

Taylor Family Property

1507 & 1509 E. Franklin Street

Concept Plan for Drive-thru Window Lane

Project Narrative and Developers Program

I. Background Zoning Information

History

In 1967, retail space at just over 2,900 SF was built at 1507 E. Franklin Street. In 1971 that retail space was increased by just over 5,600 SF. After a few years in 1975 the adjacent lot, 1509 E. Franklin Street was developed through the Special Use Permit process for an Automobile Service Station at approximately 660 SF. Almost ten years later in 1983 a SUP modification was granted to allow an additional 400 SF of floor space to be built on the 1509 E. Franklin Street parcel and to combine the two parcels into a Planned Development-Shopping Center in a CC zoning district.

It is important to note the combined parcels are 1.53 acres in size and are bound by the existing 1975 and 1983 Special Use Permit and subsequent Special Use Permit Modifications terms, conditions and stipulations.

Existing Conditions prior to 2016 Administrative Modification of Special Use Permit

The existing site included the following facilities prior to the 2016 Administrative SUP Modification:

- Service Station Convenience Store (recently vacated)
- Gas Pumps / Canopy (recently removed)
- Retail Building (Sherwin-Williams as long-term tenant)

There was a loading area adjacent to the Sherwin-Williams building. Adjacent to the loading area were two dumpsters in a fenced area.

Access and circulation occurred through three (3) full-access driveways. Parking was scattered throughout the site, with a total of 42 spaces (some of which are delineated) that were used by customers and for vehicle storage. Bus stops for the CL, D and F lines exist on both sides of E. Franklin Street. One is directly across E. Franklin Street from the property and the other is located just north of the Taylor Family Property northern most driveway.

There were 10-foot grassed buffers along the site's East Franklin Street frontages. A varying width landscaped buffer existed along the site's western and northern border along with a 30-foot Sanitary Sewer Easement. The adjoining Siena Hotel provided the required 10-foot landscaped buffer adjacent to the southern property line.

The site gently slopes from north to south, with a cumulative drop in elevation of approximately 17 feet across the site (an average slope of just over 5%). The developed (paved) portion of the site has a slope of less than 2%. The majority of the elevation gain is located in the northwest corner with a rise of 6' in a length of 75' (8% slope). No portion of the site is located in the Town's Resource Conservation District. Approximately 58.6% of the lot was covered by impervious surface based on calculations from GIS mapping.

II. 2016 Administrative Modification of Special Use Permit

Overview

The developer, Taylor Family Properties, proposed to redevelop the existing site by demolishing the existing gas mart in order to construct a new building for a restaurant use in approximately the same location as the gas mart. The developed site was to continue to be owned and operated by Taylor Family Properties with the two buildings being leased to separate entities as tenants, as before. The proposed new building included seats indoors and an outdoor patio with seating at the front of the building facing E. Franklin Street.

The existing retail (Sherwin-Williams) building on the property contained 8,420 SF of floor area. The new building included a total of 2,428 SF of floor area. (an increase of 1,485 SF from the existing gas mart at 943 SF). Nonetheless, the increase was less than 2,500 square feet, so well under the maximum amount of additional square footage in order to qualify for an administrative modification.

In addition to decreasing impervious surface, the change in use resulted in reduced traffic generation, which also qualified the modification for an administrative review process. A proposed reduction in site driveway access, while not a requirement, also contributed to the administrative process finding.

Access & Circulation

Prior to the modification, the site had three full-access driveways entrances ranging from 30' in width to 36' in width. The modification site plan retained two of the full-access driveways, one located in front of the Sherwin-William store and the other full access drive located to the north of the proposed restaurant building, allowing circulation and parking around the new restaurant building. The applicant closed the center drive way to better meet the Town of Chapel Hill and NCDOT current design guidelines while not drastically changing the circulation pattern. The remaining access drives were approximately in the same locations as prior to the modification, although their turning radii were improved.

Vehicular Parking

With a proposed total of 10,848 SF of floor area, the Town's Land Use Management Ordinance required a minimum total of 48 parking spaces be provided. The parking spaces proposed for the site by the

modification was 45 spaces. The developer believed with the mix of uses on this CC-zoned Planned Development–Shopping Center the proposed spaces would be adequate to serve the employees and customers. Section 5.9.3 Shared Parking of the Land Use Ordinance would allow for a reduction in required parking if there are shared uses on the property. This amount of parking represents a slight increase over the approximate 42 parking spaces provided prior to the modification.

Loading Spaces

The Town’s Land Use Management Ordinances requires one Loading Space be provided for convenience or general business use with a floor area between 10,000 and 29,999 square feet. The proposed combined square footage for the property is 10,848 so the Sherwin-Williams store loading area was retained.

Bicycle Parking

The Land Use Management Ordinance requires bicycle parking be provided for all commercial and retail uses. However, no bicycle parking was provided on this property prior to the Administrative Modification to the Special Use Permit.

The Modification included three bicycle parking racks (six bicycles) at the restaurant building and a two-bicycle Class I locker for employees, all located at the rear corner near the main side door from the parking lot area. In addition, one bicycle parking rack (two bicycles) was provided at the Sherwin Williams building’s front door area.

Stormwater Management

Given that the proposed modification reduced the overall impervious surface on the property to 51% (gross land area), resulting in a decrease of 4% from its previous 55% impervious surface ratio, with no change to the drainage patterns, the site did not generate any increases in stormwater runoff rates, runoff volumes, or non-point source pollution.

Therefore, no additional stormwater quality or detention measures were required or proposed by the modification. However, the site’s stormwater outlet structure was repaired and improved as a result of the modification.

Solid Waste & Recycling

An enlarged screened dumpster and recycling containers enclosure was provided next to the loading area at the rear of the site as a result of the modification. This solid waste management area is shared by the two tenants on the property.

Buffers & Landscaping

Prior to the administrative modification of the Special Use Permit, the property had only a 10'-wide grassed buffer along its East Franklin Street frontage. Working within the constraints of the overhead three-phase electric power line easement, the applicant proposed a front yard buffer planting plan that included street trees, shrubs, and ground cover. That plan was approved by the Community Design Commission as a component of the SUP modification process and included enhanced buffer materials along the common interior edges with the adjoining property owners.

III. 2017 Concept Plan - Developers Program

Since opening in the summer of 2017, the tenant for the new restaurant building notes that "to go" orders constitute more than half its customer traffic with most such customers expressing surprise that there is not a drive-thru window service option provided for better customer service. Many customers are observed stopping behind the store when no menu board is encountered and only then seeking a parking spot to go inside for their order.

Accordingly, this Concept Plan proposes to meet this market reality by providing a drive-thru window service option via a slight rearrangement of the pavement area south of the restaurant building to create a drive-thru window return and a minor adjustment to the parking area north of the restaurant building to convert that current two-way driveway with 90-degree parking spaces to a one-way entrance-only driveway with diagonal parking spaces.

This modification would not increase the amount of impervious surface area on the site, would further restrict the northern driveway to an entrance-only movement while retaining two-way movement access for the southern driveway (Sherwin Williams) that also now serves as the exit for the restaurant.

The drive-thru window use can be easily screened from street views in the manner prescribed within the form-based code section of the LUMO for drive-thru window uses. The applicant proposes a hedge consisting of soft touch hollies to achieve the desired 4' of screening height performance criteria, as illustrated on the concept plan and further illustrated via a digital model for the site.

As also required within the form-based code design guidelines for drive-thru window uses, on-site storage for ten vehicles is provided within the drive-thru window lane, exclusive of the raised pedestrian connection from the diagonal parking spaces to the main side door of the restaurant building. Also per the form-based code design guidelines, four vehicle storage spaces are provided after the menu board (including the space at the window).

Finally, as a component of this SUP Modification Concept Plan, pedestrian and bicycle access is enhanced via a new separate sidewalk connection from the 10' wide multipath along this property's E. Franklin Street frontage to the front patio dining area and front door to the building. In addition, the bicycle parking racks are relocated in this modification from the rear corner and parking lot door area to the front door patio area adjacent to this new pedestrian/bicycle connection for easy discovery and eyes-

on-the-bikes security. The two-bicycle employee storage locker remains in the rear corner area near the rear door.

With this minor modification, access to the site is enhanced for not only customers that arrive by car and wish to stay within the car for a variety of reasons, but also for pedestrians and bicycles that now have their own entrance from the sidepath to the building, along with convenient bicycle parking provided adjacent to the outdoor dining patio. There are no impacts outside the property boundaries other than a further restriction in movement regarding the northern driveway as it becomes entrance-only.