

Build-To Frontages Required/Provided - Including Design Alternate Calculations											Shaded Cells Subject to DA				
Street ID	Frontage Type	Build-To % Required	Required				Provided				Facade & OAS Req'd vs Provided Variance (LF)	% of Bldg. & OAS Provided	Total Facade & OAS in BTZ vs Required %	% of OAS to Required Frontage (Max 50%)	Design Alternate Proposed + Notes
			Street Frontage (LF)	Facade & OAS in BTZ Req'd. (LF)	Building Facade in BTZ	OAS Frontage	Total Bldg & OAS Frontage	Facade & OAS Provided (LF)	OAS Provided	Total Bldg & OAS Frontage					
Fordham Service Total															
Fordham Service Dr.	B	60%	218.5 LF	146.1 LF	137.5 LF	0.0 LF	137.5 LF	-8.6 LF	62.9%	94.1%	0.0%				
Fordham Service (wrap)	A1	80%	143.5 LF	86.1 LF	137.5 LF	0.0 LF	137.5 LF	51.4 LF	95.8%	159.7%	0.0%			DA-3a	
Novus Lane Total															
Block 1 Bldgs 1&2	A1	80%	787.5 LF	630.0 LF	358.5 LF	145.7 LF	504.2 LF	-125.8 LF	64%	80%	43.1%				
Block 2 Bldg 3	A1	80%	277.5 LF	222.0 LF	134.5 LF	103.0 LF	237.5 LF	15.5 LF	85.6%	107.0%	39.4%				
Block 3 Bldg 5	A1	80%	346.0 LF	276.8 LF	62.0 LF	42.7 LF	104.7 LF	-172.1 LF	30%	37.8%	77.6%			DA-3c	
Legion Rd. Total															
Legion Rd.	A2	60%	136.7 LF	97.0 LF	118.5 LF	0.0 LF	118.5 LF	21.5 LF	86.7%	122.1%	0%				
Legion Rd. (wrap)	A1	80%	61.7 LF	37.0 LF	47.5 LF	0.0 LF	47.5 LF	10.5 LF	77.0%	128.3%	0%				
New Street-1 North Total															
New Street-1 (north)	A2	60%	382.0 LF	244.2 LF	105.2 LF	224.5 LF	329.7 LF	85.5 LF	86.3%	135.0%	57%			DA-3b	
New Street-1 (north-wrap)	A1	80%	307.0 LF	184.2 LF	93.6 LF	161.5 LF	255.1 LF	70.9 LF	83%	138.5%	49%			Note-1	
New Street-1 South Total															
New Street-1 (south) Bldgs 2&3	A2	60%	550.0 LF	345.0 LF	351.9 LF	171.4 LF	523.3 LF	178.3 LF	95.1%	151.7%	32.8%				
New Street-1 (south-wrap)	A1	80%	475.0 LF	285.0 LF	351.9 LF	96.4 LF	448.3 LF	163.3 LF	94.4%	157.3%	21.5%			Note-2	
New Street-2 North Total															
New Street-2 (north)	A2	60%	174.5 LF	119.7 LF	72.0 LF	0.0 LF	72.0 LF	-47.7 LF	41%	60%	0.0%			DA-4	
New Street-2 (north-wrap)	A1	80%	99.5 LF	59.7 LF	10.0 LF	0.0 LF	10.0 LF	-49.7 LF	10%	17%	0.0%			DA-4	
New Street-2 South Total															
New Street-2 (south)	A2	60%	127.0 LF	91.2 LF	63.0 LF	0.0 LF	63.0 LF	-28.2 LF	50%	69%	0%			DA-6	
New Street-2 (south-wrap)	A1	80%	52.0 LF	31.2 LF	0.0 LF	0.0 LF	0.0 LF	-31.2 LF	0%	0%	0.0%			DA-6	
			1673.22 LF		1748.2 LF	74.98 LF	Facade & OAS Provided vs Required (Surplus)								

Design Alternate Summary: A Request to Approve...

DA-1: ...an increase to a Block Length of 550' (450' required) along Street-1 (south).

DA-2: ...an increase to a 517' Building Pass-Thru spacing (330' required) along Street-1 (south).

DA-3a: ...an increase in the Build-to-Zone depth by 5' (from 10' to 17') along Fordham Service Street-Novus Lane wrap.

DA-3b: ...an increase from 50% to 57% overall (81% in the Type-A1 wrap) in the allowable OAS maximum as a percentage of the Required Build-to-Zone Frontage (100% for Type-A1 wrap).

DA-3c: ...an increase in the depth to the Build-to-Zone from 10' to 15' along Novus Lane Block-2. Increases Facade from 30% to 83% (87% Overall for Novus Ln.)

DA-4: ...a reduction from 60% to a 41% Overall Build-to-Zone Frontage along Street-2 (north side).

DA-5: ...a reduced setback from 30' to 10' for the proposed parking deck from the proposed R.O.W. (north side).

DA-6: ...a reduction from 60% to a 50% Overall Build-to-Zone Frontage along Street-2 (south side).

Notes:

Note-1: Street frontage measured to functional limits of street and does not include frontage along Advance Auto boundary.

Note-2: Street frontage measured to functional limits of street and does not include frontage along Jiffy Lube boundary.

Design Alternate-5: Reduced setback for the proposed parking deck from the proposed R.O.W. (north side).

FBC Requirement:
Sect. 3.11.2.5 Frontages - Parking Location
Structured parking: 30' minimum behind front building facade for all floors

Site Constraints:

- i - Steep Slopes
- ii - Unusual Site Configuration and Circulation Limits Structured Parking Deck Placement and Ramping Opportunities
- iii - Adjacent Parcel Use and Circulation Dictate Future Connection Alignment

Design Alternative-5: Allow a reduced setback from 30' to 10' for the proposed parking deck from the proposed R.O.W. (north side).

Mitigating Factors:

1. Align Street to Maximize Opportunity for Future Connection to Europa Drive, Provide Best Visibility and Minimize Slope of Future Connection
2. Minimize Impact to Steep Slopes,
3. Accommodate Needed Fire Access to Garage Parking and Turnaround Requirements
4. Position Parking Facilities and Circulation in Close Juxtaposition to Other Parking Structures

Design Alternate 4: A reduction from 60% to a 41% Overall Build-to-Zone Frontage

FBC Requirements:
Sect. 3.11.2.4 Build-to-Zone Type-A2 Street
Build-to-Frontage on Type-A2 Streets = 60%

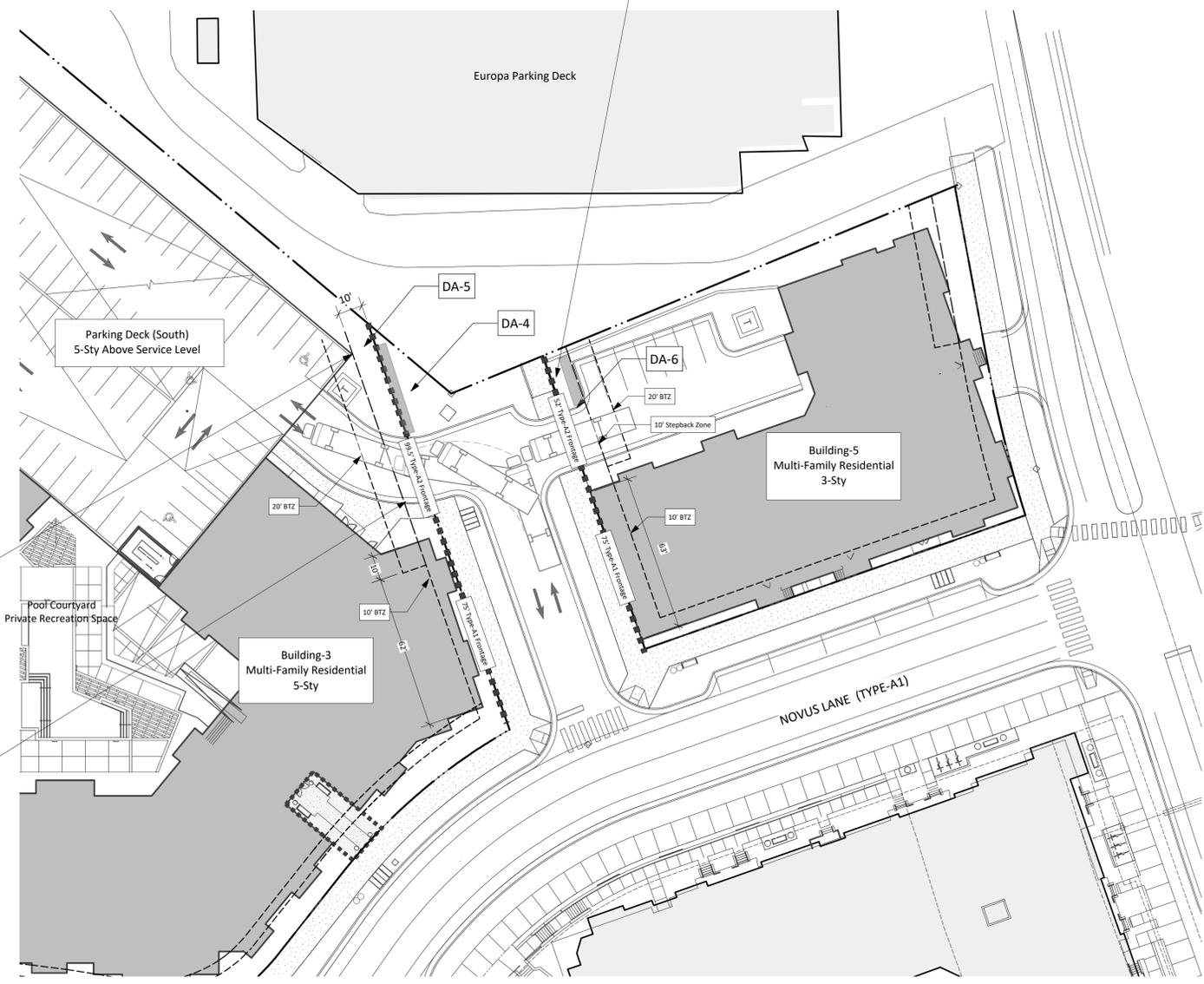
Site Constraints:

- i - Existing Vegetated Buffer
- ii - Steep Slopes
- iii - Unusual Site Configuration and Adjoining Intersection Spacing and Circulation - Street Alignment Restricted Due to Intersection Offset with Hillstone Dr.
- iv - No Other Means of Ingress/Egress to Garage for Fire

Design Alternative-4: Allow a reduction from 60% to a 41% Overall Build-to-Zone Frontage along Street-2 (north side).

Mitigating Factors:

1. Align Street to Accommodate Novus Ln. Intersection Offset,
2. Maximize Opportunity for Future Connection to Europa Drive and Offset Parking Garage Entrance,
3. Minimize Impact to Existing Vegetated Buffer and Steep Slopes,
4. Provide for Essential Fire Access to Garage Parking and Turnaround Requirements.



Design Alternative-6: A reduction from 60% to a 50% Overall Build-to-Zone Frontage

FBC Requirement:
Sect. 3.11.2.4 Build-to-Zone Type-A2 Street
Build-to-Frontage on Type-A2 Streets = 60%

Site Constraints:

- i - Existing Vegetated Buffer
- ii - Steep Slopes
- iii - Unusual Site Configuration and Adjoining Intersection Spacing and Circulation - Street Alignment Restricted Due to Intersection Offset with Novus Ln.
- iv - No Other Means of Ingress/Egress to Parking Deck for Fire or Garage Access to Proposed Residential Building

Design Alternative-6: Allow a reduction from 60% to a 50% Overall Build-to-Zone Frontage along Street-2 (south side).

Mitigating Factors:

1. Align Street to Accommodate Novus Ln. Intersection Offset,
2. Maximize Opportunity for Future Connection to Europa Service Drive,
3. Minimize Impact to Existing Vegetated Buffer and Steep Slopes,
4. Accommodate Essential Fire Access to Garage Parking and Turnaround Requirements

1 DA-4 - 6 BUILD-TO-FRONTAGES
1" = 30'-0"



Project:

Tarheel Lodging Redevelopment
Chapel Hill, North Carolina

Developer:

Tarheel Lodging, LLC and Unicorn Group Fifteen, LLC
6110 Falconbridge Rd. ste. 200
Chapel Hill, North Carolina 27517

Sheet Title:

Design Alternates 4, 5 & 6

No.	Date:	Issue Notes:
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Scale:	as shown	CS7304 of
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