



Item Overview

Advisory Boards and Commissions Report – 06/27/2017

Subject: Application for Special Use Permit Modification – Wegman’s Grocery Store, 125 Old Durham Road (Project # 16-121)

Staff:

Ben Hitchings, Director
Judy Johnson, Principal Planner

Department:

Planning and Development Services

Overview: This item presents an application to redevelop the Performance Auto Mall site with a Wegman’s Grocery Store. The proposed project would include a 130,000-square-foot grocery store and 750 parking spaces to be constructed on a 14.7-acre site. The existing buildings on the site would be demolished.



Recommendations

That the Community Design Commission, Transportation and Connectivity Advisory Board, and Environmental Stewardship Advisory Board forward a recommendation to the Planning Commission and Council; and that the Planning Commission forwards a recommendation to Council.

Decision Points

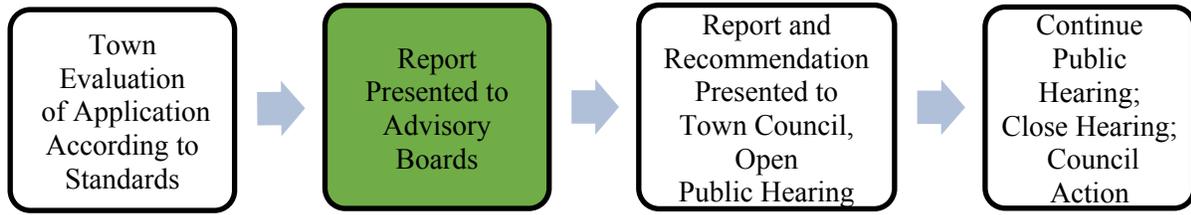
- Does the proposal satisfy the four findings of fact required for the Council to approve a Special Use Permit Modification?
- Does the Council approve the applicant’s request to modify the regulations to height, landscape buffer, maximum parking requirements, parking lot landscape standards, steep slopes, signage, impervious surface limits, and permitted land uses.

Key Issues

- Traffic impacts and recommended improvements to the surrounding road network.
- This project will require the Council to approve modifications to height, landscape buffers, maximum parking requirements, parking lot landscape standards, steep slopes, signage, impervious surface limits, and permitted land uses.

Fiscal Impact/Resources: The Council has agreed to an economic incentive grant not to exceed \$2 million over a five-year period to be paid in \$400,000 installments, pending Wegmans, Inc. meets all agreed upon minimum levels of performance set in the economic incentive agreement. Should Wegmans, Inc. annually fail to meet any of such requirements, the grant shall be reduced at a pro rata amount.

Where is this item in its process?



Council Goals:

<input checked="" type="checkbox"/>		Create a Place for Everyone	<input checked="" type="checkbox"/>		Develop Good Places, New Spaces
<input checked="" type="checkbox"/>		Support Community Prosperity	<input checked="" type="checkbox"/>		Nurture Our Community
<input checked="" type="checkbox"/>		Facilitate Getting Around	<input checked="" type="checkbox"/>		Grow Town and Gown Collaboration



Attachments:

- Staff Memorandum
- Project Summary Table
- Resolution
- Resolution B
- Design Topic
- Transportation Topic
- Technical Topic
- Applicant Materials

Staff Memorandum

Advisory Boards and Commissions Report



Overview: This item presents an application to redevelop the Performance Auto Mall site with a Wegman’s Grocery Store. The proposed project would include a 130,000-square-foot grocery store and 750 parking spaces to be constructed on a 14.7-acre site. The existing buildings on the site would be demolished.

Recommendations:

- That the Community Design Commission, Transportation and Connectivity Advisory Board, and Environmental Stewardship Advisory Board forward a recommendation to the Planning Commission and Council; and that the Planning Commission forwards a recommendation to Council. That the Council open the public hearing and receive comment and evidence on the proposed Special Use Permit Modification.

- *Advisory Board/Commission Recommendations:*

Key: <input type="checkbox"/> : Approval recommended <input checked="" type="checkbox"/> : Denial recommended  : Comments		
Advisory Board/Commission	Recommendation	Notes/Edits
Community Design	To be determined	The Community Design Commission is scheduled to review the proposed project on June 27, 2017.
Transportation and Connectivity	To be determined	The Transportation and Connectivity Advisory Board is scheduled to review the proposed project on June 27, 2017.
Environmental Stewardship	To be determined	The Environmental Stewardship Advisory Board is scheduled to review the proposed project on July 11, 2017.
Planning Commission	To be determined	The Planning Commission is scheduled review the proposed project on August 1, 2017.

Key Issues:

- Traffic impacts and recommended improvements to surrounding road network.

Staff Comment: We believe the Traffic Impact Analysis (Executive Summary attached) and the recommended traffic improvements to the surrounding road network will address the increase in traffic volumes.

- This project may require the Council to approve modifications to height, landscape buffers, maximum parking requirements, parking lot landscape standards, steep slopes, signage, permitted land uses, and impervious surface limitations.

Staff Comment: The applicant is requesting modifications to the height, landscape buffer along US 15-501, maximum parking requirements, parking lot landscape standards, steep slopes, signage, permitted land uses, and impervious surface limitation.

Staff Memorandum

Advisory Board and Commissions Report – 06/27/2017



Additional Information: Please refer to the attached Summary, Technical, Design, Transportation, and Environmental Reports for additional information about this Special Use Permit Modification proposal.

Project Summary includes detailed information specific to the proposed project and the standards of the Land Use Management Ordinance.

Design Report includes information on landscaping, trees, building elevations, and lighting.

Environmental Report includes information on Brownfield remediation, stormwater and energy management.

Transportation Report includes information on circulation and access, traffic impact analysis, and vehicle impacts.

Technical Report includes information on the compliance with the Comprehensive Plan, zoning, land use regulations, Concept Plan, Special Use Permit findings, fiscal impact analysis and requested modifications to regulations.

Fiscal Impact/Resources: The Council has agreed to an economic incentive grant not to exceed \$2 million over a five-year period to be paid in \$400,000 installments, pending Wegmans, Inc. meets all agreed upon minimum levels of performance set in the economic incentive agreement. Should Wegmans, Inc. annually fail to meet any of such requirements, the grant shall be reduced at a pro rata amount.



Project Summary

Overview

Site Description	
Project Name	Wegmans Grocery Store Special Use Permit Modification
Address	125 Old Durham Road
Property Description	649,883 square feet (14.9 acres)
Existing	Performance Auto Mall building and improvements
Orange County Parcel Identifier Numbers	9799-78-2879; 9799-78-2474; 9799-78-0494; 9799-78-0414
Zoning	Community Commercial-Conditional (CC-C) and Neighborhood Commercial (NC)

Regulatory Land Use Intensity

Design/LUMO Standards		Comment	Advisory Board	Status
Sec. 3.7	Use/Density	130,000 sf floor area		
Sec. 3.8	Dimensional Standards	34' Primary height; 60' maximum height. Proposed height maximum of 80 feet for cupolas	PC	M
Sec. 3.8	Floor area	Maximum of 275,915 sq. ft.; 130,000 sq. ft. proposed	PC	
Sec. 4.5.6	Modification to Regulations	Parking quantities Landscape buffers Parking Lot Landscape standards Maximum height (cupolas) Signage Permitted Uses Steep Slopes Impervious Surface Limitations	Town Council	M
Sec. 5.5	Recreation Area	None		
Sec. 5.16	Adequate Public Schools	None		

Site Design

Design/LUMO Standards		Comment	Advisory Board	Status	
Landscape Buffers	Wegmans Primary site				
	Sec. 5.6	Buffer – North (US 15-501 Fordham Boulevard)	20-foot Type C; requesting modification to planting requirements to allow “windows” into site	CDC	M
	Sec. 5.6	Buffer – East (SECU property)	10-foot Type B	CDC	
	Sec. 5.6	Buffer – South (Old Durham Road)	20-foot Type C; requesting modification to planting requirements to allow “windows” into site and reduced width to 5.9 feet	CDC	M
	Sec. 5.6	Buffer – West (Hardees property)	10-foot Type B	CDC	
	Old Durham Road Parking site				
	Sec. 5.6	Buffer – North (Old Durham Road)	20-foot Type C; requesting modification to planting requirements and reduce width to 5 feet	CDC	M
	Sec. 5.6	Buffer – East (Cooper Street)	10-foot Type B; requesting modification to planting requirements and reduce width to 10 feet	CDC	M
	Sec. 5.6	Buffer – South (adjoining residential property)	20-foot Type C	CDC	
	Sec. 5.6	Buffer – West (adjoining Garrett property)	10-foot Type B; requesting modification to planting requirements and reduce width to 4.3 feet	CDC	M
Sec. 5.7	Tree Canopy	30% canopy coverage	CDC		
Sec. 5.11	Lighting Plan	0.3 footcandles at property line		FP	
Environment	Sec. 3.6	Resource Conservation District	None	ESAB	
	Sec. 5.3.1	Erosion and Sedimentation Control	Permit from Orange County will be required	ESAB	FP

	Sec. 5.3.2	Steep Slopes	All slopes with greater than 25% grade to be disturbed	ESAB	M
	Sec. 5.4	Stormwater Management	Underground stormwater detention basin system	ESAB	FP
		Land Disturbance	686,506 (100%)	ESAB	
		Impervious Surface	465,710 (68%)	ESAB	
		Solid Waste & Recycling	Dumpster and Recycling	ESAB	FP
Housing	Sec. 3.10	Inclusionary Zoning	None	HSAB	
Access &	Sec. 5.8	Road Improvements	<ul style="list-style-type: none"> • Extension of concrete median along Scarlette Drive for approximately 325 feet • Construction of single-lane round-about • Unsignalized pedestrian crosswalk with median refuge on Old Durham Road • Eliminate all roadway connections to Service Road • Widen northbound Old Durham approach to include a 75 foot right-turn lane. Upgrade signal phasing • Install wayfinding signage to delineate the service road as having no access to Wegmans • Payment-in-lieu for traffic signal timing • US 15-501/Eastowne/Lakeview Intersection improvements: <ul style="list-style-type: none"> – Convert southbound approach to include dual-left turn lanes and new through/right-turn lane – Widen northbound Lakeview Dr with auxiliary right-turn lane and provide right-turn 	TCAB	FP

		<ul style="list-style-type: none"> – Lengthen eastbound 15-501 through/right turn lane – Install wayfinding signage to delineate Lakeview Drive as primary Wegmans access 		
Sec. 5.8	Vehicular Access	<ul style="list-style-type: none"> • Two full-access vehicle access points from Old Durham Road with a minimum of 100 feet of storage; • Future cross-access connection to property owner to southwest (Hardees) • One service access point from Old Durham Road; • One access point from Cooper Street and one from Old Durham Road to parking located on south side of Old Durham Road. 	TCAB	FP
Sec. 5.8	Bicycle Improvements	Dedication of ROW along Old Durham Road and payment-in-lieu for bicycle improvements associated with NCDOT project EB-4707A.	TCAB	FP
Sec. 5.8	Pedestrian Improvements	<ul style="list-style-type: none"> • Rectangular Rapid Flashing Beacons (RRFB) pedestrian crosswalk on Old Durham Road; • Pedestrian signal and sidewalk connectivity between the Wegman’s site, US 15-501, and crossing to Eastowne Drive; • Sidewalk and pedestrian crosswalk just west of the roundabout with median refuge; • Pedestrian accommodations crossing US 15-501 at the Sage Road/Old Durham Road/US 15-501 as shown in the proposed signal plan. • Construct additional sidewalk 	TCAB	FP

			to connect existing crosswalk to Wegmans property along south side of Service Road.		
	Sec. 5.9	Vehicular Parking	750 parking spaces	TCAB	M
		Transit Improvements	\$20,000 Payment-in-lieu for transit stop improvements include shelter, pad, solar lighting, real-time information displays, and trash receptacle to include transit stops service the CL, D, and DX CHT routes	TCAB	FP
	Sec. 5.9	Bicycle Parking	13 spaces required and 14 proposed	TCAB	FP
	Sec. 5.9	Parking Lot Standards	Built to Town standards	TCAB	FP
Technical	Sec. 5.18	Jordan Riparian Buffer	None	Technical	
		Homeowners Association	None	Technical	
		Fire	To be sprinklered; Fire Flow requirement	Technical	FP
		Site Improvements	Redevelopment of site with new 130,000 square foot grocery store and parking for 750 vehicles. Demolition and remediation of site.	Technical	FP

Project Summary Legend

Symbol	Meaning	Symbol	Meaning
	Meets Requirements	CDC	Community Design Commission
M	Seeking Modification	HAB	Housing Advisory Board
C	Requires Council Endorsement	TCAB	Transportation and Connectivity Board
FP	Required at Final Plan;	ESAB	Environmental and Sustainability Board
NA	Not Applicable	OCSW	Orange County Solid Waste
PC	Planning Commission	NCDOT	North Carolina Department of Transportation

RESOLUTION A
(Approving the Special Use Permit Modification Application)

A RESOLUTION APPROVING AN APPLICATION FOR A SPECIAL USE PERMIT MODIFICATION FOR THE WEGMANS GROCERY STORE AT 125 OLD DURHAM ROAD (PROJECT #16-121)

BE IT RESOLVED by the Council of the Town of Chapel Hill that it finds that a Special Use Permit Modification application, proposed by Leon Capital Group, for the Wegmans Grocery Store located at 125 Old Durham Road on property identified as Orange County Parcel Identifier Numbers 9799-78-2879, 9799-78-2474, 9799-78-0414, and 9799-78-0494, if developed according to the Site Plan dated November 22, 2016 and last revised May 16, 2017 and the conditions listed below would:

1. Be located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare;
2. Comply with all required regulations and standards of the Land Use Management Ordinance;
3. Be located, designed, and operated so as to maintain or enhance the value of contiguous property; and
4. Conform with the general plans for the physical development of the Town as embodied in the Land Use Management Ordinance and in the 2020 Comprehensive Plan.

MODIFICATIONS TO REGULATIONS

BE IT FURTHER RESOLVED by the Council of the Town of Chapel Hill that it finds, in this particular case, that the proposed development with the following requested modifications to regulations satisfies public purposes to an equivalent or greater degree:

Section 5.9.7 Maximum Off-Street Parking space requirements to increase the maximum number of vehicular parking spaces by 87 spaces to a total of 750 parking spaces.

Section 3.8.3 Exception to Height Regulations to permit the proposed tower to exceed the 60 foot secondary height standard and reach a maximum height of 80 feet.

Section 5.6.2 Reduce the planting requirement and buffer width for the 20 foot Type C buffer along Fordham Boulevard and Old Durham Road due to the installation of a traffic circle.

Section 5.6.2 Reduce the planting requirement and buffer width for the north, east, and west buffers for the parking lot on Old Durham Road.

Section 5.9.6 Eliminate the five foot landscape buffer strip between the parking area and building foundation and the parking space located within seventy-five feet of a trunk of a canopy tree.

Section 5.14.7 Increase the number of wall signs to four (4) proposed wall signs on the main façade of the building.

Section 3.8.2 Increase the impervious surface ratio to exceed the 70 percent limitation up to 78.8 percent.

Section 5.3.2 Steep slopes exceeding 25 percent slope to be disturbed.

Table 3.7-1 Exception to Accessory Use in Neighborhood Commercial to allow parking as a principle use.

These findings are based on a determination that the public purposes are satisfied as an equivalent or greater degree as all of the proposed modifications will not negatively impact the environment or aesthetics.

STIPULATIONS SPECIFIC TO THE WEGMANS FOOD MARKET

1. Construction Deadline: That construction begin by _____ (two years from the date of approval) and to be completed by _____ (four year from the date of approval) [LUMO 4.5.5]
2. Land Use Intensity: This Special Use Permit Modification authorizes the following:

Use: Retail	
Gross Land Area	649,883 square feet
Total Floor Area Allowed	130,000 square feet
Maximum Vehicle Parking Spaces	750 spaces
Minimum Vehicle Parking Spaces	434 spaces
Minimum Bicycle Parking Spaces	14 spaces (20% Class I and 80% Class II)
Total Impervious Surface Area Allowed	465,710 square feet
Land Disturbance	686,506 square feet

[LUMO Articles 3, 4, and 5]

Access

3. Accessibility Requirements: Prior to issuance of a Certificate of Occupancy, the developer shall provide the minimum required handicapped infrastructure according to the Americans with Disabilities Act and associated codes and standards.
4. Performance Bond: That prior to beginning construction, it will be necessary to submit a performance bond to the Town to cover 125 percent of the cost of infrastructure improvements in the public right-of-way.

5. Cross Access Easement: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a cross-access easement between the adjoining property to the west (Hardees).
6. Old Durham Road Flashing Beacons Crosswalk (RRFB): Prior to issuance of a Certificate of Occupancy, the developer shall construct an unsignalized pedestrian crosswalk with high visibility markings, central median refuge island, and push button activated Rectangular Rapid Flashing Beacons (RRFB) on Old Durham Road connecting the additional parking area with the main store site just west of the roundabout. That the design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to the Zoning Compliance Permit.

Transportation

7. Fordham Boulevard and Eastowne Drive/Service Road intersection: That prior to issuance of a Certificate of Occupancy, the developer shall improve the intersection with the following:
 - a. Install way-finding signage to delineate the Service Road as having NO access to Wegmans
 - b. Construct additional sidewalk to connect existing crosswalk to Wegmans property along south side of Service Road.
8. Fordham Boulevard and Lakeview Drive/Eastowne Drive intersection: That prior to issuance of a Certificate of Occupancy, the developer shall improve the intersection with the following:
 - a. Convert southbound approach to include dual left-turn lanes (with 300 feet of delineated storage) and a new through/right-turn lane (with 300 feet of storage).
 - b. Widen northbound Lakeview Drive approach for an auxiliary right-turn lane with 350 feet of storage and provide right-turn overlap signal phasing.
 - c. Lengthen existing eastbound US 15-501 through/right-turn add lane from 100 feet to 300 feet minimum.
 - d. Install way-finding signage to delineate Lakeview Drive as primary Wegmans access point.
9. Fordham Boulevard and Sage Road/Old Durham Road/Scarlett Drive intersection: That prior to issuance of a Certificate of Occupancy, the developer shall improve the intersection with the following:
 - a. Widen northbound Old Durham Road approach to include an auxiliary right-turn lane with 75 feet of storage (minimum). Upgrade signal phasing to include a northbound right-turn overlap.
 - b. Design and install pedestrian and bicycle amenities (high visibility crosswalks, accessible pedestrian equipment, and bicycle activated loops). That the Applicant upgrade traffic signal to include these changes. That the design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to the Zoning Compliance Permit.

10. Scarlett Drive and Old Durham Drive intersection: That prior to issuance of a Certificate of Occupancy, the developer shall improve the intersection with the following:
 - a. design and extend the concrete median along Old Durham Road from US 15-501 towards Scarlett Drive to a distance of approximately 325 feet. That the design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to the Zoning Compliance Permit.
 - b. widen Old Durham Road approach at the US 15-501 intersection to include dual left-turn lanes (the inner lane featuring 125 feet of vehicle storage), a through lane, and right-turn lane with minimum 75 feet storage. That the Applicant upgrade traffic signal to include these changes. That the design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to the Zoning Compliance Permit.
11. Old Durham Road Roundabout: Prior to issuance of a Certificate of Occupancy, the developer shall construct single lane roundabout at Site Driveways #2 and #3 with mountable inner circle to provide site access and U-turning capability for traffic from Scarlett Drive impacted by proposed median and access limitation. That the design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to the Zoning Compliance Permit.
12. Old Durham Road Site Driveway: The developer construct full access site driveway on Old Durham Road with future cross-access potential connection to Hardees with 100 feet of left-turn and right-turn exit storage. That the design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to the Zoning Compliance Permit.
13. Old Durham Road Transit Stop: That prior to issuance of a Certificate of Occupancy, the developer shall provide a payment-in-lieu of \$20,000 for future transit stop improvements including but not limited to shelter, shelter pad, solar lighting, real time information display, and trash receptacle.
14. Wayfinding Signage: Prior to the Certificate of Occupancy, the developer shall design and install appropriate wayfinding signage on US 15-501 at its intersections of Sage Road, Eastowne Drive, and Lakeview Drive. That the design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to the Zoning Compliance Permit.
15. Lighting: Prior to Certificate of Occupancy, the developer design and install street lighting along the site frontage. That the design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to a Zoning Compliance Permit.
16. Service Road: Prior to the Certificate of Occupancy, the Applicant eliminate all existing roadway connections to US 15-501 Service Road. That the design and construction details must be approved by the Town Manager and N.C. Department of Transportation prior to the Zoning Compliance Permit.

17. Traffic Signal Retiming Payment-in-Lieu: Prior to Zoning Compliance Permit, the Applicant provide a payment-in-lieu of \$30,000 for revising and implementing traffic signal coordination timings on US 15-501 from Estes Drive to Southwester Durham Freeway intersections (total 17 intersections).
18. Driveway Permit: That it will be necessary to obtain an approved driveway permit and/or encroachment agreement(s) prior to beginning work within the NCDOT right-of-way. As a condition of the permit, the permittee shall be responsible for the design and construction of stipulated improvements in accordance with NCDOT requirements. An approved permit will be issued upon receipt of approved roadway and signal construction plans, inspection fees, and any necessary performance and indemnity bonds.
19. Traffic Signal Payment-in-Lieu: Prior to Zoning Compliance Permit, the Applicant provide a payment-in-lieu of \$150,000 for a traffic signal installation at this intersection. The payment-in-lieu will be used by the Town for a signal warrant study, signal design, and installation of traffic signal with pedestrian and bicycle amenities. This payment will be held for a maximum of five years.
20. Traffic Calming Devise: Prior to the Certificate of Occupancy, the Applicant shall install traffic calming measures on adjacent Town streets. Prior to the Zoning Compliance Permit, the Applicant shall meet area residents and Town staff to develop and finalize the traffic calming devices. The type, location, design, and construction standards of the traffic calming devices shall be approved by the Town Manager prior to the Zoning Compliance Permit. Measures to be considered are: traffic circles, reduced street widths, all-way stop control, speed tables, on-street parking, and pavement texture variation at intersections.
21. Pavement Markings: That all pavement markings within the public street rights-of-way shall be long life thermoplastic. Pavement markers shall be installed if they previously existed on the roadways.
22. Off-Site Construction Easements: Prior to any land disturbance on abutting properties, the developer shall provide documentation of approval from the affected property owner(s).
[LUMO 5.8.1]
23. Site Distance Triangles: Prior to issuance of a Certificate of Occupancy, the developer shall provide the Town of Chapel Hill with standard sight distance triangles at the proposed driveway locations. [Town Design Manual]
24. Repairs in Public Right-of-Way: Prior to issuance of a Certificate of Occupancy, the developer shall repair all damage for work in the public right-of-way related to the construction of this project, which may include pavement milling and overlay. The design must be reviewed and approved by the Town Manager and NCDOT prior to issuance of a Zoning Compliance Permit. [Town Code 6.10]
25. Street Closure Plan: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a street closure plan, subject to Town Manager and NCDOT approval, for any work requiring street, sidewalk, or lane closure. [Town Code 21.7.1]

26. Parking Lot: The parking lot shall be constructed to Town standards for dimensions and pavement design [Town Code 5.9.5]
27. Work Zone Traffic Control Plan: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a Work Zone Traffic Control Plan and a Construction Management Plan for approval by the Town Manager and NCDOT. The Work Zone Traffic Control Plan shall comply with the Manual on Uniform Traffic Control Devices. The Construction Management Plan shall provide staging, construction worker parking, construction vehicle routes, and hours of construction. [Town Code 17-47]
28. Bicycle Parking: Prior to issuance of a Zoning Compliance Permit, the developer shall provide dimensioned details for the bicycle parking spaces that comply with the Town parking standards. The spaces must comply with the Spring 2010 Association of Pedestrian and Bicycle Professionals Guidelines and the Class I and Class II bicycle parking standards required by the Town Design Manual. [LUMO 4.5.2]
29. North Carolina Department of Transportation Approvals: That plans for improvements to State-maintained roads (Fordham Boulevard, Old Durham Road, Scarlett Drive, and Sage Road) be approved by North Carolina Department of Transportation prior to issuance of a Zoning Compliance Permit for the development.
30. Low Vision Design Features: Pedestrian facilities should incorporate low vision design features as feasible. [LUMO 4.5.2]
31. Transportation Management Plan: Prior to issuance of a Zoning Compliance Permit, it will be necessary to submit a Transportation Management Plan, subject to Town Manager approval. [LUMO 4.5.2]

Landscaping and Elevations

32. Landscape bufferyards:

Wegmans Store Location (Former Performance AutoMall Site)

Location	Required Buffers
Buffer – North (US 15-501 Fordham Boulevard)	20-foot Type C; modification to planting requirements to allow “windows” into site
Buffer – East (SECU property)	10-foot Type B
Buffer – South (Old Durham Road)	20-foot Type C; modification to planting requirements to allow “windows” into site
Buffer – West (Hardees property)	10-foot Type B

Parking Lot on Old Durham Road

Location	Required Buffers
Buffer – North (Old Durham Road)	8.8-foot Type C; modification to planting requirements

Buffer – East (Cooper Street)	12-foot Type C; modification to planting requirements
Buffer – South (adjoining residential property)	20-foot Type C
Buffer – West (adjoining prior Hill Country Music)	5.5-foot Type B; modification to planting requirements

33. Alternate Buffer: Prior to issuance of a Zoning Compliance Permit, approval from the Community Design Commission shall be required for any proposed alternate buffer. [LUMO 5.6.8]
34. Landscape Protection: Prior to issuance of a Zoning Compliance Permit, a detailed Landscape Protection Plan shall be approved by the Town. The plan shall include which trees will be removed and which will be preserved, critical root zones of all rare and specimen trees, and clearly indicate names, and species and tree protection for trees to remain. The plan shall include a complete and currently updated tree survey, rare and specimen trees in the public right-of-way, indications of trees being removed, critical root zones for all rare and specimen trees labeled according to size and species, and tree protection for all trees to remain. [LUMO 5.7.3]
35. Tree Protection Fencing Prior to Construction: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a note on the Final Plans indicating that tree protection fencing will be installed prior to land-disturbing activity on the site and a detail of the tree protection fence. Tree protection fencing shall be provided around construction limits and indicated construction parking and materials staging/storage areas, and Town standard landscaping protection notes, subject to Town Manager approval. [LUMO 5.7.3]
36. Landscape Planting Plan: Prior to issuance of a Zoning Compliance Permit, the developer shall provide a detailed Landscape Planting Plan with a detailed planting list, subject to Town Manager approvals. The plan shall include plantings in the proposed medians and traffic circle, subject to NCDOT and Town approvals. [LUMO 4.5.3]
37. Tree Canopy: That a minimum of 30 percent canopy coverage be provided through a combination of retained and replanted trees, unless a modification to regulations is approved. Calculations demonstrating compliance with LUMO Section 5.7.2 shall be included. [LUMO 5.7.2]
38. Retaining Wall Construction: Prior to any land disturbance on abutting properties, it will be necessary to provide documentation of approval from the affected property owner(s). It will be necessary to submit a construction detail of the proposed 5 to 14 foot retaining wall. If any portion of the wall including subsurface stabilizing components are proposed to extend beyond the project site boundaries, approval of the adjacent property owner and a written easement are required.
39. Demolition Plan: Prior to beginning building demolition, it will be necessary to obtain a Demolition Permit. It will be necessary to submit a complete demolition plan, obtain a demolition permit, and install fencing at the limits of disturbance.

40. Lighting Plan Approval: Prior to issuance of a Zoning Compliance Permit, the Community Design Commission shall approval a lighting plan for this site and shall take additional care during review to ensure that the proposed lighting plan will minimize 1) upward light pollution; and 2) off-site spillage of light. [LUMO 8.5.5]
41. Community Design Commission Approval: That the developer obtain Community Design Commission approval of building elevations, including the location and screening of all HVAC/Air Handling Units for the site, prior to issuance of a Zoning Compliance Permit. [LUMO 8.4.6]

Environment

42. Energy Management Plan: That prior to issuance of a Zoning Compliance Permit, the developer shall provide an Energy Management Plan (EMP) for Town approval. The plan shall incorporate a “20 percent more energy efficient” feature to outperform the American Society of Heating, Refrigeration, and Air Conditioning Engineers (ASHRAE) energy efficiency standard in place at the time of approval. The developer shall provide, by Certificate of Occupancy, a letter sealed by a licensed professional engineer, showing the anticipated energy performance of the building, as designed and built, satisfies the “20 percent more energy efficient” expectation. [LUMO 4.5.2]
43. Stormwater Management Plan: This project must comply with the *Section 5.4 Stormwater Management* of the Land Use Management Ordinance. [LUMO 5.4]
44. Phasing Plan: Prior to issuance of a Zoning Compliance Permit, the property owner shall obtain approval of a Phasing Plan that provides details of which improvements are to be constructed during each phase. The phasing plan shall detail public improvements and stormwater management structures will be completed in each phase prior to requesting a Certificate of Occupancy. Construction for any phase may not begin until all public improvements in previous phases are complete, with a note to this effect on the final plans and plats. [LUMO 4.9.2]
45. Erosion Control Bond: If one acre or more is uncovered by land-disturbing activities for this project, then a performance guarantee in accordance with Section 5-97.1 Bonds of the Town Code of Ordinances shall be required prior to final authorization to begin land-disturbing activities. [LUMO 4.5.2]
46. Silt Control: That the developer take appropriate measures to prevent and remove the deposit of wet or dry silt on adjacent roadways. [LUMO 4.5.2, Town Code Chapter 5]
47. Erosion Control Inspections: That, in addition to the requirement during construction for inspection after every rainfall, the developer shall inspect the erosion and sediment control devices daily, make any necessary repairs or adjustments to the devices, and maintain inspection logs documenting the daily inspections and any necessary repairs. [LUMO 4.5.2]
48. Curb Inlets: The developer shall provide pre-cast curb inlet hoods and covers stating, "Dump No Waste! Drains to Jordan Lake", in accordance with the specifications of the Town

Standard Detail SD-5A, for all new curb inlets for private, Town and State rights-of-way.
[LUMO 4.5.2]

49. As-Built Plans: That prior to the issuance of a Certificate of Occupancy, the developer shall provide certified as-built plans for building footprints, parking lots, street improvements, storm drainage systems and stormwater management structures, and all other impervious surfaces, and a tally of the constructed impervious area. The as-built plans should be in DXF binary format using State plane coordinates and NAVD 88. [LUMO 4.9.2]
50. On-Site/Adjacent Stormwater Features: That the final plans locate and identify existing site conditions including all on-site and adjacent stormwater drainage features on the plans prior to issuance of a Zoning Compliance Permit. The final plans must provide proper inlet protection for the stormwater drainage inlets on or adjacent to the site to ensure the stormwater drainage system will not be obstructed with construction debris. [LUMO 4.9.2]
51. Repair/Replacement of Damaged Stormwater Infrastructure: Existing stormwater infrastructure that is damaged as a result of the project demolition or construction must be repaired or replaced, as specified by the Stormwater Management Engineer, prior to requesting a Certificate of Occupancy. [LUMO 4.9.2]

Water, Sewer, and Other Utilities

52. Utility/Lighting Plan Approval: The final utility/lighting plan shall be approved by Orange Water and Sewer Authority (OWASA), Duke Energy Company, and other local utility service providers, and the Town Manager before issuance of a Zoning Compliance Permit. The property owner shall be responsible for assuring that these utilities can continue to serve the development. In addition, detailed construction drawings shall be submitted to OWASA for review/approval prior to issuance of a Zoning Compliance Permit. [LUMO 4.5.3]
53. Lighting Plan: Prior to issuance of a Zoning Compliance Permit, the developer shall submit site plans and other required documents to satisfy the lighting requirements of Section 5.11 of the Land Use Management Ordinance including submission of a lighting plan, providing for adequate lighting on public sidewalks, including driveway crossings, demonstrating compliance with Town standards and sealed by a Professional Engineer, for Town Manager approval. [LUMO 5.11]
54. Relocation of Overhead Utilities Underground: Prior to a Certificate of Occupancy the developer will install underground all public utilities that are currently located overhead on the site except for 3 phase or greater electric lines. [LUMO 5.12.2]
55. Water/Sewer Line Construction: All public water and sewer plans be approved by OWASA and constructed according to their standards. Where sewer lines are located beneath drive aisles and parking areas construction methods approved by OWASA shall be employed, to ensure that sewer lines will not be damaged by heavy service vehicles. Prior to issuance of a Zoning Compliance Permit, final plans shall be approved by OWASA and the Town Manager. [LUMO 5.12.1]

56. OWASA Approval: Prior to issuance of a Zoning Compliance Permit, easement plats and documentation as required by OWASA and the Town Manager shall be recorded, if necessary. [LUMO 5.12.1]

Fire Safety

57. Fire Sprinklers: The developer shall install sprinklers under the North Carolina Fire Code prior to issuance of a Certificate of Occupancy. Prior to issuance of a Zoning Compliance Permit, the plans shall show all proposed fire department connections to such systems. [TOWN CODE 7-56]
58. Fire Access: Prior to issuance of a Certificate of Occupancy, fire access shall be reviewed and approved by the Town of Chapel Hill. This may necessitate the removal of some parking spaces.
59. Hydrants Active: The developer shall provide active fire hydrant coverage, acceptable to the Fire Department, for any areas where combustible construction materials will be stored or installed, prior to having such materials delivered to the site. All required fire hydrants must be installed, active, and accessible for the Fire Department use prior to the arrival of combustible materials on site. Fire protection systems shall be installed according to Town Ordinance, the NC Fire Code, and NFPA 13. [NC Fire Protection Code Section 507.5.6]
60. Fire Hydrant and FDC Locations: The Final Plans shall indicate the locations of existing and proposed fire hydrants and Fire Department Connections (FDC). Fire Department Connections shall be located on the street side of the building within 100 feet of a hydrant. Hydrant spacing shall comply with the Town Design Manual. Design shall be reviewed and approved by the Town Manager prior to issuance of a Zoning Compliance Permit. [NC Fire Protection Code Section 507.5.6]
61. Firefighting Access during Construction: As required by NC Fire Code (Section 1410.1 Required Access), vehicle access for firefighting shall be provided to all construction or demolition sites including vehicle access to within 100 feet of temporary or permanent fire department connections and hydrants. Vehicle access shall be provided by either temporary or permanent roads capable of supporting vehicle loading under all weather conditions. [NC Fire Code, Section 1410.1]
62. Fire Flow Report: The Final Plan application shall include a fire flow report sealed by an Engineer registered in the State of North Carolina. An OWASA flow test must be provided with the report. Fire flow shall meet the 20 psi or exceed the requirements set forth in the Town Design Manual. The Fire Flow Report shall be reviewed and approved by the Town Manager prior to issuance of a Zoning Compliance Permit. [Town Design Manual]
63. Heavy-Duty Paving: Prior to issuance of a Certificate of Occupancy, the developer shall, in designated areas, provide heavy duty paving designed and built to withstand fire apparatus weighing at least 75,000 pounds. [Town Design Manual]

64. Fire Lane: Prior to issuance of a Certificate of Occupancy, the fire lane shall be marked and signed in accordance with Town standards, with the associated plans approved by the Town Manager prior to issuance of a Zoning Compliance Permit. [NC Fire Code, Sections 503.3, D103.6, D103.6.1, D103.2]

Solid Waste Management and Recycling

65. Solid Waste Management Plan: Prior to issuance of a Zoning Compliance Permit, a detailed Solid Waste Management Plan, including a recycling plan and a plan for managing and minimizing construction debris, shall be approved by the Town Manager. The plan shall include dimensioned, scaled details of any proposed refuse/recycling collection areas, associated screening, and protective bollards, if applicable. Each bulk waste container shall be labeled as to type of material to be collected. Prior to issuance of a Zoning Compliance Permit, the developer shall provide documentation of an agreement for solid waste collection by a private provider. [Orange County Solid Waste]
66. Construction Waste: Clean wood waste, scrap metal and corrugated cardboard, all present in construction waste, must be recycled. All haulers of construction waste must be properly licensed. The developer shall provide the name of the permitted waste disposal facility to which any land clearing or demolition waste will be delivered. [Orange County Solid Waste]

State and Federal Approvals

67. State or Federal Approvals: Any required State or federal permits or encroachment agreements (e.g., 401 water quality certification, 404 permit) shall be approved and copies of the approved permits and agreements be submitted to the Town of Chapel Hill prior to the issuance of a Zoning Compliance Permit. [NC State; Federal Permits]
68. North Carolina Department of Transportation Approvals: Prior to issuance of a Zoning Compliance Permit, plans for any improvements to State-maintained roads or in associated rights-of-way shall be approved by NCDOT. [NC Department of Transportation]

Miscellaneous

69. Off-site Construction Easements: Prior to any land disturbance on abutting properties the developer shall provide documentation of approval from the affected property owner(s). [LUMO 5.8.1]
70. Construction Management Plan: A Construction Management Plan shall be approved by the Town Manager prior to issuance of a Zoning Compliance Permit. The construction management plan shall: 1) indicate how construction vehicle traffic will be managed, 2) identify parking areas for on-site construction workers including plans to prohibit parking in residential neighborhoods, 3) indicate construction staging and material storage areas, 4) identify construction trailers and other associated temporary construction management structures, and 5) indicate how the project construction will comply with the Town's Noise Ordinance. [LUMO 4.5.2, TOWN CODE 17-42]

71. Traffic and Pedestrian Control Plan: The developer shall provide a Work Zone Traffic Control Plan for movement of motorized and non-motorized vehicles on any public street that will be disrupted during construction. The plan must include a pedestrian management plan indicating how pedestrian movements will be safely maintained. The plan must be reviewed and approved by the Town Manager prior to the issuance of a Zoning Compliance Permit. At least 5 working days prior to any proposed lane or street closure the developer must apply to the Town Manager for a lane or street closure permit. [LUMO 4.5.2, TOWN CODE 17-42]
72. Construction Sign Required: The developer shall post a construction sign at the development site that lists the property owner's representative and telephone number, the contractor's representative and telephone number, and a telephone number for regulatory information at the time of issuance of a Building Permit, prior to the commencement of any land disturbing activities. The construction sign may have a maximum of 32 square feet of display area and maximum height of 8 feet. (§5.14.3(g) of Land Use Management Ordinance). The sign shall be non-illuminated, and shall consist of light letters on a dark background. Prior to the issuance of a Zoning Compliance Permit, a detail of the sign shall be reviewed and approved by the Town Manager. [LUMO 5.14.3]
73. Open Burning: The open burning of trees, limbs, stumps, and construction debris associated with this development is prohibited. [TOWN CODE, Article 9]
74. Detailed Plans: Prior to the issuance of a Zoning Compliance Permit, final detailed site plans, grading plans, utility/lighting plans, stormwater management plans (with hydrologic calculations), landscape plans, and landscape maintenance plans shall be approved by the Town Manager. Such plans shall conform to plans approved by this application and demonstrate compliance with all applicable regulations and the design standards of the Land Use Management Ordinance and the Design Manual. [LUMO 4.5.3]
75. As-Built Plans: Prior to issuance of Certificate of Occupancy, the developer shall provide certified as-built plans for building footprints, parking lots, street improvements, storm drainage systems and stormwater management structures, and all other impervious surfaces. The as-built plans should be in DXF binary format using State plane coordinates and NAVD 88. The developer shall also contact the Town's Engineering and Design Services Division for address assignment of each senior unit. [LUMO 4.5.3]
76. Vested Right: This Special Use Permit constitutes a site specific development plan establishing a vested right as provided by N.C.G.S. Section 160A-385.1 and the Chapel Hill Land Use Management Ordinance.
77. Continued Validity: That continued validity and effectiveness of this approval shall be expressly conditioned on the continued compliance with the plans and conditions listed above.
78. Non-Severability: That if any of the above conditions is held to be invalid, approval in its entirety shall be void.

BE IT FURTHER RESOLVED that the Council hereby approves the application for a Special Use Permit Modification for the Wegmans Grocery Store at 125 Old Durham Road.

This the ____ day of _____ 2017.

**RESOLUTION B
DENYING THE SPECIAL USE PERMIT MODIFICATION**

**A RESOLUTION DENYING AN APPLICATION FOR A SPECIAL USE PERMIT
MODIFICATION FOR WEGMANS GROCERY STORE AT 125 OLD DURHAM ROAD
(PROJECT #16-121)**

BE IT RESOLVED by the Council of the Town of Chapel Hill that it finds that a Special Use Permit Modification application, proposed by Leon Capital Group, for the Wegmans Grocery Store located at 125 Old Durham Road on property identified as Orange County Parcel Identifier Number 9799-78-2879, 9799-78-2474, 9799-78-0414, and 9799-78-0494, if developed according to the Site Plan dated November 22, 2016 and last revised May 16, 2017 and the conditions listed below would not:

1. Be located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare;
2. Comply with all required regulations and standards of the Land Use Management Ordinance;
3. Be located, designed, and operated so as to maintain or enhance the value of contiguous property; and
4. Conform with the general plans for the physical development of the Town as embodied in the Land Use Management Ordinance and in the Chapel Hill 2020 Comprehensive Plan.

BE IT FURTHER RESOLVED that the Council hereby denies the application for a Special Use Permit Modification for the Wegmans Grocery Store at 125 Old Durham Road.

This the ____ day of _____, 2017.

Environmental Report

Advisory Boards and Commissions



Topic Overview: This report includes information on brownfield remediation, stormwater, and energy management, and recommendations from the Environmental Stewardship Advisory Board.

Brownfield Site: Performance Auto Mall has operated at this site since the early 1970's. The historic operation of an automotive and repair facility at this site has impacted the subsurface soils and groundwater. At present, there have been three known release incidents at this site. One has been resolved, a second has been remedied although additional contaminated soils may still be present, and the third is proposed to be remedied during building demolition. The applicant has applied to the North Carolina Brownfields program and has been accepted as an "Active Eligible" project.

Stormwater Management: The applicant proposes to maintain the existing drainage patterns on the site. As this is a redevelopment site, any new impervious surface will need to meet the current standards. There is 464,546 s.f. of existing impervious surface and the proposed project will increase the impervious surface by 1,164 s.f. for a total of 465,710 s.f. Although the project is not increasing the amount of impervious surface in all basins, each drainage basin and each point of discharge from the property is reviewed independently; each point of discharge from the property will be required to remain at or below peak flowrates for the 1, 2, and 25-yr storm events and at or below runoff volumes for the 2-yr storm event; TSS treatment is required for the increase in on-site impervious surface area and not the entire drainage area.

The piped stormwater conveyance is proposed to be connected to the existing stormwater conveyance facilities that exist along the Service Road frontage. The development proposes a minor increase in off-site impervious surfaces associated with the development. The applicant is proposing to meet peak flow rates, peak volume attenuation, and TSS treatment requirements through the use of self-contained detention facilities as there are concerns with groundwater contamination and infiltrating systems (eg - bioretention) on the brownfield site. Underground or aboveground stormwater detention facilities (cisterns) with WQ treatment are being considered.

The parking lot on Old Durham Road has an existing underground stormwater detention facility that will be expanded to address the additional impervious surface at this location. The underground detention system will be expanded and its outlet structure modified so that flows are released at a controlled rate below the pre-development rate for the 1, 2, and 25-yr storm events.

The project site is located outside the Jordan Watershed Protection District. A total of 68 percent of the site is proposed to be impervious. Please refer to the attached applicant's Statement of Justification and the Technical Report for additional information.

We have included stipulations in Resolution A to reflect the applicable stormwater management regulations in the Land Use Management Ordinance.

Environmental Report

Advisory Boards and Commissions



Steep Slopes: Approximately 25,912 square feet of slopes greater than 25 percent exists on the site. All of these steep slopes are manmade and not natural features. The applicant is proposing to disturb all of the steep slopes. The purpose of the steep slopes regulation is to protect water bodies, protect animal and plant habitats, and to preserve the natural beauty and value of the Town's hillsides. Although the project is exceeding the maximum amount of steep slope disturbance, the proposed slopes to be disturbed are all man-made and will not contribute to disturbing water bodies or habitats or degrade the beauty and value of the property.

Energy Management Plan: The applicant has submitted an Energy Management Plan. The Energy Management Plan details the applicant's intention for a goal of meeting a 20 percent more efficient than ASHRAE as referenced in the 2012 North Carolina Energy Conservation Code standard. Resolution A includes a stipulation recommending an Energy Management Plan.

Environmental Stewardship Advisory Board recommendation: Follow the July 11, 2017 meeting, the Environmental Stewardship Advisory Board's recommendation to be inserted.

Design Report

Advisory Boards and Commissions



Topic Overview: This report includes information on landscaping, trees, building elevations, lighting, and recommendations from the Community Design Commission.

Landscape Bufferyards: The Land Use Management Ordinance requires a minimum of a 20-foot landscape buffer along the street frontages [US 15-501 (Fordham Boulevard), Old Durham Road, and Cooper Street] of both properties. The applicant is requesting modifications to the planting requirements along US 15-501 and Old Durham Road to allow “windows” for passing motorists to view the development.

	Required	Proposed
Wegmans Primary site		
Buffer – North (US 15-501 Fordham Boulevard)	20-foot Type C	20-foot Type C; requesting modification to planting requirements to allow “windows” into site
Buffer – East (SECU property)	10-foot Type B	10-foot Type B
Buffer – South (Old Durham Road)	20-foot Type C	20-foot Type C; requesting modification to planting requirements to allow “windows” into site and reduced width of 5.9 feet
Buffer – West (Hardees property)	10-foot Type B	10-foot Type B
Old Durham Road Parking site		
Buffer – North (Old Durham Road)	20-foot Type C	5-foot Type C; requesting modification to planting requirements and reduced width
Buffer – East (Cooper Street)	20-foot Type C	10-foot Type C; requesting modification to planting requirements and reduced width
Buffer – South (adjoining residential property)	20-foot Type C	20-foot Type C
Buffer – West (adjoining Garrett Property)	10-foot Type B	4.3-foot Type B; requesting modification to planting requirements and reduced width

Please see the Technical Report and the applicant’s Statement of Justification for additional information.

Tree Canopy: The Land Use Management Ordinance requires a minimum of a 30 percent tree canopy coverage for commercial land uses. The applicant is proposing to meet this standard.. We have included this as a stipulation in Resolution A.

Building Elevations and Lighting: Prior to issuance of a Zoning Compliance Permit, the applicant shall obtain Community Design Commission approval of building elevations and outdoor lighting. We have included stipulations in Resolution A to this effect.

Community Design Commission recommendation: Follow the June 27, 2017 meeting, the Community Design Commission’s recommendation to be inserted.

Transportation Report

Advisory Boards and Commissions



Topic Overview: This report includes information on access and circulation, the traffic impact analysis, vehicle impacts, and the recommendation for the Transportation and Connectivity Advisory Board.

Access: The original Special Use Permit submittal showed access to US 15-501 within the service road right-of-way. This access alignment would have reduced full access to the adjoining property owner to the east, State Employees Credit Union (formerly BCBS), to a right-in/right-out access only.

The plans under review tonight show the only access to the site is from Old Durham Road. The developer and the adjoining property to the east (State Employees Credit Union) were unable to reach an agreeable access solution for both parties. Access to the site is proposed from two full access driveway points on Old Durham Road. In addition, the developer is proposing to construct a roundabout on Old Durham Road to facilitate access to the site and to maintain traffic maneuvers at the nearby intersection of Old Durham Road and Sage/US 15-501.

The Special Use Permit application does not include any access to the US 15-501 Service Road. All access is proposed from Old Durham Road. The developer is proposing improvements to the intersection of US 15-501 and Lakeview Road as well as US 15-501 and Sage Road/Old Durham Road. An additional service access is proposed as well onto Old Durham Road. The adjoining parking on the south side of Old Durham Road is proposed to have access onto Old Durham Road, opposite the access to the main site, and a second access point on Cooper Street that currently exists today.

Cross Access: The developer is proposing to provide a future cross-access easement to the adjoining property to the west (Hardees) from within the proposed parking lot. If the Hardees property were to redevelop in the future, staff would recommend access to these two properties be combined and eliminate an access point to Old Durham Road.

Parking Use: A portion of the development site, on the south side of Old Durham Road, is in the Neighborhood Commercial (NC) zoning district. Off-street parking is only permitted as an accessory use in the Neighborhood Commercial (NC) zoning district. The developer is requesting a modification to regulations to allow off-street parking as a principal use. In previous Special Use Permits for Performance Auto Mall, the Council authorized the employee parking lot located on the south side of Old Durham Road. The Council previously found that the parking lot, as an accessory to office, commercial, and automotive sales uses, functions as the equivalent of an accessory use to an office use which is a permitted use in the Neighborhood Commercial (NC) zoning district.

The developer is proposing to continue and expand the parking lot use on the south side of Old Durham Road. The Special Use Permit Modification application before you tonight encumbers two additional lots on Old Durham Road providing area for an additional 52 parking spaces. As part of the Special Use Permit Modification application, the developer is requesting parking as a primary use on the south side of Old Durham Road be continued and expanded.

Transportation Report

Advisory Boards and Commissions



Parking: A total of 750 parking spaces is proposed as part of this Special Use Permit Modification. The maximum permitted number of spaces is 663 and the developer is requesting modifications to regulations to exceed the number of parking spaces.

Traffic Impact Analysis: A Traffic Impact Analysis was conducted by HNTB. The Analysis assumes the developer committed improvements:

1. Extension of concrete median along Scarlett Drive to extend up Old Durham Road to a distance of approximately 325 feet upstream of the existing stop bar at the US 15-501 intersection. This would restrict through movements on northbound Scarlett Drive and left-turn movements westbound on Old Durham Road. Widening of Old Durham Road approach at the US 15-501 intersection to include dual left-turn lanes (the inner lane featuring 125 feet of vehicle storage) and a shared through/right-turn lane. Upgrade signal phasing for these changes.
2. Construct full access site driveway with future cross-access potential connection to Hardees and 100 feet of left-turn and right-turn exit storage.
3. Construct single lane roundabout at Site Driveways #2 and #3 with mountable inner circle to provide site access and U-turning capability for traffic from Scarlett Drive impacted by proposed median and access limitation.
4. An unsignalized pedestrian crosswalk with central median refuge is proposed on Old Durham Road connecting the additional parking area with the main store site just west of the roundabout.
5. Provide full access driveway onto Cooper Street.
6. Eliminate all existing roadway connections to US 15-501 Service Road.

The TIA recommends the following improvements:

ID	Intersection Name	Additional Recommended Improvements
5	US 15-501 & Sage Road / Old Durham Road	<ul style="list-style-type: none">• Widen northbound Old Durham Road approach to include an auxiliary right-turn lane with 75 feet of storage (minimum). Upgrade signal phasing to include a northbound right-turn overlap.
6	US 15-501 & Eastowne Drive / Service Road	<ul style="list-style-type: none">• Install way-finding signage to delineate the Service Road as having NO access to Wegmans• Construct additional sidewalk to connect existing crosswalk to Wegmans property along south side of Service Road.

Transportation Report

Advisory Boards and Commissions



7	US 15-501 & Eastowne Drive / Lakeview Drive	<ul style="list-style-type: none"> • Convert southbound approach to include dual left-turn lanes (with 300 feet of delineated storage) and a new through/right-turn lane (with 300 feet of storage). • Widen northbound Lakeview Drive approach for an auxiliary right-turn lane with 350 feet of storage and provide right-turn overlap signal phasing. • Lengthen existing eastbound US 15-501 through/right-turn add lane from 100 feet to 300 feet minimum. • Install way-finding signage to delineate Lakeview Drive as primary Wegmans access point.
14	Old Chapel Hill Road & Lakeview Drive	<ul style="list-style-type: none"> • Monitor intersection for signalization. • Provide crosswalk and pedestrian crossing signals (if signalized) at all approaches.
25	Old Durham Road & Site Driveways #2/#3	<ul style="list-style-type: none"> • Remove bicycle lane striping within roundabout (per FHWA, Office of Safety, <i>FHWA-SA-10-0066.3 Bicycle Design Treatments</i>) unless specified by Town and/or NCDOT Design standards
N/A	Cooper Street / Legion Road Ext.	<ul style="list-style-type: none"> • Monitor traffic flow along these corridors and provide additional traffic calming measures, if needed.
N/A	US 15-501 Corridor	<ul style="list-style-type: none"> • Retime all traffic signals.

These road improvements are included as stipulations in Resolution A.

The TIA provides a final recommendation for Wegmans to consider coordination with the adjoining parcel to the east of the site, should it eventually be redeveloped, to develop internal roadway connectivity that would serve both sites and allow Wegmans site traffic to utilize the US 15-501 intersection with Eastowne Drive / Service Road. This would necessitate new driveway connection(s) with the Wegmans surface parking lot and the Service Road, but could ultimately improve the number of access options and traffic circulation for both parcels. We have included this as a stipulation in Resolution A.

The developer is requesting a modification to regulations to exceed the parking regulations. Please see the Technical Report for additional information.

Traffic Signal: The Traffic Impact Analysis report recommended monitoring the traffic warrants at the intersection of Old Durham Road and Lakeview Drive and to install a traffic signal if necessary. We have included a stipulation in Resolution A for a payment-in-lieu, prior to issuance of a Certificate of Occupancy, of \$150,000. These funds would be used for traffic signal installation, if warranted within the next five years.

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Advisory Boards and Commissions



Traffic Calming: The Traffic Impact Analysis report recommended monitoring the traffic flow along the Cooper Street and Legion Road Extension and to provide additional traffic calming measures if necessary. We have included a stipulation in Resolution A that the developer shall meet area residents and Town staff to develop and finalize the traffic calming devices. Measures to be considered are: traffic circles, reduced street widths, all-way stop control, speed tables, on-street parking, and pavement texture variation at intersections..

Pedestrian Access: A Rectangular Rapid Flashing Beacon (RRFB) pedestrian crosswalk is proposed on Old Durham Road connecting the additional parking area with the main store site. This proposed crosswalk has activated flashing lights and striping. We have included this as a stipulation in Resolution A.

Bicycle Improvements: Typically Town staff recommends bicycle improvements including bicycle lanes or off-road facilities as part of a Special Use Permit application. Due to the location of this project, staff is only recommending bicycle improvements along Old Durham Road and not the service road. As the overpass of US 15-501 and I-40 has limited ability for bicycles to safely traverse, staff is recommending bicycle improvements in the area be focused on alternative routes, either Old Durham Road or Sage Road and Old Sterling Drive .

Old Durham Road Bicycle and Pedestrian Improvements: The current NCDOT project is providing bicycle and pedestrian improvements along Old Durham Road from the Scarlett Drive/Sage Road/Old Durham and Fordham Boulevard intersection into Durham County. The improvements will add sidewalks along the entire length as well as bicycle lanes on both sides. Right-of-way acquisitions have been made along this frontage, and construction is anticipated to begin Summer 2018.

We have included this a stipulation in Resolution A.

Vehicular Parking: The developer is proposing to provide parking for a total of 750 vehicles, with 24 handicap spaces, and an additional five loading spaces are proposed in the rear of the property. 180 parking spaces are proposed on the parking lot on Old Durham Road and 546 parking spaces proposed on the main parking lot.

Bicycle Parking: A total of 14 bicycle spaces are proposed and a total of 13 bicycle parking spaces are required. We recommend that 20 percent of the spaces should be designed as Class 1 spaces. We have included this as a stipulation in Resolution A.

Bus Stop: The proposed development is located along several routes, including the CL, D, and DX routes. Staff is recommending a \$20,000 payment-in-lieu for future transit stop improvements including, but not limited to, shelter, pad, solar lighting, real time information displays, and trash receptacles. We have included this as a stipulation in Resolution A.

Transportation Management Plan: A Transportation Management Plan shall be approved prior to issuance of a Zoning Compliance Permit. The following components are required:

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- Designation of a transportation coordinator
- Submission of an occupancy survey due 90 days after issuance of the Certificate of Occupancy;
- Submission of an annual report;
- Measures to gradually attain goals of program;

This has been included as a stipulation in Resolution A.

Transportation and Connectivity Board recommendation: Follow the June 27, 2017 meeting, the Transportation and Connectivity Board's recommendation to be inserted.

Technical Report

Advisory Boards and Commissions



Overview: This section includes information on the Comprehensive Plan, zoning, land use intensities, Concept Plan, Special Use Permit Findings, requested modifications to regulations, and fiscal impact analysis.

Background

- March 9, 1970 The Chapel Hill Board of Alderman approved a Unified Business Development Special Use Permit for Harris-Conners Chevrolet, Inc. for 3 buildings, 37,000 square feet of floor area, 257 parking spaces, on a 10.74-acre lot.
- December 8, 1975 The Chapel Hill Board of Alderman approved a Special Use Permit Modification.
- December 11, 1978 The Chapel Hill Board of Alderman approved a Special Use Permit Modification.
- September 8, 1980 Special Use Permit approved for the National Carolina National Bank (NCNB) on the former bank portion of the site. Note that this Special Use Permit has since become void through cessation of use, as provided for in Section 4.5.5(e) of the Land Use Management Ordinance.
- May 12, 1986 The Town Council approved a Special Use Permit Modification for Performance Chevrolet for 3 buildings, 46,627 square feet of floor area and 526 parking spaces.
- July 13, 1987 The Town Council approved a Special Use Permit Modification for Performance Chevrolet for 4 buildings, 66,647 square feet of floor area and 404 parking spaces.
- November 13, 1997 The Town Council approved a Special Use Permit Modification for Performance Motors, including an expansion of the area encumbered by the Special Use Permit to permit a parking lot on the south side of Old Durham Road.
- June 27, 2005 The Town Council approved a Special Use Permit Modification for Performance Motors to 8 buildings, 101,390 square feet of floor area, 250 parking spaces, 631 car storage spaces, and an expansion of the parking area on the south side of Old Durham Road.
- November 14, 2016 A Concept Plan review of this application was conducted by the Town Council.

Technical Report

Advisory Boards and Commissions



November 29, 2016 A Special Use Permit Modification for Wegmans Grocery Store was submitted to include 130,000 square feet of floor area and parking for 750 vehicles.

Connections to Other Documents:

Town staff has reviewed this application for compliance with the themes from the [2020 Comprehensive Plan](#)¹, the standards of the [Land Use Management Ordinance](#)², and the [Design Manual and Standard Details](#)³ and offer the following evaluation:

Comprehensive Plan Themes: The following are themes from the 2020 Comprehensive Plan, adopted June 25, 2012:

Council Goals:

<input checked="" type="checkbox"/>		Create a Place for Everyone	<input checked="" type="checkbox"/>		Develop Good Places, New Spaces
<input checked="" type="checkbox"/>		Support Community Prosperity	<input checked="" type="checkbox"/>		Nurture Our Community
<input checked="" type="checkbox"/>		Facilitate Getting Around	<input checked="" type="checkbox"/>		Grow Town and Gown Collaboration

We believe that the Wegmans Grocery Store development proposal complies with these themes of the 2020 Comprehensive Plan. For information on how this proposed development addresses these themes and goals of the Comprehensive Plan, please refer to the attached developer's Statement of Justification.

Land Use Plan: The [2020 Land Use Plan](#)⁴, a component of the 2020 Comprehensive Plan, designates this site for commercial use and is within Future Focus Area 5.

Zoning: The main property is zoned Community Commercial-Conditional (CC-C) and the parking lot on the south side of Old Durham Road is zoned Neighborhood Commercial (NC). The proposed grocery store is an allowed use in the Community Commercial zoning district. In 1997, the Council granted a modification of the regulations to permit parking as the principle use of a lot in the Neighborhood Commercial (NC) zoning district. This use was expanded by Council in 2005. The developer is proposing to use and expand the parking lot on Old Durham Road to serve as employee parking as well as overflow customer parking.

¹ <http://www.townofchapelhill.org/home/showdocument?id=15001>

² https://www.municode.com/library/nc/chapel_hill/codes/code_of_ordinances?nodeId=CO_APXALOUSMA

³ <http://www.townofchapelhill.org/home/showdocument?id=2645>

⁴ <http://www.townofchapelhill.org/home/showdocument?id=1215>

Technical Report

Advisory Boards and Commissions



Intensity – Lot Size, Floor Area, Setbacks, and Building Heights:

Lot Size: Minimum lot size in Community Commercial (CC) and Neighborhood Commercial (NC) is 5,500 square feet. This site has 643,160 square feet, meeting the minimum requirements.

Floor Area: The Community Commercial (CC) zoning district allows a maximum floor area ratio of 0.429 equaling 239,270 square feet and the Neighborhood Commercial zoning district allows a maximum floor area ratio of 0.264 equaling 22,893 square feet for a total of 262,163 square feet. Currently, a total of 103,733 square feet of floor area exists on the site. The developer is proposing a total of 130,000 square feet, in compliance with the regulations.

Setbacks:

Setback Type	Distance	Compliance
Street	22'	Yes
Interior	8'	Yes
Solar	9'	Yes

Building Height: The setback and core heights for the Community Commercial (CC) zoning district is 34 feet and 60 feet, respectively. The developer is proposing to meet the height requirements except for the height of the tower. The Land Use Management Ordinance allows specific features to exceed the height limitation by up to 15 percent (69 feet). The proposed height of the tower is 80 feet in height. The developer is requesting a Modification to Regulations for an exception to the height limitation.

Concept Plan Review

A Concept Plan was reviewed by the Community Design Commission on October 25, 2016 and by Council on November 14, 2016. The Concept Plan application to both bodies was the same.

	Concept Plan	Special Use Permit Application
New Floor Area	130,000 s.f.	130,000 s.f.
Vehicle Access	Fordham Blvd. access within existing right-of-way	Two access points from Old Durham Road (as well as an additional service access only) with no access to the service road
Number of Parking Spaces	770 spaces	750 spaces
Total Impervious Surfaces	409,028 s.f.	465,710 s.f.

Special Use Permit Modification Findings:

The developer's materials are included as attachments to this memorandum. All information submitted at the public hearing will be included in the record of the hearing. Based on the

Technical Report

Advisory Boards and Commissions



evidence submitted, the Council will consider whether or not it can make each of the four required findings for approval of the Special Use Permit Modification. The four findings are:

Finding #1: That the use of development is located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare;

Finding #2: That the use or development would comply with all required regulations and standards of the Land Use Management Ordinance;

Finding #3: That the use or development is located, designed, and proposed to be operated so as to maintain or enhance the value of contiguous property, or that the use or development is a public necessity; and

Finding #4: That the use or development conforms to the general plans for the physical development of the Town as embodied in the Land Use Management Ordinance and in the Comprehensive Plan.

Following the public hearing, staff will evaluate the evidence and comments received at the public hearing and will offer the Council a recommendation on the status of the Four Findings as they relate to this Special Use Permit Modification application.

Proposed Modification to Regulations:

The developer is seeking Council approval for modifications to the following regulations:

1. Table 3.7-1 Use Matrix: The developer is requesting to modify the use regulations to permit off-street parking as a primary use for the lot on the south side of Old Durham Road, located within the Neighborhood Commercial (NC) zoning district.

Staff Comment: Staff believes that the Council could make the public purpose finding for this modification to the use table to permit off-street parking as a primary use in the Neighborhood Commercial (NC) zoning district. The project proposes to expand the existing parking area on Old Durham Road and the Council has previously modified the regulations for the existing lot (in 1997 and in 2007). The Special Use Permit Modification is proposing to encumber the entire assemblage of parcels including the parking lot on Old Durham Road.

2. Section 3.8.3(b)(1) Exceptions to Height: The developer proposes to exceed the exception to height requirement by eleven (11) feet reaching a total height of 80 feet. The following features may project above the building envelope as long as the footprint does not exceed 20 percent of the principal building and does not exceed 15 percent of the height limitation: chimneys, accessory radio antennas, flagpoles, monuments, cupolas, parapets, dormers, and clock towers or decorative towers. Based on the 60 foot height standard in the Community Commercial (CC) zoning district, the exception permits a tower reaching a height of 69 feet (15 percent above the height limitation).

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Advisory Boards and Commissions



Staff Comment: Staff believes that the Council could make the public purpose finding for modification to the exception to height to allow a design feature that is a signature architectural element in the majority of Wegmans Food Markets.

3. Table 5.9.7 Minimum and Maximum Parking Space Requirements: The developer is requesting exceed the number of parking spaces. The developer is proposing a total of 750 parking spaces, the standard maximum is 663 spaces. The requested modification is based on the developer's store model and demand.

Staff Comment: Staff believes that the Council could make the public purpose finding for the modification to the maximum number of parking spaces as the developer has provided information substantiating the necessary number of parking spaces.

4. Table 5.6.2-1 Buffer Requirements: The developer is requesting modifications to the planting requirements along the north and south buffers of the primary site and to the north and east buffer of the parking lot on Old Durham Road. The developer is also requesting to reduce the buffer width on the both sides of Old Durham Road due to the traffic circle integration and associated right-of-way. These requested modifications are to allow clear visual corridors to the property.

Staff Comment: Staff believes that the Council could make the public purpose finding for the modification to the planting requirements for these buffers to enhance the visibility of the property and advancing economic development.

5. Section 5.9.6 Parking Landscaping Standards: The developer is requesting a modification to regulations for the five (5) foot landscape strip between the building and the parking area as well as the requirement that no parking space be located farther than seventy-five (75) feet from the trunk of a canopy tree. The developer is requesting this to provide Wegmans standard congregation area, outdoor displays, and outdoor seating areas. The developer is proposing to provide ten (10) foot wide landscape islands at the end of each corresponding parking row and at the main entrance to the building.

Staff Comment: Staff believes that the Council could make the public purpose finding for the modification to the parking landscape standards to enhance the public outdoor space opportunities at these locations.

6. Section 5.14.7 Permitted Signs: The developer is requesting a modification to regulations to allow four (4) wall signs on the main façade of the building. These signs are considered identifiers as they direct Wegmans patrons to shopping areas within the store.

Staff Comment: Staff believes that the Council could make public purpose findings for the modification to the signage standards to allow an additional wall signage to better inform patrons of the business.

Technical Report

Advisory Boards and Commissions



7. Section 5.3.2 Steep Slopes: The developer is requesting a modification to regulations to exceed the limitation of 25 percent of the slopes greater than 25 percent to be disturbed. Approximately 25,000 square feet of the site contains slopes greater than 25 percent slopes. All of the steep slopes are manmade and all are proposed to be disturbed. The developer believes that there will be no adverse effects from the disturbance.

Staff Comment: Staff believes that the Council could make public purpose findings for the modification to the limitation on steep slope disturbance. The provision of the Ordinance is to protect water bodies, protect animal and plant habitats, and preserve the natural beauty of the Town's wooded hillsides. The site's slopes proposed to be disturbed are manmade.

8. Section 3.8.2 Impervious Surface Ratio: The applicant is requesting a modification to the impervious surface ratio to exceed the limitation of 70 percent. The existing impervious surface on-site is 464,546 square feet or 78.6 percent. The developer is proposing an additional 1,164 square feet bring the total to 465,710 or 78.8 percent.

Staff Comment: Staff believes that the Council could make public purpose findings for the modification to the impervious surface limitation. The applicant is proposing to provide stormwater treatment for the increase in impervious surfaces.

Council Findings and Public Purpose: The Council has the ability to modify the regulations according to Section 4.5.6 of the Land Use Management Ordinance. We believe that the Council could modify the regulations if it makes a finding in this particular case that public purposes are satisfied to an equivalent or greater degree. If the Council chooses to deny a request for modifications to regulations, the developer's alternative is to revise the proposal to comply with the regulations.

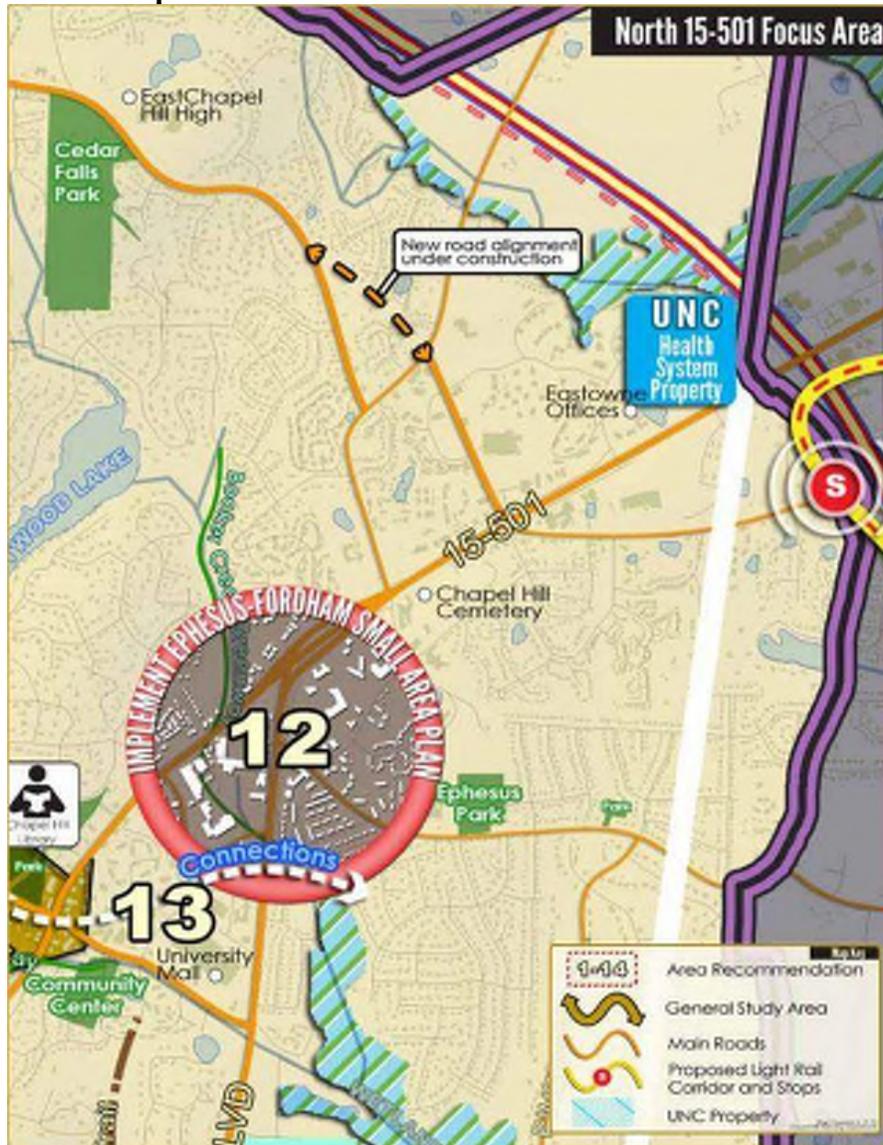
For additional information on the proposed modifications, please refer to the developer's attached materials.

Technical Report

Advisory Boards and Commissions



Focus Area 5 2020 Comprehensive Plan:



SPECIAL USE PERMIT APPLICATION



TOWN OF CHAPEL HILL
Planning Department
405 Martin Luther King Jr. Blvd
Chapel Hill, NC 27514
phone (919) 968-2728 fax (919) 969-2014
www.townofchapelhill.org

Parcel Identifier Number (PIN): 9799-78-2859/9799-78-2464/9799-78-0316/9799-78-0414 Date: 05/16/17

Section A: Project Information

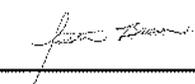
Project Name: Wegmans Grocery Store
Property Address: 1810 Fordham Blvd, Chapel Hill, NC Zip Code: 27514
Use Groups (A, B, and/or C): C Existing Zoning District: CC-C (Community Commercial - Conditional)
Project Description: Proposed demolition of existing Performance Auto Mall buildings and improvements, and the construction of a +/- 130,000 SF store development and associate improvements necessary to support the development.

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

Applicant Information (to whom correspondence will be mailed)

Name: Pennoni Associates, c/o Justin Brown, PE
Address: 401 Providence Road, Suite 200
City: Chapel Hill State: NC Zip Code: 27514
Phone: 919-929-1173 Email: jjbrown@pennoni.com

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

Signature:  Date: 05/15/2017

Owner/Contract Purchaser Information:

Owner Contract Purchaser

Name: Leon Capital Group c/o Todd Harrelson
Address: 5970 Fairview Road, Suite 450
City: Charlotte State: NC Zip Code: 28210
Phone: 335-327-3050 Email: todd@leoncapitolgroup.com

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

Signature:  Date: 05/15/2017



PROJECT FACT SHEET
TOWN OF CHAPEL HILL
Planning Department

Section A: Project Information

Application type: Special Use Permit Date: May 16, 2017
Project Name: Wegmans Grocery Store

Use Type: (check/list all that apply)

Office/Institutional Residential Mixed-Use Other: Grocery Store

Overlay District: (check all those that apply)

Historic District Neighborhood Conservation District Airport Hazard Zone

Section B: Land Area

Net Land Area (NLA): Area within zoning lot boundaries		NLA=	590,803	sq. ft.
Choose one, or both, of the following (a or b,) not to exceed 10% of NLA	a) Credited Street Area (total adjacent frontage) x ½ width of public right-of-way	CSA=	59,080	sq. ft.
	b) Credited Permanent Open Space (total adjacent frontage) x ½ public or dedicated open space	COS=	0	sq. ft.
TOTAL: NLA + CSA and/or COS = Gross Land Area (not to exceed NLA + 10%)		GLA=	649,883	sq. ft.

Section C: Special Protection Areas, Land Disturbance, and Impervious Area

Special Protection Areas: (check all those that apply)

Jordan Buffer Resource Conservation District 100 Year Floodplain Watershed Protection District

Land Disturbance	Total (sq ft)
Area of Land Disturbance (Includes: Footprint of proposed activity plus work area envelope, staging area for materials, access/equipment paths, all grading, including off-site clearing)	686,506
Area of Land Disturbance within RCD	
Area of Land Disturbance within Jordan Buffer	

Impervious Areas	Existing (sq ft)	Demolition (sq ft)	Proposed (sq ft)	Total (sq ft)
Impervious Surface Area (ISA)	464,546	464,546	465,710	465,710
Impervious Surface Ratio: Percent Impervious Surface Area of Gross Land Area (ISA/GLA) %	67.67%	67.67%	67.84%	67.84%
If located in Watershed Protection District, % of impervious surface on 7/1/1993	N/A	N/A	N/A	N/A



PROJECT FACT SHEET

TOWN OF CHAPEL HILL

Planning Department

Section D: Dimensions

Dimensional Unit (sq ft)	Existing (sq ft)	Demolition (sq ft)	Proposed (sq ft)	Total (sq ft)
Number of Buildings	103,733	103,733	130,000	130,000
Number of Floors	1		1	
Recreational Space	N/A	N/A	N/A	N/A

Residential Space

Dimensional Unit (sq ft)	Existing (sq ft)	Demolition (sq ft)	Proposed (sq ft)	Total (sq ft)
Floor Area (all floors – heated and unheated)				
Total Square Footage of All Units				
Total Square Footage of Affordable Units				
Total Residential Density				
Number of Dwelling Units				
Number of Affordable Dwelling Units				
Number of Single Bedroom Units				
Number of Two Bedroom Units				
Number of Three Bedroom Units				

Non-Residential Space (Gross Floor Area in Square Feet)

Use Type	Existing	Proposed	Uses	Existing	Proposed
Commercial	103,733	130,000			
Restaurant			# of Seats		
Government					
Institutional					
Medical					
Office					
Hotel			# of Rooms		
Industrial					
Place of Worship			# of Seats		
Other					

Dimensional Requirements		Required by Ordinance	Existing	Proposed
Setbacks (minimum)	Street	22	40.98	31.40/96.81
	Interior (neighboring property lines)	8	74.80	52.07
	Solar (northern property line)	N/A	N/A	N/A
Height (maximum)	Primary	34	N/A	28.67
	Secondary	60	N/A	80
Streets	Frontages	40	>40	>40
	Widths	>50	>50	>50



PROJECT FACT SHEET

TOWN OF CHAPEL HILL
Planning Department

Section F: Adjoining or Connecting Streets and Sidewalks

(Note: For approval of proposed street names, contact the Engineering Department)

Street Name	Right-of-way Width	Pavement Width	Number of Lanes	Existing Sidewalk*	Existing curb/gutter
OLD DURHAM ROAD	VARIABLE	37 +/-	3	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
SERVICE ROAD	VARIABLE	25 +/-	2	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes

List Proposed Points of Access (Ex: Number, Street Name):

*If existing sidewalks do not exist and the applicant is adding sidewalks, please provide the following information:

Sidewalk Information			
Street Names	Dimensions	Surface	Handicapped Ramps
SERVICE ROAD	5	CONCRETE	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

Section G: Parking Information

Parking Spaces	Minimum	Maximum	Proposed
Regular Spaces	433	650	726
Handicap Spaces	9	13 (2% TOTAL)	24
Total Spaces	442	663	750
Loading Spaces	2	N/A	5
Bicycle Spaces	13	N/A	14
Surface Type	ASPHALT OR CONCRETE		

Section H: Landscape Buffers

Location (North, South, Street, Etc.)	Minimum Width	Proposed Width	Alternate Buffer	Modify Buffer
SERVICE ROAD (NORTH)	20	20.49	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
OLD DURHAM ROAD	20	5.98	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
EAST	10	10.59	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
WEST	10	19.62	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes

Overflow Lot				
North (Old Durham)	20 ft	5.85 ft	X Yes	X Yes
West	10 ft	4.38 ft	X Yes	X Yes
South	20 ft	20.73 ft	Yes	Yes
East (Cooper)	20 ft	12 ft	X Yes	X Yes



PROJECT FACT SHEET

TOWN OF CHAPEL HILL

Planning Department

Section I: Land Use Intensity

Existing Zoning District:

Proposed Zoning Change (if any):

Note: Refer to Table 3.8-1 (Dimensional Matrix) in the Land Use Management Ordinance for help completing this table.

Zoning – Area – Ratio			Impervious Surface Thresholds			Minimum and Maximum Limitations	
Zoning District(s)	Floor Area Ratio (FAR)	Recreation Space Ratio (RSR)	Low Density Residential (0.24)	High Density Residential (0.50)	Non-Residential (0.70)	Maximum Floor Area (MFA) = FAR x GLA	Minimum Recreation Space (MSR) = RSR x GLA
CC	0.429					275,915	N/A
TOTAL	0.429					275,915	N/A
RCD Streamside		0.01					
RCD Managed		0.019					
RCD Upland							

Section J: Utility Service

Check all that apply

Water	<input checked="" type="checkbox"/> OWASA	<input type="checkbox"/> Individual Well	<input type="checkbox"/> Community Well	<input type="checkbox"/> Other
Sewer	<input checked="" type="checkbox"/> OWASA	<input type="checkbox"/> Individual Septic Tank	<input type="checkbox"/> Community Package Plant	<input type="checkbox"/> Other
Electrical	<input checked="" type="checkbox"/> Underground	<input type="checkbox"/> Above Ground		
Telephone	<input checked="" type="checkbox"/> Underground	<input type="checkbox"/> Above Ground		
Solid Waste	<input type="checkbox"/> Town	<input checked="" type="checkbox"/> Private		



**SPECIAL USE PERMIT APPLICATION
SUBMITTAL REQUIREMENTS
TOWN OF CHAPEL HILL
Planning Department**

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 Department (Planning) at (919)968-2728 or at planning@townofchapelhill.org.

X	Application fee (including Engineering Review fee) (refer to fee schedule)	Amount Paid \$ <input type="text"/>
X	Pre-application meeting – with appropriate staff	
X	Digital Files - provide digital files of all plans and documents	
X	Recorded Plat or Deed of Property	
X	Project Fact Sheet	
X	Traffic Impact Statement – completed by Town’s consultant (or exemption)	
X	Description of Public Art Proposal	
X	Statement of Justification	
N/A	Response to Community Design Commission and Town Council Concept Plan comments	
N/A	Affordable Housing Proposal, if applicable	
X	Provide existing Special Use Permit, if Modification	
X	Mailing list of owners of property within 1,000 feet perimeter of subject property (see GIS notification tool)	
X	Mailing fee for above mailing list (mailing fee is double due to 2 mailings)	Amount Paid \$ <input type="text"/>
N/A	Written Narrative describing the proposal	
N/A	Resource Conservation District, Floodplain, & Jordan Buffers Determination - necessary for all submittals	
N/A	Jurisdictional Wetland Determination – if applicable	
N/A	Resource Conservation District Encroachment Exemption or Variance (determined by Planning)	
N/A	Jordan Buffer Authorization Certificate or Mitigation Plan Approval (determined by Planning)	
X	Reduced Site Plan Set (reduced to 8.5"x11")	

Stormwater Impact Statement (1 copy to be submitted)

- a) Written narrative describing existing & proposed conditions, anticipated stormwater impacts and management structures and strategies to mitigate impacts
- b) Description of land uses and area (in square footage)
- c) Existing and proposed Impervious surface area in square feet for all subareas and project area
- d) Ground cover and uses information
- e) Soil information (classification, infiltration rates, depth to groundwater and bedrock)
- f) Time of concentration calculations and assumptions
- g) Topography (2-foot contours)
- h) Pertinent on-site and off-site drainage conditions
- i) Upstream and/or downstream volumes
- j) Discharges and velocities
- k) Backwater elevations and effects on existing drainage conveyance facilities
- l) Location of jurisdictional wetlands and regulatory FEMA Special Flood Hazard Areas

Proposed Wegmans Grocery Store Development

Town of Chapel Hill

Orange County, North Carolina

STATEMENT OF JUSTIFICATION

SPECIAL USE PERMIT

Prepared By:

Pennoni

401 Providence Road, Suite 200

Chapel Hill, NC 27514

(919) 929-1173

Firm License: F-1267

Project #LCGR1601

Date: November 22, 2016

Revised: January 9, 2017

Revised: March 15, 2017

Revised: May 16, 2017



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General Project Description

The subject property is located along the Town of Chapel Hill's northeastern gateway on 15/501 (Fordham Boulevard). The site is situated to the north of the intersection of Scarlett Drive and Old Durham Chapel Hill Road. The existing site consists of a Hendrick automobile dealership, commonly known as The Performance Auto Mall. Leon Capital Group proposes to redevelop the existing Performance Auto Mall dealership (PIN: 97997828859 & 9799782464) and the adjoining parcels across Old Durham Chapel Hill Road (PIN: 9799780316 & 9799780414). The proposed development will consist of the demolition and removal of all existing buildings and infrastructure within the site, and the construction of a +/- 130,000 SF grocery store development. The construction will also include the installation of landscaping, lighting, stormwater management and utilities necessary to support the development. The development on the south side of Old Durham Chapel Hill Road will be the construction of a surface parking field to support the intended development.

Project Surroundings

The main Hendrick automobile dealership site is currently zoned partially CC – Community Commercial (western portion of property) and CC-C – Community Commercial – Conditional (remaining property). The existing Hendrick automobile dealership employee parking lot across Old Durham Road (PIN: 9799782464) is zoned NC – Neighborhood Commercial. The properties directly to the west of the employee parking lot (PIN: 9799780316 & 9799780414) are zoned NC- Neighborhood Commercial.

The main development portion of the site is bounded to the north by the Service Road and US 15/501 (Fordham Boulevard); to the west by an existing Hardees restaurant with drive-thru; to the east by the previous Blue Cross/Blue Shield building which is now owned by State Employee Credit Union; and to the south by Old Durham Chapel Hill Road.

The overflow parking field is adjacent to Old Durham Road to the north; to the west by an existing office space; to the east by Cooper Street; and to the south by existing residential (R-3) structures.

Findings of Fact

The applicant hereby justifies the request for Special Use Permit application as per the Town of Chapel Hill's Land Use Management Ordinance, Appendix A, section 4.5.2(a):

- ***Finding #1: That the use or development is located, designed, and proposed to be operated so as to maintain or promote the public health, safety, and general welfare.***

General Statement – The Wegmans will promote the redevelopment of an existing auto dealership that is scheduled to be relocated to their existing South Point facility in Durham County. This redevelopment will include the cleanup of an environmentally contaminated site.

Emergency Services – The nearest fire station (Station #3) is located less than 2 miles from the proposed development site. It is anticipated that fire protection and first responder response will be provided by the Town of Chapel Hill. The Wegmans grocery store will include provisions for a sprinkler system and will be designed in accordance with applicable safety and fire codes as part of the building permit review and approval.

Utilities – The existing development is served by public water and sewer services of Orange County Water & Sewer Authority (OWASA). It is anticipated that the existing water and sewer services that surround the development will be adequate to support the proposed development. The refuse will be collected by the Town of Chapel Hill and the recycling will be collected by the Orange County Solid Waste Management. The development has been designed in accordance with the OWASA, the Town of Chapel Hill and Orange County Solid Waste regulations and requirements.

Transportation and Pedestrian Movements – The development will provide roadway improvements that will offset the traffic that the use will generate. Additionally, pedestrian connections (sidewalks and bicycle lanes) will be provided to link retail with the surrounding neighborhood areas in connection with the Old Durham Chapel Hill Road roadway improvements and the future proposed light-rail transit development. The developer has collaborated with the Town of Chapel Hill Public Works, NCDOT and the Town’s traffic consultant (HNTB) to review and analyze the existing surrounding roadway networks. Additionally, a conceptual plan has been developed that mitigates the additional traffic associated with the development. The off-site roadway improvements are shown on the Special Use Permit Plans, dated 03/15/17. Information concerning the transportation analysis and associated mitigation improvements can be found in the Traffic Impact Study, prepared by HNTB.

Parking – The current development has space to accommodate approximately 790 vehicles (taken from a plan entitled, “Site Plan - Performance BMW ZCP Plan”, prepared by Philip Post & Associates, dated 08/23/04, last revised 08/31/06), including the employee parking lot. The proposed development requires a minimum of 750 spaces (5.76 spaces/ 1,000 SF GFA) in accordance with the Wegmans criteria. This request is above the maximum permitted parking spaces within the LUMO that permit a maximum of 5 spaces/ 1,000 SF GFA (130,000SF x 5 spaces/1,000 SF = 650 spaces). Fourteen (14) bicycle parking spaces will be provided in connection with the development.

Stormwater – As illustrated in FEMA FIRM 3710979900, the site is located in Zone X. A Stream Determination request has been filed with the Town of Chapel Hill. It is anticipated that the site will not include a regulated stream and associated buffers and RCD. The proposed stormwater will maintain existing drainage patterns. The stormwater conveyance is proposed to be connected to the existing stormwater conveyance facilities that exist along the Service Road roadway. The development proposed a minor increase (+/-1,164 SF) in overall impervious surfaces associated with the development. Therefore, peak flow attenuation, TSS and Nutrient requirements will be met through the implementation of stormwater management controls associated with the development.

Public Art – The applicant is currently coordinating with Wegmans Food Markets to discuss implementing certain artistic schemes associated with the building.

- ***Finding #2: That the use or development complies with all required regulations and standards of this chapter, including all applicable provisions of articles 3 and 5, the applicable specific standards contained in the supplemental use regulations (article 6), and with all other applicable regulations.***

General – It is intended that all improvements will be coordinated to meet or exceed, to the best of the development’s capabilities, the intent of the Town of Chapel Hill Design Manual, dated 2005; and the Chapel Hill Land Use Management Ordinance. The proposed development will require a Special Use Permit associated with the underlying zoning district of the subject property (CC-C and NC). It is intended that the proposed development will be in accordance with the following LUMO criteria:

- Building setbacks and coverage
- Tree canopy coverage
- Stormwater will be designed to mimic the existing drainage patterns
- All utilities will be underground

The following modifications are necessary as part of the development:

Modifications to Slope Disturbance Requirements – The following modifications to the maximum slope disturbance is requested:

The site's topography is part of the existing developed property and is currently developed to promote steep slopes along the outer frontages of the site. These steep sloped areas will be disturbed in their entirety to ensure adequate grading from the proposed development to the existing street elevations. The affects felt from this development will mimic the current on site conditions of the property and no adverse effects are foreseen.

Modifications to Building Height Requirements – The following modifications to the maximum building is requested:

The maximum allowable primary building height for the property is 34 feet as detailed on Table 3.8-1. The secondary building height may reach as high as 60 feet and meet the required design standards for the Town. The proposed, primary building height for the site is 31 feet from mean natural grade meeting the requirement of 34 feet. The secondary height is exceeded, with a maximum height of 80 feet to the top of the tower of the building. This tower is a standard design feature of a majority of the existing Wegmans Food Markets within their portfolio of stores. A modification is necessary to allow the construction of the building.

Modifications to Landscape Requirements – The following modification(s) to the landscape requirements for Interior planting and buffers are requested:

1. North (Service Road frontage) – To provide clear visual corridors to the upper portion of the Shopping Center signage, which will reduce the time drivers will need to distinguish / recognize the store, thus creating a safer driving condition, the required Type "C" buffer has been reduced from the current requirements of 5 Large Trees, 10 Small Trees and 36 Shrubs per 100 linear feet of frontage to 3.5 Small Trees and 36 Shrubs per 100 linear feet of frontage. This modified buffer will work in tandem with the interior parking landscape plantings to screen vehicles and meet the intent of the buffer requirement.
2. South (Old Durham Road frontage) – To provide clear visual corridors to the upper portion of the Shopping Center signage, which will reduce the time drivers will need to distinguish / recognize the store, thus creating a safer driving condition, the required Type "C" buffer has been reduced from the current requirements of 5 Large Trees, 10 Small Trees and 36 Shrubs per 100 linear feet of frontage to 3.5 Small Trees and 36 Shrubs per 100 linear feet of frontage. This modified buffer will work in tandem with the interior parking landscape plantings to screen vehicles and meet the intent of the buffer requirement. Additionally, the landscape buffer width has been reduced to a variable width buffer along the frontage. This is due to the implementation of a traffic circle as part of the development.
3. North Side of Overflow Parking – In an effort to match the landscape buffering on the main parking area and due to the road widening, and in keeping with the original landscape in this area of 1 tree per 30' +/-, the buffer has been reduced to 3.5 Small trees and 36 shrubs per 100 linear feet of frontage. Additionally, the landscape buffer width has been reduced to a variable width buffer along the frontage. This is due to the implementation of a traffic circle as part of the development.
4. East side of Overflow parking – The East side of the Overflow parking faces Cooper Street. In keeping with the original landscape in this area of 1 tree per 30' +/-, the landscape buffer has

- been reduced to 3 large trees and 17 shrubs per 100 linear feet. Additionally, the landscape buffer width has been reduced to a variable width buffer along the frontage of approximately 12 feet.
5. West side of Overflow parking – The West side of the Overflow parking faces an existing office building. The landscape buffer has been reduced to 3 large trees and 17 shrubs per 100 linear feet. Additionally, the landscape buffer width has been reduced to a 5-foot width buffer along the property line.
 6. Tree radii from parking space and Shading – To provide clear visual corridors to the upper portion of the Shopping Center signage, which will reduce the time drivers will need to distinguish / recognize the store, thus creating a safer driving condition, the parking area on the West side of the building has planted islands; however, the trees have been omitted to provide a clear visual corridor to the front of the building identity sign. This will have a minimal impact on the required tree canopy and shading requirements (137 trees req., 128 trees provided). Refer to the visual window exhibit provided within the appendix at the end of the Statement of Justification.
 7. Foundation buffer strip – A foundation landscape strip is not proposed in order to provide Wegmans standard congregation area, outdoor displays and outdoor seating areas. However, the parking spaces are separate by a 10 foot wide landscaped island at the end of each corresponding parking row and the main entrances to the building.

Modifications to Signage Requirements – The following modification(s) to the signage requirements for the building mounted signage is hereby requested:

- The ordinance permits the installation of three (3) building mounted wall signs per façade. The proposed signage package for the subject development incorporates four (4) proposed building mounted signage on the main façade of the building. These signs include a sign to identify “Wegmans”, “Market Café”, “Pharmacy” and “Wine & Beer”. These signs are considered identifiers as they tell Wegmans patrons where the areas are located within the store for proper entrance location identification for the associated services within the store.
- The ordinance does not permit the installation of off-premise signage. The applicant requests that an off-premise sign be permitted to allow for an off-premise sign to be installed in accordance with the standards for the subject parcel.

Modifications to Impervious Surface Coverage – The following modification to the impervious surface coverage requirements is hereby requested:

The maximum allowable impervious surface coverage for a commercial development is 70% of the gross land area (GLA). The existing site consists of an impervious surface area of 464,546 SF. This equates to an impervious surface ratio of 76.9%. The proposed development includes the implementation of 465,710 SF of impervious surface area. The proposed development’s impervious surface area increase is approximately 1,164 SF. This equates to an increase of 0.25% of the gross land area. This increased impervious surface area will be managed through stormwater management and water quality controls.

Sustainability – The new building and infrastructure improvements will be designed and implemented to enhance the existing environmental impact. The development will include the removal of several underground storage tanks that currently hold contaminants associated with the current use of the

property. Furthermore, the site will require environmental cleanup associated with the underlying soils and groundwater of the site.

Demolition and Construction Waste – The development requires the demolition of the existing buildings and infrastructure in order to clear the site for environmental cleanup. Waste materials associated with the demolition will be handled in accordance with local and State requirements.

- ***Finding #3: That the use or development is located, designed, and proposed to be operated so as to maintain or enhance the value of contiguous property, or that the use or development is a public necessity.***

The current use of the property consists of three (3) automobile dealerships and associated service departments. With the departure of the Performance Auto Mall to their South Point mall facility in Durham County, this property has the ability to remain vacant or developed into a used-car dealership.

The development will provide a retail destination for the surrounding community, in addition to patrons from other counties. The Wegmans development will attempt to partner with local, family farms near the store to provide fresh produce in addition to providing local beef, pork and cheese. Furthermore, the Marketplace Café and Pub restaurant will provide access to a wide variety of lunch and dinner options. The store's proximity to the local office parks and residences will provide walkability to the surrounding development and neighborhoods. Lastly, the project will provide a significant increase in commercial tax base and sales revenue.

- ***Finding #4: That the use or development conforms with the general plans for the physical development of the town as embodied in this appendix and in the comprehensive plan.***

The Chapel Hill 2020 Comprehensive Plan adopted six (6) themes. Below is a list of each theme integrated within the proposed development:

1. **A Place for Everyone** – The Wegmans development offers up a wide array of career opportunities; inclusive of part-time, entry-level positions for high school and college students. Additionally, full-time employment opportunities will be available, including management-level positions.

Wegmans also strives to support the community through feeding the hungry, encouragement of healthy eating & activities, enrichment of neighborhoods in which they serve, helping young people succeed and supporting the United Way.

2. **Community Prosperity and Engagement** – The Wegmans development will attempt to partner with local, family farms near the store to provide fresh produce in addition to providing local beef, pork and cheese. Additionally, the project will provide a significant increase in commercial tax base and sales revenue.
3. **Getting Around** – The Wegmans development will provide pedestrian connection to link retail with the surrounding neighborhood areas to the south of the property and office to the north and east of the site. Additionally, the planned Old Durham Road roadway improvements and future light-rail transit station development near the Interstate 40 interchange will provide future pedestrian links to the subject development and surrounding community.
4. **Good Places, New Spaces** – The Wegmans development will replace the relocation efforts of Performance Auto Mall to their Southpoint Mall existing auto dealerships. The project will consist

of the redevelopment of a currently under-utilized commercial development (Performance Auto) into a community and regional specialty grocery store development.

5. **Nurturing Our Community** – The Wegmans will promote the redevelopment of an existing auto dealership that is scheduled to be relocated with or without the development of the Wegmans store. This redevelopment will also include the cleanup of an environmentally contaminated site.
6. **Town and Gown Collaboration** – The Wegmans development is proposed to the south of the current location of UNC Healthcare Eastowne Campus. The development will provide a retail destination for the employees within the Eastowne Campus. Furthermore, the Marketplace Café and Pub restaurant will provide access to a wide variety of lunch and dinner options for employers and employees.

The project is located within the North 15/501 Focus Area. The proposed development will provide and enhance this area in accordance with the goals stated within the focus area. Specifically, the development will employ the following:

1. Redevelopment of a currently underutilized commercial development (Performance Auto) into a community and regional grocery store development
2. Provides pedestrian connection to link retail with the surrounding neighborhood areas in connection with the Old Durham Chapel Hill Road roadway improvements and the future proposed light-rail transit development

APPENDIX

Landscape Visual Windows Exhibit

Bicycle and Pedestrian Network Plan

Wegmans

FOOD MARKETS, INC.

**100 Wegmans Market Street
Rochester, New York 14624**

Robert J. Salvaggio, Architect
Director Architecture/ Engineering

Phone: (585) 720-5748
robert.salvaggio@wegmans.com

24 May 2017

Wegmans Food Market
1814 Durham-Chapel Hill Boulevard
Chapel Hill, North Carolina 27514

Re: Wegmans Energy Management Plan

Wegmans Food Market is submitting a Rezoning Application that includes an accompanying Special Use Permit for Town's approval. In acknowledging the Council's expectations for energy efficiency and energy management the following description of Wegmans' plan is submitted for consideration in accordance with the policy (2007-04-11/R-14). The plan demonstrates an energy efficient element, and maximizing the potential for energy conservation by reducing lighting; demand sensing ventilation; energy reducing heating and air conditioning system; an alternative refrigeration system for cold food products; heat reclaim water heating; water conservation rainwater harvesting; consideration of utilizing sustainable energy and participation in the NC Greenpower program.

The policy expectation of the applicant states that the applicant will incorporate a "20 percent more energy efficient" feature into their plans, relative to the standard of the American Society of Heating, Refrigeration, and Air Conditioning (ASHRAE), or other comparable standards generally recognized as applicable to building energy consumption, applicable at the time of application. Although the 2004 edition of ASHRAE 90.1 was applicable at the time the policy was adopted ASHRAE updates this standard every three years increasing the energy efficiency performance. We have confirmed with Town Staff that the 2016 edition of ASHRAE 90.1 is now considered the generally recognized applicable standard and will be utilized at the time of this application. Also reviewed is the North Carolina State Energy Conservation Code 2012.



Energy Performance Element “20-percent more Energy Efficient than ASHRAE 90.1 2016:

Wegmans will incorporate the utilization of LED Lighting fixtures throughout the interior of the building, the exterior building lighting, for all displays and case lighting. The LED Lighting sufficiently reduces our energy consumption when compared to HID Metal Halide, compact fluorescent, and T-5 high efficiency fluorescent fixtures. Wegmans will demonstrate utilizing energy modeling that the building lighting energy performance will be 20 percent more energy efficient than the current 2016 edition of ASHRAE 90.1. Comparing our proposed LED lighting plan to the State Energy Conservation Code indicates a 40 percent more energy efficient than Code based upon the 2012 IECC COMcheck review.

Demand Control Ventilation:

Wegmans in our perishable departments bakes, cooks and prepares food throughout the day within the store. This food production requires proper kitchen exhaust ventilation and conditioned outside makeup air to compensate for the cooking exhaust. Wegmans will incorporate energy efficient kitchen exhaust hoods that senses the heat generated by the production and adjusts the fan speed per the demand. This provides for an energy savings in running the exhaust fans, reduces the amount of air exhaust, and concurrently reduces heating or air conditioning energy needed to condition the outside makeup air, while providing for a safe and positive air quality building.

Energy Reducing Heating and Air Conditioning:

Wegmans utilizes high efficiency custom manufactured air conditioning and heating roof top units (HVAC) that utilize staged digital compressor design, dual path dehumidification, variable speed fan motors, economizing outside air capability and night setback control strategies to reduce electrical consumption. The dual path dehumidification system reduces the required tonnage of air conditioning capability compared to standard HVAC units reducing energy and providing improved comfort to the building occupants.

Alternate Refrigeration System:

Wegmans utilizes non-ozone depleting refrigerants throughout all our equipment, display cases, walk-in coolers and freezers and refrigerated production spaces. We utilize secondary fluids consisting of CO2 refrigerant for our low temperature (frozen food) and food grade glycol for our medium temperature applications. Wegmans also participates in the Federal Environmental Protection Agency's GreenChill program, pursuing certification for advanced refrigeration systems, which sets voluntary standards for the manufacture of equipment and display cases, installation, and commissioning of food market refrigerant systems to promote energy efficiency through reduction in defects.

Heat Reclaim for Hot Water:

Wegmans utilizes heat reclaim tanks in our refrigeration system, which transfers the heat of rejection from the refrigerant to our domestic hot water system. This process reduces energy required to heat water, assisting, and thereby reducing the demand for water heaters, and reduces the heat of rejection from the refrigeration condensers located on the roof. This reduces electrical consumption of the condensers fans running and has the added impact of reducing the heat rejected into the air.

Water Conservation Rainwater Harvesting:

Wegmans is including in the design of the project the ability to harvest rainwater for irrigation and graywater applications. Our preliminary concept is based upon utilizing rain water from the building's roof to be harvested into a storage tank. This water would be used for landscape irrigation and potentially for graywater application for some restroom fixtures. Based upon initial calculations for our roof area, annual rain fall and weather patterns, we are anticipating a 15,000 to 20,000-gallon storage tank.

Consideration of Utilizing Sustainable Energy:

Wegmans will consider the opportunity to utilize alternative energy for our store. Wegmans has office buildings, warehouse, and a few food markets (three locations) where the economic incentives and utility assistance afforded the opportunity to install a roof based solar panel system for reducing our electrical consumption from the grid. Similar consideration would be explored for this location.

Consideration of Participation in the NC Greenpower Program:

Wegmans will consider the participation in the green power production through coordination with the North Carolina Greenpower Program as an opportunity to promote alternative energy.

Conclusion:

Wegmans' energy management plan is designed to maximize the potential for energy conservation by reducing our energy usage, efficiently designing and commissioning the mechanical and refrigeration systems, utilizing rainwater conservation, and to provide consideration for participation in alternative energy promotion.

Respectfully submitted,



Robert J. Salvaggio, RA, NCARB
North Carolina License No. 9471

WEGMANS SUPERMARKET

DRAFT TRAFFIC IMPACT STUDY

EXECUTIVE SUMMARY



Prepared for:

The Town of Chapel Hill
Public Works Department - Engineering

Prepared by:

HNTB North Carolina, PC

*343 East Six Forks Road
Suite 200
Raleigh, NC 27609*

NCBELS License #: C-1554

June 2017

HNTB

**WEGMANS SUPERMARKET
COMMERCIAL REDEVELOPMENT
TRAFFIC IMPACT STUDY
DRAFT**

EXECUTIVE SUMMARY



Prepared for:

The Town of Chapel Hill
Public Works Department – Traffic Engineering

Prepared by:

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June 2017

EXECUTIVE SUMMARY - DRAFT

Project Overview

The redevelopment of the existing Performance Motors site, located along the US 15-501 (Durham-Chapel Hill Road) Service Road and Old Durham Road, into a new Wegmans Supermarket is being proposed in Chapel Hill. The project proposes to construct a new supermarket on the existing Performance Motors parcel with an approximate 130,000 - 140,000 square foot size. **Figure ES-1** shows the general location of the site. The project is anticipated to be fully complete by late 2018. This report analyzes the transportation impacts for the build-out scenario for the year 2019 (one year after anticipated completion), the no-build scenario for 2019, as well as 2016 existing base year traffic conditions.

The proposed site concept plan shows several substantial transportation network changes from existing conditions, including improvements to Old Durham Road at its intersection with US 15-501, a restriction of access to/from Scarlett Drive, and a new roundabout to serve on-site parking lots along Old Durham Road. No vehicular access from the site will be provided along the existing Service Road. **Figure ES-2** displays the preliminary concept plan of the Wegmans Supermarket development, transportation network changes, and nearby land uses and roadways. The project is expected to provide on-site surface parking and additional site parking to the south of Old Durham Road adjacent to the site.

Existing Conditions

Study Area

The existing Performance Motors site currently contains multiple showroom buildings and auto service facilities and on-site parking lots. The site borders residential neighborhoods to the south and commercial development to the west, east, and north across the US 15-501 corridor. It is located immediately adjacent to the existing SECU Data Center / former Blue Cross-Blue Shield building to the east and a Hardees Restaurant to the west.



All vehicular access is proposed to enter and exit the site via several full access site driveways along Old Durham Road, with external primary access via the US 15-501 intersections at Sage Road/Old Durham Road and Eastowne Drive/Lakeview Drive. No site access is provided via the existing adjacent US 15-501 Service Road or the Eastowne Drive/Service Road intersection with US 15-501. All parking will be provided on-site or at an additional surface lot to the south of the proposed site across Old Durham Road, with a grand total of approximately 750 parking spaces for customers and employees. The proposed site plan, shown in **Figure ES-2**, shows the location of the local access streets, internal driveway network and adjacent transportation facilities.

The study area contains all major signalized intersections along US 15-501 (Fordham Boulevard) from Erwin Road/Europa Drive to the I-40 interchange. It also includes several intersections along Old Durham Road/Old Chapel Hill Road in the vicinity of neighborhoods and commercial areas surrounding Wegmans Supermarket to the north and east. Site traffic is primarily expected use either the major existing access points along US 15-501 at Old Durham Road and Lakeview Drive. Consideration was made for a small percentage of site traffic utilizing local streets from the neighborhoods surrounding Wegmans Supermarket.

US 15-501 (Fordham Boulevard – Durham/Chapel Hill Boulevard) is a major principal arterial providing connectivity between Chapel Hill, the UNC Main Campus, the I-40 corridor and Durham. The remaining study area network roadways are either minor arterial facilities providing connectivity throughout Chapel Hill, suburban collector streets or local neighborhood/commercial access streets.

Site Traffic Generation

With the addition of new peak hour trips during the weekday AM, noon, and PM peak hours, there are potential site traffic impacts to the study area intersections. Appropriate reductions for “pass-by” type trips, transit trips, and pedestrian/bicycle trips were assumed to occur, given the nature of the proposed Wegmans Supermarket land use, and are summarized in **Table ES-1**. **Table ES-1** shows site trip generation details, with rates taken from the *ITE Trip Generation Manual, Volume 9* and adjusted for the appropriate trip reductions and for the existing Performance Motors trip generation data taken directly from field traffic counts of all Performance Motors driveways.

Background Traffic

Background traffic growth for the future 2019 analysis years is expected to come ambient regional traffic growth and specific development-related traffic growth. Based on information on average daily traffic collected by the Town of Chapel Hill and the NCDOT, a yearly ambient traffic growth rate of 1.4 percent per year was used for the short-term 2019 design year capacity analyses. This rate is based on previous and anticipated growth trends for this area from Town and NCDOT average annual daily traffic (AADT) information from the period 1990-2015. In some cases, AADT’s on study area roadways have actually declined over the last 10 years. However, to conservatively account for any background development projects and potential traffic increases in the future, a positive growth rate was selected.

With numerous on-going and planned development sites located in or near the large project study area for the Wegmans Supermarket, and varying time frames for completion of specific projects, background traffic for the 2019 analysis year was estimated as being included in the 1.4 percent per year ambient growth rate.

Impact Analysis

Peak Hour Intersection Level of Service

Existing 2016 base year traffic operations at most study area intersections are acceptable during all three peak hours analyzed, though several intersections along the US 15-501 are near or at capacity. The projected ambient and background development traffic growth will marginally increase impacts for the 2019 analysis time period. With the addition of Wegmans “net” site traffic on the network, several study area intersections are projected to be over capacity in the 2019 AM and PM peak hours. Inclusion of Applicant-proposed mitigation measures and additional recommended mitigation improvements to individual intersections should provide adequate traffic operations for the project study area.

A summary of the traffic operations for each intersection, related to vehicular delays (overall intersection average if signalized, critical movement if stop-controlled) and the corresponding Level-of-Service (LOS) is shown in **Table ES-2**.

Access Analysis

Vehicular site access is to be accommodated by four proposed full movement access driveways, three connecting to Old Durham Road and one connecting to Cooper Street for the auxiliary surface parking lot. Access for delivery trucks is also proposed along the rear of the supermarket building that would connect with Old Durham Road. The proposed site plan shows no external access connections to the existing US 15-501 Service Road. All proposed connections are shown on the site plan in **Figure ES-2**.

Table ES-1
Weekday Vehicle Trip Generation Summary
Wegmans Supermarket Redevelopment Development

Trip Designation	% Reduction	Daily			AM Peak Hour			Noon Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Raw ITE Vehicular Calculation – LUC 850 (Supermarket) – 140,000 Square Feet		5,383	5,383	10,766	295	181	476	302	252	554	509	490	999
Transit	5%	-269	-269	-538	-15	-9	-24	-15	-13	-28	-25	-25	-50
Ped/Bike	5%	-269	-269	-538	-15	-9	-24	-15	-13	-28	-25	-25	-50
Total Vehicle Trips		4,845	4,845	9,690	265	163	428	272	226	498	459	440	899
Pass-By	18% AM&NN / 36%PM	1,454	1,454	2,908	48	29	77	49	41	90	165	158	323
Balanced Pass-by Trips		-1,454	-1,454	-2,908	-39	-39	-78	-45	-45	-90	-162	-162	-324
New Trips		3,391	3,391	6,782	217	134	351	223	185	408	294	282	576
Existing Vehicle Trips		-1,784	-1,784	-3,568	-181	-83	-264	-168	-171	-339	-114	-208	-322
Net New Trips		1,607	1,607	3,214	36	51	87	55	14	69	180	74	254

Notes: No ITE Data for Noon Peak Hour - Assume 75% of Average Between AM and PM Peak Raw Generation Data and 50% of PM Peak Pass-by Data
 Data for Existing Trips for Performance Auto Taken from Peak Hour Driveway Count Summations - Data for Existing Daily Trips Taken from ITE

Table ES-2. Wegmans Supermarket Redevelopment Peak Hour LOS and Vehicular Delay Summary

ID	Intersection Name	2016 Base Year						2019 Without Site						2019 With Site						2019 With Site and Mitigation					
		LOS			Average Delay (sec/veh)			LOS			Average Delay (sec/veh)			LOS			Average Delay (sec/veh)			LOS			Average Delay (sec/veh)		
		AM	NN	PM	AM	NN	PM	AM	NN	PM	AM	NN	PM	AM	NN	PM	AM	NN	PM	AM	NN	PM	AM	NN	PM
1	US 15-501 Northbound & Northbound U-Turn	B	B	A	12.0	10.8	9.2	B	B	B	12.7	11.3	10.3	B	B	B	12.4	10.5	11.5	B	B	B	12.1	10.6	10.7
2	US 15-501 Northbound & Europa Drive	B	B	B	15.2	16.4	15.9	B	B	B	15.3	16.5	16.0	B	B	B	13.6	15.8	15.6	B	B	B	13.8	15.9	15.9
3	US 15-501 Southbound & Southbound U-Turn	B	B	B	13.0	17.6	18.7	B	B	B	13.0	16.9	17.9	B	B	B	13.5	15.5	17.1	B	B	B	14.2	14.9	16.6
4	US 15-501 Southbound & Erwin Road	C	C	D	23.9	21.9	36.2	C	C	D	24.6	22.5	39.1	C	B	D	22.3	18.6	36.5	C	B	B	24.6	16.3	19.3
5	US 15-501 & Sage Road / Scarlett Drive	D	D	D	45.6	46.9	51.4	D	D	D	48.6	49.2	53.4	E	D	D	58.1	52.6	51.2	D	D	D	46.7	40.5	46.2
6	US 15-501 & Eastowne Drive / Service Road Access	A	B	C	9.6	17.1	21.3	B	C	C	11.5	22.3	28.5	A	B	B	10.0	12.3	13.0	B	B	B	12.1	11.6	10.6
7	US 15-501 & Eastowne Drive / Lakeview Drive	C	C	D	27.4	20.8	54.8	C	C	E	29.8	21.1	60.9	C	C	F	24.7	26.4	113.2	B	B	D	16.9	17.9	39.2
8	US 15-501 & I-40 Eastbound Ramps	D	C	D	44.3	32.7	35.7	D	C	D	46.9	33.2	37.4	D	C	C	35.4	24.5	27.6	D	C	C	36.6	25.1	30.4
9	US 15-501 & I-40 Westbound Ramps	D	C	D	44.6	29.2	39.5	D	C	D	47.5	29.9	41.4	D	C	D	51.8	29.0	38.3	D	C	D	44.2	32.3	36.8
10	Old Durham Road & Scarlett Drive[@]	A	A	A	9.0	9.6	8.6	A	A	A	9.2	9.9	8.8	A	B	A	9.5	10.1	9.9	N/A	N/A	N/A	N/A	N/A	N/A
11	Old Durham Road & Performance Driveway 6 [@]	B	B	B	10.6	10.4	10.4	B	B	B	10.7	10.5	10.4												
12	Old Durham Road & Cooper St / Performance Dr 7 [@]	B	B	C	13.9	13.9	22.6	B	B	C	14.3	14.2	24.6	B	B	C	13.0	11.6	22.9	N/A	N/A	N/A	N/A	N/A	N/A
13	Old Durham Road & Standish Drive [@]	B	B	B	11.0	10.7	13.6	B	B	B	11.1	10.8	14.0	B	B	D	14.1	12.7	25.2	N/A	N/A	N/A	N/A	N/A	N/A
14	Old Chapel Hill Road & Lakeview Drive[@]	C	B	C	17.1	11.8	17.0	C	B	C	18.4	13.1	22.1	E	C	F	43.2	21.8	148.8	B	B	B	19.2	12.8	16.1
15	Service Road/Cemetery Driveway & Scarlett Drive [@]	B	B	B	10.8	14.6	11.9	B	C	B	10.9	15.1	12.1	B	A	B	11.8	9.4	13.2	N/A	N/A	N/A	N/A	N/A	N/A
16	Service Road & Performance Driveway 1 [@]	A	A	A	8.5	8.6	8.4	A	A	A	8.4	8.6	8.4												
17	Service Road & Performance Driveway 2 [@]	A	A	A	8.6	8.8	8.5	A	A	A	8.6	8.8	8.5												
18	Service Road & Performance Driveway 3 [@]	A	A	A	8.9	8.9	8.7	A	A	A	8.9	8.9	8.7												
19	Service Road & Performance Driveway 4 [@]	A	A	A	8.7	8.8	8.7	A	A	A	8.7	8.8	8.7												
20	Service Road & Performance Driveway 5 [@]	A	A	A	8.8	8.8	8.7	A	A	A	8.8	8.8	8.7												
21	Service Road / SECU Visitors Cir & Eastowne Drive [@]	A	A	A	8.7	8.8	8.8	A	A	A	8.7	8.9	8.9	A	A	A	9.2	8.9	8.8	N/A	N/A	N/A	N/A	N/A	N/A
22	Cooper Street & Performance Driveway 8 (Site Driveway 4) [@]	A	A	B	8.8	9.5	10.9	A	A	B	8.8	9.5	11.0	A	A	B	9.9	9.6	11.1	N/A	N/A	N/A	N/A	N/A	N/A
24	Old Durham Road & Site Driveway 1[@]													C	C	F	17.1	18.2	51.6	N/A	N/A	N/A	N/A	N/A	N/A
25	Old Durham Road & Site Driveways 2 & 3[@]													C	C	F	17.7	16.7	59.3	A	A	B	7.0	7.3	11.7

BLUE – New and/or Modified Intersections **BOLD/ITALICS** – Movement or Overall Intersection is over capacity as defined by Town of Chapel Hill TIS Standards
 @ - Unsignalized Intersection, LOS/Delay Values Correspond to Worst-Case Critical Movement N/A – Not Applicable, i.e. no improvements made

GREY CELLS – Intersection Does Not Exist for Analyzed Scenario

Design details related to driveway throat lengths and driveway spacing between driveways and nearby intersections indicate that no significant operational or safety issues are expected to occur due to the proposed site access plan. The applicant is proposing to provide a future cross-access easement to the adjoining property to the west (Hardees) from within the proposed parking lot. If the Hardees property were to redevelop in the future, access to this property should be via the cross-access easement and the existing Hardees access point on Old Durham Road should be eliminated.

Access for pedestrians and bicyclists is inadequate in the project study area. Sidewalk is present on most study area facilities, but connectivity is impaired due to lack of continuous sidewalk in some areas and adequate crossings of the US 15-501 corridor. Crosswalk and pedestrian signals exist across the US 15-501 superstreet intersection with Erwin Road/Europa Drive and at Eastowne Drive (south) and unsignalized crosswalk is present at the Cooper Street/Old Durham Road intersection. No bicycle lanes exist in the project study area. Paved shoulders exist along US 15-501 in the project study area, but their width and proximity to high volume/high speed and often congested traffic conditions make the facility unsuitable for bicycling.

Signal Warrant Analysis

Based on projected 2019 traffic volumes and current/proposed access plans, the only unsignalized intersection in the project study area that may warrant the new installation of a traffic signal, based on the peak hour warrant methodology found in the *2009 Manual on Uniform Traffic Control Devices (MUTCD)*, is at Old Chapel Hill Road and Lakeview Drive.

The Peak Hour signal warrant analysis is used as a verification that projected traffic volumes meet peak hour warrants as a precursor to a more extensive analysis of conditions via additional data collection for 4-Hour and 8-Hour warrant analyses. This intersection does not meet signal warrants for the 2019 Build Scenario – with Wegmans site traffic, but should be monitored for signalization if traffic patterns due to the Wegmans site differ from assumptions made for this analysis.

Crash Analysis

Data from the NCDOT Traffic Safety Unit was provided for the five-year period 6/1/2011 to 5/31/2016 for segments of US 15-501 (Durham-Chapel Hill Boulevard) and Old Durham Road in the vicinity of the proposed site and for existing major study area intersections adjacent to the Wegmans site. 613 crashes were reported along US 15-501 between E. Franklin Street and I-40 and 46 crashes were reported along Old Durham Road between US 15-501 and Lakeview Drive. Primary crash types included rear end crashes, sideswipes, and left-turn crashes.

Overall, the number and severity of crashes along the US 15-501 corridor in the project study area is higher than state-wide averages for similar facilities. The intersection of Old Durham Road and Scarlett Drive has a high rate of crashes relative to other study area intersections.

Mitigation Measures/Recommendations

Planned Improvements

The North Carolina Department of Transportation is studying the US 15-501 corridor through the project study area for comprehensive improvements to manage access and potentially result in a superstreet design. This STIP project (U-5304B) is in the planning stages and was not considered to be complete by 2019. The proposed Applicant Committed Improvements and Necessary Improvements outlined below, were developed to minimize future changes that may be necessary due to future designs of access changes and potentially limitations that may be recommended in the U-5304 project.

The Town of Chapel Hill is planning improvements to the Sage Road and Old Durham Road corridors to enhance pedestrian and bicycle facilities. The current NCDOT project, STIP EB-4707, is providing bicycle and pedestrian improvements along Old Durham Road from the Scarlett Drive/Sage Road/Old Durham Road and US 15-501 Fordham Boulevard intersection into Durham County (as schematically shown on **Figure ES-3**). The improvements will add sidewalks along the entire length as well as bicycle lanes on both sides. Right-of-way acquisitions have been made along this frontage. Construction is anticipated to begin Summer 2018. The improvements to the facilities should not cause significant changes to the existing or proposed geometrics of study area intersections, but will improve safety and accessibility for all transportation modes in the vicinity of the proposed Wegmans Supermarket site.

Background Committed Improvements

There are no specific significant geometric or operational improvements to study area roadway intersections or facilities related to background private development projects that are expected to be completed between 2017 and 2019. A new Advance Auto Parts store, located off Scarlett Drive has provided minor signage, pavement marking, and median improvements in the vicinity of the Scarlett Drive and Old Durham Road intersection.

Applicant Committed Improvements

Based on the current site concept plans, scenario testing and vetting process undertaken by the Town, NCDOT and Applicant for this project, and supporting development information provided, there are several significant external transportation-related improvements proposed adjacent to the Wegmans Supermarket site. They are listed below and were considered as being completed for the Condition 4 – 2019 With Mitigation Scenario analyses:

1. Extension of concrete median along Scarlett Drive to extend up Old Durham Road to a distance of approximately 325 feet upstream of the existing stop bar at the US 15-501 intersection. This would restrict through movements on northbound Scarlett Drive and left-turn movements westbound on Old Durham Road. Widening of Old Durham Road approach at the US 15-501 intersection to include dual left-turn lanes (the inner lane featuring 125 feet of vehicle storage) and a shared through/right-turn lane. Upgrade signal phasing for these changes.
2. Construct full access site driveway with future cross-access potential connection to Hardees and 100 feet of left-turn and right-turn exit storage.
3. Construct single lane roundabout at Site Driveways #2 and #3 with mountable inner circle to provide site access and U-turning capability for traffic from Scarlett Drive impacted by proposed median and access limitation.
4. An unsignalized pedestrian crosswalk with central median refuge is proposed on Old Durham Road connecting the additional parking area with the main store site just west of the roundabout.
5. Provide full access driveway onto Cooper Street.
6. Eliminate all existing roadway connections to US 15-501 Service Road.

Additional details regarding geometric improvements and spatial location of this list of improvements can be found in **Figure ES-2** and schematically in **Figure ES-3**. Regarding the applicant's proposal to provide a future cross-access easement to the adjoining property to the west from within the proposed parking lot – if the adjoining property were to redevelop in the future, access to these two properties could be combined and the existing property access point to Old Durham Road should be closed.

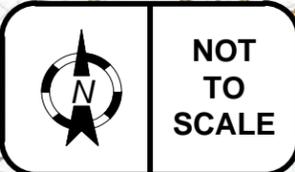
Necessary Improvements

Based on traffic capacity analyses for the 2019 design year, and analyses of existing and proposed study area turning bay storage lengths and site access, the following improvements in **Table ES-3** are recommended as being necessary for adequate transportation network operations (see **Figure ES-4**).

Table ES-3. Recommended Improvements

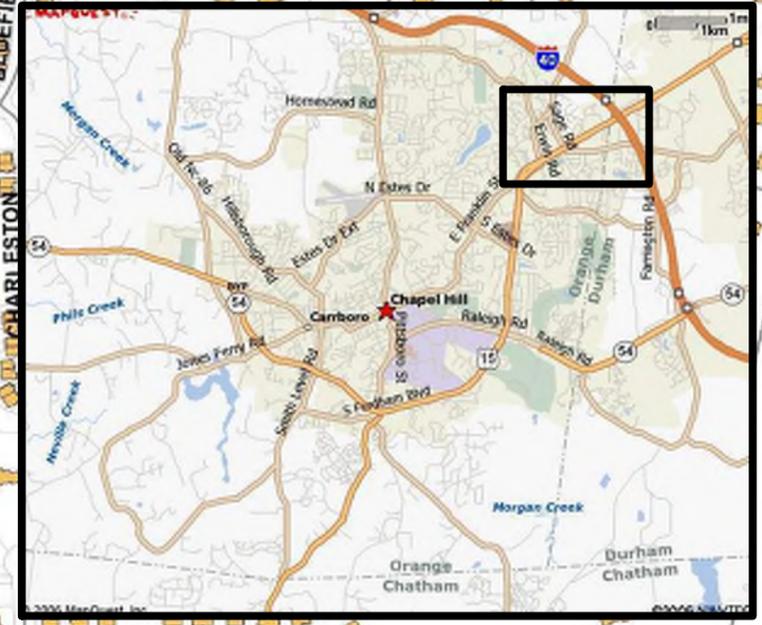
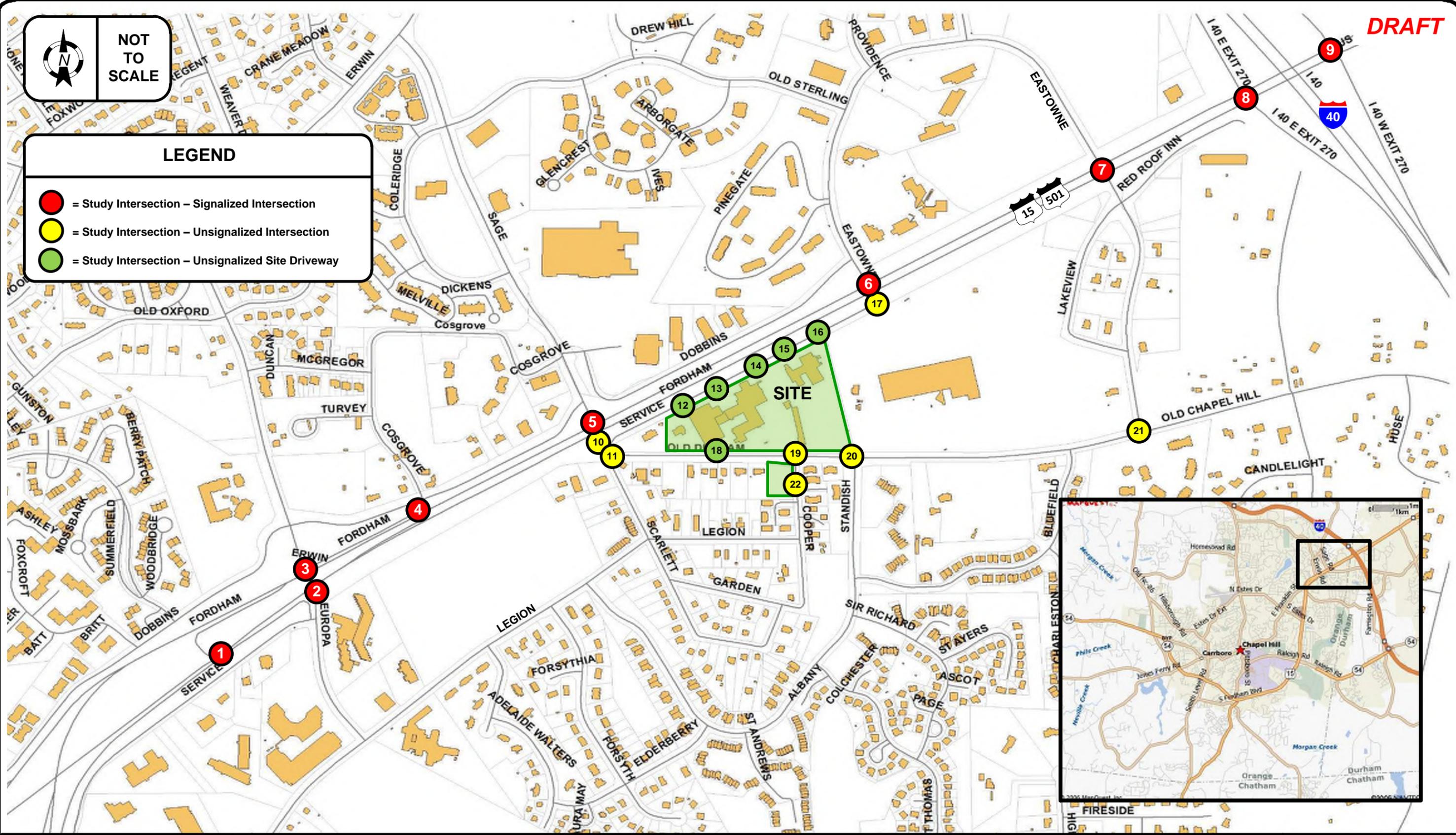
ID	Intersection Name	Additional Recommended Improvements
5	US 15-501 & Sage Road / Old Durham Road	<ul style="list-style-type: none"> Widen northbound Old Durham Road approach to include an auxiliary right-turn lane with 75 feet of storage (minimum). Upgrade signal phasing to include a northbound right-turn overlap.
6	US 15-501 & Eastowne Drive / Service Road	<ul style="list-style-type: none"> Install way-finding signage to delineate the Service Road as having NO access to Wegmans Construct additional sidewalk to connect existing crosswalk to Wegmans property along south side of Service Road.
7	US 15-501 & Eastowne Drive / Lakeview Drive	<ul style="list-style-type: none"> Convert southbound approach to include dual left-turn lanes (with 300 feet of delineated storage) and a new through/right-turn lane (with 300 feet of storage). Widen northbound Lakeview Drive approach for an auxiliary right-turn lane with 350 feet of storage and provide right-turn overlap signal phasing. Lengthen existing eastbound US 15-501 through/right-turn add lane from 100 feet to 300 feet minimum. Install way-finding signage to delineate Lakeview Drive as primary Wegmans access point.
13	Old Durham Road & Cooper Street	<ul style="list-style-type: none"> Construct transit stop improvements for stops serving current CHT Routes CL, D and DX, as necessary.
14	Old Chapel Hill Road & Lakeview Drive	<ul style="list-style-type: none"> Monitor intersection for signalization. Provide crosswalk and pedestrian crossing signals (if signalized) at all approaches.
25	Old Durham Road & Site Driveways #2/#3	<ul style="list-style-type: none"> Remove bicycle lane striping within roundabout (per FHWA, Office of Safety, <i>FHWA-SA-10-0066.3 Bicycle Design Treatments</i>) unless specified by Town and/or NCDOT Design standards
N/A	Cooper Street / Legion Road Extension	<ul style="list-style-type: none"> Monitor traffic flow along these corridors and provide additional traffic calming measures, if needed.
N/A	US 15-501 Corridor	<ul style="list-style-type: none"> Retime all traffic signals.

A final recommendation for improvements to access and to future traffic operations for the Wegmans Supermarket would be to consider coordination with the adjoining parcel to the east of the site, should it eventually be redeveloped, to develop internal roadway connectivity that would serve both sites and allow Wegmans site traffic to utilize the US 15-501 intersection with Eastowne Drive / Service Road. This would necessitate new driveway connection(s) with the Wegmans surface parking lot and the Service Road, but could ultimately improve the number of access options and traffic circulation for both parcels.



LEGEND

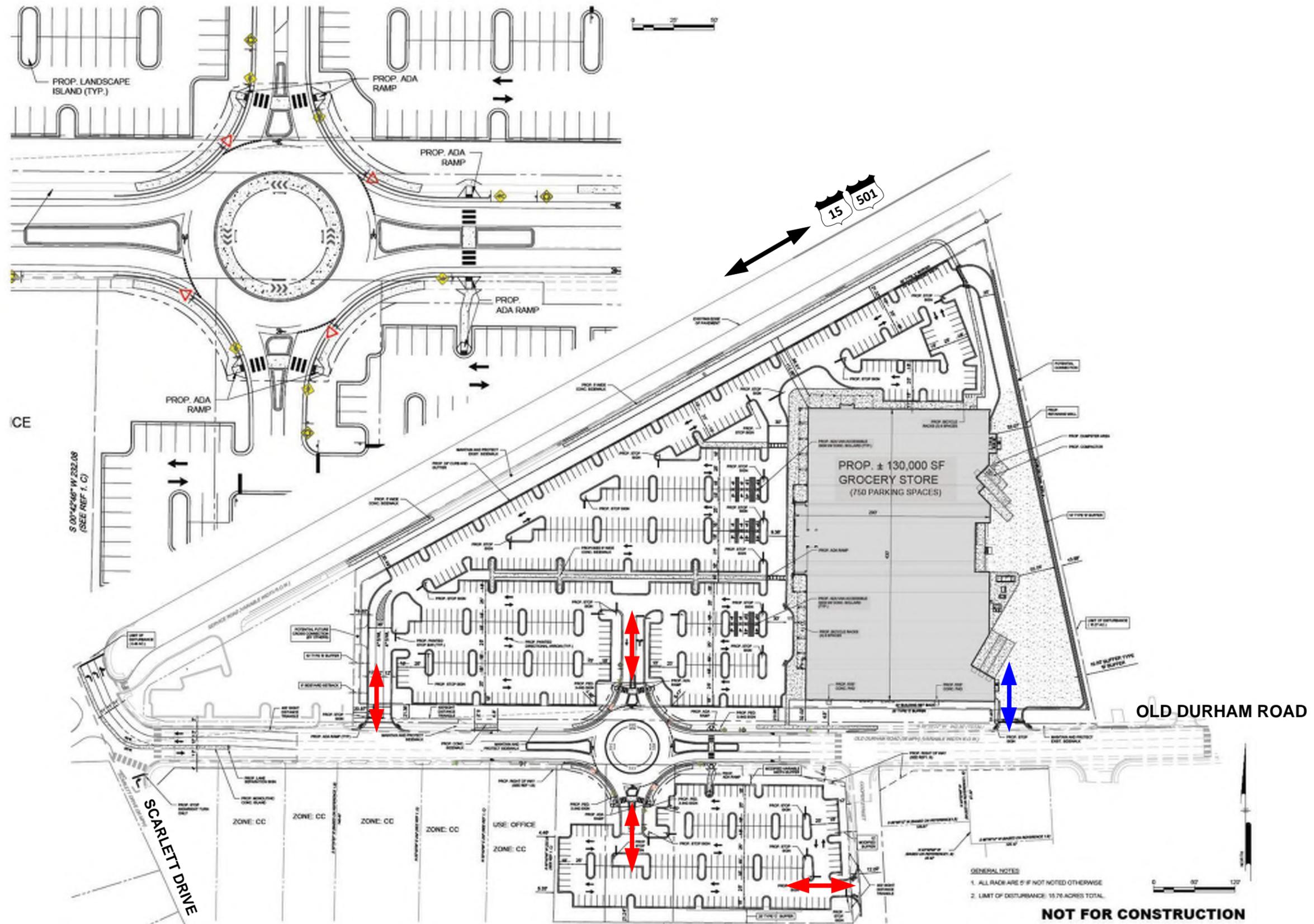
- = Study Intersection – Signalized Intersection
- = Study Intersection – Unsignalized Intersection
- = Study Intersection – Unsignalized Site Driveway



Wegmans Supermarket
 Traffic Impact Study
 PROJECT STUDY AREA

DATE: June 2017

FIGURE ES-1



GENERAL NOTES:
 1. ALL RADII ARE 5' IF NOT NOTED OTHERWISE
 2. LIMIT OF DISTURBANCE: 15.76 ACRES TOTAL

NOT FOR CONSTRUCTION



NOT TO SCALE

LEGEND

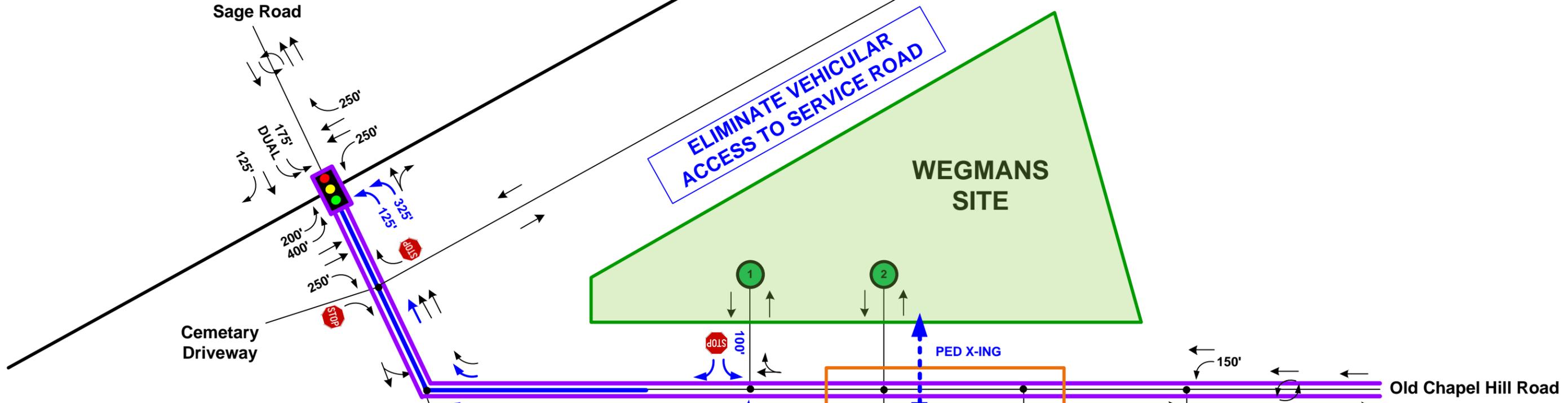
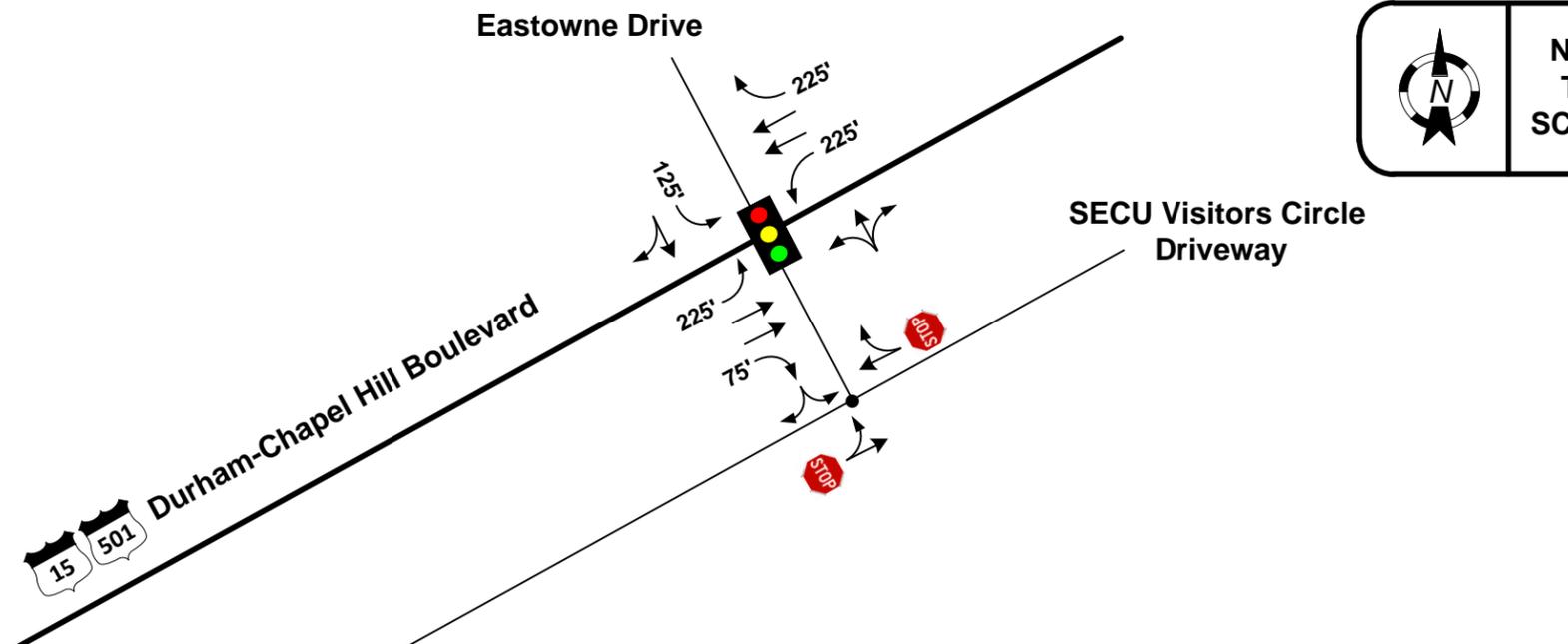
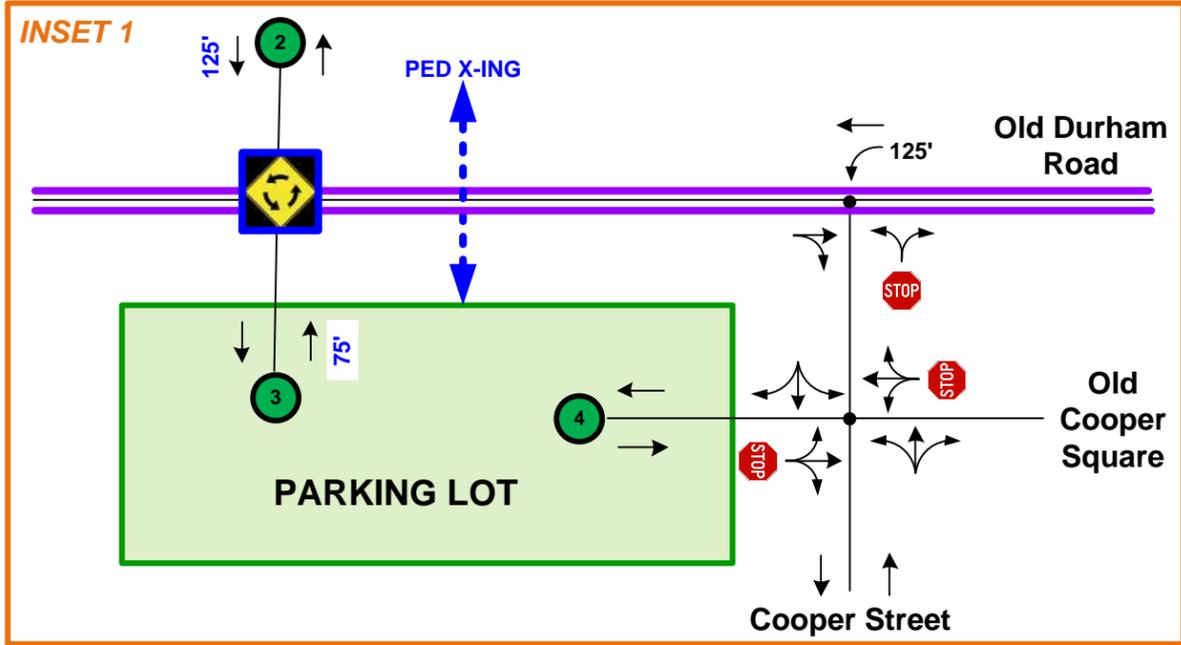
- = PROPOSED SITE ACCESS
- = PROPOSED DELIVERY TRUCK-ONLY ACCESS

Wegmans Supermarket
 Traffic Impact Study

SITE CONCEPT PLAN

DATE: June 2017

FIGURE ES-2



LEGEND

- = Unsignalized Intersection
- = Signalized Intersection
- = Lane Geometry
- = Planned Ped/Bike Improvement
- = Acceleration/Deceleration/Auxiliary Lane Distance (ft)
- = Driveway ID
- = Applicant Proposed Improvements

DRAFT



**Wegmans Supermarket
Traffic Impact Study**

PLANNED AND APPLICANT COMMITTED IMPROVEMENTS

DATE: June 2017

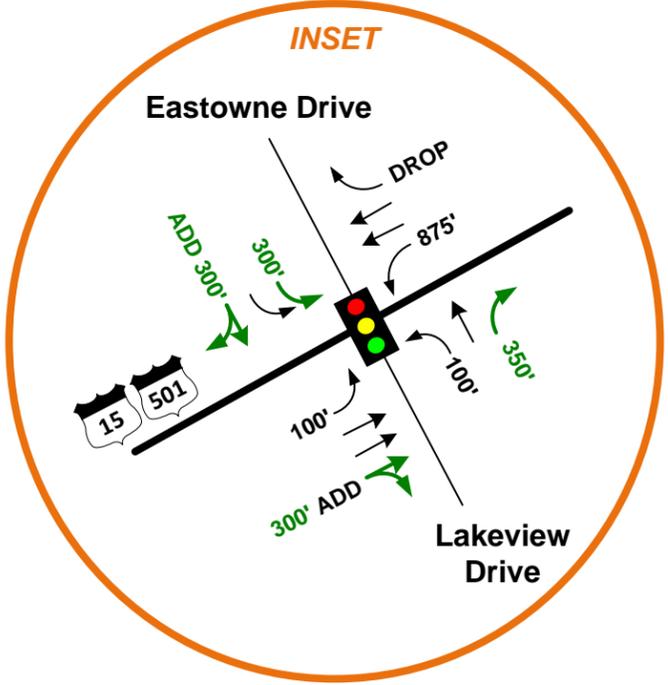
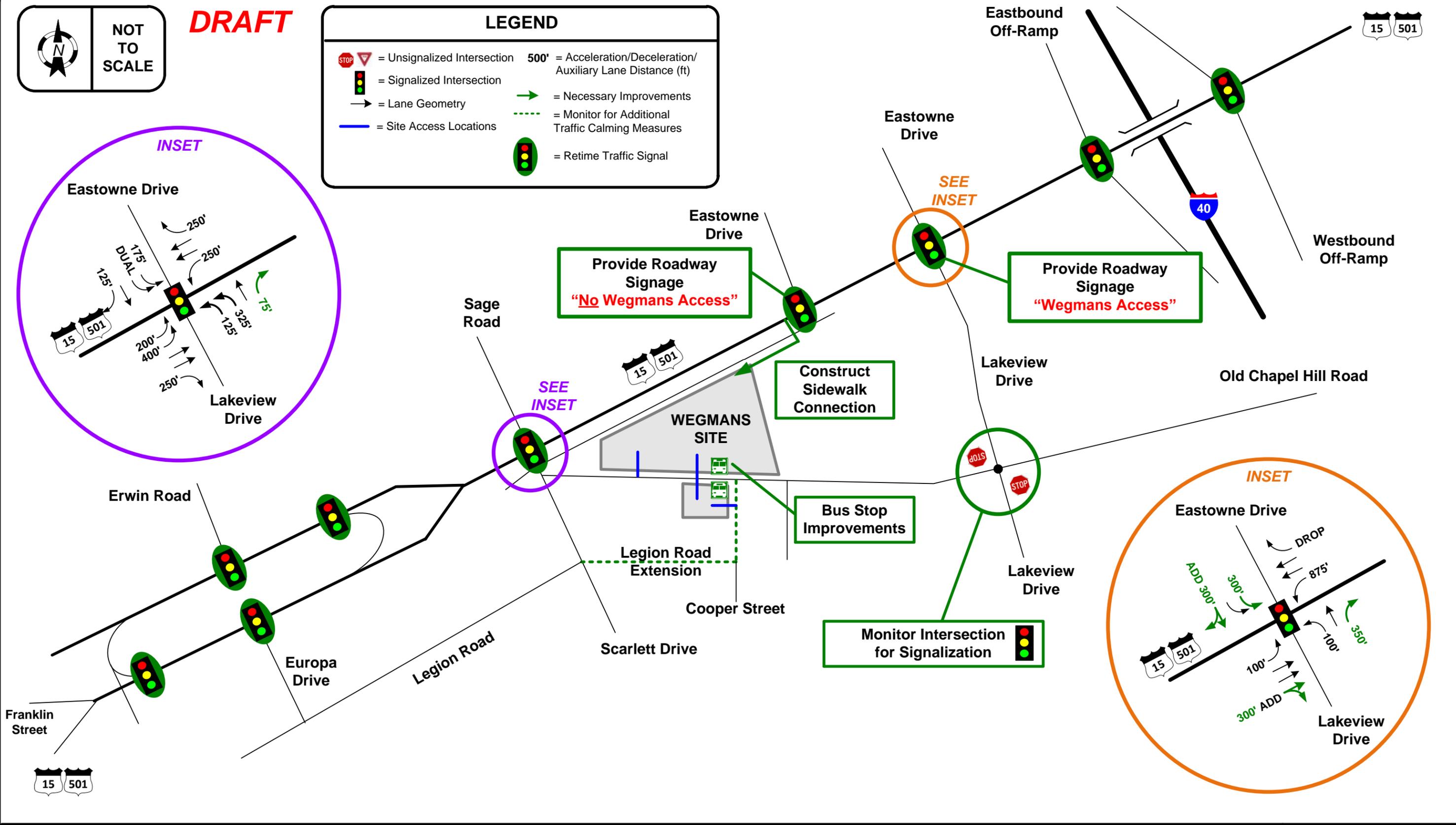
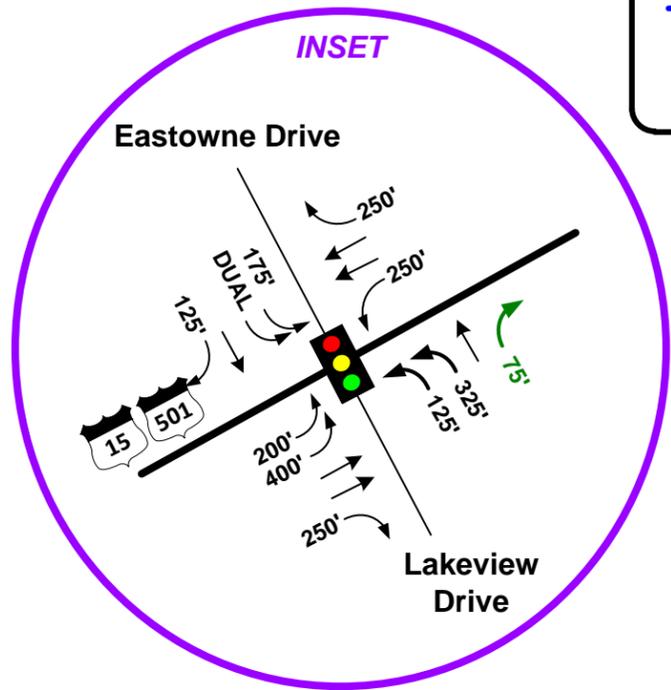
FIGURE ES-3



DRAFT

LEGEND

- = Unsignalized Intersection
- = Signalized Intersection
- = Lane Geometry
- = Site Access Locations
- = Necessary Improvements
- = Monitor for Additional Traffic Calming Measures
- = Retime Traffic Signal
- 500'** = Acceleration/Deceleration/Auxiliary Lane Distance (ft)



Wegmans Supermarket
Traffic Impact Study

NECESSARY IMPROVEMENTS

DATE: June 2017

FIGURE ES-4

PROPOSED GROCERY STORE SPECIAL USE PERMIT SUBMISSION

ORANGE COUNTY, NORTH CAROLINA

2016-11-22

REVISED: 2017-05-16

PREPARED FOR:

OWNER/DEVELOPER

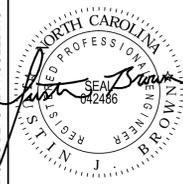
LEON CAPITAL GROUP

5970 FAIRVIEW ROAD, SUITE 450

CHARLOTTE, NC 28210

(336) 327-3050

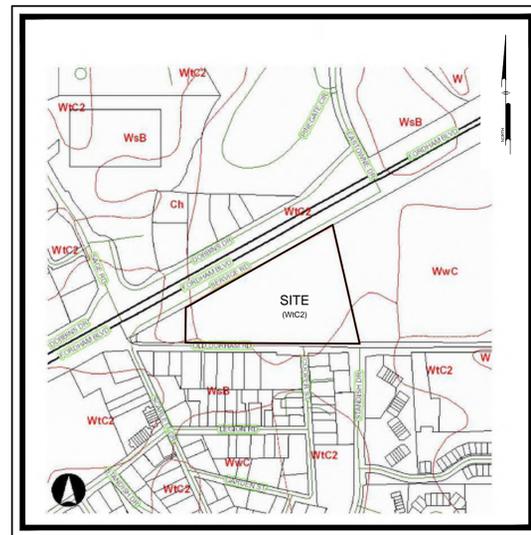
ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK



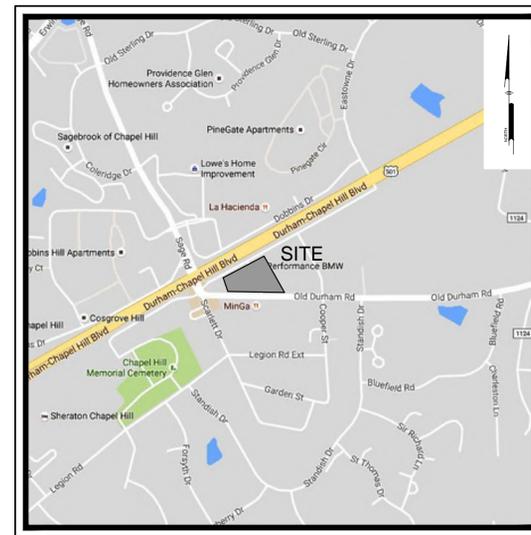
PROPOSED GROCERY STORE
1814 DURHAM-CHAPEL HILL BLVD
CHAPEL HILL, NC 27514

COVER SHEET

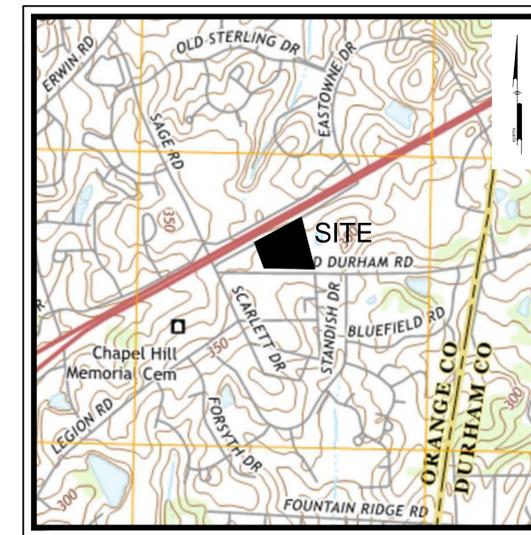
LEON CAPITAL GROUP
5970 FAIRVIEW ROAD, SUITE 450
CHARLOTTE, NC 28210



SOILS MAP
NTS



LOCATION MAP
NTS



USGS MAP
NTS

SHEET INDEX				
SHEET	PAGE	SHEET NAME	DATE SUBMITTED	DATE REVISED
CS0001	1	COVER SHEET	11/22/2016	5/16/2017
CS0002	2	GENERAL NOTES AND LEGEND	11/22/2016	5/16/2017
CS0201	3	EXISTING CONDITIONS PLAN	11/22/2016	5/16/2017
CS0500	4	CONSTRUCTION MANAGEMENT PLAN	11/22/2016	5/16/2017
CS0501	5	DEMOLITION PLAN	11/22/2016	5/16/2017
CS1001	6	SITE PLAN	11/22/2016	5/16/2017
CS1501	7	GRADING PLAN	11/22/2016	5/16/2017
CS1502	8	CROSS SECTIONS	11/22/2016	5/16/2017
CS1503	9	SLOPE ANALYSIS PLAN	11/22/2016	5/16/2017
CS1701	10	UTILITY PLAN	11/22/2016	5/16/2017
CS2001	11	LANDSCAPE PLAN	11/22/2016	5/16/2017
CS2201	12	LIGHTING PLAN	11/22/2016	5/16/2017
CS6001	13	SITE DETAILS	11/22/2016	5/16/2017
CS6051	14	SITE DETAILS	1/9/2017	5/16/2017
CS9801	15	TRUCKING CIRCULATION PLAN	11/22/2016	5/16/2017
CS9802	16	FIRE TRUCK CIRCULATION PLAN	1/9/2017	5/16/2017

PREPARED BY:
PENNONI ASSOCIATES INC.



Firm License
F-1267

401 Providence Road #200
Chapel Hill, NC 27514
T 919.929.1173
F 919.493.6548



NO.	DATE	BY	REVISIONS
3	05/16/2017	SAK	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS
2	03/15/2017	SAK	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS
1	01/09/2017	WRA	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS

ALL DOCUMENTS PREPARED BY PENNONI ASSOCIATES ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON THE EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY PENNONI ASSOCIATES FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO PENNONI ASSOCIATE. AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS PENNONI ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

PROJECT: **LCGR1601**
DATE: 2016-11-22
DRAWING SCALE: AS SHOWN
DRAWN BY: SAK
APPROVED BY: JUB

CS0001
SHEET 1 OF 16

P:\Projects\LCGR1601\LCGR1601-Cover\Sheet\CS0001.dwg, PLOT STYLE: Pennoni.ctb, PROJECT STATUS: CONCEPTUAL

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
		CABLE TV, JUNCTION BOX
		CABLE TV, MANHOLE
		CABLE TV, OVERHEAD
		CABLE TV, PANEL BOX
		CABLE TV, PEDESTAL
		CABLE TV, STUB OUT
		CABLE TV, UNDERGROUND
		CABLE TV, WITNESS POST
		CHANNEL
		COMMUNICATION, HANDHOLE
		COMMUNICATION, JUNCTION BOX
		COMMUNICATION, MANHOLE
		COMMUNICATION, OVERHEAD
		COMMUNICATION, PANEL BOX
		COMMUNICATION, PEDESTAL
		COMMUNICATION, STUB OUT
		COMMUNICATION, UNDERGROUND
		COMMUNICATION, WITNESS POST
		CONTROL, BENCHMARK
		CONTROL, GPS
		CONTROL, MAPPING
		CONTROL, REFERENCE
		CONTROL, TRAVERSE
		CURB
		CURB DEPRESSION
		EDGE OF PAVEMENT
		EDGE OF GRAVEL
		EASEMENT
		FENCE
		FIBER OPTIC, HANDHOLE
		FIBER OPTIC, JUNCTION BOX
		FIBER OPTIC, MANHOLE
		FIBER OPTIC, OVERHEAD
		FIBER OPTIC, PANEL BOX
		FIBER OPTIC, PEDESTAL
		FIBER OPTIC, STUB OUT
		FIBER OPTIC, UNDERGROUND
		FIBER OPTIC, WITNESS POST
		FLOODPLAIN
		FUEL, MANHOLE
		FUEL, OVERHEAD
		FUEL, PLUG
		FUEL, PUMP
		FUEL, UNDERGROUND
		GUIDE RAIL
		LIMITS OF DISTURBANCE
		MARKING, HANDICAP PARKING
		NATURAL GAS, METER
		NATURAL GAS, MANHOLE
		NATURAL GAS, OVERHEAD
		NATURAL GAS, STUB OUT
		NATURAL GAS, UNDERGROUND
		NATURAL GAS, WITNESS POST
		PHONE, HANDHOLE
		PHONE, JUNCTION BOX
		PHONE, MANHOLE
		PHONE, OVERHEAD
		PHONE, PANEL BOX
		PHONE, PEDESTAL
		PHONE, STUB OUT
		PHONE, UNDERGROUND
		PHONE, WITNESS POST
		POWER, GUY POLE
		POWER, GUY WIRE
		POWER, HANDHOLE
		POWER, JUNCTION BOX
		POWER, SINGLE HEAD LIGHT
		POWER, DOUBLE HEAD LIGHT
		POWER, THREE HEAD LIGHT
		POWER, FOUR HEAD LIGHT
		POWER, LIGHT
		POWER, SPOT LIGHT
		POWER, LIGHT POLE SINGLE
		POWER, LIGHT POLE DOUBLE
		POWER, MANHOLE
		POWER, OVERHEAD
		POWER, METER
		POWER, PANEL BOX
		POWER, PEDESTAL
		POWER, STUB OUT
		POWER, TRANSFORMER
		POWER, UNDERGROUND
		POWER, UTILITY POLE
		POWER, WITNESS POST
		POWER, YARD LIGHT
		PROPERTY, LINE
		LEGAL RIGHT-OF-WAY
		PROPERTY, CORNER FOUND
		PROPERTY, CORNER FOUND (OTHERS)
		PROPERTY, CONCRETE MONUMENT
		PROPERTY, ADJOINING LINED
		PROPERTY, LINE RESERVED
		RAIL, MILE MARKER
		RAIL, PANEL BOX
		RAIL, TRACK
		SITE, AIR COMPRESSOR
		SITE, AIR CONDITIONER
		SITE, BOLLARD
		SITE, BORING LOCATION
		BUILDING
		SITE, FLAG POLE
		SITE, HEAD STONE
		SITE, MAIL BOX
		SITE, MONITOR WELL
		SITE, PARKING METER
		SITE, POST
		SITE, SIGN POST AND BOARD
		SITE, TRAFFIC SIGN
		SOIL BOUNDARY
		SOIL LABEL

GENERAL NOTES:

- APPLICANT: LEON CAPITAL GROUP, LLC 5970 FAIRVIEW ROAD, SUITE 200 CHARLOTTE, NORTH CAROLINA 28212
RESPONSIBLE OFFICER: TODD HARELSON
- EXISTING TOPOGRAPHIC FEATURES WERE TAKEN FROM A TOPOGRAPHIC SURVEY PLAN PROVIDED BY PHILIP POST & ASSOC. DATED: 6/14/2016.
- UTILITY NOTES:
A. COMPLETENESS OR ACCURACY OF LOCATION AND DEPTH OF UNDERGROUND UTILITIES AND STRUCTURES IS NOT GUARANTEED.
B. LOCATION OF ALL EXISTING AND PROPOSED SERVICES ARE APPROXIMATE AND SHALL BE CONFIRMED INDEPENDENTLY WITH LOCAL UTILITY COMPANIES PRIOR TO COMMENCEMENT OF CONSTRUCTION. ALL DISCREPANCIES SHALL BE REPORTED IMMEDIATELY IN WRITING TO THE ENGINEER. CONSTRUCTION SHALL COMMENCE BEGINNING AT THE LOWEST INVERT (POINT OF CONNECTION) AND PROGRESS UP GRADIENT. PROPOSED INTERFACE POINTS (CROSSINGS) WITH EXISTING UNDERGROUND UTILITIES SHALL BE FIELD VERIFIED BY TEST PIT PRIOR TO COMMENCEMENT OF CONSTRUCTION.
C. ALL UTILITIES AND SERVICES INCLUDING BUT NOT LIMITED TO GAS, WATER, ELECTRIC, SANITARY AND STORM SEWER, TELEPHONE, CABLE, FIBER OPTIC, ETC. WITHIN THE LIMITS OF DISTURBANCE SHALL BE VERTICALLY AND HORIZONTALLY LOCATED. THE CONTRACTOR SHALL USE AND COMPLY WITH THE REQUIREMENTS OF THE APPLICABLE UTILITY NOTIFICATION SYSTEM TO LOCATE ALL THE UNDERGROUND UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRS OF DAMAGE TO ANY EXISTING UTILITIES DURING CONSTRUCTION AT NO COST TO THE OWNER.
- AS SHOWN ON THE FLOOD INSURANCE RATE MAP FOR ORANGE COUNTY, NC, MAP #371097900K, EFFECTIVE DATE 03/2007 THE SITE AREA PROPOSED TO BE DEVELOPED LIES WITHIN "ZONE X" DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 100 YEAR FLOOD PLAIN.
- FIRE WATCH: DURING CONSTRUCTION AND DEMOLITION WHERE HOT WORK, MATERIALS SUBJECT TO SPONTANEOUS COMBUSTION, OR OTHER HAZARDOUS CONSTRUCTION OR DEMOLITION IS OCCURRING, THE OWNER OR THEIR DESIGNEE SHALL BE RESPONSIBLE FOR MAINTAINING A FIRE WATCH. THE FIRE WATCH SHALL CONSIST OF AT LEAST ONE PERSON WITH A MEANS OF COMMUNICATING AN ALARM TO 911, SHALL A WRITTEN ADDRESS POSTED IN A CONSPICUOUS LOCATION AND SHALL MAINTAIN CONSTANT PATROLS. NC FPC 2012 SECTION 1404.
- CONSTRUCTION/DEMOLITION: ALL CONSTRUCTION AND DEMOLITION CONDUCTED SHALL BE IN COMPLIANCE OF THE CURRENT EDITION OF CHAPTER 14 OF THE NC FPC.
- PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY APPLICANT SHALL REPLACE ANY TREES SHOWN AS PRESERVED-PROTECTED ON THE LANDSCAPE PROTECTION PLAN THAT HAVE DIED OR ARE IN POOR HEALTH AS A RESULT OF LAND DISTURBING ACTIVITIES.
- PRIOR TO ISSUANCE OF A ZONING COMPLIANCE PERMIT APPLICANT SHALL RECORD A RECOMBINATION PLAN AT THE FOUR REVENUES WITH THE ORANGE COUNTY REGISTRY. AN EXEMPT PLAN APPLICATION TO BE REVIEWED AND APPROVED BY THE TOWN IS REQUIRED FOR THIS ACTION.
- SITE DISTURBANCE 15.75 AC.

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
		SANITARY SEWER, CLEAN-OUT
		SANITARY SEWER, FORCE MAIN
		SANITARY SEWER, FORCE MAIN MANHOLE
		SANITARY SEWER, FORCE STUB OUT
		SANITARY SEWER, LATERAL
		SANITARY SEWER, UNDERGROUND (4" DIA TO 10" DIA)
		SANITARY SEWER, SEPTIC TANK
		SANITARY SEWER, STUB OUT
		SANITARY SEWER, VALVE
		SANITARY SEWER, WITNESS POST
		STREAM
		STORM SEWER, INLET
		STORM SEWER, HEADWALL
		STORM SEWER, MANHOLE
		STORM SEWER, UNDERGROUND
		STORM SEWER, DOWNSPOUT LOCATION
		STORM SEWER, ROOF DRAIN LINE
		STORM SEWER, STAND PIPE
		STORM SEWER, CLEAN-OUT
		STORM SEWER, WITNESS POST
		MINOR CONTOUR
		MAJOR CONTOUR
		SPOT ELEVATION
		TO BE REMOVED
		TRAFFIC, PAVEMENT MARKING, BIKE LANE
		TRAFFIC, PAVEMENT MARKING, TURN ARROWS
		TRAFFIC, PAVEMENT MARKING, HOV LANE
		TRAFFIC, HAND HOLE
		TRAFFIC, JUNCTION BOX
		TRAFFIC, MANHOLE
		TRAFFIC, PANEL BOX
		TRAFFIC, PEDESTAL
		TRAFFIC, PEDESTRIAN SIGNAL
		TRAFFIC, SIGNAL POLE
		TRAFFIC, SIGNAL POLE & LIGHT ARM
		TRAFFIC, STUB OUT
		VEGETATION, SHRUB
		VEGETATION, STUMP
		VEGETATION, DECIDUOUS SHOWING CANOPY
		VEGETATION, CONIFEROUS SHOWING CANOPY
		VEGETATION, TREE LINE
		WATER, HOSE BIB
		WATER, FIRE HYDRANT
		WATER, IRRIGATION HEAD
		WATER, IRRIGATION VALVE BOX
		WATER, MANHOLE
		WATER, METER
		WATER, POST INDICATOR VALVE
		WATER, SIAMESE CONNECTION
		WATER, STUB OUT
		WATER, UNDERGROUND
		WATER, UNDERGROUND FIRE
		WATER, VALVE
		WATER, WITNESS POST

GENERAL CONSTRUCTION AND GRADING NOTES:

- ALL WORK SHALL COMPLY WITH APPLICABLE STATE, FEDERAL AND LOCAL CODES AND OSHA STANDARDS. ALL NECESSARY LICENSES AND PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AT HIS EXPENSE UNLESS PREVIOUSLY OBTAINED BY THE OWNER/DEVELOPER.
- THE CONTRACTOR SHALL BE REQUIRED TO REVIEW AND ABIDE BY SPECIFICATIONS OF THE PLAN AND ALL SUPPORTING DOCUMENTS, PERMITS, AND REPORTS FOR THIS SITE, INCLUDING BUT NOT LIMITED TO:
• EROSION AND SEDIMENTATION CONTROL PLAN
• STORMWATER MANAGEMENT PLAN.
- THE CONTRACTOR SHALL IMMEDIATELY INFORM THE ENGINEER OF ANY DISCREPANCIES OR ERROR THEY DISCOVER IN THE PLANS.
- DEVIATION FROM THESE PLANS AND NOTES WITHOUT THE PRIOR CONSENT OF THE OWNER OR HIS REPRESENTATIVE OR THE ENGINEER MAY BE CAUSE OF THE WORK TO BE UNACCEPTABLE.
- UTILITY COORDINATION SHALL BE INCLUDED IN THE PROJECT SCHEDULE AND IT IS THE EXPLICIT RESPONSIBILITY OF THE CONTRACTOR TO ASSURE THAT THE PROJECT SCHEDULE INCLUDES THE NECESSARY RELOCATIONS. THE CONTRACTOR WILL NOT BE PAID ADDITIONALLY FOR THIS COORDINATION. THE CONTRACTOR SHOULD SEEK ASSISTANCE FROM ALL UTILITY COMPANIES TO LOCATE AND PROTECT THEIR FACILITIES. IF CONFLICTS ARE FOUND, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER AND DESIGN ENGINEER FOR INSTRUCTION BEFORE PROCEEDING WITH WORK.
- ALL MATERIALS SHALL BE NEW UNLESS USED OR SALVAGED MATERIALS ARE AUTHORIZED BY THE OWNER AND APPLICANT.
- TRAFFIC CONTROL METHODS, SUCH AS BARRICADES, SUFFICIENT LIGHTS, SIGNS, ETC., MAY BE NECESSARY FOR THE PROTECTION AND SAFETY OF THE PUBLIC SHALL BE PROVIDED AND MAINTAINED THROUGHOUT THE CONSTRUCTION IN ACCORDANCE WITH CURRENT AND NC DOT STANDARDS.
- CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY BARRICADES, FENCING AND OTHER APPROPRIATE SAFETY ITEMS/MEASURES NECESSARY TO PROTECT THE PUBLIC FROM THE WORK AREA CONSTRUCTION ACTIVITIES.
- HIGH INTENSITY LIGHTING FACILITIES SHALL BE SO ARRANGED THAT THE SOURCE OF ANY LIGHT IS CONCEALED FROM PUBLIC VIEW AND FROM ADJACENT RESIDENTIAL PROPERTY AND DOES NOT INTERFERE WITH TRAFFIC.
- THE CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY VEHICLES AROUND AND TO ALL BUILDINGS NEAR CONSTRUCTION. IN TIME OF RAIN OR MUD, ROADS SHALL BE ABLE TO CARRY A FIRE TRUCK BY BEING PAVED OR HAVING A CRUSHED STONE BASE, ETC., WITH A MINIMUM WIDTH OF 20 FEET. ACCESS TO BUILDINGS THAT HAVE SPRINKLER OR STANDPIPE SYSTEMS SHALL BE WITHIN 40 FEET OF THE FIRE DEPARTMENT CONNECTOR. (NFPA 1141.3.1)
- BEDDING REQUIREMENTS SPECIFIED HEREIN ARE TO BE CONSIDERED AS MINIMUMS FOR RELATIVELY DRY, STABLE EARTH CONDITIONS. ADDITIONALLY BEDDING SHALL BE REQUIRED FOR ROCK TRENCHES AND WET AREAS. CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO PROVIDE SUCH ADDITIONAL BEDDING AS MAY BE REQUIRED TO PROPERLY CONSTRUCT THE WORK.
- BACKFILL OF ALL TRENCHES SHALL BE COMPACTED TO THE DENSITY OF 95% OF THEORETICAL MAXIMUM DRY DENSITY (ASTM D698). BACKFILL MATERIAL SHALL BE FREE FROM ROOTS, STUMPS, OR OTHER FOREIGN DEBRIS AND SHALL BE PLACED IN LAYERS NOT TO EXCEED SIX (6) INCHES IN COMPACTED FILL THICKNESS. A REPORT FROM A GEOTECHNICAL ENGINEER MAY BE REQUIRED BY THE PUBLIC WORKS INSPECTOR. CORRECTION OF ANY TRENCH SETTLEMENT WITHIN A YEAR FROM THE DATE OF APPROVAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR WILL ENSURE THAT POSITIVE AND ADEQUATE DRAINAGE IS MAINTAINED AT ALL TIMES WITHIN THE PROJECT LIMITS. THIS MAY INCLUDE BUT NOT BE LIMITED TO: A) REPLACEMENT OR RECONSTRUCTION OF EXISTING DRAINAGE STRUCTURES THAT HAVE BEEN DAMAGED OR REMOVED, OR B) REGRADING AS REQUIRED BY THE ENGINEER, EXCEPT FOR THOSE DRAINAGE ITEMS SHOWN AT SPECIFIC LOCATIONS AND HAVING SPECIFIC PAY ITEMS IN THE DETAILED ESTIMATE. NO SEPARATE PAYMENT WILL BE MADE FOR ANY COSTS INCURRED TO COMPLY WITH THIS REQUIREMENT.
- THE CONTRACTOR SHALL PROVIDE ANY AND ALL EXCAVATION AND MATERIAL SAMPLES NECESSARY TO CONDUCT REQUIRED SOIL TESTS. ALL ARRANGEMENTS AND SCHEDULING FOR THE TESTING SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- SOIL TESTING AND ON-SITE INSPECTION SHALL BE PERFORMED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. A GEOTECHNICAL ENGINEER IS REQUIRED TO INSPECT, TEST AND CERTIFY TO THE COMPACTED FILL. THE GEOTECHNICAL ENGINEER SHALL PROVIDE COPIES OF TEST REPORTS TO THE CONTRACTOR, THE OWNER AND TO THE OWNER'S REPRESENTATIVE AND SHALL PROMPTLY NOTIFY THE OWNER, HIS REPRESENTATIVE AND THE CONTRACTOR SHOULD WORK PERFORMED BY THE CONTRACTOR FAIL TO MEET THESE SPECIFICATIONS.
- ALL PERMITS MUST BE OBTAINED PRIOR TO THE START OF CONSTRUCTION.
- ALL PAVEMENT MARKINGS AND REGULATORY SIGNS ON PRIVATE PROPERTY SHALL CONFORM TO CURRENT MUTCD STANDARDS.

WATER AND SEWER SERVICE NOTES:

- HORIZONTAL AND VERTICAL SEPARATION**
 - SANITARY SEWERS SHALL BE LAID AT LEAST 10-FOOT HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAIN. THE DISTANCE SHALL BE MEASURED EDGE TO EDGE. IN CASES WHERE IT IS NOT PRACTICAL TO MAINTAIN A 10-FOOT SEPARATION, THE PUBLIC WORKS SUPPLY MAY ALLOW DEVIATION A CASE-BY-CASE BASIS, IF SUPPORTED BY DATA FROM THE DESIGN ENGINEER. SUCH DEVIATION MAY ALLOW THE INSTALLATION OF THE SANITARY SEWER IN A WATER MAIN PROVIDED THAT THE WATER MAIN IS IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SANITARY SEWER AND AT AN ELEVATION SO THE BOTTOM OF THE WATER MAIN IS AT LEAST 18-INCHES ABOVE THE TOP OF THE SEWER.
 - IF IT IS IMPOSSIBLE TO OBTAIN PROPER HORIZONTAL AND VERTICAL SEPARATION AS DESCRIBED ABOVE OR ANYTIME THE SANITARY SEWER IS OVER THE WATER MAIN, BOTH THE WATER MAIN AND SANITARY SEWER MUST BE CONSTRUCTED OF FERROUS PIPE COMPLYING WITH THE PUBLIC WATER SUPPLY DESIGN STANDARDS AND BE PRESSURE TESTED TO 150PSI TO ASSURE WATER TIGHTNESS BEFORE BACKFILLING.
 - A 24-INCH VERTICAL SEPARATION SHALL BE PROVIDED BETWEEN STORM SEWER AND SANITARY SEWER LINES OR FERROUS PIPE SPECIFIED. A 12-INCH VERTICAL SEPARATION SHALL BE PROVIDED BETWEEN STORM SEWER AND WATER MAIN.
 - IF A 12-INCH VERTICAL SEPARATION IS NOT MAINTAINED AT A CROSSING BETWEEN STORM SEWER AND WATER MAINS (OR PRESSURE SEWERS), THE WATER MAIN SHALL BE CONSTRUCTED OF FERROUS PIPE AND A CONCRETE COLLAR SHALL BE FOULED AROUND WATER MAINS AND STORM SEWER TO IMMobilize THE CROSSING.
- CROSSINGS**
 - SANITARY SEWER CROSSING WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18-INCHES BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SANITARY SEWER. THE CROSSING SHALL BE ARRANGED SO THAT THE SANITARY SEWER JOINTS WILL BE EQUIDISTANT AND AS FAR AS POSSIBLE FROM THE WATER MAIN JOINTS.
 - WHEN IT IS IMPOSSIBLE TO OBTAIN PROPER HORIZONTAL AND VERTICAL SEPARATION AS STIPULATED ABOVE, ONE OF THE FOLLOWING METHODS MUST BE SPECIFIED:
 - THE SANITARY SEWER SHALL BE DESIGNED AND CONSTRUCTED OF FERROUS PIPE AND SHALL BE PRESSURE TESTED AT 150-PSI TO ASSURE WATER TIGHTNESS PRIOR TO BACKFILLING, OR
 - EITHER THE WATER MAIN OR THE SANITARY SEWER LINE MAY BE ENCASED IN A WATERTIGHT CARRIER PIPE, WHICH EXTENDS 10-FEET ON BOTH SIDES OF THE CROSSING, MEASURED PERPENDICULAR TO THE WATER MAIN, THE CARRIER PIPE SHALL BE OF MATERIALS APPROVED BY THE PUBLIC WATER SUPPLY FOR USE IN WATER MAIN CONSTRUCTION.
- PRIVATE FIRE MAINS THAT FEED A SPRINKLER SYSTEM SHALL BE INSTALLED AS PER NFA 24. THE LINE SHALL BE FLUSHED AS PER NFA 24 AND WITNESSED BY THE FIRE INSPECTOR FROM THE CHAPEL HILL FIRE DEPARTMENT PRIOR TO BURIAL.
- FIRE HYDRANTS SHALL BE FULLY OPERATIONAL AND APPROVED BY OWASA PRIOR TO ALLOWING ANY COMBUSTIBLE MATERIALS ON SITE.
- ALL GREASE WASTE LINES MUST BE PAINTED A COLOR BESIDES WHITE ON SITE.

GENERAL UTILITY NOTES:

- ALL UTILITIES AND SERVICES INCLUDING BUT NOT LIMITED TO GAS, WATER, ELECTRIC, SANITARY AND STORM SEWER, TELEPHONE, CABLE, FIBER OPTIC, ETC. WITHIN THE LIMITS OF DISTURBANCE SHALL BE VERTICALLY AND HORIZONTALLY LOCATED. THE CONTRACTOR SHALL USE AND COMPLY WITH THE REQUIREMENTS OF THE APPLICABLE UTILITY NOTIFICATION SYSTEM TO LOCATE ALL THE UNDERGROUND UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRS OF DAMAGE TO ANY EXISTING UTILITIES DURING CONSTRUCTION AT NO COST TO THE OWNER.
- UTILITY COORDINATION SHALL BE INCLUDED IN THE PROJECT SCHEDULE AND IT IS THE EXPLICIT RESPONSIBILITY OF THE CONTRACTOR TO ASSURE THAT THE PROJECT SCHEDULE INCLUDES THE NECESSARY RELOCATIONS. THE CONTRACTOR WILL NOT BE PAID ADDITIONALLY FOR THIS COORDINATION.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE LOCATIONS AND DEPTHS OF ALL EXISTING UNDERGROUND UTILITIES AND STRUCTURES BEFORE THE START OF WORK AND TO TAKE WHATEVER STEPS NECESSARY TO PROVIDE FOR THEIR PROTECTION. THE ENGINEER HAS DILIGENTLY ATTEMPTED TO LOCATE AND INDICATE ALL EXISTING FACILITIES ON THESE PLANS; HOWEVER, THIS INFORMATION IS SHOWN FOR THE CONTRACTOR'S CONVENIENCE ONLY. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS OF UTILITIES SHOWN OR NOT SHOWN. COMPLETENESS OR ACCURACY OF LOCATION AND DEPTH OF UNDERGROUND UTILITIES AND STRUCTURES IS NOT GUARANTEED.
- THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES FOR EXACT LOCATION AND PROTECTION OF THEIR UTILITIES PRIOR TO STARTING CONSTRUCTION. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR AND REPLACE ANY AND ALL DAMAGE MADE TO UTILITIES BY THE CONTRACTOR.
- CONTRACTOR MUST APPLY FOR ALL UTILITY CONNECTION APPLICATIONS. CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONNECTION FEES FOR CONSTRUCTION. REFER TO COVER SHEET FOR AVAILABLE UTILITY COMPANY LIST.
- CONTRACTOR MUST OBTAIN ANY REQUIRED UTILITY DETAILS FOR RECONNECTION OF EXISTING SERVICES. CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF EACH NEW SERVICE PER THE APPROPRIATE UTILITY COMPANY'S SPECIFICATIONS.
- THE CONTRACTOR SHALL COORDINATE LOCATION AND INSTALLATION OF ALL UNDERGROUND UTILITIES AND APPURTENANCES TO MINIMIZE DISTURBANCE TO CURBING, PAVING, AND COMPACTED SUB-GRADE.
- IF CONFLICTS ARE FOUND, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER AND ENGINEER FOR INSTRUCTION BEFORE PROCEEDING WITH WORK.
- ALL PIPE LENGTHS AND DISTANCES BETWEEN STRUCTURES ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE ALONG A HORIZONTAL PLANE.
- THE CONTRACTOR SHALL PROVIDE ANY AND ALL EXCAVATION AND MATERIAL SAMPLES NECESSARY TO CONDUCT REQUIRED SOIL TESTS. ALL ARRANGEMENTS AND SCHEDULING FOR THE TESTING SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- SOILS TESTING AND ON-SITE INSPECTION SHALL BE PERFORMED BY AN INDEPENDENT GEOTECHNICAL ENGINEER. A GEOTECHNICAL ENGINEER IS REQUIRED TO INSPECT, TEST AND CERTIFY TO THE COMPACTED FILL. THE GEOTE

GENERAL NOTES:

1. THIS PLAN REFERENCE DOCUMENTS AND INFORMATION BY:
 - A.) BOUNDARY TOPOGRAPHIC SURVEY, PREPARED BY PHILIP POST & ASSOCIATES, A DIVISION OF PENNONI
401 PROVIDENCE ROAD, SUITE 200
CHAPEL HILL, NC 27514
FIELD DATE: 06/14/2016
 - B.) OLD DURHAM ROAD IMPROVEMENT PLANS, TRANSFERRED FROM KIMLEY HORN AND ASSOCIATES, INC. VIA EMAIL TO OUR OFFICE ON JULY 21, 2016
 - C.) ALTA/NSPS LAND TITLE SURVEY FOR 120 OLD DURHAM ROAD, BY FREEHOLD LAND SURVEYS, SIGNED JUNE 14, 2016
 - D.) ALTA/NSPS LAND TITLE SURVEY FOR 126 OLD DURHAM ROAD, BY FREEHOLD LAND SURVEYS, SIGNED MAY 23, 2016
 - E.) ORANGE COUNTY GIS INFORMATION
 - F.) WATER & SANITARY SEWER INFORMATION BASED UPON VISIBLE EVIDENCE IN THE FIELD AT TIME OF SURVEY AND INFORMATION PROVIDED BY OWASA



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

REGISTERED PROFESSIONAL ENGINEER
STATE OF NORTH CAROLINA
No. 34246
Date: 02/26/2016

PROPOSED GROCERY STORE
1814 DURHAM-CHAPEL HILL BLVD
CHAPEL HILL, NC 27514

EXISTING CONDITIONS PLAN

LEON CAPITAL GROUP
5970 FAIRVIEW ROAD, SUITE 450
CHARLOTTE, NC 28210

NO.	DATE	REVISIONS	BY
3	05/16/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK
2	03/15/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK
1	01/09/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	WRA

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PROJECT	LCGR1601
DATE	2016-11-22
DRAWING SCALE	1" = 60'
DRAWN BY	SAK
APPROVED BY	JUB

NOT FOR CONSTRUCTION

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DEMOLITION NOTES:

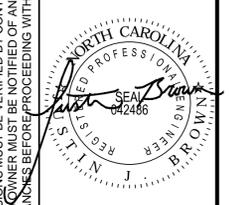
- 1) ALL EXISTING SITE IMPROVEMENTS ON THE MAIN LOT INCLUDING BUT NOT LIMITED TO UTILITY LINES (ABOVE AND BELOW GRADE), UTILITY STRUCTURES (MANHOLES, VALVES, POLES, ETC.), DRAINAGE STRUCTURES (MANHOLES, INLETS, PIPING, ETC.) SHALL BE REMOVED.

DEMOLITION LEGEND:

-  TREE TO BE REMOVED
-  (TBRBC) TO BE REMOVED BY OTHERS
-  (TBR) TO BE REMOVED

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PROPOSED GROCERY STORE
1814 DURHAM-CHAPEL HILL BLVD
CHAPEL HILL, NC 27514

DEMOLITION PLAN

LEON CAPITAL GROUP
5970 FAIRVIEW ROAD, SUITE 450
CHARLOTTE, NC 28210

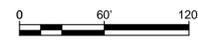
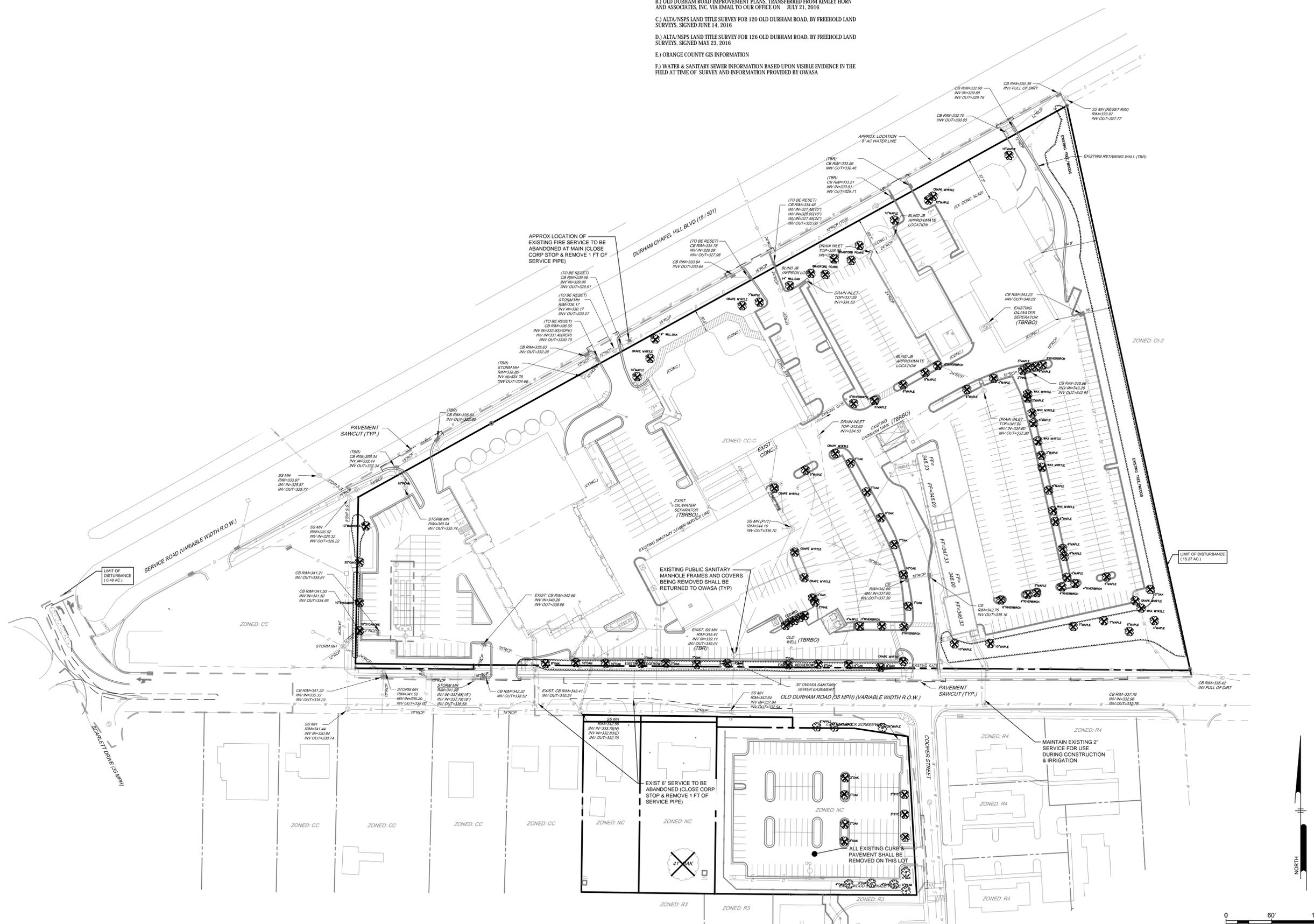
NO.	DATE	REVISIONS	BY
3	05/16/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK
2	03/15/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK
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PROJECT	LCGR1601
DATE	2016-11-22
DRAWING SCALE	1" = 60'
DRAWN BY	SAK
APPROVED BY	JUB

CS0501
SHEET 5 OF 16



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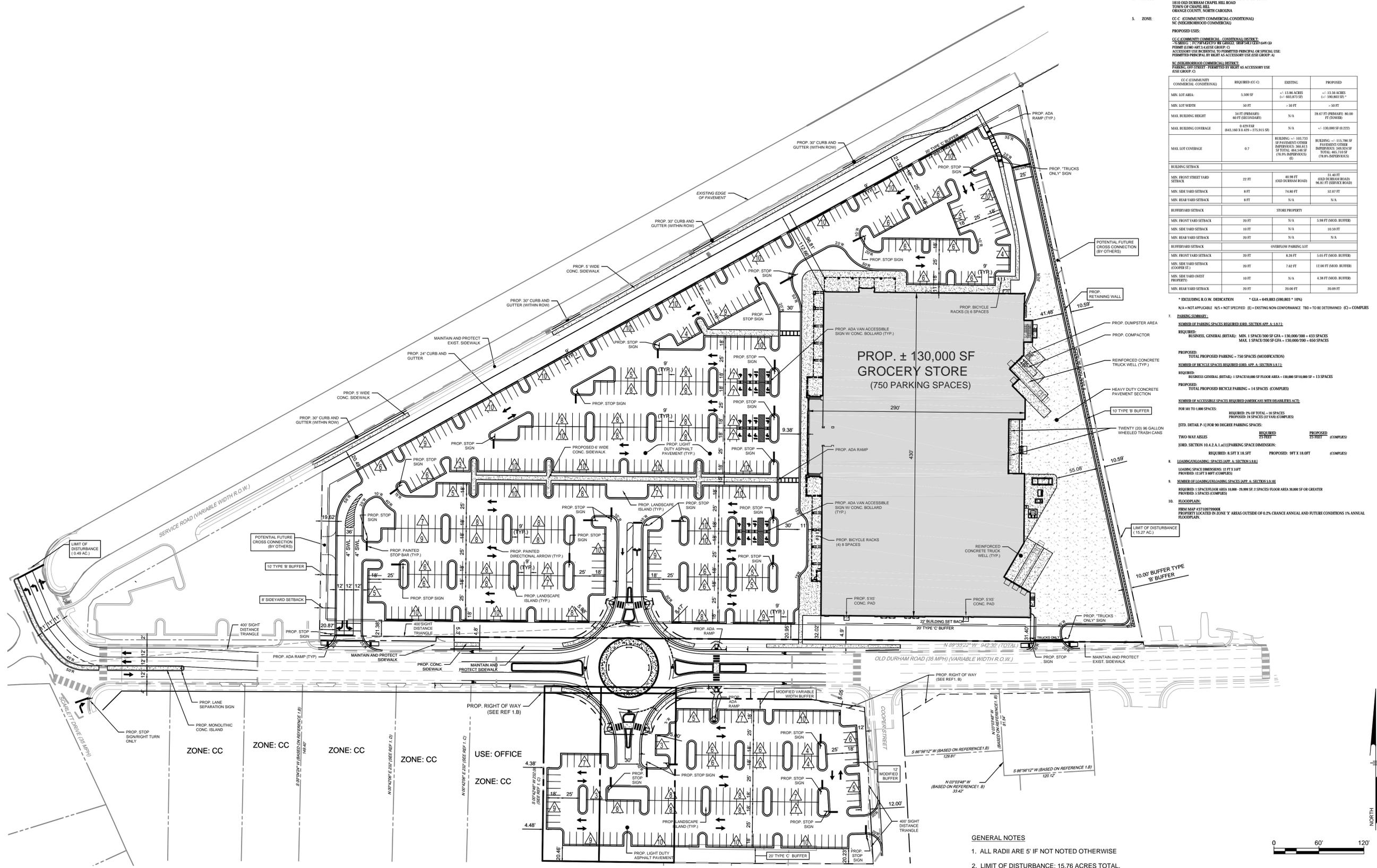
LAND USE & ZONING NOTES:

- THIS PLAN REFERENCE DOCUMENTS AND INFORMATION BY:
 - A) BOUNDARY TOPOGRAPHIC SURVEY, PREPARED BY PHILIP POST & ASSOCIATES, A DIVISION OF PENNONI 401 PROVIDENCE ROAD, SUITE 200 CHAPEL HILL, NC 27514 REVISION DATE: 06/14/2016
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 - D) ALTA/NSPS LAND TITLE SURVEY FOR 1814 OLD DURHAM ROAD, BY FREERHOLD LAND SURVEYS, SIGNED MAY 23, 2016
 - E) ORANGE COUNTY GIS INFORMATION
- OWNER: LG 1814 DURHAM BLVD LLC C/O TORD HARRISON 2301 COAK SPENCE RD. DALLAS, TX 75201
- APPLICANT: LEON CAPITAL GROUP C/O TORD HARRISON 5970 FAIRVIEW ROAD SUITE 450 CHARLOTTE, NC 28210 PHONE: (704) 357-7000
- PARCEL: PPS 8796782648-9796782648-9796782648-9796782648 1814 OLD DURHAM CHAPEL HILL ROAD TOWN OF CHAPEL HILL ORANGE COUNTY, NORTH CAROLINA
- ZONE: CC-C (COMMUNITY COMMERCIAL CONDITIONAL) NC PROPOSED COMMERCIAL

PROPOSED USES:

CC-C (COMMUNITY COMMERCIAL CONDITIONAL) DISTRICT	REQUIRED (CC-C)	EXISTING	PROPOSED
MIN. LOT AREA:	5,000 SF (+/- 13.80 ACRES (+/- 603,873 SF))	N/A	+/- 13.26 ACRES (+/- 580,803 SF) *
MIN. LOT WIDTH:	50 FT	N/A	> 50 FT
MAX. BUILDING HEIGHT:	34 FT (PERMITS) 60 FT (SECTION 10.4.2)	N/A	28.67 FT (PERMITS) 80.00 FT (PROHIBIT)
MAX. BUILDING COVERAGE:	843,160 S.F. (42% - 275,915 SF)	N/A	+/- 130,000 SF (8.22%)
MAX. LOT COVERAGE:	0.7	N/A	BUILDING: +/- 103,723 SF (PERMITS) OTHER IMPROVEMENTS: 282,813 SF TOTAL: 386,536 SF (78.5% IMPROVEMENTS) (B)
BUILDING SETBACK:			
MIN. FRONT STREET YARD SETBACK:	22 FT	40.00 FT (OLD DURHAM ROAD) 50.00 FT (OLD DURHAM ROAD)	31.40 FT (OLD DURHAM ROAD) 50.00 FT (OLD DURHAM ROAD)
MIN. SIDE YARD SETBACK:	8 FT	74.80 FT	52.00 FT
MIN. REAR YARD SETBACK:	8 FT	N/A	N/A
BUFFERYARD SETBACK:		STAKE PROPERTY	
MIN. FRONT YARD SETBACK:	20 FT	N/A	5.00 FT (MOD. BUFFER)
MIN. SIDE YARD SETBACK:	10 FT	N/A	10.00 FT
MIN. REAR YARD SETBACK:	20 FT	N/A	N/A
BUFFERYARD SETBACK:		OVERLAP PARKING LOT	
MIN. FRONT YARD SETBACK:	20 FT	8.20 FT	5.05 FT (MOD. BUFFER)
MIN. SIDE YARD SETBACK (CORNER):	20 FT	7.62 FT	11.00 FT (MOD. BUFFER)
MIN. SIDE YARD (EXIST. PROPERTY):	10 FT	N/A	4.30 FT (MOD. BUFFER)
MIN. REAR YARD SETBACK:	20 FT	20.00 FT	20.00 FT

- * EXCLUDING R.O.W. DEDICATION * C/A = 649,885 (590,803 + 10%)
- N/A = NOT APPLICABLE N/S = NOT SPECIFIED (E) = EXISTING NON-COMFORMANCE TRD = TO BE DETERMINED (C) = COMPLIES
7. **PARKING SUMMARY:**
- NUMBER OF PARKING SPACES REQUIRED FOR SECTION APP. A-1.3.1.1
- REQUIRED: BUSINESS GENERAL (RETAIL): MIN. 1 SPACE/200 SF GFA + 130,000/200 = 433 SPACES
MAX. 1 SPACE/200 SF GFA + 130,000/200 = 650 SPACES
- PROPOSED: TOTAL PROPOSED PARKING = 750 SPACES (MODIFICATION)
- NUMBER OF BIKE SPACES REQUIRED FOR APP. A-1.3.1.1
- REQUIRED: BUSINESS GENERAL (RETAIL): 1 SPACE/10,000 SF FLOOR AREA + 100,000 SF/10,000 SF = 13 SPACES
- PROPOSED: TOTAL PROPOSED BIKE PARKING = 14 SPACES (COMPLIES)
- NUMBER OF ACCESSIBLE SPACES REQUIRED (AMERICANS WITH DISABILITIES ACT)
- FOR 261 TO 1,000 SPACES: REQUIRED: 2% OF TOTAL = 14 SPACES
PROPOSED: 24 SPACES (14 VAN COMPLIES)
- (STD. DETAIL 20) FOR 90 DEGREE PARKING SPACES:
- TWO WAY AISLES: REQUIRED: 8.5 FT X 18.5 FT PROPOSED: 9 FT X 18.0 FT (COMPLIES)
8. **LOADING/UNLOADING SPACES (APP. A SECTION 1.3.1.1)**
- LOADING SPACE DIMENSIONS: 11 FT X 11 FT PROVIDED: 3 SPACES (COMPLIES)
9. **NUMBER OF LOADING/UNLOADING SPACES (APP. A SECTION 1.3.1.1)**
- REQUIRED: 1 SPACE/FLOOR AREA 10,000 SF + 25,000 SF = 2 SPACES/FLOOR AREA 50,000 SF OR GREATER PROVIDED: 3 SPACES (COMPLIES)
10. **FLOODPLAIN:**
- FROM MAP 27100790000 PROPERTY LOCATED IN ZONE 'X' AREAS OUTSIDE OF 0.2% CHANCE ANNUAL AND FUTURE CONDITIONS 1% ANNUAL FLOODPLAIN.



- GENERAL NOTES**
- ALL RADII ARE 5' IF NOT NOTED OTHERWISE
 - LIMIT OF DISTURBANCE: 15.76 ACRES TOTAL.

Pennonni
Firm License F-1267
PENNONI ASSOCIATES INC.
401 Providence Road #200
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T 919.929.1173 F 919.493.6548

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PROFESSIONAL SEAL
NORTH CAROLINA REGISTERED PROFESSIONAL ENGINEER
J. B. B. REG. NO. 042486

PROPOSED GROCERY STORE
1814 DURHAM-CHAPEL HILL BLVD
CHAPEL HILL, NC 27514

SITE PLAN

LEON CAPITAL GROUP
5970 FAIRVIEW ROAD, SUITE 450
CHARLOTTE, NC 28210

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PROJECT: **LCGR1601**
DATE: 2016-11-22
DRAWING SCALE: 1" = 60'
DRAWN BY: SAK
APPROVED BY: JUB

CS1001
SHEET 6 OF 16

NOT FOR CONSTRUCTION

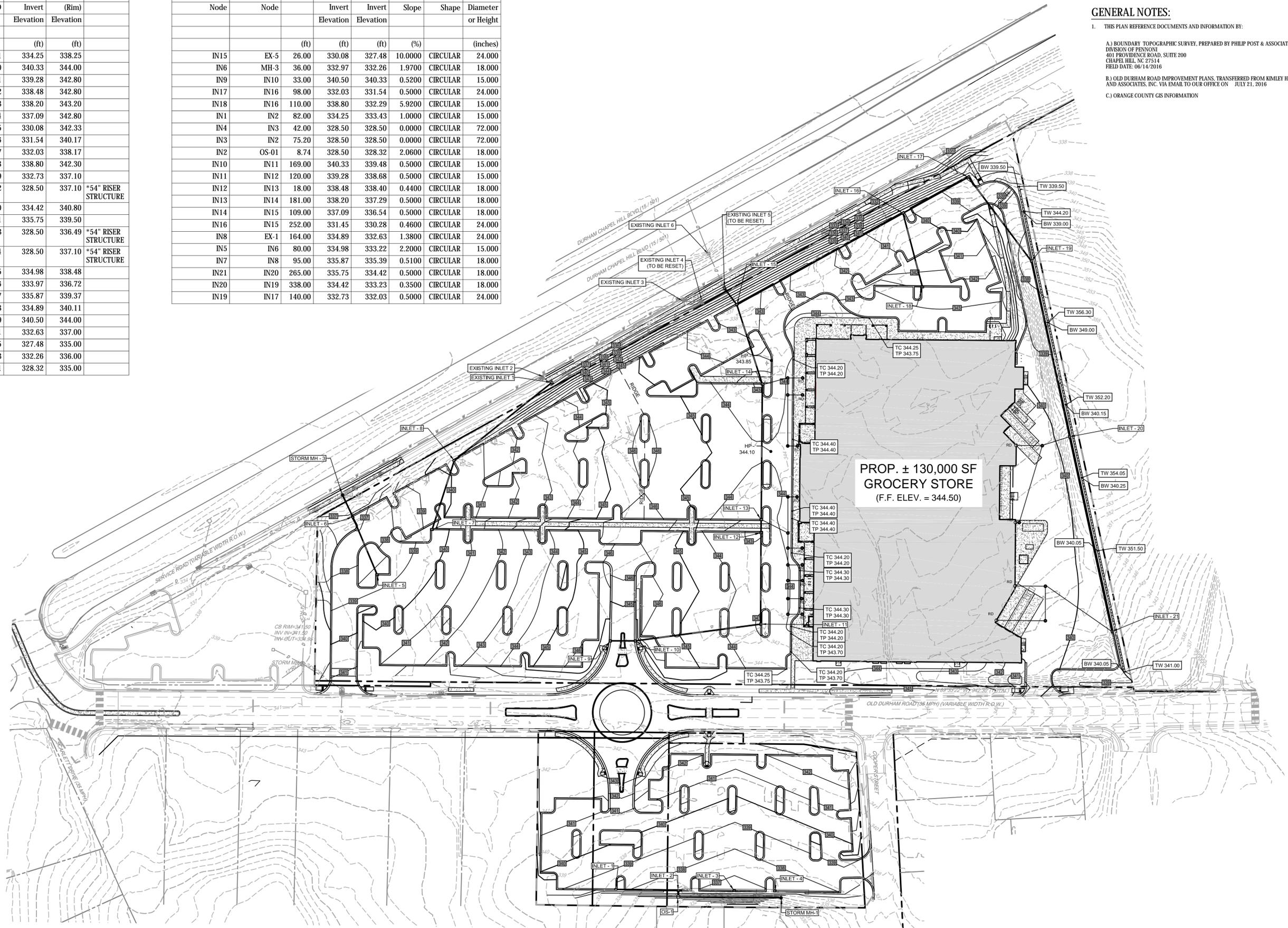
Element ID	Structure Invert Elevation (ft)	Max (Rim) Elevation (ft)	
IN1	334.25	338.25	
IN10	340.33	344.00	
IN11	339.28	342.80	
IN12	338.48	342.80	
IN13	338.20	343.20	
IN14	337.09	342.80	
IN15	330.08	342.33	
IN16	331.54	340.17	
IN17	332.03	338.17	
IN18	338.80	342.30	
IN19	332.73	337.10	
IN2	328.50	337.10	*54" RISER STRUCTURE
IN20	334.42	340.80	
IN21	335.75	339.50	
IN3	328.50	336.49	*54" RISER STRUCTURE
IN4	328.50	337.10	*54" RISER STRUCTURE
IN5	334.98	338.48	
IN6	333.97	336.72	
IN7	335.87	339.37	
IN8	334.89	340.11	
IN9	340.50	344.00	
EX-1	332.63	337.00	
EX-5	327.48	335.00	
MH-3	332.26	336.00	
OS-01	328.32	335.00	

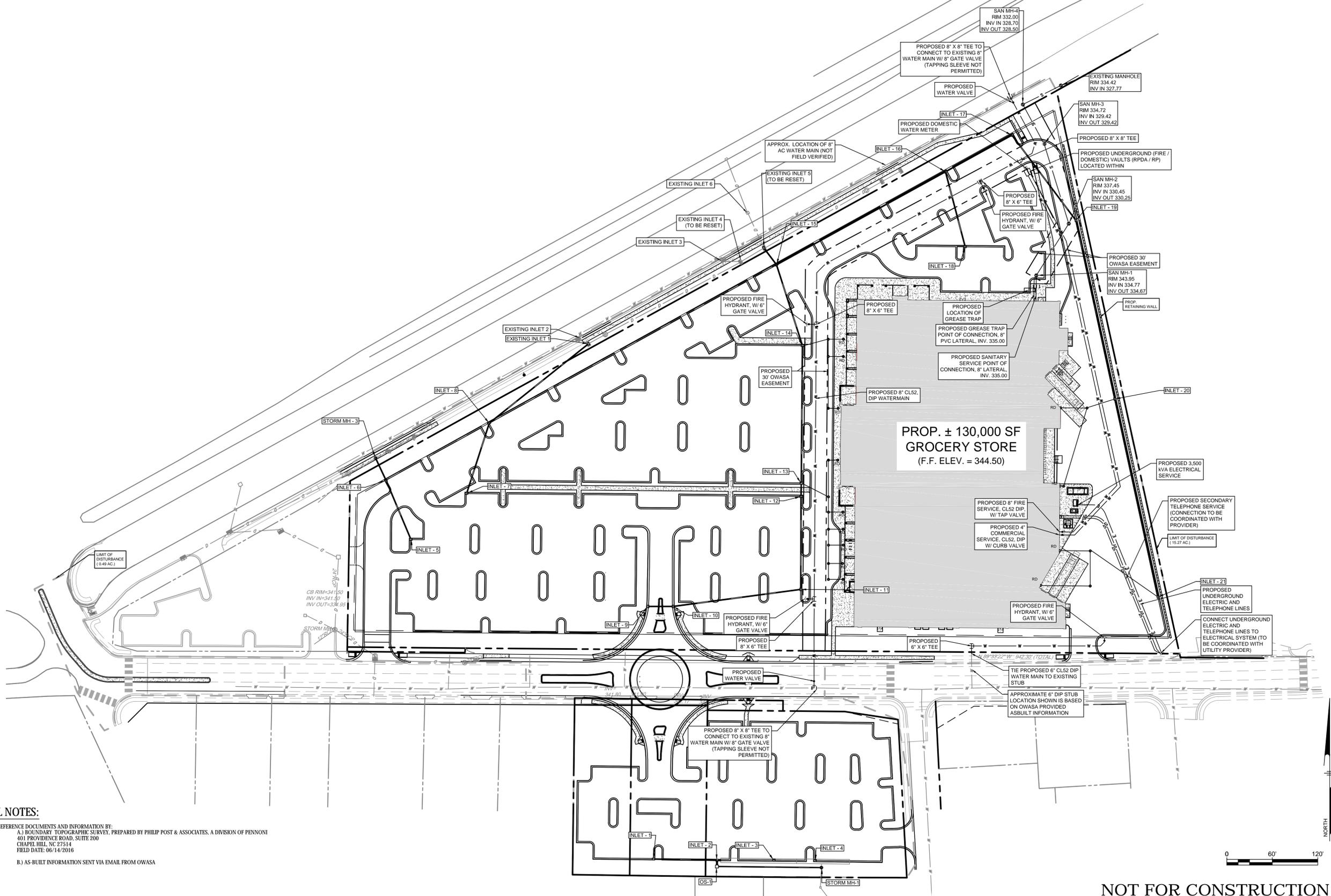
From (Inlet) Node	To (Outlet) Node	Length (ft)	Inlet Invert Elevation (ft)	Outlet Invert Elevation (ft)	Average Slope (%)	Pipe Shape	Pipe Diameter or Height (inches)
IN15	EX-5	26.00	330.08	327.48	10.0000	CIRCULAR	24.000
IN6	MH-3	36.00	332.97	332.26	1.9700	CIRCULAR	18.000
IN9	IN10	33.00	340.50	340.33	0.5200	CIRCULAR	15.000
IN17	IN16	98.00	332.03	331.54	0.5000	CIRCULAR	24.000
IN18	IN16	110.00	338.80	332.29	5.9200	CIRCULAR	15.000
IN1	IN2	82.00	334.25	333.43	1.0000	CIRCULAR	15.000
IN4	IN3	42.00	328.50	328.50	0.0000	CIRCULAR	72.000
IN3	IN2	75.20	328.50	328.50	0.0000	CIRCULAR	72.000
IN2	OS-01	8.74	328.50	328.32	2.0600	CIRCULAR	18.000
IN10	IN11	169.00	340.33	339.48	0.5000	CIRCULAR	15.000
IN11	IN12	120.00	339.28	338.68	0.5000	CIRCULAR	15.000
IN12	IN13	18.00	338.48	338.40	0.4400	CIRCULAR	18.000
IN13	IN14	181.00	338.20	337.29	0.5000	CIRCULAR	18.000
IN14	IN15	109.00	337.09	336.54	0.5000	CIRCULAR	18.000
IN16	IN15	252.00	331.45	330.28	0.4600	CIRCULAR	24.000
IN8	EX-1	164.00	334.89	332.63	1.3800	CIRCULAR	24.000
IN5	IN6	80.00	334.98	333.22	2.2000	CIRCULAR	15.000
IN7	IN8	95.00	335.87	335.39	0.5100	CIRCULAR	18.000
IN21	IN20	265.00	335.75	334.42	0.5000	CIRCULAR	18.000
IN20	IN19	338.00	334.42	333.23	0.3500	CIRCULAR	18.000
IN19	IN17	140.00	332.73	332.03	0.5000	CIRCULAR	24.000

GENERAL NOTES:

1. THIS PLAN REFERENCE DOCUMENTS AND INFORMATION BY:

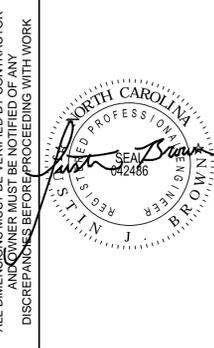
- A.) BOUNDARY TOPOGRAPHIC SURVEY, PREPARED BY PHILIP POST & ASSOCIATES, A DIVISION OF PENNONI 401 PROVIDENCE ROAD, SUITE 200 CHAPEL HILL, NC 27514 FIELD DATE: 06/14/2016
- B.) OLD DURHAM ROAD IMPROVEMENT PLANS, TRANSFERRED FROM KIMLEY HORN AND ASSOCIATES, INC. VIA EMAIL TO OUR OFFICE ON JULY 21, 2016
- C.) ORANGE COUNTY GIS INFORMATION





GENERAL NOTES:

- THIS PLAN REFERENCE DOCUMENTS AND INFORMATION BY:
 - BOUNDARY TOPOGRAPHIC SURVEY, PREPARED BY PHILIP POST & ASSOCIATES, A DIVISION OF PENNONI 401 PROVIDENCE ROAD, SUITE 200 CHAPEL HILL, NC 27514 FIELD DATE: 06/14/2016
 - AS-BUILT INFORMATION SENT VIA EMAIL FROM OWASA



PROPOSED GROCERY STORE
 1814 DURHAM-CHAPEL HILL BLVD
 CHAPEL HILL, NC 27514
UTILITY PLAN
 LEON CAPITAL GROUP
 5970 FAIRVIEW ROAD, SUITE 450
 CHARLOTTE, NC 28210

NO.	DATE	REVISIONS	BY
2	03/15/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK
1	01/09/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	WBA

ALL DOCUMENTS PREPARED BY PENNONI ASSOCIATES ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON THE EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY PENNONI ASSOCIATES FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO PENNONI ASSOCIATES AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS PENNONI ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

PROJECT	LCGR1601
DATE	2016-11-22
DRAWING SCALE	1" = 60'
DRAWN BY	SAK
APPROVED BY	JUB

NOT FOR CONSTRUCTION

P:\Projects\LCGR1601\Drawings\Sheet\CS1701.dwg
 PLOT FILE: Pennoni\NC.dwg
 PROJECT STATUS: CONCEPTUAL
 DATE: 03/15/2017 10:51 AM BY: SAK\kward

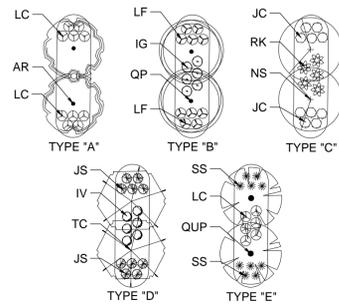
PLANTING SCHEDULE

SYMBOL	QTY	BOTANICAL & COMMON PLANT NAME	SIZE	COMMENTS
CANOPY TREES				
AR	16	Acer rubrum 'October Brilliance' (October Brilliance)	2" to 2-1/2" Cal. Min.	
FG	30	Fagus grandiflora (American Beech)	2" to 2-1/2" Cal. Min.	
IO	25	Ilex opaca (American Holly)	2" to 2-1/2" Cal. Min.	
LT	23	Liriodendron tulipifera (Tulip Poplar)	2" to 2-1/2" Cal. Min.	
NS	20	Nyssa sylvatica (Black Gum)	2" to 2-1/2" Cal. Min.	
QP	11	Quercus phellos (Willow Oak)	2" to 2-1/2" Cal. Min.	
QUP	23	Quercus pagodifolia (Cherrybark Oak)	2" to 2-1/2" Cal. Min.	
QV	18	Quercus virginiana (Live Oak)	2" to 2-1/2" Cal. Min.	
TC	26	Tilia cordata (Little Leaf Linden)	2" to 2-1/2" Cal. Min.	
DECIDUOUS UNDERSTORY TREES				
AA	75	Amelanchier arborea (Serviceberry)	5" to 6 Ht. Min.	
CC	21	Cercis canadensis 'Forest Pansy' (Forest Pansy Redbud)	5" to 6 Ht. Min.	
CV	25	Chionanthus virginicus (Fringe Tree)	5" to 6 Ht. Min.	
OA	62	Oxydendrum arborea (Sourwood)	5" to 6 Ht. Min.	
OS	15	Osmanthus americanus (Devilwood)	5" to 6 Ht. Min.	
LN	13	Lagerstroemia (indica x fauriei) 'Natchez' (Natchez Crapemyrtle)	5" to 6 Ht. Min.	

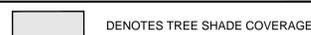
SYMBOL	QTY	BOTANICAL & COMMON PLANT NAME	SIZE	COMMENTS
BUFFER SHRUBS				
BS	206	Buxus sempervirens 'Liberty' (Common Boxwood)	36" Ht. Min.	
CH	182	Cephalotaxus harringtonia 'Fastigiata' (Upright Plum Yew)	36" Ht. Min.	
CJ	191	Camellia japonica (Japanese Camellia)	36" Ht. Min.	
CS	155	Camellia sasanqua (Sasanqua Camellia)	36" Ht. Min.	
EJ	48	Euonymus japonicus (Japanese Euonymus)	36" Ht. Min.	
GJ	51	Gardenia jasminoides (Cape Jasmine Gardenia)	36" Ht. Min.	
IC	53	Ilex crenata 'Soft Touch' (Soft Touch Holly)	36" Ht. Min.	
ICC	40	Ilex crenata 'Chesapeake' (Japanese Holly)	36" Ht. Min.	
JP	194	Juniperus x pfitzeriana 'Sea Green' (Sea Green Juniper)	36" Ht. Min.	
LD	11	Loropetalum daruma (Chinese Fringe Flower)	36" Ht. Min.	
PLANTED ISLAND SHRUBS				
IG	59	Ilex x glabra 'Compacta' (Inkberry Holly)	18" to 24" Ht. Min.	
IV	87	Itea virginica (Virginia Sweet Spire)	18" to 24" Ht. Min.	
JC	77	Juniperus chinensis 'Sargentii' (Sargent's Juniper)	18" to 24" Ht. Min.	
JS	164	Juniperus squamata (Star Juniper)	18" to 24" Ht. Min.	
LC	125	Loropetalum chinensis 'Purple Pixie' (Purple Pixie Fringe Flower)	18" to 24" Ht. Min.	
LF	46	Leucothoe fontanesiana (Drooping Leucothoe)	18" to 24" Ht. Min.	
RK	77	Rosa x 'Red Knock Out' (Red Knock Out Rose)	18" to 24" Ht. Min.	
SS	259	Schizachyrium scoparium (Little Bluestem)	18" to 24" Ht. Min.	

LANDSCAPE ISLAND PLANTING SCHEMES

*USE PLANT QUANTITIES AS APPLICABLE FOR HALF ISLANDS (TYP.)

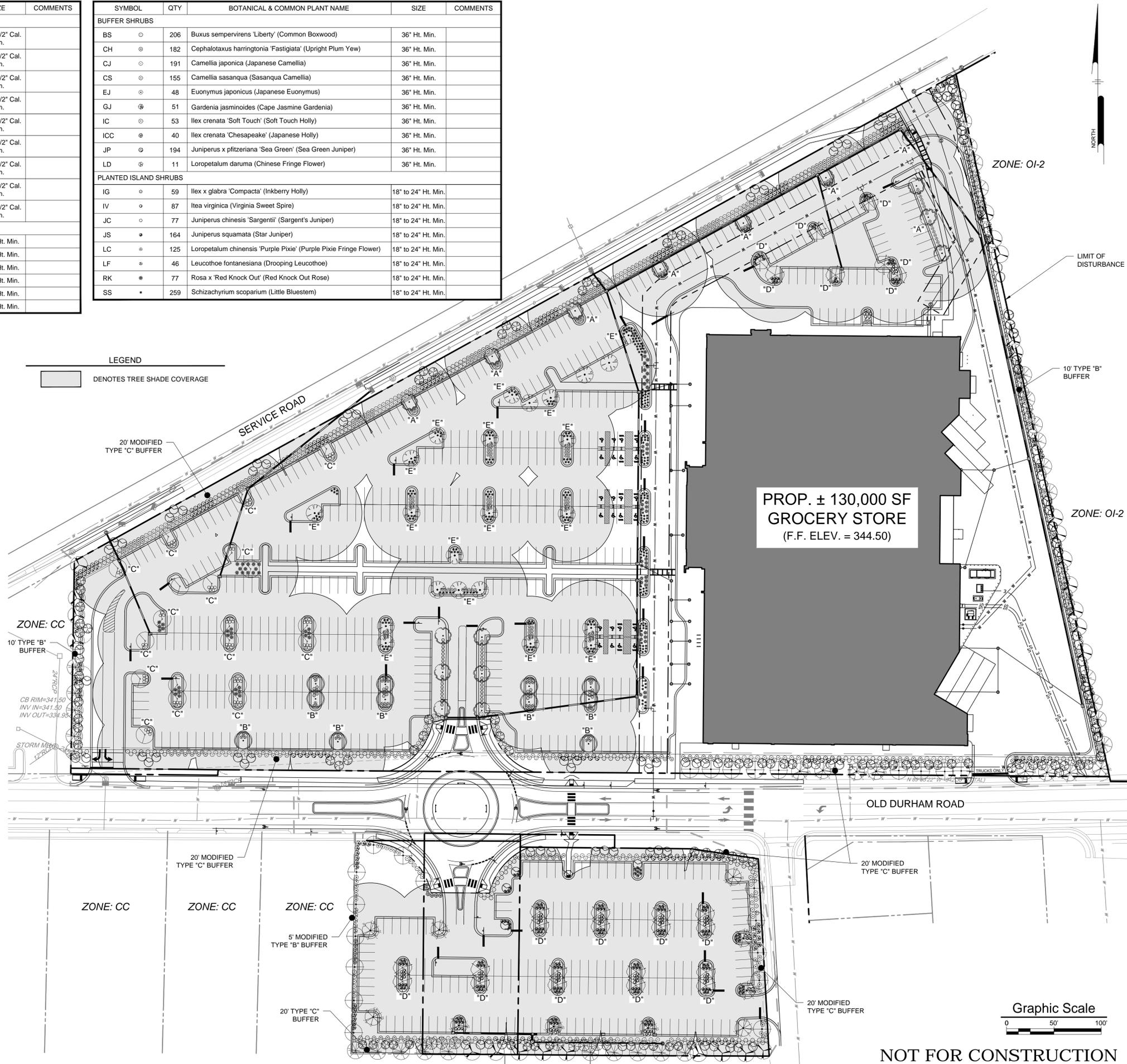


LEGEND



Chapel Hill - Grocery Store Development
Ordinance/Design Manual Review

SECTION	REQUIREMENT	PROVIDED	COMPLIES / MODIFICATION
Section 3.1.2 Parking Lot Shading Standards	All parking lots are required to be landscaped and should provide vegetation to achieve at least 35% shading at maturity. Total lot area 590,803 S.F. requires 206,781 S.F. shaded area minimum.	Provided 343,077 S.F. shaded area = 58.06% of total site. (See shaded area of Landscape Plan)	Complies
Table 5.6.6-1 Buffers (Grocery Store Parcel)	East: Type "B" Buffer (internal) 670 LF = 9 large trees, 47 small trees, 81 shrubs West: Type "B" Buffer (internal) 218 LF = 9 large trees, 15 small trees, 26 shrubs North: Type "C" Buffer (external) 975 LF = 49 large trees, 98 small trees, 351 shrubs South: Type "C" Buffer (external) 1,015 LF = 51 large trees, 102 small trees, 365 shrubs	10ft buffer width provided: 27 large trees, 53 small trees, 67 shrubs 10ft buffer width provided: 9 large trees, 15 small trees, 26 shrubs 20ft buffer width provided: 11 large trees, 33 small trees, 432 shrubs 20ft buffer width provided: 21 large trees, 57 small trees, 248 shrubs	Complies Complies Modification Modification
Table 5.6.6-1 Buffers (Overflow Parking Lot)	East: Type "C" Buffer (external) 207 LF = 9 large trees, 18 small trees, 64 shrubs West: Type "B" Buffer (internal) 232 LF = 9 large trees, 16 small trees, 28 shrubs North: Type "C" Buffer (external) 316 LF = 16 large trees, 32 small trees, 114 shrubs South: Type "C" Buffer (internal) 366 LF = 15 large trees, 29 small trees, 110 shrubs	Buffer width requested: 9 large trees, 47 shrubs Buffer width requested: 11 large trees, 55 shrubs Buffer width requested: 15 small trees, 89 shrubs 20ft buffer width provided: 19 large trees, 34 small trees, 121 shrubs	Modification Modification Modification Complies
Section 5.7.2 Tree Canopy	Tree Canopy Coverage: minimum 30% total lot area 590,803 S.F. requires 177,241 S.F. canopy area minimum.	405 Trees provided: on site 405 trees x 500 S.F. = 202,500 S.F. = 34% of total lot area. No existing trees will remain with this project (See Demolition Plan for tree removal).	Complies
Section 5.9.6.(c)(2)(A) Foundation Buffer Strip	5ft Landscape Buffer Strip width	Building separated from parking by drive lanes and loading areas.	Complies
Section 5.9.6.(c)(2)(B) Perimeter Screening	5ft Landscape Buffer Strip width with continuous row of shrubs between streets and parking lots	Planted buffers provided.	Complies
Section 5.9.6.(c)(2)(F) Tree Radii Requirement	No parking spaces shall be further than 50ft from trunk of canopy tree / 75ft from (2) canopy trees.	Plan shown for view corridors.	Modification
Section 5.9.6.(c)(2)(H) Parking Adjacent to Residential Zoning	Evergreen hedge with minimum height of 3ft at planting or a fence or wall with minimum height of 4ft and no more than 6ft	N/A	Complies

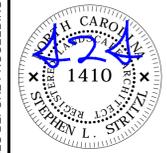


PROP. ± 130,000 SF
GROCERY STORE
(F.F. ELEV. = 344.50)



NOT FOR CONSTRUCTION

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



PROPOSED GROCERY STORE
1814 DURHAM-CHAPEL HILL BLVD
CHAPEL HILL, NC 27514

LANDSCAPE PLAN

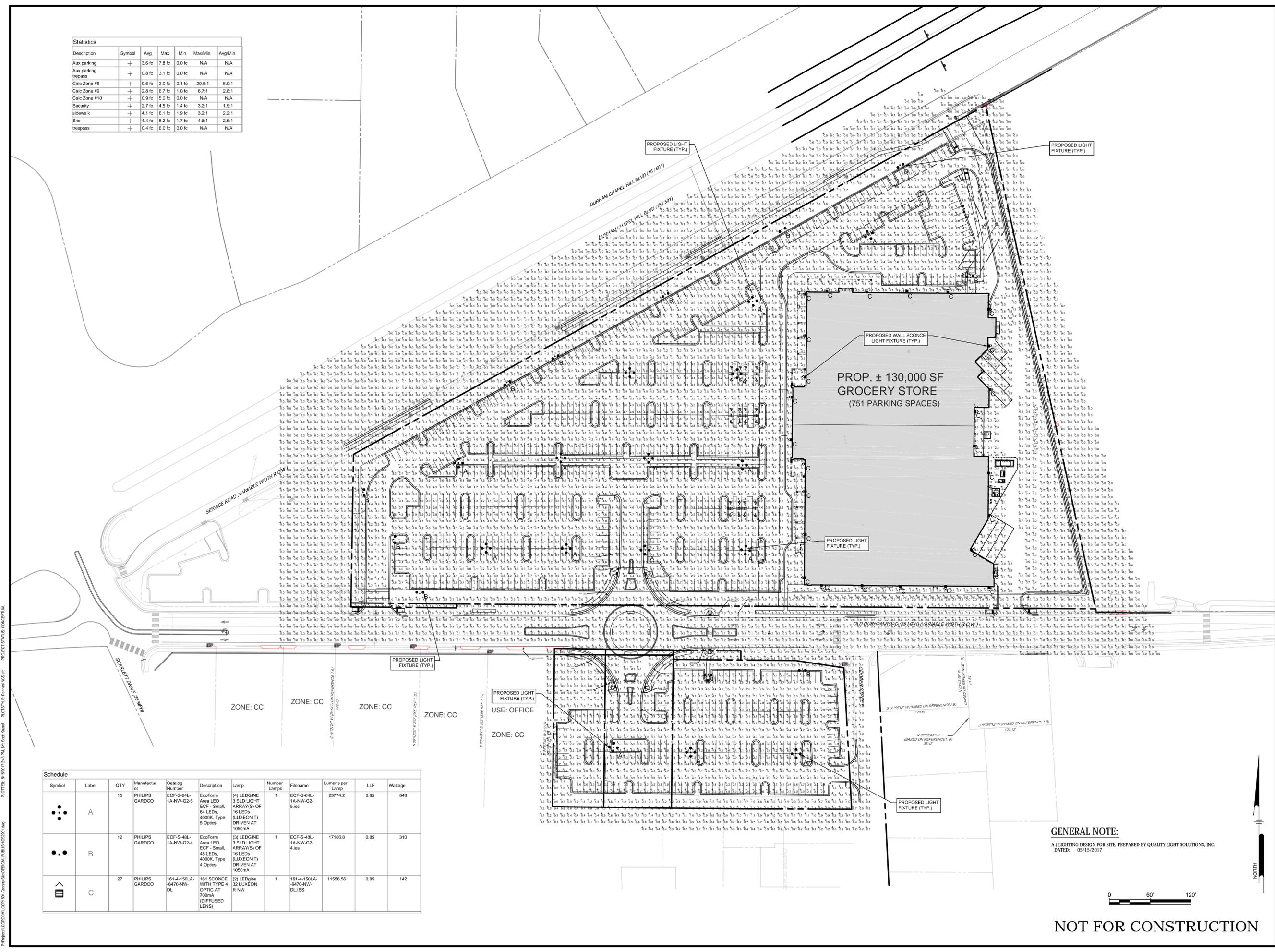
LEON CAPITAL GROUP
5870 FAIRVIEW ROAD, SUITE 450
CHARLOTTE, NC 28210

NO.	DATE	REVISIONS	BY
2	03/15/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	
1	11/09/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	

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PROJECT	LCGR1601
DATE	2017-05-15
DRAWING SCALE	1" = 50'
DRAWN BY	TJM
APPROVED BY	SLS

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Aux parking	+	3.6 fc	7.8 fc	0.0 fc	N/A	N/A
Aux parking trespass	+	0.8 fc	3.1 fc	0.0 fc	N/A	N/A
Calc Zone #9	+	0.6 fc	2.0 fc	0.1 fc	20.0:1	6.0:1
Calc Zone #9	+	2.8 fc	6.7 fc	1.0 fc	6.7:1	2.8:1
Calc Zone #10	+	0.9 fc	5.0 fc	0.0 fc	N/A	N/A
Security	+	2.7 fc	4.5 fc	1.4 fc	3.2:1	1.9:1
sidewalk	+	4.1 fc	6.1 fc	1.9 fc	3.2:1	2.2:1
Site	+	4.4 fc	8.2 fc	1.7 fc	4.8:1	2.6:1
trespass	+	0.4 fc	6.0 fc	0.0 fc	N/A	N/A



Schedule											
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	LLF	Wattage
•••	A	15	PHILIPS GARDCO	ECF-S-64L-1A-NW-G2-5	EcoForm Area LED ECF - Small, 64 LEDs, 4000K, Type 5 Optics	(4) LEDGINE 3 SLD LIGHT ARRAY(S) OF 16 LEDs (LUXEON T) DRIVEN AT 1050mA	1	ECF-S-64L-1A-NW-G2-5.ies	23774.2	0.85	848
•••	B	12	PHILIPS GARDCO	ECF-S-48L-1A-NW-G2-4	EcoForm Area LED ECF - Small, 48 LEDs, 4000K, Type 4 Optics	(3) LEDGINE 3 SLD LIGHT ARRAY(S) OF 16 LEDs (LUXEON T) DRIVEN AT 1050mA	1	ECF-S-48L-1A-NW-G2-4.ies	17106.8	0.85	310
^	C	27	PHILIPS GARDCO	161-4-150LA-6470-NW-DL	161 SCONCE WITH TYPE 4 OPTIC AT 700mA (DIFFUSED LENS)	(2) LEDgine 32 LUXEON R NW	1	161-4-150LA-6470-NW-DL.ies	11556.56	0.85	142

GENERAL NOTE:
 A) LIGHTING DESIGN FOR SITE, PREPARED BY QUALITY LIGHT SOLUTIONS, INC.
 DATED: 05/15/2017

Pennoni
 Firm License F-1287
PENNONI ASSOCIATES INC.
 401 Providence Road #200
 Chapel Hill, NC 27514
 T 919.929.1173 F 919.933.6548

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

PROPOSED GROCERY STORE
 1814 DURHAM-CHAPEL HILL BLVD
 CHAPEL HILL, NC 27514

LIGHTING PLAN

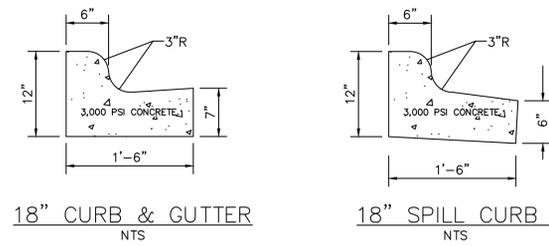
LEON CAPITAL GROUP
 5970 FAIRVIEW ROAD, SUITE 450
 CHARLOTTE, NC 28210

NO.	DATE	REVISIONS	BY
1	05/16/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK

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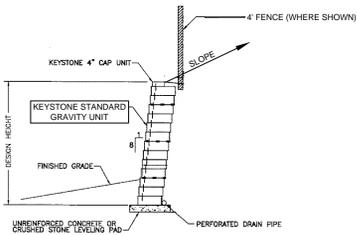
PROJECT	LCGR1601
DATE	2016-11-22
DRAWING SCALE	1" = 60'
DRAWN BY	SAK
APPROVED BY	JUB

NOT FOR CONSTRUCTION



18" CURB & GUTTER
NTS

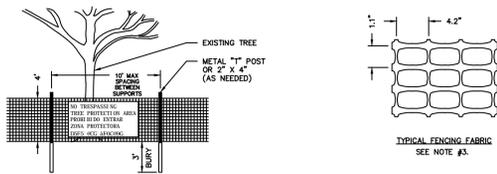
18" SPILL CURB
NTS



KEYSTONE RETAINING WALL SYSTEMS
TYPICAL GRAVITY SECTION

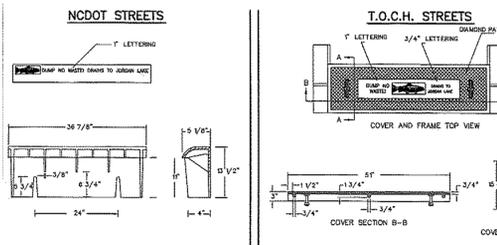
NOTE: WALL SHALL BE DESIGNED BY A STRUCTURAL ENGINEER.

NOT TO SCALE



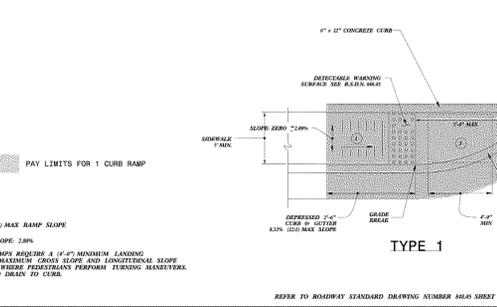
TREE PROTECTION FENCE
NOT TO SCALE

- NOTES:
- PLACE CONTINUOUS RUN OF FENCE MATERIAL AS SHOWN ON PLAN.
 - ATTACH AT 10' MAXIMUM INTERVALS TO 24" POSTS. DO NOT STAPLE TO TREES.
 - FENCE MATERIAL SHALL BE "TENSAR" HIGH STRENGTH POLYMER GEOTEXTILE FABRIC BY TENSAR CORPORATION, HUNTER DONALDSON, OR EQUAL, BROWN ORANGE COLOR.
 - AT 10' MAX. PLACE SOME IN ENGLISH AND SPANISH TO TRANSLATE - TREE PROTECTION AREA AND "NO TRUCKS - NO TRUCKS" MESSAGE.
 - A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD WITH THE PROJECT MANAGER AND THE TOWN'S LANDSCAPE ARCHITECT BEFORE ANY SITE WORK BEGINS.
 - ANY TREE ROOTS EXPOSED BY CONSTRUCTION SHALL BE SEVERED CLEANLY WITH A PRUNING TOOL.
 - THE SOIL WITHIN THE PROTECTED AREA AROUND EXISTING TREES SHALL NOT BE DISTURBED UPON AFTER FENCE REMOVAL, FOR THE PURPOSE OF RESTORING LANDSCAPING.



- STORMDRAIN CURB INLET HOOD FOR INSTALLATION ON SIDE STREETS AND INSTALLATIONS UNDER THE JURISDICTION OF THE TOWN OF CHAPEL HILL SHALL COMPLY WITH ASTM A84 CL32. IT SHALL BE A HEAVY DUTY TRAFFIC BEARING GRADE WITH AN APPROXIMATE TOTAL WEIGHT OF 307 LBS. (INCLUDES WEIGHT OF GRATE, FRAME & HOOD).
- NOTES:
- ALL STORMDRAIN INLET HOODS AND COVERS INSTALLED OR REPLACED WITHIN THE CHAPEL HILL PLANNING JURISDICTION AFTER JULY 31, 2000 SHALL BE PRE-CAST WITH THE MESSAGE: "DUMP NO WASTE! DRAINS TO JORDAN LAKE" (INCLUDING THE CAST IMAGE OF A FISH).
 - PRE-CAST HOODS AND COVERS SHALL BE DESIGNED IN ACCORDANCE WITH THE ABOVE MATERIAL SPECIFICATIONS AND MUST COMPLY WITH APPLICABLE STATE AND TOWN REQUIREMENTS FOR MATERIALS AND INSTALLATION.
 - CASTING MUST BE MANUFACTURED IN THE UNITED STATES. MANUFACTURER MUST BE APPROVED BY THE TOWN OF CHAPEL HILL.

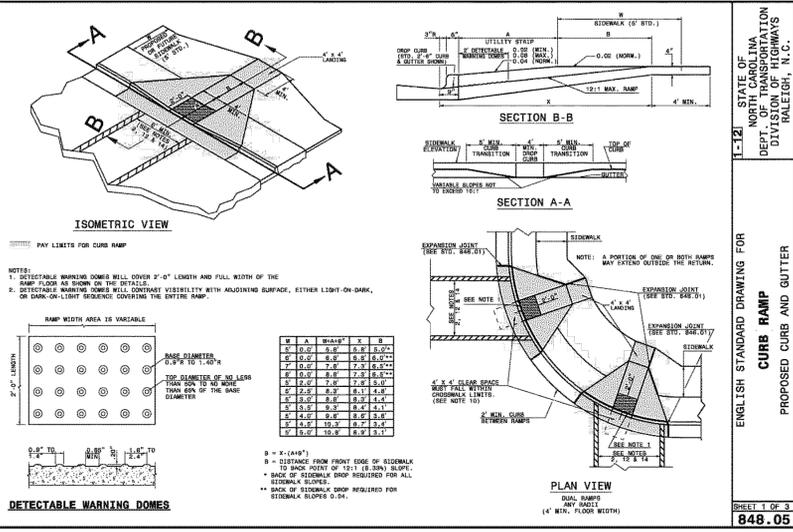
TITLE: CURB INLET HOOD AND COVER
REV. 6/01
DET. NO. SD-5C



TITLE: CURB RAMP
REV. 1/03
DET. NO. SD-5A

ENGINEERING DEPARTMENT

CONTRACT STANDARD AND DEVELOPMENT UNIT



TITLE: CURE RAMP
REV. 1/03
DET. NO. 848.05

ENGLISH STANDARD DRAWING FOR PROPOSED CURB AND GUTTER

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

ENGLISH STANDARD DRAWING FOR PROPOSED CURB AND GUTTER

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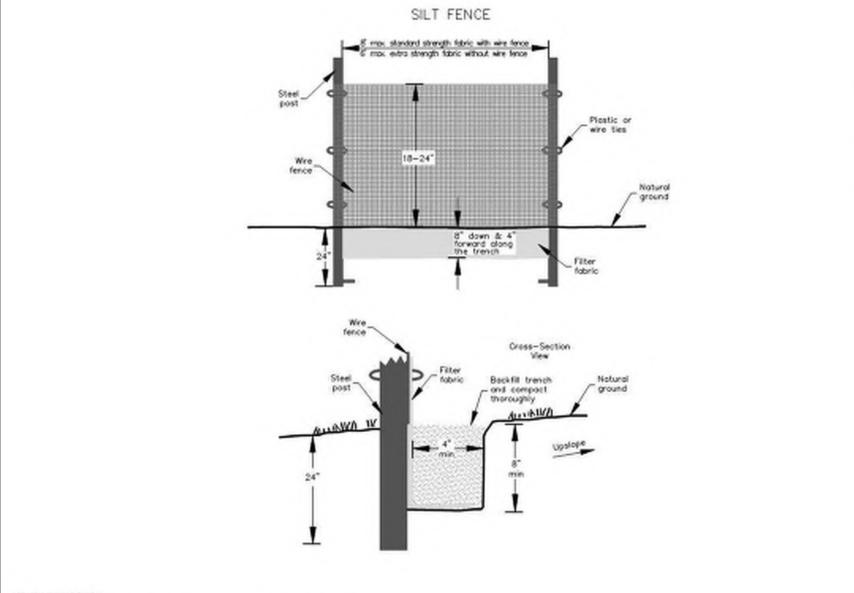
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

ENGLISH STANDARD DRAWING FOR PROPOSED CURB AND GUTTER

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

ENGLISH STANDARD DRAWING FOR PROPOSED CURB AND GUTTER

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.



TITLE: SILT FENCE
REV. 08/13
DET. NO. SD-18

GENERAL NOTES:

- Use silt fence only when drainage area does not exceed 1/2 acre and never in areas of concentrated flow.
- Silt fence shall not be removed unless site is stabilized and inspected by Town of Chapel Hill staff.

NOTE: DRAWING NOT TO SCALE

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

ENGLISH STANDARD DRAWING FOR PROPOSED CURB AND GUTTER

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

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ENGLISH STANDARD DRAWING FOR PROPOSED CURB AND GUTTER

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.

TOWN OF CHAPEL HILL
ENGINEERING DEPARTMENT
STANDARD DETAILS

TITLE: SILT FENCE
REV. 08/13
DET. NO. SD-18

ENGLISH STANDARD DRAWING FOR CONCRETE CATCH BASIN
12" THRU 54" PIPE
SHEET 1 OF 2
840.02

ENGLISH STANDARD DRAWING FOR CONCRETE CURB, GUTTER AND CURB & GUTTER
SHEET 1 OF 3
846.01

Pennoni
Firm License F-1287
PENNONI ASSOCIATES INC.
401 Providence Road #200
Chapel Hill, NC 27514
T 919.929.1173 F 919.935.6548

REG. STATE OF N.C. PROFESSIONAL ENGINEER
SEAL NO. 042486

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

PROPOSED GROCERY STORE
1814 DURHAM-CHAPEL HILL BLVD
CHAPEL HILL, NC 27514

SITE DETAILS

LEON CAPITAL GROUP
5970 FAIRVIEW ROAD, SUITE 450
CHARLOTTE, NC 28210

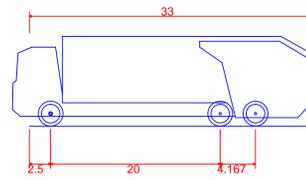
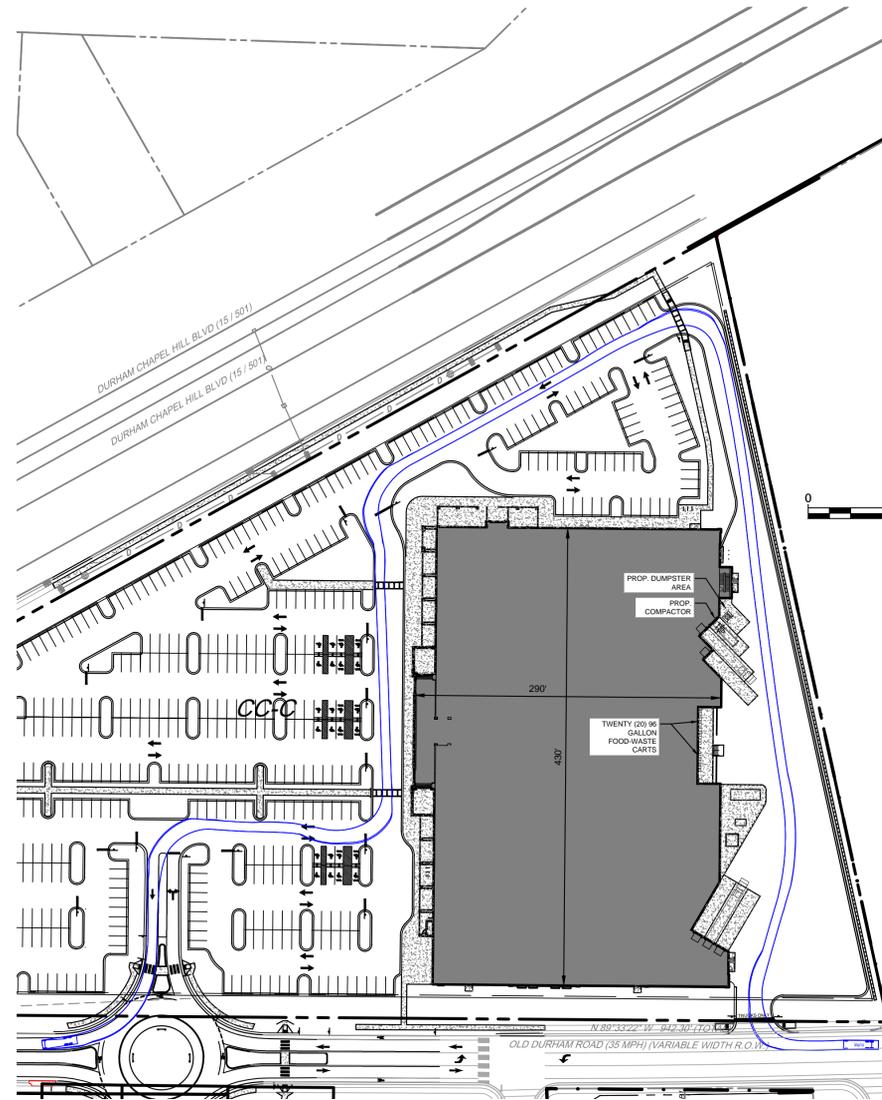
NO.	DATE	REVISIONS	BY
1	03/05/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK
2	05/02/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK

PROJECT: LGCR1601
DATE: 2016-11-22
DRAWING SCALE: AS SHOWN
DRAWN BY: SAK
APPROVED BY: JUB

CS6001
SHEET 13 OF 16

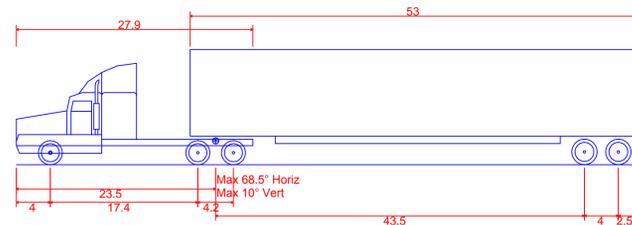
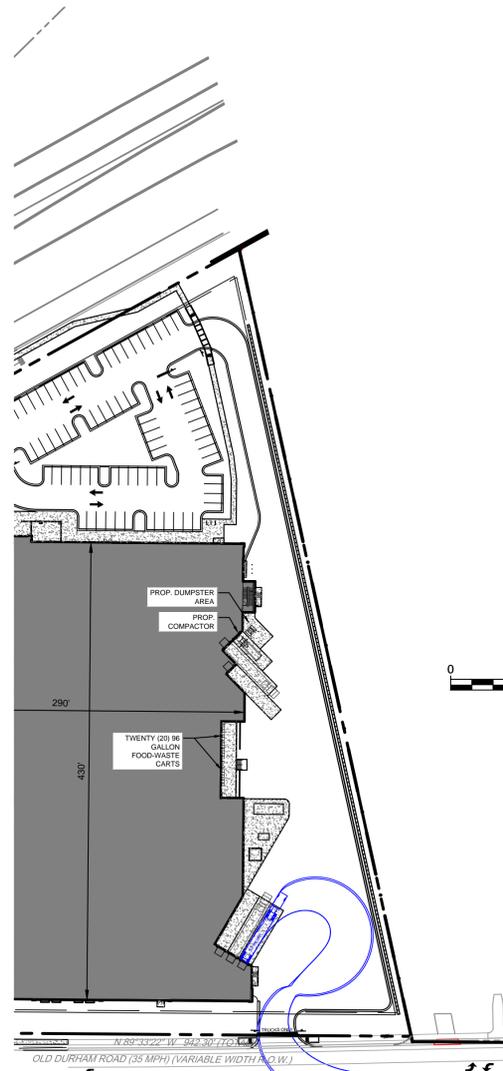
NOT FOR CONSTRUCTION

GARBAGE TRUCK



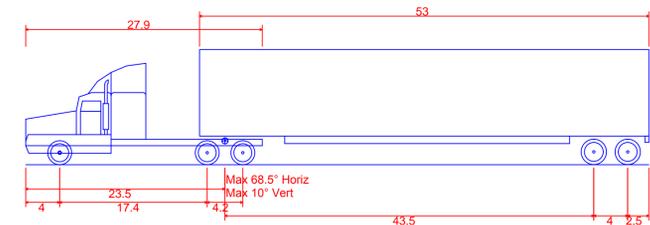
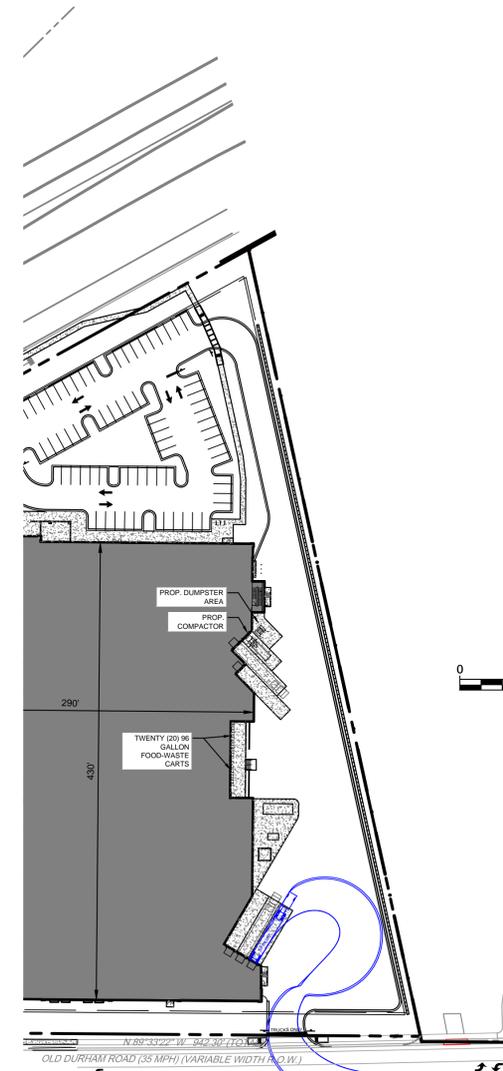
Garbage Truck
 Overall Length 33.000ft
 Overall Width 20.000ft
 Overall Body Height 4.167ft
 Min Body Ground Clearance 1.000ft
 Track Width 8.375ft
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 42.500ft

TRUCK INGRESS



WB-67 - Interstate Semi-Trailer
 Overall Length 73.501ft
 Overall Width 8.500ft
 Overall Body Height 13.500ft
 Min Body Ground Clearance 1.334ft
 Max Track Width 8.500ft
 Lock-to-lock time 6.00s
 Max Steering Angle (Virtual) 28.40°

TRUCK EGRESS



WB-67 - Interstate Semi-Trailer
 Overall Length 73.501ft
 Overall Width 8.500ft
 Overall Body Height 13.500ft
 Min Body Ground Clearance 1.334ft
 Max Track Width 8.500ft
 Lock-to-lock time 6.00s
 Max Steering Angle (Virtual) 28.40°



Pennoni
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PENNONI ASSOCIATES INC.
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ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF NORTH CAROLINA
 SEAN SWAN
 042466

PROPOSED GROCERY STORE
 1814 DURHAM-CHAPEL HILL BLVD
 CHAPEL HILL, NC 27514
TRUCKING CIRCULATION PLAN
 LEON CAPITAL GROUP
 5970 FAIRVIEW ROAD, SUITE 450
 CHARLOTTE, NC 28210

NO.	DATE	REVISIONS	BY
4	05/16/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK
3	03/15/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	SAK
2	01/03/2017	REVISIONS PER OCSW	SAK
1	01/09/2017	REVISIONS PER TOWN OF CHAPEL HILL COMMENTS	WBA

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PROJECT	LCGR1601
DATE	2016-11-22
DRAWING SCALE	1" = 80'
DRAWN BY	SAK
APPROVED BY	JUB

CS9801
 SHEET 15 OF 16

NOT FOR CONSTRUCTION

P:\Projects\CS9801\CONTRACTOR\REVISED\REVISED_PENNONI\CS9801.dwg
 PLOTTED: 11/22/2017 10:58 AM BY: Sean Swann
 PROJECT STATUS: CONCEPTUAL

