

**Eastowne SUP
Medical Office Building
(MOB) Comment Responses**



August 16, 2018

8/16/2018 DRAFT

Town Council Eastowne Concerns

8/16/2018 DRAFT

Town Council Concerns and Responses

Executive Summary

UNC Health Care (UNC HC) is a leading provider of healthcare that is:

- accessible
- affordable
- patient-centered

UNC HC provides services across the state and is one of the largest employers. System wide UNC HC has:

- 30,000 employees
- 3,000,000 clinic visits annually
- 80,000 inpatient discharges annually

As a recognized leader in healthcare delivery, education, and policy we are proud to be headquartered in Chapel Hill. We take our commitment to the town very seriously - as a service provider, employer, and community partner.

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Town Council Concerns and Responses

Executive Summary continued

Why now?

- UNC Hospital main campus at capacity
- Clinics unable to meet patient demands and provide timely access in current spaces
- Need more space to provide healthcare services to local and statewide population

Where?

- Redevelop Eastowne site at corner of US 15/501 and I-40
- Currently on site are 4 administrative buildings
 - Built in 80s
 - Not suitable for modern healthcare use
 - Vacated

How?

- Medical Office Building is 150,000 sq. ft. medical office building UNC HC will develop and own:
 - Outpatient clinic services
 - No Urgent Care or Emergency Department
- Master Plan will be developed by UNC HC with input from Town Council and community

Town Council Concerns and Responses

Executive Summary continued

15+

Outpatient clinical specialties will provide care at Eastowne

150,000

SQUARE FEET OF OFFICE SPACE PLANNED FOR 1ST EASTOWNE BUILDING



250,000

ANNUAL PATIENT VISITS PROJECTED

Retention

229

EMPLOYEES WOULD BE LOCATED AT THE FIRST EASTOWNE BUILDING

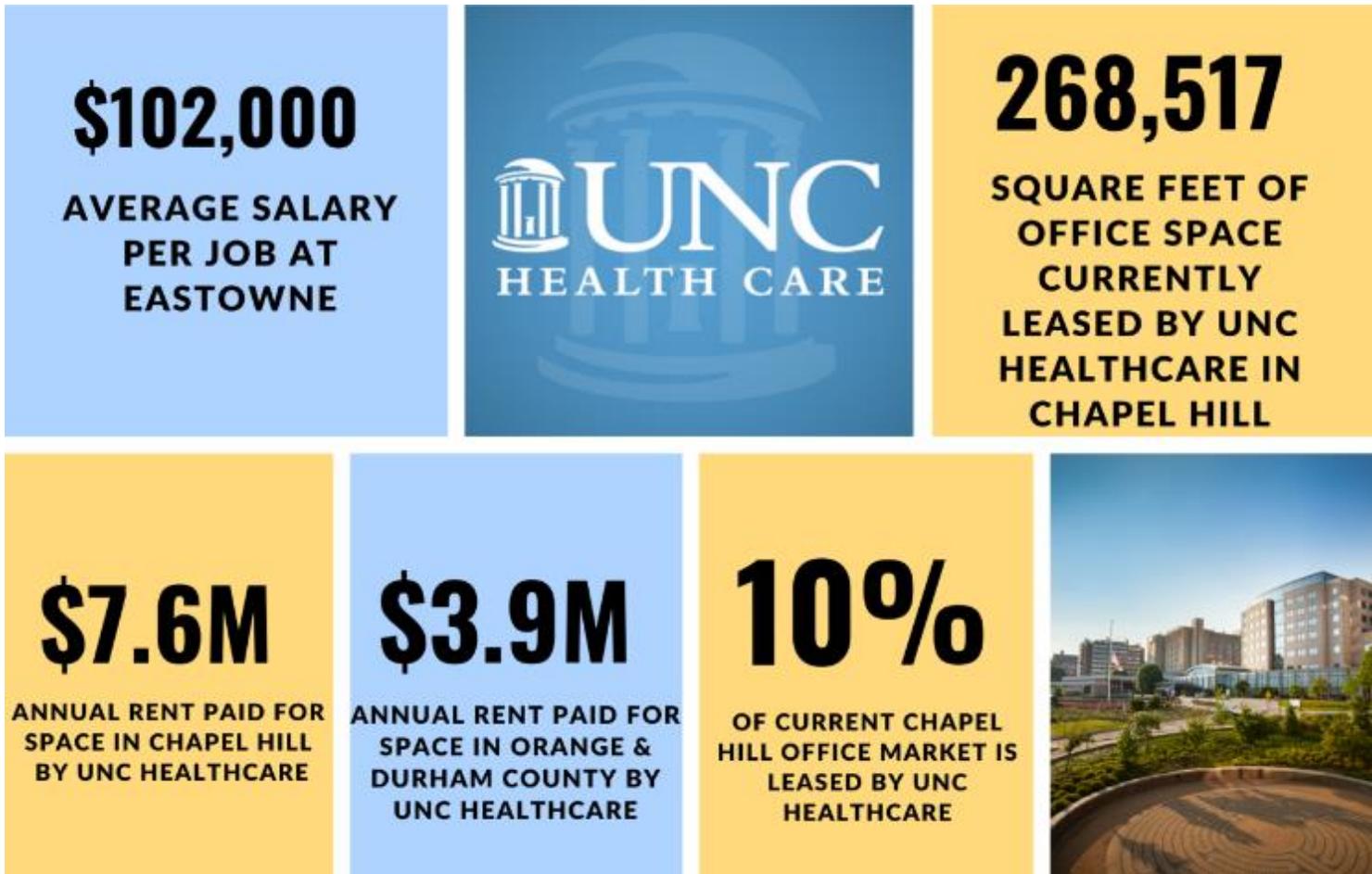
Recruitment

82

Jobs will be relocated from Durham County to Chapel Hill

Town Council Concerns and Responses

Executive Summary continued



Town Council Concerns and Responses

Topics

- Building Height and Feel
- 15-501
- Eastowne Drive
- Resource Conservation District
- Greenway/Bike Path
- Tree Buffers
- Traffic Impact Analysis
- Master Plan
- Miscellaneous
- Process

Town Council Concerns and Responses

Building Height and Feel

2. It appears that the building will be 105 feet high, equivalent, perhaps, to a nine-story building. This building is too tall for the area and becomes the precedent for all future buildings in the area.

Applicant Response: The proposed building is 6 stories (14' 0" typ x 6 + parapet) or 89'-4" with a ceiling height of 9 feet which provides additional clearance for specialty HVAC. Reducing floor to floor heights will lower the building height to under 90', which is modified from 95'. See following elevation and floor to floor section illustrating use of heights specified.



Town Council Concerns and Responses

Building Height and Feel

2. Revised Elevation:

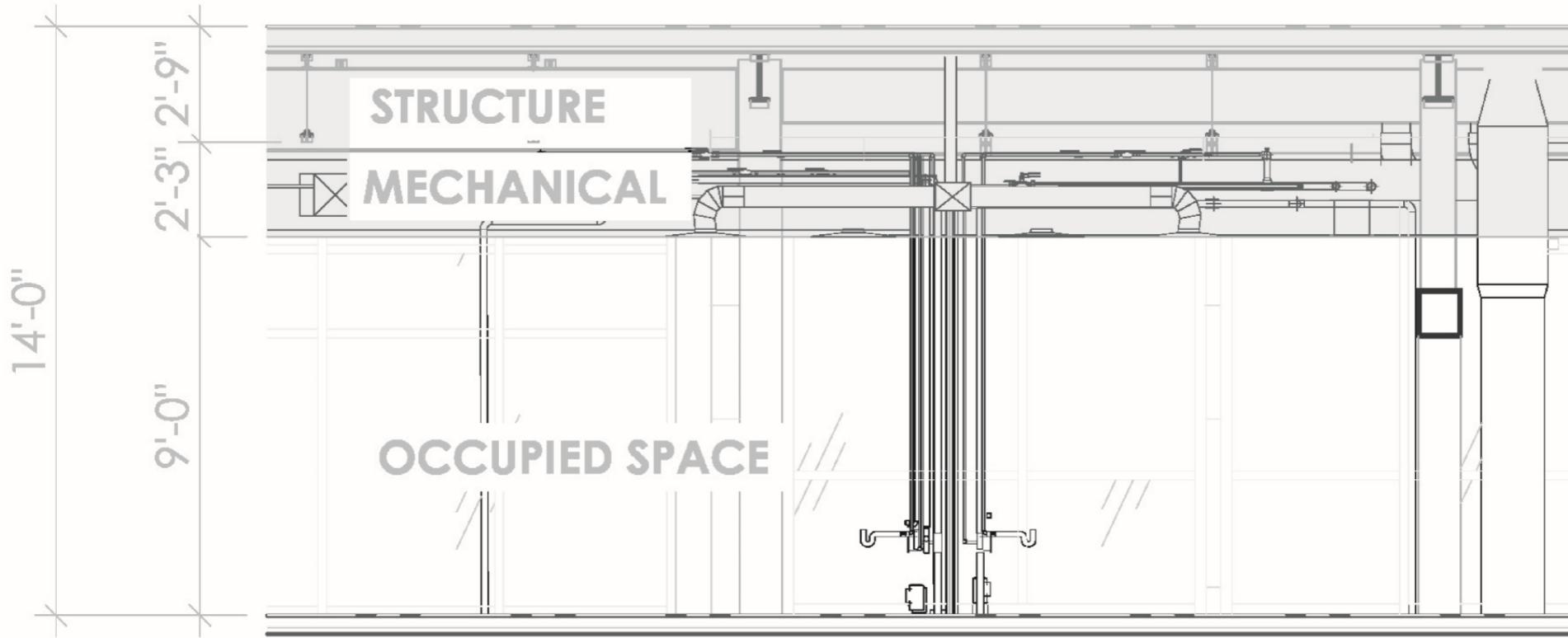


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Town Council Concerns and Responses

Building Height and Feel

2. Breakdown of floor to floor heights:

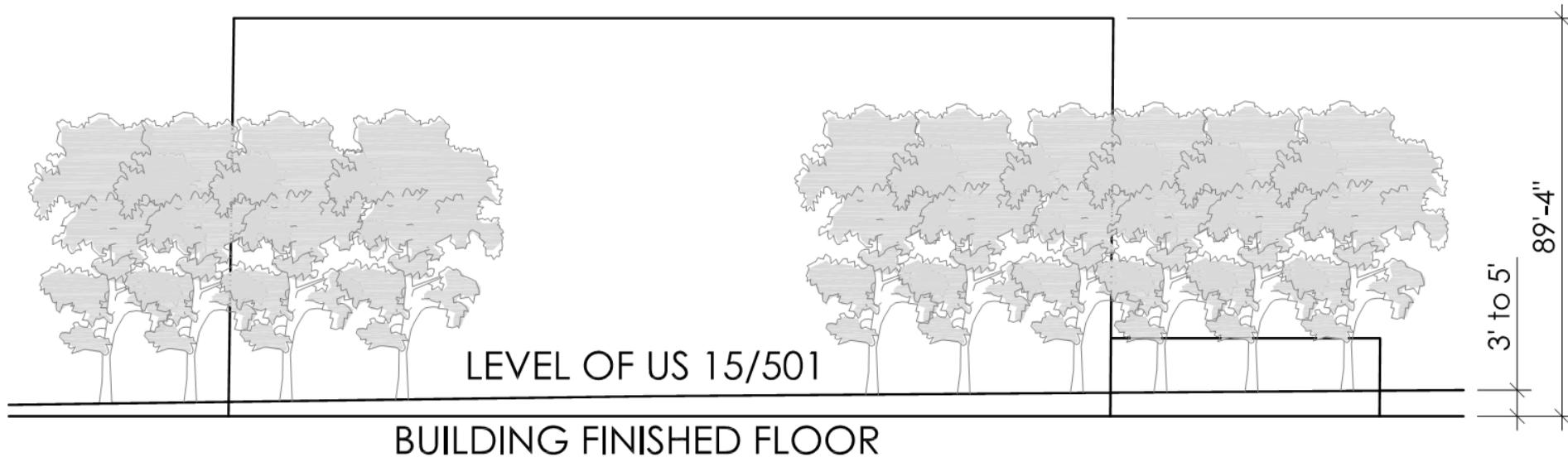


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Town Council Concerns and Responses

Building Height and Feel

2. Section Elevation: The following diagram shows the overall height of the building from finished floor elevation to its highest point as well as the varying building height relative to 15-501. Please note that 15-501 is above the finished elevation of the building.



Town Council Concerns and Responses

Building Height and Feel

3. This sets the tone for the whole 15-501 corridor. Will there be requests for even higher buildings in this section of town? With Gateway & SECU Developments, the feel of coming into such tall buildings at this main entrance to Chapel Hill is important. / Being so large so close to the road, makes the building feel even bigger. Our interest is urban design but not at the expense of feeling like a canyon down 15-501

Applicant Response: Building is set back from 15-501 a distance of 112'. We are proposing to preserve a considerable amount of the buffer vegetation and even with future road widening along 15-501, there will still be 100' of separation. The required on-site 30' buffer is being maintained. Also, please note that the building height is less than the set back from the edge of payment. This creates a commonly accepted 1 to 1 ratio.

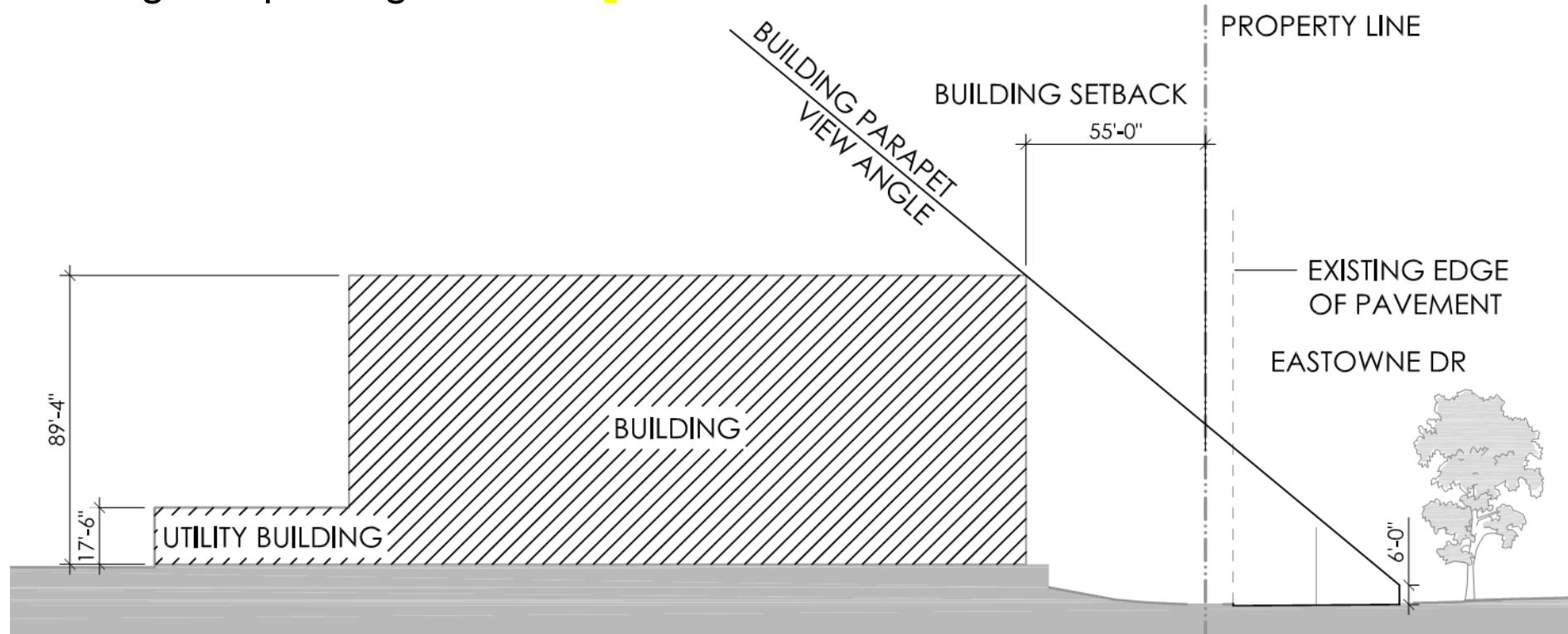


Town Council Concerns and Responses

Building Height and Feel

3. cont'd.

Applicant Response: Building is set back from Eastowne by 55' and parking deck by 52'. Below is a site section showing position of Eastowne relative to building and parking structure.



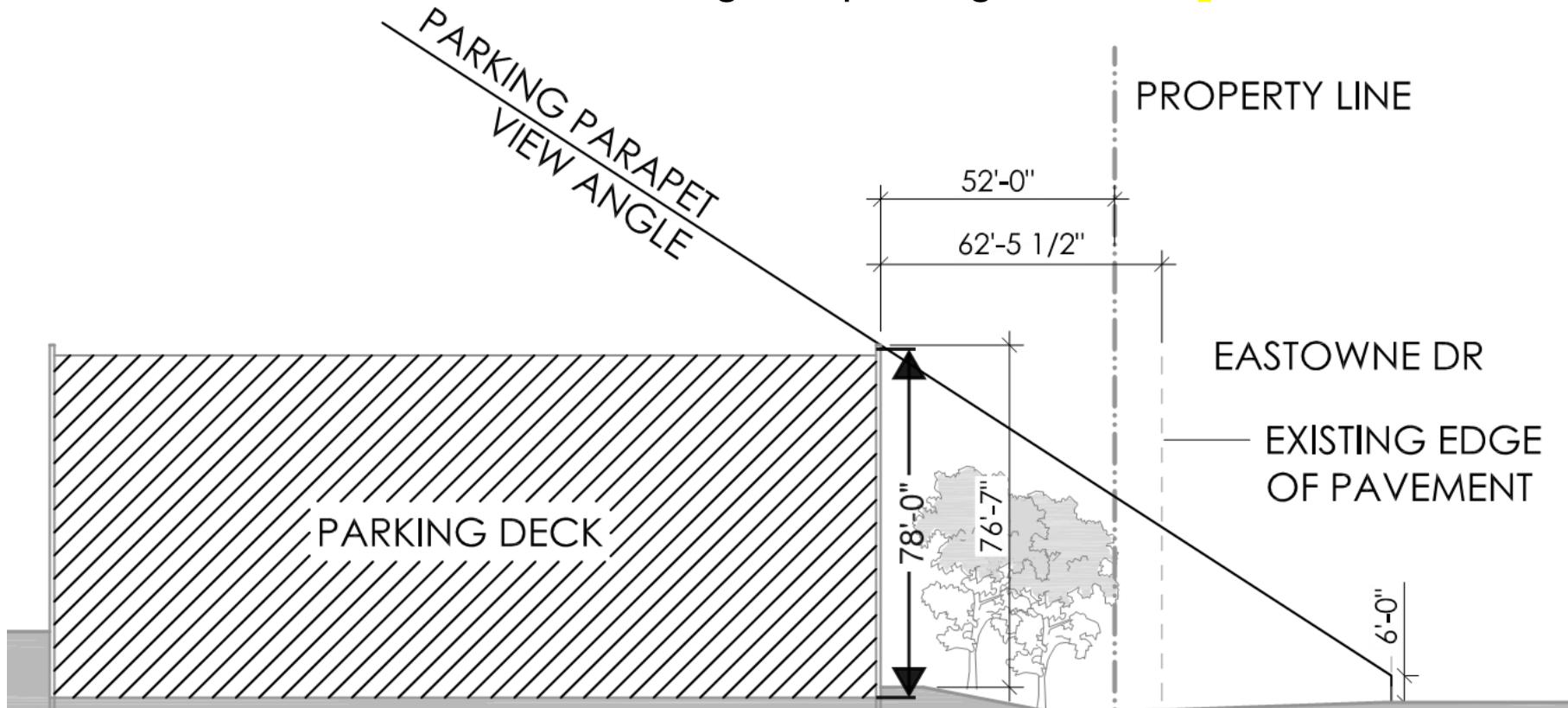
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Town Council Concerns and Responses

Building Height and Feel

3. cont'd.

Applicant Response: Building is set back from Eastowne Drive by 55' and the Parking Deck is set back by 52'. Below is a site section showing position of Eastowne Drive relative to building and parking structure.



Town Council Concerns and Responses

Building Height and Feel

4. Is a basement level a strategy to reduce overall height?

Applicant Response: A basement is not practical for this project due to costs of rock excavation and foundation walls, an increase of required rock blasting, and access to daylight for patients.

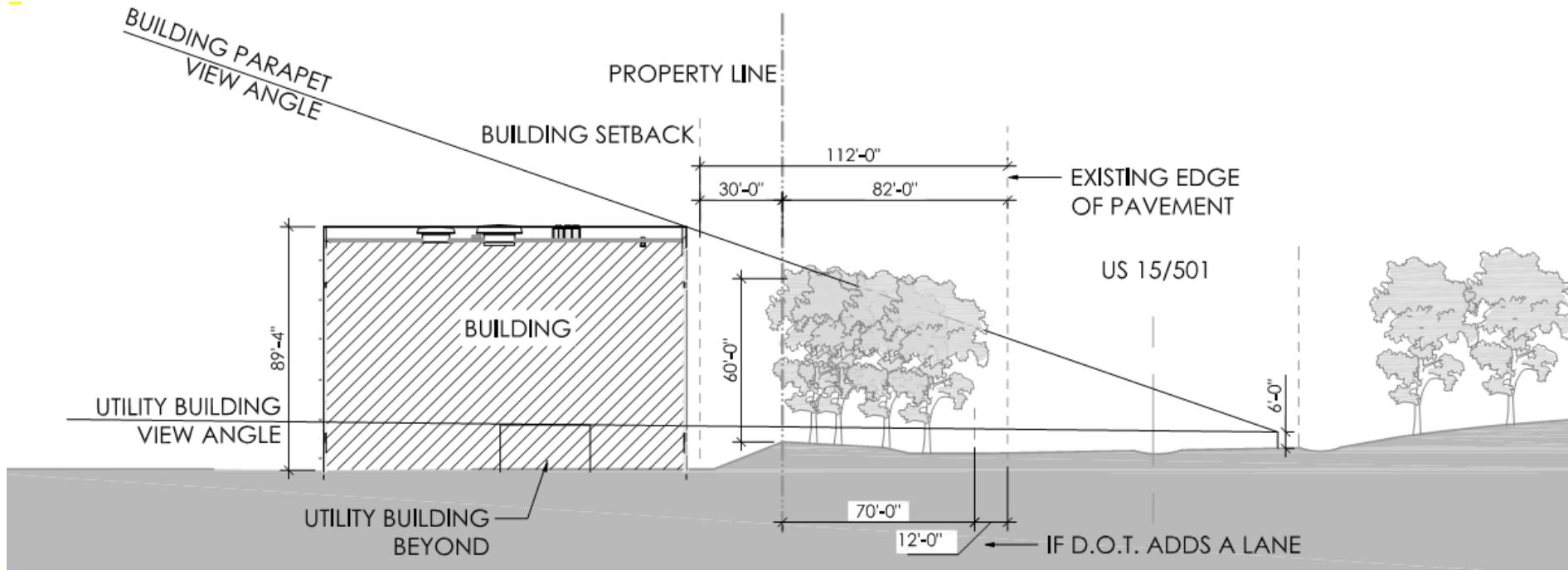
5. Where is the best place for the mechanicals of the building?

Applicant Response: There are small fans and mechanical equipment located on the roof within the 90' limit on height. Air cooled chillers are located and screened behind the small, single story utility building which is located approximately 10' below 15-501 elevations and any exterior mechanical units will also be shielded from view by an evergreen landscape. See following line of sight drawing for further clarification. |

Town Council Concerns and Responses

Building Height and Feel

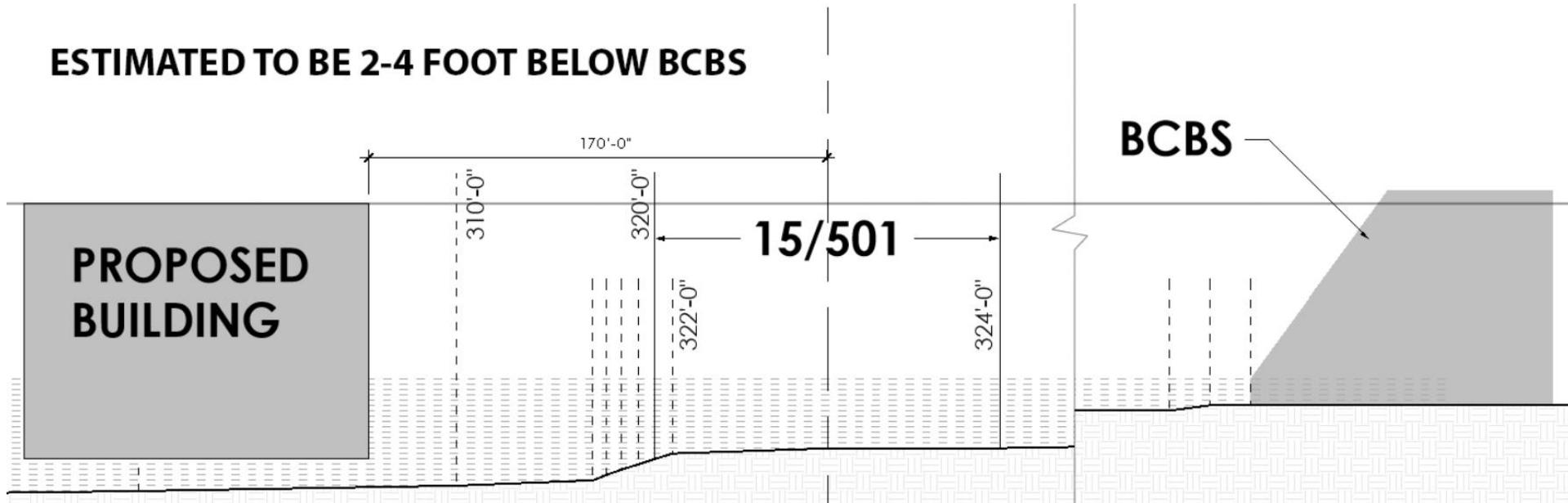
5. Illustrations:



Town Council Concerns and Responses

Building Height and Feel

5. Illustrations cont'd. Below is a comparison between BCBS height relative to 15-501 as well as the proposed Eastowne MOB.



Town Council Concerns and Responses

Building Height and Feel

5. Illustrations cont'd. Below is a list of other taller buildings located throughout Town.

Staff Response:

Building	Height
UNC Healthcare	90 Feet
140 West	105 Feet
BCBS (SECU)	65 Feet
Berkshire	95 Feet
Carolina Square	138 Feet
East 54	81 Feet
Granville Towers	90 Feet
Greenbridge	135 Feet
Memorial Hospital	140 Feet
Shortbread Lofts	97 Feet

Town Council Concerns and Responses

Building Height and Feel

6. Is there a way to push this building back to make it seem smaller or to make it smaller and then allow taller buildings deeper into the site to set a better tone? Stepping back into the overall site.

Applicant Response: We have redesigned building to reduce height by 5'-8". This will require some areas of the clinic to have lower than market ceilings (8'-6") and require bulkheads to be built for some structure/mechanical infrastructure; however, we are committed to meeting the Town's concerns regarding height/mass.

We believe the site depth should be used for pedestrians in lieu of separation from traffic. This has been discussed in detail with Tony Sease as well and fits with his thoughts on urban design. These discussions also consider how we bring people from Eastowne into the site and direct them toward the MOB and future developments. The more we engage visitors between the parking deck and building and direct movement away from US15-501, we believe the better for public safety and engagement.

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Town Council Concerns and Responses

Building Height and Feel

7. How tall will the building be from each corner to the ground?

Applicant Response: The topography around the building varies; therefore, we have shown multiple heights along 15-501 to try and clarify building height at FFE versus the topography created in the grading plans. Please see exhibit on the following slide.

8. How big is the Ambulatory Care Center? Will this building be similar in use? Will there be emergency care? Urgent care?

Applicant Response: The ACC building is approximately 123,000 SF. The program for this building will not be similar and there will be no emergency care or urgent care.

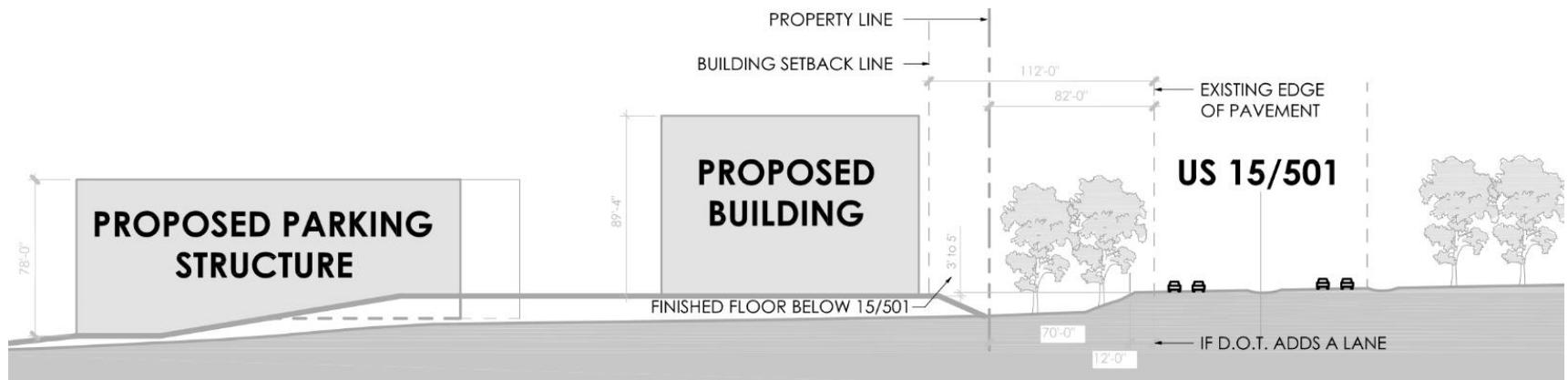
Town Council Concerns and Responses

15-501

9 If 15-501 may be widened someday to three lanes on each side. How will this building feel then – maybe it needs to push back just a bit

Applicant Response: We will reduce building by 5'-8".

Staff Response: NCDOT has done some very preliminary analysis and believes sufficient right-of-way exists on US 15-501 to accommodate anticipated widening. The development is maintaining the required 30 foot buffer along the US 15-501 frontage.



Town Council Concerns and Responses

15-501

10. How will emergency vehicles cross 15-501 to enter fire lane?

Applicant Response: The secondary access point along 15-501 is for an emergency access only, which is required by code. Fire access would be primarily at the Eastowne Drive entrance. If this entrance is not available, fire personnel could perform a U-turn at the Lakeview Drive and US 15-501 intersection.



Town Council Concerns and Responses

15-501

10. Cont'd.

Staff Response: Fire access would be primarily from Eastowne Drive at the primary entrance. If the Eastowne Drive entrance was not available, fire access would use the Lakeview Drive and US 15-501 intersection for a U-turn. The secondary means of access also provides initial access to mutual aid equipment responding from Durham.

Town Council Concerns and Responses

15-501

11. Need to make sure there is no traffic stacking onto 15-501 from this entrance or even between the two lights at Eastowne Rd and Lakeview Rd intersection.

Applicant Response: Improvements will be made as recommended in the TIA.

Staff Response: The TIA addresses this concern and improvements are addressed in the report.

- Traffic simulation model for build-out conditions with mitigation measures does not indicate any issues with vehicle queues.
- Traffic signal synchronization should eliminate any vehicle queues during peak hours.

Town Council Concerns and Responses

Eastowne Road

12. Need to make sure there is space left along Eastowne Road in case it has to be widened at some point in the future – turn lane width or additional lanes. Building placement should not preclude this –

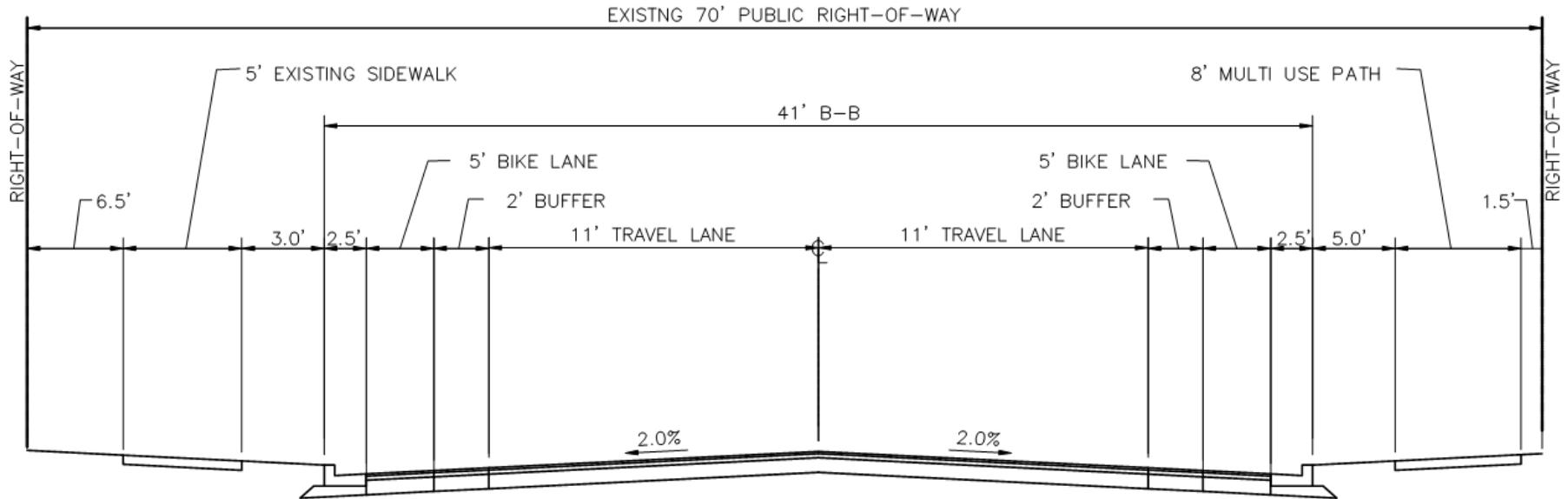
Applicant Response: We will defer to Staff's response and are supportive of their recommendation.

Staff Response: Town staff identified a possible cross section based on the draft Town Design Manual. The cross-section would have two 11' travel lanes; one 10' turn lane at intersections; two 5' bike lanes with buffer; planting strip; and sidewalks. The placement of the building and the parking deck would be located outside of these right-of-way requirements. Please see following drawing for clarity.

Town Council Concerns and Responses

Eastowne Road

12. Cont'd.



PROPOSED SECTION FOR EXISTING ROAD
(70' R/W, 41' B-B)

Town Council Concerns and Responses

Eastowne Road

13. Consider traffic circle in front of parking deck – there is already a great number of cars coming down Eastowne Rd from other medical & apartment complex such that making a left turn out of the parking deck onto Eastowne Rd is complicated – maybe not for first building but for full build out – at least plan for this to help with traffic flow. Adding this number of cars into one entrance is huge for this section of road – traffic circle or something to keep movement and prevent stacking in either direction

Applicant Response: We considered a traffic circle at this location and determined it created several impacts to the project and adjacent landowners, including the loss of full access movement for Pinegate Apartments, and impact on existing environmental features. A traffic circle may be viable with the future Pinegate redevelopment but should be evaluated with overall Master Plan.

Town Council Concerns and Responses

Eastowne Road

13. Cont'd.



Staff Response: We believe placement of a traffic circle at the parking deck entrance may cause conflict with the Pinegate Apartments driveway. It is recommended as part of the Master Plan traffic impact scope of work that a traffic circle be considered at the intersection of Eastowne Drive and Old Sterling Drive.

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Town Council Concerns and Responses

RCD

14. Cont'd.

Staff Response: The RCD provides protection for the environmentally-sensitive character, protects habitats, and maintain the aesthetic qualities of the town. The ordinance recognizes that additional uses are allowed as you get further away from stream (streamside, managed use, and upland zones). If increased densities and uses are important for a proposed development, additional stormwater volume and water quality treatment should be expected if RCD modifications are granted. Since redevelopment projects are not required to treat impacts from existing impervious surface, redevelopment projects do not typically provide as much treatment as a greenfield development.

Town Council Concerns and Responses

Greenway/Bike Path

15. Is there a way to connect bike path/multi modal pathway through complex and adjoin to fire road or just not against roadway? Want mobility but not at the expense of tree buffer and possible widening of 15-501. Is multi use of fire path a good option?

Applicant Response: We have removed the greenway trail along 15-501 and are open to having a pedestrian connection go thru this site and connect to future greenway as part of the masterplan.



- ✓ Clean up buffer of 15-501 ROW & landscaping enhancements.
- ✓ Removed Greenway
- ✓ Provided a view corridor.
- ✓ 68% of wooded frontage is being retained.

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Town Council Concerns and Responses

Greenway/Bike Path

15. Cont'd.

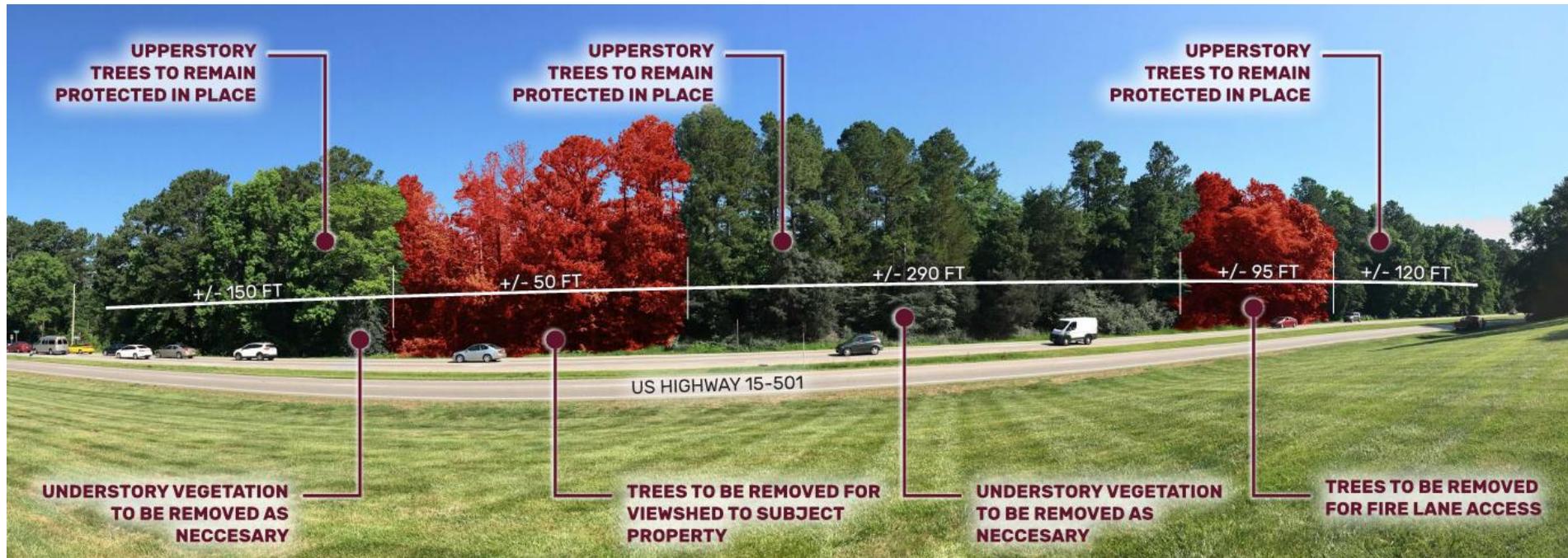
Staff Response: The developer is considering connection of multi-use paths through the entire Eastowne property. A stipulation has been included in Revised Resolution A. Bicycle and pedestrian facilities are recommended along Eastowne Drive providing connections to Old Sterling Drive and Dobbins Drive.

Town Council Concerns and Responses

Tree Buffer

16. This is a tall building and will be visible above tree level, want to maximize tree feel along 15-501 corridor. Leaving existing mature trees in buffer areas

Applicant Response: We propose the following changes to the buffer in lieu of clearing, grading and installation of greenway along 15-501.



- Poor quality understory vegetation to be removed to clean up buffer.
- Trees in viewshed are poor quality.

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Town Council Concerns and Responses

Tree Buffer

16. Cont'd

Applicant Response: For further clarification, here is a panorama of the proposed buffer and proposed project.



Staff Response: The applicant has revised the plans, and additional trees along the US 15-501 frontage are being preserved.

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Town Council Concerns and Responses

Tree Buffer

17. Are the trees shown in the Powerpoint accurate in terms of their height?

Applicant Response: To the best of our abilities.

18. How big are the tree openings along US 15-501?

Applicant Response: There are two openings approximately 50' and 95'.

Town Council Concerns and Responses

Traffic Impact Analysis

19. What does the Eastowne TIA tell us?

Staff Response: The June 2018 Traffic Impact Study (TIA) finds that with some minor improvements, the existing roadway network can accommodate the projected traffic from the proposed UNC Health Care Eastowne Medical Office Building. The applicant is proposing to build these improvements as part of the project.

Town Council Concerns and Responses

Traffic Impact Analysis

20. What specific improvements are required?

Staff Response: Improvements required are shown below:

- Extend northbound left-turn lane on 15-501 to 400' for added vehicle queuing;
- Extend Eastowne Drive left-turn lane onto 15-501 to 300' for added vehicle queuing;
- Install crosswalk and pedestrian signals at Eastowne Drive for improved passage across 15-501 and a connection to the future Wegmans;
- Construct a new bus shelter along Eastowne Drive adjacent to proposed development;
- Install “Do Not Block Intersection” signage in median along Eastowne Drive.

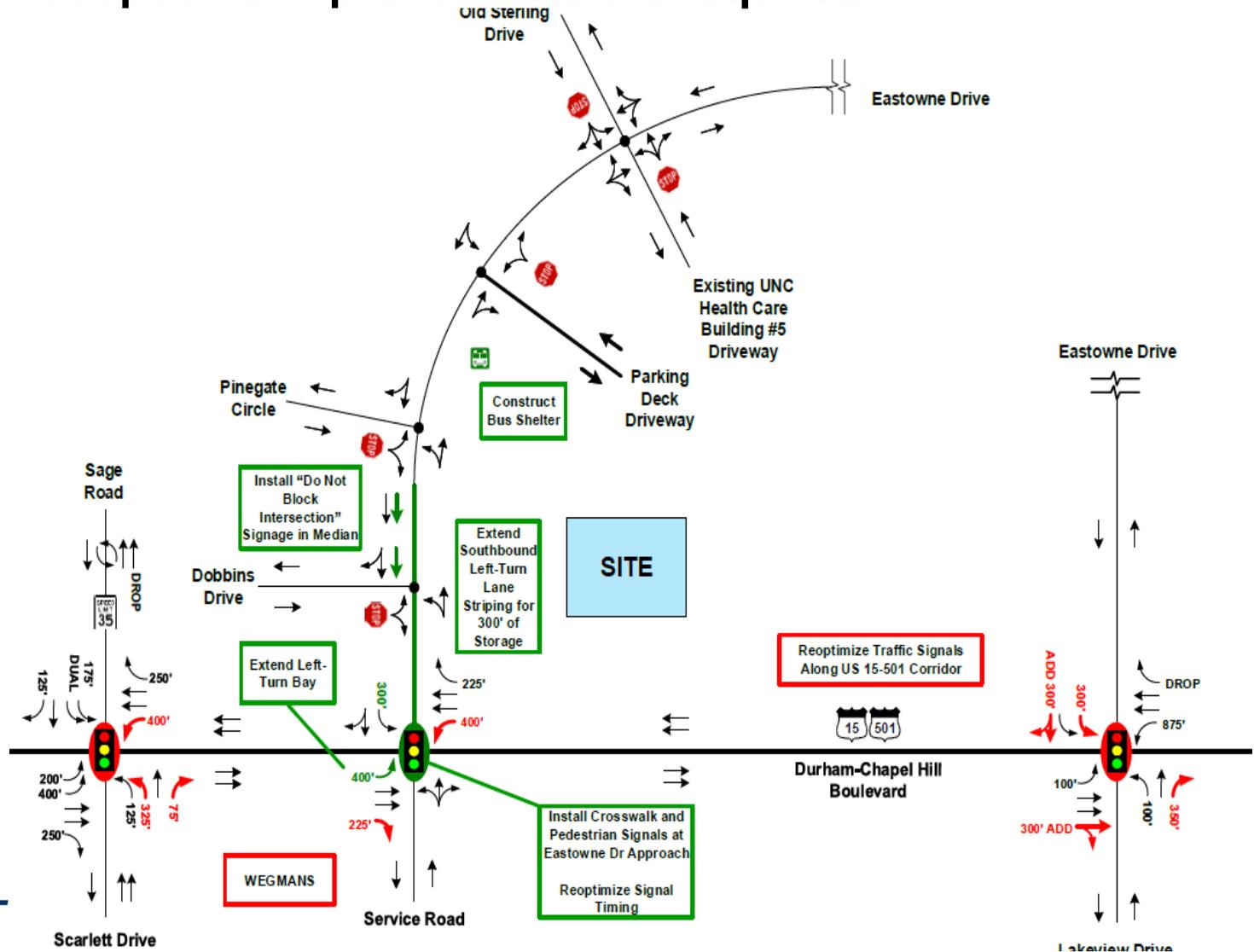
The following improvements are required prior to issuance of a Certificate of Occupancy, if not installed by the future Wegmans:

- Reoptimization of traffic signal timing on US 15-501;
- Add a second 300' left lane from Eastowne Drive to US 15-501.

Town Council Concerns and Responses

Traffic Impact Analysis

20. Cont'd. What specific improvements are required?



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Town Council Concerns and Responses

Traffic Impact Analysis

21. What is a Traffic Impact Analysis?

Staff Response: A TIA studies the effects of potential additional travel generated by a proposed development project (the “build” scenario) and compares that potential future travel demand to what would occur otherwise without the proposed project (the “no build” scenario). The difference between the “no build” and “build” scenarios helps the Town identify any needed improvements to the transportation system within the project area.

The Town requires all applicants seeking a Special Use Permit to conduct a Traffic Impact Analysis. This requirement can be waived under limited circumstances when traffic generation is projected to be less than 500 daily trips. The TIA study is performed by a consultant of the Town and is paid for by the applicant.

Town Council Concerns and Responses

Traffic Impact Analysis

22. What is the 'ITE Manual' and how does it relate the estimation of vehicle trips?

Staff Response: The *Institute of Transportation Engineers' Trip Generation Manual (ITE Manual)* provides the industry standard estimating the number of vehicle trips associated with a variety of different land use types (e.g., office, schools, retail). Trip generation rates provided in the manual are averages derived from case studies. For each land use type within the ITE Manual, vehicle trips can be estimated based on different types of variables (e.g., square footage, number of employees), with transportation engineers selecting the approach that best approximates the conditions under which a given proposed project would function.

Town Council Concerns and Responses

Traffic Impact Analysis

23. Who prepares a Traffic Impact Analysis?

Staff Response: The TIA conducted for development projects within the Town of Chapel Hill are:

- Contracted through Town of Chapel Hill
- Studies are paid for by the applicants
- Consultant provides “impartial” study – not working for Applicant, Town, or NCDOT
- Study adheres to Town and NCDOT guidelines

HNTB, the traffic consulting firm for this study, has provided Town on-call services (TIAs, Planning, Design) conducting 65 for the Town between 2003 and 2018. Approximately 175 total since 1998, almost exclusively under on-call TIA contracts with municipalities in North Carolina.

Town Council Concerns and Responses

Traffic Impact Analysis

24. How is the traffic study area determined?

Staff Response: The study area is defined by the TIA Guidelines. The study area is based on the size and extent of the proposed development. At the **minimum**, the study area shall contain include:

- adjacent streets;
- nearest arterial/arterial intersection(s);
- site driveways, sidewalks, and bicycle lanes;
- internal roads;
- all signalized or potentially future signalized intersections, either current or future years; and
- pedestrian and bike facilities within ½ mile walk or bicycle ride to/from the site.

Town Council Concerns and Responses

Traffic Impact Analysis

25. How did the consultant incorporate the ITE Manual when making trip generation calculations for the Eastowne project?

Staff Response: The consultant reviewed the available ITE Manual data on land uses related to the proposed UNC Health Care facility (720 – Medical-Dental Office Building, 630 - Medical Clinic), as well as the existing facilities. There are two trip generation options for these land uses – number of employees and square footage. Based on the ITE Manual data available and compared to the applicant-supplied information, the consultant determined that the number of employees was the most appropriate variable to use.

A second consideration is the particular land use type (or “code”) from the manual that best approximates the land use in the proposed project. In this case, the consultant averaged the trip generation results of the two land use codes listed above to best approximate the land use in the Eastowne project. For the existing site, the Applicant shared that the existing facilities function as general office buildings (not clinics), so the ITE Manual code for General Office Buildings (710) was utilized to estimate existing trip generation of the fully utilized existing facilities.

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Town Council Concerns and Responses

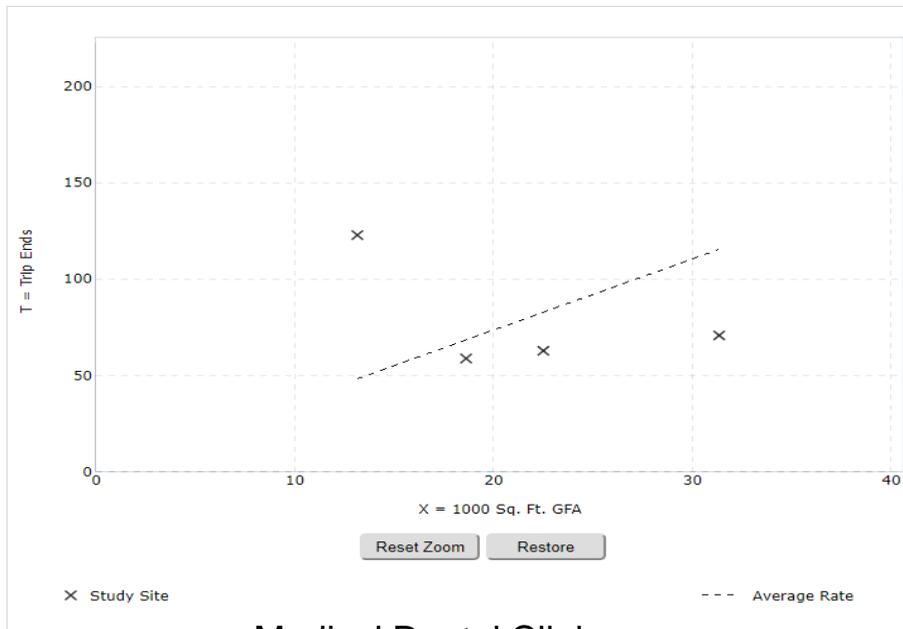
Traffic Impact Analysis

25. Cont'd: How are trips calculated? (Building Size)

Staff Response: A review of available information from the ITE Trip Generation Manual indicated that trip rates and field data based on building square footage for Medical Clinic and Medical-Dental Office Building land use codes were for far smaller (30,000 square foot) facilities than what is being proposed by UNC Health Care.

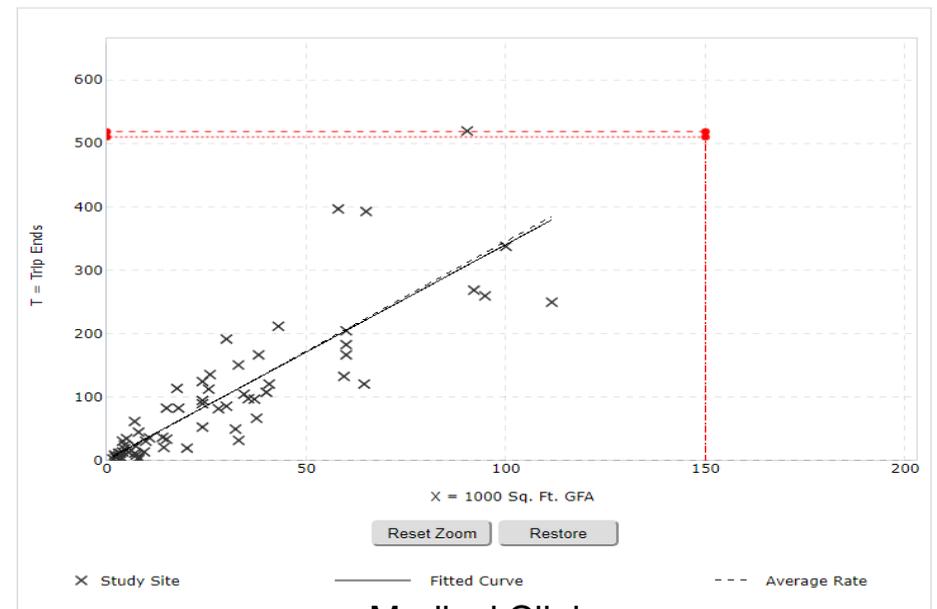
Data Plot and Equation

Caution – Small Sample Size



Medical Dental Clinic

Data Plot and Equation



Medical Clinic

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Town Council Concerns and Responses

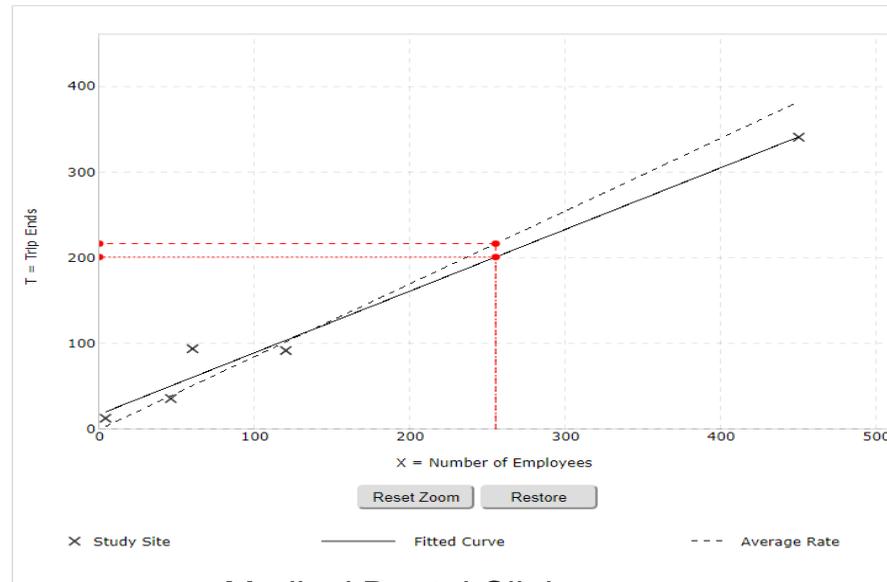
Traffic Impact Analysis

25. Cont'd: How are trips calculated? (Number of Employees)

Staff Response: Using the maximum number of staff as a trip generating variable for the Medical Clinic and Medical-Dental Office Building ITE Land Use Codes produces comparable results that were averaged to produce an estimate of daily and peak hour trip generation for the facility at full build-out

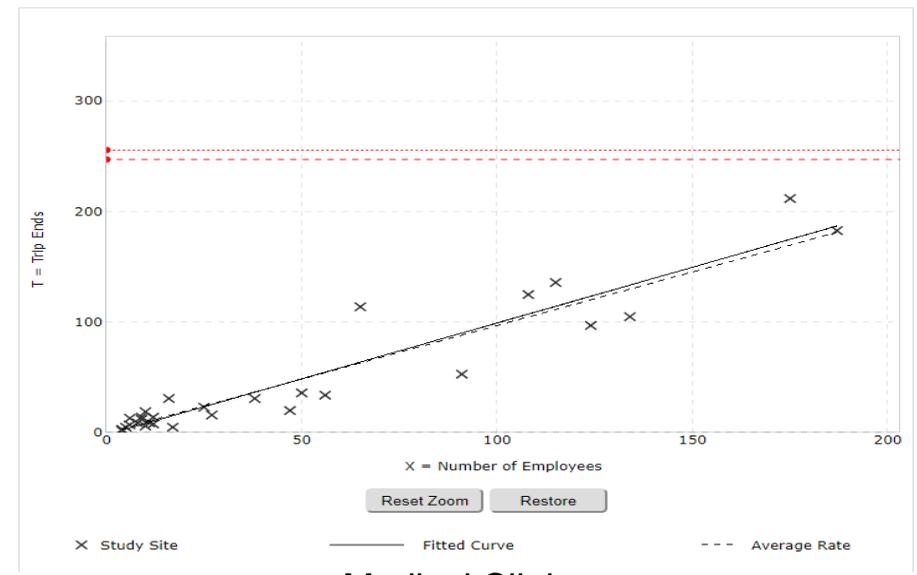
Data Plot and Equation

Caution – Small Sample Size



Medical Dental Clinic

Data Plot and Equation



Medical Clinic

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Town Council Concerns and Responses

Traffic Impact Analysis

25. Cont'd: How are trips calculated?

After careful consideration of information, along patient appointment distribution over the course of a typical day, a decision was made to use the **number of employees** as a trip generating variable – and averaging the land use types of Medical Clinic and Medical-Dental Office to produce trip estimates for 255 employees.

ITE LUC	Description	Density	Daily			AM Peak			Noon Peak			PM Peak		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
630	Medical Clinic	255 employees	1,180	1,180	2,360	220	66	286	112	77	189	78	139	217
720	Medical-Dental Office Building	255 employees	1,110	1,110	2,220	135	38	173	83	78	161	87	169	256
TOTAL BUILD-OUT AVERAGES			1,145	1,145	2,290	178	52	230	98	78	175	83	154	237
710	Existing Building #5 (Full Occupancy)	24,610 SF	136	136	272	43	7	50	12	8	20	5	25	30
710	Existing Site Demolition (Full Occupancy)	77,484 SF	414	414	828	85	14	99	25	22	47	14	75	89
710	Existing Site Total Office Generation		550	551	1,101	128	21	149	37	30	67	19	100	119
NET INCREASE OVER EXISTING SITE FULL OCCUPANCY			731	731	1,462	93	38	131	73	56	128	69	79	148

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Town Council Concerns and Responses

Traffic Impact Analysis

26. Why were employee counts used instead of square footage?

Staff Response: The consultant has noted that the ITE Manual does not have a robust data set to support using square footage for the applicable land use codes (720 – Medical-Dental Office Building, 630 - Medical Clinic). The Manual only provides a limited number of samples, and the maximum square footage studied is less than $\frac{1}{4}$ of what Eastowne is proposing. In addition, UNC Health Care provided an accurate estimate of the number of employees that are expected to work in these buildings, which was compared to the trip generation derived from the ITE Manual. For these reasons, the consultant chose to use number of employees as the metric for determining trip generation. For existing general office building land uses, the use of square footage is appropriate, as the data sets and rate/equation graphs have ample data points within the range of the existing building size (77,500 square feet).

Town Council Concerns and Responses

Traffic Impact Analysis

27. How was applicant-supplied data used?

Staff Response: The consultant indicates that applicant-supplied data was only used for comparison and validation of the ITE Manual estimates. The temporal variation in patient visits throughout the day indicates that the highest trip generation due to patient visits currently occurs at similar existing UNC facilities (and likely for the proposed Eastowne Medical Office Building) during off peak hours..

Town Council Concerns and Responses

Traffic Impact Analysis

28. Does the use of square footage for Medical-Dental Office (ITE Code 720) result in the need for additional recommended improvements?

Staff Response: The consultant is currently running this analysis in order to see how it compares, and will have results to share in the next few days. Due to the Consultant's recommendations about the appropriate method of generating trips for this development, he advises caution in interpreting these results, once he has them.

Town Council Concerns and Responses

Traffic Impact Analysis

29. What are the future buildout plans for UNC Health and thoughts on square feet overall? How do we get TIA information that is meaningful to medical office and constant flow of traffic for the entire Eastowne complex?

Applicant Response: A comprehensive TIA will be required and completed as part of the master plan process. This work will need to take place with DOT, Durham, Chapel Hill, Congestion Management, etc. and will take considerable time once density and uses of Eastowne are finalized. Please note that overall square footage, uses and project timing are not known at this time and will be derived as part of the Master Plan process. This information is critical to analyzing traffic for the larger development and will be required in order to finalize any improvements with the Town and DOT.

Town Council Concerns and Responses

Traffic Impact Analysis

30. A piecemeal approach to addressing traffic dealing with Wegman's, this building, etc., separately is problematic. With the likely development of Gateway, the full build-out of Eastowne, and the redevelopment of the SECU site, a comprehensive approach for the area is needed.

Applicant Response: We agree. A piecemeal approach is not advantageous. Traffic is a concern to our patients and business and we look forward to working with the Town and DOT as part of the larger development planning process. We anticipate a full traffic study be conducted with future developments, DOT, Durham and Chapel Hill once details of future development are derived from the Master Plan and public input sessions.

Staff Response: Staff has drafted a stipulation for Council's consideration: Future Traffic Analysis: That as part of entitlement process, a Traffic Impact model analysis would be prepared. This model would include a build-out year and include Wegmans, Gateway development, SECU redevelopment, and the full build-out of Eastowne, as well as any other approved development in the area.

Town Council Concerns and Responses

Traffic Impact Analysis

31. Will UNC Health Care agree to conduct Traffic Impact Analysis one year after occupancy.

Applicant Response: UNC is prepared to conduct traffic counts one year after the building is open. This information can be used to adjust the trip generation for similar buildings that are constructed as part of the Master Plan. If the revised traffic study shows a revision to improvements, UNC will incorporate development required improvements into the overall build out.

Staff Response: Staff has drafted a stipulation for Council's consideration:
As-Built Traffic Impact Study: That within one year of issuance of a Certificate of Occupancy, UNC Health Care shall report to the Town Council with an update on traffic conditions at the site, whether they warrant further study, and if so, in what regard. If the Town Council directs that further study be conducted, the Town shall select a traffic engineering consultant to prepare a study to be paid for by UNC Health Care, of the functioning of the intersections, traffic circulation, vehicle queue lengths, and ingress and egress to the site. Development required improvements will be incorporated into the overall build-out.

Town Council Concerns and Responses

Traffic Impact Analysis

32. We have heard the traffic impact analysis was not done to Town standards?

Staff Response: The Traffic Impact Analysis (TIA) does follow Institute of Transportation Engineers (ITE), NCDOT, and Town standards and guidelines. The proper application of ITE land use codes, trip generation variables, and appropriate rate-based or equation-based generation methods were all considered in this study and required engineering judgement and proper justifications. The use of applicant supplied data was only done for comparative purposes and not a source of trip generation, although the use of such data is not expressly prohibited by ITE, NCDOT, or Town guidelines, and often, if carefully considered in comparison to ITE national data, can be a useful predictor of trip patterns and characteristics.

Town Council Concerns and Responses

Master Plan

33. We have to plan ahead for a full build out and how that effects our town and its resources. We want to make sure that this first building does not preclude making improvements on Eastowne Road and this side of town for the future growth that is coming. Talking about the Master Plan would help shape those conversations & planning. Leaving room for possible Eastowne Road expansion along this site.

Applicant Response: We are working with the Town's Urban Design Consultant, Tony Sease, regarding the development of this site and how it will ultimately interact with the larger development to the North and East. This effort is productive and will enhance the product we are proposing to develop. We will also work with stakeholders to develop a connected greenway system that will be built as part of the approved Master Plan. |

Town Council Concerns and Responses

Master Plan

34. Completion of the Master Plan for this site is important before discussion of any additional buildings.

Applicant Response: We concur and a stipulation requiring this process has been added to the SUP.

Town Council Concerns and Responses

Master Plan

35. Want to make sure that the Master Plan will have a community input process in addition to the public hearings.

Applicant Response: We are willing to commit now to a community input process as a stipulation for future building construction. We have high aspirations for this development and desire it to be a place that all citizens of Chapel Hill are pleased to have as part of their community. As part of the Master Planning process, envision the following major tasks relative to the public input process:

- Public Workshops
 - Public Input Sessions
 - Design Team Presentations
 - Review / Input Sessions with Advisory Boards
 - Review / Input Sessions with Elected Officials
- 

Town Council Concerns and Responses

Master Plan

36. Want to make sure that the Master Plan will have a community input process in addition to the public hearings. Cont'd.

 Staff Response: Revised Resolution A contains the following stipulation:
Master Plan: Before any additional new buildings are developed in Eastowne, UNC Health Care will conduct a Master Planning process that is consistent with the Town's values as expressed in the Town's Strategic Plan and the 2020 Comprehensive Plan. In addition, UNC Health Care will ensure that the process provides substantial opportunity for public participation and input. Once a draft of the Master Plan is prepared, the draft will be presented to the Town Council and Advisory Boards for their review and feedback.

Town Council Concerns and Responses

Misc.

37. What amenity space will be provided? Covered picnic shelter, bike path or other green amenity.

Applicant Response: Amenity area with covered picnic tables and enhanced landscaping will be provided as shown.

Staff Response: Revised Resolution A contains the following stipulation:

Public Amenity Space: The applicant shall provide shaded picnic tables for use by employees, visitors, and others upon request in a location with ready access to parking.

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Town Council Concerns and Responses

Misc.

38. What are the “by right” uses for this site?

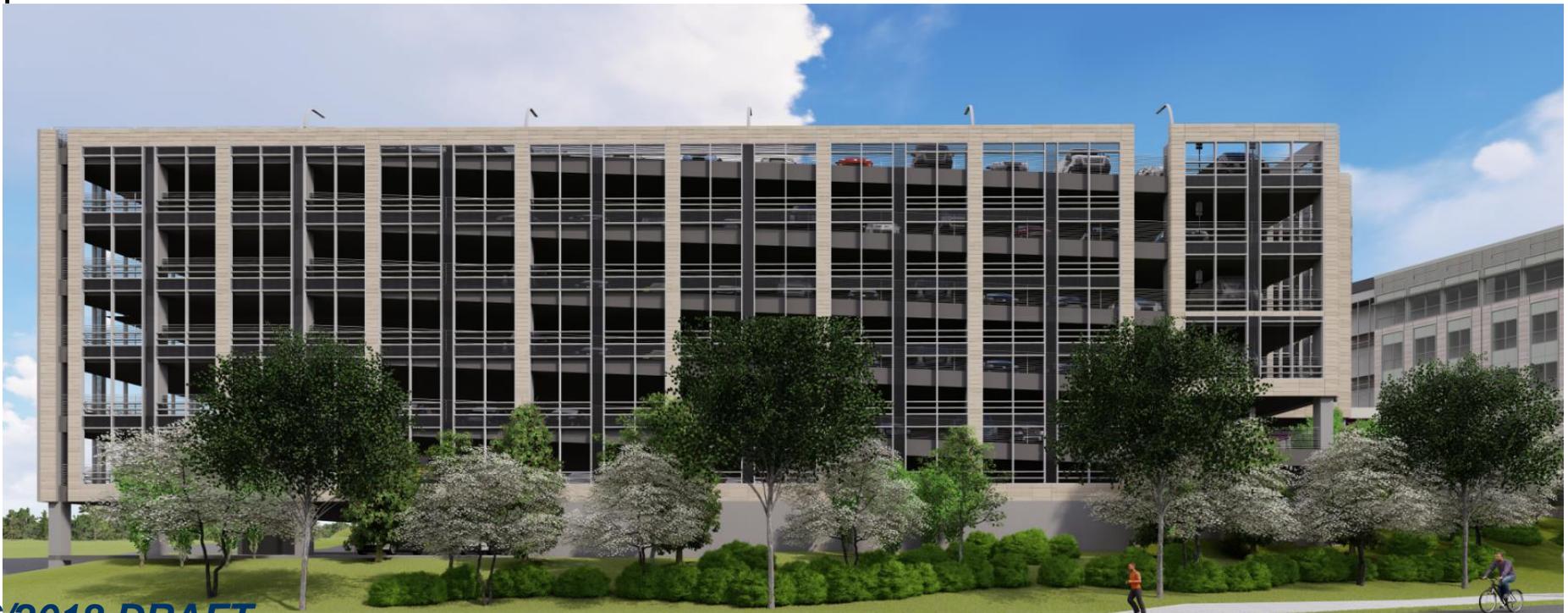
Staff Response: Under the existing Office/Institutional-2 (OI-2) zoning district, the applicant is able build a total of 93,542 square feet of floor area. The height limit in the Office/Institutional-2 (OI-2) zoning district is 60 feet.

Town Council Concerns and Responses

Misc.

39. Parking deck design needs to be attractive? Is there a way to incorporate artwork into the parking deck?

Applicant Response: A revised rendering of the parking garage is shown below. The exterior design is consistent with feedback we have gotten from elected officials and advisory boards when several design iterations were presented.



Town Council Concerns and Responses

Misc.

40. Parking deck design needs to be attractive? Is there a way to incorporate artwork into the parking deck? Cont'd.

Applicant Response: We will be investigating the best locations for public art in conjunction with the Town's Cultural Art Commission. We are considering ground mounted, building or parking deck options that will engage patients and the community.

Town Council Concerns and Responses

Misc.

41. Is what UNC Health Care pays sufficient to cover cost of core service impacted for this project?

Staff Response: This initial analysis estimates the Town revenues and costs anticipated from extending Town services to the proposed Eastowne project.

This analysis focuses on the annual cost of the redevelopment after construction is complete. This analysis does not include one-time revenues and costs related to permitting or inspections.

The current Memorandum of Understanding (MOU) for the property would remain in place and future negotiation regarding future costs be part of the entitlement process.

Town Council Concerns and Responses

Misc.

41. Cont'd: Is what UNC Health Care pays sufficient to cover cost of core service impacted for this project?

Revenues	Existing Property Use	Projected Property Use	Variance
Governmental Revenues			
Property Taxes (General Fund & Debt)	\$ 70,810	\$ 139,628	\$ 68,818
Total Governmental Revenue	70,810	139,628	68,818
Enterprise Revenues			
Transit Tax	9,078	17,901	8,823
Stormwater Utility Fees	4,425	5,441	1,015
Total Enterprise Revenue	13,504	23,342	9,838
Total Annual Revenues	\$ 84,314	\$ 162,970	\$ 78,656

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Town Council Concerns and Responses

Misc.

41. Cont'd: Is what UNC Health Care pays sufficient to cover cost of core service impacted for this project?

Costs	Existing Property Use	Projected Property Use	Variance
Governmental Costs			
Public Works	\$ 2,777	\$ 5,316	\$ 2,539
Police Services	372	712	340
Fire Services	18,868	37,256	18,389
General Government	4,549	8,857	4,307
Capital - Debt Service	4,128	8,037	3,909
Total Governmental Costs	30,695	60,178	29,483
Enterprise Costs			
Transit	9,078	17,901	8,823
Stormwater Utility Fees	4,425	5,441	1,015
Total Enterprise Costs	13,504	23,342	9,838
Total Annual Costs	\$ 44,198	\$ 83,520	\$ 39,321

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Town Council Concerns and Responses

Misc.

41. Cont'd: Is what UNC Health Care pays sufficient to cover cost of core service impacted for this project?

	Existing Property Use	Projected Property Use	Variance
Annual Financial Impact (Revenue/Costs)	\$ 40,116	\$ 79,450	\$ 39,334

Town Council Concerns and Responses

Misc.

42. Opportunities for electric charging stations and solar roof conduit?

Applicant Response: We will be providing 6 charging stations with conduit for 20% expansion as well as conduits for possible future solar panels on the building. This was agreed to with Transportation and Connectivity Advisory Board and Environmental Stewardship Advisory Board

Staff Response: Revised Resolution A contains the following stipulations:
Electric Vehicle Charging: Six parking spaces within the parking deck shall be dedicated for electric vehicle charging spaces, with stations installed.
Conduit to serve at least 20 percent of the parking spaces in the parking deck for future electric vehicle charging stations shall be installed prior to issuance of a Certificate of Occupancy.

Capacity for Additional Vehicle Charging: The electrical infrastructure will be provided to meet the electricity demand of all anticipated future charging stations.

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Town Council Concerns and Responses

Process

43. Is a Development Agreement a possibility for the balance of the site?

Applicant Response: We welcome discussions with the Town regarding how the future development of Eastowne is approved. At this moment, we are exploring a Conditional Zoning process with Town Staff paired with a public input/master planning process. Our goal is to make the Master Planning process as transparent as possible and allow the opportunity for all advisory boards, Planning Commission and Town Council to provide feedback and an open dialogue on the Master Plan for this site.

Staff Response: A Development Agreement is an option available for the Council and UNC Health Care to consider. A Conditional Zoning process paired with a master planning process could also provide the opportunity for substantial stakeholder involvement while providing a more certain decision-making process.

Town Council Concerns and Responses

Process

44. Would like Planning Commission and CDC to have an updated review in August. Make sure they have some kind of massing scale and full dimensions of this project for viewing ahead of time! They did not see details of scope, only narrative (talking about 6 floors vs 105 feet!)

Applicant Response: We provided this information to all of the advisory boards and to Planning Commission. Fully designed renderings of both the garage and building were shown and thoroughly discussed. We are happy to provide an update to Planning Commission and CDC on 8/22/18.

Staff Response: As the project is in middle of an open public hearing, we want to be careful to maintain the integrity of the process. Staff is meeting with the chairs of the CDC and Planning Commission to discuss options for how to update the boards and involve them appropriately at this stage. The advisory boards would also be involved in reviewing further development proposals as part of a master planning process.

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Town Council Concerns and Responses

Process

45. We value our partnership with UNC Health and are pleased they want to develop Eastowne into a place-making part of Chapel Hill. This project has to work for our community and not place extra burdens on traffic and visual appeal. Our town values its tree/green spaces and being able to move around town without getting jammed by traffic woes. We know that we can get a win-win with this project.

Applicant Response: UNC Health Care also values the relationship with the Town of Chapel Hill. We are committed to making Eastowne a project everyone can be proud of and are confident our proposed changes will address concerns raised by Town Council and members of the community.