

# NorthView Partners

DEVELOPMENT • CONSTRUCTION • INVESTMENT MANAGEMENT

## Developers Program

Bryan Properties and NorthView Partners are excited to present the Gateway Development. The rezoning application is for 15 parcels totaling approximately 16 acres. The project is located at the southwest corner of 15-501 and Interstate-40, directly south the existing Red Roof Inn hotel. Currently, the site is mostly vacant, outside of a few single-family dwellings that will be removed.

Gateway is envisioned as a residential community consisting of 4-story, 4-story plus a basement, and 3-story multi-family buildings placed along existing and proposed rights-of-way that establish a grid pattern of development for the largely undeveloped tracts in this area of Town. The plan for Gateway has a strong emphasis on creating inviting, human-scaled streetscapes featuring buildings that front along ample sidewalks, street trees and on-street parking. Primary parking lots are placed behind the buildings. Outdoor gathering spaces are easily accessible to residents - interior and exterior meeting spaces will be built into the fabric of the community. Particular attention will be paid to extensive and durable landscaping to allow for the shading of parking areas and visually pleasing streetscapes.

The North 15/501 focus area in the Town's 2020 Future Land Use Map contemplates a mixture of residential, office and retail uses that are easily accessible by auto, bus, bike and pedestrians. Gateway will provide new multifamily housing directly adjacent to major transportation corridors and within walking and biking distance to major employment centers such as SECU's Parkline office building, Eastowne office park, and to nearby shopping at the recently completed Wegman's.

Gateway is adjacent to an existing GoTriangle commuter route on 15/501 and Chapel Hill Transit routes along on 15/501 and Old Chapel Hill Rd. Gateway includes extensions and connections to existing bike and pedestrian paths along 15/501 and Old Chapel Hill Rd. and appropriate bike facilities such as bike parking (including covered bike parking) and a bike workshop amenity are planned. Utilities are available along 15/501 and also to the south on Old Chapel Hill Road. The project scope includes the extension of existing public water and sanitary sewer services into the quadrant southwest of 15/501 and I-40.

Stormwater management will be facilitated by two stormwater ponds. Both of the proposed stormwater ponds will be wet ponds and include landscaped littoral shelves to create a biological and aesthetic edge to the ponds. The ponds may also include enhancements such as fountains to improve water quality and aesthetics, perimeter walking paths, and overlook sitting areas. The design of these ponds will meet and/or exceed the Town's threshold for stormwater quality and quantity requirements.

Gateway is a joint venture of Bryan Properties, Inc and NorthView Partners, LLC - local developers with proven track records of high-quality mixed-use and residential development within the Triangle. Bryan Properties, based in Chapel Hill, is an award-winning company that focuses on creating great places to live, work and play. NorthView Partners is based in Raleigh and has developed and built numerous multi-family communities throughout the Triangle.

## **List of Modification Requests**

During the Parkline East Village Development Framework sessions that occurred during the summer of 2022, Principles for Development and Community Character were established to allow for better placemaking flexibility, to promote connectivity between neighboring properties, and to ultimately create a unified framework for future developments to follow. During the process of developing the Framework, it was agreed that this part of Town did not fall into typical urban or suburban land use intensities or design elements presented by existing Town zoning classifications. It was acknowledged that R6 was likely the best classification from a density standpoint but that multiple modification requests to this zoning would be necessary to achieve the desired “Village Style” development pattern. Accordingly, our request for modifications such as building heights, massing and setbacks as well as landscaping, parking and stormwater management specific to the Gateway proposal are presented below:

**1. Alternate setbacks along the public street frontages.**

- a. The applicant is requesting a reduction in the building setback from 20’ to 10’. The desired streetscape cross section illustrated a 10’ building setback, to encourage a more urban and compact streetscape. The 10’ setback allows adequate space for landscape and hardscape opportunities between the building and the sidewalk.

**2. Building height modification at the R-6 boundary**

- a. The applicant is requesting a modification to the building height at the building setback along the street frontages, to accommodate the urban form and building massing desired within the urban street section. The modification is to request a maximum primary height of 55’ at the street setback.

**3. 6’ Retaining wall within the building setback**

- a. The applicant is requesting the allowance of a small portion of a site retaining wall over 6’ in height to be within the building setback. This is an urban design development with significant grade challenges requiring split level buildings which will necessitate heights exceeding 6’.

**4. Landscape Buffer modification**

**a. Buffer 1 (identified adjacent to Red Roof Inn drive): Type C required**

- i. The applicant is requesting a reduction of the Landscape buffer due to this site being adjacent to the proposed greenway trail. In lieu of a dense landscape buffer that creates security concerns for trail users, the applicant is proposing canopy and understory trees between the parking lot and proposed greenway trail.

**b. Buffer 2 (identified south of Street A, west of Lakeview Dr): Type B required**

- i. The applicant is requesting a reduction of the Landscape buffer due to this site being an Urban design and these buffers would screen the buildings from the Street however we are proposing Street Trees spaced about 40’ on center. The streetscape proposes a 5’ sidewalk, 3” caliper large maturing trees planted about 40’ on center, on street parking and a minimum of a 5’ planting strip

between the sidewalk and building. The streetscape will also include street lighting, seating, and wayfinding as appropriate.

- c. Buffer 3 (identified as southernmost buffer): Type B required**
  - i. The applicant is requesting a reduction of the Landscape buffer due to this site being an Urban design and these buffers would screen the buildings from the Street however we are proposing Street Trees spaced about 40' on center.
  
- d. Buffer 4 (identified west of I-40): Type E required (100-foot wide) 25' proposed**
  - i. The applicant is requesting a reduction of the 100' Type E landscape buffer width along the frontage along Interstate 40 to 25'. The reduction in the buffer width is supported by the placement of the building (122' from the property boundary), location of the stormwater pond along this property line, natural grade change between the project and interchange ramp, and existing wooded area between the project and interchange ramp (supplemented by new plantings within the 25' buffer).
  
- e. Buffer 5 (northern buffer adjacent to Red Roof Inn): Type C required**
  - i. The applicant is requesting a reduction of the Landscape buffer due to this site being adjacent to the proposed greenway trail. In lieu of a dense landscape buffer that creates security concerns for trail users, the applicant is proposing canopy and understory trees between the parking lot and proposed greenway trail.
  
- f. Buffer 6 (western on Lakeview Dr): Type B required**
  - i. The applicant is requesting a reduction of the Landscape buffer due to this site being an Urban design and these buffers would screen the buildings from the Street however we are proposing Street Trees spaced about 40' on center. The streetscape proposes a 5' sidewalk, 3" caliper large maturing trees planted about 40' on center, on street parking and a minimum of a 5' planting strip between the sidewalk and building. The streetscape will also include street lighting, seating, and wayfinding as appropriate.
  
- g. Buffer 7 (western along Street B): Type B required**
  - i. The applicant is requesting a reduction of the Landscape buffer due to this site being an Urban design and these buffers would screen the buildings from the Street however we are proposing Street Trees spaced about 40' on center.
  
- h. Buffer 8 (eastern along N. White Oak Dr): Type B required**
  - i. The applicant is requesting a reduction of the Landscape buffer due to this site being an Urban design and these buffers would screen the buildings from the Street however we are proposing Street Trees spaced about 40' on center.
  
- i. Buffer 9 (south of building 5 and BMP-2): Type B required**
  - i. The applicant is requesting a reduction of the Landscape buffer due to this site being an Urban design and these buffers would screen the buildings from the Street however we are proposing Street Trees spaced about 40' on center.

**5. Allowance for on-street parking spaces to be used to meet off-street parking requirements.**

- a. The applicant is proposing a significant amount of on-street, public parking, and that the on-street parking be counted or credited towards the overall parking requirement. The on-street parking is an important urban design element for the streetscape of the project and will be used by residents and guests, and off-setting these spaces with additional on-site spaces, and during the Concept Plan review, Council was in favor of a reduction in off-street parking.

**6. Allowance for the affordable housing building to have a parking rate of .075 parking spaces per unit.**

The applicant is proposing that the affordable housing building include a minimum parking rate of 0.75 parking spaces per unit. This rate has been confirmed as acceptable by a potential affordable housing developer, and is comparable to other affordable housing and tax credit projects targeted toward seniors.

**7. Allowance for more than 10 continuous parking spaces in a row.**

- a. This occurs in 2 short runs of 12 parking spaces. These rows are parking contain 2 ADA and 7 EV parking space and are on the edge, thus landscaping is directly adjacent to the rows of 12 spaces. These spaces will be supplemented with additional landscape to heavily screen from adjacent use.

## **Statement of Justification/Compliance with Comprehensive Plan**

Gateway is proposed in accordance with the Chapel Hill Comprehensive Plan including the Charting Our Future update and the Future Land Use Map (FLUM). Two general concepts from the Town's 2020 Comprehensive Plan are Community Choices and Community Connections.

### **Gateway Compliance:**

Community Choices: Gateway will contribute to currently unmet housing needs in this area of Town. It is accessible to transit corridors that connect to key destinations such as downtown and UNC campus. Residents will have a short walk or bicycle ride to work, grocery, and medical service destinations. As this North 15/501 Focus Area is developed south and west of the Gateway project, the walkable and bikeable destination choices will increase. The site also provides easy vehicular access to major arterial roads in town and to Interstate 40.

Community Connections: The development proposal will provide important connections for those who live in the new community in the form of physical connections as well as social connections. Physical connections are provided at multiple spots within the site to existing and future adjacent developments, as well as to public transit access. Social connections will be provided with the community green which is open to the public and will serve as a gathering space for the community.

### **Gateway Compliance:**

Gateway is proposed in accordance with the Chapel Hill Comprehensive Plan including the Charting Our Future update and the Future Land Use Map (FLUM). Gateway will offer a variety of housing choices: one-, two- and three-bedroom market rate multifamily housing as well as multifamily housing for seniors earning 60% or less of the area median income.

The development will support multiple transportation options as the property is adjacent to existing transit corridors along 15/501 and Old Chapel Hill Rd and connects and extends existing bike and pedestrian paths leading to nearby office, service and retail destinations. For those working in downtown Chapel Hill or at the University and Hospital complex, Chapel Hill Transit is available. The recently developed UNC Healthcare facility is within a quarter mile of the site. Gateway residents will have easy access to Interstate 40.

The property is within the North 15/501 Focus Area that has been identified in the Town's plan as appropriate for development of multifamily in 4-6 story structures. Gateway fits well in this area as it puts forth a proposed street network that will allow for the orderly development of nearby vacant parcels in the future and is within the Town's existing urban services boundary.

The developers intend to employ the best practices available at the time of construction to address issues of environmental sustainability. Particular attention will be paid to the energy efficiency of the buildings. Stormwater runoff will be addressed with multiple mitigation facilities throughout the site. Bicycle parking and electric charging for cars and bicycles will be provided as well.

Gateway will provide streetscapes and outdoor areas that are visually pleasing while offering residents the opportunity for planned and spontaneous interactions in a safe and comfortable environment. The

developers have a proven track record of building residential neighborhoods in the Triangle and in Charlotte that have been recognized for successfully creating a sense of place and a sense of community. The Chapel Hill 2020 comprehensive plan is organized around six main themes. These themes highlight which topics are important to the community and are an umbrella under which the goals are organized. The themes, and the goals associated with these themes, were developed by the community during numerous working sessions and outreach meetings and provided organization for the community's discussions.

- 1. *A Place for Everyone:*** *This theme explored diversity and inclusion in a family-friendly, vibrantly creative environment. Participants focused on creating a welcoming community for all with special emphasis on the arts, teens, and the need for affordable housing.*
- 2. *Community Prosperity and Engagement:*** *This group focused on sustaining the financial health of the community by creating a safe, vibrant, and connected community. Participants examined encouraging economic development, supporting existing and new local businesses, and sustaining healthy neighborhoods.*
- 3. *Getting Around:*** *This theme included the study of all modes of transportation needed for an inclusive, connected community. Participants explored the potential for regional partnerships linking to thriving greenways, sidewalks, bicycle amenities, and other options within the town.*
- 4. *Good Places, New Spaces:*** *Exploring what the Chapel Hill of the future should look like, this group focused not only on downtown and also on land use throughout the town including in existing neighborhoods, balancing respect for the old with the prospect of the new. Discussions of development coexisted with consideration of open space and the rural buffer.*
- 5. *Nurturing Our Community:*** *Environmental sustainability is at the core of this theme. Participants examined the many aspects of people's interaction with the natural habitat, from parks and open spaces to locally grown agriculture to protecting water quality and solid waste disposal.*
- 6. *Town and Gown Collaboration:*** *Collaboration with the University of North Carolina at Chapel Hill and the UNC Health Care System on lifelong learning and innovation is the centerpiece of this theme. Participants aspired to use the intellectual and financial capital of the University and the UNC Health Care System to help the town flourish.*

**Gateway Compliance with the six themes goals:****1.A Place for Everyone**

- Family-friendly, accessible exterior and interior places throughout the town for a variety of active uses
  - The Gateway project is providing greenways, multimodal paths, wet stormwater pond, a seating pavilion overlooking the wet stormwater pond, dog park, and a community green with food truck parking that will all serve as Family-friendly spaces for activities.
- A range of housing options for current and future residents
  - The Gateway development will provide multifamily homes ranging from studio, 1-bedroom, 2-bedrooms, and 3-bedroom units, and senior affordable housing units with both 1-bedrooms and 2-bedrooms.

**3.Getting Around:**

- A connected community that links neighborhoods, businesses, and schools through the provision of greenways, sidewalks, bike facilities, and public transportation
  - The Gateway development will provide greenways and multimodal paths to facilitate community connectivity and reduce the usage of vehicles.

**4.Good Places, New Spaces:**

- Open and accessible common spaces for community gathering, cultural uses, and community development
  - The Gateway development will provide several community gathering spaces including the community green with food truck parking and dog park.

The Chapel Hill 2020 Future Land Use Map identifies several areas of focus. The Gateway development project resides in North 15-501 Corridor - Sub Area A. Sub Area A primary land use includes Multi-family Residential with a height of 4-6 stories. The Gateway Development will meet the primary land use of Multi-family Residential within a height of 4-6 stories.

The Focus Area Principles include:

- Connectivity & Mobility
  - *Given the higher density envisioned for this corridor, bicycle and pedestrian mobility within and to the Focus Area should be prioritized.*
    - The Gateway development will provide greenways and multimodal paths to facilitate community connectivity and reduce the usage of vehicles.
- Land Use
  - *Housing of various price points should be integrated into mixed-use nodes or located near employment centers.*
    - The Gateway development will provide multifamily homes ranging from studio, 1 bedroom, 2-bedrooms, and 3-bedroom units, and senior affordable housing units with both 1-bedrooms and 2-bedrooms. These housing options address the goal of providing housing of various price points.
- Placemaking, Street Character, and Urban Form
  - *Redevelopment should feature a more compact and connected urban framework by limiting block lengths, thus ensuring a higher number of intersections per square mile.*
    - The Gateway development will establish a road network to facilitate an urban framework and increase intersections.



## **Statement of Compliance with Design Guidelines**

Gateway is proposing 316 market rate residential units and 72 senior affordable units across approximately 16 acres.

**Livability.** Gateway will emphasize the creation of gathering spaces – both indoors and outdoors. Interior rooms will feature recreation and co-working/work from home reservable spaces. Exterior spaces will place an emphasis on creating outdoor “rooms” by utilizing buildings, hardscape designs and landscaping. Sidewalks and bike paths will provide for recreational, and transportation needs of cyclists and walkers.

**Visual Impact.** The visual impact of the proposed development will be compatible with its location being a “village” scale of development that falls between urban and suburban intensities. Surface parking lots will be located along the rear of the buildings and screened with landscaping. The buildings will be brought forward to address the street in a manner that pays close attention to proper enfront ratios. The facades of the buildings will feature appropriate transparency and articulations. Existing vegetation will be preserved where possible and will be augmented by extensive planting of long-life shade trees along streets and within parking areas. Additional landscaping will be utilized in the pocket parks and courtyards to create outdoor rooms that foster community interaction.

**Vegetation.** The Gateway landscape plan will focus on the use of durable native plantings that will ensure an aesthetically pleasing environment that will continually improve with the passage of time and plant maturity. Compliance with the Town’s tree canopy coverage requirements and general landscaping requirements will ensure landscaping that integrates with the area.

**Mobility.** The plan for Gateway accommodates a variety of interconnected transportation choices – walker-friendly sidewalks located along tree-lined streets, dedicated bike and pedestrian paths with connections to existing and future paths, and easy vehicular connections and access to adjacent arterials and Interstate 40.

**Activity Centers.** Outdoor gathering spaces are envisioned within Gateway through the provision of interspersed pocket pocks and courtyards. The clubhouse in the community will be designed in a manner to encourage both programmed and spontaneous activity and to promote a stimulating environment for residents and their guests.

**Views.** Thoughtful placement of buildings and landscaping are intended to enhance and promote pleasing vistas from the inside of units looking outward. Buildings placed close behind the sidewalks along tree-lined streets will provide pleasing views for pedestrians.

**Gateway -** The partners have a proven track record of designing, building and managing highly livable and popular communities such as Southern Village in Chapel Hill and Meridian at Harrison Pointe in Cary. The developers/builders are excited about the opportunity to provide the present and future residents of Chapel Hill a quality residential community in this underserved but conveniently located area of Town.