

UNIVERSITY PLACE

DRAFT

COUNCIL PRESENTATION

APRIL 7, 2021

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people making places



VISION & GOALS:

The proposed redevelopment of University Place will transform the property from a traditional enclosed mall into a walkable town center that could include office, hotel, residential, retail and restaurant uses, reconfigured parking and new open spaces. To achieve this vision, parts of the existing mall structure will be retained, while other parts will be demolished over time to make room for new spaces. The goal is to create a unique sense of space and place that inspires interactivity and attracts new visitors from a larger radius and improves the overall experience for all visitors.

The key initiatives to achieve successful execution of the vision include:

WALKABILITY & CONNECTIVITY

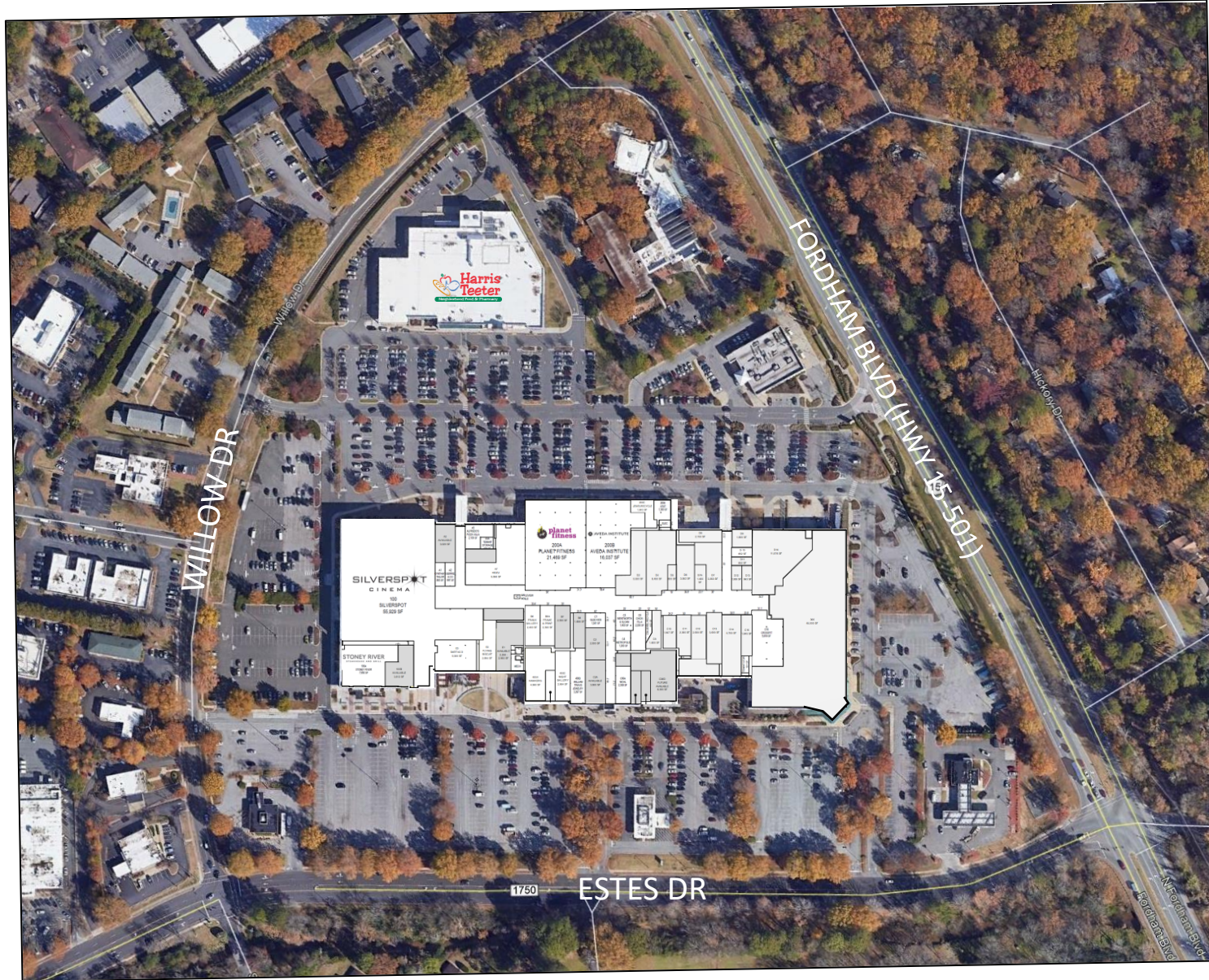
- Conversion of interior mall space to exterior storefronts with an emphasis on eliminating blank walls and maximizing transparency.
- Addition of new buildings of various scale designed with pedestrian focus to promote street level interaction.
- Enhanced streetscape both internally and along the surrounding streets with a focus on pedestrians before vehicles. This is achieved through creating improved connections to and through the site, plantings and hardscape improvements, lighting, wayfinding and creating unique public spaces along the way designed for interactivity.
- Connecting the site into nearby greenway trails to promote alternative means of transportation to and from the property.

IMPROVED VISITOR EXPERIENCE

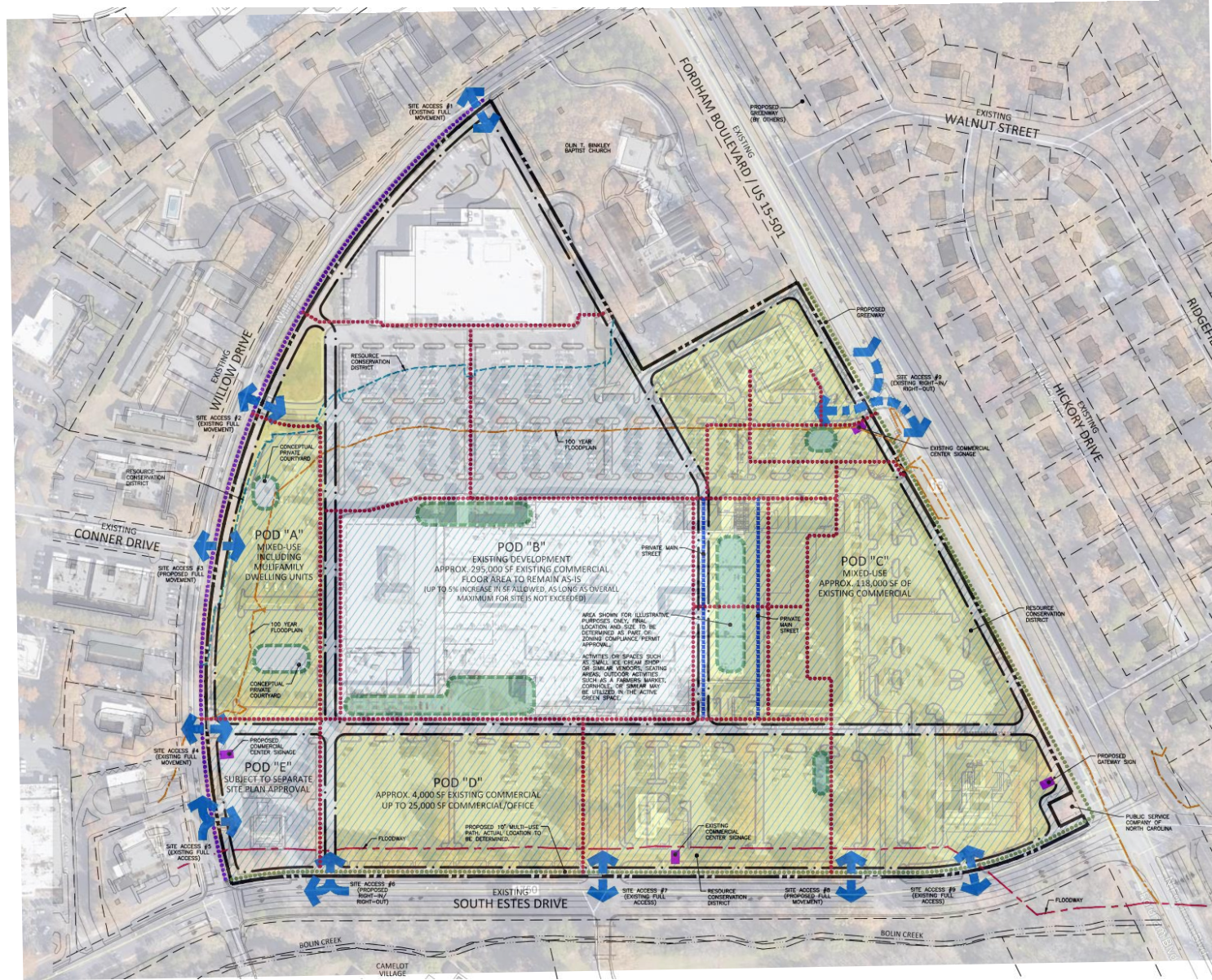
- Enhanced shopping, dining and entertainment options unique to the market.
- Activated public spaces with community events, public art, technology and interactive amenities.
- Creating office space designed to promote the use of outdoor space as an extension of the office itself, to maximize natural sunlight and views of sidewalk activity.

IMPROVEMENTS TO THE SURROUNDING ENVIRONMENT

- Decrease to the overall impervious surface.
- Improvements to storm water quality and quantity.
- Commitment to not impacting flood rise and adding provisions to existing buildings to flood-proof.
- Improvements to energy efficiency and sustainability.



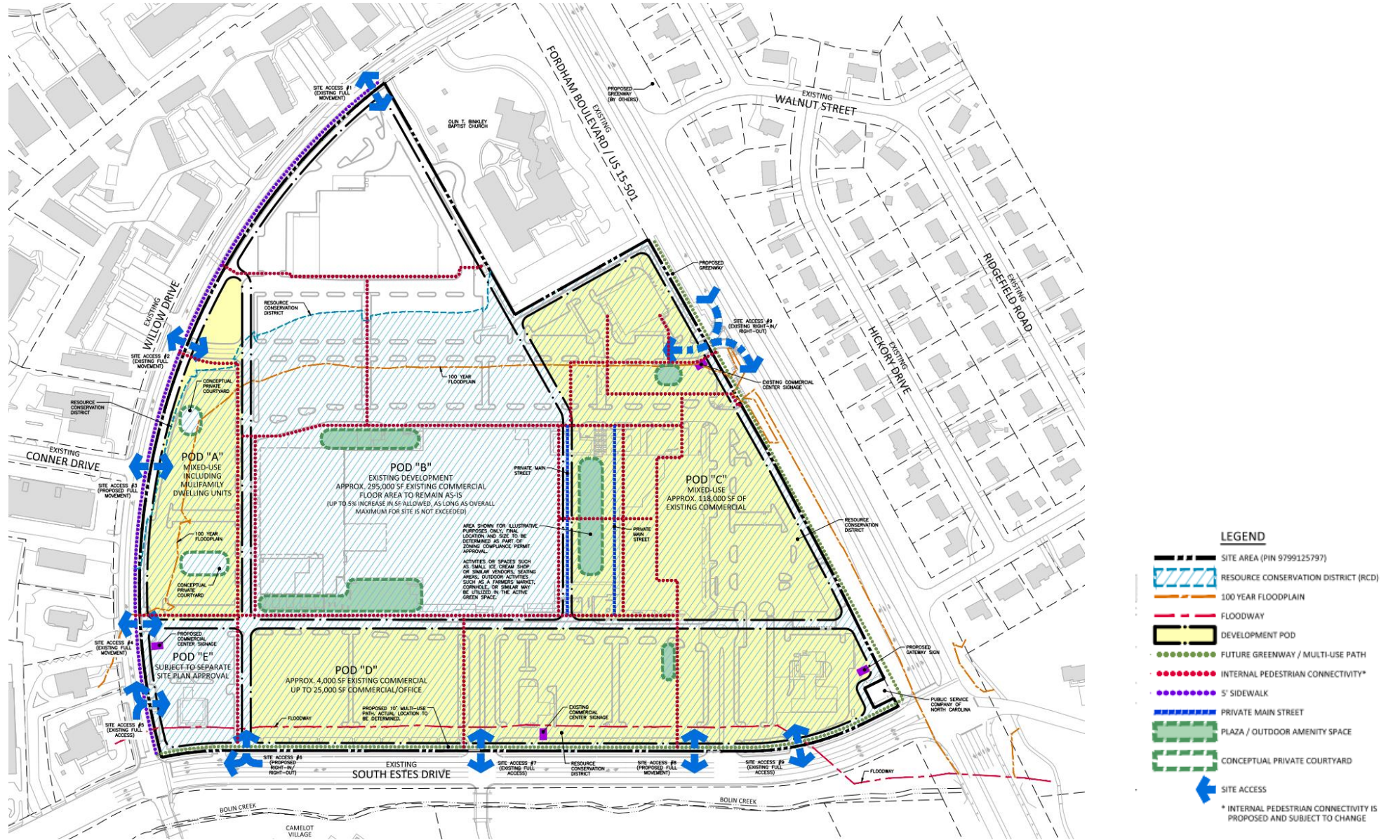
AERIAL & SITE PLAN

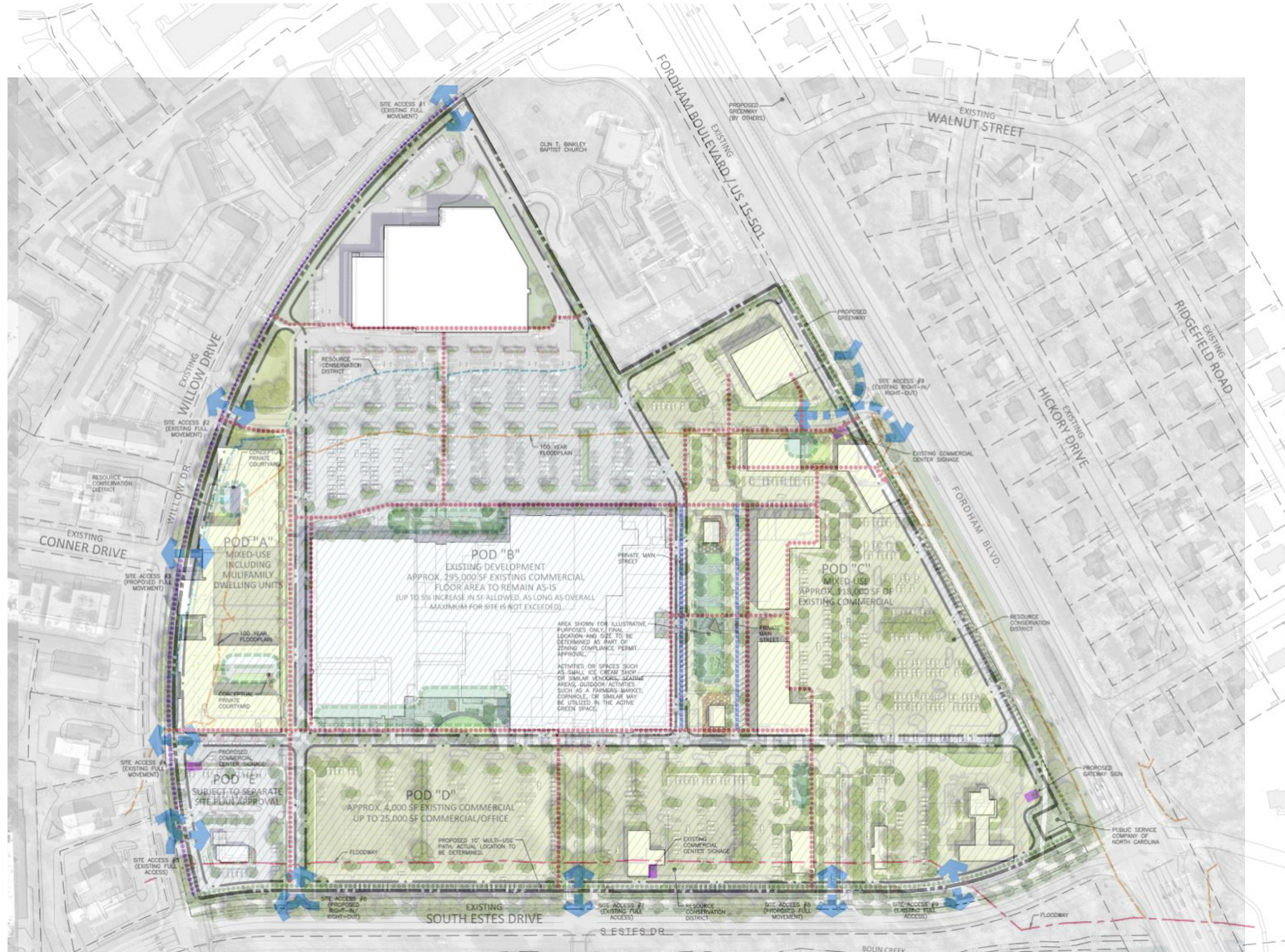


LEGEND

- SITE AREA (PIN 9799125797)
 - RESOURCE CONSERVATION DISTRICT (RCD)
 - 100 YEAR FLOODPLAIN
 - FLOODWAY
 - DEVELOPMENT POD
 - FUTURE GREENWAY / MULTI-USE PATH
 - INTERNAL PEDESTRIAN CONNECTIVITY*
 - 5' SIDEWALK
 - PRIVATE MAIN STREET
 - PLAZA / OUTDOOR AMENITY SPACE
 - CONCEPTUAL PRIVATE COURTYARD
 - SITE ACCESS
- * INTERNAL PEDESTRIAN CONNECTIVITY IS PROPOSED AND SUBJECT TO CHANGE

SITE PLAN

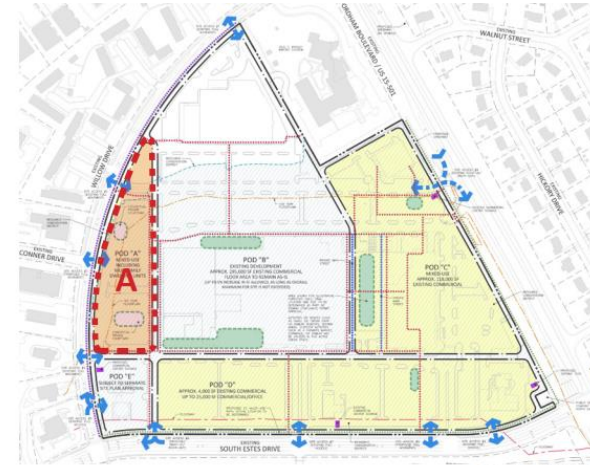






POD A

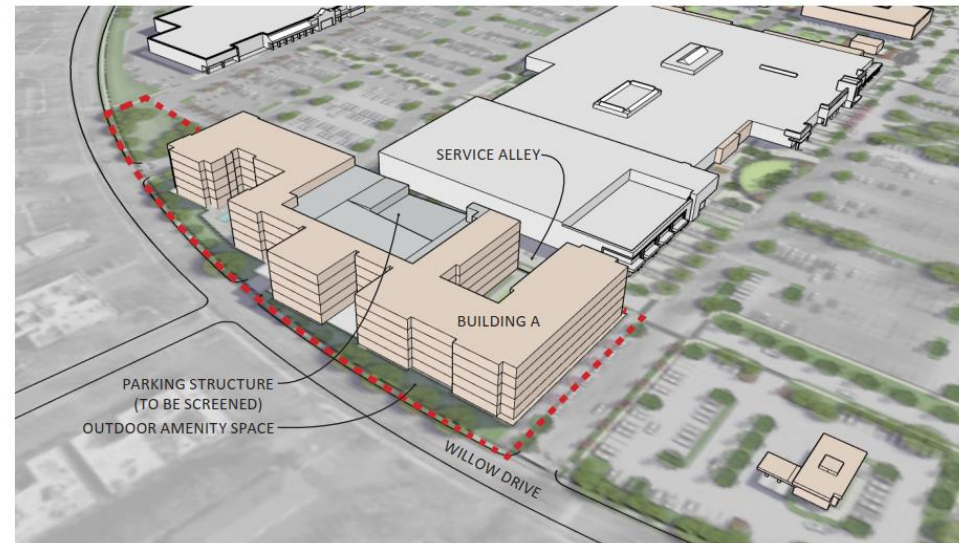
Pod A converts an existing surface parking area into a more dense, multi-use part of the site. A new parking structure is proposed with a residential wrap screen. Given the significant grade change along Willow Drive and the interior street being a service alley for trash and deliveries, no building pass-through shall be required on Pod A; however, a public outdoor amenity space will be provided in lieu of the building pass-through along Willow Drive.



KEY MAP

DEVELOPMENT EXAMPLE

- Building A:
 - ±250 units Residential
 - ±4,000 SF Incubator retail
 - 2 private resident amenity courtyards
- Parking Structure: Parking Spaces for covered retail parking + multifamily residents/guests
- Outdoor Amenity Space



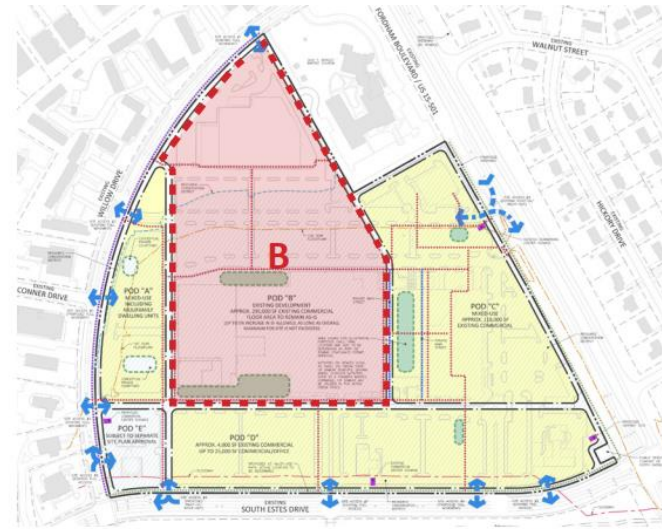
CONCEPT MASSING*

*This concept massing view is conceptual in nature and is provided for reference only. Building locations, access points, outdoor amenity space locations, and other design decisions shall be finalized during the Zoning Compliance Permit (ZCP) process.

SITE PLAN – POD B

POD B

There is ±295,000 SF of existing commercial to remain and be renovated, with conversion of interior mall space into exterior space. Enhanced outdoor amenity and green spaces are to be provided throughout Pod B along with parking improvements. Examples of conceptual facade and outdoor amenity space improvements to occur in Pod B are shown in the storefront rendering views below.



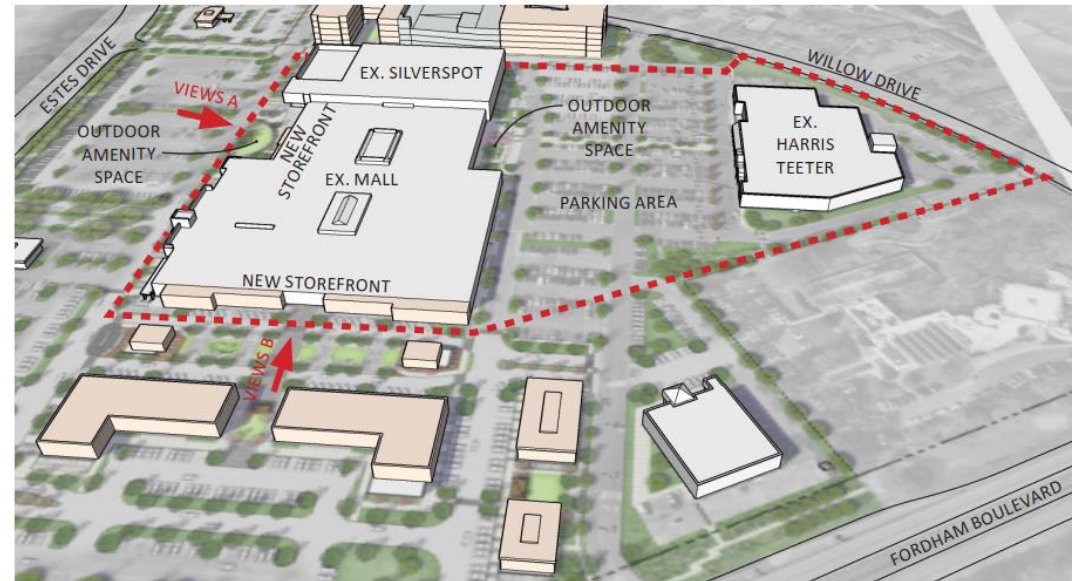
KEY MAP



CONCEPT STOREFRONT VIEWS A

DEVELOPMENT EXAMPLE

- ±295,000 SF Existing Commercial to Remain
- New Storefronts along portions of existing mall (see views below)
- Outdoor Amenity Space



CONCEPT MASSING*



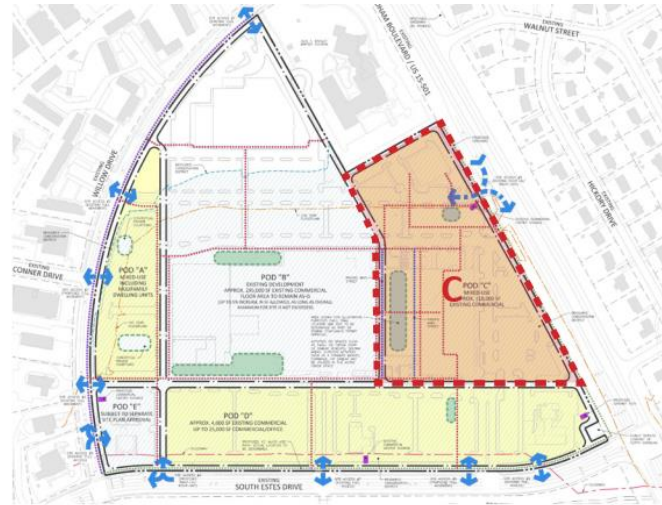
CONCEPT STOREFRONT VIEWS B

*This concept massing view is conceptual in nature and is provided for reference only. Building locations, access points, outdoor amenity space locations, and other design decisions shall be finalized during the Zoning Compliance Permit (ZCP) process.

SITE PLAN – POD C

POD C

Pod C will be focused around a central park or green space that will be pedestrian focused and include programmed space for the farmers market and other recurring events. The central park area will be flanked by urban ‘main streets’ with a consistent streetscape experience that is designed to promote safety and minimize pedestrian-vehicle conflicts. This area will act as the heart of the project, with pathways busy during the day and into the evening in this vibrant urban environment.



KEY MAP



EXAMPLES OF KIOSK RETAIL BUILDINGS

DEVELOPMENT EXAMPLE 1

- Demolition of ±105,000 SF of Existing Mall
- Existing Building: ±11,200 SF Commercial
- Building A: ±13,500 SF Commercial
- Building B: ±13,500 SF Commercial
- Building C: ±6,000 SF Commercial
- Building D: ±3,300 SF Commercial
- Kiosk A: ±1,200 SF Commercial
- Kiosk B: ±1,200 SF Commercial
- Outdoor Amenity Space (O.A.S.)



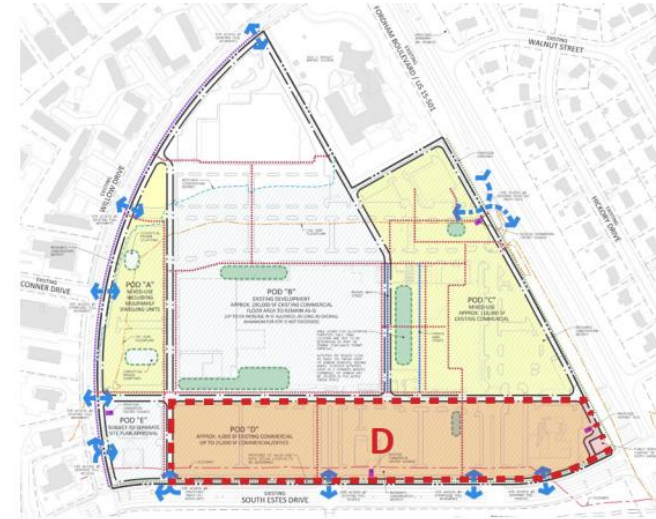
CONCEPT MASSING*



EXAMPLES OF ACTIVE OUTDOOR AMENITY SPACE

POD D

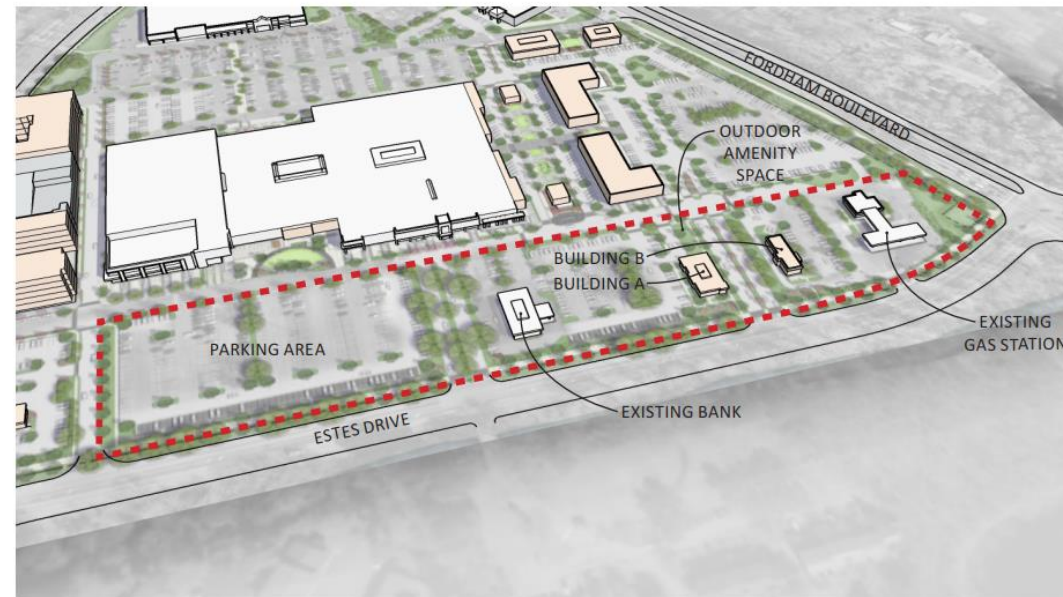
Pod D includes existing parking areas and buildings to remain, amongst 2 proposed commercial buildings lining a relocated driveway. Note that this pod faces limitations to major design changes because of sensitivity to being in a floodplain. The proposed development should assist with flooding concerns because it overall reduces the amount of impervious area on site.



KEY MAP

DEVELOPMENT EXAMPLE

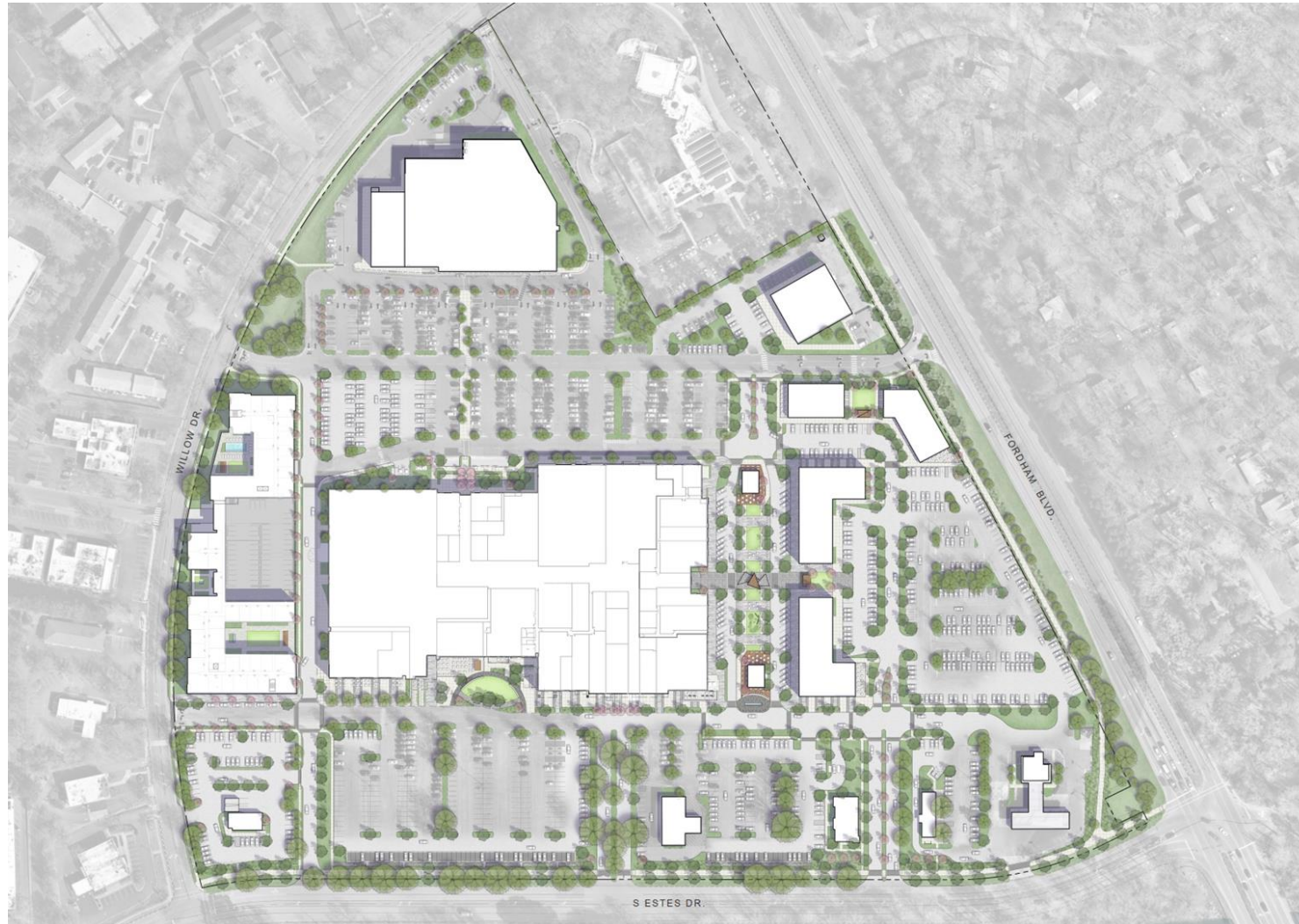
- Existing Gas Station: ±2,000 SF
- Existing Bank: ±2,400 SF
- Building A: ±3,500 SF Bank Commercial
- Building B: ±2,800 SF Commercial
- Outdoor Amenity Space



CONCEPT MASSING*

PHASE 1

- Demo of ~105,000 SF of existing mall space
- ~50,000 SF of new retail
- ~250 multifamily units w/ 15% designated affordable (80% AMI)
- Road improvements along each thoroughfare
- Multiple outdoor amenity spaces
- Multi-use trail along Estes Dr & Fordham Blvd frontage
- Reduction of impervious surface and addition of green space, new landscaping and trees



PHASE 1

- ~350,000 SF Retail
- ~250 Multifamily Units



FULL BUILD OUT

UP TO:

- 450,000 SF Retail
- 150,000 SF Office
- 300 Multifamily Units
- 150 Hotel Rooms

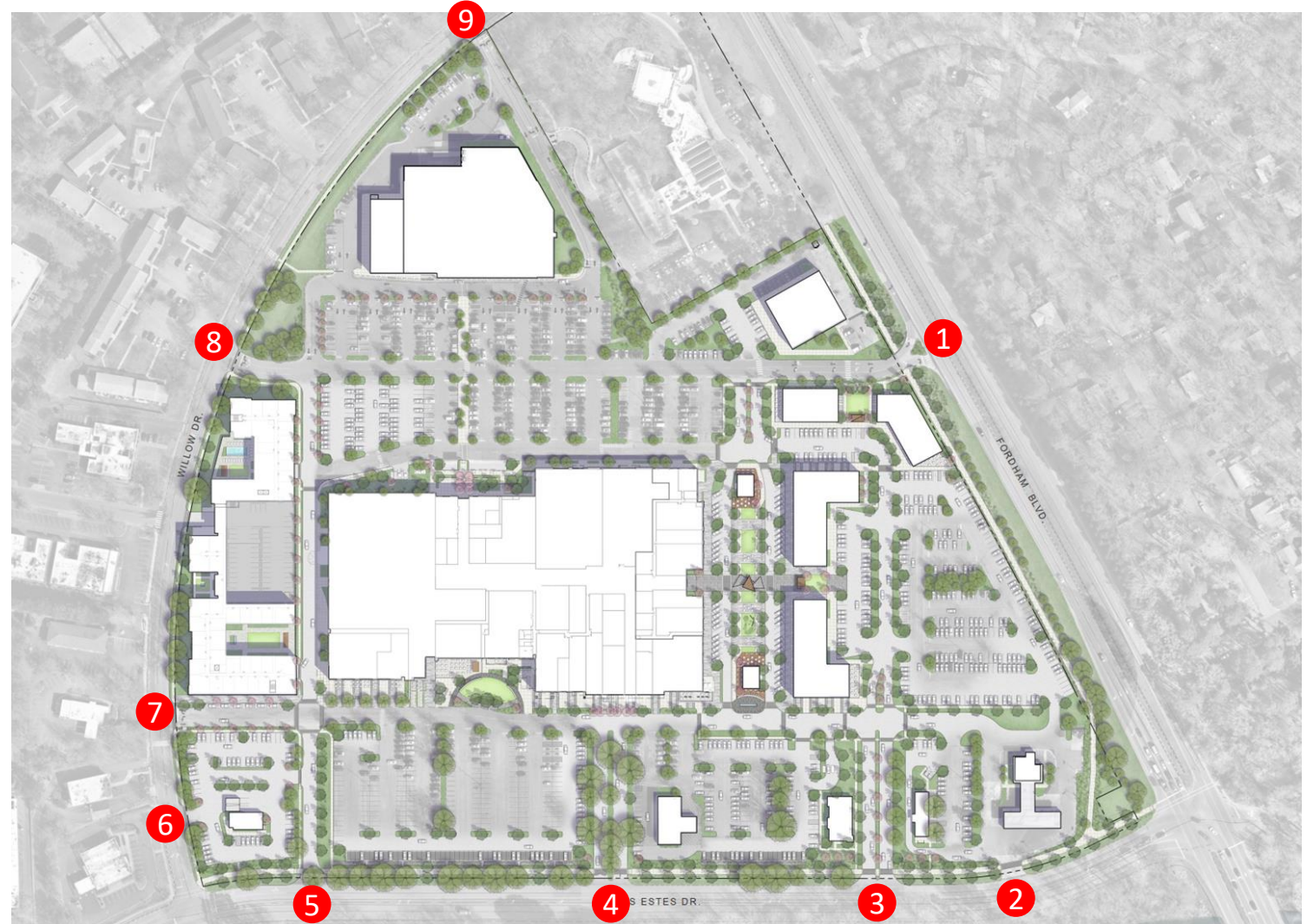
PROPOSED IMPROVEMENTS

- 12' Multi-use path proposed along Estes Dr. frontage
- 12' Multi-use path proposed along Fordham Blvd. frontage
- Bicycle lane along Willow Dr. frontage
- Significant increase in bicycle parking, both short and long-term (+/-100 spaces in Phase 1)
- Publicly accessible bicycle repair/service stand
- Increased connectivity within the site with focus on pedestrians over vehicles
- Several improvements to Estes/Willow intersection including pedestrian signals, high visibility crosswalks, APS push buttons and bicycle activated loops
- Addition of two unsignalized crosswalks connecting Brookwood on Estes and to Connor Dr on Willow
- Retain existing on-site transit stop



PROPOSED IMPROVEMENTS

- Improvements to all three main intersections:
 - Increase in left turn lane capacity at Northbound Fordham Blvd onto Estes Dr
 - Addition of second left turn lane and added capacity on Willow at Fordham Blvd
 - Improvements to Estes & Willow intersection
- Several driveway improvements at property along 7 of the 9 existing entrances to property including:
 - Addition of right turn lanes at driveway 1, 2, 3 & 4
 - Relocation of driveways 3 & 5 to be further from intersections
 - Several internal driveway improvements to increase protected stem lengths and storage
 - Conversion of several driveways from full access to right-in right-out access



SETBACKS

In lieu of traditional setbacks, the development proposes to use a Build-to-Zone (BTZ) as utilized in The Blue Hill District to better accomplish the goals of the connectivity and mobility plan as well as for the vision of the property. Details are further outlined in the Design Standards submitted with the special use permit application.

1. WILLOW DRIVE

BUILDING LOCATIONS

- Front Setback/BTZ (min/max) 0-20'
- Building Façade in BTZ (min) 50%

Given that development will occur in phases, the required building façade in BTZ shall be calculated based on the new building area within the BTZ against the land area being disturbed for that specific building or phase of development.

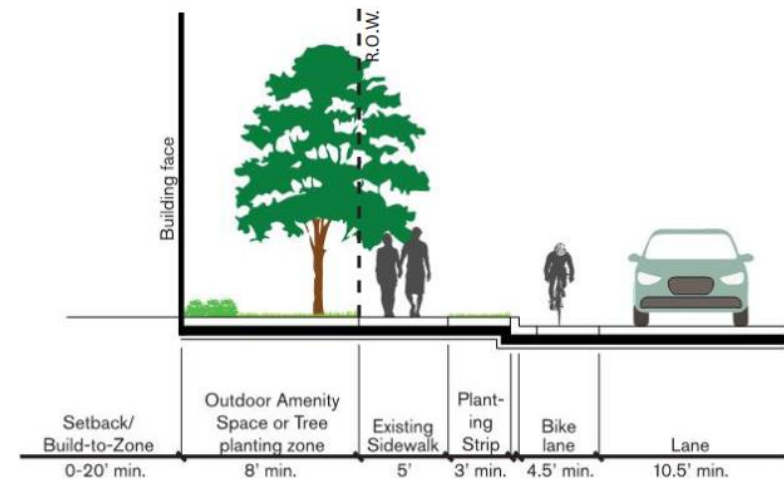
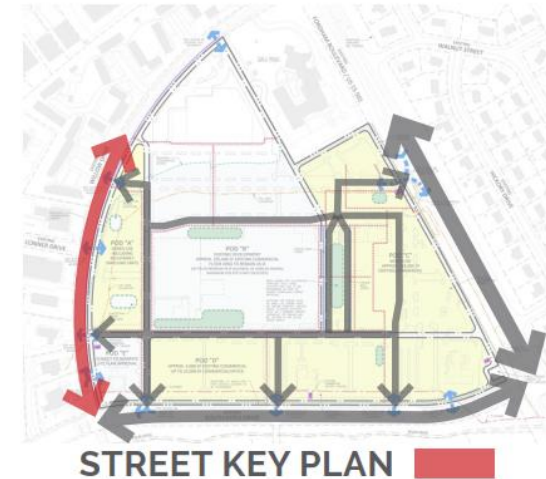
PARKING

No new parking shall be permitted between new buildings and the Willow Drive frontage.

STREETSCAPE

- Sidewalk (min): 5' (Existing to remain)
- Planting strip (min): 3'
- Outdoor Amenity Space/ Tree Planting Zone (min): 8'
 - Preserve existing mature trees where possible.
- Tree Spacing (on center, avg): 40'
 - Space proposed trees around and between existing mature trees as needed.
- Bike Lane (min): 4.5'

Where conflicts exist due to utility locations, fire access, required sight lines or other existing conditions, an alternative design shall be proposed, reviewed and approved by the Planning Staff.



Willow Dr. Section

SETBACKS

In lieu of traditional setbacks, the development proposes to use a Build-to-Zone (BTZ) as utilized in The Blue Hill District to better accomplish the goals of the connectivity and mobility plan as well as for the vision of the property. Details are further outlined in the Design Standards submitted with the special use permit application.

2. FORDHAM BOULEVARD

BUILDING LOCATIONS

- Front Setback/BTZ: 0 (min)
 - 77' (max with parking)
 - 0-20' (max without parking)
- Building Façade in BTZ (min): 40%

Given that development will occur in phases, the required building façade in BTZ shall be calculated based on the new building area within the BTZ against the land area being disturbed for that specific building or phase of development.

PEDESTRIAN ZONE

- Sidewalk (min): 8'
- (See Street Frontages note 5)

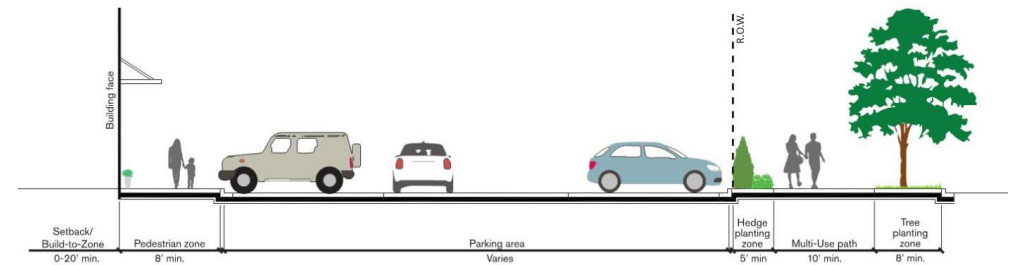
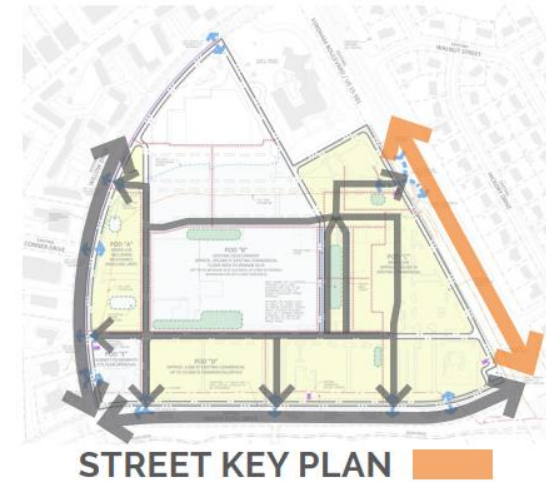
PARKING AREA

- Parking Area (max, if provided): 62'
- Hedge Planting Zone (min): 5' (only required when there is parking that is to be screened)

STREETScape

- Sidewalk (min): N/A*
 - *Multi-use path proposed as alternative to sidewalk
- Multi-use Path: 10' (with 2' clear zone)
- Tree Planting Zone (min): 8'
 - Preserve existing mature trees where possible.
- Tree Spacing (on center, avg): 40'
 - Space proposed trees around and between existing mature trees as needed.

Where conflicts exist due to utility locations, fire access, required sight lines or other existing conditions, an alternative design shall be proposed, reviewed and approved by the Planning Staff.



Fordham Blvd. Section

SETBACKS

In lieu of traditional setbacks, the development proposes to use a Build-to-Zone (BTZ) as utilized in The Blue Hill District to better accomplish the goals of the connectivity and mobility plan as well as for the vision of the property. Details are further outlined in the Design Standards submitted with the special use permit application.

3. ESTES DRIVE

BUILDING LOCATIONS

- Front Setback/BTZ (min/max): N/A
- Building Façade in BTZ (min): N/A

Given that the Estes Drive frontage is within the FEMA floodway, there shall be no required BTZ since buildings cannot be placed within the floodway.

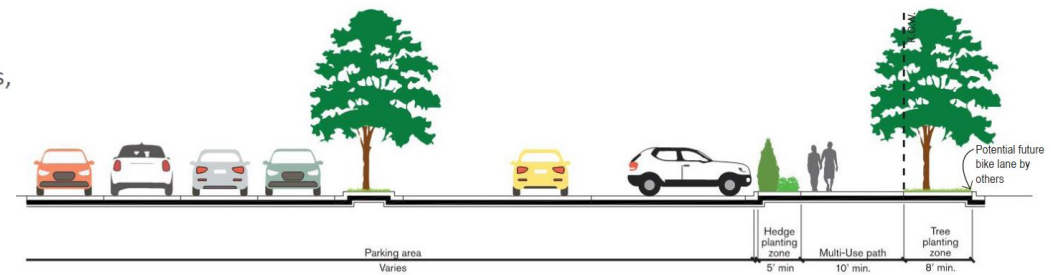
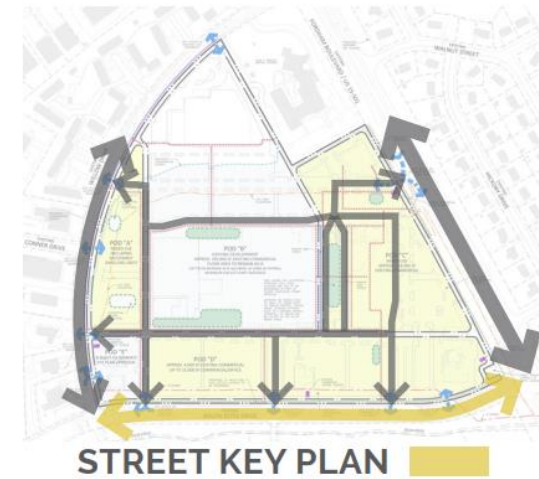
PARKING

- Parking Area (min): Varies
- Hedge Planting Zone (min): 5' (only required when there is parking that is to be screened)

STREETScape

- Sidewalk (min): N/A*
 - *Multi-use path proposed as alternative to sidewalk.
- Multi-use Path: 10' (with 2' clear zone)
- Tree Planting Zone (min): 8'
 - Preserve existing mature trees where possible.
- Tree Spacing (on center, avg): 40'
 - Space proposed trees around and between existing mature trees as needed.

Where conflicts exist due to utility locations, fire access, required sight lines or other existing conditions, an alternative design shall be proposed, reviewed and approved by the Planning Staff.



Estes Dr. Section

SETBACKS

In lieu of traditional setbacks, the development proposes to use a Build-to-Zone (BTZ) as utilized in The Blue Hill District to better accomplish the goals of the connectivity and mobility plan as well as for the vision of the property. Details are further outlined in the Design Standards submitted with the special use permit application.

4. INTERNAL MAIN STREET DRIVEWAY

DESIGN INTENT & FLEXIBILITY

The internal main street driveway section shown below is mainly shown for design intent only. There may be a need for flexibility in this layout to accommodate specific urban amenities and groups that will utilize this space such a farmer's market, events lawn, and other events such as hosting larger community gatherings. **Note that if a design alternative is proposed for this example streetscape section, Planning Staff can approve the alternative so long as it meets the overall intent.

BUILDING LOCATIONS

- Front Setback/BTZ (min/max): 0-20'
- Building Façade in BTZ (min): 50%

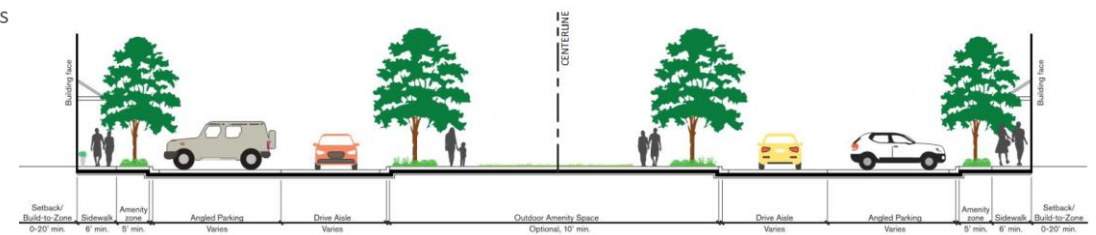
Given that development will occur in phases, the required building façade in BTZ shall be calculated based on the new building area within the BTZ against the land area being disturbed for that specific building or phase of development.

PARKING

- Angled or parallel parking
- Ensure pedestrians have convenient access from the parking area directly to the sidewalk and building facades.

STREETSCAPE

- Sidewalk (min): 6'
- Amenity Zone (min): 5'
 - Includes but not limited to: tree planting zone, light poles, bollards, tree grates, benches, planters, street furnishings, and hardscape areas/ extended sidewalk.
- Tree Spacing (on center, avg): 40'
 - A tree shall be provided at least every 40' measured linearly along each side of the internal main street driveway. These trees may be placed within the outdoor amenity space, streetscape amenity zone or in the parking islands; however, only the trees located on each side of the centerline may count towards that half of the streetscape's tree requirement.
 - Tree planting requirements of the parking landscape standards in section 5.9.6 of the LUMO shall apply.
- Outdoor Amenity Space (min, if provided): 10'
 - Refer to requirements in these Design Standards to follow.
 - Retail kiosks and other structures may be placed in the outdoor amenity space.



Main Street Section

BUFFERS

- The buffers would also be replaced by the Build-to-Zone (BTZ) on each of the three public streets to allow better interaction with the street frontages.
- Each street frontage includes its own streetscape requirements as detailed in the Design Standards.
- The buffer adjacent to Binkley Baptist is proposed to remain at 10' as it currently is versus the 20' prescribed in the CC zoning district.

BUILDING HEIGHT

To reduce the building footprints on the parcel while still creating a high-density mixed-use center, the proposed redevelopment has requested a height modification to allow for increased height in specific areas of the site. The modification will allow for vertically integrated mixed-use buildings that will create more interesting spaces and places while reducing the building footprints to conserve the available land area and decrease impervious surfaces.

| | Primary Height (max.) | Secondary Height (max.) |
|-------|-----------------------|-------------------------|
| Pod A | 75' (5-story) | 90' (7-story) |
| Pod B | N/A - No Change | N/A - No Change |
| Pod C | 75' (5-story) | 90' (7-story) |
| Pod D | 34' (3-story) | 45' (3-story) |
| Pod E | N/A - No Change | N/A - No Change |

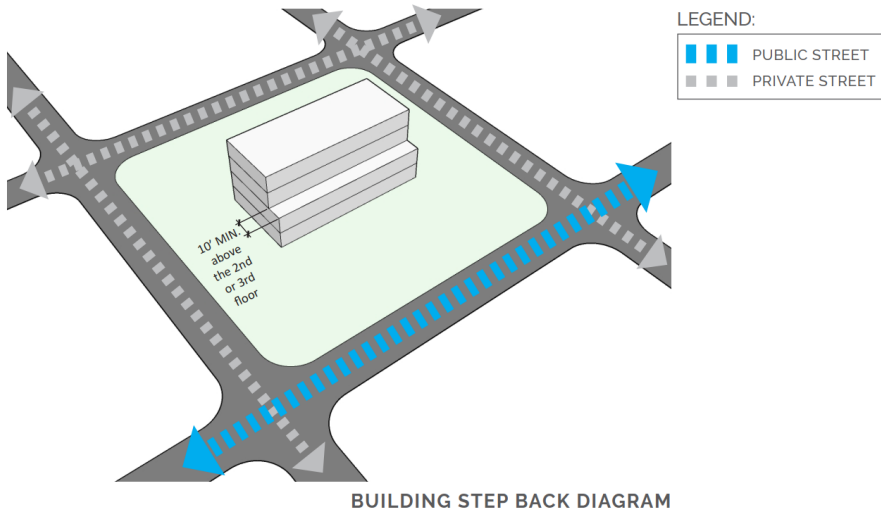
Ground Floor Height: In addition, ground floor height for residential and hotel uses shall be a minimum of 9' from floor to ceiling and a minimum of 12' from floor to ceiling for commercial and office uses with upper story height being a minimum of 9' from floor to ceiling for all permitted uses.

BUILDING HEIGHT

All buildings four stories in height or greater shall meet one of the following options:

BUILDING STEP BACK

The building step back shall be measured as the horizontal change in the building wall plane, perpendicular to the applicable frontage or property line. Stepped heights of buildings are to be proposed only from buildings directly fronting public streets. A 10' foot building step back above the second or third floor is required for buildings 4 stories or greater, unless module offset is provided. The building step back requirements are also displayed in the diagram below:

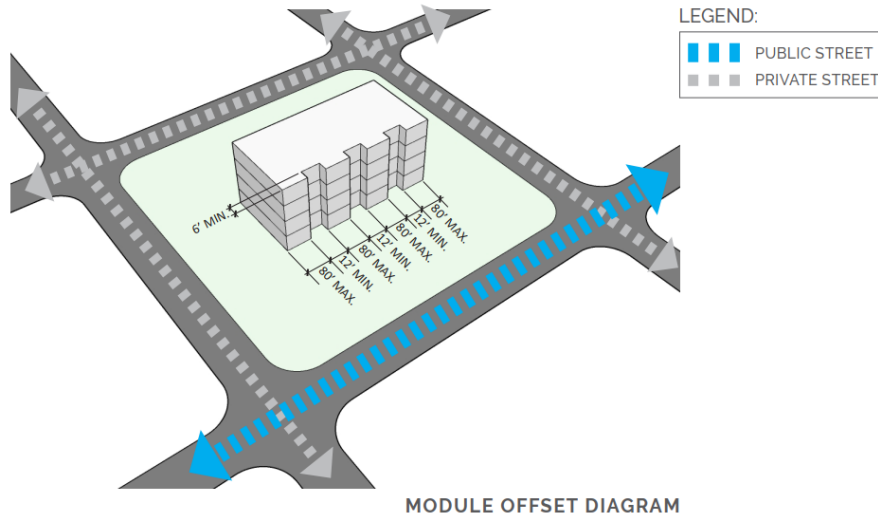


MODULE OFFSET

Building modules refer to a set of subordinate volumes that compose the total mass of a building. Modularity also can be expressed by the following, but not limited to, changes in wall planes, building materials and architectural details. The module offset requirement shall be measured as the horizontal change of a portion of the building wall plane at ground level, perpendicular to the applicable frontage. The module width shall be measured for the portion of the wall plane closer to the sidewalk, while the width of offset shall be measured for the portion further from the sidewalk. The dimensions of modules and offsets should maintain a sense of proportion to the building as a whole. Module offset is required for buildings 4 stories or greater, unless a building step back is provided. Requirements for module offset in University Place shall be as follows:

| | |
|----------------------------|-----|
| Average Module Width (max) | 80' |
| Depth of Offset (min) | 6' |
| Width of Offset (min) | 12' |

The module offset requirements are also displayed in the diagram below:



IMPERVIOUS SURFACE RATIO

- The Community Commercial (CC) zoning district limits the maximum impervious surface ratio to 70% of the total lot area.
- Currently, the property contains approximately 78% impervious surfaces.
- Request is to allow up to 75% of impervious surfaces, which results in a reduction of approximately 55,000 square feet or 1.2 acres.

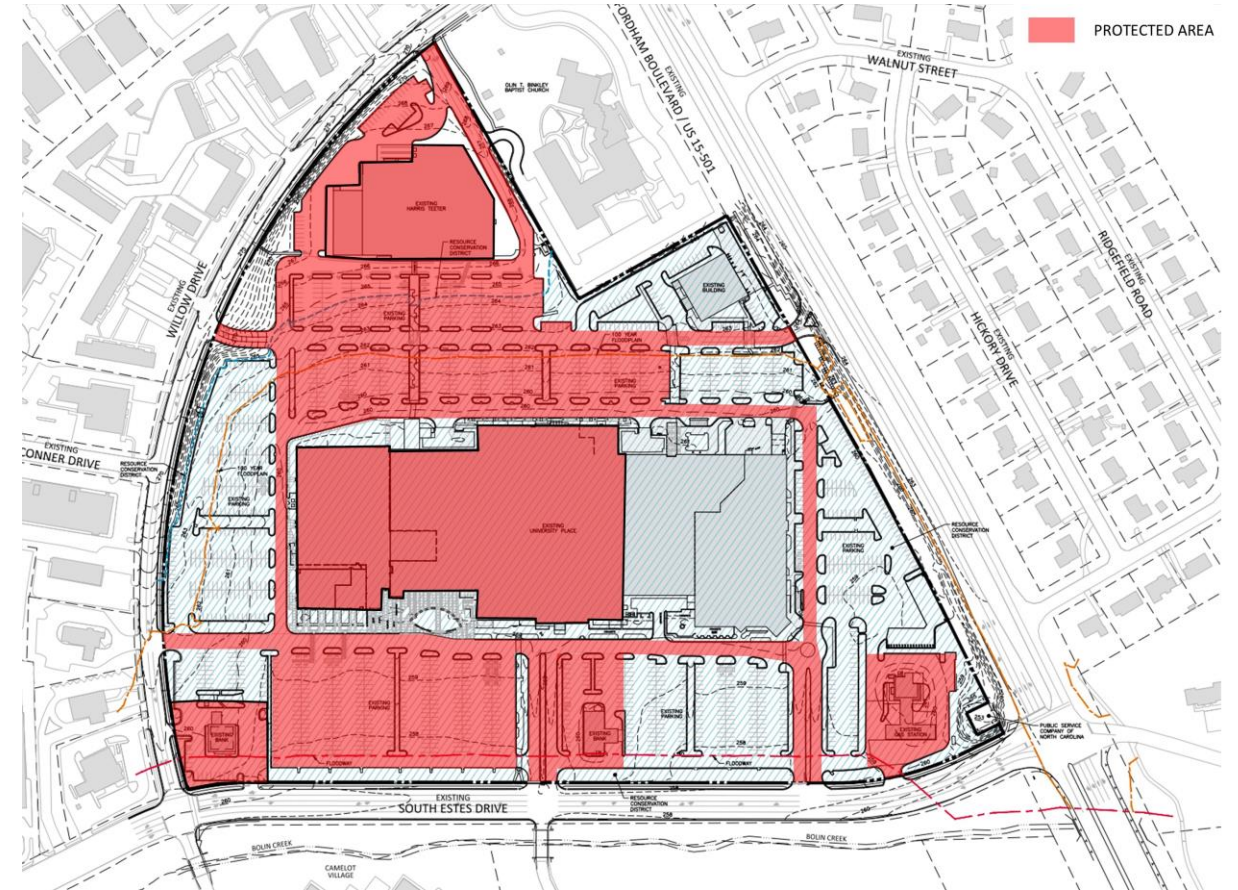
TREE CANOPY COVERAGE

- Uses at the property would typically require 30% tree canopy coverage.
- Currently, the property contains approximately 13% tree canopy coverage.
- Request is to modify requirement to have a minimum of 20% tree canopy coverage. This is an increase of approximately 50% from current conditions and is an addition of approximately 250 trees in addition to retaining majority of existing mature trees.

LIMITATIONS

Impervious surface ratio and tree canopy coverage are limited largely by two items:

- Existing built environment that will remain as-is – nearly 22 acres or over half of entire site (~55%)
- Existing leases require parking lots maintain certain number of spaces, limiting how many landscape islands can be added without violating lease conditions



PROPOSED MODIFICATIONS TO REGULATIONS

PARKING

| VEHICLE PARKING | LUMO | | PROPOSED | |
|--|------------------|-------------------|--------------|--------------|
| | Min | Max | Min | Max |
| Residential Uses | | | | |
| <i>Multifamily Dwelling Units, as follows:</i> | | | | |
| Studio & 1 Bedroom | 1.0/Unit | 1.25/Unit | 1.0/Unit | 1.25/Unit |
| 2 Bedroom | 1.4/Unit | 1.75/Unit | 1.25/Unit | 1.75/Unit |
| 3 Bedroom | 1.75/Unit | 2.25/Unit | 1.75/Unit | 2.25/Unit |
| 4+ Bedroom | 2.0/Unit | 2.5/Unit | 2.0/Unit | 2.5/Unit |
| Independent Senior Living Facility | 0.5/Unit | 0.7/Unit | 0.5/Unit | 1.0/Unit |
| Commercial Uses | | | | |
| Min | | | | |
| Max | | | | |
| Min | | | | |
| Max | | | | |
| All Commercial Uses, Except: | | | | |
| Business, General | 1 per 300 SF | 1 per 200 SF | 1 per 300 SF | 1 per 200 SF |
| Bank | 1 per 250 SF | 1 per 150 SF | | |
| Other Convenience | 1 per 375 SF | 1 per 250 SF | | |
| Manufacturing, Light | 1 per 1,250 SF | 1 per 900 SF | | |
| Movie Theater | 1 per 5 seats | 1 per 4 seats | | |
| Personal Services | 1 per 375 SF | 1 per 250 SF | | |
| Place of Assembly | 1 per 4 persons | 1 per 2.5 persons | | |
| Restaurant/Bar | 1 per 110 SF | 1 per 75 SF | 1 per 150 SF | 1 per 75 SF |
| Office Uses | | | | |
| Min | | | | |
| Max | | | | |
| Min | | | | |
| Max | | | | |
| All Office Uses | | | | |
| Business, Office Type | 1 per 350 SF | 1 per 250 SF | | |
| Clinic | 1 per 225 SF | 1 per 200 SF | | |
| Place of Worship | 1 per 5 seats | 1 per 2 seats | | |
| Public Cultural Facility | 1 per 500 SF | 1 per 350 SF | | |
| Public Use Facility | 1 per 350 SF | no max | | |
| Research Activities | 1 per 350 SF | 1 per 225 SF | | |
| School - Elementary/Middle | 1 per staff | 1 per 1.25 staff | | |
| School - High School | 1 per 4 students | 1 per 3 students | | |
| Hotel Uses | | | | |
| Min | | | | |
| Max | | | | |
| Min | | | | |
| Max | | | | |
| Hotel or Motel | 0.9/Room | 1.25/Room | 0.9/Room | 1.25/Room |

| BICYCLE PARKING | LUMO | | PROPOSED | |
|--|----------------------------------|-----------------|----------------|-----------------|
| | Min | Short/Long Term | Min | Short/Long Term |
| Residential Uses | | | | |
| <i>Multifamily Dwelling Units, as follows:</i> | | | | |
| Studio & 1 Bedroom | 1 per 4 units | 20%/80% | 1 per 4 units | 20%/80% |
| 2 Bedroom | 1 per 4 units | 20%/80% | 1 per 4 units | 20%/80% |
| 3 Bedroom | 1 per 4 units | 20%/80% | 1 per 4 units | 20%/80% |
| 4+ Bedroom | 1 per 4 units | 20%/80% | 1 per 4 units | 20%/80% |
| Independent Senior Living Facility | 1 per unit (min 4) | 20%/80% | 0.5 per unit | 20%/80% |
| Commercial Uses | | | | |
| Min | | | | |
| Short/Long Term | | | | |
| Min | | | | |
| Short/Long Term | | | | |
| All Commercial Uses, Except: | | | | |
| Business, General | 1 per 10,000 SF | 80%/20% | 1 per 2,500 SF | 80%/20% |
| Bank | Min 4. 2 additional per 2,500 SF | 80%/20% | | |
| Other Convenience | Min 4. 2 additional per 2,500 SF | 80%/20% | | |
| Manufacturing, Light | Min 4 | 80%/20% | | |
| Movie Theater | Min 8. 1 per 50 seats | 80%/20% | | |
| Personal Services | Min 4. 2 additional per 2,500 SF | 80%/20% | | |
| Place of Assembly | Min 8. 1 per 40 seats | 80%/20% | | |
| Restaurant/Bar | Min 4. 2 additional per 1,000 SF | 80%/20% | | |
| Office Uses | | | | |
| Min | | | | |
| Short/Long Term | | | | |
| Min | | | | |
| Short/Long Term | | | | |
| All Office Uses: | | | | |
| Business, Office Type | Min 4. 2 additional per 2,500 SF | 80%/20% | 1 per 2,500 SF | 80%/20% |
| Clinic | Min 4. 2 additional per 2,500 SF | 80%/20% | | |
| Place of Worship | Min 8. 1 per 50 seats | 80%/20% | | |
| Public Cultural Facility | Min 8. 2 additional per 5,000 SF | 80%/20% | | |
| Public Use Facility | Min 8. 2 additional per 4,000 SF | 80%/20% | | |
| Research Activities | Min 4. 2 additional per 4,000 SF | 80%/20% | | |
| School - Elementary/Middle | Min 8. 1 per 10 students | 80%/20% | | |
| School - High School | Min 8. 1 per 10 students | 80%/20% | | |
| Hotel Uses | | | | |
| Min | | | | |
| Short/Long Term | | | | |
| Min | | | | |
| Short/Long Term | | | | |
| Hotel or Motel | 1 per 15 Rooms | 20%/80% | 1 per 15 Rooms | 20%/80% |

PROPOSED MODIFICATIONS TO REGULATIONS

SIGNAGE

GATEWAY SIGN

| | REQUIRED | PROPOSED |
|-------------------------------------|---------------------|-------------------------------|
| Height | 14' | 24' |
| Width | 10' | 12' |
| Thickness | 12" | 24" |
| Sign Structure plus Display Surface | 144 SF | 288 SF |
| Max # Per Frontage | 1 | 2 (Fordham Only) |
| Illumination | Business Hours Only | Business & Non-Business Hours |

GROUND SIGN

| | REQUIRED | PROPOSED |
|--|--|--------------------------|
| Distance (From other ground signs) | 150' | 100' |
| Max # Per Frontage | 1 | No Max; 100' min spacing |
| Max # Per Lot | 1 | No Max; 100' min spacing |
| Ground Signs Permitted on the Same Zoning Lot w/ a Projecting Sign | No, unless located on different street frontages | Yes; 100' min spacing |



RCD ENCROACHMENT

The project proposes an encroachment to the RCD buffer given that much of the site is within the RCD today.

The justification to the request is that:

- 1) The project will not result in a negative impact to the existing floodplain elevation since a flood model resulting in a “no-rise” is required to obtain a permit for development, and;
- 2) The project proposes a reduction to overall impervious area, nearly all of which will be within the RCD buffer area, resulting in a reduction to nutrient runoff associated with impervious surfaces as well as the water quantity runoff from the site.



HOUSING ADVISORY BOARD

Recommended **APPROVAL** without conditions.

TRANSPORTATION AND CONNECTIVITY ADVISORY BOARD

Recommended **APPROVAL** with the following conditions:

- Developer coordinate with Chapel Hill Transit to explore additional bus stop(s) within development.
- Developer meets with community bicycle advocacy groups to determine ideal bicycle parking locations.
- Developer install additional traffic calming treatments on the interior roadway network.
- Developer coordinate with Town Staff to consider pedestrian, bicycle, and non-motorized routes within the development to prioritize safety, directness, and experience for all ages and abilities.

ENVIRONMENTAL STEWARDSHIP ADVISORY BOARD

Recommended **APPROVAL** with the following conditions:

- Present more detail about energy consumption, types of energy used, rainwater and stormwater.
- Meet with the Stormwater Management Utility Advisory Board.
- Utilize solar energy to reduce greenhouse gas emissions.
- Due to heat and environmental health concerns, plant only natural vegetation and if artificial turf is used, avoid crumb rubber base.
- Support the increase in tree canopy [the developer has proposed] and encourage a higher percentage than the 20%, which is below the 30% standard.
- Upon termination of [existing retail] leases, explore opportunities for additional green spaces.
- Support the decrease in impervious surface [the developer has proposed] and encourage a lower percentage than the proposed 75%, which is above the 70% standard.
- Place reflective surfaces on roofs before installing solar.
- Install rooftop rainwater capture for irrigation and non-potable water use and to reduce stormwater impacts.

COMMUNITY DESIGN COMMISSION

Elected to not hear project during March 23rd CDC meeting and push project to April 27th CDC agenda.

PLANNING COMMISSION

Pending – On April 6th Planning Commission Agenda.

UNIVERSITY
PLACE ||

THANK YOU

COUNCIL PRESENTATION

APRIL 7, 2021

ram
people making places