

UNC Health Care Eastowne Negotiation Matrix

Topic	Town of Chapel Hill Position	UNC-HC Position
Zoning District	<ul style="list-style-type: none"> Office/Institutional-3 	<ul style="list-style-type: none"> Office/Institutional-3
Medical/Office Use	<ul style="list-style-type: none"> Up to 1,100,000 sf of net new total medical office/office space - including medical, general office, administrative and research space. Business, office-type Business, convenience Hospital Research activities 	<ul style="list-style-type: none"> Up to 1,100,000 sf of net new total medical office/office space/ambulatory medical/ institutional medical Business, office-type Business, convenience Hospital Research activities
Retail Use	Primarily supportive service	Retail space to support functions on Eastowne development. i.e. commissary for visitors and staff
Expand Tax Base	Needs further discussion	To Be discussed.
Street Design and Ownership	<ul style="list-style-type: none"> Town to maintain Eastowne Drive; "Complete Streets" design on Eastowne Drive Design Guidelines for different street classifications UNC-HC to own, construct, and maintain internal streets. Establish and identify ADA accessibility corridors. 	<ul style="list-style-type: none"> Town to maintain Eastowne Drive; "Complete Streets" design on Eastowne Drive Design Guidelines for different street classifications UNC-HC to own, construct, and maintain internal streets. Establish and identify ADA accessibility corridors.
Landscape & Buffers	<ul style="list-style-type: none"> Buffer along 15-501 similar to MOB 1 Tree-lined buffer 15-501 at 30 feet and I-40 at 100 feet (note: ramp portion of I-40 only requires a 30-foot setback) 40 percent tree canopy include any conservation easement areas and buffers. 30' on-center canopy tree plantings for all major streets 	<ul style="list-style-type: none"> 15-501 at 30' modified buffer similar to MOB 1 and I-40 at 100' Tree-Lined Buffer 40 percent tree canopy include any conservation easement areas and buffers. 30' on-center canopy tree plantings for all major streets
Parking	<ul style="list-style-type: none"> All decks to have horizontal deck design Parking rates changing over time – needs further discussion Available for game day park-and-ride – needs further discussion At least 80 percent of spaces shall be structured at full build-out - Early phases may include a higher percentage of surface spaces UNC-HC minimize the total number of on-site parking spaces – needs further discussion Will screen decks & lighting (similar to MOB1) from right-of-way Proposed parking deck on North Parcel shall only be constructed after full build-out of Eastowne horseshoe 	<ul style="list-style-type: none"> All decks to have horizontal deck design All parking decks screened on all sides visible from ROW - Will screen decks & lighting (similar to MOB1) At least 80% of spaces shall be structured at full build-out Early phases may include a higher percentage of surface spaces UNCH minimize the total number of on-site parking spaces. Agree to evaluate needs with ToCH and UNC-CH on an annual basis per current agreement. Proposed parking deck on North Parcel shall only be constructed after full build-out of Eastowne horseshoe
Pond Draining	<ul style="list-style-type: none"> In exchange for draining the pond and reducing the RCD setback to 50 feet within the Eastowne Drive loop, UNC-HC will: <ul style="list-style-type: none"> When feasible, remove existing buildings and parking lots from RCD 	<ul style="list-style-type: none"> In exchange for draining the pond and reducing the RCD setback to 50', UNCH will: <ul style="list-style-type: none"> When feasible, remove an existing building and parking lot from RCD

	<ul style="list-style-type: none"> ○ Provide a stream enhancement with water quality improvements • Provide a fully ADA accessible trail along the enhanced stream corridor 	<ul style="list-style-type: none"> • Provide stream enhancement with water quality improvements • Provide a walkable trail along and elevated walkable path across the enhanced stream corridor
Bike-Ped Connectivity	<ul style="list-style-type: none"> • Greenway/multiuse path along US 15-501 • Extend multiuse path along Eastowne Dr. • Complete Streets • Meet/exceed bike parking standards • Showers for all buildings • E-bike and scooter charging capacity • Preserve ROW for future I-40 crossing • Minimum of 5-foot width sidewalks with 50 percent of sidewalks minimum 8-foot width 	<ul style="list-style-type: none"> • Greenway/multiuse path along 15-501 • Extend path along Eastowne Dr • Minimum of 5' width sidewalks with 50% of sidewalks minimum 8' width • Meet bike parking standards. Covered lockers to be provided in structured parking when new parking structures are built. Four (4) showers to be provided in each new building. • E-bike and scooter charging stations – Provide three 110V receptacles at entrances to parking structures. • Preserve a bike/ped easement for future connection to New Hope Rd over Interstate 40 on Northern 20 • Greenway in RCD connecting Old Sterling to 15/501 Multimodal path. Connection between Old Sterling and 15-501.
Transit	<ul style="list-style-type: none"> • Investigate increasing bus service to Eastowne and cost share for provision of transit services – discussion with Chapel Hill Transit is ongoing. • Connect to a future BRT or light rail station along the US 15-501 corridor. • Provide additional improved transit stops within the Eastowne site including shuttle and expanded bus service – Needs further discussion 	<ul style="list-style-type: none"> • Provide a second bus stop on Eastern Eastowne loop. • Open to Bus Stop provisions along 15-501. Exact scope TBD
Traffic	<ul style="list-style-type: none"> • Mitigation measures – needs further discussion • LOS standards for individual movements • LOS D threshold • TIA updates with each development phase (typically including two MOB's) • Multi-modal analysis 	<ul style="list-style-type: none"> • LOS standards for individual movements • LOS D threshold • TIA updates with each development phase (typically including two MOB's) • Multi-modal analysis
Stormwater	<ul style="list-style-type: none"> • Exceed LUMO 5.4 standards (or standards in place at time of construction): <ul style="list-style-type: none"> ○ Exceed detention above LUMO and feasibility of 50-year storm. ○ Treat 50 percent of the existing impervious area where none is required. • Jordan new development standards 	<ul style="list-style-type: none"> • Meet LUMO standards with some minor exceptions for pond area and portion of North Parcel that are associated with land trade-off • Provide detention inside the horseshoe above LUMO-> 50-year storm vs. 25-year storm. • Treat 50% of the existing impervious area where none is required. • Impervious surface limitation of 70% • Drought tolerant plantings versus capture
Resource Conservation District	<ul style="list-style-type: none"> • Meet LUMO standards; • Remove structures from RCD, • No disturbance unless no practical alternative with exceptions for Greenways and pedestrian/bicycle crossings • Meet LUMO standards with some minor exceptions for pond area and portion of North Parcel associated with land trade-off with Town • With typically allowed encroachments for crossings by utilities and roads and stormwater management in the outer zones of the RCD 	<ul style="list-style-type: none"> • Remove structures from RCD, • Reduce RCD to 50' buffers and provide stream enhancement. • Allow encroachments for crossings by utilities, roads, pedestrian crossings and greenway trails. • Request removal of intermittent stream RCD along Eastern Eastowne loop to facilitate campus entrance
Steep Slopes	<ul style="list-style-type: none"> • Meet LUMO 5.3 Standards (disturb no more than 25 percent of the slopes greater than 25 percent slope) 	<ul style="list-style-type: none"> • UNCH in discussions with Town Staff.

North Parcel	<ul style="list-style-type: none"> • Designate a minimum of 10 acres of undisturbed land within the North Parcel as a permanent conservation easement (with exception to trail creation) • Meet LUMO standards with exceptions along US 15-501 frontage • Provide trail connection to Dry Creek trail system • Last phase of development. Other than bike/pedestrian connections, no development to be permitted until full build-out of horseshoe. 	<ul style="list-style-type: none"> • Preserve a bike/ped easement for future connection to New Hope Rd over Interstate 40 • One crossing for public accessibility and emergency vehicle access. A second crossing may be required if access for fire cannot be provided via the southern service road. • Second access point from Southern service road. • Create an easement for future connection to the Dry Creek Trail if it is extended to Eastowne site in conservation easement • Permanent conservation of 10 acres.
Stream Crossings	<ul style="list-style-type: none"> • One vehicular crossing and one pedestrian crossing. • One on North Parcel • Bridges or bottomless culvert 	<ul style="list-style-type: none"> • 2 inside horseshoe (pedestrian and vehicular) & at 2 in North parcel for emergency access. If Southern service road access is granted, one stream crossing to be eliminated on North parcel • Stream crossing design TBD
Public Amenity Spaces	<ul style="list-style-type: none"> • LUMO standard (0.218 ratio) • Open space standard • Design guidelines • Fixtures/furniture 	<ul style="list-style-type: none"> • Stream enhancement and greenway access along stream. • Internal green to be provided with areas for sitting, eating, relaxing.
Housing	Needs further discussion	Discussions ongoing with ToCH
Green Building	<ul style="list-style-type: none"> • Needs further discussion 	<ul style="list-style-type: none"> • Energy Efficiency to be 20% better than ASHRAE 90.1 (current North Carolina adopted version) • Photovoltaics to be utilized on Medical Office buildings to offset energy consumption. Targets dependent on technology and available office roof space. • LEED building standard shall be reviewed for approach to energy conservation.
Sustainable Infrastructure	<ul style="list-style-type: none"> • 3 percent parking spaces EV installed; 20 percent ready • 50 percent Medical Office Buildings to have solar panels, green roofs, or combination • Green infrastructure (may include stream restoration, roadside and amenity bioretention, permeable paving, and green roofs) • Drought resistant planting and no irrigation systems. 	<ul style="list-style-type: none"> • 20% spaces ready for EV charging stations – Electrical infrastructure provided. • 3% parking spaces EV • Revisit parking standards, EV requirements at intervals? • PV cells provided for MOBs
Height	<ul style="list-style-type: none"> • 90 feet with higher heights internal to the site • Height to be measured from grade at main building entrance to primary roof structure (I.e., excluding mechanical penthouses and other mechanical equipment). 	<ul style="list-style-type: none"> • Prefer to stay within 6 stories + penthouse + screened mechanical but would also like to retain ability to exceed 6 stories for some buildings • Building max height is calculated from entrance elevation to top of roof deck. Equipment, screening, penthouses are excluded from the calculation. • Max of 120' on sites internal to development.
Complete Community Framework/ US 15-501 Pedestrian Crossing	<ul style="list-style-type: none"> • Payment-in-lieu with building phases • Provide a portion of the funding required for design and/or construction of a grade separated crossing 	<ul style="list-style-type: none"> • To be discussed.

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