



JOSEPH A POBINER AICP
DIRECTOR OF PLANNING

MEMORANDUM

DATE: 19 May 2004
TO: W. Calvin Horton Town Manager
CC: John Stainback SPPRE
PROJECT: Chapel Hill Urban Development
Project No.: 09285.000
FROM: Joseph A. Pobiner, AICP, Director of Planning
SUBJECT: Revised Development Options – Preliminary Summary

As discussed in the first meeting, we are providing a Preliminary Summary of the revised development options that were presented to the Council Committee on 10 and 12 May 2004. Please note that a hardcopy of the optional layouts will be sent to your office via overnight delivery (to arrive Thursday AM), which may also be provided to the Council members as preliminary information.

As mentioned, the information being provided is a “check copy” to give the Town an idea of our progress. These options are still being refined and I would expect the potential for additional changes in layout and area calculations between now and the presentations on Monday, 24 May 2004.

1) COMMENTS FROM COUNCIL COMMITTEE

The Committee met twice (10 and 12 May 2004) to review several options and gave the following direction to the consultants:

- a. Pursue underground parking at Lot #5 in order to maximize development potential. Underground parking should be for a minimum of 175 spaces at Lot #5.
- b. Open space on Lot #5 should be oriented towards Franklin, with improved connectivity to Rosemary. Existing Church Street may have improved landscaping, but it is not desired to relocate Church Street as recommended in one option.
- c. Consider parking alternatives for Lot #2 if the RBC lot is not available for development as a garage.
- d. Investigate additional density – 6-story maximum – and minimize impact on surrounding properties. Building height at street edge may be as high as 4-stories, if appropriate.
- e. Transit authority stated their preference for the underground option at Lot #2. Town also requested consultant to further study both an on-street option and using the RBC lot as alternatives.
- f. Overall parking capacity should replace existing 274 spaces and provide for added developmental demand. Additional parking capacity beyond that is not needed.
- g. Consider development potential above Wallace parking deck and for lot behind the Old Post Office.



HKS

JOSEPH A POBINER AICP
DIRECTOR OF PLANNING

2) **ADDED SCOPE**

Since we last met with the Council Committee and Town staff, there has been one significant change in project scope. We are now including options for development potential over the Wallace parking deck and for the lot behind the Old Post Office. This effectively shows new development potential for the entire northern half of the block between Franklin, Rosemary, Columbia, and Henderson (with the notable exception of the Bank of America tower which will not be changed).

After receiving clarification from your office, it is our understanding that additional residential and R/D/E square footage as a result of these new sites will not invalidate the Council-adopted development program (adopted April 2004). Therefore, the totals for the complete development approach will most likely exceed the numbers Council has been accustomed to seeing. We will break them out in such a way that they will be easily able to discern between the adopted program and the additional development.

3) **REFINED ASSUMPTIONS**

Now that we have had the benefit of time to further investigate the sites, we will be making the following recommendations to drive site development:

a. Transit Transfer Station Options

In researching this option at the RBC lot, that lot is too small to contain the transfer station (we will show that the layout cannot fit on the present RBC lot). Therefore, there will be only two transfer station options – either under Lot #2, or on-street at Franklin & Columbia. Both options will be detailed.

b. Lot #2 Parking Options

The Council Committee asked us to consider two options for parking – with and without the RBC lot. A garage at the RBC lot would contain 240 spaces (4 levels at 60 spaces per level). Parking underground at Lot #2 yields 204 spaces (2 levels at 102 spaces per level). Please note that if Lot #2 underground parking is selected, it eliminates the potential for developing the underground transit transfer center at this location.

c. Lot #5 Parking Options

It is inefficient to combine underground and above-ground parking decks on a lot this small. This requires separate entry/exit and ramping systems and reduces developable area. We are proceeding under the presumption that all Lot #5 parking will be addressed by a 2-level underground garage (205 spaces per level to maintain a 30-foot column grid for structural purposes). If this is built concurrent with the structures, it will be a very cost-effective garage.

d. Revised Town Development Requirements

Two minor modifications to the Town's off-street parking requirements are proposed:

- i. Apply a 25% parking utilization ratio for shared parking on these lots. It is desirable to encourage walking between destinations, rather than creating more parking than necessary for new non-residential developments. This would reduce non-residential off-street parking spaces by 25%.
- ii. Increase residential parking standard to 1.5 spaces per DU (average). Currently the town requires only 1.0 spaces per DU. This is not a realistic number if the Town desires market-rate owner-occupied residential developments. In reality, those units may indeed provide 2.0 spaces per DU. However, this will be buffered by affordable housing that would provide 0.75 to 1.0 spaces per DU. The weighted average would be around 1.5 spaces per DU – a typical standard in other communities.



JOSEPH A POBINER AICP
DIRECTOR OF PLANNING

4) **DEVELOPMENT OPTIONS – LOTS #2 & #5**

Three options have been developed for Lot #2 and Lot #5 that respond to the Council Committee's comments received earlier this month.

	Lot #2	Lot #5
Option A	<p>Six-story residential building against E/W alley, flanked by two smaller 4-story buildings facing Rosemary. Six-story residential building parallel to Bank of America on east edge of lot. Two N/S plazas linking Rosemary and "Franklin alley", with transit transfer station located below:</p> <p>106,309 sf (residential) 20,715 sf (R/D/E) 11,640 sf (open space) 339 spaces (existing + new demand)</p>	<p>Six-story residential building in the middle of the block, flanked by two smaller 4-story buildings at opposing corners, with an L-shaped plaza connecting Franklin & Rosemary. Base-level R/D/E along Franklin and Rosemary, with 2 levels of underground parking:</p> <p>170,978 sf (residential) 45,528 sf (R/D/E) 26,790 sf (open space) 392 spaces (existing + new demand)</p>
Option B	<p>Six-story residential building along Rosemary, with 4-story building parallel to Bank of America on east edge of lot, and a 1-story retail building in the interior. A T-shaped plaza connects Rosemary and "Franklin alley", with the transit transfer station located below:</p> <p>84,744 sf (residential) 20,099 sf (R/D/E) 14,600 sf (open space) 312 spaces (existing + new demand)</p>	<p>Six-story residential building in the middle of the block, flanked by two 4-story buildings that run the depth of the block. An interior plaza connects Franklin & Rosemary. Base-level R/D/E along Franklin and Rosemary, with 2 levels of underground parking:</p> <p>223,380 sf (residential) 48,383 sf (R/D/E) 23,900 sf (open space) 460 spaces (existing + new demand)</p>
Option C	<p>Six-story residential building along Rosemary adjacent to Bank of America, 4-story residential building at Rosemary & Columbia (with base level retail), and a 1-story retail building in the interior. A T-shaped plaza connects Rosemary and "Franklin alley", with the transit transfer station located below:</p> <p>81,994 sf (residential) 19,371 sf (R/D/E) 14,675 sf (open space) 308 spaces (existing + new demand)</p>	<p>Six-story residential building on eastern edge with 4-story buildings along remaining lot perimeter. An interior plaza connects Franklin, Church and Rosemary. Base-level R/D/E along Franklin and Rosemary, with 2 levels of underground parking:</p> <p>155,095 sf (residential) 44,733 sf (R/D/E) 26,225 sf (open space) 371 spaces (existing + new demand)</p>

Comparison	Residential	R/D/E	Open Space	Parking
Lot #2 + Lot #5	237,089 to 329,689 sf	64,401 to 69,098 sf	35,540 to 41,465 sf	650 spaces
Council Program	190,900 to 226,500 sf	57,000 to 90,500 sf	4,500 sf and higher	681 spaces



JOSEPH A POBINER AICP
DIRECTOR OF PLANNING

5) **DEVELOPMENT OPTIONS – ROSEMARY LOTS**

At the direction of the Town, three options have been developed for development above the Wallace parking deck and behind the Old Post Office building:

	Above Wallace Deck	Behind Old Post Office
Option R-A	<p>Two L-shaped 4-story residential buildings flanking open plaza and common lobby space:</p> <p>130,799 sf (residential – total) 6,815 sf (R/D/E – total) 13,875 sf (open space – total) 170 spaces (new demand)</p>	<p>Six-story residential building at Henderson with base-level retail.</p>
Option R-B	<p>Two L-shaped 4-story residential buildings oriented towards Rosemary, flanking open plaza and common lobby space:</p> <p>130,799 sf (residential – total) 6,815 sf (R/D/E – total) 13,875 sf (open space – total) 170 spaces (new demand)</p>	<p>Six-story residential building at Henderson with base-level retail.</p>
Option R-C	<p>Three 4-story residential buildings with two separate interior open plazas:</p> <p>154,002 sf (residential – total) 6,815 sf (R/D/E – total) 10,500 sf (open space – total) 198 spaces (new demand)</p>	<p>Six-story residential building at Henderson with base-level retail.</p>

6) **ADDITIONAL DEVELOPMENT INFORMATION**

In addition to the above options, HKS has developed a typical residential floorplate for the proposed developments, a list of potential amenities, and streetscape elevations for the on-street transit transfer option.

End of Memorandum