

gathering by transient visitors. These spaces are distributed uniformly throughout the proposed development to enhance accessibility and to compliment the adjacent Hillstone Outdoor Amenity Spaces.

The smaller of the two parking decks serving the future office building is proposed as optional subject to the Town Manager’s approval of a parking study. We believe that the principally nighttime use pattern of the adjacent residential deck and the hotel parking combine to provide ample parking to support the office during daytime hours without the 2-story deck. Should this alternative prove feasible the entrance drive may be able to shift towards the Jiffy Lube providing a more conventional office footprint.

An alternate design for the two Type-A2 streets is proposed at the request of the Council and CDC in order to incorporate needed on-street parking and a more intimate streetscape character by utilizing The Type-A3 6’ sidewalks in-lieu of the 10’ sidewalks required.

The Design Alternatives presented are described below and in each case a statement of mitigating factors is included. Each Design Alternative proposed seeks to balance the highest level goals of walkability, streetscape activity and form with site constraints and generally minor conflicts with the Form Based Code requirements.

Design Alternatives Proposed

DESIGN ALTERNATE-1 | Increase Maximum Block Length to 550'

FBC Requirement:

Sect. 3.11.2.4 Block Parameters **Design alternative: 3.11.2.7.C.b**

Maximum Block Length 450'

(495' with 10% Admin. Adjustment)

Site Constraints:

- i - Existing Vegetated Buffer
- ii - Steep Slopes
- iii - Unusual Site Configuration with Limited Opportunities for Connections to Adjacent Parcel to the East; Adjoining Parcel Use and Permanence/Intensity

Design Alternative-1:

Increase Block Length to 550' to allow for a Future Connection to Align with North Facade of Europa Center

Mitigating Factors:

1. Maximize Future Connection Opportunities,
2. Minimize Slope of Street for Future Connection,
3. Minimize Impact to Steep Slopes and Existing Tree Buffer

Narrative: The proposed location of the south parking deck makes maximum use of the grade differential and existing retaining wall to conceal required parking and service areas. Its proposed location is adjacent to the Europa Center parking deck which avoids conflicts between living and

service areas. The proposed block size and alignment for a future street optimizes future connection opportunities along the northern façade of the Europa Center offices and occurs in a location where slopes are minimal. A maximum block perimeter of 1,865' could be provided by a future connection to the existing drive from the proposed connection point and extending along the western façade of the Europa Center offices.

DESIGN ALTERNATE-2 | Increase Maximum Pass-Thru Spacing to 517'

FBC Requirement:

Sect. 3.11.2.4 Lot Parameters-D **Design alternative: 3.11.2.7.S.d**

Maximum Pass-Through Spacing 330' (346.5' with 5% Admin. Adjustment)

Site Constraints:

- i - Existing Vegetated Buffer
- ii - Steep Slopes
- iii - Unusual Site Configuration with Limited Opportunities for Connections to Adjacent Parcel to the East; Adjoining Parcel Use and Permanence/Intensity

Design Alternative-2:

Increase Pass-Through Spacing to 517' Align with Future Street

Mitigating Factors:

1. Maximize Future Connection Opportunities,
2. Avoid Unsafe and Uninviting Service Area,
3. Provide Pedestrian Access at Grade and Open-Air,
4. Minimize Impact to Steep Slopes and Existing Tree Buffer

Narrative: The proposed Pass-Thru to the adjoining property is strategically located where opportunities for future street and pedestrian connections are maximized. Slopes in this location are minimal allowing for inviting pedestrian connectivity to attractive pedestrian spaces along the northern façade of the Europa Center offices and pond feature.

DESIGN ALTERNATE-3a | Increase in the Build-to-Zone depth along Fordham Service Dr. from 10' to 17' for 60' of the Type-A1 Wrap

Design alternative: 3.11.1.2.H

FBC Requirement:

Sect. 3.11.2.1.D.5 Districts and Frontages

Where a corner lot has two different assigned frontages, the more restrictive frontage requirement shall apply to the assigned frontage, and must be continued for a minimum of 75'

Site Constraints:

- i - Primary Building Facade is positioned 10'-17' from proposed ROW to accommodate vertical articulation of facade and maintain a diversity of room sizes.
- ii - Shifting towards ROW at corner creates conflicts with FBC Sect 3.11.2.4.3.C Building Stepback.
- iii - Custom modification of building floorplan compromises affordability of lodging proposed.

Design Alternative-3a Proposed:

An increase in the Build-to-Zone depth by 7' (from 10' to 17' x 60') along Fordham Service Street-Novus Lane Type-A1 wrap. Overall Building Facade Frontage within the BTZ for is exceeded and is characteristic of a Type-A2 frontage.

Mitigating Factors:

1. Enhanced Vertical Architectural Articulation and Diversity of Room Sizes and Prices.
2. Overall Building Facade within 0'-20' for the Type-B frontage is 92%, greatly exceeding the typical requirement for even a Type-A2 frontage of 60%.

Narrative: The floor plan of the hotel proposed provides for a specific mix of room sizes and pricing structures. The facade is characterized by increased vertical articulation and an efficient, optimum use of floor area. The façade is stepped back in this and while visually interesting and engaging it does not comply with the specific requirements of Section 3.11.2.1D.5. The modifications of the building plans to meet this criteria are untenable given the desire to maintain affordable lodging rates.

DESIGN ALTERNATE-3b | Block-1 Open Space as a Maximum Percentage of Required Frontages (Type-A1 Wrap & Type-A2)

Design alternative: 3.11.2.7.F.i

FBC Requirement:

Sect. 3.11.2.7.F.4 - Outdoor Amenity Space (d)

Outdoor amenity space may be counted to meet up to one-half (½) of the frontage distance of the build-to-zone percentage requirements

Site Constraints:

- i - Unusual Site Configuration and Adjoining Intersection Spacing Requirements and Circulation
- ii - No Other Means of Ingress/Egress to Structured Parking Level-2 Constrains Building Placement
- iii - Recommended findings of Urban Design Analysis to Locate Outdoor Amenity Space on Corner at Type-A1 wrap

Design Alternative-3b Proposed: An increase from 50% to 60% overall (100% for Type-A1 wrap) in the allowable OAS maximum as a percentage of the Required Build-to-Zone Frontage required along Street-1 (north side). Increase to 100% for Type-A1 wrap.

Mitigating Factors:

1. Provide External Level-2 Parking Ramp Designed to Serve as an Architectural Backdrop to Adjacent Outdoor Amenity Space.
2. Provide Prominent/High-Visibility OAS at Street Intersection to Animate Street Activity.
3. Increase Diversity of OAS and Provide for Active Children's Play Area.

Narrative: The total amenity space and building frontage proposed (86%) exceeds the minimum requirement of 60%. Structured parking is strategically located to serve the uses within Block-1. A highly visible and prominent Amenity Space-2 is provided at the new street intersection as recommended during the Urban Design Session. The juxtaposition of the parking ramp with its masonry façade will serve as a high-quality architectural backdrop to Amenity Space-3. Amenity

Space-3 is a large, important outdoor space strategically located to serve the pedestrian pass-thru to future Advance Auto redevelopment as well as the future multi-family residents.

DESIGN ALTERNATE-3c | a 5' Increase in the Build-to-Zone depth along Novus Ln. - from 10' to 15'.

FBC Requirement: Design alternative: 3.11.1.2.H

Sect. 3.11.2.4 Walkable Mixed-Use (WX-5 and WX-7) Building Setbacks

A- Front - Type A-1 frontage (min/max) 0'/10'

Site Constraints:

- i - Novus Lane designed and approved for Hillstone with tight radius to conform to awkward parcel configuration at narrowest point of property
- ii - Slope of street and FBC requirements to maintain FFE at 2'-4' interior dictates interior grade changes to floor plan that defines exterior facade
- iii - Principal Entry at this frontage further constrains interior space configuration contributing to exterior facade location

Design Alternative-3c Proposed:

An increase in the Build-to-Zone depth by 5' (from 10' to 15') along Novus Lane Block-2.

Mitigating Factors:

1. Enhanced Vertical Architectural Articulation and Diversity of Room Sizes and Price Points.
2. Overall Building Facade within BTZ along Novus Lane Is 87% with DA-3c (83% for Block-2).

Narrative: The total building frontage along Novus lane within 10' of the ROW is 64% due to (a) design constraints imposed by a tight curvature in the road alignment precipitated by the irregular configuration of the parcels and (b) road grades forcing internal floor plan stepping to conform to the 2'-4' FFE requirements. This percentage rises to 87% with a minor 5' increase in the depth of the Build-to-Zone.

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

FBC Requirements: Design alternative: 3.11.1.2.H

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 Access

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.

Narrative: The proposed Street-2 alignment was dictated by the required offset to the Hillstone driveway connections and required NCDOT Legion Rd. protected stem length. This alignment provides minimum street slope for a future connection to the Europa Center drive aisle maximizing opportunities for the connection. Abnormal street frontage length is created by R.O.W. extension to the acute property line. The proposed R.O.W. could be reconfigured to reduce the total frontage and lower the required frontage but doing so would limit flexibility for the future street connection.

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

FBC Requirement: Design alternative: 3.11.1.2.H

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

Narrative: The proposed parking deck is located in a way that positions it adjacent to similar Europa Center parking facilities which provide zero setback to the drive. Screening of the lower parking level make use of the grade differential that exists between the two sites. Additional evergreen landscape screening is proposed to help screen the parking structure. This alignment of Street-2, the accommodation of essential fire access, additional screening and the nature of the adjoining property uses (parking) combine to mitigate a reduced parking deck setback in this location.

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

FBC Requirement: Design alternative: 3.11.1.2.H

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

Narrative: The current configuration provides necessary fire access to the proposed structured parking and access to garage parking concealed below the proposed building facing Legion Rd. This accommodation coupled with the nature of the adjoining property uses to the east (parking deck) combine to mitigate the impact of a reduced building frontage along Street-2 in exchange for maximum building frontage along the adjacent Hillstone St.

Design Alternative-7: Sect. 3.11.2.4 Walkable Mixed Use (Building Height)

A request to approve alternate building step back requirements along the Fordham Street (North) façade. Design alternative: 3.11.1.2.H

Reasons for Request: As this façade lies within 20-feet of the setback as required by the fire code for fire access, providing building step backs above the 2nd or 3rd floor will not be possible while maintaining the affordable room rates for this proposed property due to the natural stacking nature of the project type.

Mitigating Factors: The current configuration provides building articulation along the horizontal plane of the proposed project, stepping back portions of the project creating a variation in the building plane along each side of the proposed structure. This along with the use of strong horizontal expression lines and the overall height of the proposed structure being minimally 4-stories and the intent to provide an alternate per-night price point which the structural requirements to provide step-backs would mitigate, reduce the impact of the lack of building step backs.

Design Alternative-8: Sect. 3.11.2.4 Walkable Mixed Use (Building Height)

A request to approve alternate building step back requirements along the Hillstone Street (West) façade. Design alternative: 3.11.1.2.H

Reasons for Request: As this façade lies partially at the required 10-foot setback, providing building step backs above the 2nd or 3rd floor will not be possible as this area is being utilized at vertical stair shaft and offsets in the façade plane would compromise the integrity of the protection shaft system.

Mitigating Factors: The current configuration provides building articulation along the horizontal plane of the proposed project, stepping back portions of the facade creating a variation in the building plane along each side of the proposed structure. This along with the use of strong horizontal expression lines and the overall height of the proposed structure being minimally 4-stories and the intent to provide an alternate per-night price point which the structural requirements to provide step-backs would mitigate, reduce the impact of the lack of building step backs.

Design Alternative-9: Sect. 3.11.2.4 Walkable Mixed Use (Form) Design alternative: 3.11.1.2.H
A request to approve a 7% ground story transparency along the West building elevation.

Reasons for Request: In order to provide the necessary egress facilities along with required mechanical and back of house areas for a project of this type, meeting the 20% ground story transparency is not practical.

Mitigating Factors: The current configuration provides 60.5% ground story transparency along the south elevation and 66.5% ground story transparency along the north (Fordham Boulevard) elevation, above the required 60%. This along with the material changes within these areas and the canopy articulation works to mitigate the lack of glazing on the short facades of the proposed project.

Design Alternative-10: Sect. 3.11.2.4 Walkable Mixed Use (Form) Design alternative: 3.11.1.2.H
A request to approve a 4% upper story transparency along the West building elevation.

Reasons for Request: In order to provide the necessary egress facilities along with required mechanical and back of house areas and unit layouts for a project of this type, meeting the 20% upper story transparency is not practical.

Mitigating Factors: The current configuration provides 54.3% upper story transparency along the south elevation and 60.2% upper story transparency along the north (Fordham Boulevard) elevation, well above the required 20%. This along with the material changes within these areas and the canopy articulation works to mitigate the lack of glazing on the short facades of the proposed project.

Design Alternative-11: Sect. 3.11.2.4 Walkable Mixed Use (Form) Design alternative: 3.11.1.2.H
A request to approve an alternate to the principal entrance location requirement.

Reasons for Request: In order to provide the main entrance accompanied with a vehicle drop off and adjacent to guest parking facilities, locating the principal building entrance facing a street is not feasible within the proposed project.

Mitigating Factors: The current configuration provides two secondary principal entrances along the Fordham Boulevard service road and a secondary entrance adjacent to Hillstone Street. Accompanied

with articulated entrance canopies and outdoor patio amenity areas, these work to mitigate the internal location of the principal building entrance along the south façade.

Design Alternative-13: Sect. 3.11.2.7(8) Measurements and Exceptions (Building Materials)

A request to approve E.I.F.S as a primary material. Design alternative: 3.11.2.7.R.4

Reasons for Request: In order to provide an affordable room rate option in Chapel Hill, primary building materials must align to match construction costs to per-night room rates. All primary materials listed as approved for 75% of the exterior façade would work to place this per-night rate above the desired affordable range.

Mitigating Factors: The current configuration provides portions of the exterior façade with areas of both brick masonry, glass and cementitious siding in limited amounts. Additionally, the EFIS system being proposed is detailed to align more with a cementitious panel look with sharp transitions of depth and character to further mitigate the use and look of a full EIFS project.

DESIGN ALTERNATIVE- 14: Exception to Ground Floor Elevation Requirement

FBC Requirement: Design alternative: 3.11.1.2.H

Sect. 3.11.2.4.3.H Ground Floor Elevation for non-residential uses shall be a minimum of 0 ft and a maximum of 2 ft above the sidewalk elevation.

Site Constraints:

- i – Grade elevations vary substantially across the site - Twenty feet (20 ft in both north/ south and east/ west site sections.
- ii –Significant roadway elevation changes at Novus Lane between Legion Road and the Service Road create sloped roadway elevations on Street 1 and Street 2.

Reason for Request: To maintain uniformly consistent and functional ground floor elevations in non-residential spaces in Bldg. 2 and Bldg. 3.

Narrative and Mitigating Factors: In an effort to mitigate the disparity in floor and sidewalk elevations in areas of Bldg. 2 and Bldg. 3, pedestrian friendly Brick Landscape Planters, seat walls are provided along the full length of the elevated foundation of Bldg. 2 frontage on Novus Lane / a combination of Brick Landscape Planters and Enhanced Landscape wrap the elevated foundation wrapping the corner of Bldg. 3 at Novus Lane and Street 1. A unique and exciting Outdoor Amenity Space is provided at the corner of Novus and the new Type-A2 street.

End