17-075

CONCEPT PLAN APPLICATION

Parcel Identifier Number (PIN): 9788-20-4502/-6500/-5716 Date: 7/25/2017

Section A: Project Information

Project Name: Columbia St. Annex

Property Address: 1150 South Columbia St. Zip Code: 27514

Use Groups (A, B, and/or C): A & C Existing Zoning District: R-2

Project Description: Multi use development, 7 stories w/ underground parking 39 residential units (49,720 SF) & 7,150 SF+ OFFICE/commercial

Section B: Applicant, Owner and/or Contract Purchaser Information

Applicant Information (to whom correspondence will be mailed)

Name: Philip Szostak

Address: 310 1/2 W. Franklin St.

City: Chapel Hill State: NC Zip Code: 27516

Phone: (919)929-5244 Email: PSzostak@szostakdesign.com

The undersigned applicant hereby certifies that, to the best of their knowledge and belief, all information supplied with this application is true and accurate.

Signature: P. Szostak Date: 7/25/2017

Owner/Contract Purchaser Information:

☒ **Owner** ☐ **Contract Purchaser**

Name: David L. Robert

Address: P.O. Box 184

City: Chapel Hill State: NC Zip Code: 27514

Phone: Email:

The undersigned applicant hereby certifies that, to the best of their knowledge and belief, all information supplied with this application is true and accurate.

Signature: P. Szostak Date: 7/25/17

Concept Plan Overview

Site Description	
Project Name	Colombia St. Annex
Address	1150 S. Colombia st. Chapel Hill, NC 27514
Property Description	Wooded vacant w/ jurisdictional stream buffer
Existing Land Use	Vacant / residential
Proposed Land Use	Mixed use - Residential/commercial/retail
Orange County Parcel Identifier Numbers	9788-20-4502 / -6500 / -5716
Existing Zoning	R-2
Proposed Zoning	CC-C
Application Process	Special use permit
Comprehensive Plan Elements	See attached 2020 comprehensive plan
Overlay Districts	Jordan Buffer & Resource conservation district Watershed protection district

Regulatory Land Use Intensity

Design/LUMO Standards		Requirement	Proposal	Status
Sec. 3.7	Use/Density	N/A	CC-C	
Sec 3.8	Net Land Area		105,828 SqFt.	
Sec 3.8	Gross Land Area		182411 SqFt	
Sec. 3.8	Dimensional Standards	Street Interior Solar	'33' 112' 172'	
Sec. 3.8	Floor area		49,720	
Sec. 4.5.6	Modification to Regulations			
Sec. 5.5	Recreation Space		3501	

Site Design

	Design/LUMO Standards		Requirement	Proposal	Status
Landscape	Sec. 5.6	East	30'	0-30'	
	Sec. 5.6	North	20'	20'	
	Sec. 5.6	South	30'	30'	
	Sec. 5.6	West	20'	20'	
	Sec. 5.7	Tree Canopy		86,500 SF	
	Sec. 5.11	Lighting Plan (footcandles)		To be provided	
Environment	Sec. 3.6	Resource Conservation District		2,019 SF	
	Sec. 5.18	Jordan Riparian Buffer		2,019 SF	
	Sec. 5.3.2	Steep Slopes		9,541 SF or 5.8% of site	
	Sec. 5.4	Stormwater Management		Handled through BMP located under surface parking, west of Bldg.	
		Land Disturbance		74,000 SF	
	Sec. 5.4	Impervious Surface		41,627 SF	
	Sec. 5.13	Solid Waste & Recycling		Private	
Housing	Sec. 3.10	Affordable Housing Inclusionary Zoning Zoning Policy		N/A	

	Design/LUMO Standards		Requirement	Proposal	Status
Access & Circulation	Sec. 5.8	Street Standards		✓	✓
	Sec. 5.8	Vehicular Access		✓	✓
	Sec. 5.8	Bicycle Improvements			UNK
	Sec. 5.8	Pedestrian Improvements		5' concrete sidewalk/street plaza	
	Sec. 5.8	Distance from bus stop		✓	
	Sec. 5.8	Transit Improvements			
	Sec. 5.9	Vehicular Parking Spaces		105	
	Sec. 5.9	Bicycle Parking Spaces		21	
	Sec. 5.9	Parking Lot Standards			✓
Other		Homeowners Association		N/A	
	Sec. 5.5	Recreation Space		N/A	
	Sec. 5.12	Utilities		Water & sewer on site Elect & telephone underground	
	Sec. 5.16	School Adequate Public Facilities		YES	

Symbol	Meaning	Symbol	Meaning
✓	Meets Standard	**M**	Modification necessary
NA	Not Applicable	UNK	Not known at this time

Checklist

The following must accompany your application. Failure to do so will result in your application being considered incomplete. For assistance with this application, please contact the Chapel Hill Planning and Sustainability at (919) 969-5066 or at planning@townofchapelhill.org.

- [ ] **Application fee** (refer to fee schedule) Amount Paid $ ____
- [ ] **Pre-application meeting** – with appropriate staff
- [x] **Digital Files** - provide digital files of all plans and documents
- [X] **Project Fact Sheet**
- [X] **Statement of Compliance with Design Guidelines** (2 copies)
- [X] **Statement of Compliance with Comprehensive Plan** (2 copies)
- [ ] **Affordable Housing Proposal, if applicable** (Rezoning Policy or Inclusionary Ordinance)
- [X] **Mailing list of owners of property within 1,000 feet perimeter of subject property** (see GIS notification tool)
- [ ] **Mailing fee for above mailing list** Amount Paid $ ____
- [X] **Developer's Program – brief written statement explaining how the existing conditions impact the site design. Including but not limited to:**

  - Natural features of site
  - Access, circulation, and mitigation of traffic impacts
  - Arrangement and orientation of buildings
  - Natural vegetation and landscaping
  - Impact on neighboring properties
  - Erosion, sedimentation, and stormwater

- [X] **Resource Conservation District, Floodplain, & Jordan Buffers Determination** - necessary for all submittals
- [X] **Reduced Site Plan Set (reduced to 8.5"x11")**

Plan Sets (10 copies to be submitted no larger than 24"x36")

Plans should be legible and clearly drawn. All plan sets sheets should include the following:

- Project Name
- Legend
- Labels
- North Arrow (North oriented toward top of page)
- Property Boundaries with bearing and distances
- Scale (Engineering), denoted graphically and numerically
- Setbacks and buffers
- Streams, RCD Boundary, Jordan Riparian Buffer Boundary, Floodplain, and Wetlands Boundary, where applicable

Area Map

a) Project name, applicant, contact information, location, PIN, & legend
b) Dedicated open space, parks, greenways
c) Overlay Districts, if applicable
d) Property lines, zoning district boundaries, land uses, project names of site and surrounding properties, significant buildings, corporate limit lines
e) Existing roads (public & private), rights-of-way, sidewalks, driveways, vehicular parking areas, bicycle parking, handicapped parking, street names.
f) 1,000' notification boundary

Existing Conditions Plan

a) Slopes, soils, environmental constraints, existing vegetation, and any existing land features
b) Location of all existing structures and uses
c) Existing property line and right-of-way lines
d) Existing utilities & easements including location & sizes of water, sewer, electrical, & drainage lines
e) Nearest fire hydrants
f) Nearest bus shelters and transit facilities
g) Existing topography at minimum 2-foot intervals and finished grade
h) Natural drainage features & water bodies, floodways, floodplain, RCD, Jordan Buffers & Watershed boundaries

Proposed Site Plan

a) Existing building locations
b) General location of proposed structures
c) Parking areas
d) Open spaces and landscaped areas
e) Access points and circulation patterns for all modes of transportation
f) Approximate locations of trails, pedestrian and bicycle connections, transit amenities, and parking areas
g) Approximate location of major site elements including buildings, open areas, natural features including stream buffers, wetlands, tree stands, and steep slopes
h) Proposed land uses and approximate location

Colombia Street Annex Project Narrative

The project site is located at the northwest corner of South Columbia Street and the NC 54 westbound on-ramp at the south end of Chapel Hill. The site is currently wooded / vacant with a jurisdictional stream buffer running north to south approximately 200-300 feet west of the street right of way.

The proposed development will include 6 and 7 story buildings set into the steep drop between the Columbia Street roadway and the much lower stream area to the west, and connected by a pedestrian plaza at street level. The lowest two levels will be underground parking and entries to three residential units facing the stream area. The next floor will be residential and retail/office space. This level will sit above and overlook the stream area to the west, but will be at street level with street pedestrian access on the Columbia Street side. The top four levels will be 1 and 2 story residential units.

Total square footage for the building is 56,870 square feet broken down as 7,150 sf of retail/office, and 49,720 sf for 39 residential units. There will be 43 parking spaces in the underground garage and 20 surface spaces on the west side of the building, not visible from the street. An additional 5 spaces will be located near but 16' below Columbia Street and separated from the street view by a retaining wall and plant screening. Service and trash will be located under the northernmost building and not visible from the road. The vehicular layout allows service and emergency vehicle access. Bicycle parking will be accommodated in the underground parking garage.

Site vehicular access would be located at the northernmost part of the site, across from Purefoy Road to remove it as much as possible from the 15/501/54 / Columbia Street intersection. A new sidewalk would be built in the right of way to connect to sidewalk currently being installed by DOT. There is a requirement for 40% tree coverage on site. That requirement will be satisfied entirely with existing trees on the west side of the stream buffer. This project will not include any land disturbance in that area. Landscape buffers will be planted in disturbed areas on the northern, northwestern and eastern property lines.

The applicant is requesting a landscape buffer modification on South Columbia Street. The required buffer would be a 30' wide buffer planted to 'D' level opacity. But we are requesting a buffer ranging in width from 0 to 30' and with 30% of the total required plantings on the project property. The required building setback for the proposed zoning is only 10', and this frontage will be opening to a pedestrian plaza to allow this awkward site to be accessible from South Columbia Street. If possible the Owner would like to also plant some street trees in the DOT right of way. Those would be additional to the 30% plantings. The reduction will provide some buffering between the street and the building and shade for pedestrians along that sidewalk, while still providing view of the building and extensive access to the plaza area.

The applicant is also requesting a modification to the secondary height limit of 60' in Zone CC-C. The proposed building height would range from 58.5' on the Columbia Street frontage to 84.5' on the stream side, where the plan proposes six stories of housing and one story of parking underneath. The building's street frontage would be only five stories high, with plantings and a pedestrian plaza between the building and the sidewalk. The building height is critical to the relatively small building footprint, which would cut down on impervious surface and allow the majority of the site to remain a wooded buffer between residences and the 15/501/54 / Columbia intersection.

Stormwater management will be handled through a BMP located under the surface parking west of the building. Stormwater management will meet State regulations. Trash will be handled in a compactor located under the northernmost building. Both garbage truck and fire truck access will meet Town standards.

A Traffic Impact Study has been completed for this project, which fronts two NC DOT streets and no Town streets. The Owner has spoken with Chuck Edwards at DOT and will work with DOT to provide the turn lanes and safety measures required by DOT.

Colombia Street Annex

2020 Comprehensive Plan

The proposed project complies with the four applicable goals as specified in the 2020 Plan.

Theme 1: A Place For Everyone - The proposed development will add to the diversified housing types in town. (PFE.3)

Theme 2: Community Prosperity and Engagement - The project site is a vacant lot in a gateway location at the south end of town. The proposed development will increase the value of the land in a place where infrastructure is already completely in place. Because the site is so far below the street (25') and is limited by a stream and associated buffer only 200-200 feet inside the site, there is a limit to the R-2 potential building in this location. By recombining the parcels and creating access to the whole piece from the most northerly point, the lot will become more valuable by being fully developed, but only if the increased density and building height can be built. (CPE.1) The small size commercial space available within the building will foster small and start-up businesses, and the project provides housing and work space within walking distance of the hospital and science buildings on campus. (CPE.3)

Theme 3: Getting Around - The project site has accessible frontage on one public street and is already connected to the rest of the community by sidewalks, bike lanes, and local bus service. (GA.2) There is an existing Chapel Hill Transit stop at the north end of the site which is serviced by 8 local bus routes. (GA.4) The project is located very close to schools, the University, and the Morgan Creek Greenway Trail, allowing users to access the site on foot or by bicycle as well as public transit or private car. The project will provide underground and open car parking, and covered bicycle parking. (GA.8)

Theme 4: Good Places, New Spaces - The proposed development increases density in a well-serviced area, which helps minimize sprawl. (GPNS.1) Development of these lots was made difficult years ago when the raised South Columbia / NC 54 intersection was installed, creating a site located as much as 25' below street level at points, and with no possible access from the south end. Additionally, more stringent stormwater and stream protection requirements adopted during the past 15 years have severely limited the building envelope on site. The proposed development works within these limitations. The underground parking takes advantage of land below street level and the building itself acts as a transition providing a public street front on the east side and a more private space overlooking the natural environment of stream and forest toward the west. (GPNS.2 and GPNX.6) This development will be a signature building visible to everyone entering Town at this location. At the same time, the is protecting the stream and buffer area and by increasing the density on the east portion of the site is able to leave a large treed area protected in the western half of the site, thereby fully utilizing the site while protecting environmental elements. (GPNS.8)

Theme 5: Nurturing Our Community - The proposed development will provide tree coverage and stormwater management on site to meet or exceed the Town's standard requirements. (NOC.2) The steep difference between the street elevation and the stream elevation only 200-300 feet away creates a challenge to development that would require either fill or very high retaining walls to create a level building envelope. The building design takes advantage of this elevation difference by setting the building into the slope and allowing the building to become the transition between the street and stream as fixed elements. The site allows for building access on three levels and the development takes advantage of that by tucking two thirds of the parking under the building, thereby reducing impervious area and screening the parking from the street view. There will be a pedestrian plaza at street level providing an urban feel for the pedestrian and creating a gracious visual and pedestrian entry into the building. The west facing side of the building will have views of the stream and forest and allow the building to create a noise and visual buffer from the busy street. (NOC.7) The high density of the building itself allows the footprint to remain small and therefore allows a large portion of the site to remain undisturbed in existing forest. (NOC.3) The siting of the building also creates a transition between the noise and commotion of Columbia Street and the quieter residential neighborhood to the west. (NOC.8)

Theme 6: Town and Gown Collaboration - Though the project is not being built in collaboration with the University, it's location within easy walking distance of the south end of campus will make it an attractive support facility for University employees and students and people whose business is connected with the University. (TGC.4 and TGC.6)

Requested Modifications

The applicant is requesting a modification of the landscape buffer along the South Columbia Street frontage. The required buffer would be 30' wide and planted to 'D' level opacity.

There is no required street building setback in the requested zoning. The Owner is creating a pedestrian plaza at the street level which is being partially built on top of underground parking and that roof system will not support the full landscape buffer. Additionally the design intent is to create an open space for pedestrians. Parking near the street will be located 16' below street level and retaining walls and landscaping will be used to screen that parking which will not be visible from the street. We will work with NC DOT and are requesting permission from them to plant some trees the Columbia Street DOT right of way. The buffer as currently designed will vary in width between zero and 30' with an average width of 12'. The modification also requests a 70% reduction in plant material from the required 23 canopy trees, 47 understory trees and 156 shrubs to 7 canopy trees, 15 understory trees, and 50 shrubs within the project site.

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STATEMENT OF COMPLIANCE

The following information demonstrates how the Columbia Street Annex's (CSA) proposed building specifications, uses, designs, fundamental objectives and long-term effects are consistent with those in the Design Guidelines of Chapel Hill, the Land Use Management Ordinance and the 2000 Comprehensive Plan of Chapel Hill. It should be noted that the building specifications and design objectives of CSA also correlate with the goals and objectives of many other local, regional and national entities that promote sustainable design, alternative modes of transportation, and affordable housing.

Due to the intended mixed-use of the property, a zoning map amendment from R-2 (Residential) to MU-V (Mixed-Use Village) will be sought. In lieu of a land disturbance in excess of 40,000 square feet and developed square footage exceeding 20,000 square feet, a mandatory Special Use Permit will be applied for simultaneously.

The following information delineates how the design, objectives, and long-term effects of the proposed project correspond with the aforementioned documents and organizations.

Design Guidelines – Town of Chapel Hill

Livability
Columbia Street Annex will provide an ideal environment for living, working, shopping, or visiting. The buildings and surrounding grounds will be sized and oriented so as to maximize safety, serenity, and harmony with the surrounding neighborhoods. Moreover, the concept under girding the project is to maximize environmental stewardship and thus provide both the ecological systems and ecologically conscious individuals a high degree of livability.

Visual Impact
A primary doorway to Chapel Hill and located along two major thoroughfares, Columbia Street Annex's visual impact was a primary consideration. Though it will be a major alteration to the existing undeveloped lot, CSA will be visually appealing and will be compatible with development in the surrounding area. Buffers, high quality building materials, and a unified design scheme will ensure Columbia Street Annex as a place of pride for the entire community.

Vegetation
A central aspect of sustainable design is the utilization and integration of natural elements and systems. While the grounds will remain as natural as possible, including the stream corridors and the abundance of trees, the structures themselves will incorporate a heavy degree of vegetation and rely on surrounding vegetation for absorption, retention and filtration. Rooftop gardens will be social and recreational amenities for residents as well as design components for passive heating and cooling. Buffers and green space around the structures and parking areas will also provide adequate vegetation.

Mobility
The transit-oriented design of Columbia Street Annex will provide a network of interconnected bicycle paths, sidewalks and a key transit hub for the Town, including residents of the community and non-residents, enhancing mobility within the entire region. A redesigned intersection across South Columbia Street will connect the two wider areas currently stratified by the busy roadway. Also, social mobility will be a central factor as affordable housing located at a transit node will provide access to distant locations.

Activity Centers
With the non-residential component of the mixed-use community, the bustle of the transit node and the bikeway/greenway/sidewalk systems, and the general proximity to downtown Chapel Hill, UNC, and UNC Hospital, Columbia Street Annex will inevitably become a destination point and activity center for the immediate and wider areas. Additionally, the unique and innovative design of the community, including the building and surrounding premises, will bring visitors and activity to the site. Despite anticipation of perpetual activity involving residents, patrons, and visitors, a system of roads and pathways will ensure the safe movement of vehicles, bicycles, and pedestrians. Adequate lighting will also provide a safe setting.

Views
Nested on a heavily wooded lot, CSA will have pleasant views both towards and looking from the development. From the street, riders along the corridors will enjoy a modern yet restrained complex surrounded by vegetation that blends harmoniously into the landscape and adjacent neighborhoods. From the interior of the community, people will have the opportunity to experience an attractively built environment encompassed by wildlife. Streams, greenways, ample landscaping, the surrounding forest, and rooftop gardens will be complimented by inviting and appropriately sized, textured, and colored buildings.

Land Use Management Ordinance – Town of Chapel Hill

Mixed-Use Village (MU-V) Zoning District
Currently zoned R-2, the project will require a rezoning of the property to the Mixed-Use Village (MU-V) zoning district. Conforming to the intended purpose of the MU-V, the Columbia Street Annex will provide for the coordinated development of office, commercial, and residential uses and their necessary support functions in the vicinity of key highway intersections and transit corridors in Chapel Hill. They will be designed to facilitate public policies to encourage design which emphasizes lively, people oriented environments and compatible, visually interesting development.

CSA will also be a development within which mutually supporting residential, commercial and office uses are scaled, balanced and located to reduce general traffic congestion by providing housing close to principal destinations, and convenient pedestrian and bicycle circulation systems and mass transit to further reduce the need for private automobile usage. Moreover, this community will allow multiple destinations to be achieved with a single trip. The design of the project will be such that uses within a mixed use district are arranged in a manner that encourages internal vehicular trip capture and will provide development patterns that encourage walking, transit and bicycling as alternatives to automotive travel.

CSA adjoins residential development and it is intended that the arrangement of the buildings, uses, open space, and vehicular or pedestrian and bicycle access shall be such as to provide appropriate transition and reduce potentially adverse effects.

The mix of floor area within the proposed development will contain at least twenty-five percent of the floor area devoted to residential uses and at least twenty-five percent of the floor area devoted to office uses. The uses will include multi-family dwelling units and office space. In addition to a density of less than 10 units per acre, the height of the buildings will not exceed five stories ,and all setback

requirements will be met. Also, maximum impervious surface and maximum floor area requirements will be strictly adhered to.

Resource Conservation District (RCD)
The property once had two streams which have subsequently been abused and piped off-site. A creek study was initiated to determine the watercourse needs and buffer requirements of the streams. This study showed that one of the water courses was an intermittent stream and the other was an ephemeral stream. Our development will reclaim the intermittent stream, bring it back to its once natural state, and utilize it as an amenity for residents or visitors to the site.

Stormwater Management
Through an advanced system to reclaim all stormwater run-off for non-potable uses such as irrigation, CSA will reduce flooding, siltation and streambank erosion and maintain the integrity of stream channels. Through a system of swales, filters, and circulation, the development will minimize increases in non-point source pollution caused by stormwater runoff from development that would otherwise degrade local water quality. The new contours to the site, as well as the orientations of the buildings and parking areas will reduce stormwater runoff rates and volumes, soil erosion and non-point source pollution, and replicate the pre-development hydrology to the maximum extent practicable. An on-going monitoring of the site will ensure that these management controls are properly maintained, pose no threat to public safety, and will meet the requirements of the National Pollutant Discharge Elimination System (NPDES Phase 2) regulations as established by the Clean Water Act and administered by the North Carolina Department of Natural Resources, or its successor agency.

Recreation and Open Space
As a sustainable development, the Columbia Street Annex will use natural systems as much as possible to reduce its ecological footprint. Therefore, a maximum amount of natural open space will be preserved and maintained. This will include the reclamation of a stream and the preservation of many large specimen trees. Recreation areas, including bicycle and pedestrian paths, will be located throughout the site.

Parking and Traffic
Parking will not be a problem for this development. Exceeding the parking requirements for both vehicles and bicycles, this project will also provide other transit amenities, such as access to regional green trails, a bus stop providing regional access, and community cars available to anyone living in the community. Shared parking will also be employed so that space typically used for parking can be utilized as open space. Adequate buffers will be located throughout the parking areas and circulation throughout the parking areas will be a priority. Access to the project will be a large and safe entrance and exit located off of South Columbia Street. Two new crosswalks across South Columbia Street will further increase safety, circulation, and access.

The central location of the project, available alternative modes of transportation, and mixing of uses (commercial and residential) is projected to minimize the long-term and overall traffic impacts of CSA on the wider community and Town.

2000 Comprehensive Plan – Town of Chapel Hill

Maintain the Urban Services/Rural Buffer Boundary
The project site is located well within the Urban Services/Rural Boundary of Chapel Hill and will occupy lots currently served by public utilities and public transportation.

Participate in the Regional Planning Process
It is a primary goal of the Comprehensive Plan to establish effective regional cooperation that promotes sustainable growth patterns, recognizing that economic development, land use, transportation, environmental, natural area linkages, and other planning issues transcend the boundaries of Chapel Hill (Section 5.2). The Columbia Street Annex has fulfilled this goal of full integration with regional interests through the location, design, and use of the project. More specifically, regional planning efforts on behalf of the Town of Chapel Hill, Orange County, State and non-profit agencies, and other entities promote the development of high-density, environmentally-friendly, transit-oriented, mixed-use, infill projects with an affordable housing component.

Conserve and Protect Existing Neighborhoods
Partly surrounded by a low-density residential neighborhood, CSA's overall design and mix of uses will make certain that the project blends into its residential surroundings. Structures located nearest to the adjacent neighborhood will be oriented, sized, and designed to create a pleasing and appropriate setting for all residents, patrons, and passers-by. Green space, including buffers, open space and pedestrian/bicycle paths will flow naturally into adjacent lots. Lastly, the gradual evolution of the site in the near future into a pedestrian transit hub will ensure that the proposed community will help strengthen the residential character and enhance the "livability" of the entire area and wider community.

Conserve and Protect the Town's Existing Natural Setting
The project is located on a wooded lot containing two streams. A fundamental objective and outcome of the project will be to preserve, to the highest degree, both the streams and the entire site in their natural states. The aim of the design and primary purpose of the project is to be an on-site net zero energy emissions complex with its renewable energy sources located on-site. This translates into maximum reduction of the project's ecological footprint, minimizing temporary and permanent detriment to the natural environment during both the development of the site and long-term existence of the community. Also, as a transit-oriented development, CSA is a model of planning and design that minimizes the infrastructure, such as parking lots, needed for the single-occupant automobile. The proposed project will serve as a model of good green architecture, engineering, and urban planning.

Identify Areas Where There Are Creative Development Opportunities
This property was specifically chosen as the site for the project because of its creative development opportunities. As a mixed-use, transit-oriented, affordable housing project, the location along two major transportation corridors surrounded by a low-density residential neighborhood, in close proximity to surrounding urban/employment centers, UNC and UNC Hospital, has created an ideal place to construct this type and size of development. Though CSA will use a creative design to fully utilize a low-lying building lot, as a site predicted to be surrounded by intense future development, including population increase, a business boom, and a more developed public transportation network (Chapel Hill-Carrboro Long-Range Transit Plan), this specific location provides an ideal "infill" opportunity. This project also provides an opportunity to implement an on-site net zero energy emissions community which will aid in our endeavor to fight global warming.

Encourage Desirable Forms of Non-Residential Development; Create and Preserve Affordable Housing Opportunities
This community will be composed of an eclectic mix of live/work floor plans for its residents as well as a variety of work spaces for non-residents. Providing a dynamic that is of short supply and in high demand in Chapel Hill, the net zero energy emissions affordable work spaces will be ideal for a large range of start-up companies, home offices, and other businesses that require little space and a manageable mortgage.

In addition to providing a unique non-residential element, this venture will present an opportunity to merge low-income housing with green design. Affordable housing will comprise 15% of the residential floor space and located along major transit corridors will provide qualifying residents with a unique opportunity for increased mobility.

Work Towards a Balanced Transportation System
Located along two major transportation corridors, 15-501 and Highway 54, near key urban centers, and founded on the principles of environmentally friendly design, CSA was designed as a transit-oriented development. As a zero emissions development, this project will serve as an example of the consummate transit node. With transit services currently stopping at the site and a multitude of others passing by the site on their current daily routes, this hub will be readily and smoothly integrated into the current transportation network. Future local and regional plans for increased public transportation as outlined by local and State agencies also demonstrate that this type of development in this area will assist towards a more balanced transportation system. Programs to facilitate carpooling, telecommuting, and other forms of transit will reduce reliance on traditional single-occupant vehicles and these programs will help disseminate information related to "alternative transportation modes" to residents and visitors. Enabling non-motorized transportation opportunities and other alternatives to the automobile, this community will be interconnected with existing regional bicycle and pedestrian paths and sidewalks.

Complete the Bikeway/Greenway/Sidewalk Systems
Integrating non-motorized transit into the design of the structures, the lifestyles of the occupants, and other people traversing the site, this community will have state-of-the-art bicycle facilities, a cohesive network of sidewalks, and will tie into existing area-wide paths. Pedestrian and bicycle mobility will be key to realizing many of the environmental and social objectives of the design of Columbia Street Annex, optimizing recreational and transportation opportunities.

Provide Quality Facilities and Services
Columbia Street Annex will provide quality facilities and services not usually found in a mixed-use development. Also a transit-oriented, this project will have a plethora of transportation-oriented public amenities and services on-site. These include bicycle facilities, a bus stop (future station for light rail), and pedestrian walkways. The affordable housing units will provide a basic lodging service for those residents that qualify. The retail/service component of the mixed-use design will provide a services and goods for residents and patrons. Finally, certain green design features such using filtered grey water for all non-potable uses, and rooftop gardens will ensure that the buildings themselves are quality facilities for the residents.

STATEMENT OF COMPLIANCE

The following information demonstrates how the Columbia Street Annex's (CSA) proposed building specifications, uses, designs, fundamental objectives and long-term effects are consistent with those in the Design Guidelines of Chapel Hill, the Land Use Management Ordinance and the 2000 Comprehensive Plan of Chapel Hill. It should be noted that the building specifications and design objectives of CSA also correlate with the goals and objectives of many other local, regional and national entities that promote sustainable design, alternative modes of transportation, and affordable housing.

Due to the intended mixed-use of the property, a zoning map amendment from R-2 (Residential) to MU-V (Mixed-Use Village) will be sought. In lieu of a land disturbance in excess of 40,000 square feet and developed square footage exceeding 20,000 square feet, a mandatory Special Use Permit will be applied for simultaneously.

The following information delineates how the design, objectives, and long-term effects of the proposed project correspond with the aforementioned documents and organizations.

Design Guidelines – Town of Chapel Hill

Livability
Columbia Street Annex will provide an ideal environment for living, working, shopping, or visiting. The buildings and surrounding grounds will be sized and oriented so as to maximize safety, serenity, and harmony with the surrounding neighborhoods. Moreover, the concept under girding the project is to maximize environmental stewardship and thus provide both the ecological systems and ecologically conscious individuals a high degree of livability.

Visual Impact
A primary doorway to Chapel Hill and located along two major thoroughfares, Columbia Street Annex's visual impact was a primary consideration. Though it will be a major alteration to the existing undeveloped lot, CSA will be visually appealing and will be compatible with development in the surrounding area. Buffers, high quality building materials, and a unified design scheme will ensure Columbia Street Annex as a place of pride for the entire community.

Vegetation
A central aspect of sustainable design is the utilization and integration of natural elements and systems. While the grounds will remain as natural as possible, including the stream corridors and the abundance of trees, the structures themselves will incorporate a heavy degree of vegetation and rely on surrounding vegetation for absorption, retention and filtration. Rooftop gardens will be social and recreational amenities for residents as well as design components for passive heating and cooling. Buffers and green space around the structures and parking areas will also provide adequate vegetation.

Mobility
The transit-oriented design of Columbia Street Annex will provide a network of interconnected bicycle paths, sidewalks and a key transit hub for the Town, including residents of the community and non-residents, enhancing mobility within the entire region. A redesigned intersection across South Columbia Street will connect the two wider areas currently stratified by the busy roadway. Also, social mobility will be a central factor as affordable housing located at a transit node will provide access to distant locations.

Activity Centers
With the non-residential component of the mixed-use community, the bustle of the transit node and the bikeway/greenway/sidewalk systems, and the general proximity to downtown Chapel Hill, UNC, and UNC Hospital, Columbia Street Annex will inevitably become a destination point and activity center for the immediate and wider areas. Additionally, the unique and innovative design of the community, including the building and surrounding premises, will bring visitors and activity to the site. Despite anticipation of perpetual activity involving residents, patrons, and visitors, a system of roads and pathways will ensure the safe movement of vehicles, bicycles, and pedestrians. Adequate lighting will also provide a safe setting.

Views
Nested on a heavily wooded lot, CSA will have pleasant views both towards and looking from the development. From the street, riders along the corridors will enjoy a modern yet restrained complex surrounded by vegetation that blends harmoniously into the landscape and adjacent neighborhoods. From the interior of the community, people will have the opportunity to experience an attractively built environment encompassed by wildlife. Streams, greenways, ample landscaping, the surrounding forest, and rooftop gardens will be complimented by inviting and appropriately sized, textured, and colored buildings.

Land Use Management Ordinance – Town of Chapel Hill

Mixed-Use Village (MU-V) Zoning District
Currently zoned R-2, the project will require a rezoning of the property to the Mixed-Use Village (MU-V) zoning district. Conforming to the intended purpose of the MU-V, the Columbia Street Annex will provide for the coordinated development of office, commercial, and residential uses and their necessary support functions in the vicinity of key highway intersections and transit corridors in Chapel Hill. They will be designed to facilitate public policies to encourage design which emphasizes lively, people oriented environments and compatible, visually interesting development.

CSA will also be a development within which mutually supporting residential, commercial and office uses are scaled, balanced and located to reduce general traffic congestion by providing housing close to principal destinations, and convenient pedestrian and bicycle circulation systems and mass transit to further reduce the need for private automobile usage. Moreover, this community will allow multiple destinations to be achieved with a single trip. The design of the project will be such that uses within a mixed use district are arranged in a manner that encourages internal vehicular trip capture and will provide development patterns that encourage walking, transit and bicycling as alternatives to automotive travel.

CSA adjoins residential development and it is intended that the arrangement of the buildings, uses, open space, and vehicular or pedestrian and bicycle access shall be such as to provide appropriate transition and reduce potentially adverse effects.

The mix of floor area within the proposed development will contain at least twenty-five percent of the floor area devoted to residential uses and at least twenty-five percent of the floor area devoted to office uses. The uses will include multi-family dwelling units and office space. In addition to a density of less than 10 units per acre, the height of the buildings will not exceed five stories ,and all setback

requirements will be met. Also, maximum impervious surface and maximum floor area requirements will be strictly adhered to.

Resource Conservation District (RCD)
The property once had two streams which have subsequently been abused and piped off-site. A creek study was initiated to determine the watercourse needs and buffer requirements of the streams. This study showed that one of the water courses was an intermittent stream and the other was an ephemeral stream. Our development will reclaim the intermittent stream, bring it back to its once natural state, and utilize it as an amenity for residents or visitors to the site.

Stormwater Management
Through an advanced system to reclaim all stormwater run-off for non-potable uses such as irrigation, CSA will reduce flooding, siltation and streambank erosion and maintain the integrity of stream channels. Through a system of swales, filters, and circulation, the development will minimize increases in non-point source pollution caused by stormwater runoff from development that would otherwise degrade local water quality. The new contours to the site, as well as the orientations of the buildings and parking areas will reduce stormwater runoff rates and volumes, soil erosion and non-point source pollution, and replicate the pre-development hydrology to the maximum extent practicable. An on-going monitoring of the site will ensure that these management controls are properly maintained, pose no threat to public safety, and will meet the requirements of the National Pollutant Discharge Elimination System (NPDES Phase 2) regulations as established by the Clean Water Act and administered by the North Carolina Department of Natural Resources, or its successor agency.

Recreation and Open Space
As a sustainable development, the Columbia Street Annex will use natural systems as much as possible to reduce its ecological footprint. Therefore, a maximum amount of natural open space will be preserved and maintained. This will include the reclamation of a stream and the preservation of many large specimen trees. Recreation areas, including bicycle and pedestrian paths, will be located throughout the site.

Parking and Traffic
Parking will not be a problem for this development. Exceeding the parking requirements for both vehicles and bicycles, this project will also provide other transit amenities, such as access to regional green trails, a bus stop providing regional access, and community cars available to anyone living in the community. Shared parking will also be employed so that space typically used for parking can be utilized as open space. Adequate buffers will be located throughout the parking areas and circulation throughout the parking areas will be a priority. Access to the project will be a large and safe entrance and exit located off of South Columbia Street. Two new crosswalks across South Columbia Street will further increase safety, circulation, and access.

The central location of the project, available alternative modes of transportation, and mixing of uses (commercial and residential) is projected to minimize the long-term and overall traffic impacts of CSA on the wider community and Town.

2000 Comprehensive Plan – Town of Chapel Hill

Maintain the Urban Services/Rural Buffer Boundary
The project site is located well within the Urban Services/Rural Boundary of Chapel Hill and will occupy lots currently served by public utilities and public transportation.

Participate in the Regional Planning Process
It is a primary goal of the Comprehensive Plan to establish effective regional cooperation that promotes sustainable growth patterns, recognizing that economic development, land use, transportation, environmental, natural area linkages, and other planning issues transcend the boundaries of Chapel Hill (Section 5.2). The Columbia Street Annex has fulfilled this goal of full integration with regional interests through the location, design, and use of the project. More specifically, regional planning efforts on behalf of the Town of Chapel Hill, Orange County, State and non-profit agencies, and other entities promote the development of high-density, environmentally-friendly, transit-oriented, mixed-use, infill projects with an affordable housing component.

Conserve and Protect Existing Neighborhoods
Partly surrounded by a low-density residential neighborhood, CSA's overall design and mix of uses will make certain that the project blends into its residential surroundings. Structures located nearest to the adjacent neighborhood will be oriented, sized, and designed to create a pleasing and appropriate setting for all residents, patrons, and passers-by. Green space, including buffers, open space and pedestrian/bicycle paths will flow naturally into adjacent lots. Lastly, the gradual evolution of the site in the near future into a pedestrian transit hub will ensure that the proposed community will help strengthen the residential character and enhance the "livability" of the entire area and wider community.

Conserve and Protect the Town's Existing Natural Setting
The project is located on a wooded lot containing two streams. A fundamental objective and outcome of the project will be to preserve, to the highest degree, both the streams and the entire site in their natural states. The aim of the design and primary purpose of the project is to be an on-site net zero energy emissions complex with its renewable energy sources located on-site. This translates into maximum reduction of the project's ecological footprint, minimizing temporary and permanent detriment to the natural environment during both the development of the site and long-term existence of the community. Also, as a transit-oriented development, CSA is a model of planning and design that minimizes the infrastructure, such as parking lots, needed for the single-occupant automobile. The proposed project will serve as a model of good green architecture, engineering, and urban planning.

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