

## Amy Harvey

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**From:** Jeanette Coffin <jcoffin@townofchapelhill.org>  
**Sent:** Tuesday, September 18, 2018 9:53 AM  
**To:** Marcin, Denny  
**Cc:** Ben Hitchings; Allen Buansi; Donna Bell; Hongbin Gu; Info - CAPA; Jeanne Brown; Jess Anderson; Karen Stegman; Lindsey Bineau; Michael Parker; Nancy Oates; Pam Hemminger; Rachel Schaevitz; Town Council; Amy Harvey; Carolyn Worsley; Catherine Lazorko; Flo Miller; Laura Selmer; Mary Jane Nirdlinger; Maurice Jones; Rae Buckley; Ralph Karpinos; Ross Tompkins; Sabrina Oliver  
**Subject:** email...RE: UNC Health Care Eastowne project

Thank you for your correspondence with the Town of Chapel Hill. The Mayor and Town Council are interested in what you have to say. By way of this email, I am forwarding your message to the Mayor and each of the Council Members, as well as to the appropriate staff person who may be able to assist in providing additional information or otherwise addressing your concerns.

If your email is related to a development application or a particular issue being addressed by the Council, your comments will be made part of the record. If applicable, we encourage you to attend any public meetings related to the items addressed in your email.

Again, thank you for your message.

Sincerely,

Jeanette Coffin



Jeanette Coffin  
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[Chapel Hill, NC 27514](#)  
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**From:** Marcin, Denny [mailto:Denny.Marcin@pnfp.com]  
**Sent:** Monday, September 17, 2018 4:01 PM  
**To:** Town Council <mayorandcouncil@townofchapelhill.org>  
**Subject:** UNC Health Care Eastowne project

Mayor Hemminger and members of the Council:

I am writing to offer my support of the Special Use Permit Modification for the proposed UNC Health Care project at Eastowne that will be discussed on Wednesday night. As a member of the Chapel Hill business community and Chapel Hill-Carrboro Chamber of Commerce Board member, I think that the proposed project will have a positive impact to the town in a number of ways, including:

- Access to convenient, professional health care by the great folks at UNC
- An improved look to this entrance to Chapel Hill that has become dated
- Good, high-paying jobs, which will translate to spending for our local businesses

- An overall economic boost to Chapel Hill

Thank you for your consideration on this matter.

Denny Marcin

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**Denny Marcin**

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## Amy Harvey

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**From:** Alan Rimer <alanrimer@outlook.com>  
**Sent:** Wednesday, September 19, 2018 1:30 PM  
**To:** Pam Hemminger; Jess Anderson; Michael Parker; debell@townofchapelhill.org; Nancy Oates; Allen Buansi; rshaevitz@townofchapelhill.org; Karen Stegman; Hongbin Gu  
**Cc:** Maurice Jones; John Richardson; Ben Hitchings; Judy Johnson; Michael Sudol; 'Jeanne Brown'; Town Council  
**Subject:** Eastowne Hear Comments  
**Attachments:** Eastowne UNC Medical Comments to Town Council 9-19-18 VF.docx  
**Importance:** High

Mayor Pam and Council:

I have attached some comments that I would like to make at the meeting tonight regarding the UNC SUP application.

Unfortunately, I must get up at 4:00 AM in the morning for a very early flight to Atlanta and would like to provide these comments during the Public Comment period rather than waiting until this agenda item comes up. If your procedures will not allow that, at least you will have my comments.

Thanks for your consideration.

Alan E. Rimer  
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919.270.8835 - Cell

*"Most people do not listen with the intent to understand; they listen with the intent to reply."* – Stephen R. Covey



Please consider your environmental responsibility before printing this email.

## Memorandum

**To:** Mayor, Chapel Hill Town Council, Town Manager  
**From:** Alan E. Rimer P.E.  
**Date:** September 19, 2018  
**Subject:** UNC Medical Center Development - Eastowne  
**Cc:** Chapel Hill Town Planning Staff

*Why am I here?* - The entranceway into Chapel Hill along the 15-501 corridor is an important attribute for our community. With the pending construction of Wegmans, redevelopment of the SECU property, and the special use permit being requested by UNC for construction of a medical office building, the character of the entranceway may be adversely changed if not properly designed. I would like to address three specific areas I believe to be important: a) site design; b) stormwater management; and c) the traffic impact. While I wish this did not need to be approved this evening pending additional study, approval is likely. As a result, I have addressed below some thoughts about what stipulations could be placed in the approval.

*Why do I believe I am qualified to comment?*

- Former member of the Planning Commission (six years) and chair (three years)
- Vice Chair of the Chapel Hill Entranceway Committee formed many moons ago
- Founding member of the Chapel Hill Stormwater Commission, 13 years of service and six as Chair
- Former Town Council member
- Adjunct faculty in the UNC City and Regional Planning department for 13 years teaching site design

**Site Design** - while each professional may take a different view on site design based on their professional experience, I have several concerns regarding the proposed site design. Because no overall site plan was presented in the August 16, 2018 package provided by UNC Health System Care (UNC Presentation) some of these comments have been gleaned from portions of the presentation.

- A proposed fire access lane of 95 feet will remove a significant amount of tree buffer along 15-501 to allow for firetrucks to approach the site after a U-turn on Lakeview Drive. The staff, in a response to me on September 4, 2018 indicated that such an entrance was required. I accept their rationale.
- As such an entrance is necessary, there is no need for a 95-foot wide swath of trees to be cut. The staff responded that this entranceway should be marked as fire access only and will use grass pavers to reduce the amount of asphalt. However, they did not address the 95-foot swath of trees to be cut. There is no need for such a wide cut of the trees. This entrance could be reduced to a 50 ft. cut that would promote aesthetics along 15-501 and result in less land disturbance and fewer trees cut.

- The road facing front of the parking deck on Eastowne Dr. should be designed in a staggered fashion (each successive floor to be stepped back a bit) so that planters for vegetation can be installed on that side of the deck to reduce the visual impact of such a large and tall structure. Please see figure. The



proposed design reminds me of the “canyon” created by the existing parking decks at the hospital. While such design is likely appropriate in the hospital location (urban in character), Eastowne is a more open environment and the deck should be less imposing. The staff indicated these thoughts had been shared with UNC and indicated that a response would be expected as part of a Landscape Plan during Final Plan review. I disagree with staff – the suggestion made must be incorporated in the parking deck design, not as an after thought and addressed in the Landscaping Plan.

- The parking deck should be set back an additional 10-15 ft. to allow for possible widening of Eastowne Dr. While unlikely at this point, a possible future transportation plan might envision a bus lane in that area. Certainly, such widening should not take land from the opposite side of the ROW (Pinegate Apartments) when the opportunity to adjust the site plan for the UNC facility exists now.

***Recommendations for stipulations:***

1. Disturb less land and cut down fewer trees by reducing the western fire access road to a width of no more than 50 ft.
2. Design a parking deck that initially has only 580 spaces with the provision that UNC can use a SUP modification process with a traffic study (see Traffic section below) to get approval for the larger deck. Additions to parking decks are not at all uncommon.
3. Design a parking deck that allows for vegetative screening in the design of the deck on the Eastowne Drive elevation.
4. Locate the parking lot a minimum of 10-15 ft. back from its current position on the property.

***Stormwater*** – Current regulations (for redevelopment projects) are such that the applicant’s responsibility to fully develop a comprehensive, sitewide stormwater management plan is not required to treat impacts from existing impervious surface and thus do not typically provide as much treatment as a greenfield development. In addition, the Jordan Lake nutrient rules hamper reasonable stormwater design considerations. This is a flaw in the current ordinance which should be corrected by the Town Council. Given that the parking garage may be for 1100-1200 cars, that could increase the stormwater impacts. In the interim, UNC should, as a gesture of goodwill, thoroughly evaluate stormwater management for the full site and present a comprehensive overall plan which employs best practices. Such a plan would deal with the existing application and proposed future construction. Further, there should be some responsibility for consideration of “downstream” homes and businesses.

***Recommendations for stipulations:***

1. Voluntarily develop a master stormwater plan that considers best practices and looks beyond existing Town/Jordan Lake/ State standards. With that plan in hand UNC and the staff can work together to agree on what can be done to implement such a plan considering current regulations and possible modifications that could be negotiated.

2. Instruct the staff to begin to revisit the issues and regulations related to stormwater management now, rather than waiting for the complete LUMO effort to begin.

**Traffic** - The issue of traffic created by this development as well as the redevelopment of the SECU site and Wegmans, in my opinion, should be considered holistically. It is unrealistic to look at just the impact of the UNC site development in a vacuum. It would seem to me that the real issue is how does Council approve a rezoning and allow 1,100 to 1,200 parking spaces without a TIA for this number of parking/trips. It also assumes that the other MOB is going to be approved even though there is no master plan and this zoning OI2 will not allow it.

I posited a number of questions in my testimony in August, most of which are addressed in answers that HNTB provided. I am not a traffic engineer, but I do travel the roads in Chapel Hill and there are now so many intersections with a LOS that far exceeds D. I am not hopeful that the proposed intersections will operate at a LOS of no more than D.

***Recommendations for stipulations:***

1. Conduct additional traffic studies that will look out for the best interests of the Town.
2. Limit the size of the parking garage to 580 spaces until such traffic studies are done.