29 July 2022
Revised 10 Jan 2023

Chris Blue
Interim Town Manager
405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514

Subject: Glen Lennox Development Agreement
                Minor Modification Request

Dear Mr. Blue,

This letter is to request the Town's approval of a Minor Modification to the Glen Lennox Development Agreement. We would like to request the following:

We request to modify the residential use parking ratio for the Link Apartments Calyx I (Block 9A) and the Link Apartments Calyx II (Block 4) projects from 1.25 space/du to 1.00 space/du with the opportunity to reduce the parking ratio further if one or more of the reduction criteria outlined below is satisfied, as demonstrated in the Blue Hill Form District section of the Town's LUMO (Section 3.11).

Potential Reductions to Parking Ratio:

1. A reduction of up to twenty (20) percent of the minimum number of required vehicular parking spaces may be permitted through the granting of an alternative ratio by the town manager if, based on substantial evidence, the manager finds that compliance with the full minimum off-street vehicular parking space requirements of this section would not be required by the applicant's proposed use. This reduction applies to bicycle parking spaces as well, provided that the ratio between Class A and Class B spaces remains the same as the requirement in this section.

2. A total reduction of up to forty (40) percent of the minimum number of required vehicular and bicycle parking spaces may be permitted for projects serving the elderly or handicapped, following a positive recommendation from the planning director and approval of the town manager.

3. Motorcycle and scooter parking may substitute for required parking spaces. Existing parking may be converted to take advantage of this provision.

   a. Motorcycle and scooter parking may substitute for up to five (5) vehicle spaces or five (5) percent of the required parking spaces, whichever is less. For every two (2) motorcycle or scooter parking spaces provided, the vehicle parking space requirement is reduced by one (1) space.

   b. Motorcycle and scooter parking spaces must be identified or designated through the use of signage or pavement markings.

4. A reduction of up to twenty (20) percent of the minimum parking requirements may be achieved by providing a transportation management plan to the town manager. The transportation management plan shall identify efforts to promote the use of alternate modes of transportation and should follow the guidelines below to the extent possible.

   i. Appoint a Transportation Management Plan Champion – should be by position, rather than specific person. TMP Champion responsibilities include:

     a. Required attendance of annual Go Chapel Hill TMP Conference

     b. Conduct Employee and Business Surveys as called for by Town

     c. Regular communication with employees at TMP site regarding TMP information

     d. Attendance & Support of related TMP Trainings or Information

     e. Coordinate TMP implementation with tenants and/or employees.

ii.   Provide showers, lockers, break areas (with microwave & fridge) etc. for those employees and/or patrons who choose to walk/bike/ride transit to work.

iii.   Provide outdoor picnic area and walking trail

iv.   Offer other measures such as direct deposit of paychecks, and employee use of company mailroom facilities, bicycles and company car for work related use.

v.   Make available for employees:

     a. Go Passes for those using Go Triangle to get to & from work or transit reimbursement.

     b. Offer a flexible work schedule or Telework options to meet needs of employees

vi.   Provide funding for programs such as bicycles purchase for employee use.

vii. Bus shelters, break areas and similar amenities for employees.

viii. Join air quality coalition, bike coalition and/or other related organizations.

     a. <u>Emergency Ride Home Program - Employer Registration</u>

     b. <u>Share the Ride NC Program</u>

     c. <u>Commute Friendly NC</u>

ix.   Have specially designated carpool & alternative fuel parking space/s near main facility entrance.

x.   Provide Bike Racks – Covered, Locked Rack Area, Indoor Wall Hooks and Bike Lockers

xi.   Provide Bicycle Fix-It Station.

xii. Communications:

     a. Send to all employees in the TMP building the Go Chapel Hill Newsletters, Promotional Campaigns/Contests, Special Events, Announcements, etc.

     b. Provide a communication board for posting information from the Town and Go Chapel Hill program related to using alternative transportation such as Carpooling (Rideshare NC) and Bicycling including Maps, Safety Guides, healthy living and other green tips, etc.

      c.   Communicate route, schedule, holiday and change information regarding: Chapel Hill Transit, Go Triangle, Go Raleigh and Go Durham

5.   A reduction of up to fifty (50) percent of the minimum number of required vehicular parking spaces is permitted if the mix of uses within a proposed development contains at least twenty-five (25) percent of the floor area devoted to Residential uses and at least twenty-five (25) percent of the floor area devoted to Commercial uses.

6.   A reduction of the number of required spaces may be achieved through a shared parking analysis certified by a professional engineer and subject to approval by the town manager. Such an analysis may include, where appropriate, considerations of peak hour usage, mode split, internal capture, remote parking as defined in this section, transportation demand management, and other approved parking management strategies.

We feel as though this parking ratio reduction is warranted as the redevelopment plan for Glen Lennox has been designed to include entrance and signalized intersection on US 15-501 and an improved entrance at NC 54, access to multiple local and regional bus routes, bicycle paths, bike rooms, bike parking, bike-related street signage, and sidewalks around and through all blocks to make for easier and more enjoyable walking.

Grubb Properties is also implementing shared parking models within the residential and commercial components of developments within Glen Lennox as it has successfully done at other multifamily and commercial projects in the Southeast. This allows for increased density with less environmental impact.

For further support of a parking ratio reduction, the following exhibits have been included:

- A detailed parking site plan from Ballentine Associates, P.A. labeled with calculations showing parking supply throughout Glen Lennox
- Multimodal transportation: Two exhibits have been provided that show that Glen Lennox has been designed with the needs of pedestrians and users of other forms of transportation in mind including design elements that prioritize non-car-based travel such as walking, biking, and taking public transit.
    - A bike network exhibit has been included that shows connected bike routes throughout Glen Lennox and a greenway connection.
    - An exhibit showing the Chapel Hill Transit bus routes that stop at Glen Lennox bus routes including frequency.

Please let me know if you require additional information to process this request.

Yours Very Truly,
BALLENTINE ASSOCIATES, P.A.

Dillon W. Smith, PE
Director of Engineering

Exhibits

A) Glen Lennox Vehicular Parking Summary and Exhibit
B) Chapel Hill Bus Network Service to Glen Lennox
C) Glen Lennox Multimodal Paths and Cycling Facilities

Ballentine
Associates, PA

VEHICULAR PARKING SUMMARY

REQUIRED PARKING SUMMARY:	UNITS/FLOOR AREA	PARKING RATIO	REQUIRED SPACES
BLOCK 4 (RESIDENTIAL):	291 DU	1.25 SPACE/DU	364
BLOCK 7A/7B (RESIDENTIAL/OFFICE):	215 DU/114,597 SF	SHARED PARKING	427*
BLOCK 9A (RESIDENTIAL):	304 DU	1.25 SPACE/DU	380
EXISTING COTTAGES:	233 DU	1.25 SPACE/DU	292
EXISTING GL SHOPPING CENTER:	29,517 SF	4 SPACE/1K SF	119
TOTAL:			1,582
PROVIDED PARKING SUMMARY:	PROVIDED SPACES		
BLOCK 7A/7B:	447		
BLOCK 9A:	519		
ON—STREET:	444		
EXISTING OFF—STREET:	184		
TOTAL:	1,594		

*BASED ON APPROVED SHARED PARKING MODEL