Tarheel Lodging

Written Narrative and
Proposed Plan and COA Modifications (Buildings 3/4 and 5)
August 23, 2022
Updated August 30, 2022

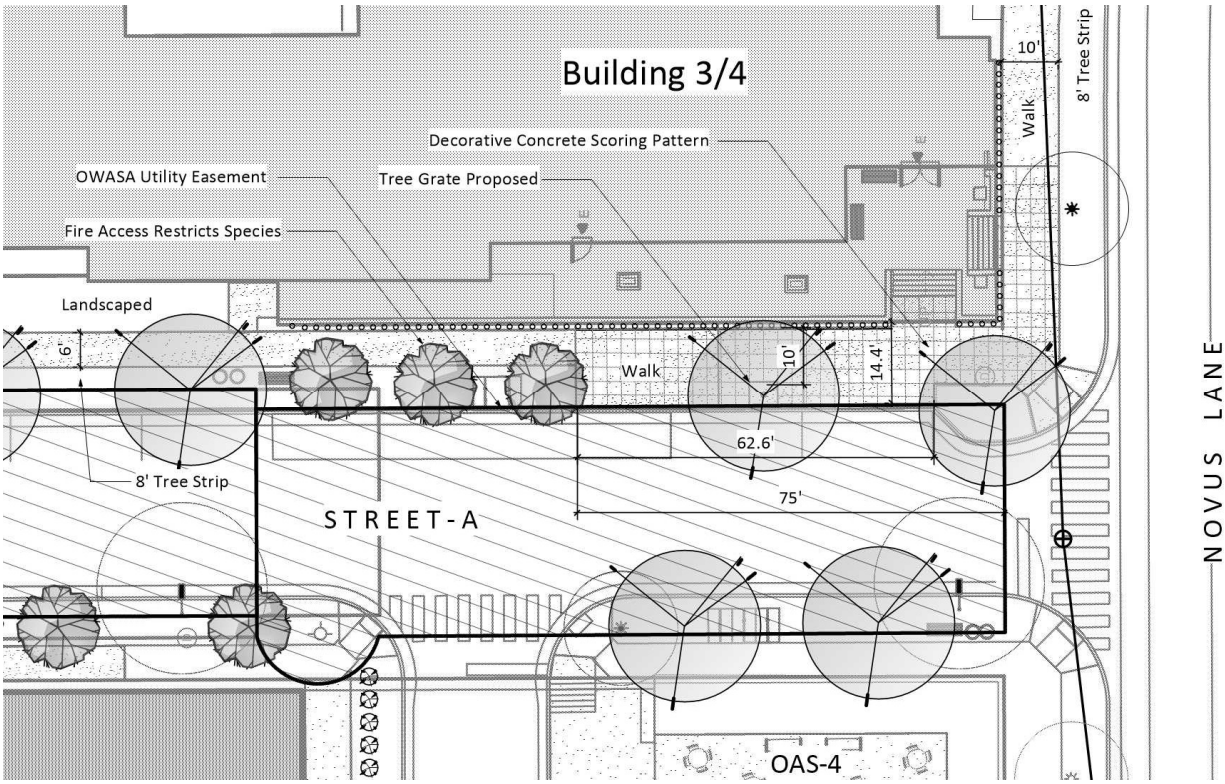
Having recently completed a portion of the Phase-I TRU Hotel development, The developer is requesting a modification to the current Certificate of Appropriateness (COA) to incorporate minor changes to the multi-family building including updated floor plans. The following is a listing of proposed modifications to the plans including some previously approved Design Alternates.

Modifications Requiring Manager's (Staff) Approval

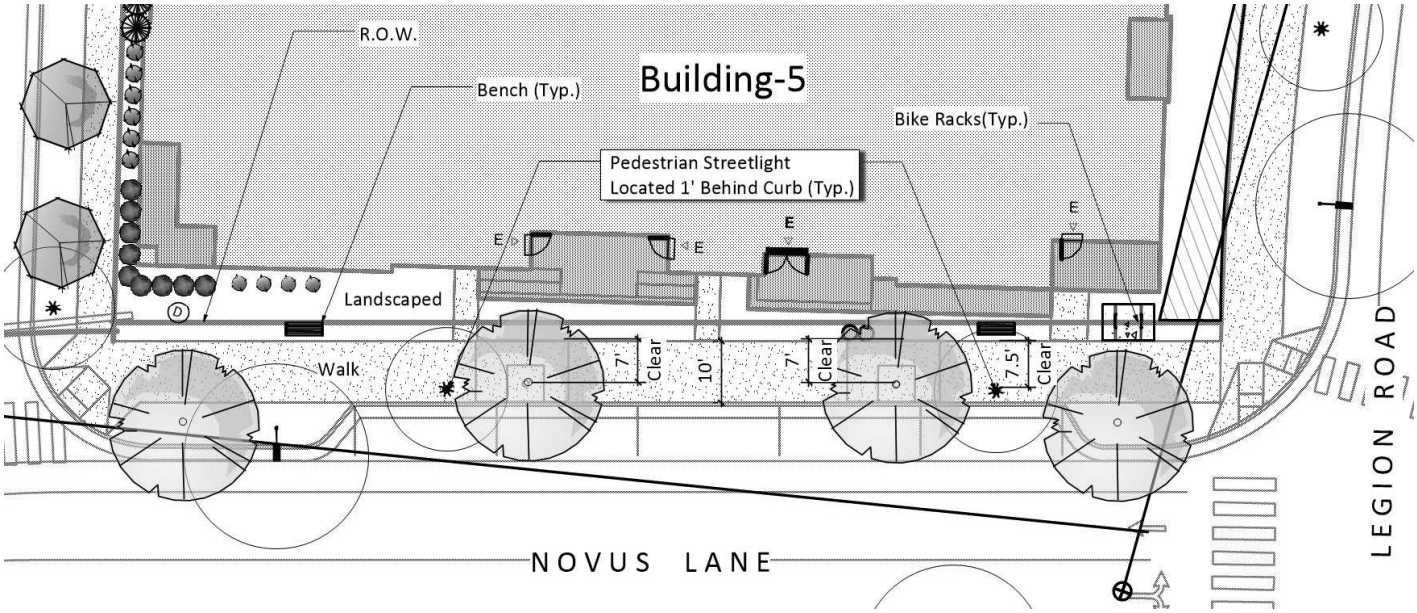
1. Street-A convert to Private Street with 30 ft OWASA Easement
2. OAS-5 is omitted. On-Site OAS exceeds required on-site OAS by 78%
3. OAS-6 is omitted. On-Site OAS exceeds required on-site OAS by 78%
4. A request of Manager to reclassify Street-B as Type-D Frontage? (it is designed to wider Type-A street standards but functions as alley accessing three parking garages. A change in this designation would eliminate the following code compliance issues. Otherwise, items a-d may require CDC approval.
   Request for Reclassification of Street-B: the current classification of Street-B, does not consider the current adjoining land use and that proposed for the redevelopment. Street-B provides access two on-site parking garages, 3 individual entrances and 4 service entrances. It is aligned to allow for a future connection to the Europa service drive and parking structure and as such it functions as an alley.
   The developer is proposing to wrap the corner with the Type-A1 Building Frontage conditions but request a reclassification of Street-B to help to mitigate the potential Design Alternates associated with the remained of the drive. The proposed street width is designed to local street standards with regards to sidewalk widths and façade frontages. But proposes a minor reduction in the tree planter strip (8' to 7') along the wrapped frontage in lieu of stepping down from 8' to 4' beyond the wrap condition. An 8' tree strip could be maintained within the wrap however it would require reducing the street width needed for a lane for a short section and then tapering to a wider section where it is needed for the emergency vehicle Tee turnaround.
5. Transformer located within 10 ft of sidewalk on Street-A garage entrance with architectural screening proposed.
   Justification: Duke Energy's requirements for separation from doorways and windows combine to leave no other alternative for alternate locations.
6. All sidewalks accessing individual residences are set at 4 ft width to differentiate from public accessways and minimize impervious surface area. All "sidewalks" adjacent to streets and drives are 6 ft and 10 ft in width (per FBC and LUMO requirements) other than as noted below. [Not sure if this requires mgr. approval or not].

Design Alternates – Modifications and New Requests for Approval by CDC – Numbering Based on Prior COA Approval

1. **Design Alternate-15** Sidewalk requirements along Street-A (Type-A Frontage) is 10 ft + 8 ft tree strip. Developer proposes 14.4 ft with tree pits and grates integrated into sidewalk area. Special concrete scoring (or pavers) proposed to highlight building entrance. Minimum walkway clearance requirement of 10 ft is maintained.
   Justification: With the adjacent on-street parking to buffer pedestrians from traffic the developer proposes an alternate sidewalk location allowing the green space to better soften the architecture and to differentiate the streetscape of the adjacent multi-family residential use form that of a more commercial character.



2. **Design Alternate-16** Sidewalk requirements along Novus Lane (Type-A Frontage) is 10 ft + 8 ft tree strip. Sidewalk is proposed to be located adjacent to BOC at Building-5 Frontage with two tree pits and grates integrated into sidewalk area.
   Justification: Minimum sidewalk width of 10 ft is maintained except at two tree grates where it is reduced to 6.5 ft. This condition is adequate for the anticipated residential pedestrian traffic (consistent with a Type-A3 Frontage width) but does not meet the Type-A1 requirement of 10 ft. Additional concrete area can be added in a bulbed-out configuration but the aesthetic would suffer, additional impervious surface added and we do not feel it is justified due to the residential pedestrian traffic anticipated.



3. **Design Alternate-17** Section 3.D. Building Step Back
   a. Building-3 Request modification for exemption from Building Step Back requirements along Street A. To maintain an interior connecting corridor on the second to fifth level between building 3 and 4. Building 3 moved slightly east to minimize the connecting corridor length. By moving building 3 east it now falls outside of the 10’ Building Step-Back area.

4. **Design Alternate-18** Section 3.H Ground Floor Elevation Residential. Ground Floor Elevation change on Residential shall be min of 2’ and max of 4’. Ground Floor Elevation change on Non-Residential shall be min of 0’ and max of 2’.
   b. Building-3, 4 & 5. Request modification to Ground Floor Elevation change(s). 32% of residential ground floor shall meet the minimum. 50% of residential ground floor shall meet the maximum. Due to existing grade conditions at adjacent streets, we cannot

adjust all stoops to maintain the required minimum or maximum for all building locations. We adjusted where possible to maintain the minimum of 2’ and the maximum of 4’.

5. **Design Alternate-19** Section 4.E Form-Pedestrian Access requires Principal Entrance spacing of 50’ for residential uses and 100’ for non-residential uses.
    c. Building-3 Request modification for non-residential entry spacing to be 115’ along Street A. Due to the nature of private activities happening within the amenity space it wouldn’t be advantageous for a principal entry to be placed within a private co-working room or a private game room.