

**Outstanding Problems with AURA permit
Estes Neighbors**

Issue with Aura permit	Why a Problem?	How to Fix
Approving OI-3 zone vs R-5 increases impervious area by 75%. Design allows 3 x as much run-off compared to present condition;	Eroded stream banks will impair downstream water quality and cause property damage caused by flooding;	Reduce impervious area by giving up 200 parking places and provide wider buffers; require 150% bond for next 20 years;
Transit Oriented Development requires frequent N-S and E-W transit service and limited parking;	Assuming N-S BRT in 2025, still need E-W transit; Aura plan has 650 parking spaces reducing transit use;	Provide frequent E-W transit; trade 200 parking places for larger buffers; unbundle parking to reduce spaces;
Aura Estes Drive buffer gets a 6 foot wide planting strip; even Legion Road's Trilogy and Raleigh Road's East 54 have much wider buffers;	Minimal buffers endanger walkers, reduce tree shade and increase temperatures by not providing sufficient land for canopy trees;	Increase buffers to 30 feet to create a safe walking and cycling environment; mature vegetation will infiltrate stormwater runoff and mitigate flooding;
Comprehensive Traffic Plan for Estes Drive;	Future properties not included in current plan; no commitment for signal at Somerset exacerbates traffic after Aura develops	Supplement Town-wide traffic model to include all data, e.g. school kids, stop sign intersections; lobby NC DOT for light at Somerset
Dangerous 3 lane Aura Estes driveway entrance.	Limited driveway sightlines that permitting left turns across 4 lanes of traffic will cause many accidents	Make Aura Estes driveway 2 lanes with right-in, right-out as recommended by Town Transportation Board
Town planned multi-use path has a break in it causing kids to cross Estes several times.	Rummel property was not included in project joining MLK and Caswell	Find funds to make a continuous multi-use path.

Definitions:

OI-3 = Office and Institutional zone allowing 70% impervious surface

R-5 = A high density residential zone allowing 40% impervious surface

Buffer = space between street pavement edge and sidewalk/bike path