EXEMPTION FORM
ENGINEERING DEPARTMENT

Request for exemption received from: Pennoni Associates, 401 Providence Rd, Chapel Hill, NC 27514; Telephone: (919)929-1173

Date: January 29, 2018

Type of exemption requested: TRAFFIC IMPACT ANALYSIS (TIA)
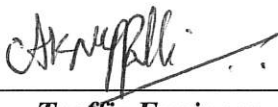
Type of justification submitted: a) Written Request with Trip Analysis
b) Site Plan

Key reasons why we support this exemption:
  a) The proposed use of the Church (preschool, daily masses) is expected to generate 203 new trips per day.
  b) Meets the Town TIA Guidelines for an Exemption.

Based upon the attached request for exemption and supporting information, we recommend that the Town Manager approve an exemption for:

632 Laurel Hill Road (Aldersagate United Methodist Church)

Signed: _Akurplli_ 1/29/18
Traffic Engineer **Date**

Approved: _[signature]_ 1/29/18
Public Works Director **Date**

Attachment(s): a) Written request from the Applicant/Developer
b) Site Plan and Fee

RETURN TO ENGINEERING DEPARTMENT WHEN SIGNED

MEMORANDUM

TO: Kumar Nepalli – Town of Chapel Hill

FROM: Peter Bellantoni, PE

DATE: November 13, 2017 (Amended January 3, 2018)

SUBJECT: St. Thomas More Catholic Church - Requested Waiver for Traffic Impact Analysis;
Project: TMCC1601

The existing Aldersgate United Methodist Church (AUMC) located at 632 Laurel Hill Road in Chapel Hill (PIN 9788929919) will be purchased by St. Thomas More Catholic Church (STMCC). AUMC previously operated a pre-school on weekdays and held church services on the weekends. Upon acquiring this property, STMCC is proposing to:

- Relocate their preschool to the AUMC site.
- Hold two (2) daily masses at the AUMC site.
- Operate Meals on Wheels from the existing AUMC facility.
- Modify site ingress/egress for the AUMC campus to be entirely off Laurel Hill Road; this will eliminate the egress driveway onto Carmichael Street. Traffic generation by this site will be primarily on weekdays.
- Re-align and expand AUMC on-site parking (to the north) to provide 47 parking spaces; a Proposed Parking Layout Plan has been attached to this request.
- Utilize the AUMC campus for overflow parking for STMCC weekend services.

No ITE land use code for "preschool" exists. Consequently, the traffic impact for the preschool use will be based upon a recent (pre-school) application before the Town (Table 5 from the referenced study is attached for reference). In conjunction with the referenced application, the Town's Traffic Consultant (HNTB) prepared a Traffic Impact Study (October 2017) to determine the trip generation impact of the proposal. The preschool facility being referenced here will operate in a similar fashion to a day care center and not a traditional elementary school that has a preschool component. Additionally, the NCDOT recommends that the number of projected students be used as the most applicable trip generating variable. Use of the staff will produce a higher trip generation number; both figures will be shown below for comparison.

Existing Weekday Traffic Impact:

- <u>Preschool Use Student Trip Estimation</u>: Based upon the most recent enrollment records at the AUMC pre-school, 42 students attended average number of trips were <u>184</u> (42 student x 4.38 trips per day per student).

- <u>Preschool Staff Trip Estimation:</u> Based on the most recent staff population at the AUMC pre-school, the average number of trips were <u>214</u> (8 staff x 26.73 trips per day per staff).
- **Use Existing Preschool average daily number of trips generated: <u>214</u>**

Proposed Weekday Traffic Impact:

- <u>Preschool Student Trip Estimation:</u> Based on the number of students anticipated (70), the average number of trips will be <u>307</u> (70 students x 4.38 trips per day per student).
- <u>Preschool Staff Trip Estimation:</u> Based on the proposed number of staff (12), the average number of trips would be <u>321</u> (12 staff x 26.73 trips per day per staff).
- **Use Proposed Preschool average daily number of trips generated: <u>321</u>**
- Based on two (2) masses with 15 attendees, the average number of trips generated would be **<u>60</u>** (15 attendees x 2 masses x 2 trips per day per attendee - Please note that it is anticipated that individuals already on the main campus (in addition to the 15 attendees identified) will attend these masses. These individuals will walk from the main campus via the proposed walkway connection.
- Based on the Meals on Wheels operation, with eight (8) drivers completing two (2) round trips and two (2) staff members, the average number of trips would be **<u>36</u>** (8 drivers x 4 trips per day per driver plus 2 staff x 2 trips per day per staff).
- **Total average number of trips: 417 (321+60+36)**

The difference in overall traffic impact will be an increase of **203** (417-214) vehicles per day.

<u>Conclusion and Request for Exemption from Traffic Impact Analysis</u>

The TIA requirements as published in Guidelines for Traffic Impact Analysis, allows for a waiver if all of the following conditions are met:

- Daily trip generation is less than 500 (or, for a change to an existing property that does not requiring rezoning, difference in daily trip generation is less than 500); and
- No more than 250 vehicles per day (or, for a change to an existing property that does not requiring rezoning, no more than 250 vehicles per day in difference) access an existing collector or local road; and
- The total traffic, including background traffic and additional traffic from proposed new site or redeveloped property does not exceed an average of 150 vehicles per day on any unpaved road; and
- The applicant submits a written request for a Traffic Impact Analysis waiver with appropriate supporting documentation including pedestrian/bicycle analysis, if applicable; and
- The Town Manager concurs with the request.

We respectfully request that a waiver from the Traffic Impact Analysis be granted based upon the information provided above and the fact that the proposed average daily trip increase (due to this proposal) of 203 is below the 250 VPD threshold.
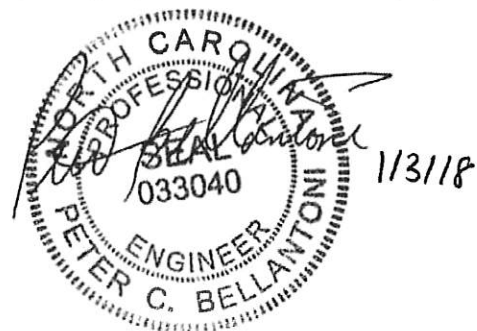
1/3/18

Table 5. Weekday Daily and Peak Hour Vehicle Trip Generation Summary
Chapel Hill Cooperative Preschool

Generation Estimator	LUC Code	Density	Daily			AM Peak Hour			Noon Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
ITE - Number of Students (NCDOT Recommended)	565	100	219	219	438	42	38	80	11	10	21	38	43	81
ITE - Number of Faculty/Staff	565	22	294	294	588	57	50	107	14	13	27	49	55	104
ITE - Total Gross Floor Area	565	9,000 SF	334	334	668	58	52	110	15	13	28	52	59	111
ITE Averages for 3 Variables			282	282	565	52	47	99	13	12	25	46	52	99
NCDOT MSTA - Elementary School		100 Students / 22 Staff	93	93	186	65	43	108	11	11	22	27	27	54
NCDOT MSTA - Urban Charter School		100 Students / 22 Staff	118	118	236	78	56	134	14	14	28	40	40	80
Applicant Information - Existing Sites (80 Students/20 Staff)			173	173	346	33	29	62	6	6	12	32	36	68
Expanding to 100 Students / 22 Staff (1.25 ratio)			216	216	433	41	36	78	8	8	16	40	45	85
Selected Values			**216**	**216**	**433**	**41**	**36**	**78**	**8**	**8**	**16**	**40**	**45**	**85**

Notes: No Noon Peak Hour ITE or MSTA Trip Generation Data Available – Assume 25% of AM Peak Hour Trips Data from Applicant Corresponds to Peak of Hour Adjacent Street Traffic, Similar to ITE Data

1 438 trips/100 students = 4.38 trips per day (using student population)

2 588 trips/22 staff = 26.73 trips per day (using staff population)

HNTB

SITE PLAN

ST. THOMAS MORE - ALDERSGATE

632 LAUREL HILL ROAD
CHAPEL HILL, NC 27514

THE CATHOLIC COMMUNITY OF ST. THOMAS MORE
940 CARMICHAEL STREET
CHAPEL HILL, NC 27514

Pennoni

PENNONI ASSOCIATES INC.
401 Providence Road #200
Chapel Hill, NC 27514
T 919.929.1173   F 919.493.6548
Firm License
F-1397

ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR
AND OWNER MUST BE NOTIFIED OF ANY
DISCREPANCIES BEFORE PROCEEDING WITH WORK

	REVISIONS	NO	DATE
BY			
—	—	—	—

PROJECT: TMCC1701
DATE: 2017-12-22
DRAWING SCALE: 1"=30'
DRAWN BY: CSB
APPROVED BY: PCB

CS1001
SHEET 6 OF 11

NORTH

0   30'   60'

CARMICHAEL DRIVE
(80' PUBLIC R/W)

FERN LANE
(PUBLIC R/W)

LAUREL HILL ROAD
(80' PUBLIC R/W)

ST JAMES PLACE
(PUBLIC R/W)

PROPOSED 8' WIDE
ASPHALT TRAIL

LANDSCAPE AREA

LANDSCAPE AREA

PROPOSED RELOCATION
OF SCREENING FENCE

PROPOSED 5'
CONCRETE SIDEWALK

MEET EXISTING
SIDEWALK

PROPOSED
STAIRS

MEET EXISTING
SIDEWALK

PROPOSED
CROSSWALK

PROPOSED ADA
MARKINGS (TYP)

PROPOSED ASPHALT
PARKING AREA

PROPOSED ADA PARKING
SIGN (TYP)

PROPOSED
DUMPSTER AREA

PROPOSED NEW
RISC RETAINING
WALL W/FENCE
ON TOP

PROPOSED
DIRECTIONAL
ARROW (TYP)

PROPOSED
PAVEMENT LIMIT,
SEAL PAVEMENT
JOINT

PROPOSED 2' CURB AND
GUTTER

CONNECT TO EXISTING
GUTTER LINE

1 STORY
BRICK BUILDING

1 STORY
BRICK BUILDING

2 STORY
BRICK BUILDING

TOWN OF CHAPEL HILL
G/L ACCOUNT DETAIL

Org: 10046   Object: 46403
TRAFFIC IMPACT EXEMPT PERMITS   100 -00-000-046-000-00000 -00000 -46403 -

YEAR	PER	JOURNAL	EFF DATE	SRC	TR	PO/REF2	REFERENCE	AMOUNT	POSTED
2018	07	319	01/26/2018	CRP	1	580887	18-015	-350.00	Y
2018	05	172	11/14/2017	CRP	1	577171	17-021	-350.00	Y
2018	04	18	10/03/2017	CRP	1	574785	SLOOP	-350.00	Y
2018	03	421	09/30/2017	GEN	1		CORR RCTS	250.00	Y
2018	01	357	07/31/2017	GEN	1		MISC	250.00	Y
2018	01	41	07/05/2017	CRP	1	569954	7700ROGERS	-250.00	Y

Total Amount: -800.00

** END OF REPORT - Generated by Kumar Neppalli **