



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

Conditional Zoning Plan (CZP) Submittal

Chapel Hill, NC

09.24.2020

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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.