

## UNC Health Care Eastowne Negotiation Matrix

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

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

<b>North Parcel</b>	<ul style="list-style-type: none"> <li>Designate a minimum of 10 acres of undisturbed land within the North Parcel as a permanent conservation easement (with exception to trail creation)</li> <li>Meet LUMO standards with exceptions along US 15-501 frontage</li> <li>Provide trail connection to Dry Creek trail system</li> <li>Last phase of development. Other than bike/pedestrian connections, no development to be permitted until full build-out of horseshoe.</li> </ul>	<ul style="list-style-type: none"> <li>Preserve a bike/ped easement for future connection to New Hope Rd over Interstate 40</li> <li>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.</li> <li>Second access point from Southern service road.</li> <li>Create an easement for future connection to the Dry Creek Trail if it is extended to Eastowne site in conservation easement</li> <li>Permanent conservation of 10 acres.</li> </ul>
<b>Stream Crossings</b>	<ul style="list-style-type: none"> <li>One vehicular crossing and one pedestrian crossing.</li> <li>One on North Parcel</li> <li>Bridges or bottomless culvert</li> </ul>	<ul style="list-style-type: none"> <li>2 inside horseshoe (pedestrian and vehicular) &amp; at 2 in North parcel for emergency access. If Southern service road access is granted, one stream crossing to be eliminated on North parcel</li> <li>Stream crossing design TBD</li> </ul>
<b>Public Amenity Spaces</b>	<ul style="list-style-type: none"> <li>LUMO standard (0.218 ratio)</li> <li>Open space standard</li> <li>Design guidelines</li> <li>Fixtures/furniture</li> </ul>	<ul style="list-style-type: none"> <li>Stream enhancement and greenway access along stream.</li> <li>Internal green to be provided with areas for sitting, eating, relaxing.</li> </ul>
<b>Housing</b>	Needs further discussion	Discussions ongoing with ToCH
<b>Green Building</b>	<ul style="list-style-type: none"> <li>Needs further discussion</li> </ul>	<ul style="list-style-type: none"> <li>Energy Efficiency to be 20% better than ASHRAE 90.1 (current North Carolina adopted version)</li> <li>Photovoltaics to be utilized on Medical Office buildings to offset energy consumption. Targets dependent on technology and available office roof space.</li> <li>LEED building standard shall be reviewed for approach to energy conservation.</li> </ul>
<b>Sustainable Infrastructure</b>	<ul style="list-style-type: none"> <li>3 percent parking spaces EV installed; 20 percent ready</li> <li>50 percent Medical Office Buildings to have solar panels, green roofs, or combination</li> <li>Green infrastructure (may include stream restoration, roadside and amenity bioretention, permeable paving, and green roofs)</li> <li>Drought resistant planting and no irrigation systems.</li> </ul>	<ul style="list-style-type: none"> <li>20% spaces ready for EV charging stations – Electrical infrastructure provided.</li> <li>3% parking spaces EV</li> <li>Revisit parking standards, EV requirements at intervals?</li> <li>PV cells provided for MOBs</li> </ul>
<b>Height</b>	<ul style="list-style-type: none"> <li>90 feet with higher heights internal to the site</li> <li>Height to be measured from grade at main building entrance to primary roof structure (I.e., excluding mechanical penthouses and other mechanical equipment).</li> </ul>	<ul style="list-style-type: none"> <li>Prefer to stay within 6 stories + penthouse + screened mechanical but would also like to retain ability to exceed 6 stories for some buildings</li> <li>Building max height is calculated from entrance elevation to top of roof deck. Equipment, screening, penthouses are excluded from the calculation.</li> <li>Max of 120' on sites internal to development.</li> </ul>
<b>Complete Community Framework/ US 15-501 Pedestrian Crossing</b>	<ul style="list-style-type: none"> <li>Payment-in-lieu with building phases</li> <li>Provide a portion of the funding required for design and/or construction of a grade separated crossing</li> </ul>	<ul style="list-style-type: none"> <li>To be discussed.</li> </ul>

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