

Mayor Hemminger and members of Town Council:

Prior to the first Public Hearing on the Eastowne development, I wrote to you with questions regarding the accuracy of the TIA and appreciate your requesting that staff review that report and revise it using accurate ITE codes and a more holistic, long-range approach.

While the TIA consulted acknowledge that the original TIA was incorrect, the revised TIA does not live up to councils requests and critical information about the proposed project has not yet been evaluated or discussed by the town's advisory boards or council.

On Wednesday evening, you will be considering this application for a second time and, based on a review of the materials provided, I urge you to consider the following:

1. Even the revised Traffic Impact Analysis provided does not meet town rules for how to do a TIA, or council's requests or Chapel Hill's long-term interest for the reasons below:
 - a. It uses a non-standard method for estimating trip generation and uses applicant supplied data which has resulted in much lower traffic counts. If the standard approach would have shown no problem then don't you think they would have taken this simpler approach? Using the table below compared to the revised TIA you will see that the amount of "calculated trips" is 30-50% below expected volume based on national standards.(which is required by the town see attached).
 - b. The TIA is based on 150,000 sf even though the applicant is requesting that a second pad be cleared for a second 150,000 sf building and their initial concept plans imply placement of a third building on the surface lot by saying "future development". (see attached)
 - c. No existing traffic counts at the driveways were taken due to current "low volume" conditions but full trip deductions for full occupancy of the existing square footage was applied thus reducing the expected net traffic impact.

Even at these lower estimates, the TIA demonstrates degradation for numerous turning movements to a LOS of “F” at different parts of the day and it seems reasonable to assume that, had the ITE standards for medical office and more accurate counts been applied, town standards would not be met by either the 150,000 or 300,000 sf projects.

2. A closer look at the application and plans reveals details which neither council nor the advisory boards were aware of or discussed including, but not limited to:
 - a. O13 zoning allows for unlimited height and a memo (not included in the packet until 6-25-2018) states that the height of the 6 story building would be 95 feet. This is the equivalent to a standard 8-9 story building- not a six story building as described.
 - b. The maximum square footage allowable for this parcel under O13 zoning is 199,700 and, therefore, would not support the second building (see material uploaded on 6-25-2018). So why allow a clearing of the second building site?
 - c. The expanded parking deck would encroach into the RCD and result in a 380’ exposed parking deck along Eastowne Drive
 - d. The parking deck is actually a six level deck along Eastowne Drive as the lowest level is labeled zero level rather than level 1.
 - e. Based on building outlines shown in the application, the front two buildings would create a continuous building wall along 15-501 of 480’ or more on the first floor.
 - f. The fire lane might not be needed, if plans are adjusted to include a larger turning radius of the tear drop entrance to the building.

3. **The applicant can begin site work without approval of a rezoning or a Special Use Permit.** All that is needed is a demolition permit for the four buildings that they plan to demolish which could begin over the summer. Given the age of the buildings this may take a while given the possibility of asbestos. Concurrently, the town can engage their staff, urban design consultant and advisory boards in an appropriate planning process for this development and come back to you in the Fall. This approach would also

allow a standard TIA to be done based on the entire site rather than piecemeal.

With this in mind, I would encourage you to request that the University abandon this SUP application, which amounts to a LUMO workaround, and ask them to engage in a Development Agreement or Conditional Use Zoning application permit process which would allow a more open, transparent, and collaborative approach to redevelopment of the Eastowne site which is the gateway to the Town.

At the very least I urge you not to rezone this property or grant the special use permit until all of the accurate information has been reviewed by all of your advisory boards. Thus I urge you not to close the public hearing until this has been accomplished. Remember that by approving the request before you, the applicant may not have to come back to you for the extension of the parking deck as that would be allowed by right of OI-3; as parking decks are not counted in the 199k floor to area ratio restriction that currently prevents the applicant from doing the second building.

Thank you for your consideration.

See attached appendix for documentation.

[From: Monte Brown [mailto:monte.brown@duke.edu]
Sent: Monday, June 25, 2018 9:47 PM
To: Town Council <mayorandcouncil@townofchapelhill.org>
Subject: Mayor Hemminger and members of Town Council 6 25 2018.docx]

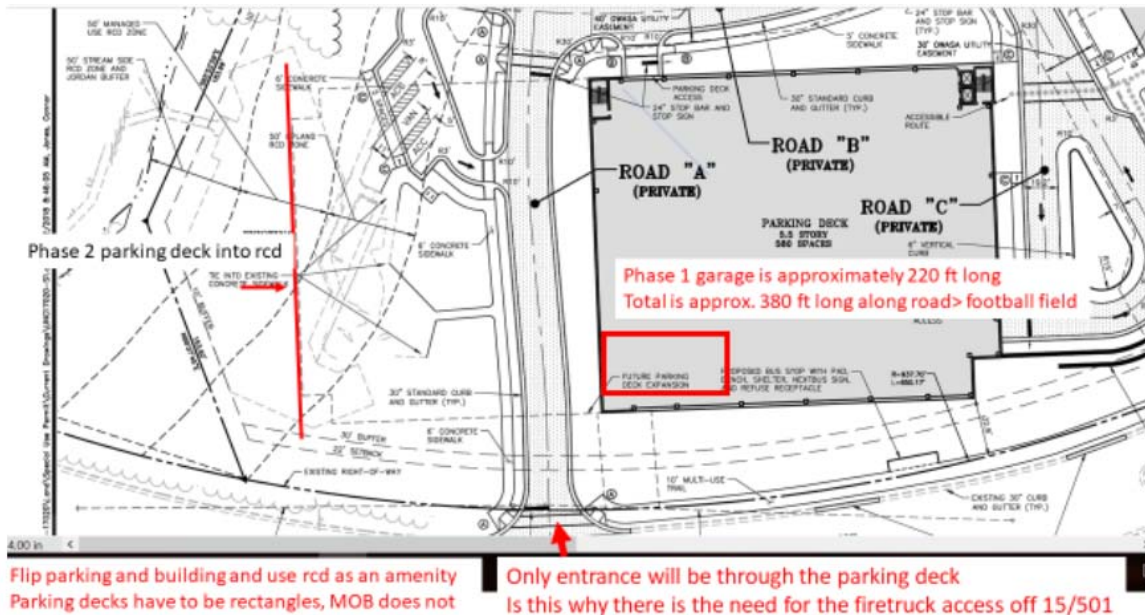
Appendix

Eastowne Project - Illustrations from application materials Original Concept Plan



Illustrates two buildings along 15-501, a parking deck and possible third building on the surface parking lot space.

Per the application, the two front buildings will share a screened service functions area at ground level in the gap.



Current Site Plan – Note dotted lines for parking deck expansion into RCD, 380 foot parking deck with only entrance to property through the deck.

Parking deck extends into second level of RCD (red line on the left)

Unclear if deck expansion would require further approval since 1) it is on the plan and 2) unconditioned space does not count in floor area ratio

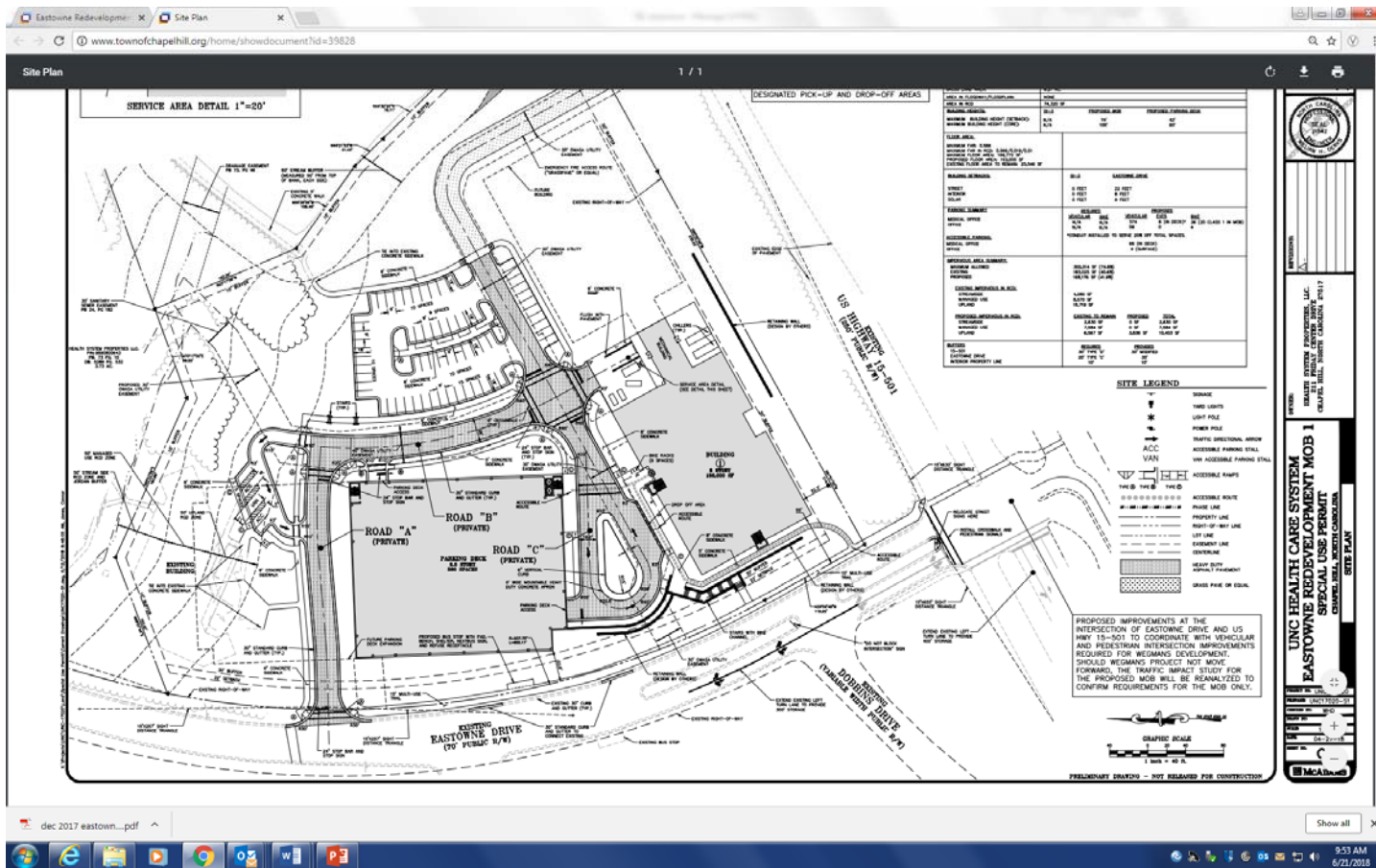
Current Site Plan:

Inclusion of second building pad for clearance is on plan despite “Phase I only” request FAR does not allow for second 150,000 sqf building

O13 allows up to 199,700

Resulting building length on 15-501 of 480’ with no first floor break

No documentation in presentation materials from staff to explain that “six story” building height is 95’ tall (typically equivalent to 8 – 9 stories)



TIA Data:

* TIA is showing only 230 am and 237 peak pm trips. You will see from the graphs below that this is more equivalent to a 70-100k sf building not a 150k sf building.

TIA then deducted 99 and 89 peak trips for existing traffic for buildings being demolish but existing traffic counts were not used to determine this 89. (previous tia said the counts were too low to use)

The current conditions of 15/501 intersection were based on existing occupancy not theoretical occupancy so they should only deduct existing traffic from actual counts.

Study should include Sage and Erwin as well.

Applicant did not follow town guidelines

E. Proposed Project Traffic

Development traffic shall be analyzed based on the traditional trip generation, distribution, and assignment process described as follows: **1. Trip Generation** The applicant shall complete the “Traffic Generation Summary Sheet” (Table 1), listing each type of land use within the site at build-out, the size involved, the average trip generation rates used (total daily traffic and a.m./p.m. peaks), and the resultant total trips generated. Build-out land uses and generation shall be for both the short term and long term planning horizons. If, however, the land use action is of a type that build-out in the short-term is not feasible due to the size of development, interim phases, such as 2-year increments, shall be developed. Trip generation shall be calculated from the latest data contained within the Institute of Transportation Engineers' Trip Generation report or other industry publications such as the ITE Journal. Data limitations, data age, choice of peak hour or adjacent street traffic, choice of independent variable and choice of average rate versus statistical significant modification shall be presented and discussed. In the event that data is not available for a proposed land use, the applicant must conduct a local trip generation study following procedures prescribed in the ITE Trip Generation manual and provide sufficient justification for the proposed generation rate. This rate must be acceptable to the Town Manager/.

Instead they used number of employees that were supplied by the applicant as estimates for future buildings. No measurements were made by a third party engineer. But for the existing buildings they used SF.

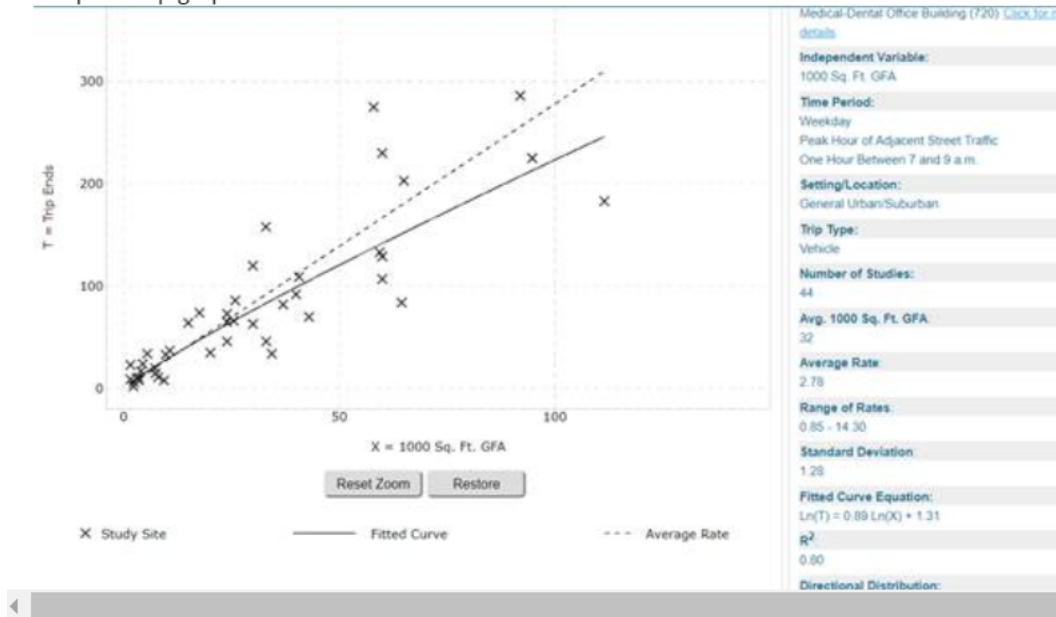
Town of Chapel Hill: Traffic Impact Study
UNC Health Care Eastowne Medical Office Building - Proposed Redevelopment

Table 5. Weekday Vehicle Trip Generation Summary
UNC Healthcare Eastowne MOB

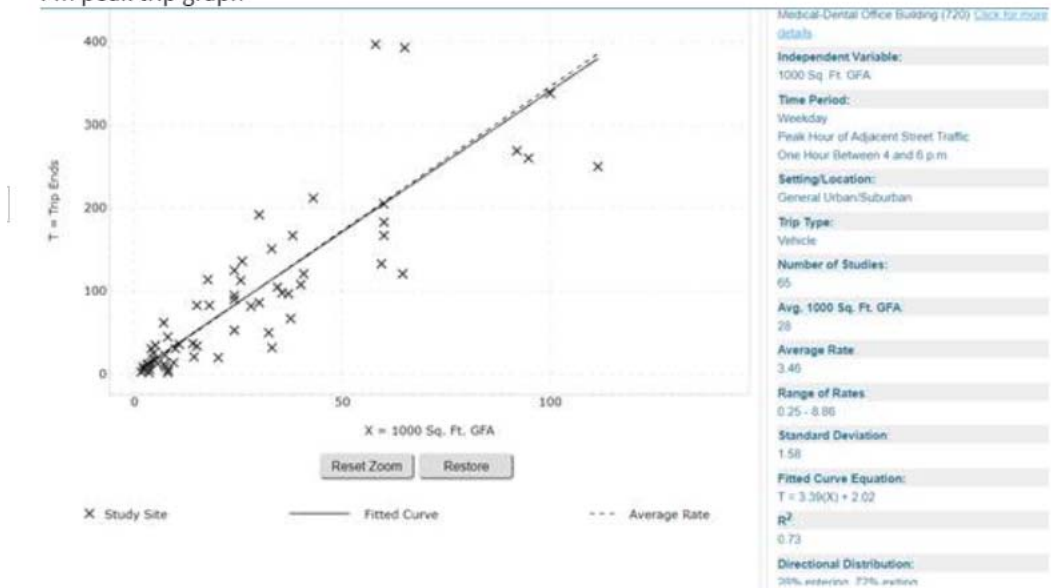
ITE LUC	Description	Density	Daily			AM Peak			Noon Peak			PM Peak		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
630	Medical Clinic	255 employees	1,180	1,180	2,360	220	66	286	112	77	189	78	139	217
720	Medical-Dental Office Building	255 employees	1,110	1,110	2,220	135	38	173	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

Not compute the am and pm peaks from the ITE graphs below to the tabel the applicant submitted in the TIA. It is low by 30-50%.

Am peak trip graph



Pm peak trip graph



Amy Harvey

From: Jeanette Coffin
Sent: Wednesday, June 27, 2018 10:18 AM
To: Allen Buansi; Donna Bell; Hongbin Gu; 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; Rae Buckley; Ralph Karpinos; Roger Stancil; Ross Tompkins; Sabrina Oliver
Subject: FW: Request on Easttowne
Attachments: UNC.final.Easttowne.docx; ATT00001.htm

Jeanette Coffin
Office Assistant
Manager's Office
Town of Chapel Hill
405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514-5705
Phone: (919) 968-2743
Fax: (919) 969-2063



From: CHALT [mailto:info@chalt.org]
Sent: Wednesday, June 27, 2018 6:34 AM
To: Pam Hemminger <phemminger@townofchapelhill.org>; Jess Anderson <janderson@townofchapelhill.org>; Nancy Oates <noates@townofchapelhill.org>; Rachel Schaevitz <rschaevitz@townofchapelhill.org>; Hongbin Gu <hongbin.gu@gmail.com>; Donna Bell <dbell4ch@gmail.com>; Karen Stegman <kstegman@townofchapelhill.org>; Michael Parker <mparker@townofchapelhill.org>; Allen Buansi <abuansi@townofchapelhill.org>
Cc: Town Council <mayorandcouncil@townofchapelhill.org>
Subject: Request on Easttowne

Dear Mayor Hemminger and Town Council members;

We are sending a letter asking that you postpone your decision on the Easttowne application until fall, when advisory boards and the public can receive full information and comment on the latest changes.

Thank you.

June 27, 2018

Dear Mayor and Chapel Hill Town Council,

We are writing to share our deep concerns about the Eastowne rezoning and Special Use Permit applications that will come before council again this week. We urge you to postpone your decision on this project by continuing the public hearing and vote to the fall.

Redevelopment of the Eastowne site has been anticipated for a long time and was expected to be part of a master planning process that would allow the town and the UNC Health System to ensure a good outcome for all parties involved.

Instead, it appears that this first phase is being rushed through the process despite the absence of the complete and transparent information necessary for you to make informed decisions about what you are being asked to approve.

Based on initial reviews of the information provided our concerns include:

1. Significant tree removal in the 15-501 buffer despite council support, during the previous meeting, for retaining those trees as part of this gateway entry into Chapel Hill;
2. Significant tree removal to accommodate a 20' fire road (which appears to be driven by the current circulation plan and single access through a parking deck, which might be eliminated using a better design);
3. Unlimited building height allowed under the requested OI3 zoning and the proposed 95' height for this first ('six story') building;
4. Markings on the plan that delineate an expansion of the parking deck, which would create an overly long 380' parking structure directly on a town road, including encroachment of the deck into the managed zone of the RCD;
5. A road stub out, which suggests plans to put a road through the RCD;
6. Absence of information about building massing;
7. Request by the applicant to clear a second pad for a 150,000-foot building that exceeds the parcel's allowable floor area ratio and, therefore, will not yet have been reviewed or approved;
8. Traffic analysis that is based on current conditions, applicant data and a single building as opposed to an analysis that considers the more dense 300,000+ square feet of medical office space that is, clearly, planned for this parcel and its single entrance;
9. No mention of stronger stormwater standards despite presence of the RCD;
10. No mention of the use of fritted glass to prevent bird strikes;
11. No mention of solar panels on the parking decks or buildings.

Most of these concerns were addressed in the advisory board reviews, and we assumed those comments would be included in the final submission. In addition to these concerns, we question a number of statements in the staff materials which are being used to justify approval of this project on Wednesday night including:

1. Representation that Board and Commission recommend approval despite the fact that the advisory boards were not privy to much of this information at the time of their meetings as it had not been provided at that time;
2. Statement that this project will "balance and sustain finances by increasing revenues and decreasing expenses" which is contradicted by the UNC – Town capped tax agreement that is currently in place for this property;

3. Finally, we appreciate the fact that the Town is stipulating the use of an urban design expert as part of this process, but we believe that this expertise should be utilized BEFORE a decision is made and reviewed by the town's advisory boards as opposed to after the fact;

In recent years, the Blue Hill District has taught us all the importance of working out important issues before construction begins rather than trying to work around the unintended consequences after the fact. There won't be an opportunity to address these problems post approval.

The opportunities for this site are tremendous and, with Wegman's developing across the street, it is critical to get this right. Let's not let this applicant's rushed timeline get in the way of a fair process and solid decision-making.

Therefore on Wednesday night, please postpone your vote by continuing the public hearing to the fall and encourage UNC Health to do more work on this application as part of the master planning effort they have agreed to begin for this summer.

One final note. The Eastowne redevelopment was not modeled as part of the EF Traffic model, so the model should be rerun to determine the need for infrastructure timing to support both the 150k and 300k sq ft developments, along with the coming Wegman's development.

The traffic problem will arise because of the timing of these developments and the lack of mitigation during this time period. It appears that we will have 90% of the redevelopment completed in the next few years, but the mitigation steps outlined in the 2030 EF Traffic modeling do not occur until 2030!

Thank you for considering this request.

Sincerely,

Julie McClintock for CHALT
Amey Miller
Tom Henkel
Molly McConnell
Del Snow
David Schwartz