

CONDITIONAL ZONING APPLICATION



TOWN OF CHAPEL HILL
Planning Department
405 Martin Luther King Jr. Blvd.
(919) 968-2728 fax (919) 969-2014
www.townofchapelhill.org

Parcel Identifier Number (PIN): 9789359617

Date: September 18, 2020

Section A: Project Information

Project Name: Aura

Property Address: 1000 MLK Jr Blvd and 850 N Estes Dr Zip Code: 27514

Use Groups (A, B, and/or C): A, B, and C Existing Zoning District: R-1

Project Description: Mixed use development containing office, retail, multi-family residential, and amenity spaces.

Section B: Applicant, Owner, and/or Contract Purchaser Information

Applicant Information (to whom correspondence will be mailed):

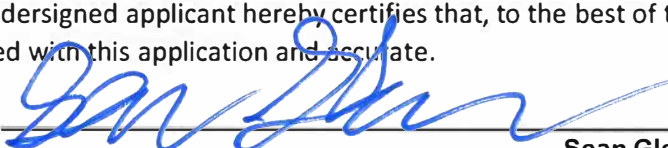
Name: McAdams - Sean Gleason

Address: 2500 Meridian Parkway

City: Durham State: NC Zip Code: 27713

Phone: 919-361-5000 Email: gleason@mcadamsco.com

The undersigned applicant hereby certifies that, to the best of their knowledge and belief, all information supplied with this application and accurate.

Signature:  Date: 9/23/2020

Sean Gleason

Owner/Contract Purchaser Information:

☐ Owner

☒ Contract Purchaser

Name: Trinsic Residential Group - Ryan Stewart

Address: 110 Corcoran St, 5th Floor

City: Durham State: NC Zip Code: 27701

Phone: 919-884-7395 Email: rstewart@trinsicres.com

The undersigned applicant hereby certifies that, to the best of their knowledge and belief, all information supplied with this application and accurate.

Signature:  Date: 9/23/2020

Ryan Stewart

Click [here](#) for application submittal instructions.



CONDITIONAL ZONING

TOWN OF CHAPEL HILL

Planning Department

Conditional Rezoning applications are reviewed by staff, Planning Commission, and Town Council. The application is part of an open public process that enables Town Council to discuss and decide on the key issues of a rezoning proposal. If a rezoning is approved, the applicant may then submit a detailed final plan application to staff for compliance review with the technical development standards and with the Council rezoning approval.

The establishment of a Conditional Zoning District shall be consistent with the Land Use Plan in the Comprehensive Plan. A proposed Conditional Zoning District is deemed consistent if the proposed District will be located in conformance with an adopted small area plan and/or in one of the following Land Use Categories:

- Medium Residential
- High Residential
- Commercial
- Mixed Use, Office/Commercial Emphasis
- Mixed Use, Office Emphasis
- Town/Village Center
- Institutional
- Office
- University
- Development Opportunity Area
- Light Industrial Opportunity Area

If the proposed conditional zoning districts is located in a Low Residential or a Rural Residential Land Use Category, the Town Council must approve a Land Use Plan amendment prior to proceeding.

SIGNED CONDITIONS: All conditions shall be in writing, prepared by the owner of the property or an attorney and must be signed by all property owners and contract purchasers, if applicable. The Town Attorney may require additional signatures if necessary and will determine whether or not the conditions statement is legally sufficient. Within thirty (30) days after receipt of the conditions the Planning Division Manager will notify the applicant of any deficiencies in the conditions statement or if any additional information is needed. The applicant may make changes to the written conditions statement provided it is submitted at least thirty (30) prior to Planning Commission meeting or thirty (30) days prior to Town Council public hearing.

RECORDATION OF CONDITIONS: After a rezoning has been approved by the Town Council, the conditions statement shall be recorded with the Register of Deeds Office. After a rezoning has been approved by Town Council and recorded by the Register of Deeds Office, the conditions may not be amended except through a new rezoning application.



PROJECT FACT SHEET

TOWN OF CHAPEL HILL

Planning Department

Section A: Project Information

Use Type: (check/list all that apply)

☐ Office/Institutional ☐ Residential ☒ Mixed-Use ☐ Other: _____

Overlay District: (check all that apply)

☐ Historic District ☐ Neighborhood Conservation District ☐ Airport Hazard Zone

Section B: Land Area

Net Land Area (NLA): Area within zoning lot boundaries		NLA=	640,973	sq. ft.
Choose one, or both, of the following (a or b), not to exceed 10% of NLA	a) Credited Street Area (total adjacent frontage) x ½ width of public right-of-way	CSA=	64,097.3	sq. ft.
	b) Credited Permanent Open Space (total adjacent frontage) x ½ public or dedicated open space	COS=		sq. ft.
TOTAL: NLA + CSA and/or COS = Gross Land Area (not to exceed NLA + 10%)		GLA=	705,070.3	sq. ft.

Section C: Special Protection Areas, Land Disturbance, and Impervious Area

Special Protection Areas: (check all those that apply)

☒ Jordan Buffer ☒ Resource Conservation District ☐ 100 Year Floodplain ☐ Watershed Protection District

Land Disturbance	Total (sq. ft.)
Area of Land Disturbance (Includes: Footprint of proposed activity plus work area envelope, staging area for materials, access/equipment paths, and all grading, including off-site clearing)	653,400
Area of Land Disturbance within RCD	1200
Area of Land Disturbance within Jordan Buffer	1200

Impervious Areas	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Impervious Surface Area (ISA)	1306.8	1306.8	466,092	466,092
Impervious Surface Ratio: Percent Impervious Surface Area of Gross Land Area (ISA/GLA)%	0	0	66.1%	66.1%
If located in Watershed Protection District, % of impervious surface on 7/1/1993	n/a	n/a	n/a	n/a



PROJECT FACT SHEET

TOWN OF CHAPEL HILL

Planning Department

Section D: Dimensions

Dimensional Unit (sq. ft.)	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Number of Buildings	0	0	54	54
Number of Floors	0	0	4	4
Recreational Space	0	0	61,062 sf	61,062 sf

Residential Space				
Dimensional Unit (sq. ft.)	Existing (sq. ft.)	Demolition (sq. ft.)	Proposed (sq. ft.)	Total (sq. ft.)
Floor Area (all floors – heated and unheated)	0	0	544,946	544,946
Total Square Footage of All Units	0	0	454,285	454,285
Total Square Footage of Affordable Units	0	0	TBD	TBD
Total Residential Density	0	0	28.47 du/ac	28.47 du/ac
Number of Dwelling Units	0	0	419	419
Number of Affordable Dwelling Units	0	0	54	54
Number of Single Bedroom Units	0	0	227	227
Number of Two Bedroom Units	0	0	133	133
Number of Three Bedroom Units	0	0	70	15
Townhomes			44	44

Non-Residential Space (Gross Floor Area in Square Feet)					
Use Type	Existing	Proposed	Uses	Existing	Proposed
Commercial	0	7,521			
Restaurant	0	6,020	# of Seats	0	TBD
Government	0	0			
Institutional	0	0			
Medical	0	0			
Office	0	2,316			
Hotel	0	0	# of Rooms	0	0
Industrial	0	0			
Place of Worship	0	0	# of Seats	0	0
Other	0				

Dimensional Requirements		Required by Ordinance	Existing	Proposed
Setbacks (minimum)	Street	0	n/a	0
	Interior (neighboring property lines)	0	n/a	0
	Solar (northern property line)	0	n/a	0
Height (maximum)	Primary	None	n/a	60
	Secondary	None	n/a	60
Streets	Frontages	15'	~1500' total	~1500'
	Widths	15'	~500'	~500'



PROJECT FACT SHEET
TOWN OF CHAPEL HILL
Planning Department

Section F: Adjoining or Connecting Streets and Sidewalks

Note: For approval of proposed street names, contact the Engineering Department.

Street Name	Right-of-Way Width	Pavement Width	Number of Lanes	Existing Sidewalk*	Existing Curb/Gutter
Martin Luther King Jr Blvd	100'	90'	5	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
N Estes Dr	Varies	Varies 30-65'	2	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes

List Proposed Points of Access (Ex: Number, Street Name):

*If existing sidewalks do not exist and the applicant is adding sidewalks, please provide the following information:

Sidewalk Information			
Street Names	Dimensions	Surface	Handicapped Ramps
N Estes Dr	6	Concrete	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

Section G: Parking Information

Parking Spaces	Minimum	Maximum	Proposed
Regular Spaces	n/a	n/a	634
Handicap Spaces	n/a	n/a	16
Total Spaces	n/a	n/a	650
Loading Spaces	n/a	n/a	0
Bicycle Spaces	n/a	n/a	119
Surface Type	Asphalt/Concrete		

Section H: Landscape Buffers

Location (North, South, Street, Etc.)	Minimum Width	Proposed Width	Alternate Buffer	Modify Buffer
North	10	Varies	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
South	15	15	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
East	15	Varies	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes
West	15	15	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes



PROJECT FACT SHEET
TOWN OF CHAPEL HILL
Planning Department

Section I: Land Use Intensity

Existing Zoning District: R-1

Proposed Zoning Change (if any): OI-3

Zoning – Area – Ratio			Impervious Surface Thresholds			Minimum and Maximum Limitations	
Zoning District(s)	Floor Area Ratio (FAR)	Recreation Space Ratio (RSR)	Low Density Residential (0.24)	High Density Residential (0.50)	Non-Residential (0.70)	Maximum Floor Area (MFA) = FAR x GLA	Minimum Recreation Space (MSR) = RSR x GLA
Required: OI-3	.566	.015			0.70	399,069.79	10,576.05
PROPOSED FAR Bonus	.893 (with FAR affordable housing bonus)				0.661	Allowed:629,619 Proposed:470,142	61,062
	See FAR calculations on the following page						
TOTAL							
RCD Streamside	.001	0.01					
RCD Managed	n/a	0.019					
RCD Upland	n/a						

Section J: Utility Service

Check all that apply:

Water	<input checked="" type="checkbox"/> OWASA	<input type="checkbox"/> Individual Well	<input type="checkbox"/> Community Well	<input type="checkbox"/> Other
Sewer	<input checked="" type="checkbox"/> OWASA	<input type="checkbox"/> Individual Septic Tank	<input type="checkbox"/> Community Package Plant	<input type="checkbox"/> Other
Electrical	<input checked="" type="checkbox"/> Underground	<input type="checkbox"/> Above Ground		
Telephone	<input checked="" type="checkbox"/> Underground	<input type="checkbox"/> Above Ground		
Solid Waste	<input type="checkbox"/> Town	<input checked="" type="checkbox"/> Private		

FAR Calculations

Floor Area Bonus: *LUMO Section 3.10.2*: 3,400 square feet per affordable dwelling unit if building has no interior common elements; or **4,400 square feet per affordable dwelling unit for buildings with interior common elements**, with the exception of R-SS-C and MU-V zoning districts.

- 54 affordable dwelling units
- GLA = 705,070.3
- Allowable FAR *without* floor area bonus = 0.556
- Allowable Floor Area *without* floor area bonus = $0.556 \times 705,070.3 = 392,019.09$ sf
- Floor area bonus = 54 aff. du \times 4,400 sf = 237,600 sf
- Allowable floor area *with* floor area bonus = $392,019.09 + 237,600 = 629,619$ sf
- Allowable FAR *with* floor area bonus = $629,619 \text{ sf} / 705,070.3 = 0.893$
- Proposed total floor area: 470,142 sf



CONDITIONAL ZONING APPLICATION SUBMITTAL REQUIREMENTS TOWN OF CHAPEL HILL Planning Department

The following must accompany your application. Failure to do so will result in your application being considered incomplete. For assistance with this application, please contact the Chapel Hill Planning Department (Planning) at (919) 968-2728 or at planning@townofchapelhill.org.

X	Application fee (including Engineering Review fee) (refer to fee schedule)	Amount Paid \$	86,025.00
X	Pre-application meeting –with appropriate staff		
X	Digital Files – provide digital files of all plans and documents		
X	Recorded Plat or Deed of Property		
X	Project Fact Sheet		
X	Traffic Impact Statement – completed by Town’s consultant (or exemption)		
X	Description of Public Art Proposal , if applicable		
X	Statement of Justification		
n/a	Response to Community Design Commission and Town Council Concept Plan comments , if applicable		
X	Affordable Housing Proposal , if applicable		
X	Statement of Consistency with Comprehensive Plan or request to amend Comprehensive Plan		
X	Mailing list of owners of property within 1,000 feet perimeter of subject property (see GIS notification tool)		
X	Mailing fee for above mailing list (mailing fee is double due to 2 mailings)	Amount Paid \$	164.00
X	Written Narrative describing the proposal , including proposed land uses and proposed conditions		
X	Resource Conservation District, Floodplain, & Jordan Buffers Determination – necessary for all submittals		
X	Jurisdictional Wetland Determination – if applicable		
n/a	Resource Conservation District Encroachment Exemption or Variance (determined by Planning)		
n/a	Jordan Buffer Authorization Certificate or Mitigation Plan Approval (determined by Planning)		
X	Reduced Site Plan Set (reduced to 8.5" x 11")		

Stormwater Impact Statement (1 copy to be submitted)

- Written narrative describing existing & proposed conditions, anticipated stormwater impacts and management structures and strategies to mitigate impacts
- Description of land uses and area (in square footage)
- Existing and proposed impervious surface area in square feet for all subareas and project area
- Ground cover and uses information
- Soil information (classification, infiltration rates, depth to groundwater and bedrock)
- Time of concentration calculations and assumptions
- Topography (2-foot contours)
- Pertinent on-site and off-site drainage conditions
- Upstream and/or downstream volumes
- Discharges and velocities
- Backwater elevations and effects on existing drainage conveyance facilities
- Location of jurisdictional wetlands and regulatory FEMA Special Flood Hazard Areas
- Water quality volume calculations
- Drainage areas and sub-areas delineated
- Peak discharge calculations and rates (1, 2, and 25-year storms)
- Hydrographs for pre- & post-development without mitigation, post-development with mitigation
- Volume calculations and documentation of retention for 2-year storm



**CONDITIONAL ZONING APPLICATION
SUBMITTAL REQUIREMENTS
TOWN OF CHAPEL HILL
Planning and Development Services**

- r) 85% TSS removal for post-development stormwater runoff
- s) Nutrient loading calculations
- t) BMP sizing calculations
- u) Pipe sizing calculations and schedule (include HGL & EGL calculations and profiles)

Plan Sets (10 copies to be submitted no larger than 24" x 36")

Plans should be legible and clearly drawn. All plan set sheets should include the following:

- Project Name
- Legend
- Labels
- North Arrow (North oriented toward top of page)
- Property boundaries with bearing and distances
- Scale (Engineering), denoted graphically and numerically
- Setbacks
- Streams, RCD Boundary, Jordan Riparian Buffer Boundary, Floodplain, and Wetlands Boundary, where applicable
- Revision dates and professional seals and signatures, as applicable

Cover Sheet

- a) Include Project Name, Project fact information, PIN, and Design Team

Area Map

- a) Project name, applicant, contact information, location, PIN, & legend
- b) Dedicated open space, parks, greenways
- c) Overlay Districts, if applicable
- d) Property lines, zoning district boundaries, land uses, project names of site and surrounding properties, significant buildings, corporate limit lines
- e) Existing roads (public & private), rights-of-way, sidewalks, driveways, vehicular parking areas, bicycle parking, handicapped parking, street names
- f) 1,000' notification boundary

Existing Conditions Plan

- a) Slopes, soils, environmental constraints, existing vegetation, and any existing land features
- b) Location of all existing structures and uses
- c) Existing property line and right-of-way lines
- d) Existing utilities & easements including location & sizes of water, sewer, electrical, & drainage lines
- e) Nearest fire hydrants
- f) Nearest bus shelters and transit facilities
- g) Existing topography at minimum 2-foot intervals and finished grade
- h) Natural drainage features & water bodies, floodways, floodplain, RCD, Jordan Buffers & Watershed boundaries



**CONDITIONAL ZONING APPLICATION
SUBMITTAL REQUIREMENTS
TOWN OF CHAPEL HILL
Planning and Development Services**

Detailed Site Plan

- a) Existing and proposed building locations
- b) Description & analysis of adjacent land uses, roads, topography, soils, drainage patterns, environmental constraints, features, existing vegetation, vistas (on and off-site)
- c) Location, arrangement, & dimension of vehicular parking, width of aisles and bays, angle of parking, number of spaces, handicapped parking, bicycle parking. Typical pavement sections & surface type.
- d) Location of existing and proposed fire hydrants
- e) Location and dimension of all vehicle entrances, exits, and drives
- f) Dimensioned street cross-sections and rights-of-way widths
- g) Pavement and curb & gutter construction details
- h) Dimensioned sidewalk and tree lawn cross sections
- i) Proposed transit improvements including bus pull-off and/or bus shelter
- j) Required landscape buffers (or proposed alternate/modified buffers)
- k) Required recreation area/space (including written statement of recreation plans)
- l) Refuse collection facilities (existing and proposed) or shared dumpster agreement
- m) Construction parking, staging, storage area, and construction trailer location
- n) Sight distance triangles at intersections
- o) Proposed location of street lights and underground utility lines and/or conduit lines to be installed
- p) Easements
- q) Clearing and construction limits
- r) Traffic Calming Plan – detailed construction designs of devices proposed & associated sign & marking plan

Stormwater Management Plan

- a) Topography (2-foot contours)
- b) Existing drainage conditions
- c) RCD and Jordan Riparian Buffer delineation and boundary (perennial & intermittent streams; note ephemeral streams on site)
- d) Proposed drainage and stormwater conditions
- e) Drainage conveyance system (piping)
- f) Roof drains
- g) Easements
- h) BMP plans, dimensions, details, and cross-sections
- i) Planting and stabilization plans and specifications

Landscape Protection Plan

- a) Rare, specimen, and significant tree survey within 50 feet of construction area
- b) Rare and specimen tree critical root zones
- c) Rare and specimen trees proposed to be removed
- d) Certified arborist tree evaluation, if applicable
- e) Significant tree stand survey
- f) Clearing limit line
- g) Proposed tree protection/silt fence location
- h) Pre-construction/demolition conference note
- i) Landscape protection supervisor note
- j) Existing and proposed tree canopy calculations, if applicable



**CONDITIONAL ZONING APPLICATION
SUBMITTAL REQUIREMENTS**
TOWN OF CHAPEL HILL
Planning and Development Services

Planting Plan

- a) Dimensioned and labeled perimeter buffers
- b) Off-site buffer easement, if applicable
- c) Landscape buffer and parking lot planting plan (including planting strip between parking and building, entryway planting, and 35% shading requirement)

Steep Slope Plan

- a) Classify and quantify slopes 0-10%, 10-15%, 15-25%, and 25% and greater
- b) Show and quantify areas of disturbance in each slope category
- c) Provide/show specialized site design and construction techniques

Grading and Erosion Control Plan

- a) Topography (2-foot contours)
- b) Limits of Disturbance
- c) Pertinent off-site drainage features
- d) Existing and proposed impervious surface tallies

Streetscape Plan, if applicable

- a) Public right-of-way existing conditions plan
- b) Streetscape demolition plan
- c) Streetscape proposed improvement plan
- d) Streetscape proposed utility plan and details
- e) Streetscape proposed pavement/sidewalk details
- f) Streetscape proposed furnishing details
- g) Streetscape proposed lighting detail

Solid Waste Plan

- a) Preliminary Solid Waste Management Plan
- b) Existing and proposed dumpster pads
- c) Proposed dumpster pad layout design
- d) Proposed heavy duty pavement locations and pavement construction detail
- e) Preliminary shared dumpster agreement, if applicable



**CONDITIONAL ZONING APPLICATION
SUBMITTAL REQUIREMENTS
TOWN OF CHAPEL HILL
Planning and Development Services**

Construction Management Plan

- a) Construction trailer location
- b) Location of construction personnel parking and construction equipment parking
- c) Location and size of staging and materials storage area
- d) Description of emergency vehicle access to and around project site during construction
- e) Delivery truck routes shown or noted on plan sheets

Energy Management Plan

- a) Description of how project will be 20% more energy efficient than ASHRAE standards
- b) Description of utilization of sustainable forms of energy (Solar, Wind, Hydroelectric, and Biofuels)
- c) Participation in NC GreenPower program
- d) Description of how project will ensure indoor air quality, adequate access to natural lighting, and allow for proposed utilization of sustainable energy
- e) Description of how project will maintain commitment to energy efficiency and reduced carbon footprint over time
- f) Description of how the project's Transportation Management Plan will support efforts to reduce energy consumption as it affects the community

Exterior Elevations

- a) An outline of each elevation of the building, including the finished grade line along the foundation (height of building measured from mean natural grade)



AURA CHAPEL HILL @ 1000 Martin Luther King Jr. Blvd.

Conditional Zoning Plan (CZP) Submittal

Chapel Hill, NC

09.24.2020

1. Written Narrative
2. Statement of Justification
3. Statement of Consistency with Comprehensive Plan
4. Response to Town Council and Design Commission Concept Plan Comments

1. Written Narrative

Introduction

This is a request for Conditional Rezoning of the Aura Chapel Hill Mixed-Use proposal on 14.7 acres located at 1000 Martin Luther King Jr. Blvd. to Office/Institutional-3-Conditional Zoning (OI-3-CZ). The application is submitted in conjunction with a request for a change to the Zoning Amendment effective date for removal of the Airport Hazard Overlay Districts.

The proposed mixed-use development is located at the northeast corner of Martin Luther King Jr. Blvd. at Estes Drive. The development proposes a mix of land uses: Retail/office, live-work space, and market-rate and affordable multi-family development.

The new development embraces the adopted vision of the Town's Central West Small Area Plan which calls for "residential, commercial, retail, and/or institutional" at this important corner of Martin Luther King Jr. Blvd. at Estes Drive. As anticipated, transit-friendly development is to welcome Bus Rapid Transit (BRT) at Martin Luther King Jr. Blvd. Community gathering spaces, plazas and courtyards will be a key component of the new development as well as easily accessible bicycle and pedestrian amenities to connect the new community.

We have worked closely with the Town's Urban Designer to ensure that the new development-proposes to invigorate the intersection with new uses, architecturally appropriate buildings (scale, character, articulation, etc.), and a



future BRT Station. The proposed BRT Station will be integral to the site design, engaging with community gathering spaces as well as innovative landscape that is part of an urban forestry program.

Statement & Vision:

The new development will be a vibrant transit-oriented, mixed-use development, comprised of brownstones, flats and select live-work units in addition to a complimentary mix of neighborhood commercial structures (restaurants, service retail, and small office). The commercial uses are intended to serve both new and nearby residents and are oriented to shared plazas and gathering areas with connectivity to surrounding neighborhoods. An affordable housing component is integral to the development. The development will NOT be a “monolithic box” such as recent “wrap” and “podium” developments in Chapel Hill.

Aura Chapel Hill buildings have thoughtful contextual architecture, respecting the historic qualities of design in the Town and on the UNC Campus. The site design is organized to include properly scaled “outdoor rooms” and shared gathering areas including an outdoor plaza, courtyards, and a stage/performance area. Work with the Town’s Urban Designer enhanced the quality of the design of the project. Aura Chapel Hill has a carefully considered parking plan which includes 180 parking underground (subterranean) spaces which allows a plan that maximizes open space (parks, woodlands, etc.) and minimizes “fields” of parking, screens a high percentage of spaces from public view and additionally maximizes on-street parking.

In addition to the parks and woodlands areas comprising more than 3 acres, the development proposes +/- 360 apartment dwelling units and 55 for-sale townhomes and live-works, plus approximately 15k SF of non-residential uses (comprised of retail/office and live-work units along Martin Luther King Jr. Blvd., and approximately 18,000 sq.ft of resident community amenity space interior to the development. The proposal conforms to the vision and scale offered with the guidelines for this quadrant of Central West. We feel this is a validation of the hard work done by the Central West Steering Committee.

Location, General Site Layout and Building Orientation

The 14.7 acre site is located on the east side of Martin Luther King Jr. Blvd. at the Estes Drive intersection. The future Carolina North campus associated with UNC-Chapel Hill is to be located on the west side of Martin Luther King Jr. Blvd. at the



site of the former Horace Williams Airport. As a reminder, the UNC Carolina North campus is approved for research and educational uses with various supportive functions, as well as housing for students and faculty.

Shadowoods Apartments is contiguous with the property to the north and fronts Martin Luther King Jr. Blvd. To the east of Shadowoods Apartments, and at the northeast corner of this property, is the Coker Woods single-family cluster neighborhood. The Coker Woods development is buffered from the property with a 30 ft. wide, commonly-owned wooded open space at its perimeter.

Mr. Whit Rummel owns the undeveloped 7.5 acres adjoining to the east, across a Duke power line easement. Amity Methodist Church is located to the south across Estes Drive, along with the Estes Drive frontage of the Chapel Hill-Carrboro YMCA.

The primary east west connection at Aura will be a large (almost an acre) green park with a stage and performance area located between North Park Drive and South Park Drive, a paired one-way central loop. This central green space has been designed for programable space including concerts, markets, and other dining/special events. Brownstones (townhomes) will line the northern edge of the development. Courtyards and a plaza area are proposed closer to the BRT Station and associated retail and live/work units and large woodlands with trail network is proposed in the southeastern portion of the site. Flats (rental apartments) with additional courtyard areas will line the remainder of the Estes Drive frontage.

Site Access and Circulation

The development proposes the creation of a mixed-use community that will both connect to and integrate with the existing fabric of the area. The community will also function as a bridge between the high frequency BRT corridor and neighboring properties. A general grid pattern of development is proposed, reflecting recommendations of the Central West Small Area Plan.

The development frontage at Martin Luther King Jr. Blvd. is proposed to be a compelling-street edge along the high frequency transit corridor. The development plan reflects the latest from the consultant working on the transit corridor design that locates a BRT Station along the property frontage. Vehicular access from Martin Luther King Jr. Blvd. is proposed as an inviting new tree-lined entry drive. The single point of vehicular access on Martin Luther King Jr. Blvd. is to be a right-in and right-out access. A single point of vehicular access is



proposed on Estes Drive as well and will be a full movement intersection. Pedestrian and bicycle amenities are prevalent. Bike lanes, sidewalk connections, and a new multi-use trail on the tree-lined Estes Drive are proposed for easy pedestrian/cyclist movement within and around the site. It is anticipated that pedestrian/bike connections will be made to both adjoining neighboring properties (Shadowood and Whit Rummel's tract).

Natural Features, Environment and Landscaping

Topographically, the property slopes gently to the south and southeast from the northwest corner at Martin Luther King Jr. Blvd. As such, the site is able to accommodate this requested grid layout. The upper segment of a drainage area is located in the southeastern corner of the property. This area is generally dry except for rain event. Stormwater flows, for the most part, to the southeastern corner of the property. The project will comply with all stormwater and sedimentation/erosion control requirements utilizing a variety of protection measures authorized by the Town, including underground storm detention facilities.

Project Goals and Objectives

The goals and objectives of this development proposal are in positive alignment with the goals and objectives of the Town's adopted Central West Small Area Plan.

2. STATEMENT OF JUSTIFICATION OF REZONING

Final action by the Town Council on a Conditional Zoning application is to be based on the following:

- a. The conformity of the application with the applicable provisions of this appendix and Town Code.
- b. The conformity of the application with the Comprehensive Plan.
- c. The compatibility of the proposed application with adjoining uses.
- d. The impacts of the proposed application on the surrounding properties and town as a whole.



- e. The relationship of the application to existing and proposed built systems including utility infrastructure, transportation facilities, police and fire coverage, and other public services and facilities.
- f. The relationship of the application to natural systems such as hydrology, topography, and other environmental constraints.

As provided with the application materials and associated plans, compliance with each of the findings has been demonstrated. The proposed development is as anticipated with the Central West Small Area Plan, an element of the Town's Comprehensive Plan. The thoughtful planning which resulted in the Central West Small Area Plan, provides assurance that the proposal is compatibility with the surrounding land uses and see to it that the development compliments the natural systems and respects the environmental constraints. It was the Small Area Planning process that highlighted the appropriateness of this corner for this development given the work to bring BRT improvements to the Martin Luther King Jr. Blvd. corridor. Appropriate infrastructure improvements are provided to limit impacts on the surrounding properties and the Town as a whole. In accordance with the Small Area Plan, compatibility with the surrounding neighborhoods and the larger Town is ensured.

3. STATEMENT OF CONSISTENCY WITH COMPREHENSIVE PLAN

Chapel Hill's 2020 Comprehensive Plan (CH2020)

The Aura Chapel Hill Mixed-Use submittal is proposed in accordance with the CH2020 Comprehensive Plan and the Central West Small Area Plan, an element of the Town's Comprehensive Plan. This statement of compliance is provided with regard to general concepts in CH2020 as well as the guiding principles of the Central West Small Area Plan.

Two key concepts within CH2020 Comprehensive Plan are Community Choices and Community Connections defined in the plan as:

Choices: The community would like more choices about where and how people can live and house their families and more choices about how they travel through town. The community also would like more choices about



where to shop and how to meet daily needs. Community members also would like choices about where they can work and play in Chapel Hill.

Connections: The community also desires more connections and improved opportunities to meet others and to embrace the diversity of those who live, work, and play in the community. Community members want more connections in how they can get around and a real commitment to safe pedestrian and bicycle transportation. They want real connections between the decisions town leaders make and the ideals that the community has expressed in the Chapel Hill 2020 comprehensive plan. Chapel Hill wants a sense of connectedness from many perspectives.

Aura Chapel Hill Mixed-Use Compliance:

The Aura Chapel Hill Mixed-Use submittal will contribute to choices regarding where to live, work, and play in Chapel Hill. These choices will be achieved by offering new office and retail space as well as a variety of housing options all in close proximity to downtown, schools, and University services and amenities. This will provide additional choices about where to live and work as well as where to shop and meet general daily needs.

The development will provide important connections for those who live and work in the new community, and the Town, in the form of physical connections. These physical connections include pedestrian and bicycle amenities and easy access to the high frequency Bus Rapid Transit (BRT) corridor on Martin Luther King Jr. Blvd. Opportunities for social connections will be provided with expanded housing choices, new outdoor amenities and gathering spaces, small scale retail and work places, and a variety of commercial and employment opportunities.

Chapel Hill's Central West Guiding Principles

Thirteen principles were developed by the community to help guide future development in the Central West Area. These principles were adopted by the Town Council in 2013 as an element of the Town's Comprehensive Plan. The Aura Chapel Hill Mixed-Use Concept Plan submittal demonstrates compliance with each of these principles:



- Principle 1: Create a Strong Sense of Place
- Principle 2: Ensure Community Compatibility
- Principle 3: Create Social Connections
- Principle 4: Improve Physical Connections
- Principle 5: Minimize Vehicular Traffic Impacts
- Principle 6: Enhance the Pedestrian/Bicycle Experience
- Principle 7: Improve the Transit System
- Principle 8: Encourage a Diverse Mix of Uses
- Principle 9: A Diverse Population
- Principle 10: Respect Existing Neighborhoods
- Principle 11: Employ Environmentally Sound Practices
- Principle 12: Feature, Repair, and Enhance Natural Resources
- Principle 13: Consider Economic Impacts in Development Decisions

Aura Chapel Hill Mixed-Use Compliance:

The Aura Chapel Hill Mixed-Use development will be a vibrant addition to the area and will provide a strong sense of place within both the Central West area and the Town. This gateway development, at a major intersection, positively contributes to the fabric of the Central West area and the Town.

With the careful placement of buildings, streets, sidewalks, parking and green space, a new sense of place will be established at this corner. Community gathering spaces and innovative landscape reinforce connection to the BRT corridor. New tree-lined drives will provide connections as envisioned in the Town's Small Area Plan for vehicles as well as ease of movement for pedestrians and bicyclists. The residential flats and associated courtyards provide pedestrian scaled frontage along Estes Drive.

The Central West Plan promotes mixed-use at this location and encourages density and intensity of use that will further support the Town's robust transit system. The Aura Chapel Hill Mixed-Use development will offer an improved physical connection to this major north-south transit corridor. A variety of



vehicular, pedestrian and bicycle pathways provide connectivity within the development and to the perimeter community fabric.

The proposed development provides compatible transition between the surrounding residential and institutional uses and the high frequency transit corridor of Martin Luther King Jr. Blvd.

Both physical and social connections are promoted with the new development. Opportunities for social interaction are provided with diverse housing options, outdoor amenities/ courtyards and gathering areas/green spaces. A variety of live-work space and co-working space contribute to opportunities for entrepreneurial development within the community. Affordable and workforce housing is proposed as a component of the development.

Vehicular, bicycle, and pedestrian connectivity is provided as envisioned with the Central West Plan. Vehicular access provided from Martin Luther King Jr. Blvd. and Estes Drive contributes to the establishment of a street “grid.” These primary access points will accommodate motorized and non-motorized vehicles as well as pedestrians through the site with street trees and amenities. Sidewalks, informal trails, and a new Estes Drive multiuse trail will be a welcoming component of the new development, as will an east-west “Park Drive” connection internal to the property.

Traffic impacts on the surrounding areas will be mitigated because of the link to the north-south BRT corridor. The transit-oriented nature of the design coupled with ease of access to high frequency public transportation will help reduce traffic impacts. The internal capture associated with a mixed-use development will further help to reduce vehicular traffic impacts. This overall transportation approach promotes better air quality and sustainability as well as energy conservation. Vehicular parking can be minimized with this holistic approach, and bicycle parking maximized.

The proposal works with the natural environment and the topography of the site and the stormwater management will be located in a naturally occurring lower portion of the site as anticipated with the Small Area Plan.

Stormwater run-off from the development will be managed on-site with storm water retention and water quality treatment to be sized to meet the Town’s requirements. All non-subterranean storm water elements will become positive visual features. The proposed stormwater facilities constitute Best Management Practices to ensure that stormwater runoff does not negatively impact neighboring properties.



This new development will contribute to the strength and the economic prosperity of the Central West area and the larger community. The Town's tax base will be enhanced with sustainable land uses and intensities.

4. RESPONSE TO TOWN COUNCIL AND DESIGN COMMISSION CONCEPT PLAN COMMENTS FROM MAY 6, 2020

Town Council Comments from May 6, 2020 Review of Concept Plan:

1. Confirmed commitment to meeting tree canopy coverage requirements
2. Confirmed location of east-west greenway to be centrally located
3. Confirmed live-work units will have flexible space on the ground level with garage and living space above
Applicant Response: live-work locations were moved to be adjacent to retail to create more synergies with village green. As such, these units do not have garages but will have direct access to the retail parking.
4. Question regarding Airport Hazard zone
Applicant Response: The Airport Hazard Zone has been repealed given notice by UNC to Town stating all aircraft activity has ceased and the airport has closed (per Town Attorney). Applicant has FAA approval to proceed with construction up to 150'.
5. Question regarding student housing concerns
Applicant Response: The Aura development is not proposed as a student housing development. TRG is not a student housing developer and has never built a student housing project across our entire national platform. The unit mix is not designed for students and very few 3 bedrooms are included (the original plan had no 3 bedroom units; these were only included after the Concept Plan based on comments from Town Council and CDC).
6. Consider lengthening the BRT stop
Applicant Response: The BRT stop is being designed with Town, their engineers, consultants and TRG's design team.
7. Confirmed potential connection to Shadowood Apt.
8. ***Applicant Response:*** The submittal provides opportunity for pedestrian/bike connection to Shadowood Apartments. TRG wants to promote adjacent residents to walk/bike to the retail and amenities.
9. Applicant to look into more parking underground and reduce parking to the 575-600 range



- Applicant Response:** The development includes approx. 577 surface and below-grade parking (excludes private garages with townhomes). Of the 577 spaces, 183 spaces are in the subterranean (underground) garage.
10. Confirmed that smaller community businesses, entrepreneurs and retail is proposed due to access restrictions.
11. Confirmed TIA will be prepared with a formal Conditional Zoning application and TIA is to consider alternative to a roundabout
12. Confirmed that street parking would be contained within the new community, not on surrounding streets.
13. Confirmed pedestrian/bike path connection to the Rummel property
14. Confirmed that smaller buildings allow for more outdoor space such as plazas and courtyards when asked about a larger building with a rooftop amenity
15. Concern about traffic congestion
- Applicant Response:** Please refer to the TIA.
16. Suggestion that the AMI for affordable housing could be lower, extended to at least 30 years, and perhaps integrated into the ownership option
- Applicant Response:** Please refer to the Affordable Housing Plan.
17. Some Council Members thought that buildings should be taller along Martin Luther King Jr. Blvd.
- Applicant Response:** The plan was changed from 1-story buildings at MLK/Estes to 4-story with retail on the lowest level and three levels of residential above.
18. Concern that a roundabout may not be approved by NCDOT
- Applicant Response:** Based on feedback from the Town and DOT, the roundabout idea has been tabled and the access point will be an unsignalized full movement intersection accompanied by off-site and on-site improvements per final recommendations of the TIA.
19. Encouraged a human-scale, less car-oriented development
- Applicant Response:** We share this objective and the updated plan emphasizes this outcome.
20. Suggestion to buffer the community gathering space from the noise of traffic on Martin Luther King Jr. Blvd.
- Applicant Response:** We share this interest and will balance it with the objective to provide an open and welcoming environment.
21. Encouraged an east-west grid system in the long-term development of the Town



- Applicant Response:** The Aura plan embraces the east-west grid encouraged with the Central West Small Area Plan.
22. Suggestion for a north-south Timberlyne Trail to be a part of plans for the area
Applicant Response: The Aura plan provides opportunity for north-south connectivity along Martin Luther King Jr. Blvd., centrally located within the development, and in the eastern portion of the development.
23. Central West Plan calls for the corner to be a destination for the surrounding area and an asset for town
Applicant Response: The plan is designed to provide a gathering place and neighborhood convenience retail environment, balancing the demand in the immediate area. The amount of retail/mixed-use is right-sized for this particular property and will appropriately be able to serve the residents of the project and surrounding communities.
24. Consider larger apartments that would allow more families or add more townhouses
Applicant Response: The Aura plan proposes a mix of residential units ranging from rental product from 1 bedroom to 3 bedroom and for sale products of 3 bedrooms +. The Aura plan now has larger units, including 3 bedroom rental units per the request of the Town Council and CDC.
25. Pleased with applicant's responsiveness and much better design
26. Proximity to schools, the BRT, and the greenway could reduce the need for parking spaces in the future
Applicant Response: The Aura development provides a balance that allows residents a parking space to store their vehicle while using the transit system and pedestrian amenities daily.
27. Suggestion that a partnership with Shadowood to the north might help reduce traffic concerns
28. **Applicant Response:** The submittal does not preclude this as an option in the future.

Resident Comments from May 6, 2020 Town Council Review of Concept Plan:

1. Concern about overall scale and size of plan, the egress/entrance plan, and the traffic on Estes Drive
Applicant Response: We are pleased to be using the guidance provided in the Central West Small Area Plan.
2. Request for a streetscape view for Estes Drive



3. ***Applicant Response:*** We intend to provide a streetscape view in our presentation materials.
4. Concern regarding location of refuse collection
Applicant Response: We are coordinating with the Town's Public Works Department to ensure accessibility for recycling and refuse collection. The Aura plan now has internal trash rooms not open dumpsters.
5. Concern that Concept Plan buffer plans seem vague
Applicant Response: Detailed landscape buffer plans are customarily provided with the final plan submittal.
6. Concern proposed concept might lead to total fewer trips but more concentrated. Request to evaluate density based on projected traffic from the TIA
Applicant Response: Please refer to the TIA.
7. Concern that Concept Plan commercial space was greater than Central West Plan and that this proposal included a lot of the residential development anticipated with the plan
Applicant Response: See prior responses regarding "right-sized" commercial space serving the residents of the community.
8. Concern about not knowing if Estes Drive could be widened
Applicant Response: Please refer to the TIA and related plans. Widening and associated improvements are to be provided at the Estes Drive property frontage.
9. Concern regarding compatibility with recent community surveys about the Town's traffic flow problems
Applicant Response: Please refer to the TIA.
10. Concern little retail shown on Concept Plan
Applicant Response: See prior response above.
11. Concern not enough affordable housing
Applicant Response: The proposal is guided by the Town Council's policy encouraging 15% affordable housing with rezoning applications.
12. Concerns about traffic congestion
Applicant Response: Please refer to the TIA.
13. Concern that a TIA had not been done for a conceptual plan
Applicant Response: Please refer to the TIA which has been provided with this formal application.
14. Concern about proximity to schools and potential risk to children



- Applicant Response:** We consider the location of public schools within walking distance of the development to be a positive amenity with the addition of sidewalks planned for Estes Drive to reduce risk to students.
15. Concern that plans may not meet the density recommendations of the Small Area Plan
Applicant Response: We propose development within the guidance of the Central West Small Area Plan. Please refer to application materials.
16. Concern that physical constraints of property might be insurmountable
Applicant Response: We are able to work with the property constraints to provide a desirable development proposal that achieves the objectives of the community's planning process.
17. Recommendation that a TIA be conducted
Applicant Response: Please refer to the TIA.
18. Questions about pedestrian access to Coker Woods
Applicant Response: If appropriate, we welcome connectivity to surround developments. We defer to Coker Woods and the Town's guidance.
19. A representative from the YMCA confirmed that the proposed driveway location on Estes Drive aligned with the YMCA's future secondary drive and was consistent with the YMCA's master plan and would improve access to its facility.

Responses to Design Commission comments from the February 25, 2020 meeting:

Design Commission Consensus from Design Commission Minutes

1. Agreed on the need for a significant landscape buffer between the development and the Coker Hills and Shadowood communities
Applicant Response: Please refer to the proposed plans and associated northern landscape buffer.
2. Echoed the concerns of the citizens that spoke regarding traffic impacts at an already congested intersection
Applicant Response: Please refer to the TIA.
3. Worried about the lack of significant retail space and the viability of the retail proposal
Applicant Response: The amount of retail proposed is related to the limited access to the site.
4. Concerned about the table-top parking decks abutting housing units, specifically as they related to buildings 8 and 9 and how the building



elevations would work in this location. Look at putting parking underground.

Applicant Response: Please refer to the plans submitted with this formal application regarding changes to the site layout.

5. Supportive of the proposed pedestrian connections to the neighboring properties

Applicant Response: We welcome connectivity to surround developments, and are actively seeking such connections.

6. Where building sides face the street, need to see how those sides look from the street. Consider turning building 3 to face the road

Applicant Response: Please refer to the plans submitted with this application. Views from the street are anticipated to be provided as part of future presentations.

7. Concern over the number of units compared to the previous plan and the scale of the project.

Applicant Response: Please refer to the latest plans submitted.

Individual Design Commission Comments

1. Desire to see the setback of buildings along MLK match those of Shadowood

Applicant Response: Please refer to the site plan accompanying this application. An appropriate transition to the buildings at Shadowood is provided with brownstones, as you extend north on Martin Luther King Jr. Blvd. from the intersection.

2. Would like to see a reconfiguration of the community green along MLK to better relate to the BRT stop, MLK and the proposed retail. Town common may not have enough space or things around it

Applicant Response: Please refer to the accompanying site plan regarding the adjustments provided to the community green space following work with Brian Peterson, the Town's Urban Designer.

3. Supportive of the proposed building heights and in the variation of heights to create a distinct community

4. The plans architecture needs to address the significance of the corner of the site, this is one of the most prominent corners in town. The small area plan recommends an anchor building to create a focal point

Applicant Response: Please refer to the accompanying plans regarding the adjustments provided to the prominent corner following work with Brian Peterson, the Town's Urban Designer.



5. Architecture should relate to the community and be inviting. It should also use cutting edge architecture and green building practices. High quality architecture for this site is a must

Applicant Response: We understand the significance of the architecture at this prominent corner and are working closely with the Town's Urban Designer.

6. Replacement of the tree canopy is imperative

Applicant Response: We have committed to meeting the Town's tree canopy coverage requirements.

7. Support was mentioned for upholding the 3yr moratorium on development.

Applicant Response: The site was timbered per State timbering requirements and Chapel Hill permits, with work completed by Owner (not TRG) in June 2018.

8. Stormwater runoff problem is a concern

Applicant Response: The Town imposes rigorous stormwater regulations and we have committed to meeting those requirements.

9. Look at providing housing for households w/ less than 80% of area median income

Applicant Response: Please refer to our Affordable Housing Plan.

Resident Comments at Design Commission meeting

1. Scale of development is too big

Applicant Response: We have worked closely with guidance from Chapel Hill's Urban Designer on the proposal. Please see updated plan, specifically, the reduced scale of buildings on the north east by Coker Woods.

2. Neighborhood meeting not well advertised

Applicant Response: Subsequent meeting notices will be provided by the Town.

3. Martin Luther King/Estes intersection is overcapacity for traffic

Applicant Response: Please refer to the TIA.

4. Project roundabout is consistent w/ the Small Area Plan

Applicant Response: We understand the Town and DOT prefer a full movement stop intersection versus a roundabout, in addition to the off-site and on-site improvements recommended by the TIA.

5. Traffic impact on schools on Estes Dr. is a concern and emergency services

Applicant Response: Please refer to the TIA.



6. The number of parking spaces is unrealistic

Applicant Response: The development plan and associated parking is supported by TRG based on its experience and parking consultant guidance.

7. Retail proposed is good

8. Concern about height of buildings and width of tabletop parking

Applicant Response: We have worked closely with the Town's Urban Designer on the revised plans.

9. Stormwater is an issue, especially since the land was cleared

Applicant Response: The Town imposes rigorous stormwater regulations and we have committed to meeting those requirements.

10. Concern about impact of pedestrian connections on the wooded Coker Hills easement

Applicant Response: We welcome connectivity to surround developments and defer to the residents of Coker Woods and the Town.



Affordable Housing Proposal – CZP Application Submittal

September 24th, 2020 {Revised January 14, 2021}

As contracted purchaser and applicant, Trinsic Residential Group (“TRG”) is proposing the following affordable housing plan options for Aura Chapel Hill (the “Project”), located at the NEC of Estes Drive & MLK Blvd.

Background

TRG and its consultants have met with community members, town officials and local affordable housing developers to develop an affordable housing plan that attempts to align with the Town of Chapel Hill’s vision. Additionally, TRG has reviewed the Housing Advisory Board’s published “recommendations” dated June 2019. The following Affordable Housing proposal incorporates our best efforts to incorporate as many as those recommendations as possible when balanced with the economic realities and physical constraints of the Project.

Proposal Terms

Rental Housing Affordable Dwelling Units:

Once the Project is complete, TRG shall provide as part of the Project, affordable rental housing dwelling units (the “RHADU”) in an amount equal to fifteen percent (15.0%) of the total of the market-rate apartments (flats) constructed in the Projected, minus seven (7) units (refer to “FSADU” section below for adjustment rationale).

Therefore, the Project will include 321 market-rate units and 40 RHADU’s, a mix of one-bedroom, two-bedroom and three-bedroom apartment units, in the same proportion as the project’s rental unit mix identified in the CZP application and related submittals.

The RHADU’s shall remain affordable apartment units pursuant to this plan for a period of thirty (30) years from the date of the initial certificate of occupancy (C.O.) in the Project and comprise half the units at 65% AMI and the other half at 80% AMI, such AMI calculated using the Raleigh, NC MSA limits as determined by HUD. The RHADU’s shall be built concurrently with the market-rate units and shall be floating (not-fixed location) and indistinguishable from the market-rate units (in terms exterior materials, location within the rental community and access to apartment amenities). Beginning January 1st the first full year after the year the last C.O. is issued for the apartment community, the owner of record of the apartment community shall provide an annual certificate of compliance to the Town of Chapel Hill Planning Department.

For Sale Affordable Dwelling Units:

In addition to RHADU’s, TRG shall provide fourteen (14) for sale affordable dwelling units (“FSADU”), working with a local for sale affordable housing developer with experience in the Orange County affordable housing market. The FSADU’s shall be in a stand-alone three-story conditioned-corridor building. Given there will be forty-four (44) market-rate for sale townhomes, only seven (7) RHADU’s are required, however, Applicant is providing fourteen (14) FSADU’s in response to the Town’s desire to have more for-sale affordable units



available and has therefore reduced the RHADU's by seven (7). The overall total number of affordable units (for sale + rental) still satisfies the 15% standard.

The FSADU's shall comprise half of the units at 65% AMI and the other half at 80% AMI, such AMI calculated using the Raleigh, NC MSA limits as determined by HUD. Upon TRG's selection of the for sale affordable housing developer, TRG will update the Town of Chapel Hill Planning Department, including further details of the FSADU proposal.

December 22, 2020

Judy Johnson and Michael Sudol
Town of Chapel Hill Planning Department

Re: **Aura Modifications to Regulations**

Due to site constraints and peculiarities of the LUMO, modifications to required standards are necessary to create a mixed-use center that meets the Town’s vision and intent for such developments. The requested modifications are necessary to allow for a cohesive and balanced mixed-use development design.

LANDSCAPE FOUNDATION BUFFER MODIFICATION

The Land use Management Ordinance Article 5.9.6 sets forth foundation buffer requirements for the Aura development. Please see the Site Plan for specifics of the requested modification to foundation buffer requirements.

The landscape requirements in the ordinance typically are used in a suburban setting to screen parking fields from view. The applicant is proposing alternate landscaping such as street trees and planters to reflect the urban condition.

BUFFER MODIFICATION

The Land use Management Ordinance Article 5.6.6 sets forth the following required perimeter buffers for the development of Aura:

LOCATION OF REQUIRED BUFFER	REQUIRED BUFFER
Northern Buffer	10’ Type B
Southern Buffer	15’ Type B
Eastern Buffer	15’ Type A
Western Buffer	15’ Type B

As part of the approval of the requested conditional zoning permit, Aura is requesting the following modifications to the required perimeter buffers. Please see site plan associated with the CZP for the specific modifications.

LOCATION OF REQUIRED BUFFER	PROPOSED BUFFER
Northern Buffer	Varied width/modified buffer
Southern Buffer	15' modified buffer
Eastern Buffer	Varied width/modified buffer
Western Buffer	15' modified buffer

Please refer to Site Plan for buffer details.

With the desired urban form and density on this parcel, modified buffers will contribute to the urban streetscape. An abundance of recreational space in the form of green space, plaza, and natural areas contribute to the resident and visitor experience internal to the property in place of increased buffer widths and types on the property perimeter. Modified buffers meet the intent of the ordinance and are shown in detail on the Site Plan.

LANDSCAPED FOUNDATION BUFFER MODIFICATION

The Land use Management Ordinance Article 5.9.6 sets forth foundation buffer requirements for the Aura development. Please see the Site Plan for specifics of the requested modification to foundation buffer requirements.

The landscape requirements in the ordinance typically are used in a suburban setting to screen parking fields from view. The applicant is proposing alternate landscaping such as street trees and planters to reflect the urban condition.

Sincerely,

MCADAMS



Jessie Hardesty
Planner, Planning + Design



Energy Management Plan – CZP Application Submittal

September 24th, 2020

As contracted purchaser and applicant, Trinsic Residential Group (“TRG” or “Applicant”) is proposing the following energy management plan for the apartment rental community at Aura Chapel Hill (the “Project”), located at the NEC of Estes Drive & MLK Blvd.

Background

TRG and its consultants have developed a preliminary energy management plan that attempts to align with the Town of Chapel Hill’s vision. The following preliminary Energy Management Plan incorporates our best efforts to incorporate as many as the Council recommendations as possible into the apartment rental community when balanced with the economic realities and physical constraints of the Project.

Apartment Rental Building Energy Management Plan:

Prior to issuance of any and all Zoning Compliance Permits within the Project that include apartment rental buildings, the Applicant shall provide an Energy Management Plan (EMP) for Town approval. The plan shall incorporate the goal of achieving a “more energy efficient” feature to outperform the American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) energy efficiency standard in place at the time of the Conditional Zoning Permit application submittal. The plan shall also consider the following elements: a) utilizing sustainable energy, currently defined as solar, wind, geothermal, biofuels, hydroelectric power, b) purchase of carbon offset credits and green power production through coordination with the NC GreenPower program, and c) provide for the goal of more efficiency relative to ASHRAE (see above) that also ensures indoor air quality and adequate access to natural lighting, and allows for the proposed utilization of sustainable energy in the project. The buildings comprising the apartment rental community will use commercially reasonable efforts to meet a nationally recognized “green” certification (examples include, but are not limited to: LEED, NAHB, Green Globes, etc.).



Art Plan – CZP Application Submittal

September 24th, 2020

As contracted purchaser and applicant, Trinsic Residential Group (“TRG” or “Applicant”) is proposing the following art plan for the apartment rental community at Aura Chapel Hill (the “Project”), located at the NEC of Estes Drive & MLK Blvd.

Background

TRG has engaged a renowned national art consultant that specializes in art planning, artist selection, programming, and construction/installation and of public art for public spaces. TRG is budgeting \$200,000 for such purposes. TRG will update the Town of Chapel Hill and all appropriate boards, commissions, staff as deemed appropriate as we progress through the process. TRG views the art plan as a collaborative process with the community, town, consultant and applicant.

TRG/Applicant Consultant Experience *(select capstone projects)*

City of Council Bluffs, Iowa – Mid-America Center

MAC is a 110-acre Entertainment District, Mixed-Use area, and is home to Council Bluffs' Arena and Convention Center, the Horseshoe Casino, a Bass Pro Shop, hotels, restaurants, and additional retail outlets. This development is also the second prioritized public art location within the city's PAMP. Partnering with HOK and their Master Planning effort for the area, CONSULTANT recommended public art sites and appropriate scale and budget for each site. Through this process, the team identified five public art sites, and with CONSULTANT managing the acquisition, the team commissioned four internationally renowned artists (William King, Jonathan Borofsky, Jun Kaneko, and Albert Paley) to create works of art. CONSULTANT managed the art acquisition, which included the selection process, contract negotiations, project administration, studio visits, coordination of delivery issues, on-site presence during the installation, and completion of the acceptance procedures for the client.

Block Real Estate Services, Inc. – CityPlace

CityPlace is a 90-acre, \$500,000,000 Mixed- Use project we have been working on for several years. To date, we have placed four major works in the project. Currently, we are researching additional pieces for several other Block projects in the 2020/2021 timeline.

The huge Mixed-Use project is in Overland Park, Kansas, which lies in the south-central region of the Kansas City metropolitan area. It will highlight four office buildings totaling 600,250 square



feet. It will house approximately 1,400 multi-family units, along with 140 senior living units, and 39,000 square feet of retail space.

City of Council Bluffs, Iowa – Public Art Master Plan

CONSULTANT spearheaded the PAMP planning process by assembling local civic leaders (Stakeholder Committee) and integrating Council Bluffs' unique cultural, historical, and geographic characteristics into a philosophical and procedural guideline to assemble a public art collection. This endeavor has achieved national recognition.

Implementation of this project is similar to the proposed scope of Trinsic's pending effort. We assisted the Iowa West Foundation and the city with crafting a vision statement, identifying and prioritizing locations for public art, proposing the appropriate scale and context for the sites, budget suggestions for the sites and by recommending an art selection process for the Public Art Selection Committee.

The plan prepared by CONSULTANT provided a flexible guide for commissioning professional artists to create site-specific works of art, which were contextual and complemented existing architecture and spaces. Public Art & Practice was then retained to administer the implementation of the Plan, to create unique opportunities and to fashion memorable spaces. The Public Art Master Plan's first ten sites have been installed with others still on the drawing board.

City of Council Bluffs, Iowa – Bayliss Park

Located in the heart of Council Bluffs, Iowa, Bayliss Park was transformed from its 1800s original concept to a dynamic space for the community to meet. Bayliss Park was the city's PAMP's first priority and CONSULTANT worked with a local landscape architect firm, RDG, to recommend an appropriate scale, materials, and budget to transform the area into an exciting park.

CONSULTANT then assisted the Artist Selection Panel in locating and selecting an artist and oversaw the contract through installation.

Internationally recognized artist, Brower Hatcher of Mid-Ocean Studio, designed the park's new features, which included the center element for the fountain entitled, Wellspring, as well as its performance pavilion, Oculus, which is an interactive children's water feature, and seating throughout Bayliss Park.

The team's goal for a year-round work of art was met by Wellspring's illumination at night with LED lights that can remain on in cold weather, and during summer months, its huge geysers shoot



water over the framework. Along with the fountain, Oculus provides entertainment opportunities for the community, such as large swing band concerts, and local ballet and theatre performances.

First National Bank of Omaha

Portions of two city blocks of the Bank's downtown campus were returned to green space, a unique sculpture park was created, and a wonderful gateway into the Central Business District was given to the City of Omaha by First National. As the Bank's art consultant and project manager, our firm assisted in assembling a team of design professionals, coordinated the master planning process (the sites are now entitled, Pioneer Courage and Spirit of Nebraska's Wilderness), and continued to manage and oversee the implementation of the Master Plan for over 11 years.

Being the first professional team retained for the project, we assisted in the selection of the Landscape Architect, Master Planning efforts, administered the artist selection process and the administration and implementation of their plan. We were involved with the budget discussions, contract negotiations, securing insurance policies, visiting artists' studios and foundries (quarterly), documenting project progress, reviewing invoices, installation oversight, securing waiver of liens, and other necessary tasks. The master-planned, five-block gateway into downtown Omaha has over 120 bronze works of art installed.

Kent Ullberg, Blair Buswell, Ed Fraughton, Jim Reeves, and Bruce Lauritzen received the National Sculpture Society's most prestigious award – the Henry Hering Medal – for the collaboration on a sculpture project between an artist, a landscape architect/architect, and an owner.

This project's scale, quality, uniqueness, team composition, and collaborative nature attracted interest for a TV documentary by Kansas City's Backroads Production and its Emmy- Nominated Principals, John Altman, and Leon Ault. The documentary was released in the fall of 2010.



**AURA CHAPEL HILL
DEVELOPMENT**
TRAFFIC IMPACT STUDY - *DRAFT*

EXECUTIVE SUMMARY



Prepared for:

The Town of Chapel Hill
Public Works Department - Engineering

Prepared by:

VHB Engineering NC, P.C.

*940 Main Campus Drive, Venture 1
Suite 500
Raleigh, NC 27606*

NCBELS License #: C-3750

December 2020



AURA CHAPEL HILL DEVELOPMENT

TRAFFIC IMPACT STUDY - *DRAFT*

EXECUTIVE SUMMARY



Prepared for:

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December 2020



Executive Summary

Trinsic Residential Group plans to develop a parcel of land in the northeast corner of Martin Luther King Jr. Boulevard (NC 86) and Estes Drive (SR 1750) in Chapel Hill, NC (Figure ES-1). The proposed development will consist of 58 townhomes, 361 mid-rise apartments, a 3,032-square foot small office building, and 8,564 square feet of retail space. The development is expected to be fully constructed and occupied by the end of 2023.

Project Background

Based on the conceptual site plan (Figure ES-2), access to the development is proposed via two (2) vehicular access points. The following are the proposed access points:

- › Future Access #1: right-in/right-out only access on Martin Luther King Jr. Boulevard (NC 86), approximately 450-feet north of Estes Drive (SR 1750).
- › Future Access #2: full movement access on Estes Drive (SR 1750), approximately 900-feet east of Martin Luther King Jr. Boulevard (NC 86).

Based on discussions with Town of Chapel Hill staff, the following intersections were included in the study area and analyzed for existing and future conditions, where appropriate:

- › Martin Luther King Jr. Boulevard (NC 86) at Airport Drive (unsignalized)
- › Martin Luther King Jr. Boulevard (NC 86) at Estes Drive (SR 1750/SR 1780) (signalized)
- › Martin Luther King Jr. Boulevard (NC 86) at Piney Mountain Road/Municipal Drive (signalized)
- › Martin Luther King Jr. Boulevard (NC 86) at Homestead Road (SR 1777) (signalized)
- › Estes Drive (SR 1750) at Somerset Drive (unsignalized)
- › Estes Drive (SR 1750) at Caswell Road (signalized)
- › Franklin Street (SR 1010) at Estes Drive (SR 1750) (signalized)

- › Martin Luther King Jr. Boulevard (NC 86) at Future Access #1 (future unsignalized)
- › Estes Drive (SR 1750) at Future Access #2 (future unsignalized)

The Town of Chapel Hill requires that future year analysis of the traffic conditions be conducted for the projected build year plus one (+1). Therefore, the analysis was performed under the following four (4) scenarios:

- › Existing (2020) Conditions
- › No-Build (2024) Conditions
- › Build (2024) Conditions
- › Build (2024) Conditions – With Improvements

The Existing (2020) scenario includes AM, Noon, and PM peak hour analysis based on turning movement count data collected in January 2020. The No-Build (2024) scenario includes existing traffic with an annual growth rate of one-half percent (0.5%) applied to the study area roadways between the base year (2020) and build year (2024). The No-Build (2024) scenario also includes background site trips generated by other proposed developments within the study area. The Build (2024) scenario includes the calculated No-Build (2024) volumes with the addition of site trips generated by the full build-out of the proposed development. The Build (2024) with Improvements scenario includes future conditions with any recommended improvements in place.

Intersection analyses were conducted using *Synchro/SimTraffic Version 10*. The overall level of service (LOS) and delay for each intersection and the approach LOS and delay are shown in the Summary LOS table on page vii.

Existing (2020) Conditions

Existing analyses were conducted based on current roadway geometrics and intersection turning movement counts. The existing traffic volume was obtained from turning movement counts collected in January 2020.

Study Area

The site is located in the northeast corner of the Martin Luther King Jr. Boulevard (NC 86) and Estes Drive (SR 1750) intersection in Chapel Hill, North Carolina. The site has two proposed access points, one along Martin Luther King Jr. Boulevard (NC 86) and one along Estes Drive (SR 1750). Martin Luther King Jr. Boulevard (NC 86) is a north-south principal arterial and Estes Drive (SR 1750) is an east-west minor arterial.

Currently, there are no bicycle lanes present along both Estes Drive (SR 1750) and Martin Luther King Jr. Boulevard (NC 86). A narrow, paved path is located on the south side of Estes Drive (SR 1750), east of Martin Luther King Jr. Boulevard (NC 86). Sidewalks are present on the east side of Martin Luther King Jr. Boulevard (NC 86), adjacent to the study area. Six (6) bus stops are present within the study area and provide access to the site.

Crash Analysis

Five-year crash data (February 1, 2015 – January 31, 2020) was obtained from the North Carolina Department of Transportation (NCDOT) Traffic Engineering Accident Analysis System (TEAAS) along Martin Luther King Jr. Boulevard (NC 86) and Estes Drive (SR 1750) adjacent to the site.

Level of Service Summary

As reported in the Summary Level of Service (LOS) table on page vii, all signalized intersections, except for one, operate at an overall acceptable LOS (i.e., LOS D or better) during all peak hours. The intersection of Franklin Street (SR 1010) and Estes Drive (SR 1750) operates at LOS E during the PM peak hour. Additionally, all stop-controlled approaches currently operate acceptably during both peak hours.

No-Build (2024) Conditions

Background Growth

A future growth rate of a half percent (0.5%) was derived from average daily traffic counts collected by the NCDOT. This annual growth rate is consistent with recent traffic impact studies near the around the area, and it was applied to the existing traffic volumes on all the roadways to account for growth between the base year (2020) and the build year (2024). Three (3) background developments were identified within the project study area: 1200 MLK Redevelopment, Retirement Residence at Somerset Drive, and the University Place Redevelopment. The site trips that are projected to be generated by these developments were accounted for in the No-Build (2024) analysis.

One (1) background roadway improvement project was identified within the study area. The Estes Drive Connectivity Project plans to construct intersection and bicycle/pedestrian improvements along Estes Drive (SR 1750) between Martin Luther King Jr. Boulevard (NC 86) and Caswell Road. The committed background improvements from this project were included in the No-Build (2024) analysis.

Level of Service Summary

As reported in the Summary LOS table on page viii, the signalized intersection of Franklin Street (SR 1010) and Estes Drive (SR 1750) is expected to continue to operate at LOS E during the PM peak hour. All other signalized intersections are expected to operate acceptably, with slight decreases in delay observed at the intersection of Martin Luther King Jr. Boulevard (NC 86) and Estes Drive (SR 1750) due to the background roadway improvements. All stop-controlled approaches within the study area will maintain acceptable operations.

Trip Generation and Assignment

Trip generation was conducted based on the most appropriate corresponding trip generation codes included in the *ITE Trip Generation Manual, 10th Edition* and the suggested method of

calculation in the NCDOT's *"Rate vs. Equation" Spreadsheet*. The proposed development is to consist of approximately 58 townhomes, 361 mid-rise apartments, a 3,032-square foot small office building, and 8,564 square feet of retail space; ITE LUC 220 (Multifamily Housing (Low-Rise)), LUC 221 (Multifamily Housing (Mid-Rise)), LUC 712 (Small Office Building), and LUC 820 (General Retail) were used based on NCDOT guidance.

A transit reduction was taken for the proposed trip generation to account for the current transit service to the area. The new Bus Rapid Transit system is proposed along Martin Luther King Jr. Boulevard (NC 86), but construction will not begin until 2024; therefore, no additional transit reductions were applied to the generated trips. The external site trips were reduced by 10% to account for the trips that will utilize the existing transit service stops near the development. This reduction also accounts for non-motorized travel, such as bicycle and pedestrian trips to and from the site. A sidewalk currently runs along the east side of Martin Luther King Jr. Boulevard (NC 86), and the Estes Drive Connectivity Project will improve bicycle and pedestrian facilities along Estes Drive (SR 1750). Table ES-1 shows the final external non-pass-by and pass-by site trips generated by the new development.

Table ES-1 Trip Generation Rates (Vehicle Trips)

Land Use Code ¹	Land Use	Unit	ADT	AM Peak Hour			Noon Peak Hour ⁵			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Total Site Trips ²												
220	Multifamily Housing (Low-Rise)	58 du	398	6	22	28	15	17	32	23	13	36
221	Multifamily Housing (Mid-Rise)	361 du	1,966	31	89	120	62	74	136	93	59	152
712	Small Office Building	3,032 sf	49	6	4	10	6	5	11	5	6	11
820	General Retail	8,564 sf	1,130	51	31	82	47	38	85	42	46	88
Development Total			3,543	94	146	240	130	134	264	163	124	287
Trip Reduction Due to Internal Capture ³												
220	Multifamily Housing (Low-Rise)	58 du	23	0	0	0	1	1	2	2	1	3
221	Multifamily Housing (Mid-Rise)	361 du	111	1	1	2	5	3	8	9	5	14
712	Small Office Building	3,032 sf	12	0	1	1	2	1	3	3	1	4
820	General Retail	8,564 sf	120	2	1	3	3	6	9	4	11	15
Development Total			265	3	3	6	11	11	22	18	18	36
Total External Site Trips without Transit Reduction												
220	Multifamily Housing (Low-Rise)	58 du	375	6	22	28	14	16	30	21	12	33
221	Multifamily Housing (Mid-Rise)	361 du	1,855	30	88	118	57	71	128	84	54	138
712	Small Office Building	3,032 sf	37	6	3	9	4	4	8	2	5	7
820	General Retail	8,564 sf	1,010	49	30	79	44	32	76	38	35	73
Development Total			3,277	91	143	234	119	123	242	145	106	251
Total External Site Trips with 10% Transit Reduction												
220	Multifamily Housing (Low-Rise)	58 du	338	5	20	25	13	14	27	19	11	30
221	Multifamily Housing (Mid-Rise)	361 du	1,670	27	79	106	51	64	115	76	49	125
712	Small Office Building	3,032 sf	33	5	3	8	4	4	8	2	5	7
820	General Retail	8,564 sf	909	44	27	71	40	29	69	34	32	66
Development Total			2,950	81	129	210	108	111	219	131	97	228
Total External Pass-by Site Trips ⁴												
220	Multifamily Housing (Low-Rise)	58 du		0	0	0	0	0	0	0	0	0
221	Multifamily Housing (Mid-Rise)	361 du		0	0	0	0	0	0	0	0	0
712	Small Office Building	3,032 sf		0	0	0	0	0	0	0	0	0
820	General Retail	8,564 sf		0	0	0	0	0	0	11	11	22
Development Total				0	0	0	0	0	0	11	11	22
Total External Non-Pass-by Site Trips												
220	Multifamily Housing (Low-Rise)	58 du		5	20	25	13	14	27	19	11	30
221	Multifamily Housing (Mid-Rise)	361 du		27	79	106	51	64	115	76	49	125
712	Small Office Building	3,032 sf		5	3	8	4	4	8	2	5	7
820	General Retail	8,564 sf		44	27	71	40	29	69	23	21	44
Development Total				81	129	210	108	111	219	120	86	206

Notes:

1. Land Use Code and trip generation rates are determined based on *ITE Trip Generation, 10th Edition*.
2. Total site trips are determined based on the suggested method in the NCDOT Rate vs Equation Spreadsheet.
3. Internal capture was based on NCHRP 684 method and NCDOT IC calculation spreadsheet (1,000 ft maximum between uses).
4. Unconstrained pass-by trips are calculated based on *ITE Trip Generation Handbook, 3rd Edition*. The final projections are not expected to exceed 10% of adjacent street volumes.
5. Noon peak hour trips assumed to be an average of the AM and PM peak hour trips.

As a result, the proposed development is projected to generate 2,950 daily weekday site trips, with 210 trips (81 entering, 129 exiting) occurring in the AM peak hour, 219 trips (108 entering, 111 exiting) occurring in the Noon peak hour, and 228 trips (131 entering, 97 exiting) occurring in the PM peak hour. The generated site trips were distributed in accordance with the existing turning movement counts and land uses.

Build (2024) Conditions

The volumes associated with the No-Build (2024) scenario were utilized and the generated site trips were distributed through the network based on existing turning movement counts and current land uses to calculate the volumes for the Build (2024) scenario.

Level of Service Summary

As shown on the Summary LOS table on page vii, the signalized intersection of Franklin Street (SR 1010) and Estes Drive (SR 1750) is expected to continue to operate at LOS E during the PM peak hour. All other signalized intersections are expected to operate acceptably. Stop-controlled southbound Future Access #2 will operate at LOS F during the AM and PM peak hours and LOS E during the Noon peak hour. All other stop-controlled approaches will operate acceptably.

Roadway Improvement Recommendations

The proposed development is expected to impact operations at multiple study intersections under Build (2024) conditions. To improve operations at these locations, the following offsite improvements should be considered and were analyzed within the Build (2024) with Improvements scenario. The proposed intersection configurations are shown in Figure ES-3.

Martin Luther King Jr. Boulevard (NC 86) and Estes Drive (SR 1750) (signalized)

The existing signalized intersection is projected to operate at LOS D during the AM and PM peak hours under Build (2024) conditions. For this development, the following improvements are recommended:

- › Extend the storage of the existing westbound right-turn lane to at least 500 feet of full storage with appropriate taper.
- › Incorporate bicycle and pedestrian facility accommodations along the site's Estes Drive (SR 1750) frontage.
- › Incorporate pedestrian facility improvements along the site's Martin Luther King Jr. Boulevard (NC 86) frontage and incorporate a bus stop and related amenities for transit riders.

Franklin Street (SR 1010) and Estes Drive (SR 1750) (signalized)

The existing signalized intersection is projected to operate at LOS E during the PM peak hour under Build (2024) conditions. To improve overall operations at the intersection, and help mitigate the site's impacts, the following roadway improvement is recommended with this development:

- › Construct an exclusive southbound right-turn lane with a minimum of 350 feet of storage with appropriate taper.

In addition to offsite improvements, the following driveway configurations should be considered.

Martin Luther King Jr. Boulevard (NC 86) at Future Access #1

The stop-controlled driveway is projected to operate at LOS B during the AM and Noon peak hours and LOS C during the PM peak hour under Build (2024) conditions. The following driveway configuration is recommended:

- › Provide one ingress lane and one egress lane along the driveway. Restrict access along the driveway to right-in/right-out only.
- › Construct an exclusive northbound right-turn lane along Martin Luther King Jr. Boulevard (NC 86) with at least 100 feet of full storage and appropriate taper.
- › Provide a high-visibility painted crosswalk across the driveway.

Estes Drive (SR 1750) at Future Access #2

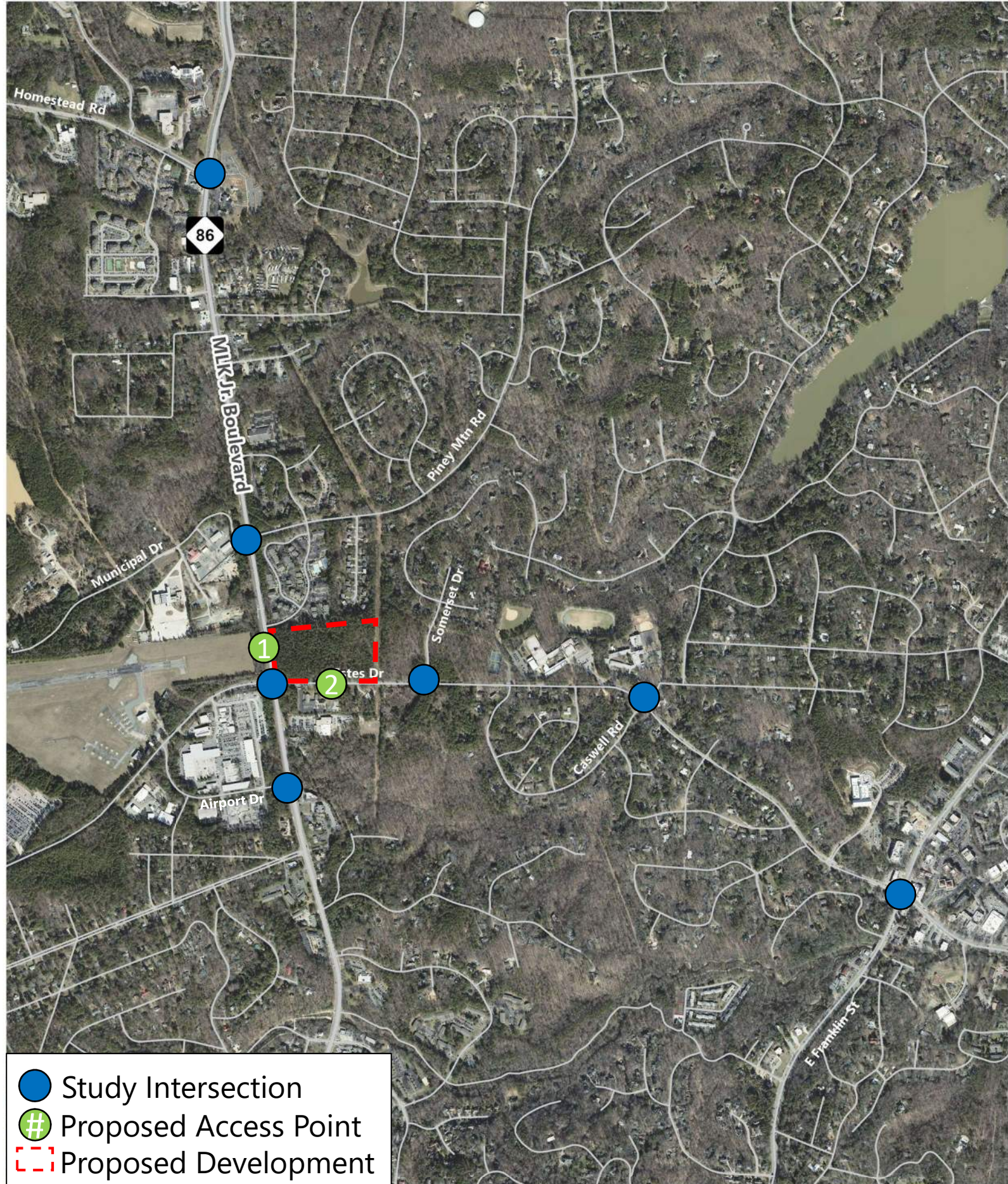
The stop-controlled driveway is projected to operate at LOS F during the AM and PM peak hours under Build (2024) conditions. The projected site generated trips are not expected to meet signal warrants after the buildout of the development, and signalization would not be recommended given the proximity of the existing traffic signal at Martin Luther King Jr. Boulevard (NC 86). The crash history along Estes Drive (SR 1750) does not show a pattern of a high rate of frontal impact crashes within the vicinity of the proposed driveway; therefore, there are no concerns with providing a full movement driveway along Estes Drive (SR 1750). The following lane configurations are recommended with the driveway for Future Access #2:

- › Provide one ingress lane and two egress lanes at the full movement driveway. Provide a minimum of 100 feet of storage for an exclusive southbound left-turn lane along the driveway.
- › Construct an exclusive eastbound left-turn lane with a minimum of 100 feet of full storage with appropriate taper.
- › Construct an exclusive right-turn lane along westbound Estes Drive (SR 1750) with a minimum of 100 feet of full storage and appropriate taper.
- › Provide a high-visibility painted crosswalk across the driveway.

Table ES-2 Summary Level of Service Table

Intersection and Approach	Traffic Control	Existing (2020)			No-Build (2024)			Build (2024)			Build (2024) with Improvements		
		AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM
Martin Luther King Jr. Boulevard (NC 86) and Airport Road	Unsignalized	-	-	-	-	-	-	-	-	-	-	-	-
Eastbound		C-18.0	B-12.8	C-16.4	C-18.9	B-13.3	C-17.6	C-19.2	B-13.4	C-17.8	C-19.2	B-13.4	C-17.8
Martin Luther King Jr. Boulevard (NC 86) and Estes Drive (SR 1750/SR 1780)	Signalized	D (38.4)	C (32.6)	D (54.2)	D (35.4)	C (30.1)	D (48.8)	D (36.2)	C (31.8)	D (52.3)	D (36.2)	C (31.7)	D (52.3)
Eastbound		E-56.6	D-53.2	E-63.4	E-57.8	D-43.8	E-64.3	E-58.4	D-44.1	E-66.5	E-58.4	D-44.1	E-66.5
Westbound		D-37.0	D-43.5	F-82.3	D-47.3	D-48.7	E-68.3	D-48.8	D-48.5	E-69.9	D-48.8	D-48.5	E-69.9
Northbound		D-42.4	C-25.1	D-52.5	C-31.1	C-22.8	D-48.4	C-33.4	C-24.9	D-50.3	C-33.4	C-24.7	D-50.3
Southbound		C-29.5	C-21.1	C-28.1	C-23.6	B-16.8	C-25.6	C-23.5	C-20.1	C-33.5	C-23.5	B-20.0	C-33.5
Martin Luther King Jr. Boulevard (NC 86) and Piney Mountain Road/Municipal Drive	Signalized	A (8.4)	A (5.4)	B (10.3)	A (8.6)	A (5.1)	B (10.6)	A (8.6)	A (5.1)	B (10.8)	A (8.6)	A (5.1)	B (10.8)
Eastbound		E-61.0	E-59.4	E-71.8	E-61.0	E-59.4	E-72.0	E-61.0	E-59.4	E-72.0	E-61.0	E-59.4	E-72.0
Westbound		E-65.3	E-57.6	E-70.9	E-65.5	E-57.7	E-71.3	E-65.4	E-58.0	E-71.3	E-65.4	E-58.0	E-71.3
Northbound		A-3.9	A-2.5	A-4.2	A-4.6	A-2.2	A-5.2	A-4.3	A-2.4	A-5.5	A-4.3	A-2.4	A-5.5
Southbound		A-3.0	A-1.3	A-8.9	A-3.0	A-1.5	A-8.3	A-3.3	A-1.2	A-8.6	A-3.3	A-1.2	A-8.6
Martin Luther King Jr. Boulevard (NC 86) and Homestead Road (SR 1777)/Church Driveway	Signalized	C (22.6)	C (21.3)	C (20.2)	C (23.2)	C (21.1)	C (20.6)	C (23.2)	C (21.8)	C (20.7)	C (23.2)	C (21.8)	C (20.7)
Eastbound		D-53.1	D-46.3	D-54.8	D-53.1	D-46.5	D-54.7	D-53.1	D-46.6	D-54.6	D-53.1	D-46.6	D-54.6
Westbound		D-51.3	D-45.5	E-58.6	D-51.3	D-45.5	E-58.6	D-51.3	D-45.5	E-58.6	D-51.3	D-45.5	E-58.6
Northbound		B-10.4	B-18.4	B-12.8	B-11.0	B-18.0	B-13.3	B-10.9	B-19.6	B-13.3	B-10.9	B-19.6	B-13.3
Southbound		B-19.9	B-12.6	B-18.6	C-21.0	B-13.0	B-19.3	C-21.4	B-13.3	B-19.6	C-21.4	B-13.3	B-19.6
Estes Drive and Somerset Drive	Unsignalized	-	-	-	-	-	-	-	-	-	-	-	-
Southbound		C-18.2	C-15.4	D-25.8	C-19.7	C-16.9	D-32.2	C-21.1	C-18.2	E-36.1	C-21.1	C-18.2	E-36.1
Estes Drive and Casewell Drive	Signalized	B (13.9)	A (9.7)	B (18.6)	B (14.3)	A (9.8)	B (19.6)	B (14.7)	A (9.9)	C (21.1)	B (14.7)	A (9.9)	C (21.1)
Eastbound		A-6.7	A-3.3	A-6.6	A-7.1	A-3.6	A-7.3	A-7.8	A-3.8	A-8.0	A-7.8	A-3.8	A-8.0
Westbound		B-12.9	A-8.4	B-19.7	B-13.7	A-8.8	C-21.7	B-14.3	A-9.3	C-24.6	B-14.3	A-9.3	C-24.6
Northbound		C-34.5	D-37.0	C-34.2	C-34.3	D-36.9	C-34.8	C-34.4	D-37.3	C-35.0	C-34.4	D-37.3	C-35.0
Southbound		D-48.8	D-46.4	D-54.0	D-48.9	D-46.6	E-56.8	D-48.9	D-46.7	E-57.3	D-48.9	D-46.7	E-57.3
Franklin Street (SR 1010) and Estes Drive (SR 1750)	Signalized	D (48.5)	D (47.9)	E (58.0)	D (49.8)	D (49.1)	E (64.0)	D (52.9)	D (50.2)	E (69.3)	D (43.1)	D (46.4)	E (59.6)
Eastbound		E-66.0	E-55.9	E-67.0	E-66.1	D-54.6	E-69.2	E-70.1	D-53.4	E-72.7	D-47.8	D-53.4	E-70.0
Westbound		D-49.5	D-49.6	E-62.5	D-47.1	D-47.7	E-68.6	D-42.0	D-46.9	F-81.7	D-45.7	D-46.9	E-66.0
Northbound		D-37.3	D-44.2	D-54.2	D-39.2	D-48.0	E-63.0	D-42.7	D-51.1	E-61.8	D-46.1	D-51.1	E-68.4
Southbound		D-39.7	D-43.5	D-52.7	D-43.0	D-46.7	E-58.2	D-48.4	D-49.7	E-65.1	D-36.1	D-36.4	D-40.0
Martin Luther King Jr. Boulevard (NC 86) and Future Access #1	Unsignalized	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Westbound		---	---	---	---	---	---	B-13.3	B-12.5	C-23.2	B-13.2	B-12.4	C-22.8
Estes Drive (SR 1750) and Future Access #2	Unsignalized	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Southbound		---	---	---	---	---	---	F-60.5	E-36.0	F-166.5	E-45.6	D-29.4	F-97.3

X (XX.X) = Overall intersection LOS (average delay), X-XX = Approach LOS and average delay.



Project Area

MLK Boulevard TIA

Figure ES-1
Vicinity Map



