

# Eastowne Negotiation Framework

|   | Town Principles   | Key Considerations   | Options/Metrics  |
|---|---|--|--|
| <b>A. <i>Placemaking</i></b>                                    |   |  |  |
| 1)  | High-quality gateway into Chapel Hill on US 15-501  |  |  |
| 2)  | High quality landscaping and buffering  | <ul style="list-style-type: none"> <li>What percentage of green spaces and tree canopy coverages will be required?</li> </ul>  | <ul style="list-style-type: none"> <li>No site-wide clearcutting; maintain as many existing trees on site by achieving 40% canopy coverage with new plantings no less than 33% in diameter of the trees removed; protect root zones; replanting with diverse native species</li> </ul> |
| 3)  | Significant green space amenities   |  | <ul style="list-style-type: none"> <li>Connected green space as a percentage of the total acreage; trails/greenways in terms of linear feet; walkable destination for neighbors</li> </ul>   |
| 4)  | Quality urban design  | <ul style="list-style-type: none"> <li>What is the overall nature of the area – village, campus, other?</li> <li>What type of massing will be accepted and how will that be expressed?</li> <li>How many buildings will be allowed?</li> </ul> | <ul style="list-style-type: none"> <li>Wrap parking decks;</li> <li>Design Guidelines</li> </ul>   |
| 5)  | Attractive buildings with appropriate building height, particularly at edge of property as it interfaces with surrounding development | <ul style="list-style-type: none"> <li>What level of building heights will be permitted and how will that vary across the site?</li> </ul>   |  |
| 6)  | High-quality design standards and streetscapes  | <ul style="list-style-type: none"> <li>What level of density is desired and how will that be expressed? Tradeoffs between density and green spaces</li> </ul>  | <ul style="list-style-type: none"> <li>Wrap parking decks;</li> <li>Design Guidelines</li> </ul>   |
| 7)  | Sense of place throughout project   | <ul style="list-style-type: none"> <li>Other amenities?</li> </ul>   | <ul style="list-style-type: none"> <li>Farmers Market location</li> <li>Shared conference room spaces</li> </ul>   |
| <b>B. <i>Suitable Public Infrastructure for Development</i></b> |   |  |  |
| 1)  | Roadway capacity needs based on all anticipated development   | <ul style="list-style-type: none"> <li>Standards for assessing traffic and congestion-how to address in the context of overall area development. What mitigation will be required?</li> </ul>  | Traffic Level of Service (LOS) standards   |

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| 2)                           | Sequencing of development based on transportation capacities  | <ul style="list-style-type: none"> <li>Standards for assessing traffic and congestion – how to address in the context of overall area development. What mitigation will be required?</li> <li>Level of parking required – where/how to accommodate?</li> </ul> |   |
| 3)                           | Multi-modal infrastructure  | <ul style="list-style-type: none"> <li>Eastowne to be connected to the rest of the Town (and the UNC main campus) via transit, bike, and ped?</li> </ul>   | Transit hub/BRT incorporated into design  |
| 4)                           | Appropriately designed and placed utilities   |  |   |
| 5)                           | Connections to broader community  |  | Engage with nearby properties and Durham  |
| <b>C. Sustainable Design</b> |   |  |   |
| 1)                           | Ecological assessment and environmental mapping   |  |   |
| 2)                           | Climate resilient and net-positive energy buildings   | <ul style="list-style-type: none"> <li>What requirements for alternative/renewable energy sources?</li> </ul>  | <ul style="list-style-type: none"> <li>Meet AIA 2030 fossil fuel reduction standards; review energy performance before and after occupancy; require compliance post construction (see Tom's document)</li> </ul>        |
| 3)                           | Green infrastructure  |  | <ul style="list-style-type: none"> <li>Meet AIA 2030 fossil fuel reduction standards; zero stormwater runoff for total rainfall of 10" over 48 hrs; rooftop rainwater capture and reuse (see Tom's document)</li> </ul> |
| 4)                           | Minimizes carbon footprint  | <ul style="list-style-type: none"> <li>What energy efficiency standards to be applied to buildings?</li> </ul>   | <ul style="list-style-type: none"> <li>Meet AIA 2030 fossil fuel reduction standards</li> </ul>   |
| 5)                           | Maximizes clean and renewable energy opportunities  |  | <ul style="list-style-type: none"> <li>Meet AIA 2030 fossil fuel reduction standards</li> </ul>   |
| <b>D. Walkable Design</b>    |   |  |   |
| 1)                           | Linked pedestrian and bicycle network throughout project, with connections to adjacent properties and other parts of town | <ul style="list-style-type: none"> <li>Eastowne to be connected to the rest of the Town (and the UNC main campus) via transit, bike, and pedestrian?</li> <li>Minimize the need for/use of private automobiles</li> </ul>                                      | Include plan for pedestrian bridge over US 15-501   |
| 2)                           | Strong connections to transit and other parts of town   | <ul style="list-style-type: none"> <li>Additional transit will be required to service Eastowne, who will provide them, and who will pay?</li> </ul>  | Use of parking decks as Park and Ride for special events  |

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|   |  | <ul style="list-style-type: none"> <li>• Eastowne become the transit hub for the area (vs. Gateway) given the discontinuation of light rail and the uncertainty over what comes next?</li> </ul>   |  |
| 3)  | Development that supports alternative transportation designs over time | <ul style="list-style-type: none"> <li>• Provisions for transit, including ride share and other modalities, on site.</li> </ul>  | Transit hub with connections to campus   |
| 4)  | Walkable streetscape along Eastowne Drive                              | <ul style="list-style-type: none"> <li>• How will the internal transportation/road/bike-ped network be and how will buildings be placed relative to this network? Will there be defined frontages and what will they be?</li> <li>• Minimize the need for/use of private automobile</li> </ul> | Design Guidelines  |
| <b>E. Enhance the Natural Environment</b> |  |  |  |
| 1)  | Stream corridor improvement and restoration                            | <ul style="list-style-type: none"> <li>• How will environmentally sensitive areas (natural heritage areas) be dealt with?</li> </ul>   | <ul style="list-style-type: none"> <li>• Biodiversity standards; preserve areas designated as Natural Heritage</li> </ul>  |
| 2)  | Water quality improvements   |  | <ul style="list-style-type: none"> <li>• Design to incorporate Jordan Lake standards</li> </ul>  |
| 3)  | Effective stormwater management measures including reuse               |  | <ul style="list-style-type: none"> <li>• Zero stormwater runoff for total rainfall of 10" over 48 hrs; rooftop rainwater capture and reuse</li> </ul>  |
| <b>F. Support Community Prosperity</b>    |  |  |  |
| 1)  | Affordable employee housing options                                    |  |  |
| 2)  | Employment opportunities   |  |  |
| 3)  | Significant contributions to public revenues/impacts on Town services  | <ul style="list-style-type: none"> <li>• Municipal-type services to be provided by Town or UNC – how will the Town be paid?</li> <li>• Other financial considerations to apply – including payment-in-lieu</li> </ul>  | <ul style="list-style-type: none"> <li>• Retail/commercial spaces on-site;</li> <li>• Farmers Market</li> </ul>  |
| 4)  | Wellness opportunities   |  | <ul style="list-style-type: none"> <li>• Public places/playground; connected green space as a percentage of the total acreage;</li> <li>• trails/greenways in terms of linear feet;</li> <li>• walkable destination for neighbors</li> </ul> |