, 27514

III. Developer's Program

The developer of this unnamed proposal, referred to herein as the Wilson Assemblage, will be Crosland Development, Inc., a North Carolina developer that is experienced in office and multifamily residential development, including the affordable housing apartment community known as Dobbins Hill, which is immediately east of this site. Subsequent to input from the Community Design Commission and surrounding property owners, Crosland plans to file a Zoning Atlas amendment and a Special Use Permit application for this development proposal.

The overall site consist of approximately 17.9 gross acres of assembled properties that are bordered to the south by Dobbins Drive and a Duke Power substation and bordered to the east by Erwin Road, the McGregor Place Condominiums, and Erwin Village. The Walden at Greenfield Apartments border the site to the north, while the Dobbins Hill Apartments are adjacent to the eastern border of the site.

The Zoning Atlas amendment is expected to request a change from the existing Residential-4 (R-4) zoning district to a Residential-5-Conditional (R-5-C) zoning district for the entire site. The related Special Use Permit application is expected to be for a mixed-use planned development (PD-MU), which would be in harmony with the current Comprehensive Land Use Plan designations of medium-density residential use for the portion of the assemblage with frontage on Erwin Road, and mixed-use (office/retail emphasis) designation for the remainder of the assemblage.

The specific program for the site, as illustrated in the attached conceptual plan, includes 32,000 square feet of floor area within a two-story building located on the site's Dobbins Drive frontage, and 144 residential dwelling units offered in a variety of attached housing formats. The two-story building would primarily consist of office uses, with the potential for a low-impact, ground floor retail tenant. It is the developer's intention that the facades of the buildings are designed and located in a manner that will screen the majority of the on-site parking from the viewshed of the US 15-501 entranceway corridor.

A key component of the 144 residential dwelling units will be the provision of 32 affordable housing apartments that are intended to functionally become an extension of the existing Dobbins Hill Apartments affordable housing community. The Town Council has previously adopted a policy of requiring that a minimum of 15 percent of the dwelling units on a site be provided as affordable units, when a rezoning request is being considered. This application would offer 22 percent of the total residential dwelling units as affordable units, exceeding the Council's minimum expectation by approximately 50 percent.

Dobbins Hill is a tax credit development consisting of 55 apartments for families who earn 60 percent or less of the median income for the area. Expansion of this existing affordable housing development by an additional 32 apartments not only represents a 58 percent increase in the size of the Dobbins Hill community, but also creates a new total of 87 apartments that are affordable to those who earn 60 percent or less of the area's median income. In addition, this increase from 55 apartments to a total of 87 affordable apartments would also allow the current part-time manager position for the Dobbins Hill Apartment community to be upgraded to a full-time manager position, which would be a benefit for all of the existing Dobbins Hill residents.

The remaining 112 market-rate residential housing units that are proposed to be provided on the site will be intended for ownership. These units will be offered in three formats: 36 two-story condominium flats, the majority of which incorporate garaged parking; 20 club villas, which are associated with a two-story central clubhouse facility; and 56 three-story townhomes, each of which includes a ground-level two-car garage. With the exception of the land area associated with the two-story office building and related parking, and not including the affordable housing element requested by Council, this would yield an approximate density of eight units per acre, which is in harmony with the medium-density residential component of the adopted land use plan. It is the applicant's position that provision of the affordable apartments within the mixed-use land use portion of the project, along with the market-rate dwelling units to the north, meet the residential density guidelines for the mixed-use land use portion of the project, as well.

Access to the housing elements within the development will be from a public road network that would be constructed throughout the assemblage, with connections to Erwin Road to the west, Dobbins Drive to the south, and a third future point of access in the form of a stubout to an existing public right-of-way that runs across the northern portion of the Dobbins Hill affordable apartment community to the east. The right-of-way across the northern portion of Dobbins Hill was originally intended to facilitate the future extension of McGregor Drive from Erwin Road to Sage Road. This proposal would alter the intended future connection between Sage Road and Erwin Road to a potentially better location on Erwin Road. Additionally, the applicant does not propose a vehicular connection to McGregor Drive, thereby protecting the adjoining Erwin Village duplexes and McGregor Glen condominiums from any increased traffic on McGregor Drive.

Opening up this rather large block of properties currently bounded by Erwin Road, Sage Road, and Dobbins Drive in this manner will provide for improved traffic dispersion by offering route alternatives, especially for local trips by area residents. It is also the applicant's hope that Chapel Hill Transit will alter the current bus routing along Dobbins Drive from Sage Road to Erwin Road to include a routing through this site, utilizing the project's Dobbins Drive and Erwin Road connection points, thereby facilitating an onsite central bus stop location.

On-site parking is proposed to be satisfied at a rate that is within the Town Council's adopted guideline of limiting the maximum amount of parking spaces to a ten percent increase over the minimum required. The parking proposed is 375 parking spaces, which is less than an eight percent increase over the required minimum of 349 parking spaces. In addition, 148 of the 375 parking spaces provided are in the form of garage units, which results in only 227 actual surface parking spaces on site (approximately two thirds of the minimum parking requirement of 349 spaces).

The applicant believes this proposal is appropriately scaled with the road system and building locations in harmony with surrounding land use patterns. In addition, the community would benefit from a substantial increase in the number of affordable units in the community, as well as through the growth and enhancement of an existing and proven affordable housing development.

IV. Descriptions and Explanations of Site Elements

The Town of Chapel Hill's Land Use Management Ordinance prescribes that "all Conceptual Development Plans should demonstrate a high quality of overall site design." In particular, the Ordinance discusses that:

"The design and construction of site elements should include appropriate descriptions and explanations of the relationship and balance among site elements, the relationship of the development to natural features, neighboring developments and undeveloped land, access and circulation systems, retention of natural vegetation, minimal alteration of natural topography, mitigation of erosion and sedimentation, mitigation of stormwater drainage and flooding, arrangement and orientation of buildings and amenities in relation to each other and to neighboring developments and streets, landscaping, preservation or enhancement of vistas, and mitigation of traffic impacts."

The Wilson Assemblage conceptual plan seeks to fulfill these site design characteristics. Descriptions and explanations regarding the site design and site elements are summarized by category as follows:

The relationship and balance among site elements, the relationship of the development to neighboring developments and undeveloped land, and the arrangement and orientation of buildings and amenities in relation to each other and to neighboring developments and streets...

- Dwelling units have been grouped according to housing type, in order to create a common sense of neighborhood within the context of the overall development.
- Housing has been designed and located strategically to blend in type, size and scale with surrounding residential uses. In particular, the flats proposed on the western portion of the site blend with the scale of the McGregor Place condominiums. The townhomes located in the northern portion of the site are compatible with the size and scale of the Erwin Village Townhomes. And finally, the apartments in the southern portion of the site along Dobbins Drive, are intended to seamlessly blend with the neighboring Dobbins Hill Apartments.
- The townhome buildings have been oriented such that the ends of the buildings face the edges of the site, reducing the sense of mass and the accompanying visual impact on neighboring properties.
- Recreational elements have been located in the center of the site, thereby making them easily accessible to all residents, and maximizing the walkability of the development.
- A comprehensive sidewalk network is proposed throughout the site, connecting all buildings and parking areas, in an effort to provide safe and efficient pedestrian circulation throughout the site.
- The proposed apartments are located in close proximity to the existing clubhouse for the Dobbins Hill Apartments. This proximity will functionally enhance the "blending" of

these units into one neighborhood, which can then be operated under common full-time management.

- A significant high voltage electrical corridor bisects this site from east to west. Given that buildings and landscaping are not permitted uses in this corridor, the conceptual plan proposes to distract attention from the power lines by using this generally flat area as a parking area.

The relationship of the development to natural features, and the minimal alteration of natural topography...

- Within the boundaries of the site, to the maximum extent possible, roads have been placed to follow existing grade.
- Parking for the Dobbins Drive office/retail building has been placed in the flattest portion of the site.
- Stormwater management facilities have been located in the naturally occurring low areas of the site, in an effort to minimize the amount of grading associated with these facilities.
- Site elements have been arranged to preserve a cluster of significant oak trees that are located in the center of the site (immediately southwest of the intersection of Street A and Street B).
- Uses have also been placed in a manner to preserve a 90-inch twin oak that is located in the southeastern portion of the site.

The relationship of the development to access and circulation systems, and the mitigation of traffic impacts...

- The conceptual plan has been designed in accordance with the philosophy that multiple points of access are desirable for this development. In particular, two primary points of access are proposed for this development – one from Erwin Road, and one from Dobbins Drive. These two points of access involve the creation of two public streets that will provide circulation throughout this proposed development site, and that will effectively disburse residents in different directions.
- In addition, one of the proposed public streets (Street B) provides an eastern stub-out to the 50-foot public right-of-way that exists on the northern edge of the Dobbins Hill Apartments site, providing the opportunity for a future connection to Sage Road. This east-west connection would significantly open up this block of land, permitting movement between Erwin Road and Sage Road, without the need to use Erwin Road or Dobbins Drive.
- An additional eastern connection could be provided, if desired, between this site and the entrance drive to Dobbins Hill Apartments. This connection could potentially enhance the interaction between these new affordable apartment units, and the existing Dobbins Hill Apartments.

- The conceptual plan proposes to avoid a connection to McGregor Drive, in an effort to preserve the character of this existing neighborhood.

The retention of natural vegetation, the preservation or enhancement of vistas, and proposed landscaping...

- A significant existing tree mass is preserved in the center of the site, immediately southwest of the intersection of Street A and Street B. This cluster of significant oak trees provides an attractive visual landmark for vehicles entering the site off of Erwin Road, as well as vehicles entering the site from Dobbins Drive.
- The conceptual plan envisions that a 29-inch oak tree, located along the site's Erwin Road frontage, will be preserved as part of the western buffer.
- A 90-inch twin oak and surrounding vegetation is proposed for preservation in the southeastern portion of the site. This tree should serve as a focal point for the southern portion of the site, including the affordable apartments, while also helping to preserve a large and significant tree that is part of the US 15-501 viewshed.
- There are several significant trees that are located in the immediate southeastern corner of the site, close to the intersection of Dobbins Drive and the existing entrance to the Dobbins Hill Apartments. Although final grading has not been determined, this conceptual plan aspires to preserve as many of these trees as possible, through the use of careful construction techniques, and retaining walls, if necessary.
- The conceptual plan envisions the preservation of existing buffer vegetation when possible, supplemented with evergreen plantings as necessary, to ensure appropriate screening.
- Landscaped courtyards are proposed between the townhome buildings, providing two parallel green corridors that run from east to west in the northern portion of the site.
- A street tree planting program will be observed alongside proposed public streets A and B, in order to enhance the view corridors within the development, and provide an aesthetically pleasing view into the site from Erwin Road, Dobbins Drive, and US Highway 15-501.

The mitigation of erosion and sedimentation...

- Given the conceptual nature of this submittal, the developer has not retained the services of an engineering consultant. However, it is the developer's intention to fully address erosion and sedimentation controls as a component of the formal Special Use Permit application.

The mitigation of stormwater drainage and flooding...

- Two separate stormwater management facilities are proposed to assist with the mitigation of rain events. These facilities will be engineered to fully address water volume and water quality issues, in accordance with Town of Chapel Hill regulations and policies.

18

- In addition, multiple smaller stormwater management devices, such as rain barrels, grass swales, and other measures will be considered and proposed in conjunction with the formal Special Use Permit application.

V. Statement of Compliance with Town Design Guidelines

From a site development standpoint, the conceptual plan for the Wilson Assemblage complies with the Chapel Hill Design Guidelines in the following manner:

- The proposed land use and architectural program is compatible with surrounding land uses in both function and scale.
- The proposed road and pedestrian network facilitates not only free movement throughout and within the site, but also provides local trip alternatives for the surrounding residential community.
- A significant existing tree mass is preserved near the proposed interior road intersection, providing both visual interest and a central natural green space.
- A specimen tree (90-inch twin oak) has been preserved with surrounding land to create an aesthetically pleasing pocket of passive open space.
- A clubhouse and recreational amenity area is provided in a central location and within easy walking distance of all residential units.
- The majority of the site is characterized as Prime Buildable (with slopes of less than 10 percent), with the remaining portion of the site being characterized as Secondary Buildable (with slopes of 10-15 percent). We note that the northern portion of the site has previously been cleared of trees in the past for agricultural purposes.
- The buildings sited along Dobbins Drive are designed and located in a manner that will screen the majority of the on-site parking from the viewshed of the US 15-501 entranceway corridor.
- Two points of ingress and egress from the site is provided along with a stub-out to a future third point of ingress and egress from the site.
- The Erwin Road connection point is located in such a manner that turn lanes can be provided on Erwin Road, if necessary, to mitigate any potential turning traffic impact on that road.
- The site is located on an existing mass transit corridor and can easily accommodate an onsite bus stop location and/or a bus stop location along the existing Dobbins Drive bus route.
- Garages are provided with the majority of the residential units, thereby lowering the actual surface parking spaces provided to two-thirds of the required minimum number of parking spaces, while also reducing the amount of impervious surface proposed for the site.

- Pedestrian movement throughout the site is facilitated with a public sidewalk system provided as a component of the local public road system through the site.
- Pedestrian connections to adjoining developments can be provided, if deemed desirable, but vehicular connections to existing development to the north are specifically avoided in order to eliminate any additional traffic on McGregor Drive (even though McGregor Drive was originally intended to be extended to Sage Road).
- The site's stormwater management areas are located at natural drainage points for the site, without having to force the site's grading otherwise.
- Impervious surfaces on the site are limited to less than 50 percent of the gross acreage of the site.
- All site utilities are underground with the exception of the existing overhead high voltage transmission lines that traverse the site from a tower located on the Dobbins Hill apartment community property to the Duke Power substation located west of the proposed office building's parking lot.
- Finally, the architectural character of the proposed buildings is intended to harmonize with the Chapel Hill built environment.

VI. Statement of Consistency with the Town's Comprehensive Plan

This conceptual plan is proposed in accordance with several of the themes discussed in the Town's Comprehensive Plan. The consistency of the conceptual plan with these individual themes is discussed below.

Theme: Create and preserve affordable housing opportunities...

The Town's Comprehensive Plan places a high priority on the provision of a variety of housing opportunities to accommodate the needs of the Town's diverse population, and to allow citizens to live close to their places of employment. In particular, the Town has noted that a majority of all new residential construction over the last ten years has consisted of higher end single-family housing. Accordingly, the Comprehensive Plan places a heavy emphasis on the Town's need to encourage the development and provision of affordable housing opportunities, stating that:

"As a general policy, the Town should encourage developers of residential developments of five or more units to 1) provide 15 percent of their units at prices affordable to low and moderate income households, 2) contribute in-lieu fees, or 3) propose alternative methods so that the equivalent of 15 percent of the units will be available to low and moderate income households."

The Wilson Assemblage conceptual plan seeks to increase the number and variety of affordable housing opportunities in Chapel Hill, in accordance with the goals and objectives of the Town's Comprehensive Plan. In particular, the conceptual plan proposes to provide 32 affordable rental units, that will be made available to qualifying low or moderate income families. Overall, 22 percent of the proposed residential units would be offered as affordable units, exceeding the Comprehensive Plan's goal by approximately 50 percent.

Theme: Conserve and protect existing neighborhoods...

The Town's Comprehensive Plan has long emphasized the goal and objective of conserving and protecting both the physical and social fabric of Chapel Hill's existing neighborhoods. The Wilson Assemblage conceptual plan seeks to preserve the character of surrounding neighborhoods through careful site design, including the location of residences, as well as the appropriate placement and connectivity of streets.

The conceptual plan is generally surrounded by two neighborhoods – the Erwin Village/McGregor Place development to the west and the Dobbins Hill Apartment community to the east. A Duke Power substation, US 15-501, and the Chapel Hill Cemetery border the site to the south, while only a small portion of the site's northern border is adjacent to the Walden at Greenfields Apartment community.

The conceptual plan assumes that the character of the Erwin Village/McGregor Place neighborhood is best preserved by not having a connection from McGregor Drive to this development. McGregor Drive, which was designed as a neighborhood street, has several residences with driveways that front directly on the road. The developer believes that this

street is not designed to handle cut-through traffic, and that if this street were connected to another development, it would have a negative impact on the character of the Erwin Village/McGregor Place neighborhood. Accordingly, this conceptual plan seeks to preserve the character of this neighborhood by not including a vehicular connection to this neighborhood.

The Wilson Assemblage conceptual plan also seeks to preserve the character of the Erwin Village/McGregor Place neighborhood by placing similar two-story, attached residences, available for individual ownership, in the portion of this site that is closest to the neighborhood. These two-story residences are intended to be less intense than the McGregor Place Condominiums, and alternatively be compatible with the size and scale of the Erwin Village Townhomes. The retention of existing vegetation and the establishment of landscape bufferyards designed in accordance with Town regulations, will also serve to provide a natural and appropriate buffer between these two developments.

The conceptual plan also seeks to conserve and protect the existing Dobbins Hill Apartment community by adding an additional 32 apartments to the community. This increase (from 55 existing apartments to a total of 87 affordable apartments) will allow the current part-time manager position for the Dobbins Hill Apartment community to be upgraded to a full-time manager position, benefiting all of the existing Dobbins Hill residents, and providing greater security and stability for this existing community.

The plan also locates townhome and apartment units along the eastern portions of the site that are in close proximity to Dobbins Hill, in an effort to provide residences that are compatible with the Dobbins Hill Apartment community.

Theme: Identify areas where there are creative development opportunities...

The Comprehensive Plan acknowledges that, as a maturing community, Chapel Hill has relatively little vacant land remaining that is suitable for non-residential development. The Land Use Plan does indicate however, that this is one such site which is suitable for non-residential development, given a mixed-use setting. With convenient access to Erwin Road, Dobbins Drive and Sage Road, this project is located in an area where the opportunity exists to creatively provide new non-residential development in the US 15-501 corridor. The Wilson Assemblage conceptual plan seeks to provide a desirable mix of residential, office and commercial uses at a prime location that is appropriately located along a major transportation corridor, with easy access to mass transit.

Theme: Encourage desirable forms of non-residential development...

The Town's Comprehensive Plan discusses several goals and objectives regarding the Town's economy and employment. In particular, the Plan recommends that new non-residential development be in keeping with the character and scale of Chapel Hill. The Plan also discusses that in addition to increasing employment opportunities and the tax base, economic development should occur in a manner that supports the Town's quality of life and high standards for community character. Examples of such economic development include

businesses that involve the humanities or the fine arts, and retail uses that serve the local community.

The Wilson Assemblage conceptual plan seeks to offer new non-residential development as a component of a mixed use development, in a manner that will provide employment opportunities and enrich the tax base, while also positively contributing to the Town's quality of life and community character. The proposed 32,000 square foot office/retail building is intended to be in keeping with the size, character and scale of other office/retail buildings located along this portion of the US 15-501 corridor. In addition, the office/retail building would be intended for use by businesses that serve the needs of the local community.

Theme: Work toward a balanced transportation system...

The Town's Comprehensive Plan discusses that economic development should be designed and located to ensure that it complements the Town's built environment and promotes transit, pedestrian and bicycle usage. The Plan also states the Town's intent to foster mixed-use environments that create opportunities for living, working, and shopping in close proximity to each other.

By design, the proposed office/retail building and the proposed mix of residences (flats, villas, townhomes and affordable apartments) are intended to foster the opportunity for people to live, work and potentially shop in close proximity to their homes. In particular, residents could choose to easily walk or bike to the proposed office/retail building on this site, or other businesses along Dobbins Drive and Sage Road, including Borders Books, Central Carolina Bank, Lowe's Home Improvement Warehouse, Planned Parenthood, and the Sage Road Office Buildings. Residents could also choose to easily access mass transit opportunities along Dobbins Drive and/or US 15-501.

Presently however, this assemblage of land is part of a large block of land that is generally bounded by Erwin Road, Sage Road and Dobbins Drive. There is no existing transportation infrastructure internal to this large block of land. By nature, the Wilson Assemblage conceptual plan seeks to construct two new public roads and to develop a comprehensive sidewalk network internal to this large block of land. Such interconnectivity will not only allow for greater vehicular, pedestrian and bicycle access within this site, but will also improve connectivity within the larger block of land, including other nearby neighborhoods.

Theme: Compliance with the Town's Land Use Plan...

The Town's adopted Land Use Plan, which is a component of the Town's Comprehensive Plan, identifies the western portion of this site as being appropriate for medium density residential uses (4-8 units per acre), while the eastern portion of the site is identified as being appropriate for Mixed Use development with an office/commercial emphasis. The proposed conceptual plan seeks to provide a mix of uses on the site, with a 32,000 square foot office building that could include a low-impact retail tenant (or tenants) on the ground floor, sharing the site with a total of 144 residential dwelling units (of which 32 would be affordable apartment units). The total proposed residential density for the 17.9 acre site is 8.0 units per acre.

