

# Research Triangle Logistics Park

Planning Board Meeting

August 5, 2020

# Project Overview

- A coordinated, cohesive development that meets the demand and guidance for economic development at this location
- 2,400,000 square feet of building floor area, with the ability to expand to a total of 0.65 FAR with a revised and updated traffic impact analysis
- Health technology, information sciences and engineering, advanced manufacturing, research and development, logistics, warehousing and supply chain fulfillment uses
- Investment of more than \$150,000,000
- Employment opportunities up to 4,500 jobs

# Achieving Goal of Economic Development

- This part of Orange County has been identified, designated and reconfirmed as a key economic development opportunity for nearly 40 years
- Comprehensive Plan adopted in 1981 identifies this area as one of three Economic Development Transition Activity Nodes
- 2001 County & Town Identification as Economic Development Zone
- 2030 Comprehensive Land Use Plan, adopted in 2008, identifies this area as Economic Development Transition Activity Node
  - Adoption followed an 8-year effort that involved extensive community outreach, community input, and public vetting
- Designated “Employment” area by the Joint Planning Land Use Plan
- County policy has consistently encouraged development of this area for industrial, research, warehousing and distribution uses

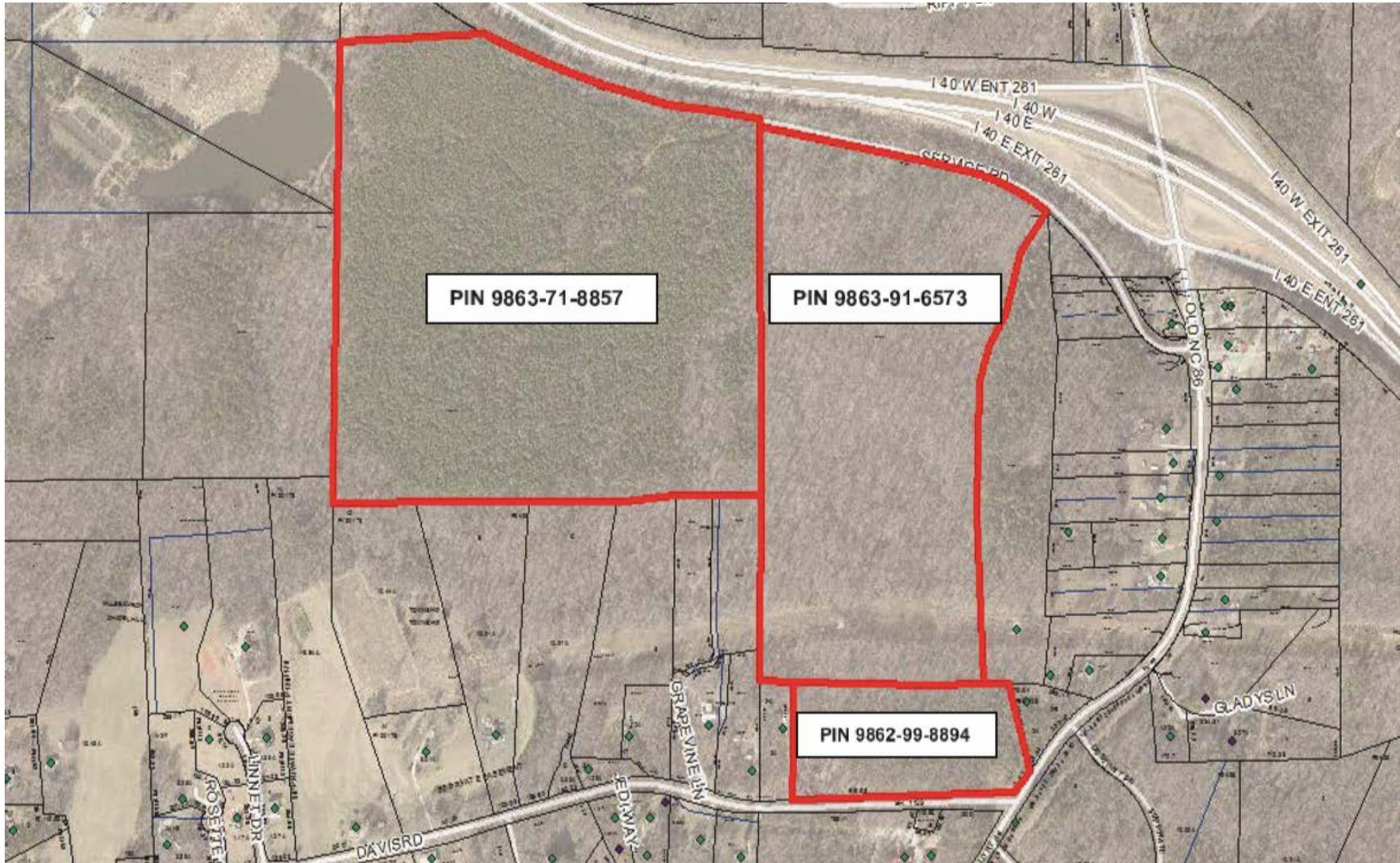
# Permitted Uses

- “Manufacturing, assembly, repair or servicing of industrial, business, or consumer machinery, equipment, products, or by-products mainly by providing centralized services for separate retail outlets.”

# Prohibited Uses

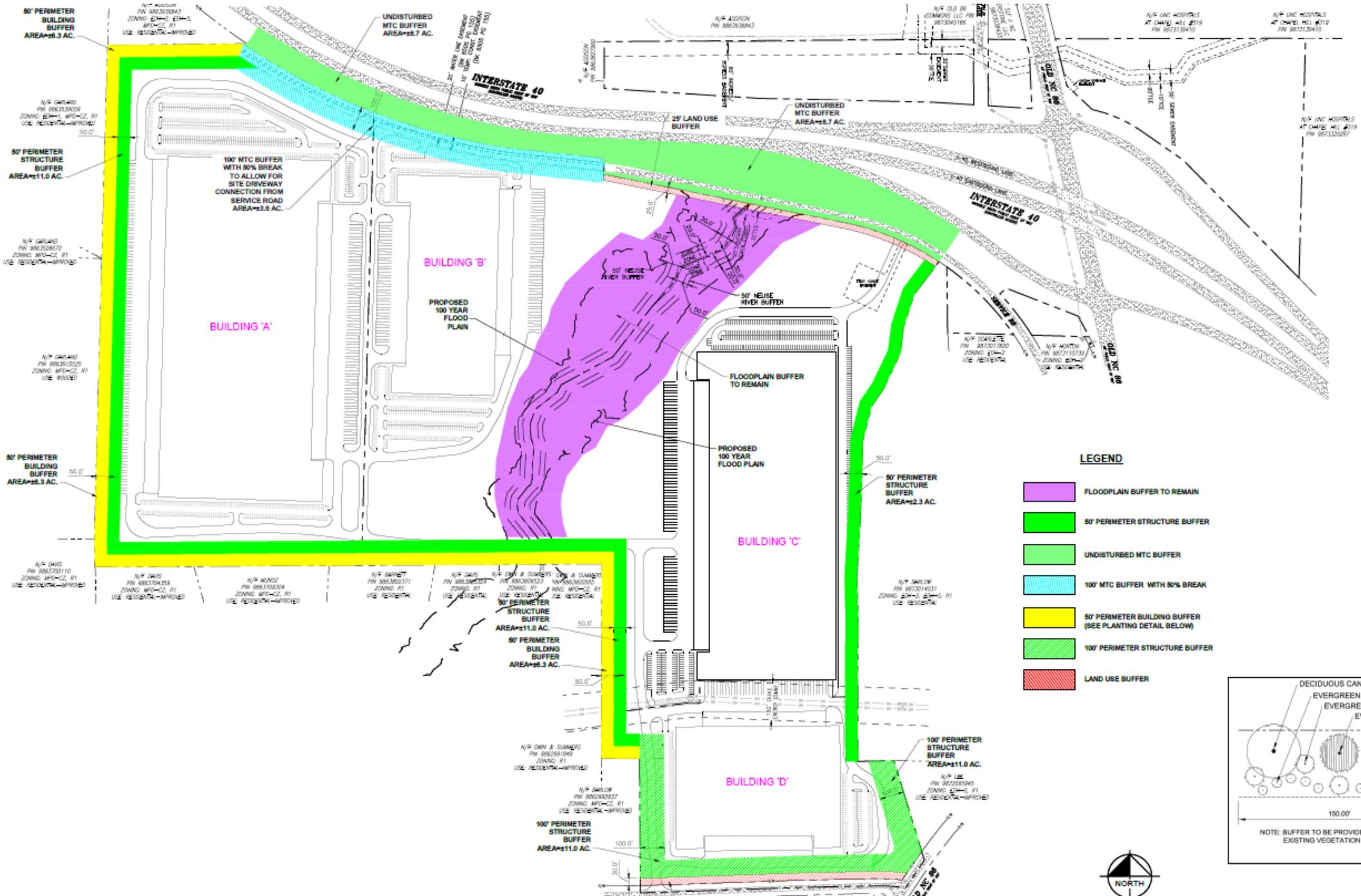
- Animal slaughtering/processing
- Vegetable fats/oil manufacturing and processing
- Concrete batching plant
- Leather and hide tanning
- Petroleum and coal processing, preparation and distribution (including asphalt salts)
- Pulp, paper and paperboard mills
- Sawmills
- Uranium mining
- Land fills
- Body alteration (tattoo artist, body piercing, etc.)
- Cemetery
- Crematoria
- Funeral home
- Pawnshop / payday loan
- Junk / salvage yard
- Massage business
- Sexually oriented business

# Aerial of Property



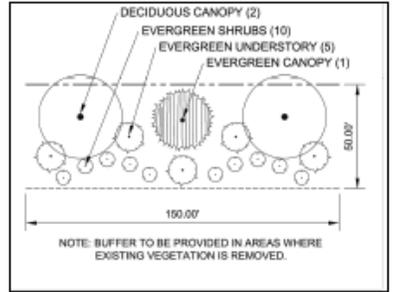
# Transitions, Buffers & Landscaping

- 100-foot building setback area along western property line
- 50-foot vegetated buffer along western property line
  - undisturbed or replanted
- 30-foot buffer along Davis Road
- 25-foot buffer along Service Road
- Parking lot screening and parking lot island landscaping
- 25% of open space/landscaped area for entire project
- Maximum building height of 60 feet



**LEGEND**

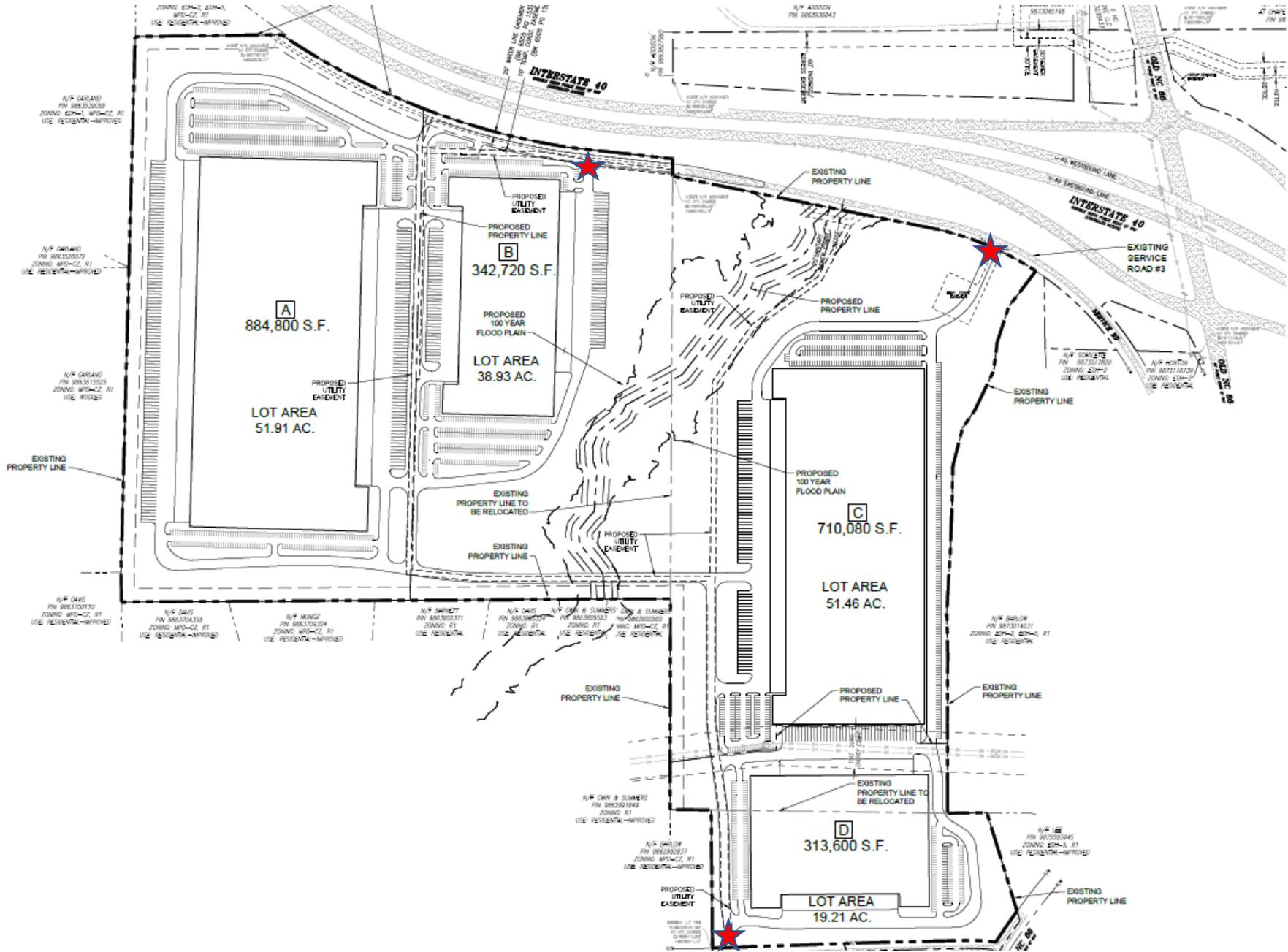
- FLOODPLAIN BUFFER TO REMAIN
- 50' PERIMETER STRUCTURE BUFFER
- UNDISTURBED MTC BUFFER
- 100' MTC BUFFER WITH 50% BREAK
- 50' PERIMETER BUILDING BUFFER (SEE PLANTING DETAIL BELOW)
- 100' PERIMETER STRUCTURE BUFFER
- LAND USE BUFFER



# Transportation

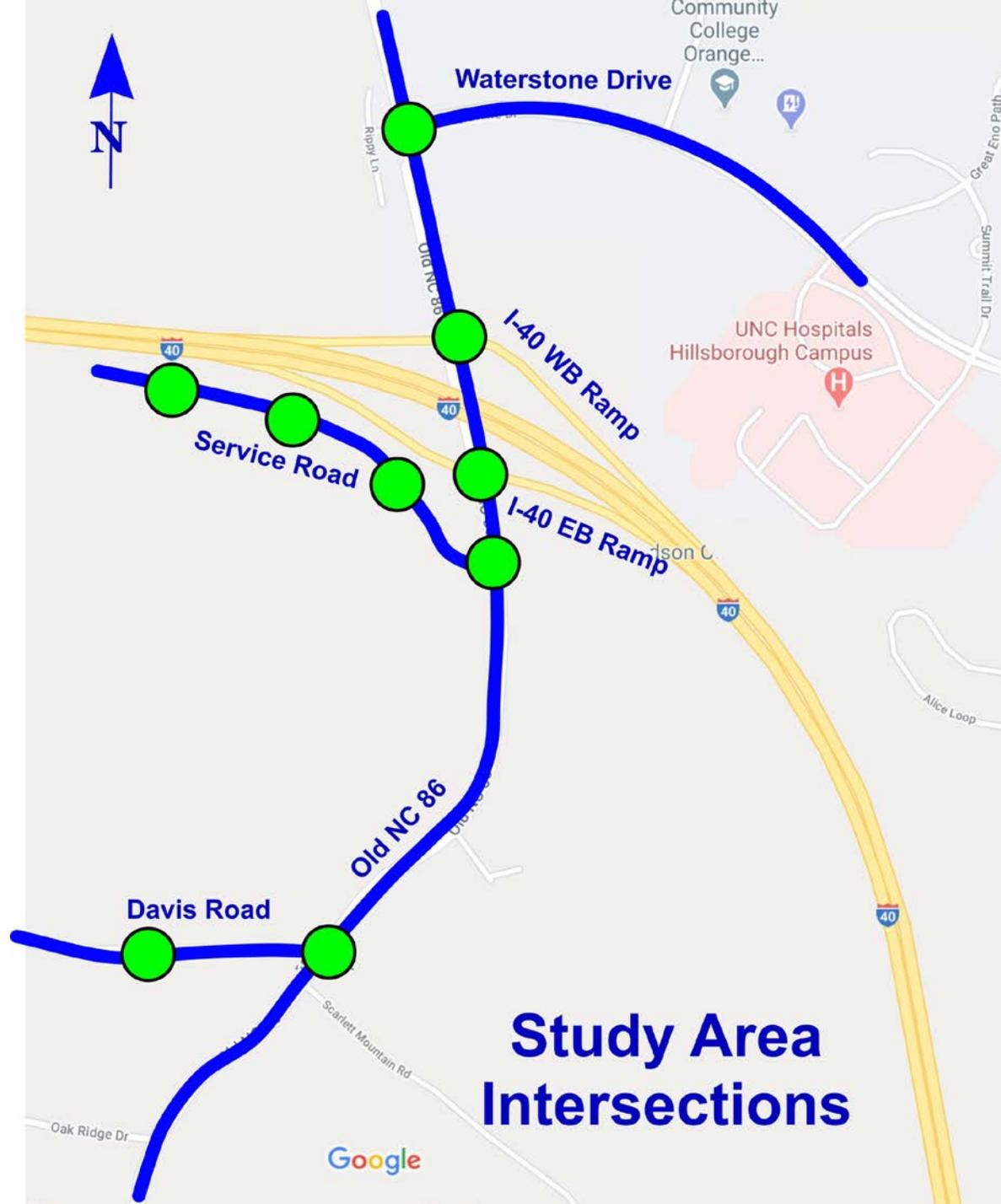
- Traffic impact analysis provided to County & NCDOT
  - Response Letter provided to NCDOT
- Improvements recommended by traffic impact analysis to be installed by the developer
- Traffic signal at Old NC 86 & Davis Road
- Traffic signal at Old NC 86 & I-40 EB Ramps
- Signage directing vehicles to turn left onto Davis Road to access I-40
- Transit improvements consistent with adopted county transit plans

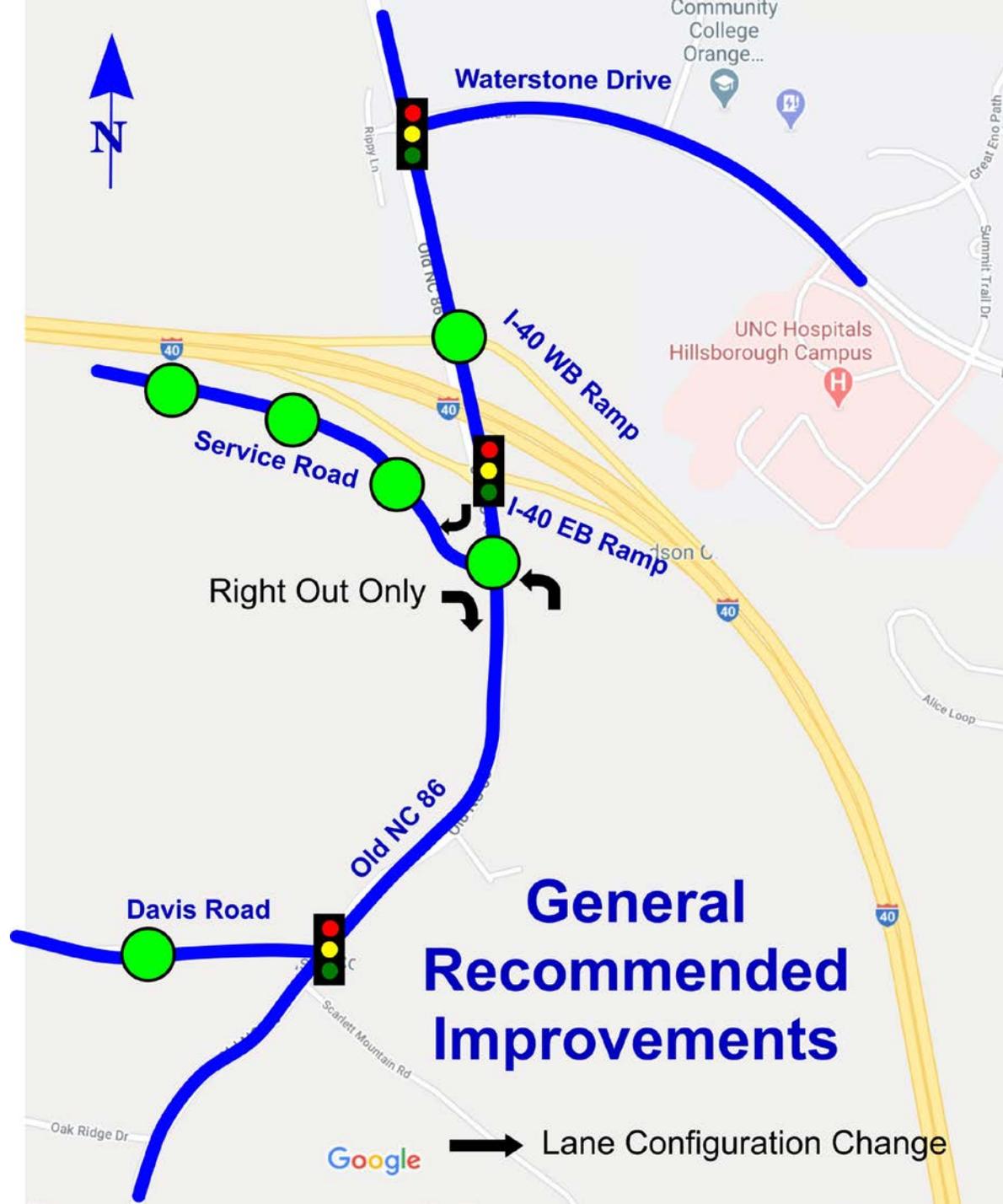
# Access Points



- NOTES:**
- MAXIMUM FLOOR AREA RATIO (FAR) OF 0.65
  - MAXIMUM BUILDING HEIGHT OF 60'

SITE PLANS ARE CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE.





# General Recommended Improvements

→ Lane Configuration Change

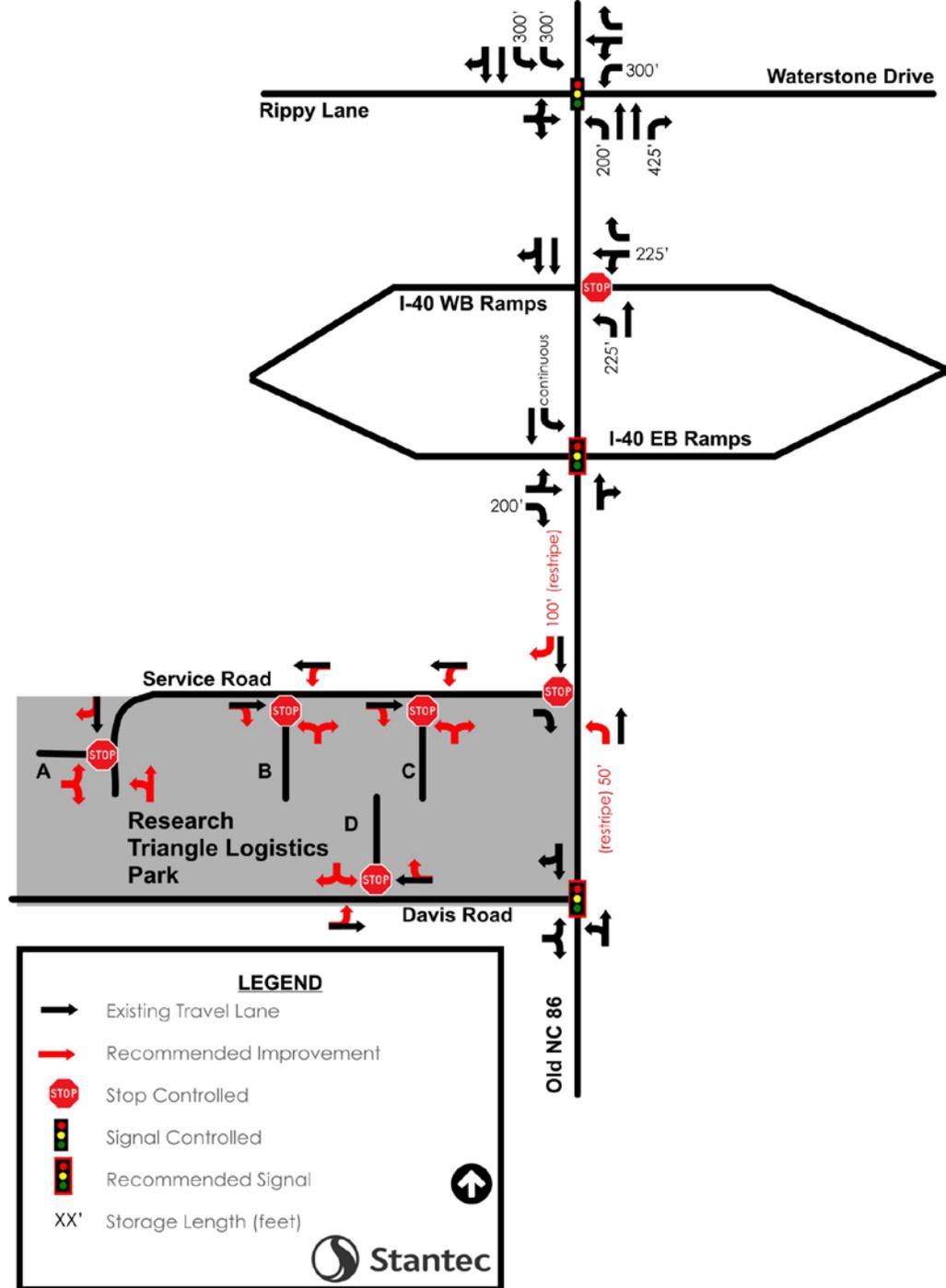


Figure is Not To Scale

# Architecture

- Architectural review committee to ensure harmonious and compatible building colors
- Quality exterior wall materials
- Finished building materials applied to all building sides
- Provide visual breaks to prevent monolithic buildings
- Prohibit exposed, untreated precision block walls
- Prohibit highly reflective surfaces

# Changes in Materials



# Changes in Texture



# Changes in Color



# Articulation



# Other Architectural Enhancements



# Stormwater

- Riparian areas (stream buffers) shall be maintained consistent with the provisions of UDO Section 6.13
- The project shall comply with the Falls Lake Rules, including
  - No net increase in peak flow leaving the site from the predevelopment conditions for the 1-year, 24-hour storm
  - Reduce nitrogen and phosphorus load contributions leaving the site per State regulations
- Innovative stormwater SCMs and practices may be utilized that meet or exceed the requirements of the current version of the NC Division of Water Quality *Stormwater Best Management Practices Manual*

# Stormwater



ALL PROPOSED STORM WATER FACILITIES ARE CONCEPTUAL AND SUBJECT TO CHANGE.



# Lighting, Noise & Solid Waste

- Lighting
  - All lighting shall be full cut-off fixtures and have a maximum height of 45'
  - All lighting shall comply with maximum footcandle limits at property lines per UDO
- Noise
  - Noise generated from construction activities shall be regulated in accordance with generally accepted construction standards
  - Land uses shall comply with the County's noise ordinance and UDO Section 6.4.3
- Solid Waste:
  - All solid waste containers, dumpsters, recycling bins, etc. shall be located within an enclosure and buffered
  - Collected materials shall be at least equivalent to the services provided by Orange County Solid Waste

# Water & Sewer

- Sanitary sewer will be extended to the property, under I-40, as part of the initial phase of construction
- A new water main will be extended along the Service Road
- Ultimately, this project will provide the Town of Hillsborough with a looped water system

# Signage Examples

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## Colors & Finishes

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- C1 ● TBD
- C2 ● TBD
- C3 ● Matthews 41342SP "Brushed Aluminum"
- C4 ○ White

## Fonts Used

Client Artwork (vector)



# Master Plan Benefits

- Provides a unified, coordinated, cohesive development under the control of a single developer
- Transportation Improvements
- Extension of Utilities
- Increased Tax Base
- Increased Employment Opportunities
- Located at interstate interchange, with trips concentrated at the site
- Provides significant buffers and appropriate transitions to surrounding properties
- Consistent with the 40-year vision as economic development area





# Existing Traffic Network

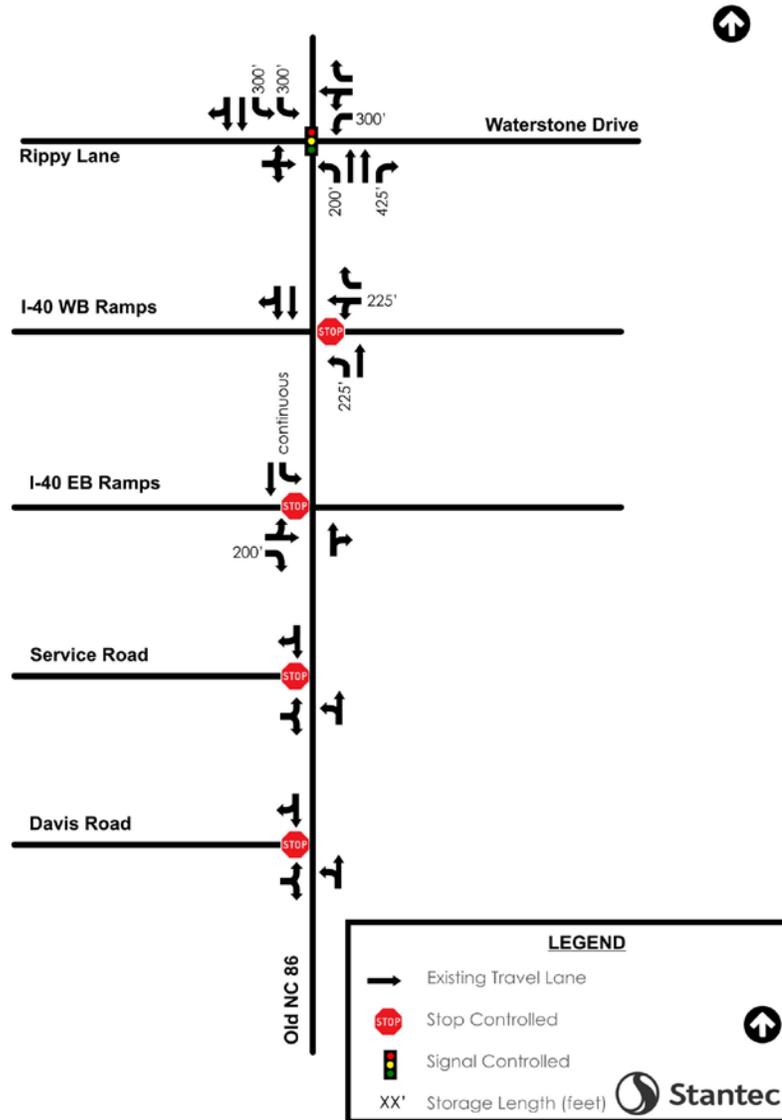


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- C4 ○ White
- C5 ● Standard DOT Colors

