Amy Harvey

From: Roger Stancil
Sent: Tuesday, June 26, 2018 7:14 PM
To: Allen Buansi; Donna Bell; Hongbin Gu; Jeanne Brown; Jess Anderson; Karen Stegman; Town Council; Michael Parker; Nancy Oates; Pam Hemminger; Rachel Schaevitz; Roger Stancil; Ross Tompkins
Cc: Matt Sullivan; Amy Harvey; Beth Vazquez; Carolyn Worsley; Catherine Lazorko; Christina Strauch; Dwight Bassett; Flo Miller; Lindsey Bineau; Mary Jane Nirdlinger; Rae Buckley; Ralph Karpinos; Ran Northam; Roger Stancil; Sabrina Oliver
Subject: Council Questions: Item 16: Eastowne
Attachments: Appendix D Fire .pdf

Council Question: Can we stipulate that the developer collaborate/communicate with GoTriangle and/or whatever entity is leading the Gateway Planning to ensure coordination and sharing of resources, planning, and actions? I would include planning for a pedestrian bridge over 15-501 and other connectivity infrastructure in this.
Staff Response: *Staff have been coordinating with GoTriangle and other partners about planning and infrastructure investment in the Gateway area, including the importance of a pedestrian bridge over 15-501 and other connectivity infrastructure. Staff are starting to develop a list of needed infrastructure improvements to help facilitate this coordination in the years ahead.*

Council Question: Will the planned bus stop be sheltered, and if not, can we stipulate that it is?
Staff Response: The *bus stop is intended to be sheltered. We will provide revised language that clarifies this in the Transit Stop stipulation (#13).*

Council Question: I would like to see the Resource Conservation District (RCD) protected and incorporated into the design.
Staff Response: *As of the latest submittal, all construction has been removed from the RCD except for the accessible parking required for existing Building 500. Other existing buildings and structures currently in the RCD will be removed, and the sites will be replanted. The applicant has expressed that Building 500 will also be demolished in a future phase, further reducing the impact on the RCD.*

Council Question: Would it make sense/be practical to apply the recently-approved Blue Hill design guidelines to this building?
Staff Response: *The Blue Hill Design Guidelines rely heavily on the Form Based Code, which is not applicable here. Since the requirements are substantially different, trying to apply the design guidelines to any zoning district outside of Blue Hill would be very difficult. However, it would certainly be possible to apply some of the principles from the Blue Hill Design Guidelines to other places in town, especially those where the Council would like to promote a walkable, mixed use environment.*

Council Question: In terms of urban design review, given the LUMO and the exclusions outlined in stipulation three, what practical effect would this review have? What exactly would be reviewed?
Staff Response: *The review would focus primarily on the public realm, access to the site, and how outdoor space is configured or programmed.*

Council Question: The site plan shows an expansion of the parking deck over time. Are we approving just the deck as shown or are we also permitting the expansion?
Staff Response: *The approval would only be for the parking deck as shown. Any expansion would require the applicant to come back for a new Special Use Permit modification.*

Council Question: The TIA addresses only the current building and the associated entry/exit points. Is there a way for us to be thinking about the mitigation steps that would be required for future expansions?
Staff Response: *Without understanding what the future development will entail, it is difficult to predict the amount of traffic that will be generated, the locations of the buildings, and how these connections will interact across the site. It would be most efficient to address this during the Master Planning phase proposed to follow this SUP modification. The urban design review would help ensure that access and connection opportunities are maintained with development of the first building.*

Council Question: Thinking more broadly, is there a way for us to think more systematically and long-term about traffic in this entire area as opposed to one-off TIAs as each project emerges?
Staff Response: *The applicant would conduct another Transportation Impact Analysis as part of the Master Planning process for the remainder of development on the site.*

Council Question: The Eastowne property seems ideally suited for a Development Agreement. Would UNC Health Care be willing to commit to such a process for the remainder of the site?
Staff Response: *The applicant has indicated that they would be amenable to the idea of a Development Agreement as part of the Mater Planning process for the remainder of the site.*

Council Question: I believe that the building height is shown as 74 feet. Is this the total height or will there be mechanical spaces on top of it? And if additional height were requested at a later date, how much, if any, could be granted administratively?
Staff Response: *The applicant is requesting a modification to the transitional intensity height control at the setbacks for 74', and the maximum height of the building would be approximately 95'. Currently, there is no maximum cap on the height, except for how it might be limited by floor area.*

Council Question: We are expediting this project to accommodate the University, but how is this mutually beneficial? They are not even considering including a housing element to contribute something to the enormous AH demand that they are part of creating and this will obviously have further impacts on 15/501 traffic. This should be part of the overall master plan for this site, but since we are where we are, there at least need to be some stipulations in place to mitigate the impacts and to realize as much benefit as we can for the Town.
Staff Response: *The question of providing affordable housing is a good one to include as part of the master planning process when possible residential components of the redevelopment will be discussed. If desired, staff could draft a stipulation that the topic of affordable housing will be discussed as part of the master planning process.*

Council Question: Ask the traffic consultant to run models based on ITE standards for 150,000 and 300,000 square feet of medical office space and to provide an assessment of: A. Impacts on 15501 and intersection, B. Impacts on Eastowne Drive, C. Impacts on Sage and Erwin Roads, D. Congregating 1,100 parking spaces in one place, and E. Opportunities for other connections such as the road that is proposed in the NCDOT plans (they did them for less sq ft).
Transportation Consultant Response:
A. Impacts on 15501 and intersection: *We did run models, with trip generation based on ITE standards, for 150,000 square feet –the future year "no-build" scenario included the "what if" of full existing utilization of office square footage and then we added the "net" additional trips of the proposed clinic space to get the "build" scenario. The build scenario, does represent the full effect of 150,000 SF of redevelopment. 300,000 SF is not being included in this submittal. Additional analysis could be done using the updated methodology that was agreed upon by all parties to do a 300,000 SF analysis.*
B. Impacts on Eastowne Drive: *Eastowne Drive was included in the study area and the analysis is included in the TIA.*
C. Impacts on Sage and Erwin Roads: *Erwin Road was not included in the study area – per Town TIA preparation thresholds, the estimated impact of site traffic to this intersection did not meet thresholds for inclusion into the study area.*
D. Congregating 1,100 parking spaces in one place: *The current TIA study is for 500+ parking spaces and not that original estimates of 300,000 SF of building and 1,100 spaces. Additional analysis would need to occur as part of the Master Planning process.*

E. Opportunities for other connections such as the road that is proposed in the NCDOT plans: *Unclear as to what NCDOT plans are being referred to. Please see response to Question #2 below.*

Council Question: Ask the fire department to explain why the proposed fire road is needed and what changes to the plan might eliminate the need to cut down so many trees.
Staff Response: *The need to remove the trees is for the following reasons. The building being built is greater than 124,000 square foot. Due to this fact it requires two access points for the fire department. The access roads shall also be one half the diagonal of the property from each other. Those roads must be a minimum of twenty six feet wide face of curb to face of curb. This is due to the fact the building is three stories or thirty feet in height. The roads cannot be greater than ten percent grade. This lot has some challenges with storm water and streams on the property. These setbacks made finding a suitable second access point a challenge, it was determined this access would need come off 15-501. Given these conditions is why the trees will need to be removed.*
The attached Appendix D in the 2012 NC Fire Code provides additional information.

Council Question: Ask UNC staff about whether they have had conversations with the owner of the one parcel they do not own in this particular section.
Staff response: *UNC Health Care is a major tenant in Building 800 and the property owner of the building is aware of UNC Health Care's request to develop their property.*

Council Question: Ask for Urban Design input and questions below.
Staff response: *The following stipulation has been added to Revised Resolution A: Urban Design Review: Following SUP approval, the Town will contract with an Urban Design Consultant for review of the plan set, including the parking deck design. Town Staff will select the third-party urban designer, and the applicant will pay for the urban design review based on the rate listed in the Planning and Development Services Fee Schedule for Blue Hill District Urban Design review. The Urban Designer will review the project plans in light of Town values as expressed in the Town's Strategic Plan and 2020 Comprehensive Plan, discuss them with the applicant, and present his or her recommendations to the applicant for consideration prior to submittal of Final Plans for construction of the project.*

Council Question: What maximum height, in feet, should be allowed in this area? Applicant has been saying 6 stories but 95 ft? We only allowed 90 in Blue Hill.
Staff response: *We understand from UNC Health Care that the building will be six stories and the applicant is requesting a modification to regulations for a core building height of a maximum of 105 feet. This is included in Revised Resolution A.*

Council Question: What massing and pedestrian connection requirements should be applied to buildings along Fordham Blvd? Pass-throughs and length of buildings at full build out?
Staff response: *The proposed building's length is approximately 260 feet (side facing US 15-501). This is consistent with the dimensions within the Blue Hill district. Maximum length for pass-through is 330 feet. If UNC Health care proceeds with plans to engage with a Master Plan/Development Agreement for the area, we would encourage the development of design standards including pedestrian pass-throughs and block length limitations.*

Council Question: What is the maximum length of parking deck that should be allowed along Eastowne Drive? Are we supportive of having the "expanded" parking deck encroach into the RCD?
Staff response: *The proposed parking deck before the Council is approximately 220 feet along the Eastowne Drive frontage. The Master Planning process could include a proposed expanded parking deck that would add approximately 160 feet. As indicated above, if the development proceeds with a Master Plan/Development Agreement, there would be an opportunity to potentially develop design standards.*
The Master Plan expanded parking deck could encroach into the managed use and upland RCD zones as shown on the submitted plans. The proposal would remove Building 500 from the streamside zone as well as the managed and upland zones, reducing the overall impact on the RCD. Staff believes there is opportunity to work with the developer to minimize the impact on the RCD and explore alternative design scenarios

Council Question: Gateway features? RCD pond as amenity? Pedestrian bridge across 15-501 to Gateway Station and allowing a foot print for this?
Staff response: *The pond is not located on the site under consideration, although is on property owned by UNC Health Care. Staff believes that future development scenarios could include using the pond as an amenity for the facility and possibly the public. A pedestrian bridge over US 15-501 would be a significant expenditure and would need to be analyzed further. Any bridge across US 15-501 would also be subject to NCDOT review and approval.*

Council Question: Are the impacts on this plan created by the applicant's time schedule and resulting LUMO work arounds affecting the town's ability to achieve our strategic goals?
Staff response: *Staff does not believe the applicant's schedule impacts the Town's strategic goals.*

Council Question: Could the following stipulations be prepared for consideration?

1) No other projects can come forward without the Master Plan being agreed upon
2) No other buildings on this parcel unless re-zoned on combined with another parcel that would then give more ability to have more FAR/Sq Ft. They are only allowed a maximum of 199,772 sq ft and this proposal takes up most of that already
3) Another TIA will be done 6 months after completion to evaluate impacts to Eastowne neighborhoods/other businesses and to 15-501. Applicant to pay for any roadway improvements if study shows they are needed.
4) RCD will stay protected and treated an amenity
5) Current design guidelines, block lengths and pass-throughs will be incorporated in Master Plan
6) Pedestrian connectivity, greenway plan and multi mobility will be part of the Master Plan
7) Some kind of outdoor covered gathering space for employees and public to use

Staff Response: *These items are being addressed in the following ways:*

1) ***No other projects can come forward without the Master Plan being agreed upon.***

The following stipulation has been added to Revised Resolution A: 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 for its review and feedback.

2) No other buildings on this parcel unless re-zoned or combined with another parcel that would then give more ability to have more FAR/Sq Ft. They are only allowed a maximum of 199,772 sq ft and this proposal takes up most of that already.

Based on the gross land area of 401,536 sq. ft and the floor area ratio of 0.566 and limitations on floor area ratio in the Resource Conservation District, the total amount of floor area is 199,772 sq. ft. The site is proposed to include the proposed building before Council at 153,000 sq. ft. and existing Building 500 at 25,546 sq. ft. This leaves approximately 21,226 sq. ft. of floor area available to be built on the site (although additional floor area would require Council authorization). A future development on the site would require some alterations to either the zoning or Special Use Permit boundary.

3) Prepare another Transportation Impact Asessment (TIA) 6 months after completion to evaluate impacts to Eastowne neighborhoods/other businesses and to 15-501. Applicant to pay for any roadway improvements if study shows they are needed.

UNC Health Care anticipates preparing another TIA based on the proposed redevelopment that comes out of the master planning process in order to evaluate potential impacts on the surrounding road network.

4) RCD will stay protected and treated an amenity.

As indicated in the response to Question #1 above, future development on the site would be developed through a Master Planning process. This process would ensure the Council opportunity to direct the limits of impacts on the RCD.

5) Current design guidelines, block lengths and pass-throughs will be incorporated in Master Plan.

As indicated in the response to Question #1 above, future development on the site would be developed during the Master Plan process. This process would ensure the Council opportunity to review possible Design Standards and Guidelines in collaboration with the developer.

6) Pedestrian connectivity, greenway plan and multi mobility will be part of the Master Plan.

As indicated in the response to Question #1 above, future development on the site would be developed through a Master Planning process. Connectivity through and around the site would be critical considerations for this process. The developer has committed to a future greenway, as indicated in the stipulation included in Revised Resolution A: Multi-Use Path: As part of the future master planning process, the developer commits to working with the Town to identify an appropriate alignment of a multi-use path through the site and to design and construct the facility as part of future phases of development.

7) Some kind of outdoor covered gathering space for employees and public to use.

Staff is working with the applicant to prepare a stipulation to include this outdoor covered gathering space, with a possible interim facility for the first building, and a permanent facility to be identified as part of the Master Planning process.

APPENDIX D
FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.

SECTION D101
GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.

SECTION D102
REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an *approved* fire apparatus access road with an asphalt, concrete or other *approved* driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103
MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as *approved* by the fire chief.

D103.3 Turning radius. The minimum turning radius shall be determined by the *fire code official*.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

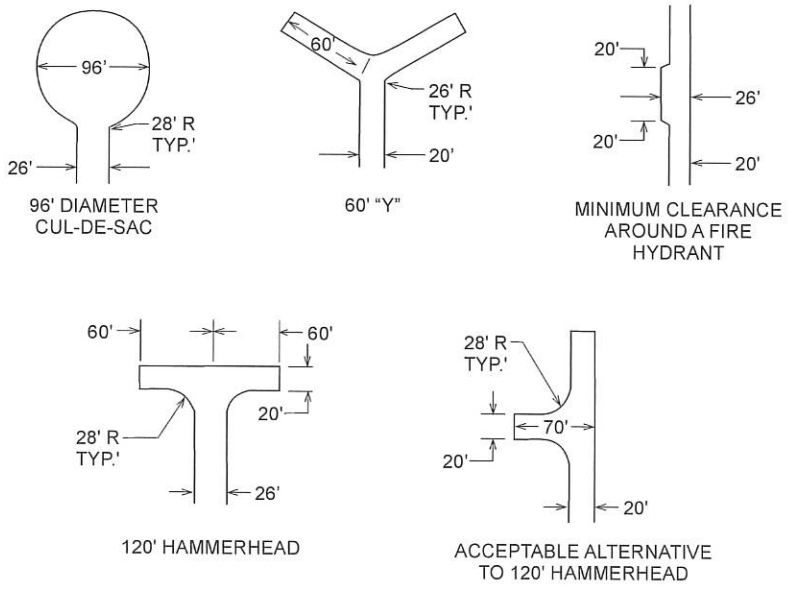
TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0–150	20	None required
151–500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501–750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).
2. Gates shall be of the swinging or sliding type.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

3. Construction of gates shall be of materials that allow manual operation by one *person*.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be *approved* by the *fire code official*.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the *fire code official*.
8. Electric gate operators, where provided, shall be *listed* in accordance with UL 325.
9. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the *fire code official*, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

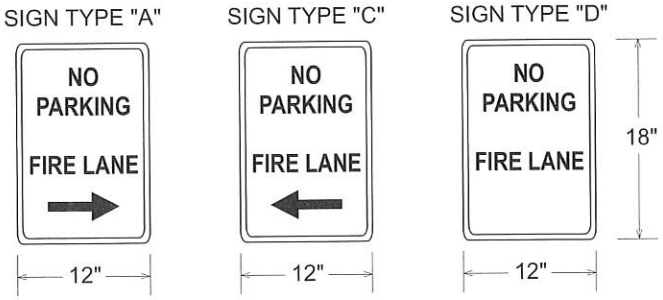


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a *fire lane*.

D103.6.2 Roads more than 26 feet in width. Fire apparatus access roads more than 26 feet wide (7925 mm) to 32 feet wide (9754 mm) shall be posted on one side of the road as a *fire lane*.

SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross *building area* of more than 62,000 square feet (5760 m^2) shall be provided with two separate and *approved* fire apparatus access roads.

Exception: Projects having a gross *building area* of up to 124,000 square feet (11 520 m^2) that have a single *approved* fire apparatus access road when all buildings are equipped throughout with *approved automatic sprinkler systems*.

D104.3 Remoteness. Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with *approved* fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

SECTION D106
MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 *dwelling units* shall be equipped throughout with two separate and *approved* fire apparatus access roads.

Exception: Projects having up to 200 *dwelling units* may have a single *approved* fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with *approved automatic sprinkler systems* installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 *dwelling units* shall be provided with two separate and *approved* fire apparatus access roads regardless of whether they are equipped with an *approved automatic sprinkler system*.

SECTION D107
ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family *dwellings* where the number of *dwelling units* exceeds 30 shall be provided with separate and *approved* fire apparatus access roads and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 *dwelling units* on a single public or private fire apparatus access road and all *dwelling units* are equipped throughout with an *approved automatic sprinkler system* in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3 of the *International Fire Code*, access from two directions shall not be required.
2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official*.

D108
REFERENCED STANDARDS

ASTM	F 2200-05	Standard Specification for Automated Vehicular Gate Construction	D103.5
ICC	IFC-09	International Fire Code	D101.5, D107.1
UL	325-02	Door, Drapery, Gate, Louver, and Window Operators and Systems, with revisions through February 2006	D103.5