

North Estes Mixed-Use Center

Chapel Hill, North Carolina

Developer's Program

April 25, 2017

Project Location: The proposed mixed-use neighborhood center is located on a 14.7 ac site on the northeastern quadrant of MLK, Jr. Blvd. and N. Estes Dr. This quadrant was further defined as the “northwest” quadrant of the Central West Small Area Plan (CWSAP). The site is bordered on the west by MLK, Jr. Blvd. and Horace Williams Airport (a.k.a. Carolina North), on the south by N. Estes Dr. and Amity United Methodist Church, on the north by Shadowood Apartments and the Woodshire Ln. neighborhood, and on the east by a Duke Energy transmission easement and undeveloped land. Currently Zoned R-1, the site lies within the Airport Hazard Overlay Zone.

History and Existing Conditions: The CWSAP, approved by TCH Council in 2013 articulates a vision for the area and more specifically for the subject site. That vision is included below:

“An “anchor” is recommended to create a functional focal point for the surrounding area. Multifamily residences located behind the mixed use zone would be buffered from the street and form a local community that can utilize the adjacent retail establishments and public spaces. A new road into this area from Martin Luther King, Jr. Boulevard provides access to both mixed and residential uses, and could further support circulation with connections to Estes Drive. The green buffer on the northern edge of this area creates a transitional zone between new residential/mixed use development and the Shadowood Apartments and Woodshire Lane communities and can include a greenway that will connect areas to the east and west.

Retail along the main transportation corridors fronts on Martin Luther King, Jr. Boulevard and Estes Drive to maximize walkability and contribute to the character of the roadway with a vibrant street edge, creating less of a “highway” feel. The area creates a sense of place with vibrant, active community spaces that are accessible to a variety of users, including residents of the existing and new neighborhoods, as well as the anticipated Carolina North students, staff, researchers, faculty, and business partners.

The northwest quadrant contains approximately 175 residential units; 40,000 square feet of office space; 20,000 square feet of retail space; 65,000 square feet of hotel space; and 20,000 square feet of commercial space...

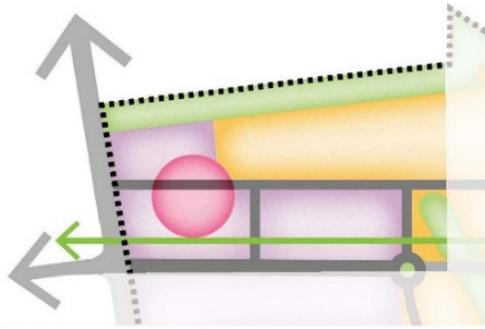


Figure 4.4: The Northwest Quadrant

Use	Total
Residential (units)	175
Office (square feet)	40,000
Retail (square feet)	20,000
Hotel (square feet)	65,000
Commercial (square feet)	20,000

Table 4.2: Northwest Quadrant – Residential Units and Floor Area by Land Use

November 26, 2013

The current overlay zoning includes a portion of the site in the Airport Hazard Zone-C (Runway Protection Zone) which stipulates that “No buildings, habitable structure, above-ground utility infrastructure, hazardous material storage facilities, and/or features that attract wildlife shall be allowed in the Airport Hazard District - C. Parking, stormwater treatment, and other facilities may be allowed provided that any associated appurtenances do not interfere with air traffic.”

Proposed Concept Plan: The development proposed for the North Estes Center, balances the vision articulated above with site constraints and market conditions to provide for a sustainable, vibrant mixture of uses in scale with the surrounding community.

Zoning: Rezoning to Mixed-Use Village and phasing of the development to conform to the interim overlay zoning restrictions is anticipated. The FAA has been notified by the developer and a letter has been issued by the FAA establishing a “DETERMINATION OF NO HAZARD TO AIR NAVIGATION”. This determination was made in reference to the proposed 2-story office building fronting on MLK, Jr. Blvd. and based on an anticipated finished floor elevation, 36’ above existing grade, and a maximum parapet/roof elevation of 502.00’. This is representative of the highest building elevation within the Airport Hazard Zone-C as proposed.

Access: Discussions with TCH Traffic Staff and NCDOT indicate that a limited access drive along MLK, Jr. Blvd would be acceptable if located at the extreme northwestern boundary of the site (furthest point from the intersection with N. Estes Dr.). Access along N. Estes Dr. would be limited to a right-in/right-out drive and a full movement drive at the furthest point from the intersection with MLK, Jr. Blvd. All access points would be subject to the verification and findings of a Traffic Impact Analysis.

Circulation: A pattern of circulation is proposed that links the points of access noted above in a manner that provides access to street front shops and businesses located along the two frontage roads. The circulation also provides for the necessary internal access for an anchor tenant and for “residences located behind the mixed use zone ... buffered from the street” as described in the CWSAP.

Land Use: The land uses proposed provide for a critical mass needed to sustain a mixed-use community center while remaining respectful of the scale of development outlined in the CWSAP.

Land Use	CWest Plan	Concept B5	% of Total F.A.	Variance	Min. Pkg. Reqd.	Pkg. Provided	Pkg. Ratio	Notes/TCH LUMO Requirements
Residential	175 du 227,150 sf	215 du 245,535 sf	75.0%	18,385 sf	296 sp	300 sp	1.4 /du	1/BR & 1.75 for 2 BR max
Office (M.O.B.)	40,000 sf	36,400 sf	11.1%	-3,600 sf	162 sp	164 sp	4.5 /'000	MOB 1/225sf min - 1/200 sf max
Anchor Retail	20,000 sf	22,245 sf	6.8%	2,245 sf	74 sp	116 sp	5.2 /'000	1/300 sf min - 1/200 sf max
Retail	20,000 sf	23,200 sf	7.1%	3,200 sf	77 sp	90 sp	3.9 /'000	1/300 sf min - 1/200 sf max
Totals	307,150 sf	327,380 sf	100.0%	20,230 sf	609 sp	670 sp		

The anchor tenant building footprint planned for this center is sized and positioned in a way that insures the vibrancy of the center while preserving a neighborhood character. The proposed office use facing MLK, Jr. Blvd. and Chapel Hill North, will serve to activate that streetscape. This building and the supporting structured parking, is proposed to be constructed at such time as the airport ceases operations and/or the overlay zoning restrictions removed. Strategically located pocket parks and gathering spaces are designed to focus activity along the internal drives and walkways connecting the center to the surrounding streets, bike and pedestrian routes.

Multi-family residential uses are planned to abut the existing neighborhoods to the north and are proposed to step-down in height as one nears the northern greenway and property line.

Stormwater management facilities are planned in a way that will serve to help buffer the residential from N. Estes Dr. and to provide a visually pleasing foreground amenity to the new apartments.

A 50' greenway buffer, proposed along the northern boundary, will accommodate the 10' multi-use bikeway and pedestrian trail connecting through to the future development to the east of the site. Street trees and other plantings will define the external and internal streets and pedestrian ways and will conform to the LUMO standards for tree canopy coverage.

Key Points

- Conforms to the vision and scale of land use intensity defined by the Central West Small Area Plan,
- Responds to the Town's Comprehensive Plan Stated Goals and Objectives,
- Provides essential community services to the people of Chapel Hill in close walking distance to adjoining neighborhoods and future residents within Carolina North,
- Facilitates extension of northern greenway and multi-use path,
- Conforms to Town's Design Guidelines and Standards,
- Enhances the Town's Tax Base with sustainable (net positive) land uses and intensities,
- Maximizes internal capture of vehicular trips via a balanced mixture of complimentary uses.