

Public Information Meeting

2217 Homestead Road
Tri Pointe Townhomes

- Close to Intersection of Weaver Dairy and Homestead
- Along the Bus Route
- Close to Southern Human Services and Homestead Park and Aquatic Center
- Two sides of the property border Carolina North park area.
- Across Homestead from the future Bridgepoint townhome development
- Adjacent to Courtyards 55+ community.



AREA MAP

- Will have 10' wide multi-use trail along Homestead Road for pedestrian and bike access to Senior Center, High School, and Homestead Park
- Homestead is being widened at this location
- Frontage along Homestead Road will remain as field and existing trees
- Access to Carolina North Park will be by trail from the southern boundary of the site.



2217 Homestead Road

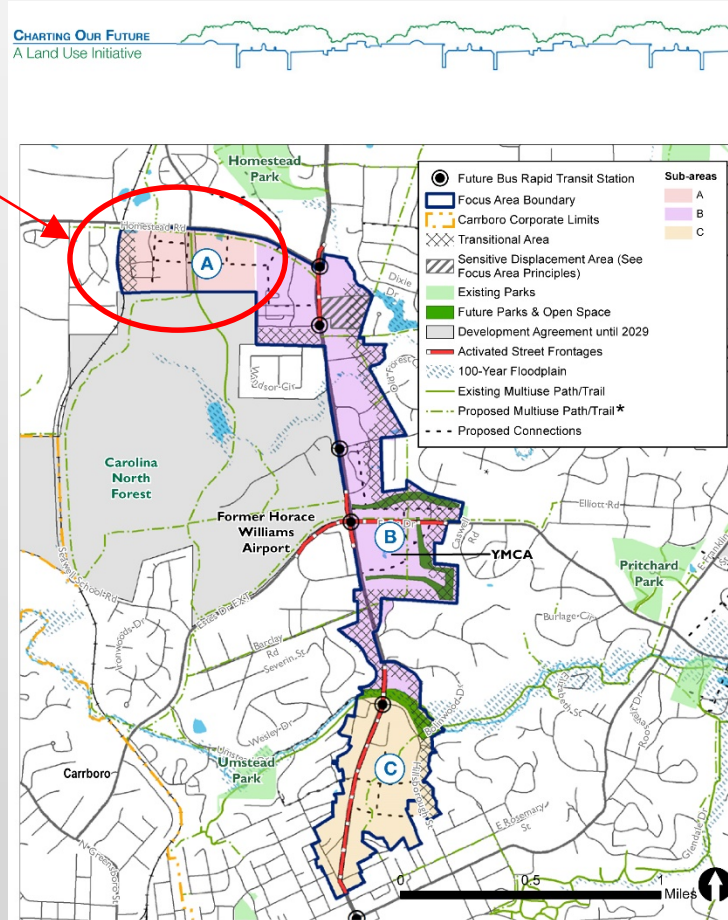
CONCEPTS

- **Townhomes for Single Family**
- **Meet Goals of the Future Land Use Map**
- **Missing Middle Housing**
- **Town's Affordable Housing Goals**
- **Preserve Accessible Mature Forest Areas**
- **Minimize Paved Impervious Surface**
- **Provide Emergency Access to Courtyards**

FLUM

Townhomes

AREA A



* See Mobility Plan for more information about proposed multi-modal improvements

Character Types and Height in 2050: South MLK Boulevard

● Primary (predominant land uses) ● Secondary (appropriate, but not predominant) ⊖ Discouraged

	Sub-Area A	Sub-Area B	Sub-Area C
Multifamily, Shops & Offices	⊖	●	●
Multifamily Residential	●	●	●
Commercial/Office	⊖	●	●
Parks and Green/Gathering Spaces	●	●	●
Townhouses & Residences	●	●	●
Institutional/University/Office	●	●	●
Typical Height	4-6 stories	4-6 stories	4-6 stories
Transitional Area Height	2-4 stories	2-4 stories	2-4 stories (Adjacent to lower scale residential uses, step backs or other transitional methods are necessary to ensure harmonious transitions)
Activated Street Frontage Height	N/A	6 stories	8 stories, 4 stories at the front setback line

Note: Each story is approximately 12 feet tall, but height may vary based on many factors. While suggested heights are noted above, determining the appropriate height for each site will require careful examination of the site and its surrounding context.

Definitions

Activated Street Frontages

Activated street frontages are frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings or in civic spaces, with no off-street parking between the street frontage and the building/civic space, and lively internal uses visible and accessible from the activated space. In some cases, active street frontages may mean that retail and services should be allowed on the first floor within residential character types.

Active frontages may also be encouraged along future connections including multi-modal ones, which includes pedestrian/bicycle facilities as well as greenways. When creating active frontages, it must be recognized that appropriate activation will differ by place and circumstance.

Transitional Area

This Focus Area strives for harmonious transitions between different types and intensities of land uses as well as built form to help mitigate undesirable impacts that a development might have on an adjacent site or use. The Transitional Area is intended to identify areas where lower-intensity land uses or development patterns may be appropriate between higher-intensity development and single-family neighborhoods. Appropriate transitional techniques may include landscaping, changing land uses, and altering architectural and building forms. For additional direction, see the Guiding Statements.



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Development Program

- 103 Townhomes to be developed on the 15.73 Acre Site
- 86 are 26' wide with 2 car garage
- 17 are 22' wide with 1 car garage
- Driveway depth to support additional cars
- Additional guest parking distributed on site
- Limited on-street parking
- Allowable Density in R-5 is 15 units/acre. This project will develop 6.54 units/acre.



Affordable Housing

- 103 Townhomes to be developed on the 15 Acre Site
 - 15.45 units required as affordable
 - 15 units provided on site
 - .45 units will be in a payment in lieu
-
- Units are predominantly 3 BR 2 ½ bath
 - Units will be a mix of one and two car garages
 - 1 car garages are 22' wide units
 - 2 car garages are 26' wide units



Site Circulation

- Single Entry to Homestead Road located per DOT
- Fire access and connectivity to adjacent Courtyards development
- Coordination with Courtyards and Fire Department
- Roadway is 45' ROW with 27' pavement.
- Sidewalks on both side of the street
- Impervious Surface is less than maximum allowed
- 10' wide Multi-use trail along Homestead Road



Recreation – Open Space

- 75% recreation points will be provided on site
- 25% recreation points will be P.I.L.

- Existing wooded open space will be preserved
- Trail to Carolina North at the southern end of the site



Recreation – Open Space

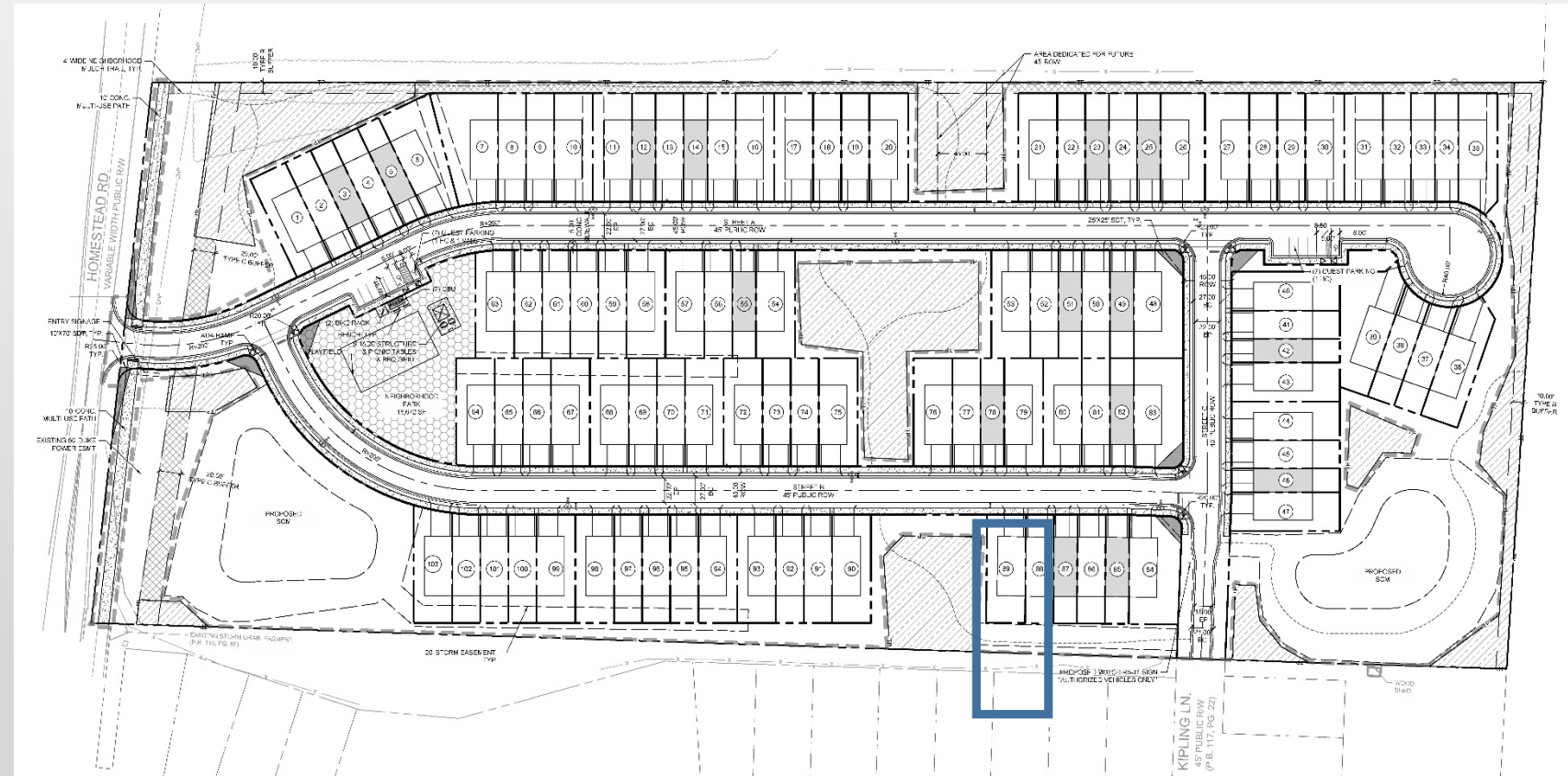
- Discussions with Brian Peterson & Marcia Purvis
- Small Splash Pad
- Play area with swings
- Community area – Fire Pit Small Shelter
- Laptop stations
- Exercise stations
- Connections to UNC Trails
- Connection to Multi-use trail

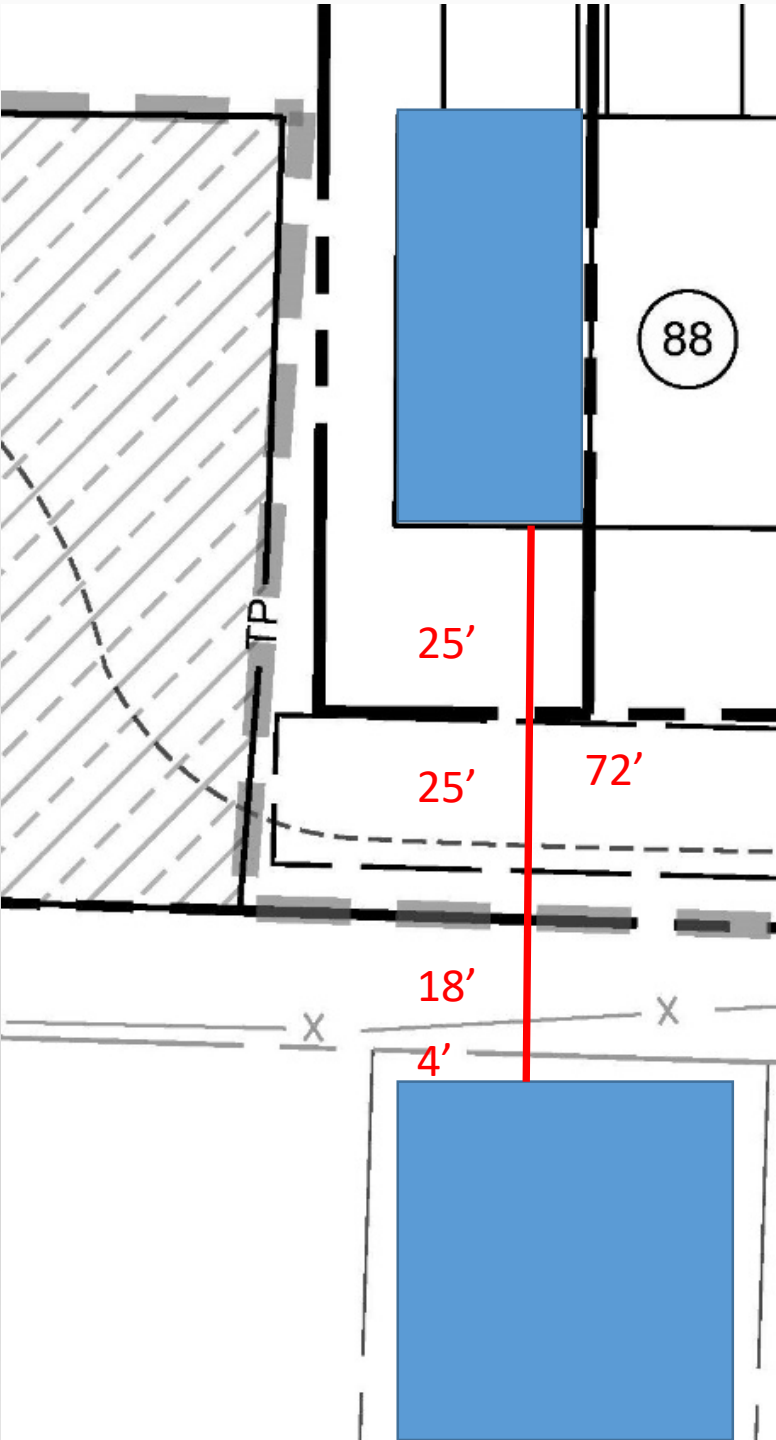


Site Relation with Courtyards Homes

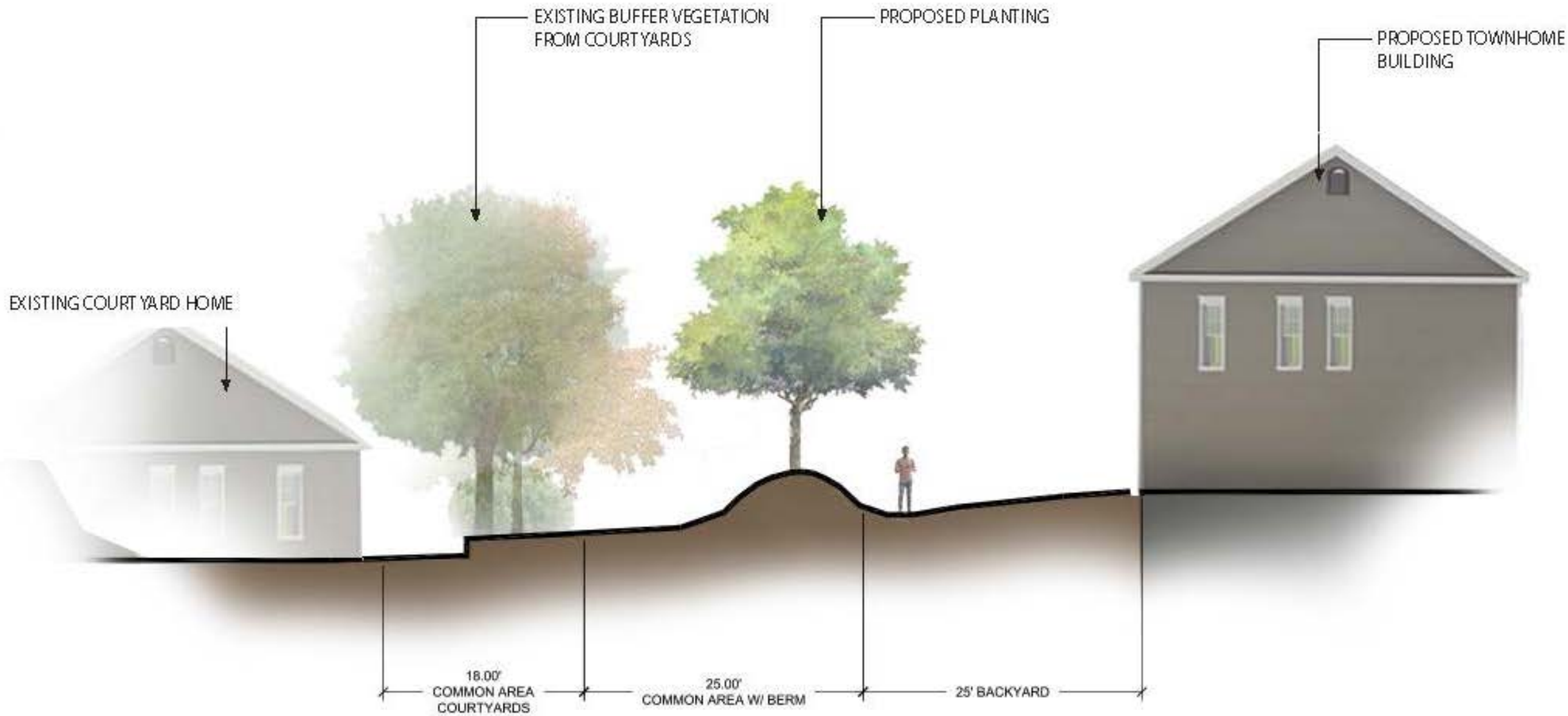
- Cross access to and From Courtyards is pedestrian, bike and emergency access only. No through traffic.
- Separation maintained where townhomes back up to existing courtyards homes.
- Berm created to divert storm water as well as visual buffer
- Landscaped buffer – though not a requirement, will be introduced on Courtyards side of berm.

Site Relation with Courtyards Homes





- 25 foot backyard
- 25 foot common area with berm
- 18' common area on Courtyards
- 4 foot building setback





Lighting and Landscaping

- Site lighting will be LED per Duke Power with downlight only.
- Landscaping will be naturalized at the site entry along Homestead – as is current.
- Street trees as required throughout the development
- Large areas throughout the site will be left natural as “pocket” parks.
- The site is relatively flat and will not require mass grading.
- Type B buffers are required on the project boundaries.



Transportation/Accessibility

- A TIA will be required for this project.
- Current plans call for widening of Homestead Road at this location. Additional ROW has already been deeded to the Town for this activity.
- Bus services is available through the HS route on Homestead Road.
- Homestead Park and Aquatic Center are walkable.
- The Southern Human Services and Seymour Center are walkable.



Stormwater

- There are no storm water related site constraints – i.e. floodplain, RCD, Jordan Buffer, steep slopes or wetlands.
- Two wet detention ponds will be constructed at the project north and south limits.
- The ponds will be landscape features.
- No modifications are expected to be requested to the storm water management regulations.
- All conveyances will access the detention pond.
- Storm water diversion is introduced at the border with Courtyards with inlets, pipes and berms to reduce the existing overland surface drainage.



Brian Peterson Themes

- Suggest tree preservation “parks” connect with pathway.
- Suggest pedestrian connection to Carolina North forest
- Landscape entry to create a sense of entrance into the neighborhood. Benches or other features along Homestead
- Design pond as an amenity
- Helpful that the site plan is mostly 4 unit clusters
- Architectural treatment of corners with porches or pergolas
- Exposed sides of the units can have a “composed architectural expression”.



Concept Plan Elevations

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